2019 TITLE VI
PROGRAM UPDATE
FTA C4702.1B

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
MIAMI-DADE, FLORIDA

November 30, 2019

PREFACE

This document was prepared by the Department of Transportation and Public Works (DTPW), a Department of Miami-Dade County, Florida, in response to the reporting requirements prescribed by Federal Transit Administration Circular 4702.1B published on October 1, 2012. The Circular 4702.1B sets forth guidelines for providing information on nondiscriminatory provision of transit services and benefits, as requirement by Title VI of the Civil Rights Act of 1964. This report represents the 2019 Triennial Update of the original document submitted by Miami-Dade County in November 1988.

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DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
TITLE VI CIVIL RIGHTS
2019 COMPLIANCE REPORT UPDATE

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INTRODUCTION

The Department of Transportation and Public Works (DTPW) consistently ranks in the top tier of all transit agencies in terms of passenger trips, revenue miles and vehicles operated in maximum service. It is the largest transit agency in the State of Florida, and one of the largest Departments in Miami-Dade County government with the inclusion of Public Works. Public Works oversees the planning, construction, and maintenance of a safe and efficient system of roads, bridges, drainage, pathways, traffic signals, signs and streetlights. Public Works also oversees the roadway infrastructure maintenance, inspection, compliance, and the improvement of programs. The DTPW's four modes of transportation are: Metrobus, Metrorail, Metromover, and Special Transportation Service (STS).

In addition to the various modes of transportation, the DTPW provides residents and visitors with a system that maximizes safety and mobility. By reducing traffic congestion, improving traffic flow, preserving and maintaining the existing roadway infrastructure, the Department strives to reduce commuting time, increase roadway safety, and minimize accidents. Successful performance of duties helps improve the quality of life for patrons and minimizes incidents, complaints, damage to property, and liability.

Metrobus operations provides services that extend throughout all of Miami-Dade County, parts of Monroe County, and Broward County. Currently the Division operates a total of 24.7 million scheduled revenue miles and oversees the operation of outsourced bus routes, providing an additional 2.4 million scheduled revenue miles. The combined average number of annual directly-operated and outsourced-route unlinked bus passenger trips is nearly 52 million. As of December 31, 2018, the fleet was comprised of 778 active buses with an average age of 9.6 years.

Metrorail is a 25-mile double-track heavy rail system, servicing 23 stations, that includes the legacy line from Dadeland South to Palmetto station (Green Line) and the Airport Link extension from Earlington Heights to Miami International Airport stations (Orange Line). The Metrorail vehicle fleet consists of 136 vehicles, operating an average of 19 million annual passenger trips and approximately 7.3 million annualized revenue miles.

Metromover is a fully automated people mover system consisting of 4.4 miles of elevated dual-lane track and guideway servicing 21 stations. It offers convenient access to a variety of government, businesses, entertainment and cultural centers in the Central Downtown, Omni and Brickell areas. The Metromover vehicle fleet consists of 29 vehicles, operating over 1 million annualized revenue miles for an average of nearly 9 million passenger trips.

Special Transportation Service (STS) is a public demand response paratransit service for people with disabilities, in compliance with the provisions of the Department of Transportation American with Disabilities Act (ADA) Paratransit Section 37 and guided, in part by Chapter 427, Florida Statutes. STS provides a total of over 1.7 million trips per year. The STS program service area matches the DTPW transportation system (bus

and rail) and includes most urbanized Miami-Dade County areas with the exception of certain locations such as: The Trail Glades Range, Miccosukee Indian Reservation and Fisher Island.

The 2019 Title VI Program Update Response to FTA C4702.1B was approved by Miami-Dade County's governing official. The 2019 Title VI Program will be submitted to the Miami Dade County Board of County Commissioners (BCC) as an informational report. **(See III.S)**

GENERAL REPORTING REQUIREMENTS

A. Title VI Notice to the Public

The Department of Transportation and Public Works (DTPW) *Notice to the Public* informing them of their rights under Title VI of the Civil Rights Act of 1964 is displayed in the form of a poster throughout our fleet of DTPW buses. The notice is posted as a diorama at each Metro-Rail key station location, as well as on the DTPW website. The notice also includes a Spanish and Creole translation within the text of each diorama and poster. **(See III. A)**

B. Title VI Complaint Procedures

The Department of Transportation and Public Works is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its transit program, policy or activity on the basis of race, color or national origin. The DTPW - Office of Civil Rights and Labor Relations (OCR/LR) has developed ***Title VI Complaint Procedures*** which provide instructions to the public on how to file a Title VI complaint if they feel they have been discriminated against. The ***Title VI Complaint Procedures*** are posted on the DTPW website and are also available to individuals upon request. The information is also posted in Spanish and Creole. **(See III. B)**

Additionally, the Department of Transportation and Public Works established Internal Standard Operating Procedures (SOP's) **(PR-AD-005 and PR-AD-007)** designed to ensure the DTPW's compliance with the requirement to capture and monitor complaints received from the DTPW's website, telephone or walk-ins and the countywide 311 system. An SOP was also created **(PR-AD-006)** to ensure the DTPW monitors the statistics regarding the number of persons accessing the Spanish Language content of the DTPW website. **(See III. C-1 and III. C-2)**

C. Title VI Complaint Form

The Department of Transportation and Public Works has a Title VI Complaint Form for members of the public to utilize when submitting a complaint. The complaint form (which includes a Spanish translation) is posted on the DTPW's website and is also available upon request. **(See III. D)**

D. Title VI Investigations, Complaints and or Lawsuits Filed

The Department of Transportation and Public Works prepares and maintains a list of all active investigations conducted by entities other than FTA, lawsuits, or complaints that allege discrimination on the basis of race, color, or national origin.

DTPW has multiple media for the reporting of such complaints. The 311 system serves as the DTPW's primary contact point for customer comments, complaints and suggestions. An active list is prepared and maintained of investigations conducted by entities other than FTA. The list includes the date of the investigation, lawsuit, or complaint, as well as actions taken by the DTPW in response to the investigation.

Customers are issued a Feedback number for reference which can be used to track their concerns. The written complaint is forwarded to a DTPW Investigator in the appropriate area for review and response. 311 staff provides customers with follow-up**. (See III. E)**

E. Public Outreach and Involvement Activities

The Department of Transportation and Public Works fully encourages public involvement and participation, conducting interactive presentations with communities across the county. As a part of the adoption of the 2015-2024 Transportation Development Plan (TDP), November 4, 2014, the DTPW incorporated the language from the Miami-Dade Transportation Planning Organization's Public Participation Plan as DTPW's guiding document. Since the November 2014 TDP Adoption, the Public Participation Plan and all others to be adopted hereafter include applicable Title VI Language. **(See III. F-1)**

As an added measure, the DTPW implemented an internal Title VI Public Involvement Transit Administrative Policy (TAP) **POL-AD-005** that specifically guides the DTPW staff with an efficient procedure for ensuring that Limited English Proficiency guidelines, as required by Title VI of the Civil Rights Act of 1964, are adhered to and reflected within the ongoing activities of the DTPW.

Since the implementation of **POL-AD-005**, the DTPW Advertising and Media Relations division (formerly known as Governmental Affairs) posts signs advising that LEP services are provided free of charge. Signs are visible on Buses and Rail Cars (Posters); Metrorail Stations (Windscreens); and at DTPW retail and customer service outlets (Government Center Kiosk, Overtown Transit Station). **(See III. F-2)**

The TAP also provides guidance regarding the translation of major publications into Spanish and/or Creole as needed for public meetings and/or to provide hearing notices. This includes and is not limited to: advertisements, sign-in sheets, comment cards, presentation materials, fact sheets and newsletters for the benefit of the public.

Additionally, the DTPW works with community-based organizations and other stakeholders to inform Limited English Participation (LEP) persons of the DTPW services and the availability of language services through career/health fairs; sporting events; Golden Passport Enrollment; an elected official sponsored event(s) and Homeowners' Association Meetings. Notices are also included in local newspapers and on local radio stations. **(See III. F-3)**

F. Access for Limited English Proficiency (LEP) Persons

The Department of Transportation and Public Works completed the **Title VI Requirements Implementation Plan on Language Assistance**. The program evaluation is based on a Four-Factor Analysis, as outlined in **(FTA C 4702.1B).** Currently, the Office of Civil Rights and Labor Relations has administrative oversight to ensure that the requirements outlined in the Action Plan are carried out. **(See III. G-1)**

Since the approval of the **Title VI Requirements Implementation Plan on Language Assistance**, the DTPW has completed the following:

a. Developed a Transit Administrative Policy (TAP) **No: PR-AD-005** regarding the LEP specifically designed for all staff within the Advertising, Media Relations and External Affairs divisions to ensure departmental compliance with federal requirements. Specifically, the TAP was written to provide an efficient procedure for ensuring that the Limited English Proficiency guidelines, as required by Title VI of the Civil Rights Act of 1964, are adhered to and reflected within the activities of the DTPW's Public Involvement Program. **(See III. F-2)**

PR-AD-005 delineates the DTPW's adopted procedure for the translation of major publications into English and Spanish, i.e., Route Guides, System Maps, and Outreach Materials. The TAP provides guidance to the DTPW internal staff on information collection (sign-in sheets and comment cards) in three languages, English, Spanish and Creole), including public rider alert

notices, schedule change information and other marketing materials in Spanish and Creole. As a result, information is also translated into Spanish and Creole as a matter of procedure. **(See III. G-2)**

b. Added a general information Spanish language information page. Route information is available in Spanish and in Creole when demographic information indicates a potential need.

c. Additionally, web visitors are directed in Spanish to call the County's Transit dedicated line, (305) 891-3131, for one-on-one personal customer service to help riders plan their trips;

d. Quarterly compilation of key metric information regarding website views/usage;

e. Monthly compilation of English/Spanish speaking calls received by the at 311 System;

f. Updated the Transit Administrative Policy (TAP) regarding the Evaluation of Service and Fare changes.

G. Minority Representation on Planning and Advisory Boards.

Miami-Dade County is a political sub-division of the State of Florida and is governed by an Executive Mayor, elected at-large, and 13 Commissioners elected from single-member districts. The day-to-day operations of the government are overseen by the Mayor.

All functions, responsibilities and services of the County are provided through 25 departments headed by department directors. The Department of Transportation and Public Works is one of these departments.

On November 5, 2002, Miami-Dade County voters approved a half penny increase in the sales surtax to support the People's Transportation Plan (PTP), which is a publicly-supported transportation improvement program established to develop an integrated mass transportation network and to complete roadway improvements in Miami-Dade County and its municipalities. The plan required that the proceeds from the Surtax be overseen by the Citizens' Independent Transportation Trust (CITT) and that the funding be used for transit and transportation projects only.

Pursuant to **Ordinance 02-117**, the CITT was established to monitor, audit, oversee and investigate the use of the Surtax proceeds and the implementation of the PTP. In approving the PTP ordinance (Ordinance 02-116) in 2002, the Board included the list of planned improvements along with expanding the Golden Passport program, providing free fares on Metromover, and setting aside 20% of surtax revenues to the original 31 participating municipalities. The ordinance creating the Transportation

Trust assigns to it the power to monitor, oversee, review, audit and investigate implementation of the transportation and transit projects listed in any levy of the surtax, and all other projects funded in whole or in part with the proceeds.

Transportation Trust Member Recruitment Process

The Transportation Trust is comprised of 15 members who are appointed by each member of the Board of County Commissioners (BCC), the County Mayor (Mayor) and the Miami-Dade County League of Cities (MDCLC). Persons applying for a seat on the Transportation Trust must be a Miami-Dade County registered voter, have a reputation for civic involvement and an interest or experience in transportation or land use issues. Trust members are volunteers and must not have any interest, direct or indirect, in any contract with the County.

The Office of the Citizens' Independent Transportation Trust (OCITT) provides administrative support to the Trust. The OCITT implements a member recruitment plan designed to reach all segments of the community through English, Spanish and Creole print ads, radio buys, direct mailing, television interviews and direct contact with community and business leaders. Recruitment ads are placed in community-based publications through the County's Community Periodicals Program which focuses on smaller, multi-lingual periodicals.

The Transportation Trust Nominating Committee (Nominating Committee) screens applications and submits four name slates of nominees to members of the BCC, the Mayor and the MDCLC as vacancies occur. They, in turn, have the option to appoint an individual from the slate or to reject it and request a new slate of names for further consideration.

Applications are accepted throughout the year and are available online, by phone, and at the OCITT. The applications remain active for two years and the applicants are given the opportunity to reactivate their application for an additional two years, if desired. **(See III. H)**

H. Sub-Recipient Monitoring

In compliance with the FTA reporting requirements, the Department of Transportation and Public Works Office of Civil Rights and Labor Relations (OCR/LR) is responsible for ensuring that each participating municipality is in compliance with the requirements of Title VI.

Since March of 2012, the OCR/LR has provided notice to each participant of their responsibilities that include the completion/adherence of a Title VI Municipality Information Questionnaire/Checklist that ensures Title VI compliance. Furthermore, the DTPW provides oversight/review to participating municipalities upon request. **(See III. I-1 and III. I-2)**

The Department of Transportation and Public Works has two Standard Operating Procedures (SOP's) ***PR-FB-008 Rev.0*** - ***The DTPW Oversight Procedures for Sub-recipient Compliance for Rolling Stock*** and ***PR-FB-009 Rev.0*** - ***The DTPW Oversight Procedures for Sub-recipient Oversight for Non-mobile Equipment***. Both SOP's are administered by the DTPW Grants Division in conjunction with OCR/LR as an extra measure to ensure that the sub-recipients are compliant with federal regulatory requirements. Additionally, both divisions work together to ensure that federal awards are used for authorized purposes in accordance with laws, regulations, and provisions of contract or grant agreements. **(See III. I-3 and III. I-4)**

I. Title VI Equity Analysis for Determining Site or Location of Facility

The Department of Transportation and Public Works has not constructed any facilities, such as a vehicle storage facility, maintenance facility or operations center since the last Title VI program submission.

J. Annual Certifications and Assurances

As a federal grant recipient, the DTPW files its annual Certifications and Assurances with FTA. The most recent Annual Certification and Assurance was signed. A copy of the DTPW's Title VI assurances is provided as **(See III. J)**

II. PROGRAM SPECIFIC REQUIREMENTS AND GUIDELINES FOR RECIPIENTS SERVING LARGE URBANIZED AREAS

A. Setting System-Wide Service Policies

The Miami Dade County Board of County Commissioners (BCC) adopted **Resolution No. R-1036-14** regarding **MDE Major Update of the 2014 Transit Development Plan**. **(Attachment 2).** This plan covers a ten-year period from 2015-2025. The update, branded as MDT 10Ahead, has served as the blueprint for DTPW's future. The Department of Transportation and Public Works Service Standards, the framework for guiding the decisions on which transit services are created and evaluated, were a part of the approved plan. Each year an update is provided to the Board of County Commissioners as information. A copy of the 2017 TDP Update and the 2018 TDP Update are included**. (See III. K)**

The Department of Transportation and Public Works Service Standards provide a consistent and fair evaluation of both existing and proposed activities. A copy of the DTPW's Service Standards are included. Adherence to the DTPW Service Standards ensures that there are no discriminatory service designs or discriminatory operations decisions. **(See III. L)**

The DTPW Service Standards Report is comprehensive. It contains a service planning process that evaluates current service against current issues of route efficiency, cost effectiveness, operational feasibility, and availability of resources. The DTPW applies its service standards to:

- Improve route productivity while keeping customer impact to a minimum;
- Assure that service is provided in a fair, consistent and equitable manner, considering transit-dependent area regions;
- Provide a baseline for service planning of bus route alignments, and scheduling frequencies for all transit modes.

The DTPW Service Standards are concurrent with the Mass Transit Element of the Comprehensive Development of the Master Plan (CDMP). The Master Plan (October 2006 edition) adopted by Miami-Dade County establishes the following minimum service levels:

The average combined population and employment density along the corridor between the existing network and the area of expansion exceeds 4,000 persons per square mile, and the corridor is 0.25 miles on either side of any necessary new routes or route extensions to the area of expansion. Areas with lower density will be provided with lower-frequency peak only bus service, or have access to park-and-ride lots within 15 miles.

Service is provided along major arterials at a route spacing of one mile and one-half mile space for the urban core. The urban core or "the mainland" is defined as, inclusive of NW/NE 79th Street on the north, NW/SW 42 Avenue (Le Jeune Road) on the west, Coral Way on the south and Biscayne Bay on

the east, including the area south of 96 Street in Miami Beach. The Department of Transportation and Public Works Service Standards are qualitative standards for the following indicators:

Vehicle Load

As seen on page 17 of the Service Standards, vehicle load is expressed as the ratio of passengers to the number of seats on a vehicle during the vehicle's maximum load point. Vehicle load is measured at peak and off-peak times and on the different modes of transit, Metrobus, Metrorail and Metromover.

Vehicle Headway

Pages 18 of the Service Standards define vehicle headway as the time interval between two vehicles traveling at the same direction on the same route. The frequency of a service is a general indication of the level of service provided along a route and a component of the amount of travel time expended by a passenger to reach his/her destination. The DTPW sets different vehicle headway standards for different modes of transit service (such as Metrobus, Metrorail and the Metromover).

The DTPW has set standards based on headway as it also relates to vehicle load. This is delineated on page 20 of the Standards.

The DTPW Standards:

Passengers per Mile: Number of passengers carried in one bus mile, with a minimum of 0.7 passengers per vehicle mile or minimum of 70% system-wide average passengers per vehicle mile.

Passengers per Trip:

All bus route trips that exceed a one-way trip time of one hour shall not have less than 8 boardings on any trip. If the route is shorter than a one-hour one-way trip, the minimum acceptable boarding for the trip is a rate of five passengers per hour.

Minimum 15 passengers average load for all routes;

Minimum Average load on express trips is 30 passengers.

Any trip not meeting the minimum ridership level for an individual trip (for mature routes>2 years) shall be considered for elimination unless the trip cannot be modified because it would result in an ineffective or inefficient schedule.

On-Time Performance

On-time performance is a key performance indicator used to measure a run completed as scheduled. The DTPW buses are considered on-time if the scheduled time is no more than 59 seconds before actual departure and no more than 4 minutes and 59 seconds (the on-time window) past the scheduled time of departure. See page 21 of the Standards for further information on 'on time performance'.

Transit Amenities

Amenities selectively placed at bus stops can increase the demand for transit by increasing the passenger's comfort, perception of safety, and image of the attractiveness of the system. For example, seating and/or shelters reduce the inconvenience of waiting at the stop, while lighting can make the passenger feel safer when utilizing the system at night. In addition, amenities such as route maps, permanent structures, or bus bays convey the stability of the system and its presence in the community to both current and potential riders. The DTPW has set different service standards for the different modes of service provided. The policy is better defined on the chart in page 24 of the Standards. The chart shows the basis and standards of how these amenities are distributed within the transit system; equally distributed amenities determine that all transit users have equal access to these amenities.

Service Availability

As previously stated, the Department of Transportation and Public Works service follows the standards set forth in the Mass Transit Element of the Comprehensive Development of the Master Plan (CDMP). The standard policy indicates the maximum distance between routes and how the coverage varies by population density. One quarter mile is considered the average length that a person would walk to a bus stop. This graphic shows that the DTPW services almost the entire population within the Urban Development Boundary (88% of the area within the Urban Development Boundary).

The following is a series of facts, for monitoring compliance with Title VI requirements. As noted, transit service is provided by the DTPW to minority communities and minority users consistent with the objectives of the FTA Title VI program.

- A total of 66 out of 97 Metrobus routes operated by the DTPW are considered minority routes, nearly 68% (a minority route is defined as "a route that has at least one third of its total route mileage in a census tract(s) with a percentage of minority population greater than the percentage of minority population in the transit service area).

- Nearly 82% of Miami-Dade County's population, according to the 2010 Census belongs to a minority group.

- Because of Miami-Dade County's minority composition and because 31 of the DTPW's 97 routes are non-minority routes, equitability is easily achieved.

- All bus purchases since 1990 have included wheelchair lifts or ramps as of March 2003 all buses in service are wheelchair accessible.

B. Requirement to Collect Demographic Data

The Department of Transportation and Public Works prepared demographic and service profile maps and charts which can easily help to determine whether transit service is equitably available to minority and low-income populations within the DTPW's service area. The maps were prepared using Geographic Information System (GIS) technology. The maps assist the Department of Transportation and Public Works in determining statistical information with Title VI.

The following maps are included:

A demographic GIS Map that plots the above information and also shades those Census tracts where the percentage of the total minority population residing in those areas exceeds the average minority for the service area as a whole. A corresponding chart is also included. The Minority population in Miami-Dade County, according to the 2010 Census is 82 %. (**See III. M-1)**

A demographic GIS Map that plots the same information provided but shading those 2010 Census tracts where the percentage of the total low-income population residing in these areas exceeds the average low-income population for the service area as a whole. According to the 2010 Census the low income or poverty level in Miami-Dade County is 15.7%. A corresponding chart reflecting routes from 2019 is also included. (**See III. M-2)**

Demographic Map/Chart Highlights

- Miami-Dade County is comprised of a minority/majority service area. Routes designated as 'minority routes' are actually the 'majority' of the routes comprising 68 % of the DTPW Service.
- Conversely, 'non-minority routes' make up the smallest number of routes.
- An adverse impact may occur if the percentage of service reductions or passenger amenities exceeds 69% of the proposed reductions.

C. Title VI Monitoring Program

The Department of Transportation and Public Works monitors' transit service provided throughout Miami-Dade County. Periodic service monitoring activities are undertaken to compare the level and quality of service provided to all areas of the County to ensure that the end result of policies and decision making is equitable service to all.

The DTPW performs on-board surveys, mainly to monitor its ridership on different routes throughout the County. This allows the DTPW to check not only the ridership, but also the quality of service being provided.

A copy of a survey with demographic information is included. **(See III. N)**

For every lineup which occurs twice a year, the DTPW evaluates routes verses service standards. It is the basis for the proposed service changes which is driven by the budget. The DTPW evaluates all routes during this process. The DTPW's service is based on population density and demographic factors. Therefore, areas with higher densities and lower incomes will have more service than areas with low density and higher incomes.

The DTPW Office of Planning and Scheduling Division is responsible for the first phase of this evaluation. The process for identifying possible service changes to the DTPW routes begins by collecting data from a variety of sources and includes the following key steps:

1) A review of Service Improvement Reports (SIR) reports submitted by the DTPW Bus Operators;
2) Meetings with Union officials and the DTPW Bus Operators;
3) Reviews of customer comments and emails submitted to the 311-call center;
4) Observations by bus operations staff;
5) Input from Miami-Dade elected officials;
6) Analysis of unproductive routes by management;
7) Comments/suggestions from community stakeholders;
8) Service request from riding public;
9) Running time reports;
10) Analysis of Omnibus reports;
11) Analysis of APC reports;
12) Requests from FDOT, Broward County Transit and SFRTA;
13) Requests from the DTPW Service Planning and Scheduling Staff;
14) Consultant recommendations;
15) Grant applications.

The Service Planning and Scheduling Division reviews potential suggestions from these sources for consistency with adopted plans, service standards, and available funding (for service improvements). The proposed changes to bus service are compared against **Miami-Dade County Code Sec. 2-150**.

(Fixing and changing fares, service, rates or charges). The Miami-Dade Code determines what constitutes a "Major Service Change" for the system to determine whether the proposed changes require a public hearing and BCC approval before implementing. If BCC approval is required, the County Attorney's Office will review the BCC agenda item. Once the list of preliminary changes is finalized, a draft Title VI Analysis is prepared and submitted to the DTPW OCR/LR Manager to the DTPW OCR/LR Chief, who reviews the analysis, as described below.

Title VI Analysis of Proposed Service Changes

Once a finalized draft of proposed service changes is developed, Planning/Scheduling staff develops a table listing all proposed changes to bus routes along with the designations of whether it is a minority or non-minority route, and a poverty or non-poverty route. The DTPW Information Technology Section uses GIS data and the 2010 Census data to determine the designation as to the status of the route. This analysis is then forwarded to the DTPW Office of Civil Rights and Labor Relations for review.

The analysis includes all the routes that are proposed to receive a "Service Reduction" and/or a "Service Improvement" or a "Change to Passenger Amenities." The DTPW Civil Rights & Labor Relations Manager reviews the analysis and determines if any further changes are needed.

The DTPW also provides for transit amenities in Unincorporated Miami-Dade County. For any changes to "DTPW Passenger Amenities" within Unincorporated Miami-Dade County, the DTPW Manager of Passenger Amenities provides a list of recommend changes along with a draft Title VI Analysis to the Section Chief.

Adverse Effects - Assessing Potential Service Impacts

The impacts of proposed service changes on minority populations are analyzed. The purpose of the preliminary review is to ensure compliance with Title VI, which states that that no person or group of persons shall be discriminated against with regard to the routing, scheduling, distribution of transit amenities, bus assignments, or quality of service of transportation service furnished as a part of the project on the basis of race, color, or national origin. Frequency of service, age and quality of vehicles assigned to routes, quality of stations serving different routes, and location of routes may not be determined on the basis of race, color, or national origin in order to prevent a disparate Impact.

Management considers the degree of the adverse effects when conducting this analysis. The "Service Change" analysis is expressed as percentage change in table format. Minority routes comprise 68 % of DTPW service. As such, DTPW is unique in that routes designated as "minority routes" comprises the majority of the system and "non-minority routes" comprise the minority of the routes.

An adverse impact may occur if the percentage of "Service Reductions" or "Passenger Amenities" exceeds 69% of the proposed reductions. The DTPW also reviews the Service Improvements" to analyze their impact, so the analysis also considers areas where improvements to services will occur as well.

If this analysis determines there is a potential disparate impact, either the Planning Section Supervisor or the Manager of Passenger Amenities will look at the alternatives to determine whether those alternatives would have less of a disparate impact and then modifies the proposed changes in order to avoid, minimize, or mitigate potential disparate impacts.

Planning Management will then reanalyze the proposed changes in order to determine whether the proposed adjustments will remove the potential disparate impacts. Planning Management will take actions to avoid, minimize or mitigate the proposed changes.

Planning Management resubmits the proposed changes to the Chief, Office of Civil Rights and Labor Relations, for final approval before submitting the changes to the DTPW Director.

When proposing major service changes, the DTPW, an entity of Miami-Dade County is governed by **County Ordinance Part III, Sec. 2-150 – Fixing and changing fares, service, rates or changes**. This ordinance was approved November 5, 1998, and is a part of the Miami-Dade County, Florida, Code of Ordinances. **(See III. 0)**

Specifically, the Miami-Dade County Board of County Commissioners has the authority to make service changes, regulate all fares, rates or charges for the use of the transit system. This authority takes place only after the public has been granted an opportunity to be heard through the public participation process.

There are six instances that dictate a public hearing. Numerals 2-6 (underlined below) are specific to service changes:

1. Any fare, rate or charge for transit service or for ancillary to transit;
2. Any change in service of twenty-five (25) percent or more of the number of route miles of a route;
3. If, in a fiscal year, the cumulative changes on a route add up to twenty-five (25) percent or more change in the number of route miles of a route:
4. A change in the interval between peak period of transit services on a route of more than ten (10) minutes;
5. A change in the interval between off-peak period transit services on a route of more than thirty (30) minutes; or
6. A new transit service is established or an existing service is abolished.

D. Major Service Change Policy, Disparate Impact Policy, and Disproportionate Burden Policy

As a result of the requirements governing Title VI Compliance, the DTPW implemented Transit Administrative Policy (TAP) POL-CL-001-Title VI Service and Fare Changes on April 25, 2012. Internal procedures were included that describe the DTPW's Title VI procedural requirements for both Service

and Fare Changes. The TAP was revised per the requirements outlined in FTA C 4702.1B and includes the DTPW Policies for Major Service Change, Disparate Impact and Disproportionate Burden.
(See III. P)

E. Service and/or Fare Equity Analysis

Since the 2016 Title VI Update, the DTPW has had four Major Service Changes which, per the provisions of the DTPW's POL-CL-001-Title VI Service and Fare Change TAP, required a Title VI Analysis. The first three analyses listed below were incorporated as part of the April 2018 Triennial Review.

Service Adjustments Implemented on or before November 19, 2017
Major Service Changes: 6, 48, 56, 62, 136, 183, 252, 103/C, 107/G, 108/H, 115 and 117

Service Adjustments Implemented on or before November 19, 2017
Major Service Changes: 123, 249

Service Adjustments Implemented on or before February 4, 2018
Major Service Changes: 31, 35, 115

Service Adjustments Implemented on or after November 2018
Major Service Changes: 35/35a, 115, 200, 210
(See III. Q)

Implementing Order 4-133, (which superseded Resolution R-294-16 and was adopted April 5, 2016) indicates that rates, fares and charges will be automatically adjusted every three years, in accordance with the average rate of the Consumer Price Index (CPI) for the preceding three years. The Miami-Dade County Board of County Commissioners waived an increase for the 2019-2020 fiscal year budget. To date, the department has not determined if it will proceed with a fare increase for the 2020-2021 budget cycle. The last system-wide fare increase occurred in October of 2013. **(See III. R)**

III. A *DTPW Notice to the Public*

Miami-Dade Transit is committed to providing equal access to its services regardless of race, color or national origin, in accordance with Title VI of the Civil Rights Act.

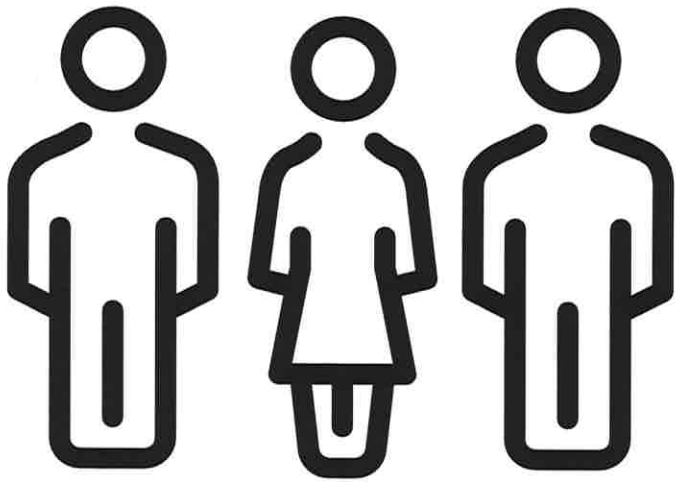
If you feel you have been discriminated against because of any of these conditions, you may contact the Office of Civil Rights & Labor Relations at 311 or 305-468-5900. Evenings and weekends call 305-375-1952. (For TTY Service, call 305-468-5402).

La Agencia de Transporte Público de Miami-Dade se compromete a observar el Título VI de la ley de derechos civiles y proporcionar igualdad de acceso a sus servicios sin consideración de raza, color u origen nacional.

Si a usted le parece que han discriminado en su contra debido a alguna de éstas condiciones, usted puede ponerse en contacto con la Oficina de Derechos Civiles y Relaciones Laborales por el 311 o el 305-468-5900. Noches y fines de semana llame al 305-375-1952. (Para obtener servicio de DTS [Dispositivo de Telecomunicación para el Sordo] sírvase llamar al 305-468-5402).

Miami-Dade Transit angaje li a bay aksè ekitab a sèvis li yo san fè regadans sou ras, koulè, oswa orijin nasyonal, an akò ak Tit VI nan Lwa Dwa Sivil la.

Si w panse w te viktm diskriminasyon poutèt youn nan kondisyon sa yo, w ka kontakte Biwo Dwa Sivil ak Relasyon Travay nan 3-1-1 oswa 305-468-5900. Nan aswè ak fen semèn rele 305-375-1952. (Pou sèvis TTY, rele 305-468-5402).



MIAMI-DADE COUNTY

III. B *DTPW Complaint Procedures*

Web address:
https://www8.miamidade.gov/global/service.page?Mduid_service=ser1499958278524275

Filing a discrimination complaint on Transit

The Transportation and Public Works Office of Civil Rights and Labor Relations is responsible for the following:

1. Monitoring complaints investigated by the field to ensure their resolution.
2. Ensuring that complaints are investigated, and a finding issued within 60 days of receipt.

If you believe you have been discriminated against by a public transit provider, you may file an administrative complaint by phone or mail. To mail a complaint, print and fill out the Title VI Complaint Form. Complaints should be filed within 180 days of the alleged violation.

- Complaint Process

You may file formal complaints with other State or Federal agencies or seek private counsel for complaints alleging discrimination. This administrative process does not provide for remedies that include punitive damages or compensatory pay for the complainant.

Every effort will be made to obtain early resolution of complaints at the lowest possible level. The option of informal mediation meetings between the affected parties and the investigator may be utilized for resolution, at any stage of the process.

Title VI Information

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. Section 2000d).

The Federal Transit Administration works to ensure nondiscriminatory transportation in support of our mission to enhance the social and economic quality of life for all Americans. The FTA Office of Civil Rights is responsible for civil rights compliance and monitoring to ensure the non-discriminatory provision of transit services.

Limited English Proficiency

The federal government and those receiving assistance from the federal government must take reasonable steps to ensure that persons of Limited English Proficiency (LEP) have meaningful access to the programs, services and activities of those entities.(Executive Order 13166)

Persons who do not speak English as their primary language and who have a limited ability to read, speak, write or understand English can be limited English proficient, or "LEP".

These individuals may be entitled to language assistance at no cost to them with respect to a particular type of service, benefit, or encounter.

- ☑

Appeals

If the department concludes that the respondent is in compliance with laws/regulations and the complainant disagrees, the complainant may, if dissatisfied, file an action with the Federal Transit Administration (FTA).

ONLINE OPTIONS

FILE A COMPLAINT

PHONE NUMBER(S)

- **Customer Service**
  786-469-5473
- **Fax**
  786-469-5589

EMAIL / MAIL

- **Miami-Dade Transit, Office of Civil Rights & Labor Relations**
  701 NW First Court
  Suite 1700
  Miami FL 33136

LOCATIONS AND HOURS

- ☑

Overtown Transit Village North

RELATED SERVICES

- Transit Accessibility



TRANSPORTATION & PUBLIC WORKS

Alice N. Bravo, P.E., Director

Overtown Transit Village North
701 NW 1st Court, Miami, FL 33136
786-469-5675

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- facebook
- twitter
- instagram

Help and Support

- Miami-Dade Home
- Privacy Statement
- ADA Notice
- Disclaimer
- About Miami-Dade

Self-Service

- 311 Contact Center
- Mobile Applications
- Open Data
- Public Records
- Service Directory

Stay Connected

- News RSS Feed
- Legal Ads & Public Notices
- Social Media Directory



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III. C-1 *DTPW Standard Operating Procedure - PR-AD-005 Title VI (website, telephone,walk-in) Procedures for Complaints Received*

DTPW Standard Operating Procedure - PR-AD-006 Title VI Internal Reporting Procedures for Key Metrics (Web Pages) Containing Spanish Language Content

PR-AD-007 Title VI Internal Reporting Procedures for Complaints Received from Community and Information Outreach (CAIO)

Miami-Dade Transit Standard Operating Procedure (SOP)

Title of Procedure:	TITLE VI (website, telephone, walk-in) Procedures for Complaints received	Procedure Number	Revision Date
		PR-AD-005	11/09/11
Division	Governmental Affairs	Revision Level	Original Issue Date
		Original Issue	Initial

Reference Documents:	Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients FTA 4702.1A	
	Title VI LEP TAPP POL-AD-005	

References to other documents, standards or local, state or federal mandates that amplify or reinforce requirements stated are listed here.

REVIEW LOG

Title	Print Name	Signature	Date
Public Information Officer	Irene Ferradaz-Alfonso		11-29-11
Community and Information Outreach (CIAO)	Lillian Bohorquez		12/12/11
Graphics Supervisor, Advertising and Marketing	Julio Rey		11/29/11
Chief, Office of Civil Rights and Labor Relations	Cathy Lewis		12/28/11

Interdepartmental reviews by required personnel are listed here.

SOP APPROVAL SECTION

Title	Print Name	Signature	Approval Date
Governmental Affairs Liaison	Michelle Simmons		12/27/11

List of Records:		

REVISION LOG

Current Rev. No.	Revision Date	Changes	Reason for Change	Initiator
0	11/09/11	Original Issue	Original Issue	Michelle Simmons

1.0 Purpose These procedures apply to complaints filed under Title VI of the Civil Rights Act of 1964, relating to any program and/or activity administered by Miami Dade Transit (MDT) or its sub-recipients, consultants, and or contractors. Intimidation or retaliation of any kind is prohibited by law. These procedures do not deny the right of the complainant to file formal complaints with other State or Federal agencies, or

to seek private counsel for complaints alleging discrimination. These procedures are part of an administrative process that does not provide for remedies that include punitive damage or compensatory remuneration for the complainant.

Every effort will be made to obtain early resolution of complaints at the lowest possible level. The option of informal mediation meeting (s) between the affected parties and the investigator may be utilized for resolution, at any stage of the process. MDT will make every effort to pursue a resolution of the complaint.

Any person who believes that he or she, or any specific class of persons, has been subjected to discrimination based on race, color, national origin, sex, age, disability, income status or retaliation prohibited by Title VI of the Civil Rights Act of 1964 or other federal statues, may file a written or verbal complaint to the MDT Office of Civil Rights and Labor Relations (OCR/LR) or have their complaint taken through Miami Dade County's 311 System.

The MDT OCR/LR is responsible for the following:

1) Monitoring complaints investigated by the field to ensure their resolution;
2) Ensuring that corrective action is taken within forty-five (45) days of a finding.

In order for a complaint against MDT to be considered timely, it must first be filed within sixty (60) calendar days after the alleged incident has occurred. MDT will waive the sixty (60) day time limit for good cause.

2.0 Scope

In accordance with FTA C4702.1A, MDT is required to submit, triennially, the Title VI Program Update to FTAC4702.1A. A portion of the reporting requirements includes written procedures regarding Title VI (website, telephone, walk-in) procedures for complaints received.

Title of Procedure:	TITLE VI (website, telephone, walk-in) Procedures for Complaints received	Procedure Number	Revision Date
		PR-AD-005	11/09/11
Division	Governmental Affairs	Revision Level	Original Issue Date
		Original Issue	Initial

3.0 Responsibility

Individual	Responsibilities
Manager, Office of Civil Rights and Labor Relations	Responsible for coordinating, conducting and disseminating all efforts regarding Title VI initiative. Reviews all related documents and serves as MDT liaison with FTA regarding Title VI.
Chief, Office of Civil Rights and Labor Relations	Oversees all effort regarding the coordination, and dissemination of all efforts regarding Title VI Initiative.
MDC Office of Records Management	Shall follow the procedures as outlined in Administrative Order 7-24 on Records Management and guidelines set forth by the State of Florida, Department of State, Division of Library Information Services.

4.0 Procedure

WRITTEN COMPLAINT
OCR/LR intake staff receives copy of written complaint;
Pertinent information from written complaint inputted into Info Com system (5 days);
OCR/LR staff monitors complaint status in Info Com system until resolution reached and customer notified; (45 days)
Monthly report generated and distributed as necessary;
Review the findings of investigation for appropriate action.

TELEPHONE INTAKE
OCR/LR intake staff listens to phone messages taken from after hours complaint line (305) 375-1952.
Pertinent information inputted into Info Com system; (2 days)
OCR/LR staff monitors complaint status in Info Com system until resolution reached and customer notified; (45 days)
Monthly report generated and distributed as deemed necessary.
Review the findings of the investigation for appropriate action.

APPEALS
If Miami-Dade Transit concludes that the respondent is in compliance with laws/regulations and the complainant disagrees, the complainant may, if dissatisfied, file an action with the Federal Transit Authority.

All information obtained will be put in EDMS system.

5.0 Key Performance Metrics

Manager, OCR/LR will review information and on a quarterly basis submit it in report format to OCR/LR Chief as information.

Information prepared to be included in EDMS system.

6.0 Special Tools and Equipment (If applicable)

Tools/Equipment	Application
PC	MS WORD, EXCEL
	▪

7.0 Safety Requirements in the Workplace (If applicable)

N/A

8.0 Distribution and Implementation

Manager, OCR/LR and applicable staff shall comply with this procedure.

MDT Document Management shall be responsible for ensuring that this procedure is reviewed and revised as necessary.

Miami-Dade Transit Standard Operating Procedure (SOP)

Title of Procedure:	TITLE VI INTERNAL REPORTING PROCEDURES FOR KEY METRICS (WEB PAGES) CONTAINING SPANISH LANGUAGE CONTENT	Procedure Number	Revision Date
		PR-AD-006	11/09/11
Division	Governmental Affairs	Revision Level	Original Issue Date
		Original Issue	Initial

Reference Documents:	Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients FTA 4702.1A	
	Title VI LEP TAPP POL-AD-005	

References to other documents, standards or local, state or federal mandates that amplify or reinforce requirements stated are listed here.

REVIEW LOG

Title	Print Name	Signature	Date
Community Information And Outreach (CIAO)	Lillian Bohorquez		12/12/11
Graphics Supervisor, Advertising and Marketing	Julio Rey		12/12/11
Chief, Office of Civil Rights and Labor Relations	Cathy Lewis		12/28/11

Interdepartmental reviews by required personnel are listed here.

SOP APPROVAL SECTION

Title	Print Name	Signature	Approval Date
Governmental Affairs Liaison	Michelle Simmons		12/28/11

List of Records:		

REVISION LOG

Current Rev. No.	Revision Date	Changes	Reason for Change	Initiator
0	11/09/11	Original issue	Original Issue	Michelle Simmons

.0 Purpose To establish uniform procedures for the maintenance of monthly reports re: complaints received from 311 Community and Information Outreach (CAIO) by language (English/Spanish).

Title of Procedure:	TITLE VI INTERNAL REPORTING PROCEDURES FOR KEY METRICS (WEB PAGES) CONTAINING SPANISH LANGUAGE CONTENT	Procedure Number	Revision Date
		PR-AD-006	11/09/11
Division	Governmental Affairs	Revision Level	Original Issue Date
		Original Issue	Initial

2.0 Scope

In accordance with FTA C4702.1A, MDT is required to submit, triennially, the Title VI Program Update to FTAC4702.1A. A portion of the reporting requirements include an analysis of the statistics regarding the number of persons accessing the Spanish Language content of the MDT website. The following procedure will ensure that the quarterly reports are maintained in accordance with applicable document controls, to include all supporting documentation.

3.0 Responsibility

Individual	Responsibilities
Manager, Office of Civil Rights and Labor Relations	Responsible for coordinating, conducting and disseminating all efforts regarding Title VI initiative. Reviews all related documents and serves as MDT liaison with FTA regarding Title VI.
Chief, Office of Civil Rights and Labor Relations	Oversees all effort regarding the coordination, and dissemination of all efforts regarding Title VI initiative.
Designee, CAIO	Responsible for ensuring that all quarterly information collected by the key metrics system is received by MDT (OCR/LR).
MDC Office of Records Management	Shall follow the procedures as outlined in Administrative Order 7-24 on Records Management and guidelines set forth by the State of Florida, Department of State, Division of Library Information Services

4.0 Procedure

Page visits (A series of actions that begin when a visitor views the first page from the server, and ends when the visitor leaves the site or remains idle beyond the idle-time limit). Page views (Number of times this page was viewed by visitors). Average time viewed (Average length of time the specified page was viewed).

Web Publisher, CAIO will electronically submit to Manager, OCR/LR, data (quarterly) giving the statistics regarding page visits, page views and the average time viewed.

OCR/LR representative will electronically compile information and use for triennial report.

5.0 Key Performance Metrics

Manager, OCR/LR will review quarterly findings and submit in report format to OCR/LR Chief as information. Information prepared to be included in EDMS system.

6.0 Special Tools and Equipment (If applicable)

Tools/Equipment	Application
PC	MS WORD, EXCEL
	▪

7.0 Safety Requirements in the Workplace (If applicable)

N/A

8.0 Distribution and Implementation

Manager, OCR/LR and Web Publisher, CAIO are responsible for ensuring that the files are managed as outlined.

Miami-Dade Transit Standard Operating Procedure (SOP)

Title of Procedure:	TITLE VI INTERNAL REPORTING PROCEDURES FOR COMPLAINTS RECEIVED FROM Community and Information Outreach (CAIO)	Procedure Number	Revision Date
		PR-AD-007	11/09/11
Division	Governmental Affairs	Revision Level	Original Issue Date
		Original Issue	Initial

Reference Documents:	Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients FTA 4702.1A	
	Title VI LEP TAPP POL-AD-005	

References to other documents, standards or local, state or federal mandates that amplify or reinforce requirements stated are listed here.

REVIEW LOG

Title	Print Name	Signature	Date
Public Information Officer	Irene Ferradaz-Alfonso		11-29-11
Community and Information Outreach (CIAO)	Lillian Bohorquez		12/2/11
Graphics Supervisor, Advertising and Marketing	Julio Rey		11/29/11
Chief, Civil Rights and Labor Relations	Cathy Lewis		12/28/11

Interdepartmental reviews by required personnel are listed here.

SOP APPROVAL SECTION

Title	Print Name	Signature	Approval Date
Governmental Affairs Liaison	Michelle Simmons		12/29/11

List of Records:		

REVISION LOG

Current Rev. No.	Revision Date	Changes	Reason for Change	Initiator
				Michelle Simmons

1.0 Purpose To establish uniform procedures for the maintenance of monthly reports re: complaints received from 311 CAIO.

Title of Procedure:	TITLE VI INTERNAL REPORTING PROCEDURES FOR COMPLAINTS RECEIVED FROM Community and Information Outreach (CAIO)	Procedure Number	Revision Date
		PR-AD-007	11/09/11
Division	Governmental Affairs	Revision Level	Original Issue Date
		Original Issue	Initial

2.0 Scope

In accordance with FTA C4702.1A, MDT is required to submit, triennially, the Title VI Program Update to FTAC4702.1A. A portion of the reporting requirements include documentation and resolution of all Title VI related complaints. The following procedure will ensure that the semi-annual reports are maintained in accordance with applicable document controls, to include all supporting documentation.

3.0 Responsibility

Individual	Responsibilities
Manager, Office of Civil Rights and Labor Relations	Responsible for coordinating, conducting and disseminating all efforts regarding Title VI initiative. Reviews all related documents and serves as MDT liaison with FTA regarding Title VI.
Chief, Office of Civil Rights and Labor Relations	Oversees all effort regarding the coordination, and dissemination of all efforts regarding Title VI Initiative.
Call Taker, GIC 311 Call Center	Responsible for taking complaint calls at GIC Center. Once calls received, responsible for ensuring that necessary information is sent to the OCR/LR for accurate documentation.
MDC Office of Records Management	Shall follow the procedures as outlined in Administrative Order 7-24 on Records Management and guidelines set forth by the State of Florida, Department of State, Division of Library Information Services

4.0 Procedure

Customer reported complaints regarding employee and bus operator behavior are documented in a computerized database called InfoCom. These reports are primarily received and inputted by the Community and Information Outreach (CIAO) 311 Call Center.

Customers are given a Feedback Number which documents their concerns. The Feedbacks are forwarded to an appropriate supervisor for investigation and response.

Complaints regarding an employee's conduct are labeled either EB (employee behavior) or OB (operator behavior).

Once the supervisor has completed the investigation and provided a response, the customer is contacted by staff that created the Feedback regarding the action that has been taken.

MDT personnel (Manager, OCR/LR) reviews InfoCom bi-weekly for status on pending Title VI cases.

Once a new case is entered, the information is copied and placed in the Title VI spreadsheet and monitored by the Manager, OCR/LR until closeout.

Process for all cases (from initial receipt to closeout should take a maximum of 45 days).

Title of Procedure:	TITLE VI INTERNAL REPORTING PROCEDURES FOR COMPLAINTS RECEIVED FROM Community and Information Outreach (CAIO)	Procedure Number	Revision Date
		PR-AD-007	11/09/11
Division	Governmental Affairs	Revision Level	Original Issue Date
		Original Issue	Initial

Information is compiled quarterly. Review meetings (with all applicable staff to be conducted based on need).

5.0 Key Performance Metrics

Manager, OCR/LR will review quarterly findings and submit in report format to OCR/LR Chief as information.

Information prepared to be included in EDMS system.

6.0 Special Tools and Equipment (If applicable)

Tools/Equipment	Application
PC	MS WORD, EXCEL

7.0 Safety Requirements in the Workplace (If applicable)

N/A

8.0 Distribution and Implementation

Manager, OCR/LR and 311(CAIO) Call takers shall comply with this procedure.

III. C-2 *Miami Dade County Spanish Language Content Statistics*

Monthly Calls Transit Line Since October 2016 to Present

Year	Month	English	Spanish Callers
2016	10	30867	17421
2016	11	25600	15860
2016	12	28392	16490
2017	1	27089	15430
2017	2	26957	15896
2017	3	30278	17829
2017	4	24994	15654
2017	5	26844	16075
2017	6	25697	14784
2017	7	24466	13217
2017	8	31435	17542
2017	9	31237	12922
2017	10	24881	12567
2017	11	22475	10146
2017	12	22130	9760
2018	1	23130	10370
2018	2	22468	10861
2018	3	27647	13728
2018	4	25939	13117
2018	5	24750	11520
2018	6	23317	11078
2018	7	21631	10796
2018	8	25106	12626
2018	9	21465	11072
2018	10	24956	12943
2018	11	19082	9365
2018	12	20684	9860
2019	1	21881	10201
2019	2	20497	9549
2019	3	20670	9863
2019	4	22564	11154
2019	5	21676	10523
2019	6	20128	9933
2019	7	21684	10972
2019	8	17867	8605
TOTAL		850484	439729

Reporting period	Oct 1. 2017 - Aug. 12, 2019
Visits to Transit's homepage	441,604
Visits to Title VI page	120

Reporting period	Oct. 1, 2017 - Jan. 1, 2019
Visits to Facts-Spanish	680

III. D *DTPW Complaint Form*

Department of Transportation and Public Works
Title VI Non-Discrimination Program
Complaint of Discrimination

Complainant (s) Name: *Nombre(s) de(los) Reclamante(s):*	Complainant (s) Address: *Dirección(es) de(los) Reclamante(s):*
Complainant (s) Phone Number: *Número(s) de teléfono de(los) Reclamante(s):*	

Complainant's Representative's Name, Address, Phone Number and Relationship (e.g. friend, attorney, parent, ect);
Nombre del representante del Reclamante, dirección, teléfono y relación (por ejemplo amigo, abogado, padre, etc.):

Name and Address of Agency, Institution, or Department Whom You Allege Discriminated Against You:
Nombre y dirección de la agencia, institución o departamento que usted alega discriminó en su contra:

Names of the Individual (s) Whom You Allege Discriminated Against You)If Known):
Nombre(s) de(los) individuo(s) que usted alega discriminaron en su contra (si lo sabe):

I believe the discrimination I experienced was based on (check all that apply): *Creo que la discriminación que yo experimenté fue basada en (marque todos los que apliquen):*	☐ Race *Raza* ☐ Color *Color* ☐ National Origin *Origen Nacional*	Date of Alleged Discrimination: *Fecha de la supuesta discriminación:*

Mail to: *Envie por correo a*: **Department of Transportation and Public Works, Office of Civil Rights & Labor Relations**
701 NW First Court, Suite 1700, Miami, Florida 33136
This form may also be faxed to: *Este formulario también se puede enviar por fax a*: **786-469-5589**
A complaint must be filed no later than 180 days after the date of the alleged discrimination.
Toda queja tiene que ser reportada dentro de los 180 días siguientes al incidente de alegada discriminación.

Department of Transportation and Public Works
Title VI Non-Discrimination Program
Complaint of Discrimination

Please list the name(s) and phone number(s) of any person, if known, that Department of Transportation and Public Works could contact for additional information to support or clarify your allegation(s). *Por favor enumere el(los) nombre(s) y teléfono(s) de cualquier persona, si sabe, que Transporte de Miami-Dade podría contactar para obtener información adicional para respaldar o aclarar lo que usted alega.*
Please explain as clearly as possible **how, why, when** and **where** you believe you were discriminated against. Include as much background information as possible about the alleged acts of discrimination. Additional pages may be attached if needed. *Por favor explique lo más claramente posible cómo, por qué, cuándo y dónde cree usted que discriminaron en su contra. Incluya la mayor cantidad de información de segundo plano posible acerca de los supuestos actos de discriminación. Puede agregar páginas adicionales si es necesario.*
Complainant(s) or Complainant(s) Representatives Signature: *Firma de(los) Reclamante(s) o de los representantes de(los) Reclamante(s):* Date of Signature: *Fecha de la firma:*

Title VI YR-2016

ALLEGED	INFO-COM	DATE	COMPLAINT	RESOLUTION	OPERATOR'S BADGE #	SUPERINTENDENT	STATUS
EB-DiscHarr	156158	1-Feb-16	PASSENGER BOARDED ROUTE 9 TRAVELING NORTHBOUND ON 02-01-2016 AT APPROXIMATELY 5:00 PM AT 163RD STREET MALL. THE PASSENGER STATED THE BUS OPERATOR USED OBSCENE LANGUAGE TOWARDS HIM AFTER ASKING HIM IF HE WAS HEADING TO AVENTURA MALL. ACCORDING TO PASSENGER, THE BUS OPERATOR STARTED USING DISCRIMINATING WORDS AGAINST HIS PLACE OF ORIGIN.	No action was taken. The video regarding this complaint was requested. The operator was reminded to follow all the rules, policies, and procedures.	Gilyard Preston Badge # 6502	Sandra Wells Northeast	Closed
OB-DisHarr	171713	12-Oct-16	PASSENGER WAITED FOR ROUTE 51 W/B AT 87 AVE AND FLAGLER ST AT 5:10 PM. THE PASSENGER HISPANIC WAITED ALONG WITH ANOTHER PASSENGER AFRICAN-AMERICAN FEMALE. WHEN THE BUS ARRIVED, THE OPERATOR ALLOWED THE AFRICAN-AMERICAN FEMALE TO BOARD, BUT DID NOT ALLOW THE HISPANIC PASSENGER TO BOARD.	Operator reminded of proper procedure for boarding.	Sharon Darling Badge# 3995	Orlando Aleman Coralway	Closed

TITLE VI YR-2017

ALLEGED	INFO-COM	DATE	COMPLAINT	RESOLUTION	OPERATOR BADGE #	SUPERINTENDENT	STATUS
EB-DiscHarr	175933	3-Jan-17	PASSENGER (WHITE MALE) WAITED FOR ROUTE 35 NORTHBOUND AT SW 3RD AVENUE /MOWRY STREET AS HE WAS WATCHING THE TRANSIT APP FOR THE ARRIVAL OF THE BUS, THE BUS ARRIVED. ACCORDING TO THE PASSENGER, HE SIGNALED FOR SERVICE, BUT THE OPERATOR (AFRICAN-AMERICAN FEMALE) FAILED TO STOP. THE PASSENGER STATED THAT HE RAN TO THE NEXT STOP AND CAUGHT UP WITH THE BUS BECAUSE OF THE TRAFFIC LIGHT. AS HE WAS APPROACHING, THE OPERATOR KEPT TELLING THE PASSENGER AT THE STOP TO HURRY UP AND BOAD THE BUS IN AN EFFORT TO LEAVE HIM AGAIN. DESPITE THE OPERATOR'S EFFORT TO LEAVE HIM AGAIN, HE WAS ABLE TO BOARD THE BUS. HOWEVER, HE WAS NOT PLEASED WITH THE OPERATOR'S TREATMENT RESULTING IN HIM CALLING 311 TO FILE A COMPLAINT. AS HE WAS FILING THE COMPLAINT, THE OTHER PASSENGERS STARTED TALKING LOUD AND MAKING RACIST COMMENTS. THE PASSERGER DID NOT FEEL SAFE ENOUGH TO CONTINUE ON THE BUS. HE EXITED THE BUS AT US 1 AND CAMPBELL DRIVE AT 2:12 PM. TOWARDS THE END OF THE CALL, THE PASSENGER ADDED THAT HE WAS PICKING UP TRASH AROUND THE STOP AND WHEN HE NOTICED THE BUS HE WAS ABOUT 50 FT AWAY FROM THE STOP.	Operator Mitchell confirmed that no such thing took place. Operator Mitchell had no reason to be a racist and not pick up this passenger. For the record there is no camera on Bus# 9987 from Torres, Manuel DTPW-Please be advised that vehicle #9987 is not video equipped.There no evidence of that at all but, operator was spoken to.	Latisha Mitchell Badge #6799	James Joseph CORAL WAY	Closed
OB-DiscHarr	183291	30-May-17	PASSENGER WAS ON BOARD ROUTE 252 WESTBOUND AT SW 133RD COURT/SW 152ND STREET WHEN HE OBSEVED THE OPERATOR NOT ALLOWING A PASSENGER TO EXIT THE BUS AS REQUESTED. THE OPERATOR TOOK THE PASSENGER TO SW 137TH AVENUE/SW 152ND STREET WHILE TELLING THE PASSENGER "I WOULD HAVE LET YOU OFF, BUT YOU ARE NOT LATIN OR BLACK, SO I DID NOT" AND LAUGHED AT THE PASSENGER. THE OPERATOR IGNORED THE PASSENGER AGAIN. THE PASSENGER WHO REPORTED THE INCIDENT STATED THAT THE INCIDENT WAS RECORDED IN CASE MANAGEMENT NEEDS A COPY OF THE RECORDING.	Supt Aleman stated that Operator Bringas was retrained on this specific incident, as it relates to customer service and failure to adhere to MDT policies and procedures.	Jose Bringas Badge: #2659	Orlando Aleman CORAL WAY	Closed
OB-DiscHarr	185760	26-Jul-17	LATIN MALE PASSENGER WAITED FOR ROUTE 79 WESTBOUND AT HARDING AVENUE/73RD STREET AT 3:38 PM. HOWEVER, THE OPERATOR (BLACK MALE) FAILED TO STOP FOR SERVICE. AS A RESULT, THE PASSENGER RAN TO THE NEXT STOP AT HARDING AVENUE/73RD STREET. AS HE BOARDED THE BUS, HE ASKED THE OPERATOR WHY DID HE NOT STOP. THE OPERATOR REPLIED, "I DON'T KNOW AND TOLD THE PASSENGER TO GO BACK TO WHERE YOU CAME FROM." THE PASSENGER SAID, I AM FROM HERE AND DO YOU KNOW WHERE I CAME FROM? THE OPERATOR TOLD THE PASSNGER "GET OUT OF HERE."	Per Supt. Phillip Walden, Bus #9917 is not video equipped to validate the complaint of the male passenger on the bus. Op. Agard was informally counseled and given instructions on all rules, policies and procedures and reminded of assuring quality customer service.	Kavin Agard Badge #3051	Phillip Walden CENTRAL	Closed

TITLE VI YR-2018

ALLEGED	INFO-COM	DATE	COMPLAINT	RESOLUTION	OPERATOR BADGE #	SUPERINTENDENT	STATUS
EB-DiscHarr	198253	24-Mar-2018	MR. IDRIS ALI CLAIMED THAT SECURITY OFFICER JAY SHAPIO AT THE UNIVERSITY METRORAIL STATION CALLED HIM A "NIGGA" AFTER ASKING FOR A COURTESY TAP TO ACCESS THE METRORAIL AFTER STATING THAT HIS BUS PASS WAS STOLEN. SPECIFICALLY, MR. ALI CLAIMED THAT THE GUARD SAID, THE GUARDS ARE TIRED OF HELPING YOU NIGGAS. MR. ALI SAID HE IS OFFENDED. AS A RESULT, HE WILL RETAIN AN ATTORNEY FOR THE OFFENSE AND DISRESPECT. THE INCIDENT OCCURED AT APPROXIMATELY 4:30 PM. MR. ALI IS REQUESTING THAT HIS CONCERNS BE PROPERLY ADDRESSED AND IS REQUESTING A CALLBACK FROM TRANSIT ADMINISTRATION.	We checked the schedule for the day in question and the main roster, there is no guard by the name Jay Sharpio working on this contract. The officers assigned to the station were interviewed and have no recollection of this incident.	SAFETY & SECURITY	Pablo Castillo Security Manager	CLOSED
OB-DISCHARR	198329	26-Mar-2018	PASSENGER (BLACK MALE) WAITED FOR ROUTE 137 SOUTHBOUND AT DOLPIN MALL DUE TO DEPART AT 8:05 PM. THE BUS ARRIVED AT 8:02 PM. THE PASSENGER BOARDED, BUT OPERATOR #6493 TOLD THE PASSENGER TO GET OFF THE BUS BECAUSE SHE HAS TO GO TO THE RESTROOM. THE PASSENGER STATED THAT HE EXITED THE BUS AND SAT ON THE BENCH WAITING FOR THE OPERATOR. ACCORDING TO THE PASSENGER, THE OPERATOR NEVER GOT OFF THE BUS AND TOOK OFF WITHOUT HIM. THE PASSENGER EXPLAINED THAT HE WAS THE ONLY BLACK PASSENGER AND SINCE HE BOARDED FIRST, HE WAS ASKED TO EXIT THE BUS AND THE OPERATOR TOOK OFF WITH ONLY THE HISPANIC PASSENGERS.	The route is being monitored by supervisors.	Narcisa Ojeda Badge #6493	James Joseph CORAL WAY	CLOSED
OB-DISCHARR	199982	26-Apr-2018	PASSENGER BOARDED ROUTE L WESTBOUND AT LINCOLN ROAD/WASHINGTON AVENUE AT APPROXIMATELY 5:15 PM. THE OPERATOR (HISPANIC MALE) TOLD THE PASSENGER HE HAD TO DISCARD HIS DRINK WHICH WAS NOT OPEN. ACCORDING TO THE PASSENGER (BLACK MALE), A LOT OF THE OTHER PASSENGERS (HISPANICS) WERE DRINKING BOTTLES OF WATER AND DRINGING FROM JUGS. THE PASSENGER STATED THAT FELT HE DISCRIMINATED AGAINST DUE TO BEING THE ONLY BLACK ON THE BUS AND THE OPERATOR ONLY ADDRESSED HIM. ON APRIL 27, 2019, THE PASSENGER CALLED BACK TO REPORT THAT UPON ARRIVING TO THE 79TH STREET CAUSEWAY, THE OPERATOR STOPPED THE BUS AND SIGNALED A POLICE OFFICER AT APPROXIMATELY 5:25 TO 5:30 PM TO ORDER HIM (BLACK MALE) OF THE BUS. THE POLICE OFFICER WAS HISPANIC AS THE OPERATOR AND SPOKE TO EACH OTHER IN SPANISH. HE WAS REMOVED FROM THE BUS AND WAITED FOR THE NEXT ONE. THE PASSENGER WAS UPSET BECAUSE THE OTHER PASSENGERS (HISPANIC) WERE DRINKING ON THE BUS. THEREFORE, HE DID NOT SEE THE REASON WHY HE WAS REMOVED FROM THE BUS FOR HAVING A UNOPEN DRINK.	Supt Sandra Wells stated food and drinks are not allowed on the buses.	Daymel Diaz-Lamas Badge #6546	Sandra Wells CENTRAL	CLOSED
OB-DiscHarr	200870	16-May-2018	PASSENGER STATED HE WAS WALKING TO THE BUS STOP LOCATED THAT THE ALLAPATTAH STATION AT APPROXIMATELY 3:00 PM AND NOTICED ROUTE 36 WESTBOUD WAS STILL AT THE STOP. UPON ARRIVING TO THE STOP, THE PASSENGER KNOCKED ON THE DOOR FOR SERVICE, THE OPERATOR PULLED OFF. AS A RESULT, THE PASSENGER CAUGHT UP WITH THE OPERATOR ON NW 12TH AVENUE AND 35TH STREET WHERE THE OPERATOR LEFT THREE (3) HISPANIC PASSENGERS WHO WERE NOT AT THE BUS STOP. THE OPERATOR OF ROUTE J, VEHICLE 8186 SAW WHAT OCCURRED AND TOOK THE PASSENGER TO THE NEXT STOP TO CATCH THE BUS. THE PASSENGER STATED THAT THE OPEATOR WAS RACIST BASED ON THE OPERATOR'S ACTIONS. THE PASSENGER STATED THAT HE ASKED THE OPERATOR "WHY YOU DID THAT?" THE OPERATOR STARTED SPEAKING SPANISH. THE PASSENGER GOT UPSET AND TOLD THE OPERATOR, HE COULD HAVE ALLOWED HIM TO BOARD AT THE STATION INSTEAD OF PULLING OFF.	Operator counseled and advised to display courtesy to his customers.	Kimbrick Hunter Badge #3826	James Joseph CENTRAL	CLOSED

EB-DISCHARR	200937	17-May-2018	CUSTOMER STATED THAT SHE WENT TO RENEW HER CHILD'S STUDENT CARD FOR HER CHILD WHO WAS BORN IN THE U.S.. WHILE AT THE OVERTOWN TRANSIT VILLAGE GATE AT THE LOWER LEVEL PLATFORM AT APPROXIMATELY 3:49 PM. THE CLERK INFORMED HER THAT HER CHILD WAS NOT ENTITLED TO THE STUDENT CARD BECAUSE SHE (CUSTOMER) WAS ILLEGAL IN THIS COUNTRY. THE CUSTOMER CLAIMED THAT THE CLERK HIT HER ON HER BACK, HER HEAD AND PULLED HER HAIR. ACCORDING TO THE CUSTOMER, THERE WAS A SECURITY GUARD NAME DAVID WHO DID NOT HELP HER AND ANOTHER SKINNY SPANISH GUY WHO TOLD THE CLERK TO "STOP HITTING HER." THE CLERK IS AFRICAN-AMERICAN WITH RED HAIR. THE SECURITY GUARD NAME IS ADRIANA MCCAULEY.	This issue was handled by management.		Enrique Almendral Easy Card Admin	CLOSED
OB-OTHER	205184	22-Aug-2018	PASSENGER (BLACK FEMALE) STATED THAT SHE BOARDED ROUTE M EASTBOUND ON NW 14TH ST/13TH AVE AT APPROXIMATELY 2:21PM. THERE WAS A PROBLEM WITH HER GOLDEN PASSPORT (SSB) AND THE OPERATOR GAVE HER A HARD TIME. WHEREAS, A WHITE MALE PASSENGER WHO APPEARED TO HAVE JUST GOTTEN OUT OF JAIL BOARDED AND THE OPERATOR DIDN'T MAKE HIM PAY. THE WHITE MALE PASSENGER RODE FOR FREE. THE PASSENGER SAYS THAT IT WAS NOT RIGHT FOR THE OPERATOR TO GIVE HER A HARD TIME AND JUST LET THE WHITE MALE PASSENGER RIDE FOR FREE. ACCORDING TO THE PASSENGER, THE OPERATOR WAS VERY RUDE AND VERY UNPROFESSIONAL. PASSENGER SAYS THAT SHE FELT DISCRIMNATED AGAINST DUE TO THE OPERATOR AND PASSENGER BEING WHITE MALES AND SHE WAS BLACK.	Operator was reminded it is his/her responsible display courtesy, consideration, and cooperation to customers, pedestrians, other vehicles, co-workers, supervisors and in any person with whom they may come in contact during the course of carrying out their duties. The data pack was requested to investigate the complaint and the appropriate action was taken.	Angel Maresma Badge #1302	Valerie Williams CENTRAL	CLOSED

TITLE VI YR-2019

ALLEGED	INFO-COM	DATE	COMPLAINT	RESOLUTION	OPERATOR BADGE #	SUPERINTENDENT	STATUS
OB-DiscHarr	211854	1/29/2019	PASSENGER (HISPANIC) BOARDED ROUTE J EASTBOUND AT COLLINS AVENUE AND 43RD STREET AT APPROXIMATELY 1:50 PM. WHILE ON BOARD, THE PASSENGER REQUESTED TO GET OFF AT INDIAN CREEK AND 43RD STREET. THE OPERATOR REFUSED AND TOLD HIM IF HE DOES NOT LIKE TO GET OUT OF THE COUNTRY.	As for the county employee who knowing violated regulation 30B, and was complicit in all actions against her should be reprimanded by her own supervisors for setting a poor example and also trespassed from the transit system.	Badge 6413	Phillip Walden Central	Closed
OB-DiscHarr	220888	8/16/2019	PASSENGER WITH CANE AND BANDAGED FEET BOARDED ROUTE 8 SOUTHBOUND AT SW 39TH AVENUE/8TH STREET AT APPROXIMATELY 5:20 PM. ACCORDING TO THE PASSENGER, THE OPERATOR DID NOT WAIT FOR HIM TO SIT DOWN PRIOR TO TAKING OFF. THE PASSENGER NEARLY FELL, BUT PREVENTED THAT BY QUICKLY GRABBING HOLD OF A POLE ON THE BUS. THE PASSENGER SAID THE OPERATOR IS RACIST TO HAVE DONE SUCH A THING ESPECIALLLY WHEN HE DID NOT DO ANYTHING TO PROVOKE SUCH A BEHAVIOR. ROUTE 8 SO, VEHICLE 7312, RUN 3033, OPERATOR SHIRELLA M. GREEN #7312	Department of Transportation and Public Works is committed to provide a safe and pleasant riding experience to all who use public transportation. For this reason, the video datapack will be reviewed and if this complaint is validated, the operator will be issued the appropriate discipline.	Badge 7312	Elena Najarro Coral Way	Closed
EB-DiscHarr	221986	9/9/2019	DISABLE HISPANIC PASSENGER STATED SHE BOARDED ROUTE 38 SOUTHBOUND AT DADELAND SOUTH AT APPROXIMATELY 10:20 PM AND TAPPED HER CARD, BUT IT DID NOT WORK. SHE TRIED A SECOND TIME AND IT WORKED. ACCORDING TO THE PASSENGER THE OPERATOR CALLED HER "SPIC" WHICH IS A DISCRIMINATORY WORD FOR HISPANICS. THE PASSENGER STATED THAT THE OPERATOR ALLOWED FOUR (4) AFRICAN-AMERICAN PASSENGER TO BOARD THE BUS WITHOUT PAYING THEIR FARE.	Will investigate complaint and take appropriate actions.	Badge 7155	Omar Yoda Coral Way	Closed

III. F-1 *(2015-2024) Transportation Development Plan (TDP) Public Involvement Plan*

A.4 PUBLIC INVOLVEMENT PLAN



TRANSIT DEVELOPMENT PLAN MAJOR UPDATE

PUBLIC INVOLVEMENT PLAN

July 2014

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1.0 INTRODUCTION

Miami-Dade Transit (MDT) is preparing its 10-year 2014 Transit Development Plan (TDP), which will provide planning, development and operational guidance for the evolution of the transit system over the next 10 years. As required by Florida Administrative Code 14-73.001, MDT is undergoing a major update to its TDP, which is required every five years.

The TDP is a strategic guide for public transportation agencies for a 10-year period. It represents MDT's vision for public transportation in its service area and defines actions to help MDT achieve its vision. Specifically, a TDP includes the following major elements:

- Public involvement plan (PIP) and process
- Base data compilation and analysis (review of demographic and travel behavior characteristics of the service area)
- Performance evaluation of existing services
- Situation appraisal (transit agency strengths and weaknesses; relationship to other plans; external barriers and opportunities; estimation of demand for transit)
- Vision, goals and objectives
- Transit demand and mobility needs
- Development of proposed transit enhancements (funded and unfunded)
- Development of alternatives for evaluation
- 10-year implementation plan for operating and capital improvements
- 10-year financial plan (projected costs and revenues)
- Other strategic issues specific to a given study area

Consistent with the TDP preparation guidelines from Florida Department of Transportation (FDOT), it is understood that the initial five years of a TDP will be characterized by substantially greater detail than the subsequent five years. The latter part of the planning horizon is intended to be more strategic in nature.

2.0 PUBLIC INVOLVEMENT PROGRAM

The TDP PIP for MDT is developed to provide opportunities for public participation and to facilitate consensus building for this visioning document. Public involvement is a critical component of the public transportation planning process, which will help ensure that decisions are made in consideration of public needs and concerns. The specific objectives of the public involvement process shall include the following:

- Educate and present information by promoting proactive and early public involvement.

- Solicit public input throughout the planning process by gathering full and complete information from the public.
- Integrate public feedback into the TDP.
- Monitor and improve the public involvement process.

The PIP is consistent with the Miami-Dade Metropolitan Planning Organization's (MPO) guidelines for public participation in the planning process, and consistent with the FDOT TDP guidelines for public participation.

The TDP rule requires that the transit agency either develop its own PIP and have it approved by FDOT or use the MPO's PIP. The MPO's PIP was developed to cover all MPO needs and, as such, is a general document. MDT has elected to develop its own PIP to provide a more detailed description of the public involvement activities specifically to be undertaken during the development of the TDP. MDT intends to adhere to the greater goals of the MPO's PIP throughout the course of the TDP. In addition to adhering to the MPO's PIP, MDT will include an MPO representative on the TDP Major Update Project Steering Committee (PSC).

2.1 TDP PROJECT TEAM

The Project Team for the development of the TDP comprises four groups – Project Management Team, a Project Steering Committee, Commission District Representative Group, and Municipal Representative Group. Each member of the project team plays an important role during the document preparation as described in the following sections.

2.1.1 Project Management Team

The Project Management Team will manage the project on behalf of MDT with a primary role to provide strategic direction and approval to the Consultant Team. The Project Management Team will coordinate with the Consultant Team on a bi-weekly basis, approve major deliverables, coordinate and review all materials for presentation to the TDP PSC, and generally oversee the project's progression. The MDT Project Manager will oversee the consultant team responsible for day-to-day study activities and manage the study schedule and budget. Appendix A, Table A-1 provides a list of Project Management Team members.

2.1.2 Project Steering Committee

The role of the PSC is to provide technical guidance, recommendations, input, and an overall countywide perspective of transportation related planning issues throughout the development of the TDP. To ensure the project proceeds in adherence with local objectives and needs, the PSC will review and provide comment on all major deliverables. The Committee will be composed of representatives from major stakeholder groups, as agreed upon by the Project Management Team. Participants will be encouraged to provide input, comments, and recommendations throughout the TDP development process. The PSC will meet four times over the course of the project. Members of the PSC are listed in Appendix B, Table B-1. As required by statute, FDOT, regional workforce board (i.e., CareerSource South Florida), and MPO staff are to be given opportunity to review and comment on the development of the mission, goals, objectives, alternatives and 10-year implementation plan. Representatives from each were invited to participate on the Project Steering Committee.

2.1.3 Board of County Commissioners District Representative Group

Each Board of County Commissioner will be asked to provide a recommendation for a constituent from their respective commission district to participate with this group. It is anticipated that this group will meet at least one time during the course of TDP development. The group will provide input with regard to transit needs in their districts. Some members of this group will also participate in the Project Steering Committee.

2.1.4 Municipal Representative Group

Each municipality will be requested to recommend a staff representative to participate in the municipal representative discussion. It is anticipated that this group will meet at least one time during the course of TDP development. The group will provide input with regard to transit needs in their municipalities. Some members of this group will also participate in the Project Steering Committee.

2.1.5 Stakeholders

Outreach efforts will focus on two distinct groups: stakeholders and the general public. Stakeholders are typically more informed regarding transportation issues and are viewed as having a particular stake in the decisions made with regard to transportation. Outreach to the general public ensures that there is opportunity for everyone to participate in shaping transportation decisions in Miami-Dade County, whether they are identified as a particular stakeholder or not.

The term "stakeholders" refers to groups such as the following:

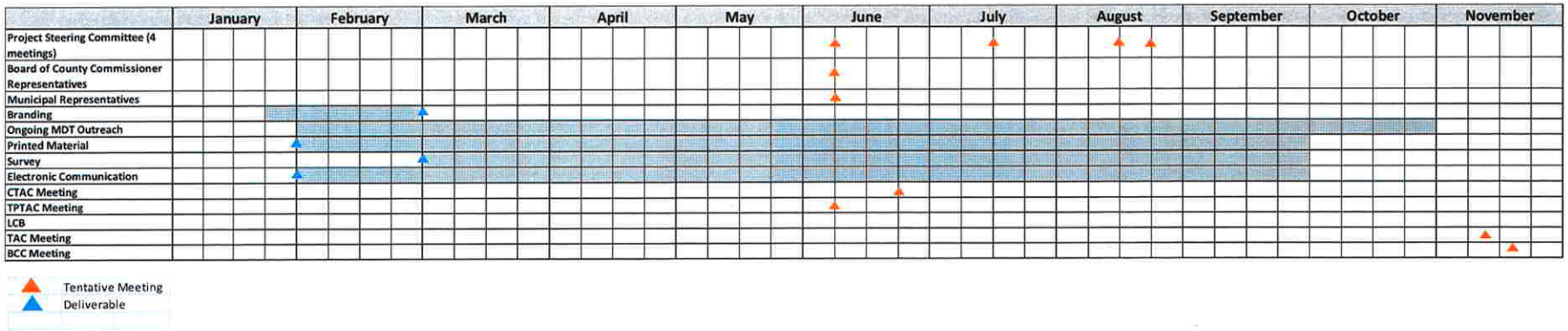
- Elected officials,
- Workforce development boards,
- Bicycle and pedestrian groups,
- Commuter support groups,
- Health and human services organizations,
- City and county staff and agencies,
- Neighborhood associations,
- Service and community organizations,
- Organizations representing the transportation disadvantaged (e.g., older adults, persons with disabilities, minority groups, the disenfranchised, etc.),
- Non-profit organizations,
- Chambers of Commerce and economic development organizations,
- Small and large business owners,
- Professional associations,

- School and university representatives,
- Tourism representatives,
- Media representatives, and
- State and federal agencies (e.g., environmental, planning, or transportation agencies).

2.1.6 Schedule

Table 1 provides an overview of the schedule for public outreach. While efforts will be made to adhere to this schedule, it is expected that some items may shift to accommodate the needs of targeted groups and agenda requests by the various committees.

Table 1: Public Involvement Schedule



2.2 Public Involvement Activities

One of the main goals of the PIP is that all segments of the public be provided the opportunity to actively participate in the development and preparation of the TDP. The PIP utilizes various tools such as surveys, comment cards/fact sheets, and social media to facilitate communication with the public and gather input into TDP preparation.

The following public involvement activities will be undertaken during the TDP development process. Each public involvement activity type indicates the timeframe for its completion. These timeframes may be adjusted, in consultation with MDT staff, to ensure the most appropriate timing for the project. See Table 1 for the project schedule overview.

2.2.1 Ongoing MDT Outreach

Through coordinated county-wide efforts MDT continues its efforts to educate and provide early and ongoing public involvement opportunities to the residents of Miami-Dade County. Miami-Dade Transit maintains an outreach program for engaging the public and other stakeholders through various activities and meeting forums. These include the MDT website and social media outlets, mobile telephone applications ("apps"), posters and signs on buses, television screens and posters at stations, etc.

MDT will continue to use these mechanisms and, when feasible, use them for promoting participation in the TDP development process. Examples include directing passengers to complete an online survey regarding MDT or advertising an upcoming public meeting.

Schedule: Ongoing.

2.2.2 Branding

The first step for public involvement process will be to develop a branded name for the TDP Major Update. The branded name will assist individuals in recognizing materials related to the project. This type of recognition allows for more efficient communication between the Project Team, the public, and stakeholders. The branded name will be used on all TDP materials.

Schedule: February 2014.

2.2.3 Public Hearing

The TDP will be reviewed by and presented to the Transportation and Aviation Committee (TAC), a subcommittee of the Board of County Commissioners, as a public hearing item and later presented to the Board of County Commissioners for formal adoption prior to final submission of the TDP document to the FDOT for review and approval. The public hearing process will also allow members of the public to comment on the TDP.

Schedule: November 2014.

2.2.4 TDP Contact Information

To assist the public and stakeholders in providing information to MDT related to the TDP, a number of mechanisms will be established to gather information. The first is a TDP-specific email address (MDT10Ahead@miamidade.gov) where commenters can direct any TDP-

related comments. The second is to use the Community Information and Outreach Center's (CIAO) electronic (www.miamidade.gov or 311@miamidade.gov) and telephone (3-1-1, 305-468-5900, 888-311-DADE (3233), or TTY 305-468-5402) portals to gather information. If a commenter indicates that the comment is related to the TDP, the information will be forwarded by CIAO to MDT staff. Commenters can also call MDT's customer service line (305-891-3131 or TTY 305-499-8971) to provide a comment.

Schedule: Ongoing.

2.2.5 Printed Materials

MDT will produce a number of printed materials in English, Spanish and Creole for distribution. Materials will include TDP Contact Information such as the TDP-specific email address and CIAO's contact information. A TDP comment card will be developed which will provide an overview of the TDP process, provide information on how people can get involved, and will include a few short questions. The comment card and other related information will be available at TDP public meetings, public libraries, various County public meetings and community events attended by MDT and at MDT facilities. Efforts will be undertaken to distribute these materials through other mechanisms such as MPO and Miami-Dade County events. The card may be submitted at any TDP event or returned via pre-paid postage.

Schedule: Materials will be developed January/February 2014. Distribution will be ongoing.

2.2.6 Electronic Survey

MDT will create an electronic survey in English, Spanish and Creole that will gather input from the public regarding the TDP. The survey will seek input from stakeholders regarding the direction MDT should move in the future. Access to the survey will be promoted through print materials, electronic materials, and in-person events.

Schedule: Survey to be online February/March 2014. Data collection will be ongoing.

2.2.7 Electronic Communication

MDT will promote TDP outreach activities and encourage input through its electronic communication outlets. Notices will be posted on the MDT, MPO, CITT and other Miami-Dade County websites, www.miamidade.gov/transit/, and respectively. MDT will also post information on its Facebook page (www.facebook.com/MiamiDadeTransit) and through its Twitter account (www.twitter.com/iridemdt). MDT may also use its mobile app to reach passengers (see example).



Schedule: Ongoing.

2.2.8 Special Outreach

MDT will offer alternative outreach opportunities for those who have difficulty participating in conventional public outreach events. Some individuals may have difficulty attending an event due to disabilities, work conflicts, lack of childcare, etc. These individuals may access information and provide comment through MDT's website, the various Community Information and Outreach portals, MDT's customer service line or the TDP's email address.

In addition, MDT continually attends various public meetings/hearings and community events throughout the County in an effort to provide additional opportunities for the public to provide feedback. TDP material will also be available at all public libraries. Appendix C, Table C-1 provides a list of the events that will be attended by MDT staff.

Schedule: Ongoing.

2.3 Technical Committee Coordination

MDT expands its public involvement program by engaging members of transportation related advisory committees established in Miami-Dade County as listed in the following sections. MDT will engage these committees during regularly scheduled meetings as informational agenda or action items to seek input, provide information and address questions on the development of the MDT TDP. MDT will make several presentations to ensure that these stakeholders are kept informed with regard to the TDP. All meeting dates listed as follows are tentative until confirmed with the individual committee.

2.3.1 Citizens Transportation Advisory Committee (CTAC)

The MPO CTAC ensures that transportation projects in all stages of the planning process adhere to established visions, goals, objectives and collective needs of the community. This group is comprised of Miami-Dade County residents appointed by the MPO Governing Board members. The CTAC meets once a month and is open to the public. MDT will attend the CTAC to seek input for the TDP based upon a review and formal presentation of the TDP development.

Schedule: June 2014

2.3.2 Transportation Planning Technical Advisory Committee (TPTAC)

The MPO TPTAC provides technical support, via a review process, to the Transportation Planning Council. TPTAC discussions are focused on technical aspects related to the projects. The TPTAC meets once a month and is open to the public. MDT will attend the TPTAC to seek input for the TDP based upon a review and formal presentation of the TDP development.

Schedule: June 2014

2.3.3 Transportation and Aviation Committee (TAC) – Public Hearing

The TAC oversees all local transportation systems and ensures the proper delivery of current and future public transportation services to the residents of Miami-Dade County. The

TAC will review and provide input on the TDP as well as take formal action in providing its recommendation to the BCC based upon a formal presentation at this public hearing. MDT will attend the TAC to seek input and address comments and questions for the development of the TDP. MDT will seek formal action by the TAC to approve and make recommendation to the BCC.

Schedule: November 2014

2.3.4 Miami-Dade County Board of County Commissioners (BCC)

The Miami-Dade County BCC is the administrative body for county government which provides policy guidance and the establishment of community laws through ordinances and resolutions. Commissioners are elected by residents to represent each of the 13 districts in Miami-Dade County. The BCC works closely with the general public to make certain that their voice is heard and the needs of the county are addressed.

The TDP will be reviewed by and presented to the BCC for formal adoption prior to the submittal of the TDP document to FDOT for review and approval.

Schedule: November 2014

2.4 Documentation

Miami-Dade Transit is committed to better understanding and hearing the transportation needs of the community it serves. Therefore, as part of the TDP process comments and recommendations received from the TDP outreach opportunities will be properly logged, maintained, and responded to. A summary of each public involvement event will be completed after each event and properly logged. Requests received from the public are forwarded to the appropriate MDT division for follow-up and resolution.

Schedule: Ongoing.

3.0 PUBLIC INVOLVEMENT EVALUATION MEASURES

The following performance measures will be used to measure the effectiveness of MDT public involvement efforts with regard to the TDP.

Table 2: Public Involvement Evaluation Measures

Public Involvement Goal	Strategy	Objectives	Measures	Targets
Goal 1: Early and Consistent Involvement Involve riders, the public, and stakeholders early and regularly in the project.	• Provide opportunities for active participation in the project. Active participation occurs when a participant provides input. Examples include face-to-face communication with a TDP team member, completion of a TDP survey, emailing a question to the TDP team, etc.	• Catalog the number of interactions throughout the project. Interactions are defined as input received through face-to-face communication with a TDP team member, completion of a TDP survey, emailing a question, etc.	• Number of participants who actively participate	• Greater than 1,000 interactions
	• Provide opportunities for passive participation in the project. Passive participation is defined as one-way communication from the TDP Team to the participant. Examples include posting material on a website, sending an email, posting notices on all buses, etc.	• Catalog the amount of passive participation throughout the project.	• Number of participants who passively participate (e.g., number of people who received the email, number of people viewing the website, etc.)	• Greater than 5,000 opportunities provided to participate

Table 2: Public Involvement Evaluation Measures (Continued)

Public Involvement Goal	Strategy	Objectives	Measures	Targets
Goal 2: Opportunity Provide all MDT riders, citizens, and stakeholders with the opportunity to participate throughout the project, including those in traditionally under-represented populations, such as persons with disabilities, older adults, or those who have limited English proficiency (LEP).	• Provide multiple opportunities for input so that if a person cannot attend an event, he/she can still provide input via the website. In addition to obtaining printed material in all public libraries.	• Establish project-specific email address so participants can submit comments and questions any time.	• Establishment of a project-specific email address	• Maintenance of a project-specific email address throughout the duration of the project. Review comments and questions received.
	• Provide opportunity for traditionally under-represented groups to participate	• Identify under-represented groups early in the process and include representatives on the PSC	• Number of PSC members that fall into an under-represented group	• Greater than 10% of PSC members are members of an under-represented group
	• Provide opportunity for non-English speaking individuals to participate	• Provide all printed materials in English, Spanish and Creole	• Percent of completed alternative language surveys	• Greater than 20% of returned surveys are alternative language surveys (based on percentage of residents who speak Spanish at home.)
	• Provide opportunity for persons with disabilities to participate	• Ensure in-person events are held at locations accessible by at least one transit route and are ADA accessible	• Percent of events held at locations accessible by at least one transit route and are ADA accessible	• 100% of all events are held at locations accessible by at least one transit route and are ADA accessible

Table 2: Public Involvement Evaluation Measures (Continued)

Public Involvement Goal	Strategy	Objectives	Measures	Targets
Goal 3: Information and Communication Provide all citizens and interested stakeholder agency groups with clear, timely, and accurate information relating to the project as it progresses.	• Provide information in accessible format	• Provide printed copies of materials when requested by those who do not have access to the internet.	• Number of individuals not provided printed copies when requested	• Zero individuals not provided printed copies when requested
	• Provide regular updates on the TDP's progress	• Update the TDP website on a regular basis	• Frequency of updates to the TDP website	• Update the TDP website more than once per month
	• Provide opportunities for the public to ask questions	• Establish means for the public to submit questions via email and in person	• Percent of questions responded to within two business days	• Greater than 90% of questions responded to within two business days
Goal 4: Range of Techniques Use a broad-spectrum of techniques to gather input from a diverse population within the project area	• Employ the techniques identified in this PIP to provide a broad range of opportunities	• Assess whether or not the goals of this PIP have been met	• Percent of goals met by the conclusion of the TDP process	• Greater than 75% of goals met by the conclusion of the TDP process

4.0 TITLE VI/LIMITED ENGLISH PROFICIENCY (LEP)

Under Title VI of the Civil Rights Act of 1964, as amended, as recipients of federal financial assistance, Miami-Dade Transit, without regard to race, color, or national origin, operate and plan for transit services so that:

- Transit benefits and services are available and provided equitably;
- Transit services are adequate to provide access and mobility for all;
- Opportunities to participate in the transit planning and decision-making process are open and accessible and that remedial and corrective actions are taken to prevent discriminatory treatment of any beneficiary.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Miami-Dade County provides equal access and equal opportunity in employment and does not discriminate on the basis of disability in its programs or services. Auxiliary aids and services for communication are available with five days' advance notice. For material in alternate format (audiotape, Braille or computer disk), a sign language interpreter or other accommodations, please contact: Miami-Dade Transit, Office of Civil Rights and Labor Relations, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Attention: Marcos Ortega. Telephone: 786-469-5225, Fax: 786-469-5589. E-mail: mo7225@miamidade.gov

In accordance with MDT's Title VI Program, ensuring meaningful participation of minority and low-income populations throughout the TDP process is a major objective of this PIP. The following steps will be taken to provide meaningful access and participation of our Title VI protected populations.

- The demographic composition of our PSC will seek to represent the diversity of Miami-Dade County.
- Electronic surveys will be created with a Title VI sensitivity to give MDT a deeper understanding of the needs of our minority and low-income residents and passengers. The information collected in these surveys also will be utilized when assessing the impact of future major service changes with respect to our Title VI protected populations.
- Meeting locations and times will be sensitive to the needs of each community to ensure access and participation by as many people as possible.
- TDP outreach materials will be available online and in printed form in multiple languages including English, Spanish and Creole.
- A notification that includes the protections under Title VI of the Civil Rights Act of 1964, as amended, will be included at each outreach event.

MDT is concerned about gathering input from individuals with limited English proficiency (LEP). To the extent possible, the Consultant Team will make Spanish-speaking individuals available to assist with public outreach events. The Consultant Team will translate the most pertinent materials (e.g., project fact sheet and survey) into Spanish.

The website also will indicate that individuals may email questions and comments in Spanish. Questions will be responded to in Spanish, and comments will be translated into English and recorded.

Should an individual be interested in providing input at an event and the Project Team cannot accommodate their need for a language other than English, the Project Team will try to ask the individual to email the TDP email address setup for MDT TDP's use. After receiving written comment, efforts will be made to have it translated and addressed.

Appendix A
Project Management Team

Table A-1: Project Management Team

Name	Agency/Firm	Role
Jacqueline Carranza	**Miami-Dade Transit**	**MDT Project Manager**
Monica Cejas	Miami-Dade Transit	MDT Manager
Nilia Cartaya	Miami-Dade Transit	MDT Principal Planner
Doug Robinson	Miami-Dade Transit	MDT Principal Planner
John Lafferty	**Parsons Brinckerhoff**	**Project Manager**
Carlos Alba	Parsons Brinckerhoff	Deputy Project Manager
Joel Rey	Tindale-Oliver & Associates	Technical Lead
Laura Everitt	Tindale-Oliver & Associates	Technical Lead
Oliver Rodrigues	Florida Transportation Engineering	Support
Sheng (Sam) Yang	CTS Engineering	Support

Appendix B

Table B-1: TDP Project Steering Committee Participants

No.	Stakeholder	Representative
1	Miami-Dade Transit	Jerry Blackman
2	Miami-Dade Transit	Derrick Gordon
3	Miami-Dade Transit	Marcus Ortega
4	Citizens Independent Transportation Trust (CITT)	Charles Scurr
5	Miami-Dade Transit Rider	Martha Viciedo
6	Miami Metropolitan Planning Organization*	Irma San Roman
7	Miami-Dade County Public Works	Antonio Cotarelo
8	Miami-Dade Expressway Authority	Javier Rodriguez
9	Miami-Dade County Regulatory and Economic Resources	Mark Woerner
10	Miami-Dade County Parks and Recreation	Maria Nardi
11	Bicycle and Pedestrian Advisory Committee	Eric Tullberg
12	League of Cities	Richard Kuper
13	Agency for Persons with Disabilities	Rosa Llaguno
14	City of Miami Downtown Development Authority	Alyce Robertson
15	Beacon Council	Stephen Beatus
16	Miami-Dade Chamber of Commerce	Terry McKinley
17	Miami-Dade Chamber of Commerce	Mitch Bierman
18	Urban Health Solutions Urban Health Partnerships	Anamarie Garces
19	CareerSource South Florida*	Rick Beasely
20	South Florida Regional Transportation Authority	Joseph Quinty
21	South Florida Commuter Services	James Udvardi
22	Florida Turnpike Enterprise	Diane Gutierrez-Scaccetti
23	Florida Department of Transportation District 6*	Aileen Boucle
24	Alliance for Aging, Inc.	Marsha Jenakovich
25	Center for Independent Living of South Florida	Marc Dubin, Esq.
26	Commission on Disability Issues (CODI)	Heidi Johnson Wright
27	Municipal Focus Group	Carlos Cruz
28	Municipal Focus Group	Julien Guevara
29	Municipal Focus Group	Jessica Keller

Table B-1: TDP Project Steering Committee Participants (continued)

No.	Stakeholder	Representative
30	Municipal Focus Group	Richard Block
31	Commission District Focus Group	Kenneth M. Kilpatrick
32	Commission District Focus Group	Jose A. Lopez
33	Commission District Focus Group	Alexander Adams
34	Commission District Focus Group	Anthony Garcia
35	Commission District Focus Group	Eric Katz
36	Commission District Focus Group	Harry Hoffman
37	Commission District Focus Group	Sean Schwinghammer

*Inclusion on PSC fulfills statutory requirement

Appendix C

Table C-1: TDP Public Outreach Events Schedule

Number	DATE	EVENT	ADDRESS	DISTRICT	CARDS COMPLETED	STAFF	COMMENTS
1	2/22/14	CITT Summit	MDC Main Library	5 - Bruno A. Barreiro	33	Julio, Monica, Jackie, Karla, Doug, Bobbi	
2	3/1/14	West Kendall Charrette	Felix Varela Senior High 15255 SW 96th Street	11 - Juan C. Zapata	7	Monica, Doug	
3	3/8/14	University Center Festival	SW 107th Ave btw SW 5th & 6th Street	12 - Jose Pepe Diaz	13	Jackie	
4	4/3/14	Bike to Work Day	South Miami Metrorail Station	7 - Xavier L. Suarez	0	Monica, Doug	
5	4/9/14	FIU - Job Fair	Florida International University	11 - Juan C. Zapata	0	Irene	Palm cards distributed
6	4/12/14	Agriculture and Cattle Show	Tropical Park	10 - Sen. Javier D. Souto	71	Irene, George M., Jackie, Julio	
7	4/13/14	Agriculture and Cattle Show	Tropical Park	10 - Sen. Javier D. Souto	64	Froilan, Karla, Monica, Kaushik	
8	4/15/14	Miami HEAT's "White Hot Heat"	Dadeland North Metrorail Station	7 - Xavier L. Suarez	0	Irene	Handed out surveys/palm cards
9	4/22/14	LRTP Public Meeting - Central	Frankie Rolle Neighborhood Center	7 - Xavier L. Suarez	2	Jackie, Doug	
10	4/24/14	LRTP Public Meeting - Beach/CBD	Culmer/Overtown Neighborhood Center	3 - Audrey M. Edmonson	0	Doug	
11	4/25/14	Baynaza	Deering Estate	8 - Lynda Bell	0	Doug, Irene	
12	4/25/14	Earth Day at the Zoo	Zoo Miami	9 - Dennis C. Moss	0	Doug Bermudez	
13	4/29/14	LRTP Public Meeting - North	North Dade Regional Library	1 - Barbara J. Jordan	0	Doug	
14	4/30/14	LRTP Public Meeting - South	South Dade Regional Library	8 - Lynda Bell	0	Doug	
15	5/6/14	LRTP Public Meeting - West	West Kendall Regional Library	11 - Juan C. Zapata	0	Doug	
16	5/8/14	CAA Public Meeting - Miami Beach	Miami Beach South Shore Community Cer	5 - Bruno A. Barreiro	2	Jackie	Handed out surveys/palm cards
17	5/15/14	CLEAN AIR MONTH FAIR	SPCC	5 - Bruno A. Barreiro	154	Jackie, Trecie	Handed out surveys/palm cards
18	5/20/14	Metrorail 30th Year Event	SPCC	5 - Bruno A. Barreiro	0	Irene	Handed out survey
19	5/31/14	Keep Doral Beautiful Fair	J.C. Bermudez Park	6 - Rebeca Sosa			

A.5 PROJECT STEERING COMMITTEE

The individuals listed in Table A-1 were invited to represent the listed agencies on the Project Steering Committee.

Table A-1: Project Steering Committee Participants

No.	Stakeholder	Representative
1	Miami-Dade Transit	Jerry Blackman
2	Miami-Dade Transit	Derrick Gordon
3	Miami-Dade Transit	Marcus Ortega
4	Citizens Independent Transportation Trust (CITT)	Charles Scurr
5	Miami-Dade Transit Rider	Martha Viciedo
6	Miami-Dade Metropolitan Planning Organization*	Irma San Roman
7	Miami-Dade County Public Works	Antonio Cotarelo
8	Miami-Dade Expressway Authority	Javier Rodriguez
9	Miami-Dade County Regulatory and Economic Resources	Mark Woerner
10	Miami-Dade County Parks, Recreation and Open Spaces	Maria Nardi
11	Bicycle and Pedestrian Advisory Committee	Eric Tullberg
12	League of Cities	Richard Kuper
13	Agency for Persons with Disabilities	Rosa Llaguno
14	City of Miami Downtown Development Authority	Alyce Robertson
15	Beacon Council	Stephen Beatus
16	Miami-Dade Chamber of Commerce	Terry McKinley
17	Miami-Dade Chamber of Commerce	Mitch Bierman
18	Urban Health Solutions Urban Health Partnerships	Anamarie Garces
19	Career Source South Florida*	Rick Beasely
20	South Florida Regional Transportation Authority	Joseph Quinty
21	South Florida Commuter Services	James Udvardi
22	Florida Turnpike Enterprise	Diane Gutierrez-Scaccetti
23	Florida Department of Transportation District 6	Aileen Boucle
24	Alliance for Aging, Inc.	Marsha Jenakovich
25	Center for Independent Living of South Florida	Marc Dubin, Esq.
26	Commission on Disability Issues (CODI)	Heidi Johnson Wright
27	Municipal Focus Group	Carlos Cruz

Table A-1: Project Steering Committee Members (Continued)

No.	Stakeholder	Representative
28	Municipal Focus Group	Julien Guevara
29	Municipal Focus Group	Jessica Keller
30	Municipal Focus Group	Richard Block
31	Comm. District Focus Group	Kenneth M. Kilpatrick
32	Comm. District Focus Group	Jose A. Lopez
33	Comm. District Focus Group	Alexander Adams
34	Comm. District Focus Group	Anthony Garcia
35	Comm. District Focus Group	Eric Katz
36	Comm. District Focus Group	Harry Hoffman
37	Comm. District Focus Group	Sean Schwinghammer

*Required by state statute.

A.6 FOCUS GROUPS

Representatives from the municipalities listed Table B-1 were invited to participate in the Municipal Representatives focus group.

Table B-1: Municipal Representatives

City of Aventura	City of Miami Gardens
Village of Bal Harbour	Town of Miami Lakes
Town of Bay Harbor Islands	Miami Shores Village
Village of Biscayne Park	City of Miami Springs
City of Coral Gables	City of North Bay Village
Town of Cutler Bay	City of North Miami
City of Doral	City of North Miami Beach
Village of El Portal	City of Opa-Locka
City of Florida City	Village of Palmetto Bay
Town of Golden Beach	Village of Pinecrest
City of Hialeah	City of South Miami
City of Hialeah Gardens	City of Sunny Isles Beach
City of Homestead	Town of Surfside
Village of Key Biscayne	City of Sweetwater
Town of Medley	Village of Virginia Gardens
City of Miami	City of West Miami
City of Miami Beach	

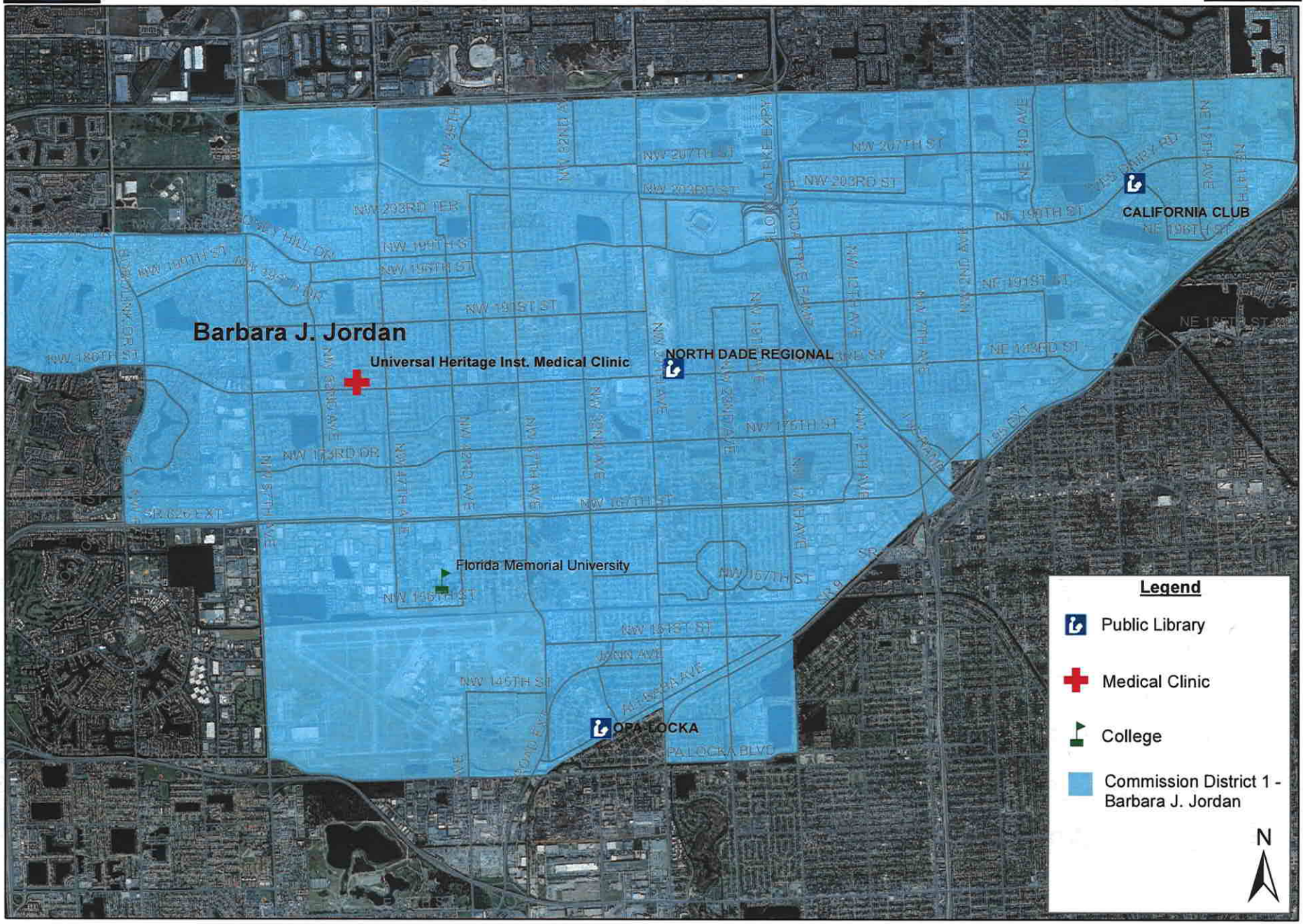
Each Commissioner was asked to provide a recommended representative to invite to the Commission District Representatives focus group. The individuals listed in Table B-2 on the following page were invited to represent their respective Commission Districts.

Table B-2: Commission Numbers and Commission District Representatives

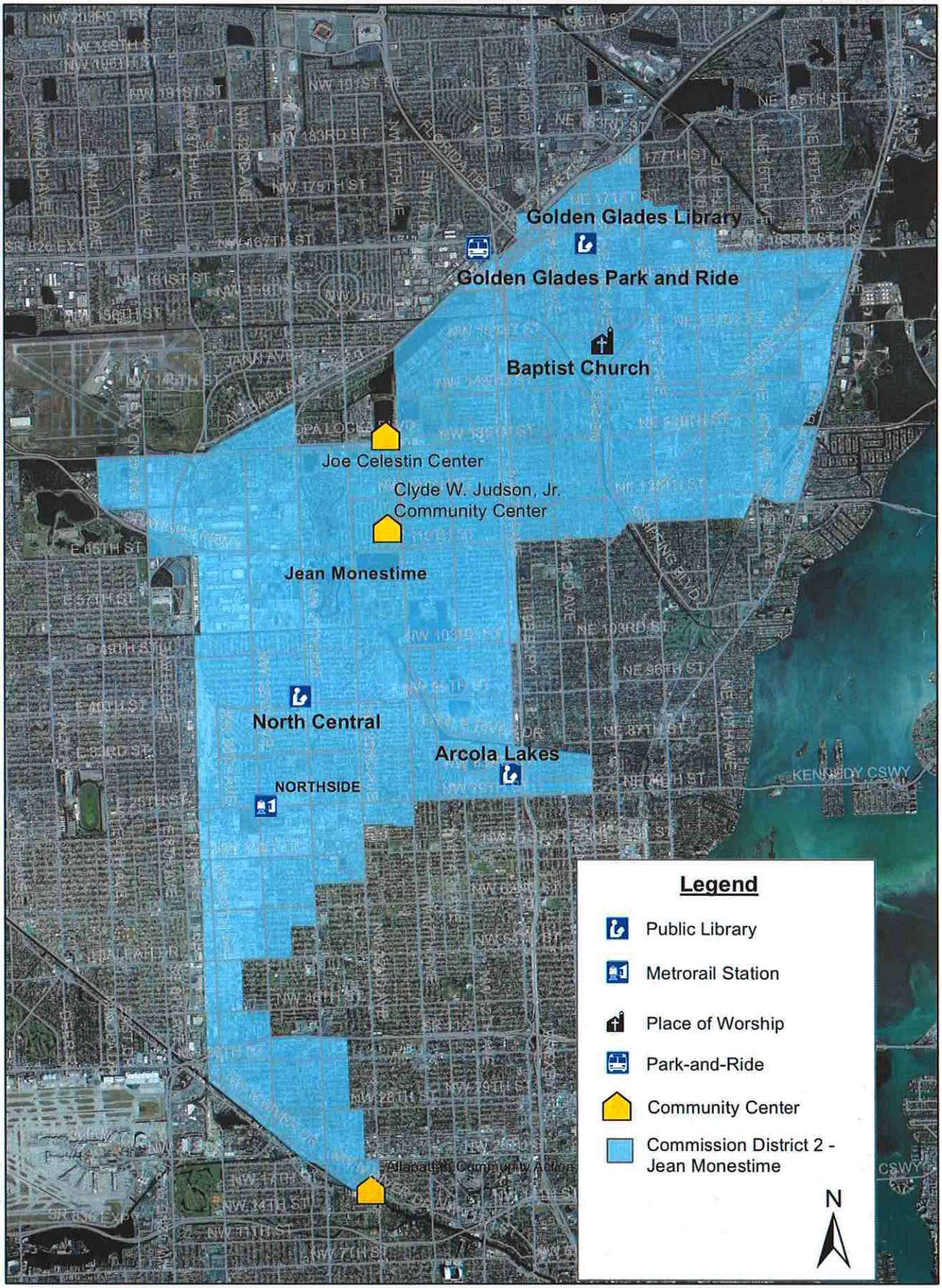
District and Commissioner	Representative
1 - Barbara J. Jordan	N/A
2 - Jean Monestime	N/A
3 - Audrey M. Edmonson	Kenneth M. Kilpatrick
4 - Sally A. Heyman	N/A
5 - Bruno A. Barreiro	Jose A. Lopez
6 - Rebeca Sosa	Alexander Adams
7 - Xavier L. Suarez	Anthony Garcia
8 - Lynda Bell	Eric Katz
9 - Dennis C. Moss	N/A
10 - Sen. Javier D. Souto	N/A
11 - Juan C. Zapata	Harry Hoffman
12 - Jose Pepe Diaz	N/A
13 - Esteban Bovo Jr.	Sean Schwinghammer

A.7 OUTREACH ACTIVITIES BY COMMISSION DISTRICT

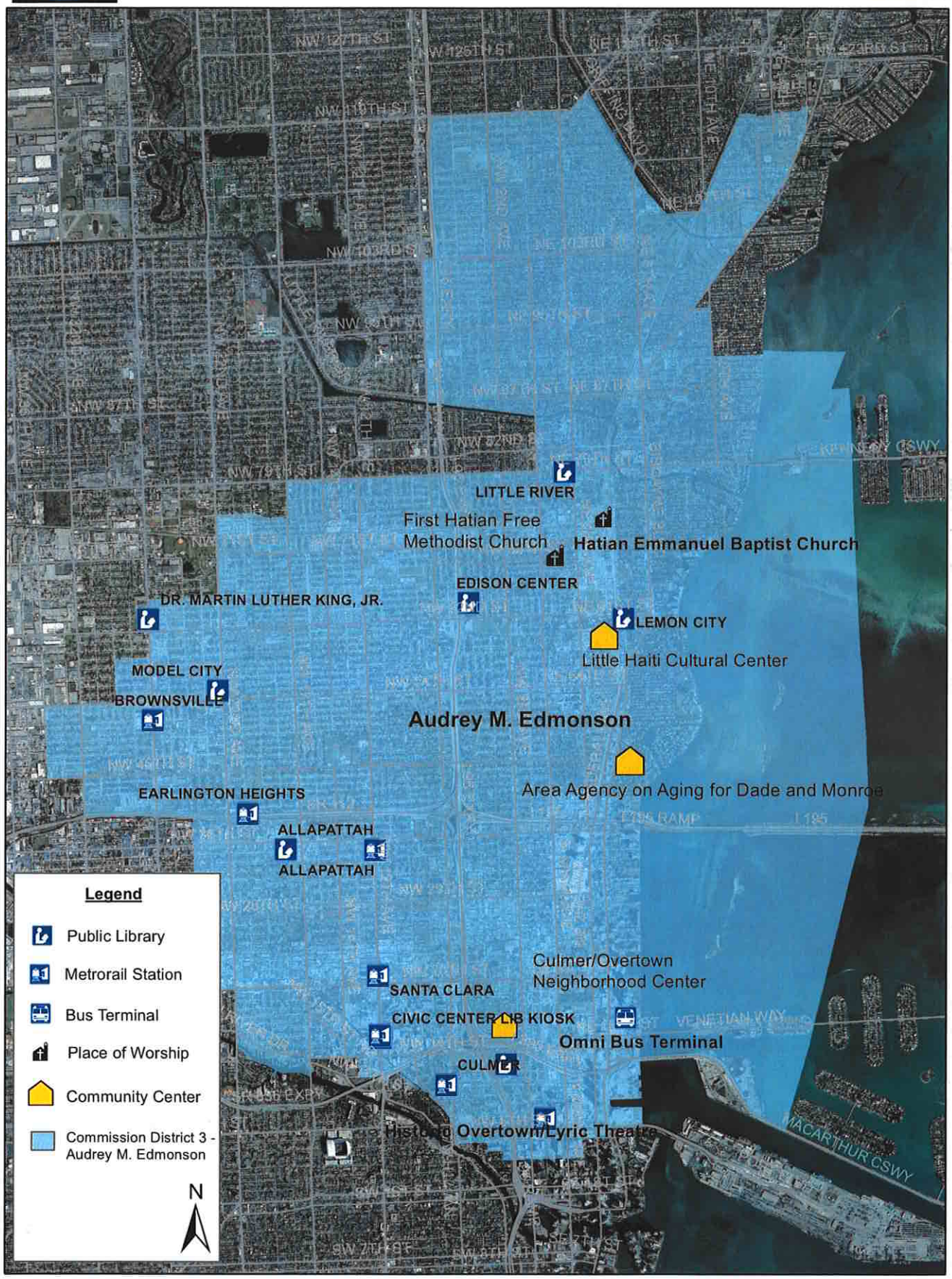
District 1 - Miami-Dade Transit 10 Ahead Public Outreach



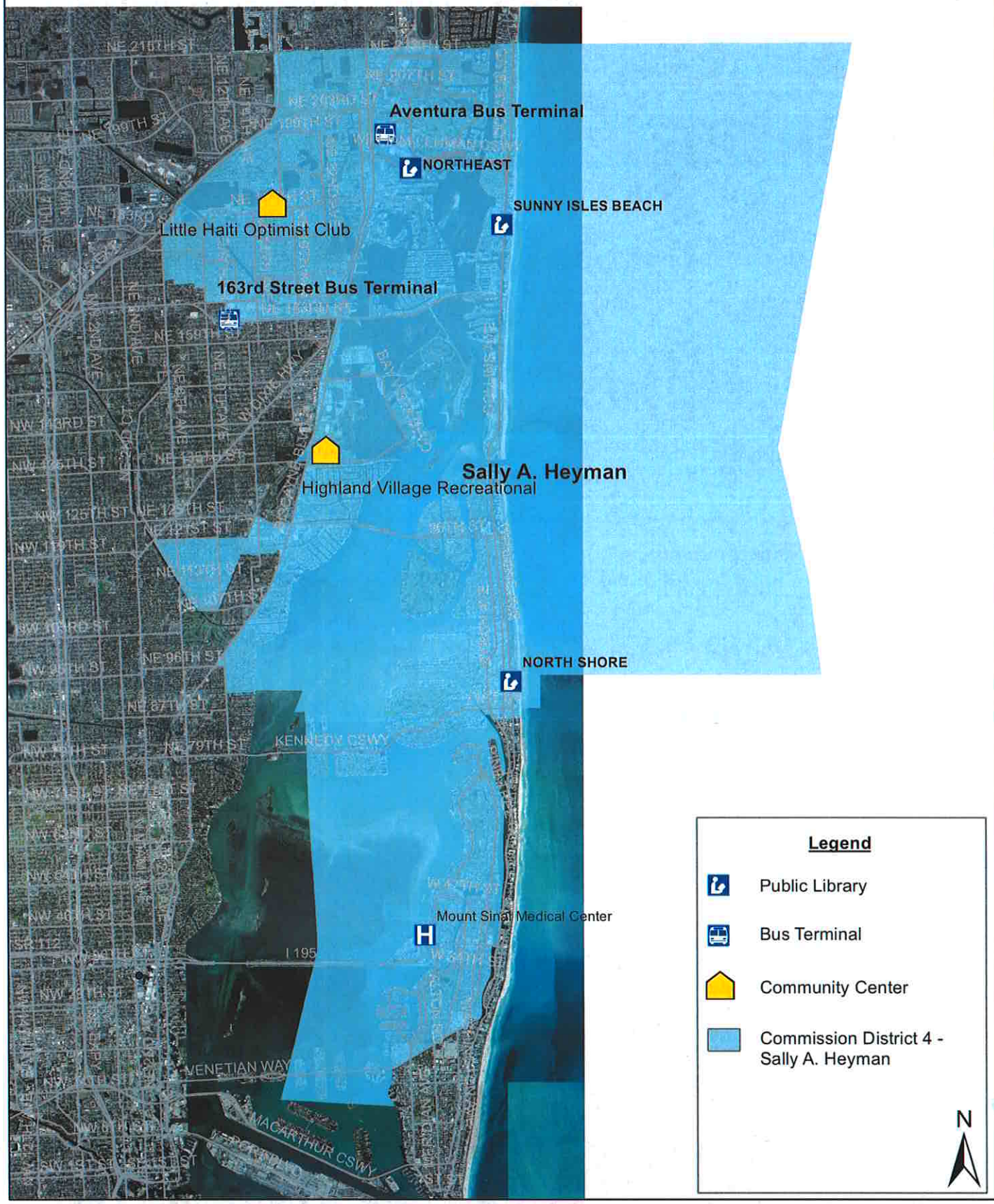
District 2 - Miami-Dade Transit 10 Ahead Public Outreach



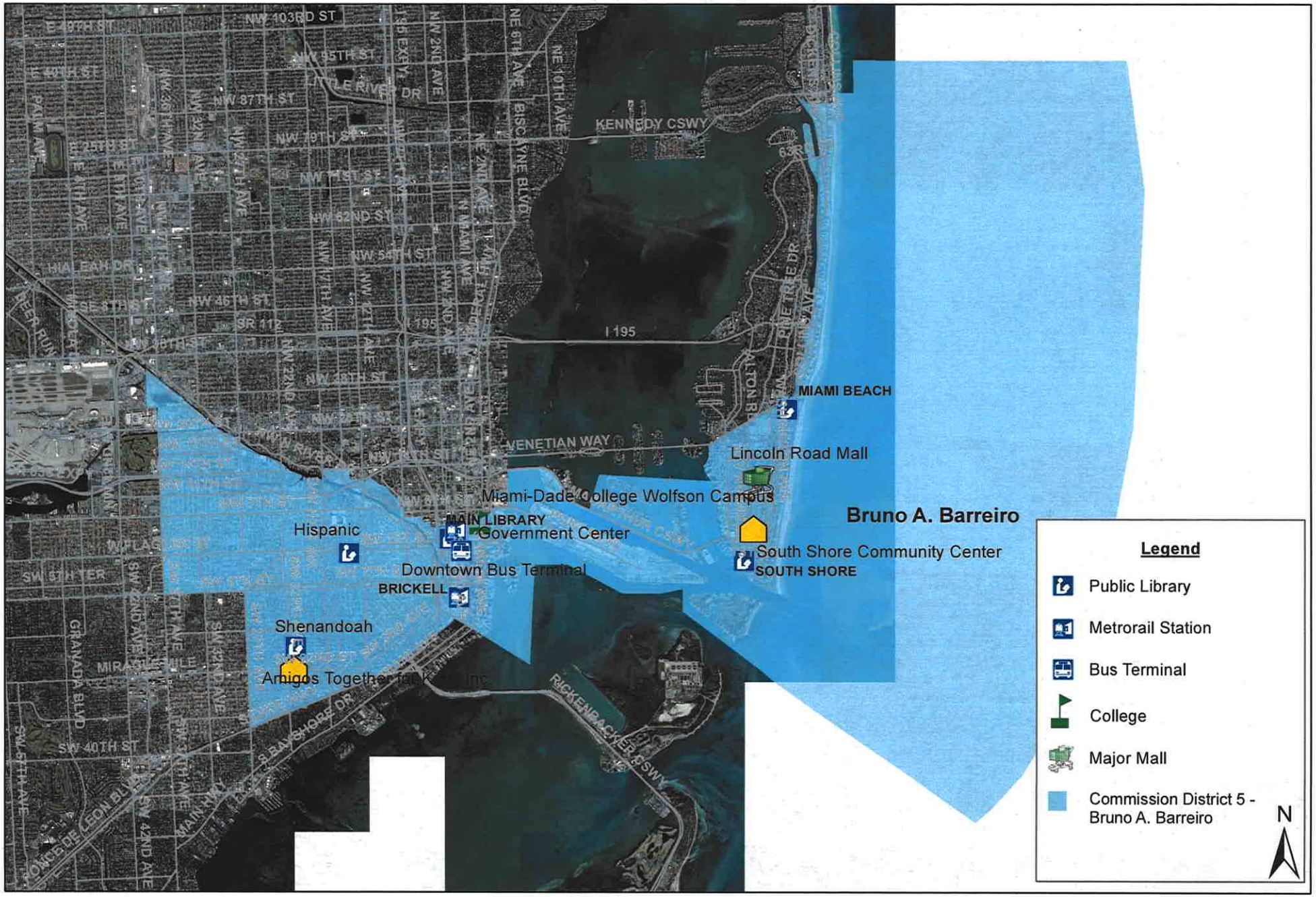
District 3 - Miami-Dade Transit 10 Ahead Public Outreach



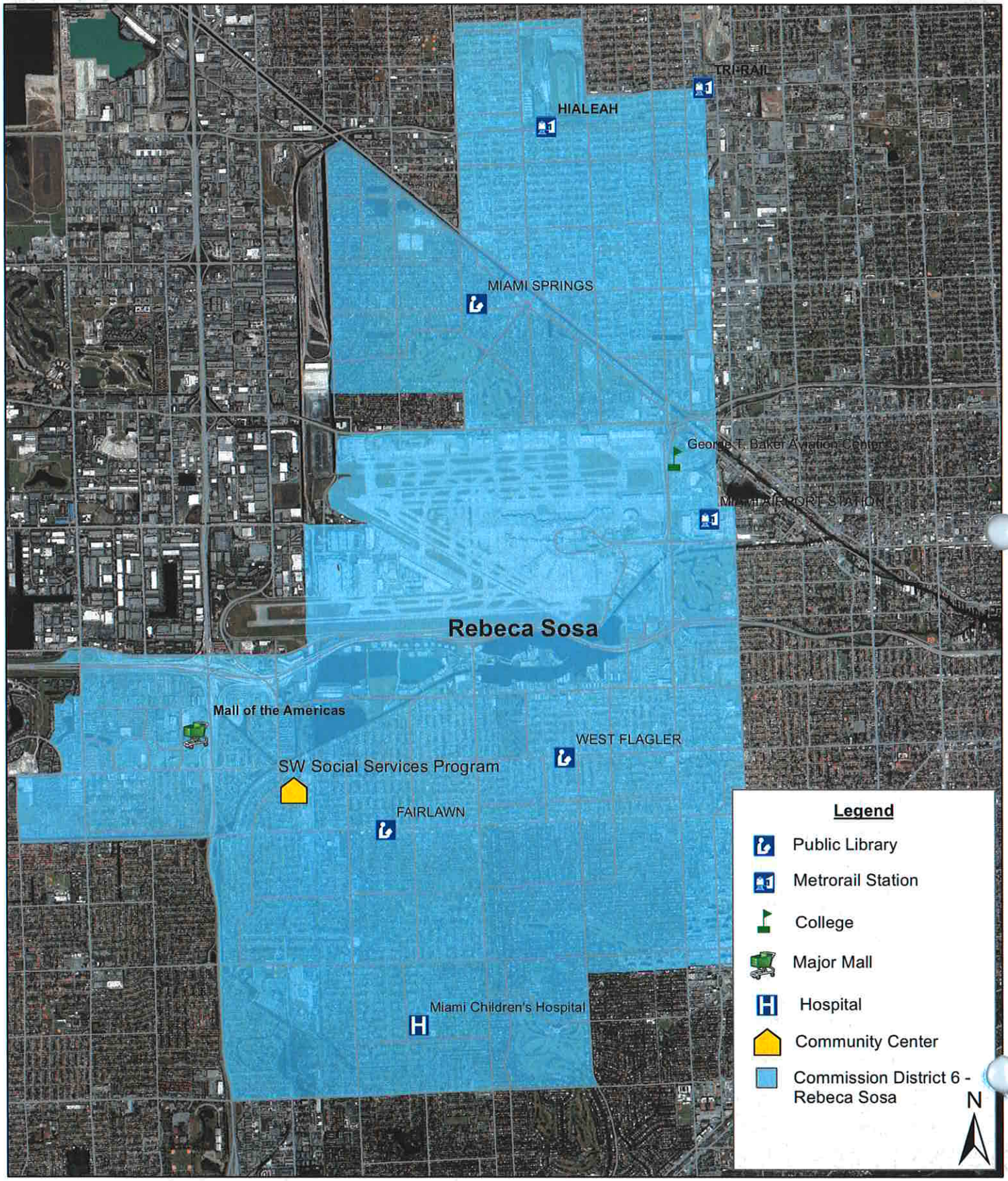
District 4 - Miami-Dade Transit 10 Ahead Public Outreach



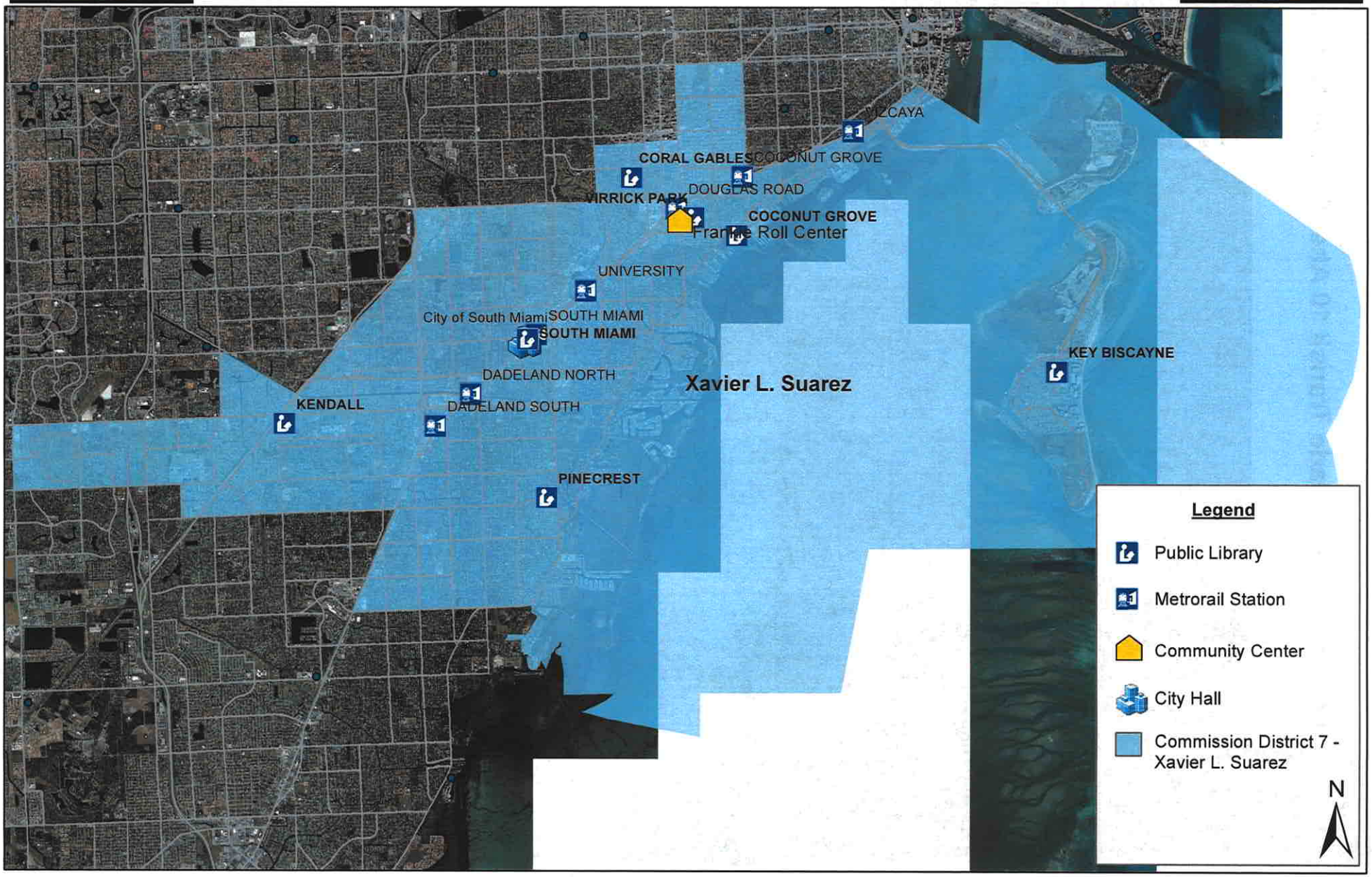
District 5 - Miami - Dade Transit 10 Ahead Public Outreach



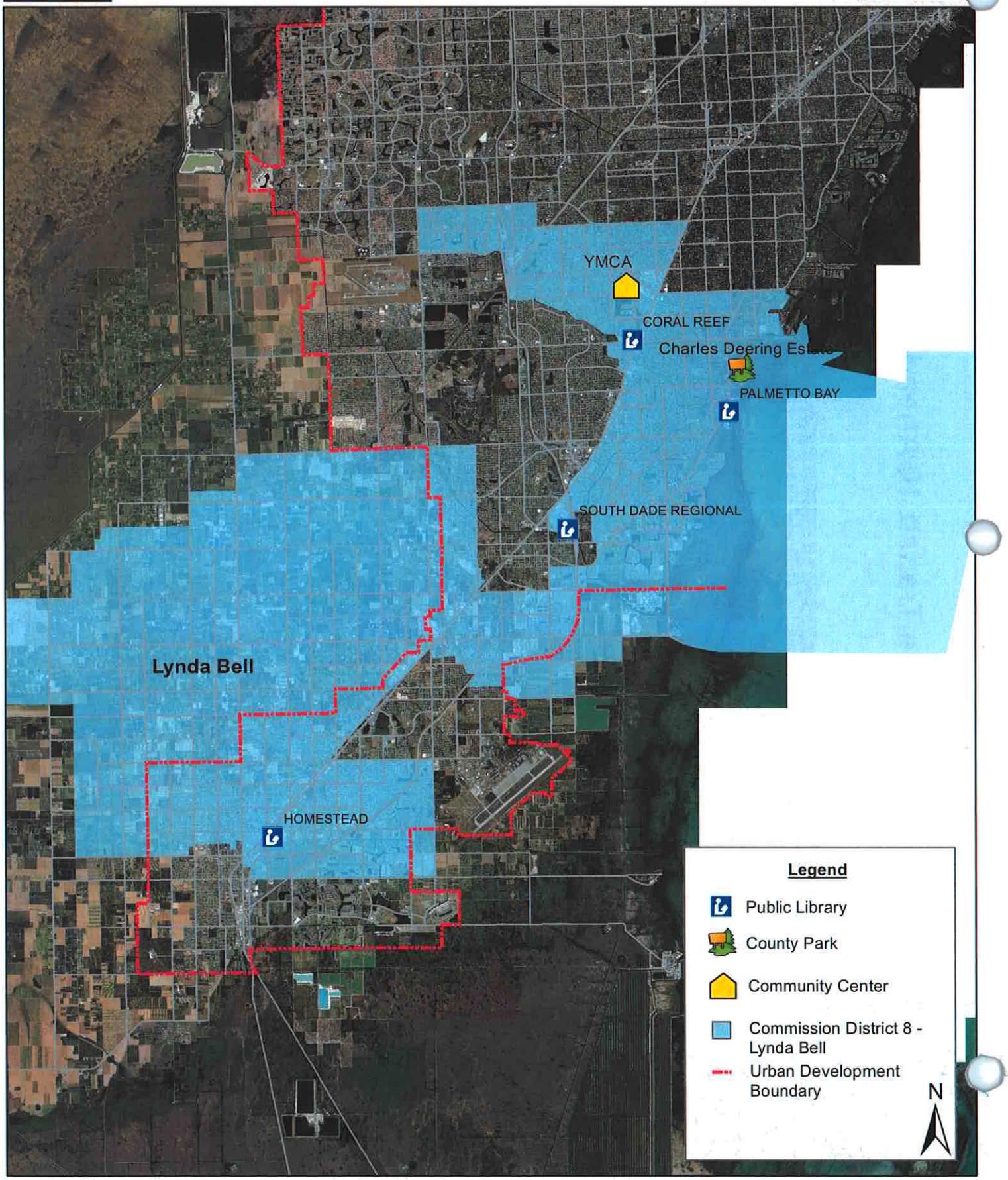
District 6 - Miami-Dade Transit 10 Ahead Public Outreach



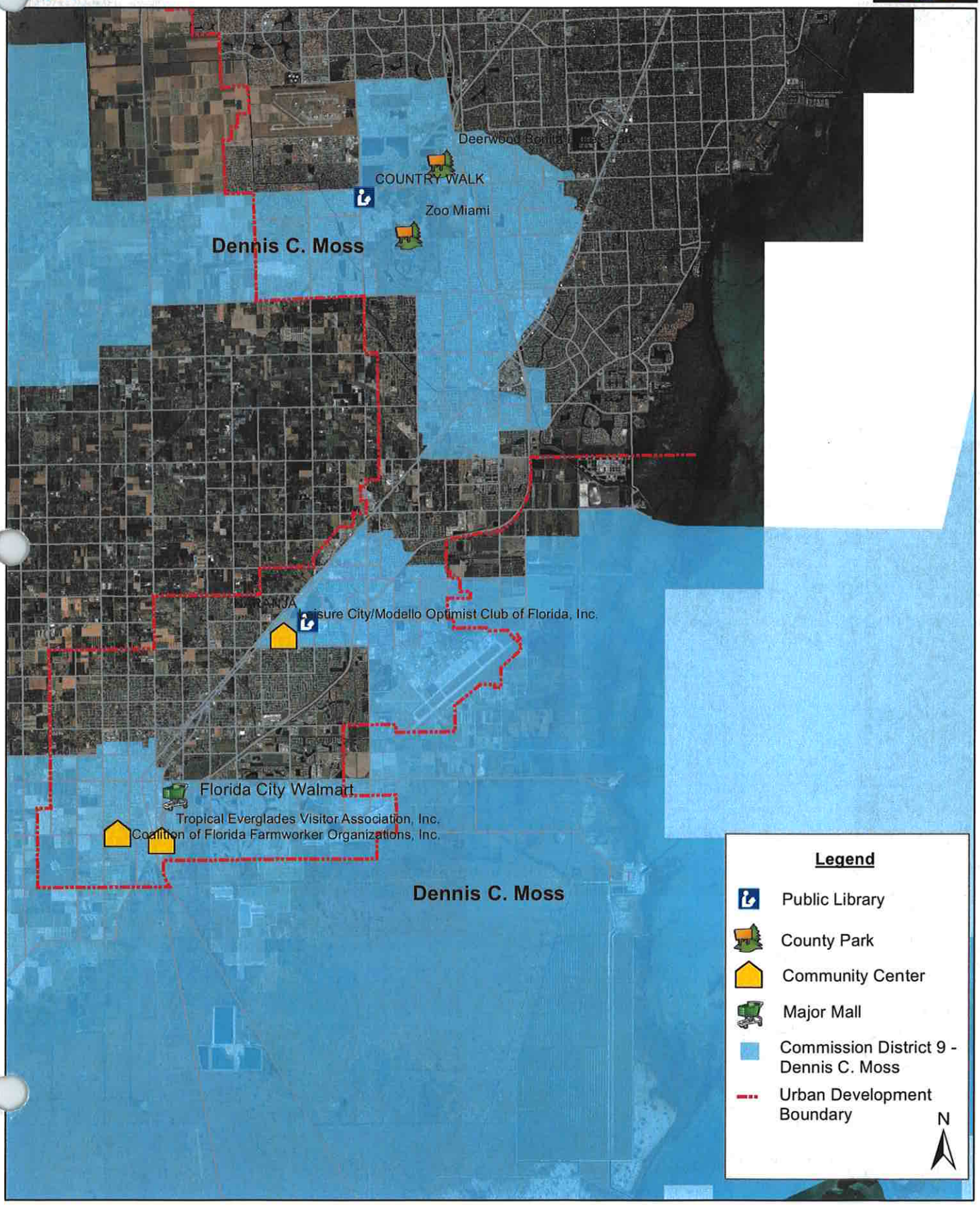
District 7 - Miami-Dade Transit 10 Ahead Public Outreach



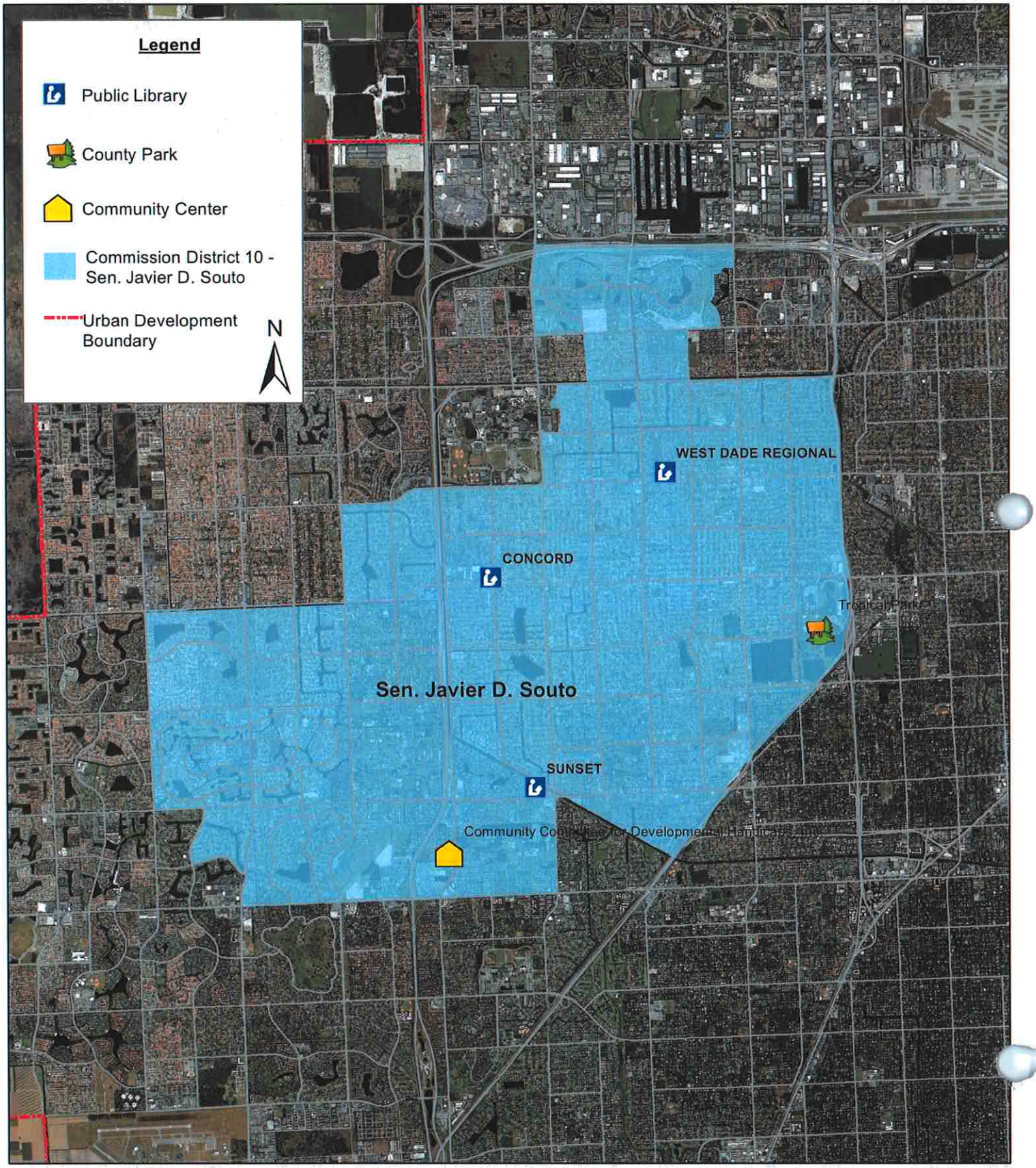
District 8 - Miami-Dade Transit 10 Ahead Public Outreach



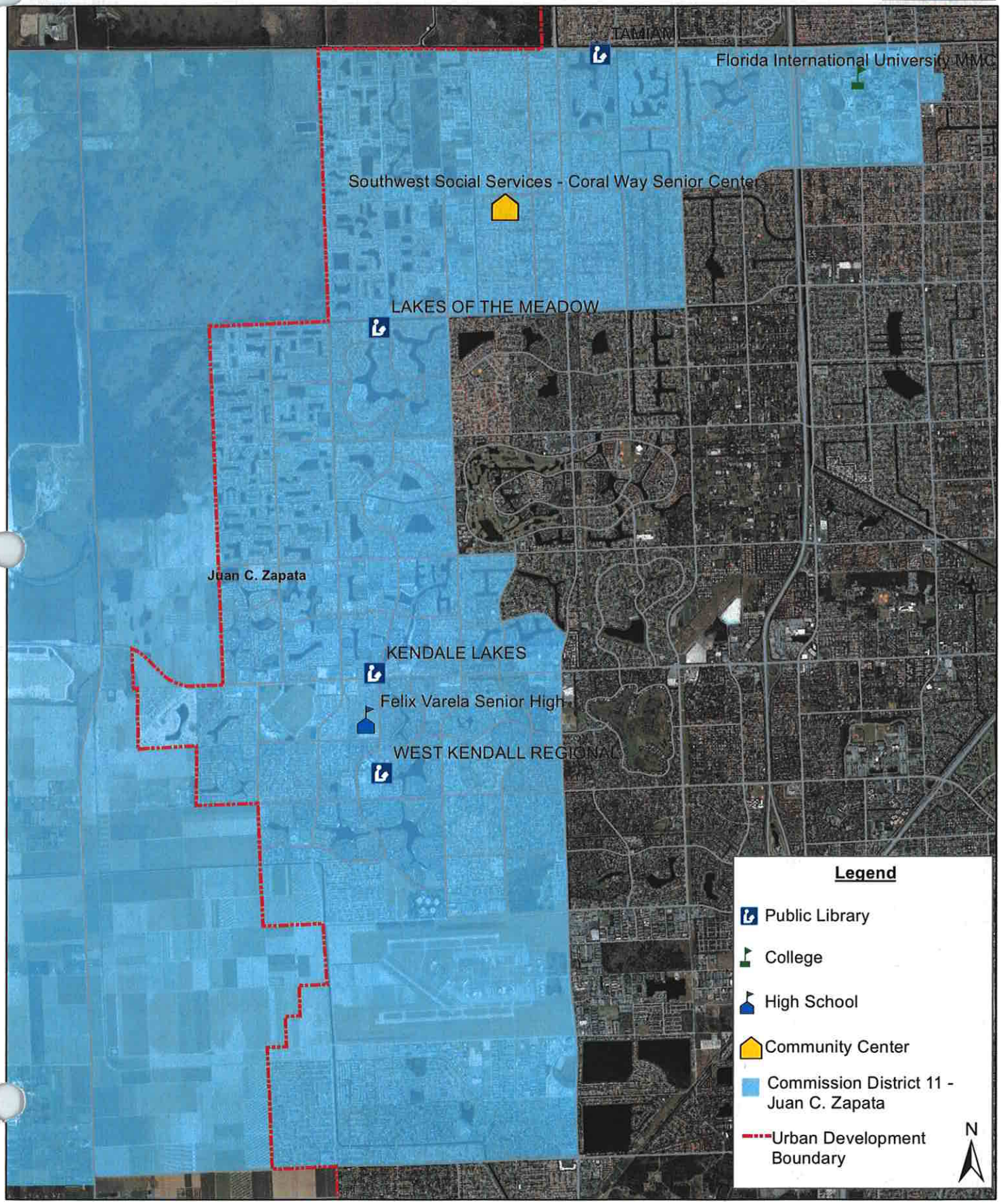
District 9 - Miami-Dade Transit 10 Ahead Public Outreach



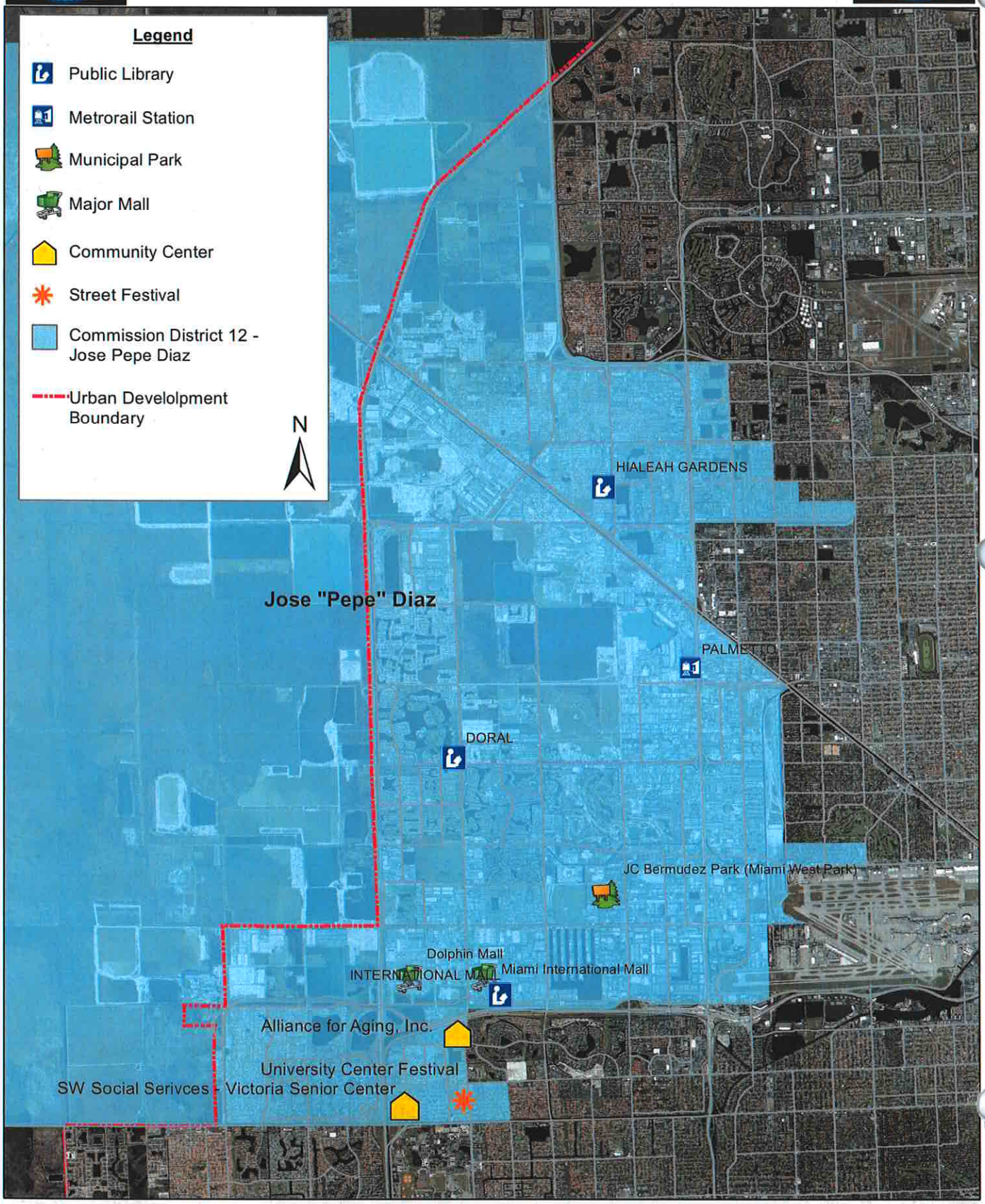
District 10 - Miami-Dade Transit 10 Ahead Public Outreach



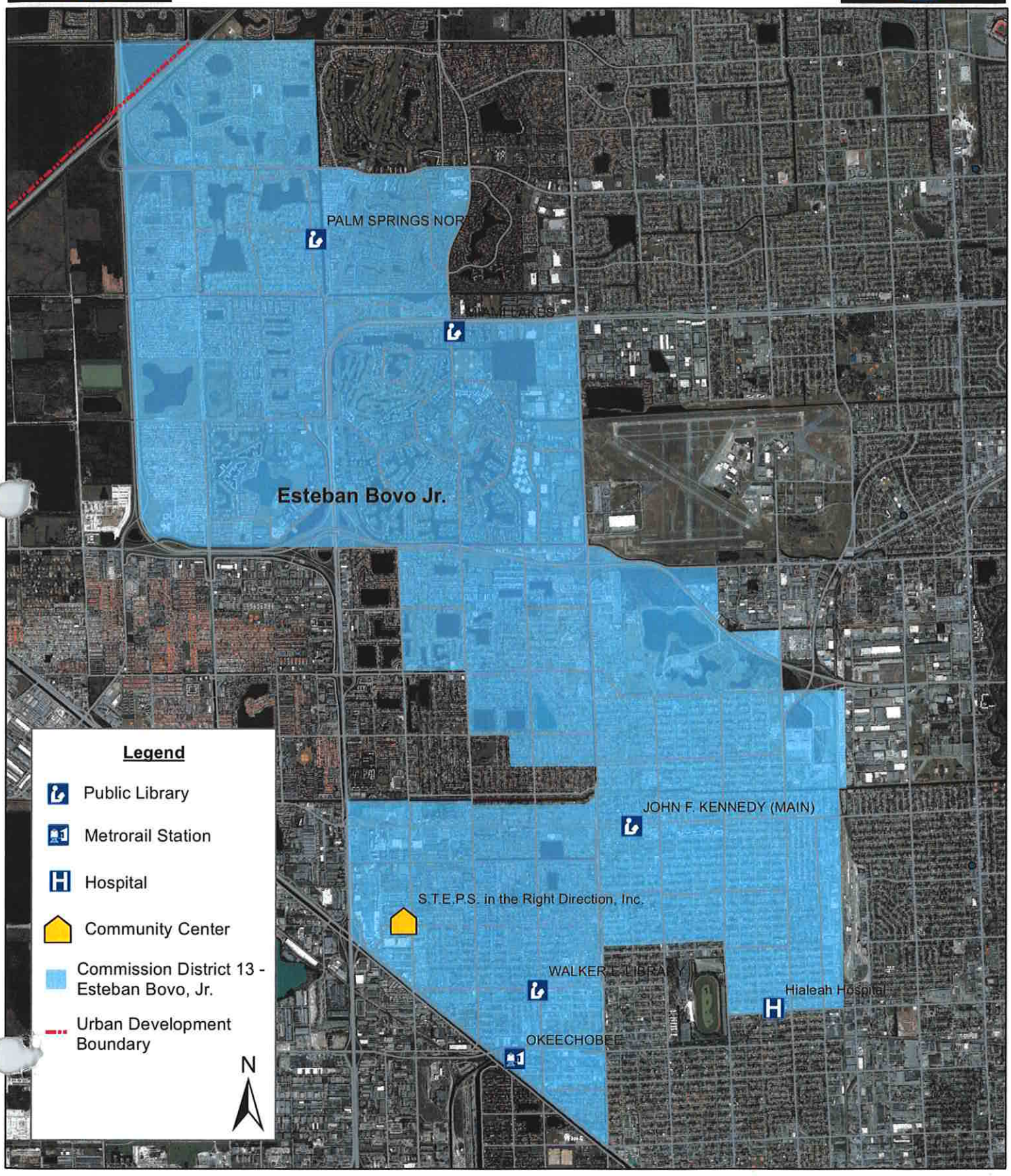
Distrct 11 - Miami-Dade Transit 10 Ahead Public Outreach



District 12 - Miami-Dade Transit 10 Ahead Public Outreach



District 13 - Miami-Dade Transit 10 Ahead Public Outreach



III. F-2 *DTPW Title VI Public Involvement Transit Administrative Policy (TAP)*

TRANSIT ADMINISTRATIVE POLICY & PROCEDURES (TAPP)	No: POL-AD-005 *(Ref POL-AD-001 for Doc Source No.)*
Issue Date: 11/09/11 Revision: original issue Posted by: Information Technology Services	Section: Governmental Affairs Title: Title VI Limited English Proficiency Public Information Policy Date Posted:

Michelle Simmons, TAPP ORIGINATOR — Date: 12/29/11

*Note: Reference TAPP Policy POL-AD-001 (Appendix – A) for the Document Source Number and assign TAPP No. to this document. See the following example: (Rail Services: POL-RS-001)

REVIEWER SECTION:

Julio Rey, Advertising and Marketing — Date: 11/29/11

Karla Damian, Public Information Officer — Date: 12/12/11

Cathy Lewis, Chief, Office of Civil Rights & Labor Relations — Date: 12/28/11

Lazaro Palenzuela, Chief, Quality Assurance — Date: 12/29/11

APPROVAL SECTION:

Ysela Llort, Interim Director, MDT — Date: 1-25-12

TRANSIT ADMINISTRATIVE POLICY & PROCEDURES (TAPP)	No: POL-AD-005 *(Ref POL-AD-001 for Doc Source No.)*
Issue Date: 11/09/11 Revision: original issue Posted by: Information Technology Services	Section: Governmental Affairs Title: Title VI Limited English Proficiency Public Information Policy Date Posted:

Policy Change Justification

(Give a brief description of the reason for change)

- Original Issue of the TAPP

Revisions

The Policy is a dynamic document. As major revisions occur, the revisions and/or the entire policy will be distributed. For minor revisions, only the affected pages will be issued. Upon receipt, previous revisions of the policy shall be destroyed. Include all policies that are superseded in the description of revision block below.

Revision	Approval Date	Pages	Description of Revision
Rev. 0		New Document	

1.0 Authority:

MDT Director

2.0 Purpose:

To provide an efficient procedure for ensuring that Limited English Proficiency guidelines, as required by Title VI of the Civil Rights Act of 1964, are adhered to and reflected within the activities of the department's Public Involvement Program.

3.0 Policy & Scope

This TAPP applies to MDT staff within the Advertising and Media Relations and External Affairs divisions, who develop, implement and monitor public involvement activities.

4.0 Cross Referenced Documents

Type	Number	Title
Plan	2009 Title VI Program Update Response to AFT C4702.1A	MDT Title VI Program Requirements Action Plan
Law	Pub. L. 88-352, 78 Stat 241	Title VI of the 1964 Civil Rights Act
Guidelines	Chapter 49, CFR Part 21	Department of Transportation Title VI Regulations

5.0 Definitions

Term	Definition
LEP	Limited English Proficiency
PSA	Public Service Announcement
Customer Service Outlets	A location where MDT sells fare media exclusively

6.0 Roles & Responsibilities

Individual	Roles & Responsibilities
Public Involvement Manager (PIM)	• Review all publications for inclusion of Title VI language in required languages. • Provide sign-in sheets, comment cards and other documents in required languages.
Manager, Advertising and Media Relations Graphics Staff, Advertising And Media Relations	• Review and provide preliminary approval of all publications for inclusion of Title VI language in required languages. • Coordinate the placement of signage at rail and mover stations, within buses & other locations as designated. • Provide approval for all media buys.
GIC/IT Liaison	• Oversee placement of LEP content on website.

Senior Executive Assistant	• Provide final approval of TAPP for LEP Public Information Policy.
MDC Office of Records Management	• Shall follow the procedures as outlined in Administrative Order 7-24 on Records Management and guidelines set forth by the State of Florida, Department of State, Division of Library Information Services.

7.0 Requirements

Notice of Language Services to LEP Persons

The US DOT guidance indicates that once an agency, based on the four factor analysis, determines a need for providing language services, it is important that the agency notify LEP persons that these services are available and are free of charge.

Signage

MDT Advertising and Media Relations division will post signs in the most common areas visited by patrons and LEP persons to include:

1. All buses and rail cars (Posters)
2. Metrorail Stations (Windscreens)
3. MDT retail and customer service outlets (Government Center Kiosk, Overtown Transit Village)

Community organizations

MDT will work with community-based organizations and other stakeholders to inform LEP persons of MDT services and the availability of language services through the use of the following:

1. Participation in Community Outreach Activities

   a) Career and Health Fairs
   b) Sporting Events
   c) Golden Passport Enrollment
   d) Elected Official Sponsored Events
   e) Homeowners' Association Meetings

Telephone Messages

MDT will provide announcements on all of its customer service lines of the availability of LEP services.

Notices in local newspapers and on local radio stations

1. Local media outlets will be used to inform the public of LEP services:

   a) Notices will be placed in Diario Las Americas, Haiti en Marche and other community papers as needed.
   b) The public will be informed of LEP services through the use of PSA (Public Service Announcement) and/or paid advertisements as well as talk radio.

Presentations

MDT staff will include in its presentations that LEP services are available. Presentations are generally offered to the following:

1. Chambers of Commerce
2. Civic Organizations
3. Elder Services
4. Educational Institutions
5. Advisory Boards
6. Human Service Organizations

Language Assistance Measures

There are numerous language assistance measures available to LEP persons including both oral and written language services. Language assistance will be provided for LEP individuals through the use of oral interpretation as well as through the translation of key materials when necessary.

Oral Language Services

MDT will offer oral services to LEP individuals and will provide these services through the use of the following:

1. Language Interpreters
   a) Upon request and as determined necessary based upon the LEP population, an interpreter will be provided at public meetings and hearings held by MDT.

b) Bilingual staff will serve as interpreters at community events, public meetings and hearings.

2. Automated Telephone Services
   a) When contacting MDT's customer service patrons will be provided with a menu offering information in English or Spanish. If, based on the results of the 2010 Census, the Haitian population exceeds the mandatory 20% of Miami-Dade County's population; a prompt for Creole will be added.

Translation of Written Materials

Currently MDT translates most of its major publications into two other languages, Spanish and Creole. Moving forward the following procedures will be implemented:

1. Route Guides, System Maps, Fare Media Publications and Rider Alerts

   a) A statement advising of Title VI requirements and informing that language services and translated documents are available will be listed on all publications.
   b) When economically feasible, information will be translated in Spanish and Creole and included in the same document as information in English.

2. Outreach Materials

   a) All materials will be translated in Spanish and/or Creole to include:

      1. Public meeting and hearing notices (advertisements and flyers)
      2. All signage announcing public meetings and hearings
      3. Sign-in sheets
      4. Comment and speakers cards
      5. All presentation materials to include fact sheets, newsletters, etc.

3. Website

   a) MDT will continue to provide route information in Spanish on its website. This feature may be updated in the future to offer services in Creole.
   b) MDT will post its Title VI Policy and LEP Plan on the agency website.

Rider Alerts

Rider Alerts serve as a tool to inform all passengers of any deviations in transit service due to pre-planned route changes, special events or emergencies.

Pre-planned Route Changes/Adjustments

MDT conducts bi-annual changes and/or adjustments to its bus service. Such changes are a part of long-range (12 months) planning and therefore afford the agency the opportunity to advertise and provide detailed information to the public in a timely manner.

The following procedures will be used to disseminate information when changes or adjustments to service are made:

1. Changes and/or adjustments will be added to website in English and Spanish. A number will be available for Haitian Creole speakers to call for more information.
2. Signage will be placed in buses and Metromover and Metrorail cars announcing changes and/or adjustments.
3. Public Service Announcements will be made through the use of Spanish and Haitian Creole radio outlets.
4. As needed, and based on the extent of the changes and/or adjustments advertisements will be run in all major local periodicals.
5. MDTV, Miami-Dade County's cable television station will be used to advertise changes
6. The use of cable television to provide information is currently being explored.
7. Press releases will be disseminated to the local media.

Advance Notice Changes/Adjustments

Changes and/or adjustments that occur due to special events or temporary impacts such as road closures due to construction will be announced at a minimum of 72 hours prior.

The following will be implemented:

1. Changes and/or adjustments will be added to website in English and Spanish. A number will be available for Haitian Creole speakers to call for more information.
2. Signage will be placed in buses and Metromover and Metrorail cars announcing changes and/or adjustments.
3. Press releases will be disseminated to the local media.

Short Notice Changes/Adjustments

Changes and/or adjustments that occur within an 24 hour window will be announced through the distribution of flyers and the posting of signage at all rail stations and buses that service the impacted route. As soon as route information becomes available, the following will be implemented:

1. Changes and/or adjustments will be added to website in English and Spanish. A number will be available for Haitian Creole speakers to call for more information.
2. MDT staff will distribute flyers at major bus terminals, transfer points and at rail stations.
3. Signage will be placed on buses that service the impacted route announcing the changes.
4. Press releases will be sent to the local media.

Alternate Methods of Informing Passengers

If feasible, MDT will create an audio announcement that can be played on buses announcing that a service change or adjustment is forthcoming and providing a number that passengers can call to receive more information.

Archived Materials

All collateral materials will be archived through the EDMS for inclusion in FTA Title VI report. Items will be scanned and forwarded to the Office of Civil Rights.

TRANSIT ADMINISTRATIVE POLICY & PROCEDURES (TAPP)	No: POL-AD-005 *(Ref POL-AD-001 for Doc Source No.)*
Issue Date: 11/09/11 Revision: original issue Posted by: Information Technology Services	Section: Governmental Affairs Title: Title VI Limited English Proficiency Public Information Policy Date Posted:

For more details, see TAP Policy and Format No. POL-AD- 001, posted on the TAPP's.

III. F-3 *DTPW Public Involvement Activities*

Brochure Outreach				
Location No.	**Date**	**Location Name**	**Time**	**Commission District - Commissioner**
1	Wednesday 6/27/18	Aventura Bus Terminal	7AM – 9AM; 4PM – 6PM	District 4 Sally A. Heyman
2	Wednesday 6/27/18	Government Center	7AM – 9AM; 4PM – 5PM	District 5 Eileen Higgins
3	Wednesday 6/28/18	Omni Terminal	7AM – 9AM; 4PM – 6PM	District 3 Audrey M. Edmonson
4	Thursday 6/28/18	Golden Glades	7AM – 9AM; 4PM – 6PM	District 1 Barbara J. Jordan
5	Thursday 6/28/18	Airport Station	7AM – 9AM; 4PM – 6PM	District 6 Rebeca Sosa

Event	Event Date	Location and Time	Type
CIC MiamiLand	1/21/2017	1951 NW 7th Ave, Miami, FL 33136	Community Outreach
Coconut Grove Art Festival	2/18-20/2017	Coconut Grove	Community Outreach
Radio Actualidad	2/24/2017	Government Center 8 a.m.	Onsite PodCast
Bike 305	3/3/2017	Coconut Grove Metrorail Station 8 a.m.	Press Conference / Community Outreach
Bike 305 / bike the Underline Underlounge	3/11/2017	"Bike ride Dadeland to Brickell station 11 a.m. - Noon Underlounge Festival Brickell Station Noon - 4 p.m. "	Bike 305/Bike the Underline / Underlounge at Brickell
TPO 40th Anniversary "Celebrating Partnership"	3/23/2017	SPCC - Lobby 8:30 am – 1 pm	Transportation fair
Cut Group Mover Map	4/4/2017	Brickell City Center	Community Survey
Miami Zine Fair	4/22/2017	The Lowe Art Museum at University of Miami 11:00am 5:00pm	Florida's largest expo of indie publishers
Farm Share	4/29/2017	Joe Hall Elementary School	Farm Share event
Underline	4/29/2017	Brickell Underline	Yoga
Rail Rodeo and Family Day	4/29/2017	Lehman Center	
Miami Fashion Week	04/31 - 05/04/2017	Ice Palace	"Miami Fashion Week ""Ride in Style"""
GMCC Resilience Committee SLR Summit	5/5/2017	Delivered to 29th floor	Community Outreach
Cut Group Mover Map	5/8/2017	Brickell City Center	Community Survey
Spring Into Wellness Fair	5/12/2017	SPCC 11 a.m. -6 p.m.	Community Outreach
Taste Of Haiti	5/13/2017	Miami Dade College North	Food Event - Provided Comm. Monstime's office with collateral & swag
High School Career Day	5/23/2017		Career Day

Event	Event Date	Location and Time	Type
IMPACT Goals	6/7/2017	MIACC 9:30 a.m.	Transit Conference
Ride & Read Early Learning Coalition	6/8/2017	Starting at DSL - Press conference at Government Center	Community Outreach
Senior Advocate Office of the Mayor	6/8/2017	Different locations	Community Outreach
127 Ave Park & Ride	6/19/2017	SW 127 ave & N. Kendall Drive	Community Outreach
2017 ASCE Tri-County Workshop	6/29/2017	Long Key Natural Area 7:30 a.m.	Transit Conference
COMTO National Meeting & Training Conference	6/29/2017	Detroit, MI	Community Outreach
Think Forum	7/11/2017	Marriott Biscayne Bay 7:00 a.m.	Transit Conference
Transit Town Hall Meeting	7/12/2017	Julius Littman Theater 6:00 pm - 8:00 p.m.	Town Hall Meeting - Community Outreach
UM Back to school	7/12/2017	UM Parking & Transportation	Back to school
SMART Plan Beach Corridor Kick off	7/25/2017	Culmer Community Action Center 3:00 PM	Beach Corridor Outreach
Back to School Community Fair - Commissioner Monestime	8/4/2017	Oak Grove Park	Back to School
Back to School Fun Day/ Health and Info Fair - Commissioner Edmonson	8/12/2017	Olinda Park 10 am - 2 pm	Back to school and health fair
Fast Track	8/24/2017	SPCC 8 a.m. - 3 p.m.	Transit Workshop
Transit Talk - Jon Orcutt	9/27/2017	Miami Dade College - Wolfson Campus	Transit Talk
United Way	10/31/2017	United Way Office	United Way Women Empowerment
Miami Book Fair	11/ 16-19/2017	Miami Dade College - Wolfson Campus	Community Outreach

2017 Golden Passport Outreach Schedule

	Date	Hours	Location	Address	Requested By	Staff Assigned	Customers Assisted
45	August 12, 2017	10:00 am - 2:00pm	Olinda Park	2101 NW 51 Street Miami, FL 33142	Marta Martinez	Lynn Manning	12
46	August 19, 2017	12:00 pm - 4:00 pm	Live Like Bella Park	29305 Illinois Road Miami, FL 33033	Officer Wanda Dallas	Sonia Romero	10
47	August 22, 2017	10:00 am - 1:00pm	University Health Care	1695 SW 107 Ave, Miami ,FL 33165	Jose Garito	Yolanda Guillen	79
48	September 19, 2017	10:00 am - 1:00pm	Leon Medical Center	445 E 25 Street Hialeah, FL 33013	Dotty Vazquez	Yolanda Guillen	37
49	September 23, 2017	9:30am -1:00pm	Mary Collins Center	15151 NW 82 Avenue, Miami Lakes, FL 33016	Lenna Borges	Yolanda Guillen	5
50	September 25, 2017	10:00am - 1:00pm	Goodlet Senior Center	900 W 44th Place Hialeah, FL 33016	Lenna Borges	Yolanda Guillen	56
51	September 28, 2017	10:30am - 12:30pm	East Ridge	19301 SW 87 Avenue Cutler Bay, FL 331567	Dotty Vazquez	Mike Boohit	1
52	September 29, 2017	9:30 am - 1:00 pm	Sedano's	8601 Bird Road, Miami, FL 33155	John Montes	Mike Boohit	0
53	October 6, 2017	10:00am - 12:00pm	Sedano's	8601 Bird Road, Miami, FL 33155	John Montes	Yolanda Guillen	8
54	October 9, 2017	10:00 am - 3:30 pm	United States Coast Guard Auxillary	14750 NW 44 Court, Opa Locka, FL 33054	Julio Garcia	Yolanda Guillen	12
55	October 13, 2017	10:00am - 12:00pm	Leon Healthy Living Center	2285 W Flagler Street, Miami, FL 33135	Dotty Vazquez	Yolanda Guillen	64
56	October 17, 2017	10:00 am - 2:00pm	Thedore Gibson Park	350 NW 13 Street, Miami FL 33128	Virginia Bentley	Sonia Romero	6
57	October 18, 2017	10:00am - 12:00pm	Leon Medical Center	7950 NW 2 Street, Miami, Fl 33126	Dotty Vazquez	Yolanda Guillen	74
58	October 19, 2017	10:00am - 12:00pm	Leon Medical Center	6450 W 21st Avenue Miami, FL 33016	Dotty Vazquez	Yolanda Guillen	62
59	October 20, 2017	10:00am - 12:00pm	Puerta del Sol	1765 W 42 place, Hialeah, FL 33012	Dotty Vazquez	Yolanda Guillen	17
60	October 24, 2017	10:00am - 12:00pm	Leon Medical Center	445 E 25 Street Hialeah, FL 33013	Dotty Vazquez	Yolanda Guillen	59
61	October 25, 2017	10:00am - 12:00pm	Leon Medical Center	12515 SW 88 Street Miami, FL 33186	Dotty Vazquez	Yolanda Guillen	72
62	November 3, 2017	8:30 am - 2:00 pm	Sweetwater Towers	10750 SW 4 Street, Miami, FL 33174	Dotty Vazquez	Yolanda Guillen	0
63	November 9, 2017	11:00 am - 2:00pm	US Coast Guard Auxillary	14750 NW 44 Court, Opa Locka, FL 33054	Julio Garcia	Yolanda Guillen	7
64	November 17, 2017	10:00 am - 1:00 pm	Village of Pinecrest	5855 Killian Drive Pincrest, FL	Isabel Dossul	Mike Boohit	21

2017 Golden Passport Outreach Schedule

	Date	Hours	Location	Address	Requested By	Staff Assigned	Customers Assisted
23	June 6, 2017	10:00 am - 1:00 pm	Leon Medical Center	12515 SW 88 Street Miami, FL 33186	Dotty Vazquez	Yolanda Guillen	54
24	June 7, 2017	10:00 am - 1:00 pm	Leon Medical Center	7950 NW 2 Street, Miami, Fl 33126	Dotty Vazquez	Yolanda Guillen	71
25	June 8, 2017	10:00 am - 1:00 pm	Leon Medical Center	6450 W 21st Avenue Miami, FL 33016	Dotty Vazquez	Yolanda Guillen	96
26	June 9, 2017	10:00 am - 1:00 pm	Leon Healthy Living Center	2285 W Flagler Street, Miami, FL 33135	Dotty Vazquez	Yolanda Guillen	61
27	June 14, 2017	10:00 am - 1:00 pm	Palm Medical Center	1251 NW 36 Street Miami, FL 33142	Erica Perez 786-717-9619	Yolanda Guillen	63
28	June 16, 2017	10:00 am - 1:00 pm	Palm Medical Center	16795 NW 67 Avenue Miami Lakes, FL 33015	Erica Perez 786-717-9619	Yolanda Guillen	31
29	June 21, 2017	9:00 am - 12:00 pm	St. Monica Gardens	3425 NW 189 Street, Miami, FL 33056	Wanda Torres-Cantres	Yolanda Guillen	35
30	June 29, 2017	10:00am - 12:00pm	DCF AND You Legislative	1611 NW 12 Avenue, Room 259 Miami, FL		Mike Boohit	12
31	July 11, 2017	10:00 am - 1:00pm	Leon Medical Center	12515 SW 88 Street Miami, FL 33186	Dotty Vazquez	Yolanda Guillen	55
32	July 12, 2017	10:00 am - 1:00pm	Leon Medical Center	7950 NW 2 Street, Miami, Fl 33126	Dotty Vazquez	Yolanda Guillen	69
33	July 13, 2017	10:00 am - 1:00pm	Leon Medical Center	6450 W 21st Avenue Miami, FL 33016	Dotty Vazquez	Yolanda Guillen	85
34	July 14, 2017	10:00 am - 1:00pm	Leon Healthy Living Center	2285 W Flagler Street, Miami, FL 33135	Dotty Vazquez	Yolanda Guillen	55
35	July 18, 2017	10:00 am - 1:00pm	Leon Medical Center	445 E 25 Street Hialeah, FL 33013	Dotty Vazquez	Yolanda Guillen	93
36	July 21, 2017	11:00 am - 3:00pm	Miami-Dade Police Dept South District Neighborhood Resource	10800 SW 211 Street Cutler Bay, FL 33189	Officer Smiley	Mike Boohit	32
37	July 21, 2017	10:00 am - 1:00pm	Postmaster Apts	8800 SW 8 Street, Miami, FL 33174	John Montes	Yolanda Guillen	34
38	July 29, 2017	10:00 am - 1:00pm	Safe Summer Back to School Charles Hadley Park	1300 NW 50 Street, Miami, FL 33142	Angie Dawkins-Stinson	Sonia Romero	67
39	August 4, 2017	10:00 am -12:30pm	Miami Wellness Group	551 E 49 Street, Hialeah, FL 33013	Dotty Vazquez	Yolanda Guillen	2
40	August 6, 2017	10:00 am - 1:00pm	Sedano's	8601 Bird Road, Miami, FL 33155	John Montes	Yolanda Guillen	5
41	August 8, 2017	10:00 am - 1:00pm	Leon Medical Center	12515 SW 88 Street Miami, FL 33186	Dotty Vazquez	Sonia Romero	20
42	August 9, 2017	10:00 am - 1:00pm	Leon Medical Center	7950 NW 2 Street, Miami, Fl 33126	Dotty Vazquez	Sonia Romero	50
43	August 10, 2017	10:00 am - 1:00pm	Leon Medical Center	6450 W 21st Avenue Miami, FL 33016	Dotty Vazquez	Sonia Romero	42
44	August 11, 2017	10:00 am - 1:00pm	Leon Healthy Living Center	2285 W Flagler Street, Miami, FL 33135	Dotty Vazquez	Sonia Romero	19

2017 Golden Passport Outreach Schedule

	Date	Hours	Location	Address	Requested By	Staff Assigned	Customers Assisted
1	January 27, 2017	12:00pm - 7:00pm	Marlins Park	501 Marlins Way, Miami, FL 33125		Sonia Romero	
2	January 28, 2017	10:00am - 6:00pm	Marlins Park	501 Marlins Way, Miami, FL 33125		Sonia Romero	
3	January 28, 2017	5:00am - 10:00am	Miami Marathon	Varioust Metrorail Stations		Various Staff - 2 per station	
4	February 15, 2017	10:00am - 2:00pm	Deco Gardens Health Fair	2902 NW 2nd Avenue, Miami, FL 33127	Dotty Vazquez	Mike Boohit	38
5	February 18, 2017	10:00am - 6:00pm	Coconut Grove Arts Festival	2700 S. Bayshore Drive, Miami, FL 33133	Bobbie Crichton	Sonia Romero	
6	February 19, 2017	10:00am - 6:00pm	Coconut Grove Arts Festival	2700 S. Bayshore Drive, Miami, FL 33133	Bobbie Crichton	Sonia Romero	
7	February 20, 2017	10:00am - 5:00pm	Coconut Grove Arts Festival	2700 S. Bayshore Drive, Miami, FL 33133	Bobbie Crichton	Sonia Romero	
8	February 22, 2017	9:00am - 12:00pm	DA Dorsey Technical College	7100 NW17th Ave, Miami, FL 33147	Victoria Goss	Sylvia Jones	31
9	March 10, 2017	10:00am - 12:00pm	Miami Wellness Group	551 E 49 Street, Hialeah, FL 33013	Dotty Vazquez	Yolanda Guillen	39
10	March 24, 2017	9:00am - 12:00pm	Sweetwater Towers	10750 SW 4 Street, Miami, FL 33174	Dotty Vazquez	Yolanda Guillen	0
11	April 6, 2017	10:00 am - 12:00pm	Key Biscayne Community Center	10 Village Green Way, Key Biscayne, FL	Dotty Vazquez	Yolanda Guillen	59
12	April 28, 2017	9:00 am - 11:00 am	De Hostos Senior Center	2902 NW 2nd Avenue, Miami, FL 33127	Vincent Delgado	Yolanda Guillen	62
13	May 12, 2017	1:00 pm - 4:00 pm	Gran Via Health Fair	12700 SW 8th Street, Miami, FL 33184	Dotty Vazquez	Yolanda Guillen	8
14	May 18, 2017	10:00 am - 12:00pm	Allapattah Senior Center	2257 N. River Drive, Miami, FL 33127	Dotty Vazquez	Pierre Honorant	52
15	May 19, 2017	9:30 am - 1:30 pm	De Hostos Senior Center	2902 NW 2nd Avenue, Miami, FL 33127	Vincent Delgado	Pierre Honorant	29
16	May 23, 2017	10:00 am - 1:00 pm	Leon Medical Center	12515 SW 88 Street Miami, FL 33186	Dotty Vazquez	Yolanda Guillen	119
17	May 24, 2017	10:00 am - 1:00 pm	Leon Medical Center	7950 NW 2 Street, Miami, Fl 33126	Dotty Vazquez	Yolanda Guillen	46
18	May 25, 2017	10:00 am - 1:00 pm	Leon Healthy Living Center	6450 W 21 Avenue Miami, FL 33016	Dotty Vazquez	Yolanda Guillen	83
19	May 26, 2017	10:00 am - 1:00 pm	Leon Healthy Living Center	2285 W Flagler Street, Miami, FL 33135	Dotty Vazquez	Yolanda Guillen	64
20	May 31, 2017	10:00 am - 1:00 pm	Leon Medical Center	445 E 25 Street Hialeah, FL 33013	Dotty Vazquez	Yolanda Guillen	124
21	June 1, 2017	10:00am - 12:00pm	Village of Pinecrest	5585 Killian Drive Pinecrest, FL 33156	Isabel Dossul	Mike Boohit	29
22	June 2, 2017	1:15 pm - 2:30pm	South Dade YMCA	9355 SW 134 Street, Miami, FL 33176	Fabian King	Mike Boohit	61

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III. G-1 *Title VI Implementation Plan on Language Assistance*

MIAMI-DADE COUNTY

MIAMI-DADE TRANSIT



TITLE VI PROGRAM REQUIREMENTS

Implementation Plan on Language Assistance

MIAMI-DADE TRANSIT
TITLE VI - PROGRAM REQUIREMENTS

IMPLEMENTATION PLAN ON LANGUAGE ASSISTANCE

Task 1 : Identifying LEP Individuals Who Need Language Assistance

The guidance states, *"There should be an assessment of the number or proportion of LEP individuals eligible to be serviced or encountered and the frequency of encounters pursuant to the first two factors in the four-factor analysis."*

As a requirement of the four-factor analysis, MDT conducted the following assessment to determine the number or proportion of LEP individuals eligible to be served or encountered and the frequency of those encountered in the eligible service population.

What the Data Tells Us

The LEP Guidance tells us that MDT is required to provide written material/information to LEP Groups which exceed 5% of the total population.

Based on the information provided from the sources listed below, was determined that the highest language concentration of LEP persons are Spanish speaking individuals, which account for 31.5 % of Miami-Dade County's population. The next highest concentration is French Creole speaking individuals, which account for 2.24% of the total county population. Based on the LEP guidance provided, MDT is required to focus their collective efforts regarding the Spanish speaking population; however, MDT has committed to exceed the language requirement by providing meaningful access to the Miami-Dade County's French Creole (Haitian) speaking population.

Resource Specifics

MDT was able to make the determination listed above based on data obtained from the following sources: *1) the U.S. Census; 2) the County Website; 3) County's 311 Call Center, 4) Contacts with Transit Operations (Field) Supervisors; 4) Contacts with Transit Operations (Field) Supervisors; 5) Metropolitan Planning Organization (MPO) data, and 6) Attendance at Community Meetings and Public Hearings. Census tract data was also utilized to define the geographical areas MDT serves, which assisted in identifying the LEP populations tract by tract.*

Task 2: Language Assistance Measures

The guidance states, "*An effective LEP plan would likely include information about the ways in which language assistance will be provided*".

MDT is committed to ensuring that the LEP population's needs are appropriately met. Key mechanisms for information exchange include, but are not limited to the following:

MDT's County Website – Transit information in Spanish that includes information pertaining to general / route information, in addition to direction for Spanish speaking web callers to MDC's dedicated line. **(Attachment 1 - Website)**

Community Meetings and Public Hearings – In order to capture race and LEP ability of those persons attending transit meetings and workshops have been revised to include sign in sheets and comment cards in English, Spanish and Creole. **(Attachment 2 – Comment Card)**

Marketing and Customer Service – Through MDT's Marketing and Customer Services Division, the Agency provides information in the three languages: English, Spanish and Creole. This information includes "Rider Alerts", fliers, service change announcments, new services and fare information changes. Service guides are also provided in the three languages as necessary. **(Attachment 3 - Placard)**

Title VI Limited English Proficiency Public Information Policy
Transit Administrative Policy & Procedure (TAPP)

In an effort to address the Language Assistance Measures, MDT has implemented the attached **(see Attachment 4- LEP TAPP)** TAPP which details how language assistance will be provided.

Specifically, the TAPP details the roles and responsibilities, as well as specific instruction for all persons involved in ensuring that LEP individuals receive appropriate assistance.

Notification Instructions include guidance regarding Community Organizations, Telephone Messages, Notices in local newspapers/local radio stations, Presentations, Oral Language Services, Translation of Written Materials, Outreach Materials and Websites (MDC and MDT).

Task 3: Training Staff

The guidance states, "*Staff members should know their obligations to provide meaningful access to information and services for LEP persons, and all employees in public contact positions should be properly trained.*"

Task 3, Step 1: *Identify agency staff that are likely to come into contact with LEP persons as well as management staff.*

In collaboration with the MDT Training personnel regarding the development of comprehensive training efforts regarding the LEP, it was determined that the individuals most likely to benefit from a training on the requirements for improving access to services for persons with Limited English Proficiency (LEP) include: *MDT's Senior Staff, EASY Card Center Staff, Bus Operators and Government Center Information (GIC) 311 Call Center Management.*

Task 3, Step 2: *Identify existing staff training opportunities*

Title VI Training workshops will be given during the following instances: New Hire Orientation, Bus Operator Refresher Training, MDT (Senior Staff) Steering Council Meetings, as well as quarterly to stakeholders (EASY Card Center Staff, GIC Call Center Management) .

Task 3, Step 3: *Design and implement LEP training for agency staff*

In collaboration with MDT Training, the attached standard presentation will be used at all training workshops. **Attachment 5 – Training Presentation**

Task 4: Providing Notice to LEP Persons

The guidance states, "*Once an agency has decided, based on the four factors, that it will provide language services, it is important that the recipient notify LEP persons of services available free of charge*".

Task 4, Step 1: Inventory the existing public service announcements and community outreach the agency currently performs.

See attached TAPP - Title VI Limited English Proficiency Public Information Policy for complete details

Specifically :

Signage

MDT Advertising and Media Relations division will post signs indicting a need for providing language services in the most common areas visited by patrons and LEP persons to include:

1. All buses and rail cars (Posters) **Attachment 6 - Sign**
2. Metrorail Stations (Windscreens)
3. MDT retail and customer service outlets (Government Center Kiosk, Overtown Transit Village)

Task 4, Step 2: Incorporate notice of the availability of language assistance into existing outreach methods

Community Organizations
MDT will work with community-based organiztions and other stakeholders to inform LEP persons of MDT services and the availability of language services through the use of the following:

1. Participation in Community Outreach Activities
    a) Career and Health Fairs
    b) Sporting Events
    c) Golden Passport Enrollment
    d) Elected Official Sponsored Events
    e) Homeowners' Association Meetings

Telephone Messages
MDT will provide announcments on all of its customer service lines of the availability of LEP Services.

Notices in Local Newspapers an on local radio stations
1. Local Media outlets will be used to inform the public of LEP services:

a) Notices will be placed in El Nuevo Herald, Haiti en Marche and other community papers as needed.
b) The public will be informed of LEP services through the use of PSA (Public Service Announcement) and or paid advertisements as well as talk radio.

Task 4, Step 3: Conduct targeted community outreach to LEP populations

Presentations

MDT staff will include in its presentations that LEP services are available. Presentations are generally offered to the following:

1. Chambers of Commerce
2. Civil Organizations
3. Elder Services
4. Education Institutions
5. Advisory Boards
6. Human Service Organizations

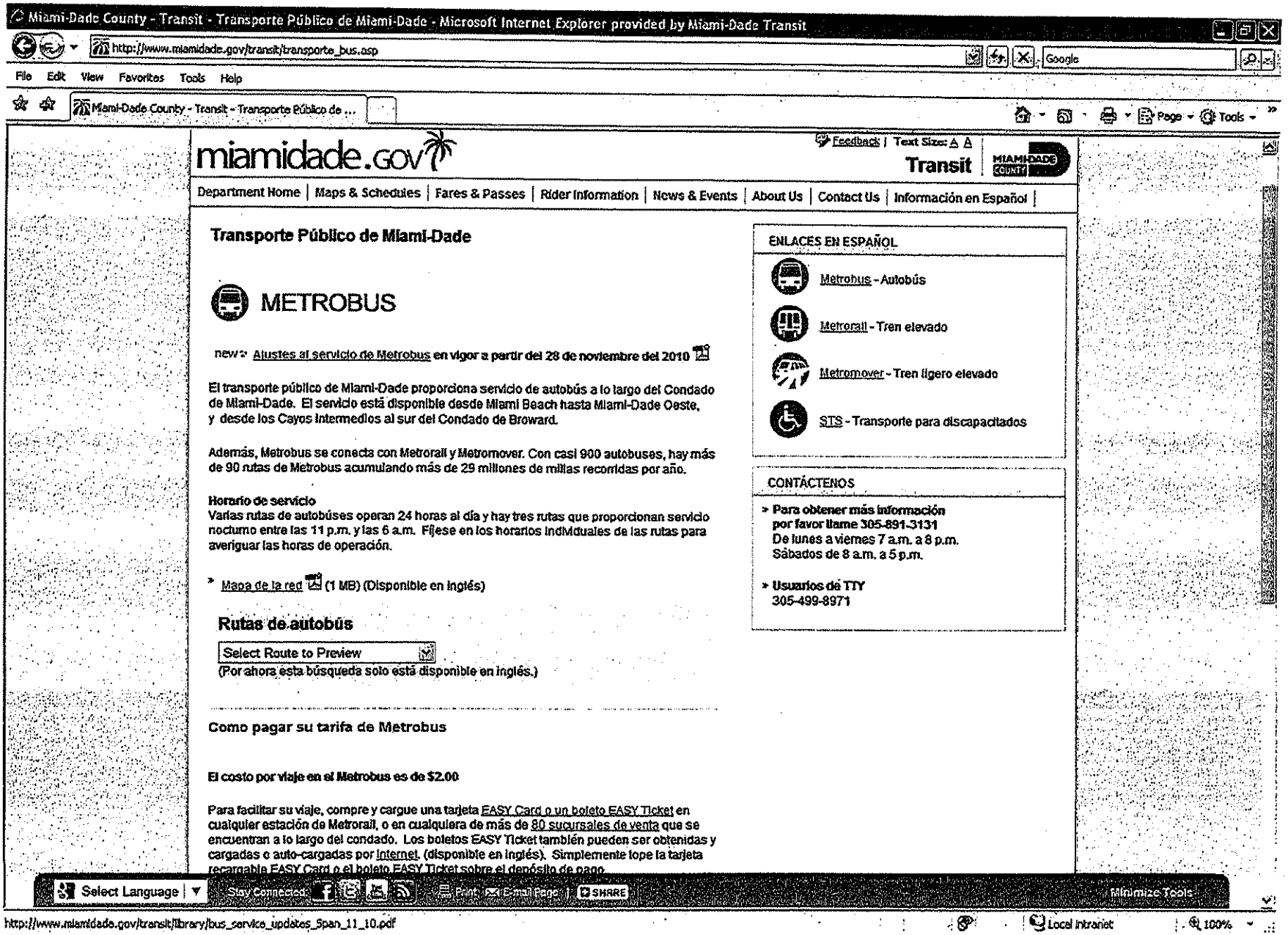
Statement of Intent

Currently, MDT translates most of its major publications into two English and Spanish. Procedures have been implemented to include a statement advising the Title VI requirements and informing that language services and translated documents are available and will be listed on all publications.

Task 5: Monitoring and Updating the LEP Plan

"Recipients should, where appropriate, have a process for determining, on an ongoing basis, whether new documents, programs, services, and activities need to be made accessible for LEP individuals, and they may want to provide notice of any changes in services to the LEP public and employees".

MDT has identified designated Title VI staff to ensure information is categorized and that changes to newly created processes are identified and maintained. A Transit Administrative Policy and Procedure (TAPP) **(Attachment 7 – Title VI Service and Fare Changes)** has been created to ensure all requirements of Title VI are met.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Transit
Department Home | Maps & Schedules | Fares & Passes | Rider Information | News & Events | About Us | Contact Us | Información en Español
Transporte Público de Miami-Dade
METROBUS
new Ajustes al servicio de Metrobus en vigor a partir del 28 de noviembre del 2010
El transporte público de Miami-Dade proporciona servicio de autobús a lo largo del Condado de Miami-Dade. El servicio está disponible desde Miami Beach hasta Miami-Dade Oeste, y desde los Cayos Intermedios al sur del Condado de Broward.
Además, Metrobus se conecta con Metrorail y Metromover. Con casi 900 autobuses, hay más de 90 rutas de Metrobus acumulando más de 29 millones de millas recorridas por año.
Horario de servicio
Varias rutas de autobúses operan 24 horas al día y hay tres rutas que proporcionan servicio nocturno entre las 11 p.m. y las 6 a.m. Fíjese en los horarios individuales de las rutas para averiguar las horas de operación.
Mapa de la red (1 MB) (Disponible en inglés)
Rutas de autobús
Select Route to Preview
(Por ahora esta búsqueda solo está disponible en inglés.)
Como pagar su tarifa de Metrobus
El costo por viaje en el Metrobus es de $2.00
Para facilitar su viaje, compre y cargue una tarjeta EASY Card o un boleto EASY Ticket en cualquier estación de Metrorail, o en cualquiera de más de 80 sucursales de venta que se encuentran a lo largo del condado. Los boletos EASY Ticket también pueden ser obtenidas y cargadas o auto-cargadas por Internet (disponible en inglés). Simplemente tope la tarjeta recargable EASY Card o el boleto EASY Ticket sobre el depósito de pago.
ENLACES EN ESPAÑOL
Metrobus - Autobús
Metrorail - Tren elevado
Metromover - Tren ligero elevado
STS - Transporte para discapacitados
CONTÁCTENOS
Para obtener más información por favor llame 305-891-3131
De lunes a viernes 7 a.m. a 8 p.m.
Sábados de 8 a.m. a 5 p.m.
Usuarios de TTY
305-499-8971
Select Language
Stay Connected
Print E-mail Page SHARE
Minimize Tools
http://www.miamidade.gov/transit/library/bus_service_updates_Span_11_10.pdf
Local intranet
100%

ATTACHMENT 2

Title VI Comment Card

MIAMI-DADE COUNTY

NAME:
(Nombre):

ZIP CODE (Código Postal):

RACE (Raza):

White ☐ (Blanco) Black ☒ (Negro) Hispanic ☐ (Hispano) Other ☐ (Otro)

DO YOU SPEAK ENGLISH? ¿Habla Inglés? Yes ☐ (si) No ☒ (no)

PREFERRED LANGUAGE:
¿Que idioma prefiere?

COMMENT (Comentarios):

Requested information is optional and will be used to address the transportation needs of our community.
(La información que aquí se solicita será utilizada para mejorar las condiciones del transporte publico en nuestra comunidad y es opcional proporcionarla)

Metrobus Rider Alert

EFFECTIVE FRIDAY, JULY 22, 2011

SERVICE TO THIS BUS STOP WILL BE DISCONTINUED

THE BUS STOP WILL BE REMOVED

Routes 6 and 8 will serve a new bus stop on Miami Ave just north of Flagler St

EFECTIVO EL VIERNES 22 DE JULIO DEL 2011

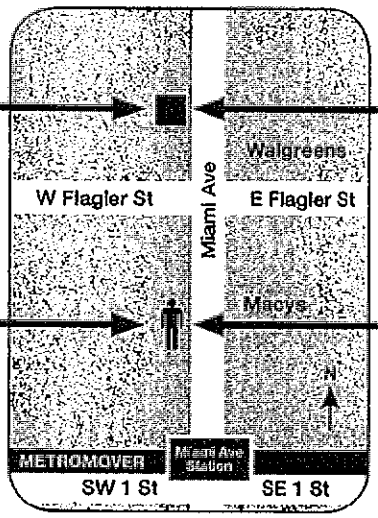
EL SERVICIO A ESTA PARADA DE AUTOBUSES SERA DESCONTINUADA

LA PARADA SERA REMOVIDA

Las rutas 6 y 8 servirán a una nueva parada en Miami Ave justo al norte de la Flagler St

NEW BUS STOP
Board routes 6 and 8 here starting July 22

YOU ARE HERE
This bus stop will be removed



NUEVA PARADA DE AUTOBUSES
Aborde las rutas 6 y 8 aquí a partir del 22 de julio

USTED ESTA AQUI
Esta parada de autobuses sera descontinuada

www.miamidade.gov/transit • 3-1-1 (1-888-311-3233) • TDD: 305-468-5402
Pou enfòmasyon an Kreyol rele 3-1-1

MIAMI-DADE COUNTY

TRANSIT ADMINISTRATIVE POLICY & PROCEDURES (TAPP)	No: POL-AD-005 *(Ref POL-AD-001 for Doc Source No.)*
Issue Date: 11/09/11 Revision: original issue Posted by: Information Technology Services	Section: Governmental Affairs Title: Title VI Limited English Proficiency Public Information Policy Date Posted:

Michelle Simmons, TAPP ORIGINATOR — Date 12/29/11

*Note: Reference TAPP Policy POL-AD-001 (Appendix – A) for the Document Source Number and assign TAPP No. to this document. See the following example: (Rail Services: POL-RS-001)

REVIEWER SECTION:

Julio Rey, Advertising and Marketing — Date 11/29/11

Karla Damian, Public Information Officer — Date 12/12/11

Cathy Lewis, Chief, Office of Civil Rights & Labor Relations — Date 12/28/11

Lazaro Palenzuela, Chief, Quality Assurance — Date 12/29/11

APPROVAL SECTION:

Ysela Llort, Interim Director, MDT — Date 12-25-12

TRANSIT ADMINISTRATIVE POLICY & PROCEDURES (TAPP)	No: POL-AD-005 *(Ref POL-AD-001 for Doc Source No.)*
Issue Date: 11/09/11 Revision: original issue Posted by: Information Technology Services	Section: Governmental Affairs Title: Title VI Limited English Proficiency Public Information Policy Date Posted:

Policy Change Justification

(Give a brief description of the reason for change)

- Original issue of the TAPP

Revisions

The Policy is a dynamic document. As major revisions occur, the revisions and/or the entire policy will be distributed. For minor revisions, only the affected pages will be issued. Upon receipt, previous revisions of the policy shall be destroyed. Include all policies that are superseded in the description of revision block below.

Revision	Approval Date	Pages	Description of Revision
Rev. 0		New Document	

1.0 Authority:

MDT Director

2.0 Purpose:

To provide an efficient procedure for ensuring that Limited English Proficiency guidelines, as required by Title VI of the Civil Rights Act of 1964, are adhered to and reflected within the activities of the department's Public Involvement Program.

3.0 Policy & Scope

This TAPP applies to MDT staff within the Advertising and Media Relations and External Affairs divisions, who develop, implement and monitor public involvement activities.

4.0 Cross Referenced Documents

Type	Number	Title
Plan	2009 Title VI Program Update Response to AFT C4702.1A	MDT Title VI Program Requirements Action Plan
Law	Pub. L. 88-352, 78 Stat 241	Title VI of the 1964 Civil Rights Act
Guidelines	Chapter 49, CFR Part 21	Department of Transportation Title VI Regulations

5.0 Definitions

Term	Definition
LEP	Limited English Proficiency
PSA	Public Service Announcement
Customer Service Outlets	A location where MDT sells fare media exclusively

6.0 Roles & Responsibilities

Individual	Roles & Responsibilities
Public Involvement Manager (PIM)	• Review all publications for inclusion of Title VI language in required languages. • Provide sign-in sheets, comment cards and other documents in required languages.
Manager, Advertising and Media Relations Graphics Staff, Advertising And Media Relations	• Review and provide preliminary approval of all publications for inclusion of Title VI language in required languages. • Coordinate the placement of signage at rail and mover stations, within buses & other locations as designated. • Provide approval for all media buys.
GIC/IT Liaison	• Oversee placement of LEP content on website.

Senior Executive Assistant	• Provide final approval of TAPP for LEP Public Information Policy.
MDC Office of Records Management	• Shall follow the procedures as outlined in Administrative Order 7-24 on Records Management and guidelines set forth by the State of Florida, Department of State, Division of Library Information Services.

7.0 Requirements

Notice of Language Services to LEP Persons

The US DOT guidance indicates that once an agency, based on the four factor analysis, determines a need for providing language services, it is important that the agency notify LEP persons that these services are available and are free of charge.

Signage

MDT Advertising and Media Relations division will post signs in the most common areas visited by patrons and LEP persons to include:

1. All buses and rail cars (Posters)
2. Metrorail Stations (Windscreens)
3. MDT retail and customer service outlets (Government Center Kiosk, Overtown Transit Village)

Community organizations

MDT will work with community-based organizations and other stakeholders to inform LEP persons of MDT services and the availability of language services through the use of the following:

1. Participation in Community Outreach Activities

   a) Career and Health Fairs
   b) Sporting Events
   c) Golden Passport Enrollment
   d) Elected Official Sponsored Events
   e) Homeowners' Association Meetings

Telephone Messages

MDT will provide announcements on all of its customer service lines of the availability of LEP services.

Notices in local newspapers and on local radio stations

1. Local media outlets will be used to inform the public of LEP services:

   a) Notices will be placed in Diario Las Americas, Haiti en Marche and other community papers as needed.
   b) The public will be informed of LEP services through the use of PSA (Public Service Announcement) and/or paid advertisements as well as talk radio.

Presentations

MDT staff will include in its presentations that LEP services are available. Presentations are generally offered to the following:

1. Chambers of Commerce
2. Civic Organizations
3. Elder Services
4. Educational Institutions
5. Advisory Boards
6. Human Service Organizations

Language Assistance Measures

There are numerous language assistance measures available to LEP persons including both oral and written language services. Language assistance will be provided for LEP individuals through the use of oral interpretation as well as through the translation of key materials when necessary.

Oral Language Services

MDT will offer oral services to LEP individuals and will provide these services through the use of the following:

1. Language Interpreters
   a) Upon request and as determined necessary based upon the LEP population, an interpreter will be provided at public meetings and hearings held by MDT.

b) Bilingual staff will serve as interpreters at community events, public meetings and hearings.

2. Automated Telephone Services
   a) When contacting MDT's customer service patrons will be provided with a menu offering information in English or Spanish. If, based on the results of the 2010 Census, the Haitian population exceeds the mandatory 20% of Miami-Dade County's population; a prompt for Creole will be added.

Translation of Written Materials

Currently MDT translates most of its major publications into two other languages, Spanish and Creole. Moving forward the following procedures will be implemented:

1. Route Guides, System Maps, Fare Media Publications and Rider Alerts

   a) A statement advising of Title VI requirements and informing that language services and translated documents are available will be listed on all publications.
   b) When economically feasible, information will be translated in Spanish and Creole and included in the same document as information in English.

2. Outreach Materials

   a) All materials will be translated in Spanish and/or Creole to include:

      1. Public meeting and hearing notices (advertisements and flyers)
      2. All signage announcing public meetings and hearings
      3. Sign-in sheets
      4. Comment and speakers cards
      5. All presentation materials to include fact sheets, newsletters, etc.

3. Website

   a) MDT will continue to provide route information in Spanish on its website. This feature may be updated in the future to offer services in Creole.
   b) MDT will post its Title VI Policy and LEP Plan on the agency website.

Rider Alerts

TRANSIT ADMINISTRATIVE POLICY & PROCEDURES (TAPP)	No: POL-AD-005 *(Ref POL-AD-001 for Doc Source No.)*
Issue Date: 11/09/11 Revision: original issue Posted by: Information Technology Services	Section: Governmental Affairs Title: Title VI Limited English Proficiency Public Information Policy Date Posted:

Michelle Simmons, TAPP ORIGINATOR — Date 12/29/11

*Note: Reference TAPP Policy POL-AD-001 (Appendix – A) for the Document Source Number and assign TAPP No. to this document. See the following example: (Rail Services: POL-RS-001)

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APPROVAL SECTION:

Ysela Llort, Interim Director, MDT — Date 1-25-12

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3. Website

   a) MDT will continue to provide route information in Spanish on its website. This feature may be updated in the future to offer services in Creole.
   b) MDT will post its Title VI Policy and LEP Plan on the agency website.

Rider Alerts

Rider Alerts serve as a tool to inform all passengers of any deviations in transit service due to pre-planned route changes, special events or emergencies.

Pre-planned Route Changes/Adjustments

MDT conducts bi-annual changes and/or adjustments to its bus service. Such changes are a part of long-range (12 months) planning and therefore afford the agency the opportunity to advertise and provide detailed information to the public in a timely manner.

The following procedures will be used to disseminate information when changes or adjustments to service are made:

1. Changes and/or adjustments will be added to website in English and Spanish. A number will be available for Haitian Creole speakers to call for more information.
2. Signage will be placed in buses and Metromover and Metrorail cars announcing changes and/or adjustments.
3. Public Service Announcements will be made through the use of Spanish and Haitian Creole radio outlets.
4. As needed, and based on the extent of the changes and/or adjustments advertisements will be run in all major local periodicals.
5. MDTV, Miami-Dade County's cable television station will be used to advertise changes
6. The use of cable television to provide information is currently being explored.
7. Press releases will be disseminated to the local media.

Advance Notice Changes/Adjustments

Changes and/or adjustments that occur due to special events or temporary impacts such as road closures due to construction will be announced at a minimum of 72 hours prior.

The following will be implemented:

1. Changes and/or adjustments will be added to website in English and Spanish. A number will be available for Haitian Creole speakers to call for more information.
2. Signage will be placed in buses and Metromover and Metrorail cars announcing changes and/or adjustments.
3. Press releases will be disseminated to the local media.

Short Notice Changes/Adjustments

Changes and/or adjustments that occur within an 24 hour window will be announced through the distribution of flyers and the posting of signage at all rail stations and buses that service the impacted route. As soon as route information becomes available, the following will be implemented:

1. Changes and/or adjustments will be added to website in English and Spanish. A number will be available for Haitian Creole speakers to call for more information.
2. MDT staff will distribute flyers at major bus terminals, transfer points and at rail stations.
3. Signage will be placed on buses that service the impacted route announcing the changes.
4. Press releases will be sent to the local media.

Alternate Methods of Informing Passengers

If feasible, MDT will create an audio announcement that can be played on buses announcing that a service change or adjustment is forthcoming and providing a number that passengers can call to receive more information.

Archived Materials

All collateral materials will be archived through the EDMS for inclusion in FTA Title VI report. Items will be scanned and forwarded to the Office of Civil Rights.

TRANSIT ADMINISTRATIVE POLICY & PROCEDURES (TAPP)	No: POL-AD-005 *(Ref POL-AD-001 for Doc Source No.)*
Issue Date: 11/09/11 Revision: original issue Posted by: Information Technology Services	Section: Governmental Affairs Title: Title VI Limited English Proficiency Public Information Policy Date Posted:

For more details, see TAP Policy and Format No. POL-AD- 001, posted on the TAPP's.

TRANSIT ADMINISTRATIVE POLICY (TAP)

No: POL-CL-001

*(Ref TPOL - AD-001 for Doc Source No.)

Issue Date: 08/18/2016

Revision: 1

Posted by: Information Technology Services

Section: OCR/LR

Title: Title VI Service and Fare Changes

Date Posted:

Nancy Germeille, TAP ORIGINATOR — Date: 8/18/16

*Note: Reference TAP Policy POL-AD-001 (Appendix – A) for the Document Source Number and assign TAP No. to this document. See the following example: (Rail Services: POL-RS-001)

REVIEWER SECTION:

Allison Aristide, Manager, Office of Civil Rights — Date: 8/18/16

Lazaro Palenzuela, Chief, Quality Assurance — Date: 8/18/16

Rosie Perez, Senior Chief, ITD Information Technology — Date: 8/22/16

Irene Hegedus, Chief, Transportation Enhancements — Date: 8.23.16

Carlos Cruz-Casa, Assistant Director, Transportation Strategic Planning — Date: 9/9/16

Robert Villar, Assistant Director, Financial Services — Date: 9/5/16

Steve Fell, Deputy Director of Operations — Date: 9/6/16

APPROVAL SECTION:

Alice N. Bravo, DTPW Director, P.E. — Date: 9-27-16

TRANSIT ADMINISTRATIVE POLICY (TAP)	No: POL-CL-001
Issue Date:	Section: OCR/LR
Revision: 1	Title: Title VI Service and Fare Changes
Posted by: Information Technology Services	Date Posted:

Policy Change Justification

(Give a brief description of the reason for change)

To include the addition of Title VI Policies (Major Service Change Policy, DTWP Title VI Disparate Impact Policy and DTPW Title VI Disproportionate Burden Policy) as required by the provisions of Title VI of the Civil Rights Act of 1964 (FTA C4702.1B).

Revisions

The Policy is a dynamic document. As major revisions occur, the revisions and/or the entire policy will be distributed. For minor revisions, only the affected pages will be issued. Upon receipt, previous revisions of the policy shall be destroyed. Include all policies that are superseded in the description of revision block below.

Revision	Approval Date	Pages	Description of Revision
Rev. 0	9/19/11	New Document	
Rev. 1	8/11/16	13-14	Addition of Title VI Policies as required by the provisions of Title VI of the Civil Rights Act of 1962 (FTA C4702.1B).

1.0 Authority:

DTPW Director

2.0 Purpose:

To ensure DTPW, a recipient of federal assistance, and its staff at all levels are fully informed on the implementation of and compliance with DTPW's obligation under the Title VI of the Civil Rights Act of 1964 42.US c2000d and U.S. Department of Transportation Title VI Regulations at 49 CFR 21

3.0 Policy & Scope

This TAP applies to all entities within DTPW, which is inclusive of, but not limited to the DTPW Director, DTPW Staff within OCR/LR (Title VI), DTPW staff within the DTPW's Planning and Scheduling Department, DTPW staff within DTPW's IT Department, DTPW staff within DTPW's Marketing and External Affairs Office DTPW's Construction, DTPW Finance.

4.0 Cross Referenced Documents

Type	Number	Title
FTA Plan	2009 Title VI Program Update Response to FTA C4702.1B	Program Requirements –Supplemental Action Plan
Law	Pub. L. 88-352,78 Stat 241	Title VI of the Civil Rights Act of 1964
Guidelines	49 CFR Section 21.5 (b)(2), 49 CFR Section 21.5 (b)(7)	Department of Transportation Title VI Regulations
Code of Miami-Dade County Chapter 2-Administration	Article XIX DTPW Section 2-150 (b)	Fixing and changing fares, service, rates or charges
Collective Bargaining Agreement (DTPW and TWU)	V24 Line Ups	Collective Bargaining Agreement, Miami-Dade County and Transport Workers Union Local 291
FTA Guidance		Title VI Service and Fare Equity Analysis Questionnaire
LEP TAPP	POL-AD-005	Title VI Limited English Proficiency Public Information Policy
Resolution	R-179-09	Recommendations for changes to the Miami-Dade Transit Schedule of Transit Fares, Rates and Charges

5.0 Definitions

Term	Definition
Title VI	No person in the United States shall, on the ground of race, color, or national origin, be excluded from or be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance.
Major Service Change	Any service changes which adjusts headways and/or route length by 25% or greater. Service changes also include 1) A change in the interval peak period transit services on a route of more than 30 minutes; 2) a change in the interval between off-peak period transit services on a route of more than 30 minutes; 3) route changes of 25% or greater within a year 4) establishment of a new transit service or abolishment of an existing service.
Fare Increase	Any increase (value amount) applied to an established fare.
Fare Decrease	Any decrease (value amount) applied to an established fare.
Discrimination	Any act or inaction, whether intentional or unintentional, in any program or activity of a Federal aid recipient, sub recipient, or contractor that results in disparate treatment, disparate impact, or perpetuating the effects of prior discrimination based on race, color, or national origin
Disparate Impact	An act of minimizing the adverse effects of fare and major service changes that will not be unreasonably borne by minority populations.
Disparate Treatment	An act that requires minimizing the adverse effects of fare and major service changes so that they are not borne disproportionately by minority populations; thus establishing the threshold to determine adverse disparate impact at 20% based on the cumulative impact of the proposed fare and/or service change.
Low-Income	Person whose median household income is at or below the Department of Health and Human Services' poverty guidelines
Low-Income Population	Any readily identifiable groups of low-income persons who live in geographic proximity, and, if circumstances warrant,

	geographically dispersed/ transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy, or activity.
Minority Person	1) American Indian and Alaskan Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment. 2) Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent. 3) Black or African American Populations, which refers to peoples having origins in any of the Black racial groups of Africa. 4) Hispanic or Latino Populations, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race. 5) Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
Minority Population	Any readily identifiable group of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed/transient populations (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity.
National Origin	The particular nation in which a person was born, or where the person's parents or ancestors were born.
Predominantly Minority Area	The geographic area, such as a neighborhood, Census tract, or traffic analysis zone, where the proportion of minority persons residing in that area exceeds the average proportion of minority persons in the recipient's service area
Predominantly Low-Income Area	A geographic area, such as a neighborhood, Census tract, or traffic analysis zone, where the proportion of low-income persons residing in that area exceeds the average proportion of low-income persons in the recipient's service area

6.0 Roles & Responsibilities

Individual	Roles & Responsibilities
Title VI Manager	Responsible for coordinating, conducting and disseminating necessary research regarding disparity analysis for proposed service changes/fare increases, and formulating all policy related recommendations regarding Title VI (Proposed Service and Fare Changes, Marketing Materials for the Public). Information transmitted to DTPW Director via OCR/LR Chief. Reviews all related documents regarding Title VI. Serves as Department liaison with Federal Transit Authority (FTA) regarding Title VI.
DTPW Director	Department Head, Approves this Policy
Chief, Office of Civil Rights and Labor Relations (OCR/LR)	Oversees all efforts regarding the dissemination of necessary research regarding the disparity analysis for proposed service changes/fare increases, in addition to overseeing the formulation of all policies and recommendations regarding Title VI (Proposed Service and Fare Changes & Marketing Materials for the Public).
Deputy Director, DTPW Finance	Provides input regarding schedule of Transit Fares, Rates and Charges
Principal Planner	Reviews, edits and provides input regarding development of Disparity Analysis (Service and Fare Changes)
Transit Planning Section Supervisor	Assists with data collection, reviews, edits and provides input regarding development of Disparity Analysis (Service and Fare Changes)
Senior Chief, Information Technology	Provides appropriate staff to collect data and conduct preliminary analysis
Title VI Planning Committee	Advise as necessary on this policy. Representatives include (Representative from OCR/LR, Planning, Scheduling, IT, Marketing, Finance).

7.0 Requirements

I. INTRODUCTION

According to the provisions of Title VI, Civil Rights Act of 1964, No person in the United States shall, on the grounds of race, color, or national origin, be excluded from, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance.

To comply with 49 CFR Section 21.5 (b)(2), 49 CFR Section 21.5 (b)(7), DTPW will implement the following procedures regarding a preliminary disparity analysis of proposed impacted routes and/or schedule changes prior to the implementation of any significant service changes or fare increases or decreases, in addition to a Ridership Satisfaction Survey that will be dispersed on the day the service change goes into effect. Results of the Ridership Survey will be tabulated and provided to all stakeholders.

A mandated Service Change (TWU Local 291, CBA V24) Line Up occurs no more than twice a year, unless necessitated by service adjustments and or other operational requirements.

- The November Line Up (General Line Up).
- Divisional Line Up June of each year (if necessary).

II. PROCEDURE for MAJOR SERVICE CHANGE (*either General Line Up, Divisional Line Up or necessitated by need*)

*(Note * Title VI Manager, and the Chief, OCR/LR to be copied on all information from Planning and Scheduling Office regarding all line ups). Title VI Manager will attend all line up meetings. All activities regarding Title VI Preliminary Disparity Analysis and Ridership Satisfaction Surveys will commence in August of each year.*

a) On or about the second week in August the Title VI Manager will notify Transit Planning Section Supervisor through electronic message with a form letter **(see Attachment #1)** indicating if the scheduled line up meets the definition of a Major Service Change. A Major Service Change is any service changes which adjusts headways and/or route length by 25% or greater.

Major Service Change - *1) A change in the interval peak period transit services on a route of more than 30 minutes; 2) a change in the interval between off-peak period transit services on a route of more than 30 minutes; 3) route changes of*

25% or greater within a year; 4) establishment of a new transit service or abolishment of an existing service.

b.) The Planning and Scheduling Office shall provide a written response identifying any changes and Major or Minor.

If the said response meets the definition of a Major Service Change, the following will occur.

c.) No later than August 31st, the Planning and Scheduling, Section Supervisor will convene the Title VI Committee to notify members that DTPW will conduct a preliminary disparity analysis and subsequent Ridership Satisfaction Survey. (Post service implementation).

The Preliminary Disparity Analysis will be conducted prior to the service change, the Ridership Satisfaction Survey will commence the date the service change goes into effect.

Planning for both analyses is the responsibility of the Title VI Committee, chaired by the Title VI Manager and will occur simultaneously.

*Method for conducting the Preliminary Disparity Analysis will be determined per Title VI Circular Chapter V Program Specific Requirements and Guideline for Recipients Serving Large Urbanized Areas, 4. REQUIREMENTS TO EVALUATE SERVICE AND FARE CHANGES page V-5 (FTA C4702.1B).

d.) On or about the last week of August the Title VI Manager, through Chief, OCR/LR, will notify the DTPW Senior Executive Assistant regarding intent to conduct a disparity analysis and subsequent Ridership Satisfaction Survey. **(See attachment II)** *No resolution regarding proposed changes will be forwarded to Board of County Commissioners, through the Transportation Committee without results of, including DTPW plan for viable service change options to mitigate any adverse effects.*

e.) On or about the first week of September, Title VI Manager, through Chief, OCR/LR will notify DTPW Director **(see attachment III)** of the OCR/LR's intent to conduct preliminary analysis and Subsequent Ridership Survey.

f.) Title VI Manager shall forward the letter of intent to Senior Chief, IT, **(see attachment IV)** indicating data necessary for analysis: Miami Dade County's Geographical Information System (GIS): Minority Population by Census tract and Low Income Population by Census tract and by routes. (allow 10 business days to receive information).

g.) Once information is received to OCR/LR, Title VI Manager will commence written analysis (allow 15 business days for draft). All drafts will follow general outline for **(see attachment V).** Report will be forwarded and reviewed by the Principal Planner and Transit Planning Section Supervisor.

Once draft complete, convene Title VI Planning Committee to address service change options for inclusion in report based on findings.

h.) Planning and Scheduling Office, based on their experience, expertise and knowledge in the field, shall provide the Title VI Manager with questions for Ridership Satisfaction Survey to be approved by Title VI Planning Committee at the same time the lineup is implemented.

i.) Once approved, Ridership Satisfaction Survey to be forwarded to Manager, DTPW Marketing for printing. Information must be received to the Title VI Manager no later than the **third week of October**. DTPW Marketing will follow applicable Limited English Proficiency Guidelines for printing.

j.) **October 1**, upon completion, the Title VI Manager, by and through the Chief, OCR/LR shall submit its findings of the Disparity Analysis. Report will include detailed, non-discriminatory justification which includes review of service change options to mitigate any adverse effects to the DTPW Director.

k.) **October 1**, Results of Disparity Analysis forwarded to Office of the Director (External Affairs) for inclusion in proposed resolution.

l.) Completed analysis scanned (PDF FILE) and placed in EDMS. Each file will contain all supporting documentation used to complete analysis i.e. GIS info, copies of minutes from any and all meetings leading up to analysis i.e., Title VI Planning Committee Meetings, Sign in sheets.

m.) A copy of the completed analysis logged into Disparity Analysis log (on shared drive). Information compiled in Disparity Analysis log to be warehoused and used during the inclusion of the Title VI Plan Submittal.

n.) Ridership Satisfaction Survey to be distributed by determined personnel on the first day of Service Change implementation and will be conducted by determined personnel for no more than one week at designated bus locations to be determined by the Title VI Manager.

o.) Completed surveys to be collected by designated personnel and forwarded

to the Manger, Title VI for tabulation and analysis.

p.) Ridership Satisfaction Survey results to be forwarded in a written format to the Title VI Committee for review and comment (no *later than 30 days after Implementation*).

q.) Final report of Ridership Satisfaction Survey to be forwarded to DTPW Director.

r.) Results of Ridership Satisfaction Survey, in addition to all supporting materials to be put in EDMS, and will be included in the Title VI Submittal.

s.) Title VI Manager will receive a copy of all printed Service Changes that have been distributed following the LEP Guidelines. (See LEP TAPP# POL-AD-005)

III. PROCEDURE for MINOR SERVICE CHANGE

*(Note * Title VI Manager, and the Chief, OCR/LR shall be copied on all information from Planning and Scheduling Office regarding any and all line ups).*

a). Ninety days prior to a scheduled Line Up, (General, Divisional, Necessitated by Need) the Title VI Manager will inquire with the Transit Planning Section Supervisor through electronic message to determine if a divisional line up will occur.

If the scheduled line up meets the definition of a Major Service Change, see **II. Procedure for Major Service Change for procedure.**

If scheduled line up does NOT meet the definition of Major Line Up, a detailed analysis will not occur. However, the following steps will be taken to ensure accurate records.

b.) Title VI Manager will attend all line-up meetings.

c.) 45 days prior to the implementation of the line-up, the Scheduling Office will conduct an in house Disparity Analysis that will be kept on file internally for information only.

Method for conducting in house Disparity Analysis will be determined per Title VI Circular Chapter V Program Specific Requirements and Guidelines for Recipients Serving Large Urbanized Areas, 4. REQUIREMENTS TO EVALUATE SERVICE AND FARE CHANGES page V-5 (FTA C4702.1B).

d.) Completed analysis scanned (PDF FILE) and placed in EDMS. Each file will contain all supporting documentation used to complete analysis i.e. GIS Info, copies of minutes from any and all meetings leading up to analysis i.e., Title VI Planning Committee Meetings, Sign in sheets.

e.) Title VI Manager will receive a copy of all printed Service Changes from DTPW Marketing that have been distributed following the LEP Guidelines. **(See Title VI Limited English Proficiency Public Information Policy No. POL-AD-005)**

IV. PROCEDURE FOR FARE INCREASE OR DECREASE

*(Note * Title VI Manager, and the Chief, OCR/LR to be copied on all information from the DTPW Finance Office regarding pending fare increase or decrease). Title VI Manager will attend all planning meetings regarding pending fare increases or decreases.*

a.) Per **Resolution 179-09**, 90 Days prior to implementation, DTPW Finance will review Consumer Price Index to determine if they will initiate a fare increase/decrease (Every third year). Once determination made, Chief, DTPW Finance will notify Title VI Manager of intent. If DTPW does intend to pursue a fare increase or decrease the following must take place.

b.) Title VI Manager will convene Title VI Planning Committee to determine the research method to be utilized in IV. REQUIREMENT TO EVALUATE SERVICE AND FARE CHANGES

c.) Title VI Manager shall forward letter of intent to conduct research regarding a Fare Increase to the Senior Chief, IT, (allow 10 business days to receive information).

d.) Once information is received by OCR/LR, the Title VI Manager will convene Title VI planning team to commence written analysis (allow 15 business days for draft). All drafts will follow the general outline for the analysis provided by FTA guidance and be forwarded and reviewed by the Principal Planner and Transit Planning Section Supervisor prior to submission to the DTPW Director.

e.) Once draft complete, Title VI Manager will convene Title VI Planning Committee to address service / fare change options for inclusion in report based on findings.

f.) Final Report, with recommendations for fare change options to be forwarded to the DTPW Director.

g.) Title VI Manager will contact Chief, DTPW Finance to ensure that Title VI Compliance language is a part of any communication regarding the proposed Fare Increase.

Ridership Satisfaction Survey re: fare increase or decrease

h.) Planning and Scheduling Office, based on their experience, expertise and knowledge in the field, shall provide the Title VI Manager with questions for Ridership Satisfaction Survey ***re: fare increase*** to be approved by Title VI Planning Committee.

i.) Once approved, Ridership Satisfaction Survey ***re: fare increase*** to be forwarded to Manager, DTPW Marketing for printing. DTPW Marketing will follow applicable Limited English Proficiency Guidelines for printing.

j.) Ridership Satisfaction Survey will be implemented based on pre-determined timeline.

k.) Ridership Satisfaction Survey ***re: fare increase or decrease*** *results to be forwarded in a* written format to Title VI Committee for review and comment (no *later than 30 days after implementation*).

l.) Final report of Ridership Satisfaction Survey ***re: fare increase*** **or decrease** to be forwarded to DTPW Director.

m.) Results of Ridership Satisfaction Survey ***re: fare increase or decrease***, in addition to all supporting materials to be put in EDMS, and will be included in the Title VI Submittal.

n.) Title VI Manager will receive a copy of all printed Fare Increases that have been distributed following the LEP Guidelines. (See LEP TAPP# POL-AD-005)

V. TITLE VI POLICIES

MAJOR SERVICE CHANGE POLICY

According to the provisions of Title VI of the Civil Rights Act of 1964, (FTA C4702.1B), No person in the United States shall, on the grounds of race, color, or national origin, be excluded from, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

A mandated Service Change (TWU Local 291, CBA V24) Line Up occurs no more than twice a year, unless necessitated by service adjustments and or other operational requirements.

- The General Line Up
- Divisional Line Up (June of each year if necessary).

1. A major service change is defined by DTPW as:
2. A change in the interval peak period transit services on a route of more than 30 minutes
3. A change in the interval between off-peak period transit services on a route of more than 30 minutes;
4. Route changes of 25% or greater within a year;
5. Establishment of a new transit service or abolishment of an existing service.

If any of the criteria listed above are met, DTPW shall consider the adverse effects and analyze those effects when planning major service changes.

DTPW TITLE VI DISPARATE IMPACT POLICY

According to the provisions of Title VI of the Civil Rights Act of 1964, (FTA C4702.1B), No person in the United States shall, on the grounds of race, color, or national origin, be excluded from, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

FTA Circular 4702.1B requires that recipients of FTA funding prepare and submit a service/fare equity analyses for proposed major service and all fare increase/decrease changes (defined by Title VI Service and Fare Changes Policy). The purpose of the policy is to establish a threshold which identifies when the adverse effects (defined by Title VI Service and Fare Changes Policy) of a major service change occurs and thereby require a Title VI Analysis of proposed impacted routes and/or schedule changes prior to the implementation of any significant service changes or fare increases.

It is the policy of DTPW to minimize the adverse effects of fare and major service changes so that they are not borne disproportionately by minority populations. The threshold to determine adverse disparate impact is established at 20% based on the cumulative impact of the proposed fare and/or service change.

If disparate impact is identified, DTPW shall take actions to mitigate the situation, unless there is a substantial legitimate justification that prevents such actions.

DTPW TITLE VI DISPROPORTIONATE BURDEN POLICY

According to the provisions of Title VI of the Civil Rights Act of 1964, (FTA C4702.1B), No person in the United States shall, on the grounds of race, color, or national origin, be excluded from, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

FTA Circular 4702.1B requires that recipients of FTA funding prepare and submit a service/fare equity analyses for proposed major service and all fare increase/decrease changes. The purpose of the policy is to establish a threshold which identifies when the adverse effects of a major service change or fare increase occurs thereby requiring a Title VI Analysis of proposed impacted routes and/or schedule changes prior to the implementation of any significant service changes or fare increases.

It is the policy of DTPW to minimize the adverse effects of fare and major service changes so that they are not borne disproportionately by minority populations. The threshold to determine adverse disproportionate burden is established at 20% based on the cumulative impact of the proposed fare and/or service change.

If disproportionate burden is identified, DTPW shall take actions to mitigate the situation, unless there is a substantial legitimate justification that prevents such actions.

For more details, see TAP Policy and Format No. POL-AD- 001, posted on the TAPs.

To: Transit Planning Section Supervisor

From: Title VI Manager

Re: Scheduled Line-Up Definition for Major Service Change

To comply with C 4702.1B, Title VI Circular, the Department of Transportation and Public Works (DTPW) is mandated to complete a preliminary disparity analysis of proposed impacted routes and/or schedule changes prior to the implementation of any significant service changes or fare increases. Additionally, if the upcoming line up meets the criteria for a Major Service Change, the DTPW will conduct a Ridership Satisfaction Survey that will be disbursed simultaneously with the first day the service change goes into effect.

Please inform me in writing if the upcoming line up meets the said criteria for a Major Service Change.

To: Director, Department of Transportation and Public Works

From: Title VI Manager

Re: Notification of Major Service Change re: Line Up, Title VI requirements

To comply with C 4702.1B, Title VI Circular, the Department of Transportation and Public Works is mandated to complete a preliminary disparity analysis of proposed impacted routes and/or schedule changes prior to the implementation of any significant service changes or fare increases, if it is deemed to be a Major Service Change. As you are aware, this line up has been designated as a Major Service Change.

This notification has been sent to you to inform you that the results of the Title VI Preliminary Disparity Analysis, in addition to the recommendations (if necessitated) must be included in any resolution requiring BCC approval. Furthermore, the Manager – Title VI must be copied on any and all correspondence regarding the said item (Public Notices), up to and including any scheduled hearing regarding the item.

To: Director, Department of Transportation and Public Works

From: Title VI Manager

Re: Notification of Intent to Conduct Analysis

To comply with C 4702.1B, Title VI Circular, the Department of Transportation and Public Works is mandated to complete a preliminary disparity analysis of proposed impacted routes and/or schedule changes prior to the implementation of any significant service changes or fare increases, if it is deemed to be a Major Service Change. As you are aware, this line-up has been designated as a Major Service Change.

This notification is been sent to you to inform you of the Office of Civil Rights and Labor Relation's intent to conduct a Fare/Equity Analysis.

To: Senior Chief, Information Technology

From: Title VI Manager

Re: Notification of Title VI requirements (re: Major Service Change Line Up)

To comply with C 4702.1B, Title VI Circular, the Department of Transportation and Public Works (DTPW) is mandated to complete a preliminary disparity analysis of proposed impacted routes and/or schedule changes prior to the implementation of any significant service changes or fare increases.

As you are aware, the line-up has been designated as a Major Service Change.

Please designate staff from your area to conduct the Preliminary Analysis.

To: Title VI Committee

From: Title VI Manager

Re: Results of Ridership Satisfaction Survey

This communication is to inform you that in order to comply with C 4702.1B, Title VI Circular, the Department of Transportation and Public Works (DTPW) is mandated to complete a Ridership Satisfaction Survey. Once you have had an opportunity to review the findings from the survey, the Title VI Office will convene a meeting to discuss all issues raised in the survey.

Please see the attached results.

SAMPLE EVALUATION RESULTS OUTLINE

See explanation of each section below as exported from the text.
Title Page:

Section 1: Summary and Introduction

Summary:

Introduction:

Section 2: Background

Background:

Section 3: Description of Evaluation Methods (Methodology)

Purpose of the evaluation:

Evaluation design:

Data-collection instruments used:

Data collection procedures:

Section 4: Discussion of Results

Results:
The actual results.
A discussion of the statistical analysis if appropriate.
Interpretation of results in terms of stated goals and purpose.
Explanation of the results.
Strengths and weaknesses shown in the results.
Unexpected results.
Optional Section: Cost and Benefits

Section 5: Conclusion and Recommendations

Conclusions:

Recommendations:

Section 6: Summary and References

Summary:

References:

III. G-2 *DTPW Timeline for the Distribution of Spanish Language Materials and Samples*

MIAMI-DADE COUNTY
TRI-LINGUAL TRANSIT PUBLICATIONS

METROBUS ROUTE GUIDES
(All Metrobus Route Guides are tri-lingual and were delivered approximately three weeks after the date they were ordered)

2017

- February 8
- February 22
- March 2
- May 23
- August 23
- August 29
- September 1
- September 28
- November 8
- December 18

2018

- May 11
- June 22
- August 6
- August 23

2019

- February 7
- May 23
- September 13

Metrobus Service Adjustments (lineups)
(Published online in three languages)

2017

- June 18
- August 27

2018

- March 11
- June 17
- November 18

2019

- June 30
  - English
  - Spanish
  - Creole

Rider Alerts (Lineups – Handouts and Bus Stop Signs)
(In multiple languages as needed geographically)

2017

- May 15
- July 21
- August 8
- December 14

2018

- February 28
- April 19
- June 6

2019

- January 31
- June 18

Fare Guide
(Trilingual)

2019

- April 25

















III. H-1 *Citizens Independent Transportation Trust (CITT) 2018 and 2019 Member Roster*

Citizens Independent Transportation Trust
2018 Members

NAME	RACE/ETHNICITY	GENDER
Oscar J. Braynon	Black Non-Hispanic	Male
Hon. Anna E. Lightfoot-Ward, Ph.D.	Black Non-Hispanic	Female
Hon. Linda Zilber	White Non-Hispanic	Female
Prakash Kumar	Asian or Pacific Islander	Male
Peter Forrest	White Non-Hispanic	Male
Eric Diaz-Padron	Hispanic	Male
Melissa Dynan	White Non-Hispanic	Female
Evan Fancher	Black Non-Hispanic	Male
Paul J. Schwiep, Esq.	Hispanic	Male
Marilyn Smith	Black Non-Hispanic	Female
Miles E. Moss, P.E.	White Non-Hispanic	Male
Joe Curbelo	White Non-Hispanic	Male
Glenn Downing, CFP ®	White Non-Hispanic	Male
Jonathan Martinez	Hispanic	Male
Alfred Holzman	White Non-Hispanic	Male
Elijah Stiers, Esq.	White Non-Hispanic	Male

Citizens' Independent Transportation Trust
2019 Members

NAME	RACE/ETHNICITY	GENDER
Oscar J. Braynon	Black Non-Hispanic	Male
Hon. Anna E. Lightfoot-Ward, Ph.D.	Black Non-Hispanic	Female
Amy Steele Donner	White Non-Hispanic	Female
Prakash Kumar	Asian or Pacific Islander	Male
Eric Diaz-Padron	Hispanic	Male
Evan Fancher	Black Non-Hispanic	Male
Marilyn Smith	Black Non-Hispanic	Female
Miles E. Moss, P.E.	White Non-Hispanic	Male
Joe Curbelo	White Non-Hispanic	Male
Glenn Downing, CFP ®	White Non-Hispanic	Male
Jonathan Martinez	Hispanic	Male
Alfred Holzman	White Non-Hispanic	Male
Elijah Stiers, Esq.	White Non-Hispanic	Male

III. I-1 *DTPW Title VI Municipality Information Questionnaire/Checklist*

MIAMI-DADE COUNTY
miamidade.gov

TRANSPORTATION AND PUBLIC WORKS
701 N.W. 1st Court • 17th Floor
Miami, Florida 33136
Tel: 786-469-5405 Fax: 786-469-5584

October 24, 2017

City of Aventura
19200 West Country Club Drive
Aventura, Florida 33180

Dear Mr. Tomei:

In accordance with the Federal Transit Administration (FTA) legislation for sub-recipients of funding received through the American Recovery and Reinvestment Plan (ARRA) Economic Stimulus Grant, 'non-discriminatory use of Federal funds by recipients of FTA assistance including their sub-recipients and contractors is prohibited.'

In compliance with the FTA reporting requirements, the Department of Transportation and Public Works (DTPW) Office of Civil Rights and Labor Relations (OCR/LR) is responsible for ensuring that each participating municipality is in compliance with Title VI of the Civil Rights Act of 1964. Specifically, the Title VI Act of 1964 states, "No person in the United States shall, on the grounds of race, color or national origin, be excluded from, participation in, or be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance". Furthermore, federally supported transit services and related benefits must be distributed in an equitable manner.

Your existing Title VI Plan has been on file with the DTPW Office of Civil Rights- Title VI Office since June 25, 2014. Per FTA requirements your municipality plan must be updated and approved by your governing body every three years. Once your municipality Title VI Update has been approved by your governing body, please submit it to the DTPW Office of Civil Rights – Title VI Office as required.

Please provide your updated Title VI Plan to the DTPW Office of Civil Rights and Labor Relations – Title VI Office (Allison.aristide@miamidade.gov) no later than Monday, December 18, 2017. Please contact me at (786) 469-5473 should you have additional questions regarding this request.

Sincerely,

Allison Aristide

Allison Aristide, Manager
Office of Civil Rights and Labor Relations

C: Municipal File

Aristide, Allison (DTPW)

From:	Aristide, Allison (DTPW) <allison.aristide@miamidade.gov>
Sent:	Thursday, October 05, 2017 3:37 PM
To:	Tony Tomei; gearcomo@cityofaventura.com; kkinne@coralgables.com; Kara Nickel; Leen, Craig; Rita Carbonell; mngr@floridacityfl.gov; geperez@hialeahfl.gov; DeLaNuez, Jorge; Ana Azicri; ahyppolite@miamigov.com; Majstorovic, Milos; Osdel Fernandez-Larrea; ncharles@miamigardens-fl.gov; O'Brien, John; Johnston, Sarah; justin.proffitt@citynmb.com; Elsa.Jaramillo-Velez@citynmb.com; Martinez, Grizel; HeidC@miamisprings-fl.gov; Ojomo, Cassandra (WASD); Stan Morris; kmatos@sibfl.net; Vicky Motola; townmanager@cutlerbay-fl.gov; jwilson@cutlerbay-fl.gov; alejoc@miamilakes-fl.gov; Rstokes@townofsurfsidefl.gov; Drosemond@villageofelportal.org; ddavis@miamishoresvillage.com; keeleye@miamishoresvillage.com; Patterson, Corrice [Palmetto Bay]; Tracy Byrd; jmh@herreralawfirm.com; vrodriguez@herreralawfirm.com
Cc:	Germeille, Nancy (DTPW); Wrinn, Dennis (DTPW); Guevara, Julian (DTPW); Maple Celestine (DTPW); Curtis, Yvette (DTPW); Salmon, Javier (DTPW); Toledo, Nestor (CITT); Libhaber, Bruce (CAO)
Subject:	Request for YEARLY TITLE VI MUNICIPALITY UPDATE
Attachments:	YEARLY UPDATE TITLE VI Municipality Info Sheet w-2013.xls

[illegible] Enterprise Security Office

Participating Municipality:

In accordance with the Federal Transit Administration (FTA) legislation for sub-recipients of funding received through the American Recovery and Reinvestment Plan (ARRA) Economic Stimulus Grant, "non-discriminatory use of Federal funds by recipients of FTA assistance including their sub-recipients and contractors is prohibited."

In compliance with the FTA reporting requirements, the Department of Transportation and Public Works (DTPW) Office of Civil Rights and Labor Relations (OCR/LR) is responsible for ensuring that each participating municipality is in compliance with Title VI of the Civil Rights Act of 1964. Specifically, the Title VI Act of 1964 states, "No person in the United States shall, on the grounds of race, color or national origin, be excluded from, participation in, or be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Furthermore, federally supported transit services and related benefits must be distributed in an equitable manner.

Please note that per the federal requirements outlined in FTA C4702.1B, your municipalities Title VI Program will be reviewed annually. As a result, see the attached **YEARLY UPDATE TITLE VI Municipality Information Sheet Form (w-2013)** which is to be completed and submitted to the DTPW Office of Civil Rights and Labor Relations (OCR-LR) by **Monday, October 23, 2017**.

An informational meeting regarding Title VI Compliance will take place in November of 2017 with all participating municipalities. Each participating municipality will be notified in a separate letter with specifics regarding the upcoming meeting.

[illegible] YEARLY UPDATE TITLE VI Municipality Information Sheet Form (w-2013) [illegible]

Please contact me should you require further assistance.

Allison Aristide
Department of Transportation and Public Works
Manager, Office of Civil Rights and Labor Relations
701 N.W. 1st Court
Suite 1700
Miami, Florida 33136
Office (786) 469-5473
Fax (786) 469-5589

"Delivering Excellence Every Day".

MIAMI-DADE TRANSIT
OFFICE OF CIVIL RIGHTS
TITLE VI PROGRAM (FTA C 4702.1B)
MUNICIPALITY INFORMATION SHEET

Municipality Name _____

Address _____

Contact Person & Title _____

Contact Numbers _____

e-mail address _____ Fax _____

Legal Status of Organization _____

TITLE VI DEFINITION - *Title VI of the Civil Rights Act of 1964 as amended states "No person in the United States shall, on the grounds of race, color or national origin, be excluded from, participation in, or be denied the benefits of, or be subjected to discrimination under any program, or activity receiving Federal financial assistance."*

ENVIRONMENTAL JUSTICE DEFINITION - *When municipalities plan or program activities that could potentially have a disproportionately high or adverse impact on human health or the environment, recipients should include explicit consideration of the effects on minority populations and low income populations.*

REQUIREMENTS (FTA 4702.1B)	YES	NO	NOTES
Title VI statement clearly posted within dwelling or on company website indicating organization's commitment to providing non-discriminatory services and how to file a Title VI discrimination complaint.			
Tracking system in place to monitor Title VI complaints, as well as a system in place to monitor active Title VI investigations.			
Does municipality collect *demographic* data?			
Has municipality conferred with MDT prior to completing a four factor analysis? If answer is NO, what other ways does the municipality provide meaningful access to the population they serve (provide answer in NOTES section).			
Does municipality monitor (every 3 years) the level and quality of service within predominantly minority areas to ensure equitable treatment.			

REQUIREMENTS	YES	NO	NOTES
Does municipality have transit related, non-elected planning boards, advisory councils or committees, or similar bodies selected by municipality? IF YES, please attach a copy of a table depicting the racial breakdown of the membership of the committee and a description of efforts made to encourage participation of minorities on committees or councils. If NO, submit a statement indicating there is NO SUCH TRANSIT-RELATED, NON-ELECTED PLANNING BOARDS, ADVISORY COUNCILS OR COMMITTEES.			
Does municipality plan to raise fares within the next three years?			
Does municipality confer with MDT prior to siting or location of facility? (vehicle storage facilty, maintenance facility or operations center) which requires land acquisition and or the displacement of persons from their residences and businesses for which a NEPA process has not been completed. A 'facility' does not include bus shelters, transit stations or power substations.			
Does municipality confer with MDT prior to submitting their Public Participation plan? IF YES, does plan include an outreach plan to engage traditionally underserved persons?			
Does municipality confer with MDT prior to making service adjustments to current system operations?			
Does municipality confer with MDT prior to making a decision to prepare an Environmental Assessment (EA) and an Environmental Impact Statement (EIS) when considering new projects?			

Does municipality confer with MDT prior to determining whether to notice or involve the public when considering proposed Title VI related programs/projects?			
When considering Title VI related programs/projects, does municipality confer with MDT to ensure all requirements from (FTA C 4702.1B) are adhered to prior to completion?			

ADDITIONAL INFORMATION

PLEASE ATTACH A COPY OF ALL INFORMATION REQUESTED AND SUBMIT IT ALONG WITH THE CHECKLIST.

Please Note that the Municipality is Responsible for IMMEDIATLY notifying MDT of any changes regarding plans for Service, Fares, Enviornmental Assessments, Sitings, Title VI Related Programs and Projects prior to rendering a decision.

III. I-2 *DTPW Quality Assurance Site Visits*

DTPW Quality Assurance Audits Performed on the ARRA Funded Assets at the Municipalities

Municipality with (ARRA Funded Assets)	DTPW QA Audit Number	Audit Performed	Description of Asset
City of North Miami	QAA-10-15/16	August 2019	(19) Bus Shelters; (45) Bicycle Racks
Town of Surfside	QAA-11-15/16	August 2019	(3) Bus Shelters
City of Miami Gardens	QAA-03-16/17	January 2017	(37) Bus Shelters
City of Homestead	QAA-05-16/17	June 2017	(11) Bus Shelters
City of Opa Locka	QAA-01-17/18	October 2017	(8) Bus Shelters
City of Doral	QAA-05-17/18	May 2018	(10) Bus Shelters
City of Coral Gables	QAA-06-17/18	June 2018	(1) 30ft Trolleys
City of Florida City	QAA-07-17/18	May 2018	(5) Bus Shelters
City of North Miami	QAA-10-17/18	September 2018	(19) Bus Shelters; (45) Bicycle Racks
City of Hialeah	QAA-02-18/19	December 2018	(8) 30ft Eldorado/National Buses
City of Sunny Isles Beach	QAA-05-18/19	June-July 2019	(2) 30ft Shuttle Buses

13. Test Refusal

☐ Failure to remain until the testing process is complete
☐ Failure to attempt to provide a breath or urine specimen
☐ Failure to provide a sufficient quantity of urine or breath without a valid medical explanation
☐ Failure to undergo a medical evaluation as required by the MRO or DER
☐ Failure to cooperate with any part of the testing process
☐ Failure to permit an observed or monitored collection when required
☐ Failure to follow an observer's instructions to raise and lower clothing and turn around (observed)
☐ Possessing or wearing a prosthetic or other device used to tamper with the testing process
☐ Failure to take a second test when required
☐ Admitting the adulteration or substitution of a specimen to the collector or MRO
☐ MRO verified adulterated/substituted sample
☐ Refusal to sign Step 2 of alcohol test form
☐ Failing to appear within a reasonable time
**For pre-employment, NOT a refusal: Failure to appear, failure to remain at site prior to start of test, aborting collection before test commences*

14. Consequences

☐ Positive drug or alcohol (above 0.04) test result or test refusal (SAP Referral Required)
☐ BAC in range of 0.02 to 0.039 (*remove employee from safety-sensitive position- apply transit system disciplinary policy if applicable; DOT SAP referral prohibited)*

☐ Dilute negative: must have fixed policy to retest or not retest (though policy may differ between test types)

15. Additional Employer Provisions Allowed

☐ Policy delineates between FTA and company policy prohibitions, terms, etc.
☐ The provisions of the Drug Free Workplace Act of 1988 may be incorporated in the policy statement but must be so identified

Compliance Tips

☐ Effective date of policy-normally found on cover of policy

☐ Policy distribution -Employees should be requested to sign a confirmation of receipt form

☐ Make sure future revisions of a substantive nature also receive Board approval

☐ Make sure all employees have the most current version of the policy

☐ Clearly differentiate between FTA and company authority

Post Site Visit Action:

1. Is there a noncompliance issue that warrants FTA notification and/or involvement? Yes☐ No☐
2. Is there a noncompliance issue that warrants notification to MDT Legal Counsel? Yes☐ No☐
3. Is there a noncompliance issue that warrants immediate intervention by MDT? Yes☐ No☐

   Explain:
4. Are findings such that require a meeting between subrecipient and MDT? Yes☐ No☐
5. Written report of findings to be completed by MDT's Office of _____cc: _____
6. Subrecipient response to report due:_____
7. Date MDT verified corrective action was implemented_____
8. **Approval to Close Report:**

   _____ _____

   Authorized Approval Date
9. **Report and Supporting Documents Received by the Office Of Grant Administration by:**

   _____ _____

   Authorized Approval Date

MIAMI-DADE COUNTY
MIAMI-DADE TRANSIT

Subrecipient Compliance Monitoring:

Maintenance

I. Purpose:

This document is be used to monitor and assess subrecipient's name compliance with FTA requirements for the maintenance of the following assets:

II. Reference:

49 CFR 37.161-163
49 CFR 18.37 and 18.40
FTA C 5010.1D, Ch. II, Section 3.a and Ch. IV, Sections 3.J(1), 3.k and 3.m.
FTA C 9030.1D, Ch. IV, Section 8.c
FTA Master Agreement, Section 19.c

III. Monitoring Function Assigned to:

IV. Frequency of Monitoring:

- ☐ Monthly
- ☐ Quarterly
- ☐ Semi-Annual
- ☐ Annually

V. Compliance Standards:

Subrecipient Maintenance Plans:

- ☐ Vehicles
- ☐ Shelters
- ☐ Kiosks
- ☐ Other_____

Vehicle Maintenance Oversight Checklist

Staff Assigned: _____ **Date:** _____

1. Maintenance Plan:

a. Most Recent Revision Date: _____
b. Last reviewed by MDT: _____

c. Is Plan Up to Date? ☐ Y ☐N

Y	N	
☐	☐	Goals and Objectives
☐	☐	Record Keeping System
☐	☐	Warranty Tracking System
☐	☐	Current Fleet Description
☐	☐	OEM PM Checklists If no, do checklists cover all required systems/functions?
☐	☐	Checklists match fleet configuration
☐	☐	PM intervals listed and explained
☐	☐	Do any PM intervals deviate from OEM requirements? If so, is the deviation explained?
☐	☐	Are maintenance procedures for wheelchair lifts and other accessibility equipment included in the maintenance plan and preventive maintenance checklists?

d. Notes/Correction Action Required:

2. PM Verification of Work Performed:

a. A review of _____of fixed route buses for the period of _____ noted that PM's **were /not** completed ontime in accordance with approved maintenance plan

b. A review of _____ of paratransit vehicles for the period of _____ noted that PM's **were/not** completed ontime in accordance in accordance with approved maintenance plan

c. Notes/Correction Action Required:

3. **ADA Related Equipment Maintenance**

a. Maintenance records **do/not indicate** that lifts and accessibility features are repaired promptly as required by the DOT ADA regulations

b. Maintenance records **do/not indicate** regular and periodic maintenance checks for lifts and other accessibility features (e.g., kneelers, ramps, public address systems, voice annunciation systems, station elevators, etc.)

c. Notes/Correction Action Required:

4. **Record Keeping System**

a. A review of subrecipient-maintained records for the following items show that they are up-to-date:

1. Make
2. Model
3. Serial number/fleet number
4. Property ID number and serial number of installed equipment
5. License number
6. Date received
7. Date placed in service
8. Life miles
9. Rebuilds and major component replacements including date and life miles
10. Vehicle repairs
11. Preventive Maintenance Inspection Reports
12. Daily "Vehicle Condition" Reports
13. Repair Orders

b. A review of records **do/not indicate** an effective documentation control system is in place.

c. Notes/Correction Action Required:

5. **Warranty Program**

a. The following rolling stock is under warranty:

b. Warranty claims pursued during this review period include:

c. The subrecipient is/not satisfactorily pursuing warranty claims.

d. Notes/Correction Action Required:

6. **Overall Fleet Condition**

The general condition of the revenue vehicles shows that the subrecipient **is/not** maintaining federally funded vehicles in accordance with the maintenance plan and Interlocal Agreement requirements.

Note any other findings from the monitoring effort.

_____ _____

MDT Reviewer Date

Post Site Visit Action:

1. Is there a noncompliance issue that warrants FTA notification and/or involvement? Yes☐ No☐
2. Is there a noncompliance issue that warrants notification to MDT Legal Counsel? Yes☐ No☐
3. Is there a noncompliance issue that warrants immediate intervention by MDT? Yes☐ No☐

   Explain:
4. Are findings such that require a meeting between subrecipient and MDT? Yes☐ No☐
5. Written report of findings to be completed by MDT's Office of _____ cc: _____
6. Subrecipient response to report due:_____
7. Date MDT verified corrective action was implemented_____
8. **Approval to Close Report:**

   _____ _____

   Authorized Approval Date
9. **Report and Supporting Documents Received by the Office Of Grant Administration by:**

   _____ _____

   Authorized Approval Date

Vehicle Maintenance Oversight Checklist

ATTACHMENT A

PM Checklist

Vehicle No	PM Performed [A, B, C, D E]	Mileage from Last PM	Mileage At Recent PM	Deviation	In Compliance ☐Y ☐N

PM's Performed

A. 17 point check, interior and exterior
B. Includes 17 point check plus oil and filter change
C. Includes A-B plus air filters
D. Includes A-B-C plus hydraulic fluids
E. Includes A-B-C-D and transmission filters and fluids

Non Vehicle Maintenance Oversight Checklist

☐ **Bus Shelters**
☐ **Klosks**
☐ **Other Capital Assets (Identify)** _____

Staff Assigned: _____ **Date:** _____

1. **Maintenance Plan:**
   a. Most recent revision date: _____
   b. Last approval date by MDT: _____
   c. Is plan current: ☐ Y ☐N
2. **Is Subrecipient following the Plan?** ☐ Y ☐N
3. **Are adequate records kept to show maintenance history?** ☐ Y ☐N
4. **Is the useful life of the asset negatively impacted due to actions/inactions by the subrecipient?** ☐ Y ☐N
5. **Note any other findings from the monitoring effort:**

_____ _____
MDT Reviewer Date

Post Site Visit Action:

1. Is there a noncompliance issue that warrants FTA notification and/or involvement? Yes☐ No☐
2. Is there a noncompliance issue that warrants notification to MDT Legal Counsel? Yes☐ No☐
3. Is there a noncompliance issue that warrants immediate intervention by MDT? Yes☐ No☐
   Explain:
4. Are findings such that require a meeting between subrecipient and MDT? Yes☐ No☐
5. Written report of findings to be completed by MDT's Office of _____ cc: _____
6. Subrecipient response to report due: _____
7. Date MDT verified corrective action was implemented _____
8. **Approval to Close Report:**

_____ _____
Authorized Approval Date

9. **Report and Supporting Documents Received by the Office Of Grant Administration by:**

Authorized Approval

Date

Miami Dade Transit (MDT)
Requirements for Federal Transit Grantees and Subrecipients - 8. ADA

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
	Grantee's Responsibility: Titles II and III of the Americans with Disabilities Act of 1990 provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.				
I.	**ADA Service Provisions**				
A.1.	MDT bus Stop Announcements & Route Identification Efforts.				
	The DOT ADA regulations (49 CFR 37.161-167) detail specific service requirements.				
	For bus stop announcements, if the grantee indicates that a union agreement prevents the grantee form calling stops, reviewer should note that the ADA is a federal law that supersedes any union agreement.				
a.	Procedure to ensure Metrobus service is compliant with 49 CFR 37.161 - 167 includes the following:				
	In accord with DOT ADA rules and BOCC Resolution 112226, Bus Operators are reminded, through Bulletin S-1286, of their responsibility to announce the bus stops upon request. Bus Operators are also reminded that when the automated bus stop annunciators are not operable, they are required to announce major transfer points, major intersections, and destination points and to identify their bus route number/name at bus stop locations serving more than one route.				Bus Operations, HR-Training, OCR&LR-ADA
c.	Upper management and TWU were informed that Bus Operators are required to make the stop announcements upon request and when the automated bus stop annunciator systems are inoperable.				OCR-LR, Bus Operations
d.	In accord BOCC Resolution 112226, fixed route bus stop announcements and route identification efforts training module is to be used in the training to be provided to Bus Operators twice a year. Bulletin Number S-1286 entitled "Announcing Bus Stops" is to be reviewed during this training and until MDT achieves 100% compliance with 49 CFR 37.161-167.				Bus Operations, HR-Training, OCR&LR-ADA
e.	Training the Trainer Training Module including a mobility training instructor from MDC Lighthouse for the Blind was used to train MDT Metrobus Trainers.				
f.	The ability to make the required stop announcements is an essential job function of the Bus Operator classification. Therefore, progressive discipline will be used to improve performance and to achieve required compliance with this rule.				Bus Operations, HR-Discipline, OCR&LR-ADA
A.2.	**Service Animals**				

Miami Dade Transit (MDT)
Requirements for Federal Transit Grantees and Subrecipients - 8. ADA

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
	The DOT ADA regulations define service animal as any animal individually trained to work or perform tasks for an individual with a disability. It is discriminatory to require a person with a disability to certify or register a service animal.				Bus & Rail Operations, Easy Card, OCR&LR-ADA
a.	MDT allows service animals to accompany customers with disabilities in vehicles and facilities as long as the animal does not pose a direct threat to the health or safety of others or cause a significant disruption in service.				
b.	MDT may ask if an animal is a service animal or ask what tasks the animal has been trained to perform, but does not required special ID cards for the animal or ask about the customer's disability.				
c.	Bus Operators review Bulletin S-1387 during the pre-employment training or included in bus operations rules of the week posting or one of the two mandatory refresher training programs to be conducted twice a year.				
II.	**Service Provision - Communication**				
	The key to ensuring compliance with these policies is ensuring that all employees and contractors are aware of them. This might be done through initial and refresher training. It might even be beneficial for these policies to be communicated to riders, giving them an even knowledge base with the employees serving them.				
a.	Miami Dade County (MDC) procedure on effective communication with customers with vision, hearing, or speech disabilities requires the provision of (auxiliary aids and services) a sign language interpreter for someone who is deaf, or who uses an assistive listening device or for someone who is hard of hearing, materials in alternate formats (audiotape, Braille, or computer disk) for someone who is blind, someone who has low vision, or someone with a learning disability.				OCR&LR-ADA, HR-Training
b.	Requests for Auxiliary Aids and Services have to be made five days in advance.				
c.	MDC Procedure regarding the provision of Auxiliary aids and Service to effectively communicate with persons with disabilities is posted in MDT's Transit Website and is included in every written public communication regarding MDT Services.				
III.	**Service Provision - Monitoring**				
	Having policies is not sufficient. The grantee should monitor compliance with the policies. Many grantees find it necessary to monitor compliance with these service provisions, especially the stop announcement requirement (i.e., secret riders, progressive discipline, etc.). Documentation of this monitoring should be provided by the grantee.				

Miami Dade Transit (MDT)
Requirements for Federal Transit Grantees and Subrecipients - 8. ADA

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
a.	External assessments (secret shopper) of the Bus Stop Announcements are conducted quarterly and until MDT achieves 100% compliance with this provision.				OCR&LR-ADA, Bus Operations, HR-Training
b.	External assessment (secret shopper audits) of automated bus stops annunciators and lifts/ramps reliability are conducted quarterly.				
c.	Refresher training is provided to Bus Operators identified as non-compliant by the external bus stop announcements assessment.				
d.	Progressive discipline is used to improve performance of Bus Operators identified as non-compliant with the bus stop announcements through the quarterly external assessment.				
IV.	**ADA Service - Training**				
	The ADA requires that each fixed-route or demand responsive service operator ensures that personnel are trained to proficiency, as appropriate for their duties. This training is required so that personnel operate vehicles and equipment safely, properly assist passengers, and treat persons with disabilities who use the service in a respectful and courteous way, with appropriate attention to the differences among persons with disabilities.				Bus Operations, HR-Training, OCR&LR-ADA
a.	Bus Operators are to be provided with training or refresher training regarding the provision of fixed route service requirements twice a year. The Bus Operator Training Manual includes modules regarding serving persons with ambulatory, visual, and cognitive disabilities.				Bus Operations, HR-Training, OCR&LR-ADA
b.	The ADA Paratransit Service is provided through a Brokerage Paratransit Contract. Broker provides STS Operators with training or refresher training once a year regarding DOT ADA Paratransit Requirements and the provision of Special Transportation Service (STS)in accord with DOT ADA Complementary Paratransit rules and STS Brokerage Contract.				Paratransit Operations, OCR&LR-ADA,
	The DOT ADA regulations do not specify an acceptable course or frequency of training. The grantee must establish appropriate standards for its particular operation. There is no requirement for recurrent or refresher training, but there is an obligation to ensure that each employee is proficient at all times. The training must be appropriate to the duties of each employee, and must address both technical requirements and human relations.				
a.	The STS Certification staff is provided with training and or refresher training regarding DOT ADA Paratransit Certification Requirements including compliance with approved STS Update Plan.				Paratransit Operations, OCR&LR-ADA,

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
	The reviewers should assess if the grantee is meeting its own standards, how it is monitoring performance to determine if personnel, contractors, and subcontractors are "proficient," and what, if any, consequences result if these standards are not met.				Paratransit Operations, OCR&LR-ADA,
b.	10% percent of STS Trips provided per day are internally assessed for compliance.				
c.	Internal assessments of the STS Certification process is conducted once a year to ensure compliance with FTA Approved Update Plan of 2005. Findings and corrective action are issued for management attention.				Paratransit Operations OCR&LR-ADA
V.	**New Fixed-Route - Vehicle Compliance -**				
	The DOT ADA regulations include specific vehicle acquisition requirements for entities operating fixed-route bus, rail, and demand responsive systems. In general, all new vehicles purchased or leased after August 25, 1990, by public entities operating fixed-route service must be accessible (must comply with Part 38 standards). A public fixed-route operator may purchase or lease new non-accessible vehicles only after obtaining a waiver from the FTA Administrator.				
a.	Contracts to procure new vehicles to be used in the provision of fixed route service are reviewed to insure that DOT ADA Part 38 standards were incorporated in the contract.				Fred Shields,Robert McClellan, OCR&LR-ADA
b.	The prototype of the new vehicle to be procured is assessed to ensure compliance with DOT ADA Standards.				OCR&LR-ADA
c.	Findings and corrective actions are issued for project manager's attention, if any.				
VI.	**Demand Response - Vehicle Accessibility**				
	Public entities operating demand responsive service for the general public must purchase or lease accessible vehicles unless it can be demonstrated that the system, when viewed in its entirety, provides a level of service to persons with disabilities that is equivalent to the level of service it provides to persons without disabilities.				
	The regulations provide guidance for evaluating equivalent service (§37.77(a) & (b)). Before procuring any no accessible vehicle for demand responsive service, the entity must file an equivalent service certification with FTA or with the state if the grantee receives its Urbanized Area Formula Grant Program funds from a state administering agency. Appendix C to Part 37 of the DOT ADA regulations includes a copy of the Certification of Equivalent Service.				
a.	STS ambulatory and non-ambulatory certified riders have to wait the same length of time for their vehicle or pick-up.				Paratransit Operations, OCR&LR-ADA
b.	MDT provides and enhanced STS Service. Service exceeds service criteria.				

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
VII.	Public entities operating demand responsive service for the general public must purchase or lease accessible vehicles unless it can be demonstrated that the system, when viewed in its entirety, provides a level of service to persons with disabilities that is equivalent to the level of service it provides to persons without disabilities. The regulations provide guidance for evaluating equivalent service (§37.77(a) & (b)).				
a.	The length of time of a STS trip cannot exceed the length of time of a comparable fixed route trip.				
b.	MDT provides an enhanced STS Service. Service exceeds service criteria.				
VIII.	**Remanufactured Vehicle Compliance**				
	Remanufactured vehicles must be made accessible to the maximum extent feasible. It is considered feasible to remanufacture a vehicle so that it is accessible unless an engineering analysis demonstrates that including accessibility features would have a significant adverse effect on the structural integrity of the vehicle. Specific standards for the various types of transit vehicle are established by 49 CFR Part 38.				Item VIII. (a, b, and c) is not applicable to the bus procurements under ARRA 5307 Grant FL-96-X028 because all of the vehicles being purchased are new vehicles. Fred Shields,Robert McClellan, OCR&LR-ADA
a.	Contract to remanufacture vehicles to be used in the provision of fixed route service is reviewed to ensure that remanufactured vehicles are made accessible to the maximum extent feasible.				
b.	The prototype of the remanufactured vehicle is shown to the disability community for input and recommendations.				
c.	Findings and corrective actions are issued for project manager's attention.				
IX.	**New Transit Facility Accessibility**				
	Any new facility to be used in providing public transportation services that is constructed must be accessible according to the standards in 49 CFR Part 37, Appendixes B and D.				
	(a) For purposes of this part, a transportation facility shall be considered to be readily accessible to and usable by individuals with disabilities if it meets the requirements of this part and the requirements set forth in Appendices B and D to 36 CFR part 1191, which apply to buildings and facilities covered by the Americans with Disabilities Act, as modified by Appendix B and D to this part.				
a.	Contracts for the construction of new facilities are reviewed during the design and construction phases to ensure compliance with DOT ADA Appendixes B and D.				Engineering, OCR&LR-ADA

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
b.	Alternative methods of compliance require public participation. Alternative methods that exceed compliance are brought before Commission on Disability issues (CODI) for input and approval.				
c.	Final ADA assessments are internally conducted.				
d.	Findings and corrective actions are issued and forwarded to project manager for immediate attention, if any.				
X.	**Modified Facility Accessibility**				
	If the grantee alters an existing facility used to provide public transportation, the altered portions of the facility must be accessible. An exception may be made if the cost of making the facility accessible is disproportionate.				
	The regulations provide guidance to define disproportionate costs, specify what costs may be counted, and provide a priority listing for accessible features. Departures from the standards in Appendix A are permitted if the alternative designs and technologies used provide equivalent or greater access and usability of the facility. Grantees must obtain approval from FTA for equivalent facilitation.				
a.	Contracts for the alteration of existing facilities are reviewed during the design and construction phases to insure compliance with DOT ADA Appendixes B and D.				Engineering, Facility Maintenance, OCR&LR-ADA
b.	Alternative methods of compliance require public participation. Alternative methods that exceed compliance are brought before Commission on Disability issues (CODI) for input and approval.				
c.	Final ADA assessments are internally conducted.				
d.	Findings and corrective actions are issued and forwarded to project manager for immediate attention, if any.				
XI.	**ADA Maintenance Inspections**				
	The grantee must have a system of regular and frequent maintenance checks for wheelchair lifts, ramps, and other required equipment on non-rail vehicles that is sufficient to ensure that the lifts are operative.				
	There is no specific requirement for daily cycling of lifts or ramps, though many grantees have adopted this practice to meet this requirement. The adequacy of the grantee's system may be reflected in the frequency of in-service failures.				
a.	Pre-trip procedures and Inspection includes that the lift has to be cycled every morning before the first run (Operation Rules and Procedures Manual/Section 503.k.0				Bus Operations, Bus Maintenance, RH-Training, HR-Discipline, OCR&LR-ADA
b.	When a lift/ramp fails in service the bus may remain in service for the rest of the day but must be taken out of service the following day				

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
c.	Secret Shopper audits conducted quarterly includes lift/ramp, securement devices, and automated bus stop annunciators.				Bus Operations, Bus Maintenance, RH-Training, HR-Discipline, OCR&LR-ADA
d.	Secret Shopper audit findings are forwarded to Metrobus Maintenance for corrective action.				
e.	When a lift/ramp fails in service the bus may remain in service for the rest of the day but must be taken out of service the following day				
f.	If a Metrobus in route experiences a problem with an inoperable lift or ramp and the next bus to the same destination is not scheduled to arrive within 30 minutes, the Bus Operator contacts Central Control to request back-up accessible service to the customer final destination bus stop to arrive within 30 minutes.				Bus Operations, Central Control, OCR&LR-ADA
g.	If automated bus stop annunciator is not operable, Bus Operator is required to make the announcements and to report malfunctioning to Maintenance for repair.				Bus Operations, Systems Maintenance, RH-Training, OCR&LR-ADA
XII.	**ADA Equipment - Failures**				
	Operators must report immediately any failure of a lift or ramp to operate in service. When wheelchair lift or ramp failure is experienced on an in-service Vehicle, the grantee must meet several requirements. If lift or ramp failure occurs on a route where the headway is greater than 30 minutes, the grantee is required to provide alternative service promptly.				Bus Operations, Central Control, Bus Maintenance, HR-Training, OCR-LR
	The vehicle must be removed from service before the beginning of the next service day if the lift or ramp is not repaired. The lift or ramp should be repaired before the vehicle is returned to service. In the event that there is no spare vehicle available and the grantee would be required to reduce service to repair the lift or ramp, the grantee can keep the vehicle with the inoperable lift or ramp in service for no more than five days (if the grantee serves an area of 50,000 persons or fewer in population) or three days (if the grantee serves an area of more than 50,000 persons in population)				
a.	When a lift/ramp fails in service the bus may remain in service for the rest of the day but must be taken out of service the following day				Bus Operations, Central Control, Bus Maintenance, HR-Training, OCR-LR ADA
b.	Secret Shopper audits conducted quarterly includes lift/ramp, securement devices, and automated bus stop annunciators.				
c.	Secret Shopper audit findings are forwarded to Metrobus Maintenance for corrective action.				
d.	If a Metrobus in route experiences a problem with an inoperable lift or ramp and the next bus to the same destination is not scheduled to arrive within 30 minutes, the Bus Operator contacts Central Control to request back-up accessible service to the customer final destination bus stop to arrive within 30 minutes. Refer to Bulletin S1241 and Provision of Service Procedure/				

Miami Dade Transit (MDT)
Requirements for Federal Transit Grantees and Subrecipients - 8. ADA

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
XIII.	**ADA Complaints/Lawsuits**				
	Complaints or legal actions may indicate a problem with implementation of the ADA requirements. The FTA Office of Civil Rights should be advised of any pending lawsuits.				
A.1.	**ADA Complaints**				
a.	MDT has multiple contact points for the reporting of complaints. The Government Information Center (GIC) – 311 Answer Center - serves as MDT's primary contact point for customer comments, complaints and suggestions which are documented in the computerized database InfoCom.				Marketing-Jackie Bailey, Safety, OCR-LR
b.	The External Affairs Division in the Miami-Dade Transit (MDT) Director's Office is also responsible for responding to and tracking complaints, suggestions and commendations received from constituents through the offices of the Mayor, County Commissioners, County Manager, as well as those received from transit customers in the MDT Director's Office and transit website: http://www.miamidade.gov/transit/concerns-complaints.asp				
c.	The MDT Paratransit Operations Call Center (786) 469-5000 is the primary point of contact to register complaints on Paratransit (STS) service, as well as, suggestions or comments on improving service. In addition, Paratransit customers may use the online system to file a complaint at http://www.miamidade.gov/transit/sts-comments-concerns.asp.				
d.	Office of Civil Rights and Labor Relations (OCR & LR) - ADA Compliance - conducts and coordinates the investigations of the complaints received by the External Affairs Division regarding compliance with Section 504 of the Rehabilitation Act of 1973 and ADA Title II and Title III rules and regulations, and issues findings and recommendations for the Director's Office review and approval.				
e.	Customers who complained are issued a Feedback number for reference which can be used to track their concerns that are forwarded to an MDT Investigator in the appropriate area for review and response. GIC staff provides customer follow-up. Customers can also use their Feedback numbers for updates on the handling of reported concerns.				
A.2.	**ADA Lawsuits**				
	Pending lawsuits only.				No lawsuits reported at this time
IX.	**Non-discrimination - under ADA**				

Miami Dade Transit (MDT)
Requirements for Federal Transit Grantees and Subrecipients - 8. ADA

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
A.1.	Grantees are required to not discriminate against persons with disabilities. Discriminatory acts include, but are not limited to, denying a person the opportunity for participation in or the benefit of a program and limiting, for a qualified person with physical or mental disability, the enjoyment of any right, privilege, advantage, or opportunity enjoyed by others receiving an aid, benefit, or service.				
	MDT makes reasonable modifications to policies, practices, and procedures when necessary to avoid discrimination on the basis of disability, unless the requested modification would fundamentally alter the nature of the service or activity, or would create a direct threat to the health and safety of the customer or others.				OCR & LR-ADA, Bus Operations, Rail Services, Paratransit.
	Mission Statement: To meet the needs of the public for the highest quality transit service: safe, reliable, efficient and courteous.				
a.	MDT relocates temporarily inaccessible bus stops due to construction projects to a safe location in the immediate vicinity.				Planning, Bus Operations, Safety
b.	MDT provides a door-to-door Special Transportation Service (STS) to the main entrance door upon request. STS Operators help carry up to two grocery bags or other packages but do not go beyond the threshold of the customer's home or beyond the main entrance of any public building.				Paratransit Operations
A.2.	Grantees are required to not discriminate in employment and to make reasonable accommodations for qualified candidates with disabilities hired by the grantee. Such accommodations could include modifications to telephone systems, computers, office furniture, etc.				
a.	MDT has a procedure to make reasonable accommodations to the known physical or mental limitations of qualified employees or applicants with disabilities, who are able to perform the essential job functions (EJFs) of the position they hold or desire with or without reasonable accommodation unless to do so would cause "undue hardship" or "direct threat". MDT is committed to providing accommodations to qualified employees with disabilities during the processes of recruitment, examination, or hiring and during the course of their employment, including accommodations to perform a current job or placement in other jobs.				

Miami Dade Transit (MDT)
Requirements for Federal Transit Grantees and Subrecipients - 8. ADA

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
b.	MDT has adopted the following procedure to provide reasonable accommodation to qualified employees or applicants with disabilities: 1. When an applicant with a disability needs an accommodation in order to be considered for a job, 2. When an employee with a disability needs an accommodation to enable him or her to perform the essential functions of the job or to gain access to the workplace, and 3. When an employee with a disability needs an accommodation to enjoy equal benefits and privileges of employment that are "equal to" those afforded to other similarly-situated employees.				OCR&LR-ADA

MIAMI-DADE TRANSIT
OFFICE OF CIVIL RIGHTS
TITLE VI PROGRAM (FTA C 4702.1A)
MUNICIPALITY INFORMATION SHEET

Municipality Name _____

Address _____

Contact Person & Title _____

Contact Numbers _____

e-mail address _____ Fax _____

Legal Status of Organization _____

TITLE VI DEFINITION - *Title VI of the Civil Rights Act of 1964 as amended states "No person in the United States shall, on the grounds of race, color or national origin, be excluded from, participation in, or be denied the benefits of, or be subjected to discrimination under any program, or activity receiving Federal financial assistance."*

ENVIRONMENTAL JUSTICE DEFINITION - *When municipalities plan or program activities that could potentially have a disproportionately high or adverse impact on human health or the environment, recipients should include explicit consideration of the effects on minority populations and low income populations.*

REQUIREMENTS (FTA 4702.1A Appendix A)	YES	NO	NOTES
Title VI statement clearly posted within dwelling or on company website indicating organization's commitment to providing non-discriminatory services and how to file a Title VI discrimination complaint.			
Tracking system in place to monitor Title VI complaints, as well as a system in place to monitor active Title VI investigations.			
Does municipality collect **demographic* data?			
Has municipality completed a four factor analysis? If answer is NO, what other ways does the municipality provide meaningful access to the population they serve (provide answer in NOTES section).			
Does municipality monitor (every 3 years) the level and quality of service within predominantly minority areas to ensure equitable treatment.			

* Demographic Data- Characteristics of a group per the area.

REQUIREMENTS	YES	NO	NOTES
Does municipality prepare an Environmental Assessment (EA) and an Environmental Impact Statement (EIS) when considering new projects?			

ADDITIONAL INFORMATION

* Demographic Data- Characteristics of a group per the area.

III. I-3 ***Standard Operating Procedure PR-FB-008 MDT Oversight Procedures for Subrecipient Compliance for Rolling Stock***

Miami-Dade Transit **Standard Operating Procedure (SOP)**

Title of Procedure:	MDT Oversight Procedures for Subrecipient Compliance for Rolling Stock	Procedure Number	Revision Date
		PR-FB-008	11/22/13
Division	**Miami-Dade Transit, Division of Resource Allocation; Office of Grants Administration**	Revision Level	Original Issue Date
		0	11/22/13

Reference Documents:	FTA Master Agreement (MA), FTA Circulars 5010.1D; 9030.1D; 7008.1A; 9300.1B; 49 CFR Part 27, 37, 38 American Disabilities Act, Federal Civil Rights Act, 49 CFR Part 40 Drug and Alcohol Testing, National Transit Database, Section 5307, 49 CFR Section 5335, Rule 14.90 Florida Administrative Code (Equipment and Safety Standards) 2012 FTA Triennial Review Workbook, as amended.

References to other documents, standards or local, state or federal mandates that amplify or reinforce requirements stated are listed here. Note: Reference Standards above need to be "met" or "equaled" for SOP compliance.

http://www.fta.dot.gov/13716.html

http://www.fta.dot.gov/grants/12897.html 2012 Triennial Review Workbook

REVIEW LOG

Title	Print Name	Signature	Date
Manager, Grants Administration	**Edward Carson**		11/22/2013

Interdepartmental reviews by required personnel are listed here.

SOP APPROVAL SECTION

Title	Print Name	Signature	Approval Date
Chief, Budget and Performance Reporting	**Robert Villar**		11/22/13

List of Records:		

REVISION LOG

Current Rev. No.	Revision Date	Changes	Reason for Change	Initiator
0	11/22/13	New release	New Format	Robert Villar

Title of Procedure:	MDT Oversight Procedures for Subrecipient Compliance for Rolling Stock	Procedure Number	Revision Date
		PR-FB-008	11/22/13
Division	**Miami-Dade Transit, Division of Resource Allocation; Office of Grants Administration**	Revision Level	Original Issue Date
		0	11/22/13

1.0 Background

Miami-Dade Transit (MDT) was awarded $69,802,389 of ARRA FTA Section 5307 grant funds from the Federal Transit Administration (FTA) of which 20% was approved by the Miami-Dade Board of County Commissioners (BCC) for use by municipalities in Miami-Dade County. The 20% allocation to the municipalities is a one-time award. MDT is responsible for overseeing project management and reporting on all the projects progress (inclusive of municipalities) through the life of the grant and life of the asset. Interlocal Agreements (IA) were entered into between MDT and each municipality (subrecipients) for the purchase of buses and trolleys (rolling stock). The nature of this SOP pertains to IAs with MDT and subrecipients for rolling stock.

MDT procured thirty-four (34) buses/trolleys on behalf of seven (7) (subrecipients): The Cities of Coral Gables, Hialeah, Homestead, Miami, Sunny Isles Beach, Miami Beach and Cutler Bay. MDT followed all federal guidelines for the purchases of the rolling stock. (See Attachment A)

A subrecipient is a non-federal third-party entity that expends Federal awards received from a pass-through entity to carry out a Federal program. MDT, as the designated recipient of FTA funds, has passed through ARRA FTA 5307 grant funds to several subrecipients for various transit-related purposes. Due to the grant's funding relationship, FTA requires direct recipients to ensure its subrecipients are compliant with federal regulatory requirements and that Federal awards are used for authorized purposes in accordance with laws, regulations, and provisions of contract or grant agreements.

Note: *MDT performed all procurement activities to ensure federal procurement such as Buy America, Lobbying, and Debarment and Suspension compliance. Prior to rolling stock being transferred to a municipality, MDT obtained all required documents to ensure that the subrecipients were in compliance with all FTA required policies and procedures.*

2.0 Purpose

This SOP identifies MDT's oversight requirements and implementation strategy for monitoring subrecipient use of federally funded assets. While various federal publications capture oversight requirements, MDT used the FTA Triennial Review Workbook as the primary source document for this procedure. Additionally, this SOP identifies the subrecipient oversight compliance areas applicable for rolling stock items. Furthermore, this SOP will identify the applicable division responsible for overseeing the compliance areas identified.

Title of Procedure:	MDT Oversight Procedures for Subrecipient Compliance for Rolling Stock	Procedure Number	Revision Date
		PR-FB-008	11/22/13
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		0	11/22/13

3.0 Scope

Subrecipient compliance requirements for rolling stock will consist of tracking the use and useful life of such items, implementing statutory programs, policies, and management systems.

4.0 Responsibility

Grant Administration has the responsibility to monitor subrecipient compliance. Due to the diverse nature of compliance requirements, Grant Administration will work in concert with other MDT divisions monitor compliance and report on subrecipient performance.

MDT Divisions	Compliance Areas
Financial Services, Grants Administration	Financial
Financial Services, Performance Analysis, Right of Way Acquisition & Utilities/Joint Development	Satisfactory Continuing Control
Bus Operations	Maintenance
Office of Civil Rights	Title VI
Service Planning and Scheduling	Public Comment
Office of Civil Rights, Service Planning and Scheduling	Half Fare
Office of Civil Rights	ADA
Bus Operations	Charter Bus and School Bus
Human Resources, Materials Management	Drug and Alcohol Program

Grants Administration shall provide training to each division on the purpose of the compliance area, expected subrecipient performance, compliance monitoring processes, documentation standards, reporting of issues, and required follow-up activities.

5.0 Subrecipient Agreements

Miami-Dade County utilizes IAs between the County and respective subrecipients for federal funding pass-through arrangements for the one-time purchase of buses and trolleys. These Agreements describe how the funds are to be used, identify any restrictions placed on the use of funds, roles and responsibilities of each party, and specific federal compliance requirements governing the use of such funds.

Grant Administration is responsible for ensuring that MDT remains current with FTA compliance requirements and that appropriate changes and or updates are included in Interlocal Agreements and compliance monitoring documents.

6.0 Compliance Resources

Grants Administration is responsible for ensuring compliance monitoring is conducted in accordance with this SOP and that any corrective action required by the subrecipient is documented, implemented, and assessed to determine that compliance has been achieved. Grants Administration will provide monitoring staff with assistance in establishing the relevant checklists, compliance criteria, and assessment documents for the respective compliance areas.

Grants Administration will use the subject matter expertise (SME) of the following divisions in the compliance monitoring efforts as needed

- Financial Services;
- Grants Administration;
- Performance Analysis;
- Right of Way and Utilities/Joint Development;
- Office of Civil Rights;
- Governmental Affairs;
- Information Officer;
- Engineering Planning and Development;
- Bus Operations;
- Human Resources;
- Materials Management; and
- Other divisions as needed

The compliance monitoring efforts will consist of the following;

- SME's will advise and forward documentation/checklists to the subrecipients of their compliance requirements in advance of compliance verification either by phone and/or email or site visit;
- Subrecipients will respond and provide information, data required for compliance verification to the SME;

- SME's will review the information, checklist and data provided by the subrecipients for completeness.
- SME will evaluate along with Grants Administration if compliance requirements are being satisfied, if so, compliance documentation is provided to Grants Administration for record keeping.
- Subrecipients not in compliance will be given opportunity to remedy their non-compliance until compliance is met.

Grants Administration, at the beginning of each fiscal year will survey and review all compliance monitoring activities to ensure that compliance is being maintained throughout the year, as well as, establish compliance monitoring activities for the upcoming year.

7.0 Internal Controls for Compliance Monitoring

As noted in **Section 5.0, Subrecipient Agreements,** various informal and formal activities are used to assess compliance. Prior to the execution of each IA, Grants Administration conducted a compliance scoping meeting with other MDT divisions (SME's) to determine the level of compliance required by the IA.

Grants Administration with the assistance of SME's has determined the level of compliance required to identify internal resources needed, documented the methodology to be used in monitoring, identified roles and responsibilities of staff, and assigned responsibility for conducting, documenting, and communicating monitoring efforts. Grants Administration will maintain records for each subrecipient to formally capture compliance efforts.

Grants Administration will ensure SME's inform the subrecipients, review compliance expectations and address communication chain of command for questions, document submittals, and scheduling formal compliance review efforts on an as needed basis. SME will coordinate with Grants Administration on site visits for the purposes of collected compliance documentation (surveys, checklists or certifications) Grants Administration will meet on a semi-annual basis with the SME's for the respective compliance areas, for a status check and review of compliance effort records and their adherence to compliance requirements. Grants Administration will also take this opportunity at the semi-annual meetings to inform MDT SME's of any updates to federal requirements for any the of the respective compliance areas.

8.0 Key MDT Performance Metrics

The compliance areas of Financial, Satisfactory Continuing Control, Maintenance, Title VI, Public Comment, Half Fare, ADA, Charter Bus, School Bus Drug and Alcohol Program and EEO will be handled in the following manner:

Satisfactory Continuing Control

- MDT Financial Services will ensure vehicles used by subrecipients are recorded on MDT's inventory and are included in bi-annual inventory conducted by MDT using the MDT fixed asset management system (FAS 100) in accordance with FTA C. 5010.1D requirements

Inventorying Fixed Assets

The subrecipient shall record and place new rolling stock into the subrecipient inventory system at the time of delivery. The subrecipient shall maintain a subsidiary Fixed Assets Ledger Accounting System with the following required information:

- Description – Tag Number/VIN
- Date in service
- Cost of Asset
- Funding Source(s)
- Depreciation
- Location
- Condition
- Disposal date – when applicable

Subrecipients will submit inventory listings to MDT's Grant Administration that properly identify all discrepancies disclosed by physical inventory and signed by the designated subrecipient official indicating that the physical inventory was completed on a given date, and that official property records were found to be in agreement with the physical inventory, except for reported discrepancies. The listing will be furnished with a minimum of delay after the completion of the physical inventory.

MDT's Financial Services shall conduct a physical inventory of each recipient's Fixed Assets every two years in compliance with FTA regulations. The Vehicle Inventory Form summarizes the areas evaluated. Subrecipients will be informed as to when these inspections will take place. (See Attachment B)

MDT's Grants Administration will assist subrecipients in processing forms related to lost, stolen, and damaged equipment.

Subrecipients shall maintain all support documentation for lost, stolen and damaged equipment and will forward documentation to Grants Administration for record retention.

Disposal

- The subrecipient must send a letter to MDT's Grants Administration requesting disposition of equipment.
- MDT's Assistant Director of Financial Services will provide approval or rejection to the request by letter of concurrence.

Location of Vehicles/Equipment

- The subrecipient shall record the location of each fixed asset item in its accounting or property records.
- The subrecipient must maintain current records as to movement of equipment in such a manner that any item can be located for inspection or inventory purposes within a reasonable time frame.
- Subrecipients must obtain written approval from MDT's Grant Administration for any change in location. Requests and justifications must be made in writing to MDT's Grant's Administration Manager.
- MDT's Grant's Administration Manager will forward the request using a justification to MDT's Assistant Director of Financial Services for approval.
- MDT's Grant's Administration Manager will review the request and provide approval or rejection to the subrecipient by e-mail.

Maintenance

- MDT Bus Operations and Performance Analysis SME's, on an annual basis, ensure subrecipients have written vehicle maintenance standards that met FTA requirements
- MDT Performance Analysis SME provide the compliance criteria and tools needed to review subrecipient vehicle maintenance records, inspect FTA funded vehicles and ensure ADA related vehicle equipment are in working condition.
- Subrecipient must submit the Preventive Maintenance Annual Report for Equipment (See Attachment C) on an annual basis to Grants Administration. The report is due within 30 days from the end of MDT's fiscal year (October 30th).

Title VI/Public Comment on Fare and Service Changes

All subrecipients for 5307 Program funds must have completed civil rights program information as required in FTA Circular 9040.1F. Title VI updates must be submitted to MDT's Grants Administration.

Title VI compliance is monitored through the use of on-site visits done annually with subrecipients. These reviews follow the FTA SMR guidelines for Civil Rights. Grants Administration will review submitted service reports for completeness and appropriateness.

General Reporting Requirements

Planned changes in services, facilities, and policy must not result in discrimination against any segment of the community protected under Title VI of the Civil Rights Act of 1964. The subrecipient must ensure that no person is discriminated against on the grounds of race, color, or national origin. Service and facilities planning must take into consideration the potential impact on minority populations.

The subrecipients Title VI Compliance Checklist and Title VI Self-Survey (See Attachments D & E) should reflect the local subrecipient's policy of planning and providing services in a manner that does not discriminate against any segment of the community protected under Title VI. Updated information should be provided to MDT's Grants Administration as conditions warrant, but at a minimum, Part I of the form should be submitted annually.

- A list of any active lawsuits or complaints naming the applicant which allege discrimination on the basis of race, color, or national origin with respect to service or other transit benefits. The list should include:
  - o The date the lawsuit or complaint was filed;
  - o A summary of the allegation; and
  - o The status of the lawsuit or complaint.

- A description of all pending applications for financial assistance, and financial assistance currently provided by other federal agencies.

- A summary of all civil rights compliance review activities conducted in the last three years. The summary should include:
  - o The proposed reason for the review;
  - o The name of the agency or the organization that performed the review;
  - o A summary of the findings and recommendations of the review; and
  - o A report on the status and/or disposition of such findings and recommendations.

Grants Administration, in conjunction with the Office of Civil Rights, reviews the information provided by assigned subrecipients using the Title VI Compliance Checklist.

Grants Administration, in conjunction with the Office of Civil Rights, should also review subrecipient compliance in relation to the requirement of FTA oversight as noted on the FTA website.

All Title VI data for subrecipients is maintained and updated by Grants Administration.

- MDT office of Civil Rights SME will send out annual notifications and instructions (by email) to subrecipients of their responsibility to send MDT periodic reports of Title VI complaints.
- MDT Office of Civil Rights SME will monitor activities by review of subrecipient reports and monitoring of complaints to ensure minority, LED (Limited English Proficiency) and low income population input is sought during public outreach and involvement activities
- MDT Service Planning and Scheduling SME will review subrecipients public comment process and policy regarding fare and service changes.
- MDT Service Planning and Scheduling SME will monitor subrecipients to ensure the public comment policy is followed.

Half Fare

- MDT Service Planning and Scheduling SME/Title VI SME will ensure subrecipients comply with half fare requirements on an annual basis
- MDT Service Planning and Scheduling SME will ensure compliance by reviewing subrecipient files, fare schedule, system brochures, and on their websites, on an annual basis
- SME's will advise and forward documentation to the subrecipients of their compliance requirements in advance of compliance verification

ADA

- MDT Office of Civil Rights, ADA Officer SME, on an annual basis will notify subrecipients of ADA compliance requirements that require the subrecipient to submit to MDT reports from subrecipients related complaints; reports will detail status of each complaint.

Charter Bus/School Bus Service

MDT requires Section 5307 applicants to certify that they will not perform any charter service by signing the Certification of No Intent of Charter Service Form. (See Attachment F)

The exception to this certification is the conveyance of Government Officials, not to exceed eighty (80) hours of use in a given fiscal year. Each subrecipient may apply for this exception.

Below are the steps for this procedure:

The subrecipient must inform Grants Administration each time the subrecipient decides to use the exception; subrecipients must submit a quarterly report indicating the use of exceptions using the format provided in the FTA Charter Exceptions Quarterly Reporting Form (See Attachment G) within 10 days after the end of the quarter.

Grants Administration reports the conveyances in TEAM.

Drug and Alcohol Program

Subrecipients are required to certify that they are adhering to FTA's Drug and Alcohol policies by submitting an Anti-Drug Program Certification (See Attachment H)

The MDT Human Resource and Materials Management SME's will be responsible for reviewing the following:

- Ensure subrecipients have a drug and alcohol testing program for safety sensitive employees that meets FTA requirements
- Ensure that subrecipients who have employees who are subject to Federal Motor Carrier Safety Administration (FMCSA) drug and alcohol testing that also provide services to FTA provided vehicles are covered by FTA Drug and Alcohol Program requirements
- Ensure subrecipient conduct the required types of drug and alcohol testing for all required substances.
- Ensure subrecipients test all covered employees after an accident involving an FTA procured vehicle.
- Ensure subrecipient compliance with FTA Drug and Alcohol Program requirements by conducting on-site visits, reviewing subrecipient plans and records.

Equal Employment Opportunity

The Office of Civil Rights, EEO Officer-SME ensures subrecipient compliance by the following activities:

- Annual email notification to all subrecipients informing them of the compliance requirements
- Civil Rights EEO Officer SME provides and obtains all the required EEO compliance data to/from subrecipients via email

Grants Administration will review and maintain all relevant compliance documents with the SME's of the respective compliance areas. Subrecipients determined in non-compliance during the monitoring compliance determinations will be given the opportunity to meet compliance.

Attached are sample checklists that will be modified (if needed) for use by respective SME's to conduct compliance monitoring.

- Satisfactory Continuing Control
- Equal Employment Opportunity
- Drug and Alcohol Testing
- Maintenance
- ADA
- Title VI

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9.0 MDT Quality Assurance Oversight and Compliance Assessments

The MDT Quality Assurance Division will be responsible for coordinating with the respective SME's within the MDT Divisions to obtain the compliance criteria, completed SME checklists, and/or documentation/data provided by the subrecipients to conduct random on-site QA audits to ensure compliance with the Interlocal Agreements between the City and the County, including federal, state, and local requirements.

Attachment (A)

Miami Dade Transit
ARRA Funded Subreceipents
Municipalities Oversight Procedures
For Use of Rolling Stock Purchased with ARRA 5307 Grant Funds

	Municipalities	Descriptions	Operater	Bus Fees
1	City of Carol Gables	Trolley 1	Subcontractor	No
2	City of Hialeah	Diesel Buses 8	Subcontractor	Yes
3	City of Homestead	Trolley 1	Subcontractor	No
4	City of Miami	Trolley 19	Subcontractor	No
5	City of Sunny Isles Beach	Trolley 2	Owner (City)	No
	Operated and Maintained By MDT			
6	City of Miami Beach	Buses 2	Miami Dade Transit	N/A
7	Town of Cutler Bay	Trolley 1	Miami Dade Transit	N/A

Aplicable Subrecipient Sections
For Oversight Procedures to ensure Subrecipient Compliance

Monitor Sub - recipients	Satisfactory Continuing Control	Vehicle Maint	Title VI	Fare & Ser. Changes	Half Fare	ADA	Charter Bus	Drug Free W/P	Drug & Alcohol Program
Yes	Yes	Yes	Yes	Yes	1	Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes	Yes	1	Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes	Yes	1	Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes	Yes	1	Yes	Yes	Yes	Yes
(2) All procedures falls under MDT requirements									
(2) All procedures falls under MDT requirements									

Note (1) All trolley service is provided at no charge. The Municipalities are required to inform MDT prior to any change in fare structure.

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ATTACHMENT B

VEHICLE INVENTORY FORM

Municipality Name: _____

OPERATOR	VEHICLE TYPE	VIN	YEAR	MFR	CAPACITY	GRANT #	LOCATION

Date of Inventory: _____

Signed: _____

Additional comments : _____

_____

_____

PREVENTIVE MAINTENANCE ANNUAL REPORT FOR EQUIPMENT (SAMPLE)

Subrecipient Name: _____

Fixed Route PM Types:

Type	Description	Schedule
A	Oil Change/Complete Inspection	6,000 Miles
B	Transmission Change	20,000 Miles
C	Differential Change	24,000 Miles

Fixed Route PM Report Period: January 1 – March 31, 2007

Buses Serviced (Bus Numbers)	PM Type	Mileage at this PM	Mileage at last PM	Difference*	Analysis** (On-time = 10% or less)
123	A	70,330	69,987	6,343	5.7%
238	A	15,215	9,215	6,000	0.0%
315	A	26,310	20,600	5,710	-4.8%

Demand Response PM Types:

Type	Description	PM Schedule
A	Oil Change/ Complete Inspection	3,000 Miles
B	Transmission Change	8,000 Miles
C	Differential Change	12, 000 Miles

Demand Response PM Report Period: January 1 – March 31, 2007

Buses Serviced (Bus Numbers)	PM Type	Mileage at this PM	Mileage at last PM	Difference*	Analysis** (On-time = 10% or less)
333	A	70,330	67,210	3,120	4.0%
444	A	15,215	12,215	3,000	0.0%
777	A	26,310	23,600	2,710	-9.6%

* Difference equals the Mileage at this PM minus the mileage at last PM.

** Analysis equals the Difference minus scheduled PM mileage, e.g. 3,000 miles, 6,000 miles, divided by the scheduled PM mileage. (Difference – Scheduled PM Mileage) = Analysis Scheduled PM Mileage

Spare Ratio Report (Fixed Route Vehicles):

Total Vehicles in Fleet	Peak Number of Vehicles	Spares	Spare Ratio*
23	19	4	21.0%

* Spare ratio equals the number of spares divided by the number of peak use vehicles. Transit systems with less than 50 vehicles must maintain a ratio of approximately 40% or less.

TITLE VI COMPLIANCE CHECKLIST

Requirement	Description	Yes	No	NA	Comments
General Reporting Requirements - all applicants, recipients and subrecipients shall maintain and submit the following:					
A list of active Title VI lawsuits or complaints	In accordance with Chapter III, Section 2.a. of FTA Circular 4702.1: All applicants, recipients and subrecipients shall maintain and submit a list of any active lawsuits or complaints naming the applicant who alleges discrimination on the basis or race, color, or national origin with respect to service or other transit benefits.				
Pending applications for financial assistance;	In accordance with Chapter III, Section 2.b. of FTA Circular 4702.1: All applicants, recipients and subrecipients shall maintain and submit a description of all pending applications for financial assistance, and all financial assistance currently provided by other Federal agencies				
A summary of recent civil rights compliance review activities	In accordance with Chapter III, Section 2.c. of FTA Circular 4702.1: All applicants, recipients and subrecipients shall maintain and submit a summary of all civil rights compliance review activities conducted in the last three years.				
FTA Civil Rights Assurance	In accordance with Chapter III, Section 2.d. of FTA Circular 4702.1: All applicants, recipients and subrecipients shall maintain and submit a signed FTA Civil Rights Assurance that all of the records and other information required have been or will be compiled, as appropriate.				
A fixed-facility impact assessment analysis, if applicable, for construction projects	In accordance with Chapter III, Section 2.f. of FTA Circular 4702.1: For construction projects, all applicants, recipients and subrecipients shall conduct a fixed-facility impact analysis to assess the affects on minority communities. If this information has been prepared as a result of an environmental assessment or environmental impact statement, the applicant, recipient, or subrecipient should reference the relevant information by document, page number(s) and date of submission to FTA.				
Program-Specific Requirements - all applicants, recipients and subrecipients that provide public mass transit service in areas with populations over 200,000 shall also submit the following:					
Demographic and Service Profile Maps, Overlays and Charts	In accordance with Chapter III, Section 3.a.(2) of FTA Circular 4702.1, Transit providers with service-area populations over 200,000 must prepare a document detailing demographic and service profile maps, overlays, and charts. These maps must be updated and submitted after each Federal census or as soon as the census data becomes available, or within three years when there are significant changes in the transit system.				

Requirement	Description	Yes	No	NA	Comments
Service Standards and Policies	In accordance with Chapter III, Section 3.a.(2) of FTA Circular 4702.1, Recipients with service-area populations over 200,000 people should provide information on the system-wide service policies and standards used by the local transit system which relate to service considerations covered by Title VI. At a minimum, FTA recommends that transit service policies and standards be established for these indicators: (1) Vehicle Load or Load Factor (2) Vehicle Assignment (3) Distribution of Transit Amenities (4) Vehicle Headway (5) Transit Access				
Assessment of Compliance by Grantees	In accordance with Chapter III, Section 3.a.(3) of FTA Circular 4702.1: Transit systems with service-area populations above 200,000 people are required to develop procedures and guidelines for monitoring compliance with Title VI. At a minimum, transit providers must conduct and document periodic compliance assessments to determine whether the transit service provided to minority communities and minority users is consistent with the objectives cited in Chapter I of the circular.				
Other Areas of Title VI Considerations	Title VI considerations extend to four other components: (1) Changes in Service Features; (2) Information Dissemination; (3) Minority Representations on Decision-making Bodies; and (4) Multilingual facilities.				
(1) Changes in Service Features	In accordance with Chapter III, Section 3.a.(4)(a) of FTA Circular 4702.1: Recipients must provide a description of the type of service changes proposed by the transit authority over the next three-years, and a statement of the effect of these changes on the minority communities and minority transit users.				
(2) Information Dissemination	In accordance with Chapter III, Section 3.a.(4)(b) of FTA Circular 4702.1: Recipients must provide a description of the methods used to inform minority communities of service changes relating to transit service and improvements.				

Requirement	Description	Yes	No	NA	Comments
(3) Minority Representations on Decision-making Bodies	In accordance with Chapter III, Section 3.a.(4)(c) of FTA Circular 4702.1: Recipients must provide a racial breakdown of transit-related non-elected boards, advisory councils or committees, which are an integral part of the transit agency's planning process, implementation of programs and other related activies. Recipients must providea description of the efforts made to encourage minorities to participate on such boards, councils, or committees.				
(4) Multilingual facilities	In accordance with Chapter III, Section 3.a.(4)(d) of FTA Circular 4702.1: Recipients must provide a description of the extent to which bilingual persons and/or materials are or will be used to assist non-English speaking persons desiring use of the transit system.				
Monitoring Procedures for Transit Providers – all applicants, recipients and subrecipients that provide public transit service are required to develop and implement procedures to monitor their level and quality of transit service to determine compliance with Title VI.					
Internal Monitoring Procedures	In accordance with Chapter IV, Section 3.a.(4) (a) of FTA Circular 4702.1: FTA is requiring that all grantees that provide public transit service develop and implement procedures to monitor their level and quality of service to determine compliance with Title VI. These comparisons of the level and quality of transit service provided to the minority community, against overall system averages, will measure the actual realization of established service policies and standards.				
Complaint Process for Title VI – all applicants, recipients, and subrecipients shall have a procedure in place for the filing of Title VI discrimination complaints. The procedure shall be made available to participants, beneficiaries, and other interested parties.					
Title VI Complaints	In accordance with Chapter VIII, Section 2.b(4) of FTA Circular 4702.1: Each recipient shall make available to participants, beneficiaries, and other interested parties information regarding the recipient's Title VI program.				

TITLE VI SELF SURVEY

Subrecipient: _____

Survey Date: _____

Name of Program/Grant: _____

Summary of Complaints:

Number of complaints for the past year: _____

Number of complaints voluntarily resolved: _____

Number of complaints currently unresolved: _____

Attach a summary of any type of complaint and provide: Name of complainant

- Race
- Charge
- Findings
- Corrective Action
- Identify any policy/procedure changes required as a result of the complaint
- Provide the date history (date complaint received through resolution)

Distribution of Title VI Information:

Are new employees made aware of Title VI responsibilities pertaining to their specific duties?

Yes _____ No _____

Do new employees receive this information via employee orientation?

Yes _____ No _____

Is Title VI information provided to all employees and program applicants?

Yes _____ No _____

Is Title VI information prominently displayed in the organization and on any program materials distributed?

Yes _____ No _____

Identify any improvements you plan to implement before the next self-survey to better support Title VI communication to employees and program applicants.

_____
_____
_____
_____

Identify any problems encountered with Title VI compliance

_____
_____
_____
_____

Signature: _____
Title: _____
Date: _____

Return to: Miami-Dade Transit
Grants Administration
701 NW 1st Crt, 13th FL, East
Miami, FL 33130

ATTENTION: Grants Administration Manager

CERTIFICATION OF NO INTENT OF CHARTER SERVICE

(Legal Name of City) certifies that it does not intend to provide charter service with FTA funded equipment or facilities during the operating period of this application. Should the Applicant decide to provide charter service, the Applicant will notify the Miami-Dade Transit no less than 90 days prior to implementation of this service.

DATE:_____

_____
Signature of Authorized Officer

_____
Name and Title of Authorized Officer

ATTACHMENT G

FTA CHARTER EXCEPTIONS QUARTERLY REPORTING

	Section 1					Section 2								Section 3	
	Exception	Name	Address	Phone #	Email Address	Date of Service	Start Time of Service	# of Passengers	Trip Origination	Trip Destination	Trip Duration (hours)	Fee Collected (per capita or total)	Vehicle #s (separate by semicolon)	# of Vehicles	Supporting Documentation (Document Title)
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															

ANTI-DRUG PROGRAM CERTIFICATION

I, (Name of Official) _____, (Title) _____

Certify that (Subrecipient) _____ and its contractors as required under 49 of U.S Code(U.S.C) Parts 655 and 40 for the section 5307 program, has established and implemented an anti-drug and alcohol misuse prevention program in accordance with the above federal regulations.

I further certify that the following statements are true:

1. Random testing of safety sensitive employees will be conducted in a manner consistent with requirements of 49 CFR Parts 655 and 40 and that these tests will be spread reasonably throughout the calendar year to include all workdays and hours of service and shall be unpredictable.

2. Employee training will be conducted in a manner consistent with requirements of 49 CFR Parts 655 and 40.

_____ Signature of Subrecipient

_____ Signature of Contractor

Date: _____

Date: _____

MIAMI-DADE COUNTY

ARRA Municipality Compliance Checklist

Revision: 1

Municipality: _____ Date: _____ Inspector: _____

Satisfactory Continuing Control

1. Equipment

	ND= NO DEFICIENCY D= DEFICIENCIES N/A= NOT APPLICABLE	ND	D	N/A
a.	**State Procedure** If the grantee is a state, how does it maintain control over FTA funded equipment?			
b.	**Equipment Records** Does the grantee have the equipment records that provide the required information?			
c.	**Biennial physical inventory & reconciliation** Did the grantee conduct a physical inventory of FTA funded equipment in the past two years. Were the results of the inventory reconciled to equipment records?			
d.	**Property Control System** What is the grantee's control system to prevent loss, damage or theft of FTA funded property? Does the grantee investigate and document any loss, damage or theft of FTA funded property?			
e.	**Oversight** How does the grantee maintain control of FTA funded contractor, lessee or subrecipient operated equipment?			
f.	**Leases** Does the grantee lease FTA funded equipemnt to private operators? If yes, was prior concurrence from FTA obtained for leases entered into on or after November 1, 2008? Do the leases include the required provisions?			
g.	**Project Use** Did the grantee notify FTA when it withdrew equipment with remaining useful life from project use of applied it to a different use?			
h.	**Disposition** Did the grantee or a subrecipient dispose of any FTA funded equipment or supplies during the past three years? If yes, did FTA provide prior concurrence in the method of disposition of equipment removed from service before the end of service life? Has FTA been reimbursed for its share of proceeds, if required? For retained proceeds, did the grantee correctly apply the proceeds to reduce the gross project cost?			
i.	**Insurance Procedes** Did the grantee apply insurance proceeds to the cost of replacing damaged or destroyed project property or return to FTA an amount equal to its remaining interest in the lost, damaged, or destroyed project property?			
j.	**Fixed route bus spare ratio** For fixed route buses operated in urban service (NTD motorbus category), does the spare ratio exceed FTA's 20 percent guideline for bus fleets of 50 or more revenue vehicles? For fleets of fewer than 50 buses, does the spare ratio appear reasonable?			
k.	**Contingency fleet** Is there a bus contingency fleet? If yes, is there a contingency plan?			
l.	**Fleet management plan** If the grantee is a rail operator, is a rail fleet management plan on file? If yes, does the plan include the required elements?			

Maintenance

	ND= NO DEFICIENCY D= DEFICIENCIES N/A= NOT APPLICABLE	ND	D	N/A
1.	**Vehicle Maintenance**			
A	Does the grantee have a current written maintenance program/ plan for FTA funded rolling stock? Does the program include goals and objectives? Are the plan and preventive maintenance checklists consistent with the current operating fleet? Are the plan and checklists consistent with manufacturers' minimum maintenance requirements for vehicles under warranty? How does the grantee track the manufacturers recommendations and updates on requirements?			
B	What is the grantee's schedule for vehicle preventive maintenance inspections? Are they completed on time?			

C	Does the grantee's vehicle maintenance program address maintenance procedures for wheelchair lifts and other accessibility features? Do maintenance records indicate regular and periodic maintenance checks for lifts and ramps? Do maintenance records indicate that other accessibility features (e.g., kneelers, public address systems, voice annunciation systems, etc.) are maintained in operative condition?			
	ND= NO DEFICIENCY D= DEFICIENCIES N/A= NOT APPLICABLE	ND	D	N/A
2. Facility and Equipment Maintenance				
A	Does the grantee have a current written maintenance program for its FTA funded facilities and facility related equipment? Does the program include inspections and preventive maintenance activities to ensure that assets are protected from deterioration and			
B	What is the grantee's schedule for facility and equipment preventive maintenance inspections? Are they completed on time?			
C	Does the grantee's facility maintenance program address maintenance procedures for accessibility features? Do maintenance records indicate that accessibility features are maintained in operative condition?			
3. Warranty Program				
A	Is any FTA funded equipment under warranty? If yes, what is the grantee's system for recovering warranty claims? Are claims pursued satisfactorily?			
4. Oversight				
A	Does the grantee have FTA funded vehicles or facilities that are maintained by subrecipients, leased to service providers or maintained under contract by other than the grantee's employees? If yes, does the grantee have written maintenance standards? Do the standards address ADA requirements for maintenance of accessibility features? Does the grantee have or require written maintenance plans? How does the grantee ensure that subrecipients, contractors and lessees follow the required maintenance standards/ plans?			
Bus Shelter & Bus Benches- Real Property				
	ND= NO DEFICIENCY D= DEFICIENCIES N/A= NOT APPLICABLE	ND	D	N/A
a.	Property - Shelter Inventory Does the grantee have a property inventory list with required information?			
b.	Property Control System What is the grantee's control system to prevent loss, damage or theft of FTA funded property? Does the grantee investigate and document any loss, damage or theft of FTA funded property?			
c.	Insurance Proceeds Did the grantee apply insurance proceeds to the cost of replacing damaged or destroyed project property or return to FTA an amount equal to its remaining interest in the lost, damaged, or destroyed project property?			
d.	Incidental Use Is there incidental use at the shelter locations? If yes, did FTA approve the incidental use of the property?			
e.	Project Use Did the grantee notify FTA when the property was no longer needed for any transit purpose? Is an excess property plan in place?			

ARRA Funded Equipment Compliance Checklist

Revision: 1

Satisfactory Continuing Control

Municipality _____ Date _____

Inspector _____

1. Equipment

a.	State Procedure		
b.	Equipment Records		
c.	Biennial physical inventory & reconciliation		
d.	Property Control System		
e.	Oversight		
f.	Leases		
g.	Project Use		
h.	Disposition		
i.	Insurance Procedes		
j.	Fixed route bus spare ratio		
k.	Contingency fleet		
l.	Fleet management plan		

Maintenance

Maintenance

1	Vehicle Maintenance		
2	Facility and Equipment Maintenance		
3	Warranty Program		
4	Oversight		

Bus Shelters - Real Property

a.	Property - Shelter Inventory		
b.	Property Control System		
c.	Insurance Proceeds		
d.	Incidental Use		
e.	Project Use		

MIAMI-DADE TRANSIT
OFFICE OF CIVIL RIGHTS
MUNICIPALITY INFORMATION SHEET

MIAMI-DADE COUNTY

Municipality Name _____

Address _____

Contact Person & Title _____

Contact Numbers _____

e-mail address _____ Fax _____

Legal Status of Organization

REQUIREMENTS	YES	NO	NOTES
Organizational Chart with position, EEO Job category, race and gender provided (picture)			
EEO policy Statement			
Internal Unlawful harassment policy provided			
Internal Sexual harassment policy provided			
Internal Violence in the workplace policy provided			
Proof of visible Federal, State and County required EEO posters submitted			
Has 50 or more Transit related employees			
Internal established recruitment method and process provided			
Internal recruitment results submitted			
Additional Information			

MIAMI-DADE COUNTY
Miami-Dade Transit

Drug and Alcohol Testing Program Oversight Procedures

I. Purpose

This document is be used to monitor and assess subrecipient's name compliance with FTA Drug and Alcohol Testing requirements.

Subrecipients using FTA funds under Capital Grant, Urbanized Area Formula Grant, or Non-Urbanized Area Formula Grant Programs must have a drug and alcohol testing program in place for all safety sensitive employees.

II. Reference:

49 CFR 655.81
49 CFR 40.15
Implementation Guidelines for Drug and Alcohol Regulations in Mass Transit

III. Monitoring Function Assigned to:

IV. Methods of Monitoring:

- ☐ Policy Review
- ☐ Program Related Document Review
- ☐ Spot Check
- ☐ Other

V. Frequency of Monitoring:

- ☐ Monthly
- ☐ Quarterly
- ☐ Semi-Annual

☐ Annually

VI. Compliance Standards:

MDT-approved Subrecipient Drug and Alcohol Testing Program

Drug/Alcohol Program Oversight Checklist

Part 1 Subrecipient Program Review

As part of its monitoring program, MDT will perform on site review of subrecipient's records every _____ to inspect the following:

1. **Random Testing Rates**
   Contractor is testing at a random rate of 25 percent for drugs and 10 percent for alcohol

   Y ☐ N ☐ Corrective Action:

2. **Security of Test Records**
   Drug and alcohol testing program records are maintained in a secure location with controlled access

   Y ☐ N ☐ Corrective Action:

3. **Supervisor Training**
   Records show that safety-sensitive employees have received 60 minutes of training on the effects and consequences of prohibited drug use on the personal health, safety, and the work environment, and on the signs and symptoms that may indicate prohibited drug use

   Y ☐ N ☐ Corrective Action:

   Records show that supervisors who are designated to determine whether reasonable suspicion exists to require a safety-sensitive employee to undergo alcohol and/or drug testing

   Y ☐ N ☐ Corrective Action:

4. **MIS Submittal**
   Annual management information system (MIS) report of drug and alcohol test results

   Y ☐ N ☐ Corrective Action:

5. Certifications current for MRO, SAP, BAT
Proper and updated certifications are on file

Y N
☐ ☐ Corrective Action:

6. Post Accident Determinations

Subrecipient makes proper post-accident determinations

Y N
☐ ☐ Corrective Action:

7. Collection Site

This checklist will be utilized when making unannounced inspections of collection facilities. The following elements are necessary to conduct a urine specimen collection in accordance with 49 CFR Part 40 U.S. Department of Transportation Workplace Drug Testing Specimen Collection Guidelines:

☐ A privacy enclosure for urination, preferably a single toilet room with full length door

☐ A suitable clean writing surface

☐ A water source for hand washing that is located outside of the privacy enclosure

☐ If a water source is available within the privacy enclosure, it must be secured with tamper evident tape

☐ The absence of substances that could be used to adulterate or substitute urine specimens (cleaning agents, hand soap, etc.)

☐ A bluing agent has been added to the toilet water to prevent substitution/adulteration of the specimen

☐ Areas and items that are suitable for concealing contaminants must be secured and inspected prior to the collection (e.g.; trash receptacles, paper towel holders, under sink cabinets)

☐ Restricted access to the privacy enclosure to ensure the donor's privacy and to prevent the collector from becoming distracted

☐ Restricted access to the collection materials and specimens must be maintained at all times, signs should be posted indicating restricted areas

☐ All collectors must meet the minimum requirements to collect DOT urine specimens, and must be able to provide documentation of training, proficiency demonstration, refresher training and error correction training to DOT representatives, employers or TPAs upon request.

☐ Split specimen collection kits must be used for all DOT testing

☐ Federal Drug testing custody and control forms must be used for all DOT required testing

☐ Collector must require proper identification of the employee before the collection procedure commences. (Use of driver's license, employee ID badge or other government issued **photo** identification is acceptable as well as the identification from a DER when donor is accompanied by such)

Post Site Visit Action:

1. Is there a noncompliance issue that warrants FTA notification and/or involvement? Yes☐
   No☐
2. Is there a noncompliance issue that warrants notification to MDT Legal Counsel? Yes☐
   No☐
3. Is there a noncompliance issue that warrants immediate intervention by MDT? Yes☐
   No☐
   Explain:
4. Are findings such that require a meeting between subrecipient and MDT? Yes☐
   No☐
5. Written report of findings to be completed by MDT's Office of _____cc:
   _____
6. Subrecipient response to report due:_____
7. Date MDT verified corrective action was implemented_____
8. **Approval to Close Report:**

_____ _____
Authorized Approval Date

9. **Report and Supporting Documents Received by the Office Of Grant Administration by:**

_____ _____

Authorized Approval Date

Part 2 Subrecipient Policy Review

Subrecipient Testing Policy:

Upon execution of the Interlocal Agreement, MDT's Human Resource Office will review the subrecipient's policy using the following checklist. Deficiencies found and corrective action required by the subrecipient will be reported to the Office of Grant Administration for further action.

MDT's Human Resources Office will monitor the FTA drug and alcohol program requirements and require the subrecipient to revise the policy as needed.

Drug/Alcohol Program Policy Requirements Checklist

1. Designated contact person, board adoption

☐ Identity of the person, office, branch or position designated by the employer to answer employee questions about the anti-drug and alcohol misuse prevention program

☐ Approval/adoption by the local governing board of the employer or operator, or other responsible individual with appropriate authority

2. Covered Employees

☐ Operating a revenue service vehicle, in or out of revenue service

☐ Maintaining a revenue service vehicle or equipment used in revenue service

☐ Controlling dispatch/movement of a revenue service vehicle (determined by employer)

☐ Operating of a non-revenue vehicle requiring a CDL

☐ Volunteers:

1) *Must* have CDL to drive vehicle, or

2) Remunerated for service in excess of costs incurred

☐ Carrying a firearm for security purposes

**The policy must include a list of the actual positions/categories covered at your company*

3. Prohibited Substances

☐ Marijuana

☐ Cocaine

☐ Amphetamines

☐ Opiates
☐ Phencyclidine
☐ Alcohol

4. Prohibited behavior

☐ Use of illegal drugs prohibited at all times
☐ Alcohol use prohibited 4 hours prior to performing safety-sensitive functions, while on call, and while performing safety-sensitive functions
☐ Alcohol use prohibited 8 hours after accident or until Post Accident test is performed
☐ Employees are prohibited from performing safety-sensitive functions while having an alcohol concentration of 0.04 or greater

5. Pre-employment

☐ Negative test before 1st safety-sensitive duty, must be made up if canceled
☐ If out of safety-sensitive duty for 90+ days, and out of random testing pool, emp needs DOT *pre-employment test* with negative result prior to returning to covered duty
☐ Applicant who previously failed/refused a DOT test must show evidence of treatment
☐ If employer chooses to require alcohol test: *1) pre- SS duty, 2) all covered employees 3) after offer of employment/transfer 4) must follow Part 40 regulations 5) BAC < 0.02*

6. Random

☐ Scientifically valid selection method
☐ Equal chance of selection on each draw
☐ No discretion on the part of management/supervisors
☐ Testing is conducted on all days and hours throughout the year
☐ Unannounced and immediate
☐ Alcohol testing only permissible just before/ during/just after actual performance of safety-sensitive functions

7. Post-accident

FTA Thresholds:

☐ Fatality

☐ Medical treatment away from scene, unless driver discounted

☐ Disabling damage, unless driver discounted

☐ All other covered employees whose performance could have contributed to the accident

☐ Readily available *(or considered a refusal to test)*

☐ Readily available *(testing is stayed while employee assists in resolution of the accident or receives medical attention following the accident)*

8. Reasonable suspicion

☐ Trained supervisor

☐ Physical signs & symptoms, contemporaneous observation

☐ Alcohol testing only permissible just before/during/just after SS duty

9. Return-to-duty and Follow-up

☐ Conducted in accordance with Part 40, subpart O

☐ All tests conducted under direct observation

10. Procedures

☐ Policy states all FTA-required testing conducted in accordance w/ 49 CFR Part 40

11. Requirement to Submit

☐ All covered employees are required to submit to drug and alcohol tests as a condition of employment in accordance with 49 CFR Part 655

12. Period of Coverage

☐ Drug test – anytime on while on duty

☐ Alcohol test (random & reasonable suspicion) – Just before, during, or immediately after actual performance of safety-sensitive functions

13. Test Refusal

☐ Failure to remain until the testing process is complete
☐ Failure to attempt to provide a breath or urine specimen
☐ Failure to provide a sufficient quantity of urine or breath without a valid medical explanation
☐ Failure to undergo a medical evaluation as required by the MRO or DER
☐ Failure to cooperate with any part of the testing process
☐ Failure to permit an observed or monitored collection when required
☐ Failure to follow an observer's instructions to raise and lower clothing and turn around (observed)
☐ Possessing or wearing a prosthetic or other device used to tamper with the testing process
☐ Failure to take a second test when required
☐ Admitting the adulteration or substitution of a specimen to the collector or MRO
☐ MRO verified adulterated/substituted sample
☐ Refusal to sign Step 2 of alcohol test form
☐ Failing to appear within a reasonable time
**For pre-employment, NOT a refusal: Failure to appear, failure to remain at site prior to start of test, aborting collection before test commences*

14. Consequences

☐ Positive drug or alcohol (above 0.04) test result or test refusal (SAP Referral Required)
☐ BAC in range of 0.02 to 0.039 (*remove employee from safety-sensitive position- apply transit system disciplinary policy if applicable; DOT SAP referral prohibited)*

☐ Dilute negative: must have fixed policy to retest or not retest (though policy may differ between test types)

15. Additional Employer Provisions Allowed

☐ Policy delineates between FTA and company policy prohibitions, terms, etc.
☐ The provisions of the Drug Free Workplace Act of 1988 may be incorporated in the policy statement but must be so identified

Compliance Tips

☐ Effective date of policy-normally found on cover of policy

☐ Policy distribution -Employees should be requested to sign a confirmation of receipt form

☐ Make sure future revisions of a substantive nature also receive Board approval

☐ Make sure all employees have the most current version of the policy

☐ Clearly differentiate between FTA and company authority

Post Site Visit Action:

1. Is there a noncompliance issue that warrants FTA notification and/or involvement? Yes☐ No☐
2. Is there a noncompliance issue that warrants notification to MDT Legal Counsel? Yes☐ No☐
3. Is there a noncompliance issue that warrants immediate intervention by MDT? Yes☐ No☐

   Explain:
4. Are findings such that require a meeting between subrecipient and MDT? Yes☐ No☐
5. Written report of findings to be completed by MDT's Office of _____cc: _____
6. Subrecipient response to report due:_____
7. Date MDT verified corrective action was implemented_____
8. **Approval to Close Report:**

   _____ _____

   Authorized Approval Date
9. **Report and Supporting Documents Received by the Office Of Grant Administration by:**

   _____ _____

   Authorized Approval Date

MIAMI-DADE COUNTY
MIAMI-DADE TRANSIT

Subrecipient Compliance Monitoring:

Maintenance

I. Purpose:

This document is be used to monitor and assess subrecipient's name compliance with FTA requirements for the maintenance of the following assets:

II. Reference:

49 CFR 37.161-163
49 CFR 18.37 and 18.40
FTA C 5010.1D, Ch. II, Section 3.a and Ch. IV, Sections 3.j(1), 3.k and 3.m
FTA C 9030.1D, Ch. IV, Section 8.c
FTA Master Agreement, Section 19.c

III. Monitoring Function Assigned to:

IV. Frequency of Monitoring:

- ☐ Monthly
- ☐ Quarterly
- ☐ Semi-Annual
- ☐ Annually

V. Compliance Standards:

Subrecipient Maintenance Plans:

- ☐ Vehicles
- ☐ Shelters
- ☐ Kiosks
- ☐ Other_____

Vehicle Maintenance Oversight Checklist

Staff Assigned: _____ **Date:** _____

1. Maintenance Plan:

a. Most Recent Revision Date: _____
b. Last reviewed by MDT: _____

c. Is Plan Up to Date? ☐ Y ☐N

Y	N	
☐	☐	Goals and Objectives
☐	☐	Record Keeping System
☐	☐	Warranty Tracking System
☐	☐	Current Fleet Description
☐	☐	OEM PM Checklists If no, do checklists cover all required systems/functions?
☐	☐	Checklists match fleet configuration
☐	☐	PM intervals listed and explained
☐	☐	Do any PM intervals deviate from OEM requirements? If so, is the deviation explained?
☐	☐	Are maintenance procedures for wheelchair lifts and other accessibility equipment included in the maintenance plan and preventive maintenance checklists?

d. Notes/Correction Action Required:

2. PM Verification of Work Performed:

a. A review of _____of fixed route buses for the period of _____ noted that PM's **were /not** completed ontime in accordance with approved maintenance plan

b. A review of _____ of paratransit vehicles for the period of _____ noted that PM's **were/not** completed ontime in accordance in accordance with approved maintenance plan

c. Notes/Correction Action Required:

3. **ADA Related Equipment Maintenance**

a. Maintenance records **do/not indicate** that lifts and accessibility features are repaired promptly as required by the DOT ADA regulations

b. Maintenance records **do/not indicate** regular and periodic maintenance checks for lifts and other accessibility features (e.g., kneelers, ramps, public address systems, voice annunciation systems, station elevators, etc.)

c. Notes/Correction Action Required:

4. **Record Keeping System**

a. A review of subrecipient-maintained records for the following items show that they are up-to-date:

1. Make
2. Model
3. Serial number/fleet number
4. Property ID number and serial number of installed equipment
5. License number
6. Date received
7. Date placed in service
8. Life miles
9. Rebuilds and major component replacements including date and life miles
10. Vehicle repairs
11. Preventive Maintenance Inspection Reports
12. Daily "Vehicle Condition" Reports
13. Repair Orders

b. A review of records **do/not indicate** an effective documentation control system is in place.

c. Notes/Correction Action Required:

5. **Warranty Program**

a. The following rolling stock is under warranty:

b. Warranty claims pursued during this review period include:

c. The subrecipient is/not satisfactorily pursuing warranty claims.

d. Notes/Correction Action Required:

6. **Overall Fleet Condition**

The general condition of the revenue vehicles shows that the subrecipient **is/not** maintaining federally funded vehicles in accordance with the maintenance plan and Interlocal Agreement requirements.

Note any other findings from the monitoring effort.

_____ _____

MDT Reviewer Date

Post Site Visit Action:

1. Is there a noncompliance issue that warrants FTA notification and/or involvement? Yes☐ No☐
2. Is there a noncompliance issue that warrants notification to MDT Legal Counsel? Yes☐ No☐
3. Is there a noncompliance issue that warrants immediate intervention by MDT? Yes☐ No☐

   Explain:
4. Are findings such that require a meeting between subrecipient and MDT? Yes☐ No☐
5. Written report of findings to be completed by MDT's Office of _____ cc: _____
6. Subrecipient response to report due:_____
7. Date MDT verified corrective action was implemented_____
8. **Approval to Close Report:**

_____ _____

Authorized Approval Date

9. **Report and Supporting Documents Received by the Office Of Grant Administration by:**

_____ _____

Authorized Approval Date

Vehicle Maintenance Oversight Checklist

ATTACHMENT A

PM Checklist

Vehicle No	PM Performed [A, B, C, D E]	Mileage from Last PM	Mileage At Recent PM	Deviation	In Compliance ☐Y ☐N

PM's Performed

A. 17 point check, interior and exterior
B. Includes 17 point check plus oil and filter change
C. Includes A-B plus air filters
D. Includes A-B-C plus hydraulic fluids
E. Includes A-B-C-D and transmission filters and fluids

Non Vehicle Maintenance Oversight Checklist

☐ **Bus Shelters**
☐ **Klosks**
☐ **Other Capital Assets (identify)** _____

Staff Assigned: _____ **Date:** _____

1. **Maintenance Plan:**
   a. Most recent revision date: _____
   b. Last approval date by MDT: _____
   c. Is plan current: ☐ Y ☐N
2. **Is Subrecipient following the Plan?** ☐ Y ☐N
3. **Are adequate records kept to show maintenance history?** ☐ Y ☐N
4. **Is the useful life of the asset negatively impacted due to actions/inactions by the subrecipient?** ☐ Y ☐N
5. **Note any other findings from the monitoring effort:**

_____ _____
MDT Reviewer Date

Post Site Visit Action:

1. Is there a noncompliance issue that warrants FTA notification and/or involvement? Yes☐ No☐
2. Is there a noncompliance issue that warrants notification to MDT Legal Counsel? Yes☐ No☐
3. Is there a noncompliance issue that warrants immediate intervention by MDT? Yes☐ No☐
   Explain:
4. Are findings such that require a meeting between subrecipient and MDT? Yes☐ No☐
5. Written report of findings to be completed by MDT's Office of _____ cc: _____
6. Subrecipient response to report due: _____
7. Date MDT verified corrective action was implemented _____
8. **Approval to Close Report:**

_____ _____
Authorized Approval Date

9. **Report and Supporting Documents Received by the Office Of Grant Administration by:**

Authorized Approval

Date

Miami Dade Transit (MDT)
Requirements for Federal Transit Grantees and Subrecipients - 8. ADA

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
	Grantee's Responsibility: Titles II and III of the Americans with Disabilities Act of 1990 provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.				
I.	**ADA Service Provisions**				
A.1.	MDT bus Stop Announcements & Route Identification Efforts.				
	The DOT ADA regulations (49 CFR 37.161-167) detail specific service requirements.				
	For bus stop announcements, if the grantee indicates that a union agreement prevents the grantee form calling stops, reviewer should note that the ADA is a federal law that supersedes any union agreement.				
a.	Procedure to ensure Metrobus service is compliant with 49 CFR 37.161 - 167 includes the following:				
	In accord with DOT ADA rules and BOCC Resolution 112226, Bus Operators are reminded, through Bulletin S-1286, of their responsibility to announce the bus stops upon request. Bus Operators are also reminded that when the automated bus stop annunciators are not operable, they are required to announce major transfer points, major intersections, and destination points and to identify their bus route number/name at bus stop locations serving more than one route.				Bus Operations, HR-Training, OCR&LR-ADA
c.	Upper management and TWU were informed that Bus Operators are required to make the stop announcements upon request and when the automated bus stop annunciator systems are inoperable.				OCR-LR, Bus Operations
d.	In accord BOCC Resolution 112226, fixed route bus stop announcements and route identification efforts training module is to be used in the training to be provided to Bus Operators twice a year. Bulletin Number S-1286 entitled "Announcing Bus Stops" is to be reviewed during this training and until MDT achieves 100% compliance with 49 CFR 37.161-167.				Bus Operations, HR-Training, OCR&LR-ADA
e.	Training the Trainer Training Module including a mobility training instructor from MDC Lighthouse for the Blind was used to train MDT Metrobus Trainers.				
f.	The ability to make the required stop announcements is an essential job function of the Bus Operator classification. Therefore, progressive discipline will be used to improve performance and to achieve required compliance with this rule.				Bus Operations, HR-Discipline, OCR&LR-ADA
A.2.	**Service Animals**				

Miami Dade Transit (MDT)
Requirements for Federal Transit Grantees and Subrecipients - 8. ADA

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
	The DOT ADA regulations define service animal as any animal individually trained to work or perform tasks for an individual with a disability. It is discriminatory to require a person with a disability to certify or register a service animal.				Bus & Rail Operations, Easy Card, OCR&LR-ADA
a.	MDT allows service animals to accompany customers with disabilities in vehicles and facilities as long as the animal does not pose a direct threat to the health or safety of others or cause a significant disruption in service.				
b.	MDT may ask if an animal is a service animal or ask what tasks the animal has been trained to perform, but does not required special ID cards for the animal or ask about the customer's disability.				
c.	Bus Operators review Bulletin S-1387 during the pre-employment training or included in bus operations rules of the week posting or one of the two mandatory refresher training programs to be conducted twice a year.				
II.	**Service Provision - Communication**				
	The key to ensuring compliance with these policies is ensuring that all employees and contractors are aware of them. This might be done through initial and refresher training. It might even be beneficial for these policies to be communicated to riders, giving them an even knowledge base with the employees serving them.				
a.	Miami Dade County (MDC) procedure on effective communication with customers with vision, hearing, or speech disabilities requires the provision of (auxiliary aids and services) a sign language interpreter for someone who is deaf, or who uses an assistive listening device or for someone who is hard of hearing, materials in alternate formats (audiotape, Braille, or computer disk) for someone who is blind, someone who has low vision, or someone with a learning disability.				OCR&LR-ADA, HR-Training
b.	Requests for Auxiliary Aids and Services have to be made five days in advance.				
c.	MDC Procedure regarding the provision of Auxiliary aids and Service to effectively communicate with persons with disabilities is posted in MDT's Transit Website and is included in every written public communication regarding MDT Services.				
III.	**Service Provision - Monitoring**				
	Having policies is not sufficient. The grantee should monitor compliance with the policies. Many grantees find it necessary to monitor compliance with these service provisions, especially the stop announcement requirement (i.e., secret riders, progressive discipline, etc.). Documentation of this monitoring should be provided by the grantee.				

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
a.	External assessments (secret shopper) of the Bus Stop Announcements are conducted quarterly and until MDT achieves 100% compliance with this provision.				OCR&LR-ADA, Bus Operations, HR-Training
b.	External assessment (secret shopper audits) of automated bus stops annunciators and lifts/ramps reliability are conducted quarterly.				
c.	Refresher training is provided to Bus Operators identified as non-compliant by the external bus stop announcements assessment.				
d.	Progressive discipline is used to improve performance of Bus Operators identified as non-compliant with the bus stop announcements through the quarterly external assessment.				
IV.	**ADA Service - Training**				
	The ADA requires that each fixed-route or demand responsive service operator ensures that personnel are trained to proficiency, as appropriate for their duties. This training is required so that personnel operate vehicles and equipment safely, properly assist passengers, and treat persons with disabilities who use the service in a respectful and courteous way, with appropriate attention to the differences among persons with disabilities.				Bus Operations, HR-Training, OCR&LR-ADA
a.	Bus Operators are to be provided with training or refresher training regarding the provision of fixed route service requirements twice a year. The Bus Operator Training Manual includes modules regarding serving persons with ambulatory, visual, and cognitive disabilities.				Bus Operations, HR-Training, OCR&LR-ADA
b.	The ADA Paratransit Service is provided through a Brokerage Paratransit Contract. Broker provides STS Operators with training or refresher training once a year regarding DOT ADA Paratransit Requirements and the provision of Special Transportation Service (STS)in accord with DOT ADA Complementary Paratransit rules and STS Brokerage Contract.				Paratransit Operations, OCR&LR-ADA,
	The DOT ADA regulations do not specify an acceptable course or frequency of training. The grantee must establish appropriate standards for its particular operation. There is no requirement for recurrent or refresher training, but there is an obligation to ensure that each employee is proficient at all times. The training must be appropriate to the duties of each employee, and must address both technical requirements and human relations.				
a.	The STS Certification staff is provided with training and or refresher training regarding DOT ADA Paratransit Certification Requirements including compliance with approved STS Update Plan.				Paratransit Operations, OCR&LR-ADA,

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
	The reviewers should assess if the grantee is meeting its own standards, how it is monitoring performance to determine if personnel, contractors, and subcontractors are "proficient," and what, if any, consequences result if these standards are not met.				Paratransit Operations, OCR&LR-ADA,
b.	10% percent of STS Trips provided per day are internally assessed for compliance.				
c.	Internal assessments of the STS Certification process is conducted once a year to ensure compliance with FTA Approved Update Plan of 2005. Findings and corrective action are issued for management attention.				Paratransit Operations OCR&LR-ADA
V.	**New Fixed-Route - Vehicle Compliance -**				
	The DOT ADA regulations include specific vehicle acquisition requirements for entities operating fixed-route bus, rail, and demand responsive systems. In general, all new vehicles purchased or leased after August 25, 1990, by public entities operating fixed-route service must be accessible (must comply with Part 38 standards). A public fixed-route operator may purchase or lease new non-accessible vehicles only after obtaining a waiver from the FTA Administrator.				
a.	Contracts to procure new vehicles to be used in the provision of fixed route service are reviewed to insure that DOT ADA Part 38 standards were incorporated in the contract.				Fred Shields,Robert McClellan, OCR&LR-ADA
b.	The prototype of the new vehicle to be procured is assessed to ensure compliance with DOT ADA Standards.				OCR&LR-ADA
c.	Findings and corrective actions are issued for project manager's attention, if any.				
VI.	**Demand Response - Vehicle Accessibility**				
	Public entities operating demand responsive service for the general public must purchase or lease accessible vehicles unless it can be demonstrated that the system, when viewed in its entirety, provides a level of service to persons with disabilities that is equivalent to the level of service it provides to persons without disabilities.				
	The regulations provide guidance for evaluating equivalent service (§37.77(a) & (b)). Before procuring any no accessible vehicle for demand responsive service, the entity must file an equivalent service certification with FTA or with the state if the grantee receives its Urbanized Area Formula Grant Program funds from a state administering agency. Appendix C to Part 37 of the DOT ADA regulations includes a copy of the Certification of Equivalent Service.				
a.	STS ambulatory and non-ambulatory certified riders have to wait the same length of time for their vehicle or pick-up.				Paratransit Operations, OCR&LR-ADA
b.	MDT provides and enhanced STS Service. Service exceeds service criteria.				

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
VII.	Public entities operating demand responsive service for the general public must purchase or lease accessible vehicles unless it can be demonstrated that the system, when viewed in its entirety, provides a level of service to persons with disabilities that is equivalent to the level of service it provides to persons without disabilities. The regulations provide guidance for evaluating equivalent service (§37.77(a) & (b)).				
a.	The length of time of a STS trip cannot exceed the length of time of a comparable fixed route trip.				
b.	MDT provides an enhanced STS Service. Service exceeds service criteria.				
VIII.	**Remanufactured Vehicle Compliance**				
	Remanufactured vehicles must be made accessible to the maximum extent feasible. It is considered feasible to remanufacture a vehicle so that it is accessible unless an engineering analysis demonstrates that including accessibility features would have a significant adverse effect on the structural integrity of the vehicle. Specific standards for the various types of transit vehicle are established by 49 CFR Part 38.				Item VIII. (a, b, and c) is not applicable to the bus procurements under ARRA 5307 Grant FL-96-X028 because all of the vehicles being purchased are new vehicles. Fred Shields,Robert McClellan, OCR&LR-ADA
a.	Contract to remanufacture vehicles to be used in the provision of fixed route service is reviewed to ensure that remanufactured vehicles are made accessible to the maximum extent feasible.				
b.	The prototype of the remanufactured vehicle is shown to the disability community for input and recommendations.				
c.	Findings and corrective actions are issued for project manager's attention.				
IX.	**New Transit Facility Accessibility**				
	Any new facility to be used in providing public transportation services that is constructed must be accessible according to the standards in 49 CFR Part 37, Appendixes B and D.				
	(a) For purposes of this part, a transportation facility shall be considered to be readily accessible to and usable by individuals with disabilities if it meets the requirements of this part and the requirements set forth in Appendices B and D to 36 CFR part 1191, which apply to buildings and facilities covered by the Americans with Disabilities Act, as modified by Appendix B and D to this part.				
a.	Contracts for the construction of new facilities are reviewed during the design and construction phases to ensure compliance with DOT ADA Appendixes B and D.				Engineering, OCR&LR-ADA

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
b.	Alternative methods of compliance require public participation. Alternative methods that exceed compliance are brought before Commission on Disability issues (CODI) for input and approval.				
c.	Final ADA assessments are internally conducted.				
d.	Findings and corrective actions are issued and forwarded to project manager for immediate attention, if any.				
X.	**Modified Facility Accessibility**				
	If the grantee alters an existing facility used to provide public transportation, the altered portions of the facility must be accessible. An exception may be made if the cost of making the facility accessible is disproportionate.				
	The regulations provide guidance to define disproportionate costs, specify what costs may be counted, and provide a priority listing for accessible features. Departures from the standards in Appendix A are permitted if the alternative designs and technologies used provide equivalent or greater access and usability of the facility. Grantees must obtain approval from FTA for equivalent facilitation.				
a.	Contracts for the alteration of existing facilities are reviewed during the design and construction phases to insure compliance with DOT ADA Appendixes B and D.				
b.	Alternative methods of compliance require public participation. Alternative methods that exceed compliance are brought before Commission on Disability issues (CODI) for input and approval.				Engineering, Facility Maintenance, OCR&LR-ADA
c.	Final ADA assessments are internally conducted.				
d.	Findings and corrective actions are issued and forwarded to project manager for immediate attention, if any.				
XI.	**ADA Maintenance Inspections**				
	The grantee must have a system of regular and frequent maintenance checks for wheelchair lifts, ramps, and other required equipment on non-rail vehicles that is sufficient to ensure that the lifts are operative.				
	There is no specific requirement for daily cycling of lifts or ramps, though many grantees have adopted this practice to meet this requirement. The adequacy of the grantee's system may be reflected in the frequency of in-service failures.				
a.	Pre-trip procedures and Inspection includes that the lift has to be cycled every morning before the first run (Operation Rules and Procedures Manual/Section 503.k.0				Bus Operations, Bus Maintenance, RH-Training, HR-Discipline, OCR&LR-ADA
b.	When a lift/ramp fails in service the bus may remain in service for the rest of the day but must be taken out of service the following day				

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
c.	Secret Shopper audits conducted quarterly includes lift/ramp, securement devices, and automated bus stop annunciators.				Bus Operations, Bus Maintenance, RH-Training, HR-Discipline, OCR&LR-ADA
d.	Secret Shopper audit findings are forwarded to Metrobus Maintenance for corrective action.				
e.	When a lift/ramp fails in service the bus may remain in service for the rest of the day but must be taken out of service the following day				
f.	If a Metrobus in route experiences a problem with an inoperable lift or ramp and the next bus to the same destination is not scheduled to arrive within 30 minutes, the Bus Operator contacts Central Control to request back-up accessible service to the customer final destination bus stop to arrive within 30 minutes.				Bus Operations, Central Control, OCR&LR-ADA
g,	If automated bus stop annunciator is not operable, Bus Operator is required to make the announcements and to report malfunctioning to Maintenance for repair.				Bus Operations, Systems Maintenance, RH-Training, OCR&LR-ADA
XII.	**ADA Equipment - Failures**				
	Operators must report immediately any failure of a lift or ramp to operate in service. When wheelchair lift or ramp failure is experienced on an in-service Vehicle, the grantee must meet several requirements. If lift or ramp failure occurs on a route where the headway is greater than 30 minutes, the grantee is required to provide alternative service promptly.				Bus Operations, Central Control, Bus Maintenance, HR-Training, OCR-LR
	The vehicle must be removed from service before the beginning of the next service day if the lift or ramp is not repaired. The lift or ramp should be repaired before the vehicle is returned to service. In the event that there is no spare vehicle available and the grantee would be required to reduce service to repair the lift or ramp, the grantee can keep the vehicle with the inoperable lift or ramp in service for no more than five days (if the grantee serves an area of 50,000 persons or fewer in population) or three days (if the grantee serves an area of more than 50,000 persons in population)				
a.	When a lift/ramp fails in service the bus may remain in service for the rest of the day but must be taken out of service the following day				Bus Operations, Central Control, Bus Maintenance, HR-Training, OCR-LR ADA
b.	Secret Shopper audits conducted quarterly includes lift/ramp, securement devices, and automated bus stop annunciators.				
c.	Secret Shopper audit findings are forwarded to Metrobus Maintenance for corrective action.				
d.	If a Metrobus in route experiences a problem with an inoperable lift or ramp and the next bus to the same destination is not scheduled to arrive within 30 minutes, the Bus Operator contacts Central Control to request back-up accessible service to the customer final destination bus stop to arrive within 30 minutes. Refer to Bulletin S1241 and Provision of Service Procedure/				

Miami Dade Transit (MDT)
Requirements for Federal Transit Grantees and Subrecipients - 8. ADA

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
XIII.	**ADA Complaints/Lawsuits**				
	Complaints or legal actions may indicate a problem with implementation of the ADA requirements. The FTA Office of Civil Rights should be advised of any pending lawsuits.				
A.1.	**ADA Complaints**				
a.	MDT has multiple contact points for the reporting of complaints. The Government Information Center (GIC) – 311 Answer Center - serves as MDT's primary contact point for customer comments, complaints and suggestions which are documented in the computerized database InfoCom.				Marketing-Jackie Bailey, Safety, OCR-LR
b.	The External Affairs Division in the Miami-Dade Transit (MDT) Director's Office is also responsible for responding to and tracking complaints, suggestions and commendations received from constituents through the offices of the Mayor, County Commissioners, County Manager, as well as those received from transit customers in the MDT Director's Office and transit website: http://www.miamidade.gov/transit/concerns-complaints.asp				
c.	The MDT Paratransit Operations Call Center (786) 469-5000 is the primary point of contact to register complaints on Paratransit (STS) service, as well as, suggestions or comments on improving service. In addition, Paratransit customers may use the online system to file a complaint at http://www.miamidade.gov/transit/sts-comments-concerns.asp.				
d.	Office of Civil Rights and Labor Relations (OCR & LR) - ADA Compliance - conducts and coordinates the investigations of the complaints received by the External Affairs Division regarding compliance with Section 504 of the Rehabilitation Act of 1973 and ADA Title II and Title III rules and regulations, and issues findings and recommendations for the Director's Office review and approval.				
e.	Customers who complained are issued a Feedback number for reference which can be used to track their concerns that are forwarded to an MDT Investigator in the appropriate area for review and response. GIC staff provides customer follow-up. Customers can also use their Feedback numbers for updates on the handling of reported concerns.				
A.2.	**ADA Lawsuits**				
	Pending lawsuits only.				No lawsuits reported at this time
IX.	**Non-discrimination - under ADA**				

Miami Dade Transit (MDT)
Requirements for Federal Transit Grantees and Subrecipients - 8. ADA

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
A.1.	Grantees are required to not discriminate against persons with disabilities. Discriminatory acts include, but are not limited to, denying a person the opportunity for participation in or the benefit of a program and limiting, for a qualified person with physical or mental disability, the enjoyment of any right, privilege, advantage, or opportunity enjoyed by others receiving an aid, benefit, or service.				
	MDT makes reasonable modifications to policies, practices, and procedures when necessary to avoid discrimination on the basis of disability, unless the requested modification would fundamentally alter the nature of the service or activity, or would create a direct threat to the health and safety of the customer or others.				OCR & LR-ADA, Bus Operations, Rail Services, Paratransit.
	Mission Statement: To meet the needs of the public for the highest quality transit service: safe, reliable, efficient and courteous.				
a.	MDT relocates temporarily inaccessible bus stops due to construction projects to a safe location in the immediate vicinity.				Planning, Bus Operations, Safety
b.	MDT provides a door-to-door Special Transportation Service (STS) to the main entrance door upon request. STS Operators help carry up to two grocery bags or other packages but do not go beyond the threshold of the customer's home or beyond the main entrance of any public building.				Paratransit Operations
A.2.	Grantees are required to not discriminate in employment and to make reasonable accommodations for qualified candidates with disabilities hired by the grantee. Such accommodations could include modifications to telephone systems, computers, office furniture, etc.				
a.	MDT has a procedure to make reasonable accommodations to the known physical or mental limitations of qualified employees or applicants with disabilities, who are able to perform the essential job functions (EJFs) of the position they hold or desire with or without reasonable accommodation unless to do so would cause "undue hardship" or "direct threat". MDT is committed to providing accommodations to qualified employees with disabilities during the processes of recruitment, examination, or hiring and during the course of their employment, including accommodations to perform a current job or placement in other jobs.				

ITEM	REQUIREMENTS	N/A	OK	NOT OK	NOTES/COMMENTS [Area of Responsibility]
b.	MDT has adopted the following procedure to provide reasonable accommodation to qualified employees or applicants with disabilities: 1. When an applicant with a disability needs an accommodation in order to be considered for a job, 2. When an employee with a disability needs an accommodation to enable him or her to perform the essential functions of the job or to gain access to the workplace, and 3. When an employee with a disability needs an accommodation to enjoy equal benefits and privileges of employment that are "equal to" those afforded to other similarly-situated employees.				OCR&LR-ADA

MIAMI-DADE TRANSIT
OFFICE OF CIVIL RIGHTS
TITLE VI PROGRAM (FTA C 4702.1A)
MUNICIPALITY INFORMATION SHEET

Municipality Name _____

Address _____

Contact Person & Title _____

Contact Numbers _____

e-mail address _____ Fax _____

Legal Status of Organization _____

TITLE VI DEFINITION - *Title VI of the Civil Rights Act of 1964 as amended states "No person in the United States shall, on the grounds of race, color or national origin, be excluded from, participation in, or be denied the benefits of, or be subjected to discrimination under any program, or activity receiving Federal financial assistance."*

ENVIRONMENTAL JUSTICE DEFINITION - *When municipalities plan or program activities that could potentially have a disproportionately high or adverse impact on human health or the environment, recipients should include explicit consideration of the effects on minority populations and low income populations.*

REQUIREMENTS (FTA 4702.1A Appendix A)	YES	NO	NOTES
Title VI statement clearly posted within dwelling or on company website indicating organization's commitment to providing non-discriminatory services and how to file a Title VI discrimination complaint.			
Tracking system in place to monitor Title VI complaints, as well as a system in place to monitor active Title VI investigations.			
Does municipality collect **demographic* data?			
Has municipality completed a four factor analysis? If answer is NO, what other ways does the municipality provide meaningful access to the population they serve (provide answer in NOTES section).			
Does municipality monitor (every 3 years) the level and quality of service within predominantly minority areas to ensure equitable treatment.			

* Demographic Data- Characteristics of a group per the area.

REQUIREMENTS	YES	NO	NOTES
Does municipality prepare an Environmental Assessment (EA) and an Environmental Impact Statement (EIS) when considering new projects?			
ADDITIONAL INFORMATION			

* Demographic Data- Characteristics of a group per the area.

III. I-4 *Standard Operating Procedure – PR-FB-009 MDT Oversight Procedure for Subrecipient Compliance for Non-Mobile Equipment*

Miami-Dade Transit **Standard Operating Procedure (SOP)**

Title of Procedure:	MDT Oversight Procedures for Subrecipient Compliance for Non-mobile Equipment	Procedure Number	Revision Date
		PR-FB-009	11/22/13
Division	**Miami-Dade Transit, Division of Resource Allocation; Office of Grants Administration**	Revision Level	Original Issue Date
		0	11/22/13

Reference Documents:	FTA Master Agreement (MA), FTA Circulars 5010.1D; 9030.1D; 7008.1A; 9300.1B; 49 CFR Part 27, 37, 38 American Disabilities Act, Federal Civil Rights Act, 49 CFR Part 40 Drug and Alcohol Testing, National Transit Database, Section 5307, 49 CFR Section 5335, Rule 14.90 Florida Administrative Code (Equipment and Safety Standards) 2012 FTA Triennial Review Workbook, as amended.

References to other documents, standards or local, state or federal mandates that amplify or reinforce requirements stated are listed here. Note: Reference Standards above need to be "met" or "equaled" for SOP compliance.

http://www.fta.dot.gov/13716.html

http://www.fta.dot.gov/grants/12897.html 2012 Triennial Review Workbook

REVIEW LOG

Title	Print Name	Signature	Date
Manager, Grants Administration	**Edward Carson**		11/22/2013

Interdepartmental reviews by required personnel are listed here.

SOP APPROVAL SECTION

Title	Print Name	Signature	Approval Date
Chief, Budget and Performance Reporting	**Robert Villar**		11/22/13

List of Records:		

REVISION LOG

Current Rev. No.	Revision Date	Changes	Reason for Change	Initiator
0	11/22/13	Initial release	New format	Robert Villar

Title of Procedure:	MDT Oversight Procedures for Subrecipient Compliance for Non-mobile Equipment	Procedure Number	Revision Date
		PR-FB-009	11/22/13
Division	**Miami-Dade Transit, Division of Resource Allocation; Office of Grants Administration**	Revision Level	Original Issue Date
		0	11/22/13

1.0 Background

Miami-Dade Transit (MDT) was awarded $69,802,389 of ARRA FTA Section 5307 grant funds from the Federal Transit Administration (FTA) of which 20% was approved by the Miami-Dade Board of County Commissioners (BCC) for use by municipalities in Miami-Dade County. The 20% allocation to the municipalities is a one-time award. MDT is responsible for overseeing project management and reporting on all the projects progress (inclusive of municipalities) through the life of the grant and life of the asset. Interlocal Agreements (IA) were entered into between MDT and each municipality (subrecipients) for the purchase of non-mobile equipment such as bus shelters and bus benches (See Attachment A.) The nature of this SOP pertains to IAs with MDT and subrecipients for non-mobile equipment.

A subrecipient is a non-federal third-party entity that expends Federal awards received from a pass-through entity to carry out a Federal program. MDT, as the designated recipient of FTA funds, has passed through ARRA FTA 5307 grant funds to several subrecipients for various transit-related purposes. Due to the grant's funding relationship, FTA requires direct recipients to ensure its subrecipients are compliant with federal regulatory requirements and that Federal awards are used for authorized purposes in accordance with laws, regulations, and provisions of contract or grant agreements.

2.0 Purpose

This SOP identifies MDT's oversight requirements and implementation strategy for monitoring subrecipient use of federally funded assets. While various federal publications capture oversight requirements, MDT used the FTA Triennial Review Workbook as the primary source document for this procedure. Additionally, this SOP identifies the subrecipient oversight compliance areas applicable for non-mobile equipment items to include bus benches and bus shelters. Furthermore, this SOP will identify the applicable division responsible for overseeing the compliance areas identified.

3.0 Scope

Subrecipient compliance requirements non-mobile equipment (bus benches and bus shelters) will consist of ensuring that the equipment exists is in a state of good condition, and upon any modification to such equipment that it remains in compliance with the American Disabilities Act (ADA) requirements.

4.0 Responsibility

Grant Administration has the responsibility to monitor subrecipient compliance. Due to the diverse nature of compliance requirements, other MDT divisions will work in concert with Grant Administration to monitor compliance and report on subrecipient performance.

MDT Divisions	Compliance Areas
Financial Services, Performance Analysis, Right of Way Acquisition & Utilities/Joint Development	Satisfactory Continuing Control
Office of Civil Rights	ADA
Facilities	Maintenance

Note: *MDT performed all procurement activities to ensure federal procurement such as Buy America, Lobbying, and Debarment and Suspension compliance.*

Grants Administration shall provide training to each division on the purpose of the compliance area, expected subrecipient performance, compliance monitoring processes, documentation standards, reporting of issues, and required follow-up activities.

5.0 Subrecipient Agreements

Miami-Dade County utilized IAs between the County and respective subrecipients for federal funding pass-through arrangements for the one-time purchase of bus benches and bus shelters. The agreements describe how the funds are to be used, identify any restrictions placed on the use of funds, roles and responsibilities of each party, and specific federal compliance requirements governing the use of such funds.

Grant Administration is responsible for ensuring that MDT remains current with FTA compliance requirements and that appropriate changes and or updates are included in Interlocal Agreements and compliance monitoring documents.

6.0 Compliance Resources

Grants Administration is responsible for ensuring compliance monitoring is conducted in accordance with this SOP and that any corrective action required by the subrecipient is documented, implemented, and assessed to determine that compliance has been achieved. Grants Administration will provide monitoring staff with assistance in establishing the relevant checklists, compliance criteria, and assessment documents for the respective compliance areas.

Grants Administration will use the subject matter expertise (SME) of the following divisions in the compliance monitoring efforts as needed

- Financial Services;
- Performance Analysis;
- Right of Way and Utilities/Joint Development;

- Office of Civil Rights; and
- Other divisions as needed

The compliance monitoring efforts will consist of the following;

- SME's will advise and forward documentation/checklists to the subrecipients of their compliance requirements in advance of compliance verification either by phone and/or email or site visit;
- Subrecipients will respond and provide information and data required for compliance verification to the SME;
- SME's will review the information, checklist and data provided by the subrecipients for completeness.
- SME will evaluate along with Grants Administration if compliance requirements are being satisfied, if so, compliance documentation is provided to Grants Administration for record keeping.
- Subrecipients not in compliance will be given opportunity to remedy their non-compliance until compliance is met.

Grants Administration, at the beginning of each fiscal year will survey and review all compliance monitoring activities to ensure that compliance is being maintained throughout the year, as well as, establish compliance monitoring activities for the upcoming year.

7.0 Internal Controls for Compliance Monitoring

As noted in **Section 5.0, Subrecipient Agreements**, various informal and formal activities are used to assess compliance. Prior to the execution of each IA, Grants Administration will conduct a compliance scoping meeting with other MDT divisions (SME's) to determine the level of compliance required by the IA.

Grants Administration with the assistance of SME's will determine the level of compliance required to identify internal resources needed, document the methodology to be used in monitoring, identify roles and responsibilities of staff, and assign responsibility for conducting, documenting, and communicating monitoring efforts. Grants Administration will maintain records for each subrecipient to formally capture compliance efforts.

Grants Administration will ensure SME's inform the subrecipients, review compliance expectations and address communication chain of command for questions, document submittals, and scheduling formal compliance review efforts on an as needed basis. Grants Administration will also take this opportunity at the semi-annual meetings to inform MDT SME's of any updates to federal requirements for any the of the respective compliance areas.

8.0 Key MDT Performance Metrics

The compliance areas of Satisfactory Continuing Control and ADA will be handled in the following manner:

Satisfactory Continuing Control

- MDT Financial Services will ensure non-mobile equipment valued at $5,000 and above, used by subrecipients are recorded on MDT's inventory and are included in bi-annual inventory conducted by MDT using the MDT fixed asset management system (FAS 100) in accordance with FTA C.5010.1D requirements

Inventorying Fixed Assets

The subrecipient shall record and place new non-mobile equipment into the subrecipient inventory system at the time of delivery. The subrecipient shall maintain a subsidiary Fixed Assets Ledger Accounting System with the following required information:

- Description
- Date in service
- Cost of Asset
- Funding Source(s)
- Depreciation
- Location
- Condition
- Disposal date – when applicable

Subrecipients will submit inventory listings to MDT's Grant Administration that properly identify all discrepancies disclosed by physical inventory and signed by the designated subrecipient official indicating that the physical inventory was completed on a given date, and that official property records were found to be in agreement with the physical inventory, except for reported discrepancies. The listing will be furnished with a minimum of delay after the completion of the physical inventory.

MDT's Financial Services shall conduct a physical inventory of each recipient's Fixed Assets every two years in compliance with FTA regulations. The Equipment Inventory Form summarizes the areas evaluated. Subrecipients will be informed as to when these inspections will take place (See Attachment B.)

MDT's Grants Administration will assist subrecipients in processing forms related to lost, stolen, and damaged equipment.

Subrecipients shall maintain all support documentation for lost, stolen and damaged equipment and will forward documentation to Grants Administration for record retention.

Disposal

- The subrecipient must send a letter to MDT's Grants Administration requesting disposition of equipment.
- MDT's Assistant Director of Financial Services will provide approval or rejection to the request by letter of concurrence.

Location of Non-Mobile Equipment

- The subrecipient shall record the location of each fixed asset item in its accounting or property records.
- The subrecipient must maintain current records as to movement of equipment in such a manner that any item can be located for inspection or inventory purposes within a reasonable time frame.
- Subrecipients must obtain written approval from MDT's Grant Administration for any change in location. Requests and justifications must be made in writing to MDT's Grant's Administration Manager.
- MDT's Grant's Administration Manager will forward the request using a justification to MDT's Assistant Director of Financial Services for approval.
- MDT's Grant's Administration Manager will review the request and provide approval or rejection to the subrecipient by e-mail.

ADA

- Office of Civil Rights will review ADA information, checklists and data provided by the subrecipients for completeness.

Grants Administration will review and maintain all relevant compliance documents with the SME's of the respective compliance areas. Subrecipients determined non-compliant during the monitoring will be given the opportunity to meet compliance.

Attached are sample checklists that will be modified (if needed) for use by respective SME's to conduct compliance monitoring.

- Satisfactory Continuing Control
- Equal Employment Opportunity
- Drug and Alcohol Testing
- Maintenance
- ADA
- Title VI

9.0 MDT Quality Assurance Oversight and Compliance Assessments

The MDT Quality Assurance Division will be responsible for coordinating with the respective SME's within the MDT Divisions to obtain the compliance criteria, completed SME checklists, and/or documentation/data provided by the subrecipients to conduct random on-site QA audits to ensure compliance with the Interlocal Agreements between the City and the County, including federal, state, and local requirements.

Miami Dade Transit

ARRA Funded Subreceipents

Municipalities Oversight Procedures

For Use of Rolling Stock Purchased with AR Items Purchased with ARRA Funds

Non - Moble Equipment

Attachment (A)

Aplicable Subrecipient Sections

For Oversight Procedures to ensure Subrecipient Compliance

	Municipality	Bus Shelter	Bus Benches	Trash Receptacles	Transit Hub	Bicycle Racks	other	Monitor Sub - recipients	Satisfactory Continuing Control	Maint	ADA
1	City of Aventura	3						Yes	Yes	Yes	Yes
2	City of Doral	10						Yes	Yes	Yes	Yes
3	City of Florida City	6						Yes	Yes	Yes	Yes
4	City of Homestead	14						Yes	Yes	Yes	Yes
5	City of Miami Gardens	37		37				Yes	Yes	Yes	Yes
6	City of Miami Springs		30					Yes	Yes	Yes	Yes
7	City of North Bay Village	10		10				Yes	Yes	Yes	Yes
8	City of North Miami	20			1	20		Yes	Yes	Yes	Yes
9	City of North Miami Beach	2					1	Yes	Yes	Yes	Yes
10	City of Opa-locka	8						Yes	Yes	Yes	Yes
11	City of South Miami	3						Yes	Yes	Yes	Yes
12	Miami Shores Village		14	14		6		Yes	Yes	Yes	Yes
13	Town of Bay Harbor Islands	6						Yes	Yes	Yes	Yes
14	Town of Miami Lakes	11						Yes	Yes	Yes	Yes
15	Town of Surside	2						Yes	Yes	Yes	Yes
16	Village of El Portal	3						Yes	Yes	Yes	Yes
17	Village of Palmetto Bay						1	Yes	Yes	Yes	Yes
18	Village of Virginia Gardens	1	1					Yes	Yes	Yes	Yes
		136	45	61	1	26	2				

Note: Procurement of certain items are not yet complete. Thus, amounts are subject to change.

EQUIPMENT INVENTORY FORM

Municipality Name: _____

ITEM	DESCRIPTION	LOCATION	YEAR	GRANT #

Date of Inventory: _____

Signed: _____

Additional comments : _____

_____

_____

MIAMI-DADE COUNTY

ARRA Municipality Compliance Checklist



Revision: 1

Municipality: _____ Date: _____ Inspector: _____

Satisfactory Continuing Control

1. Equipment

	ND= NO DEFICIENCY D= DEFICIENCIES N/A= NOT APPLICABLE	ND	D	N/A
a.	**State Procedure** If the grantee is a state, how does it maintain control over FTA funded equipment?			
b.	**Equipment Records** Does the grantee have the equipment records that provide the required information?			
c.	**Biennial physical inventory & reconciliation** Did the grantee conduct a physical inventory of FTA funded equipment in the past two years. Were the results of the inventory reconciled to equipment records?			
d.	**Property Control System** What is the grantee's control system to prevent loss, damage or theft of FTA funded property? Does the grantee investigate and document any loss, damage or theft of FTA funded property?			
e.	**Oversight** How does the grantee maintain control of FTA funded contractor, lessee or subrecipient operated equipment?			
f.	**Leases** Does the grantee lease FTA funded equipemnt to private operators? If yes, was prior concurrence from FTA obtained for leases entered into on or after November 1, 2008? Do the leases include the required provisions?			
g.	**Project Use** Did the grantee notify FTA when it withdrew equipment with remaining useful life from project use of applied it to a different use?			
h.	**Disposition** Did the grantee or a subrecipient dispose of any FTA funded equipment or supplies during the past three years? If yes, did FTA provide prior concurrence in the method of disposition of equipment removed from service before the end of service life? Has FTA been reimbursed for its share of proceeds, if required? For retained proceeds, did the grantee correctly apply the proceeds to reduce the gross project cost?			
i.	**Insurance Procedes** Did the grantee apply insurance proceeds to the cost of replacing damaged or destroyed project property or return to FTA an amount equal to its remaining interest in the lost, damaged, or destroyed project property?			
j.	**Fixed route bus spare ratio** For fixed route buses operated in urban service (NTD motorbus category), does the spare ratio exceed FTA's 20 percent guideline for bus fleets of 50 or more revenue vehicles? For fleets of fewor than 50 buses, does the spare ratio appear reasonable?			
k.	**Contingency fleet** Is there a bus contingency fleet? If yes, is there a contingency plan?			
l.	**Fleet management plan** If the grantee is a rail operator, is a rail fleet management plan on file? If yes, does the plan include the required elements?			

Maintenance

	ND= NO DEFICIENCY D= DEFICIENCIES N/A= NOT APPLICABLE	ND	D	N/A
1.	**Vehicle Maintenance**			
A	Does the grantee have a current written maintenance program/ plan for FTA funded rolling stock? Does the program include goals and objectives? Are the plan and preventive maintenance checklists consistent with the current operating fleet? Are the plan and checklists consistent with manufacturers' minimum maintenance requirements for vehicles under warranty? How does the grantee track the manufacturers recommendations and updates on requirements?			
B	What is the grantee's schedule for vehicle preventive maintenance inspections? Are they completed on time?			

C	Does the grantee's vehicle maintenance program address maintenance procedures for wheelchair lifts and other accessibility features? Do maintenance records indicate regular and periodic maintenance checks for lifts and ramps? Do maintenance records indicate that other accessibility features (e.g., kneelers, public address systems, voice annunciation systems, etc.) are maintained in operative condition?			
	ND= NO DEFICIENCY D= DEFICIENCIES N/A= NOT APPLICABLE	ND	D	N/A
2. Facility and Equipment Maintenance				
A	Does the grantee have a current written maintenance program for its FTA funded facilities and facility related equipment? Does the program include inspections and preventive maintenance activities to ensure that assets are protected from deterioration and			
B	What is the grantee's schedule for facility and equipment preventive maintenance inspections? Are they completed on time?			
C	Does the grantee's facility maintenance program address maintenance procedures for accessibility features? Do maintenance records indicate that accessibility features are maintained in operative condition?			
3. Warranty Program				
A	Is any FTA funded equipment under warranty? If yes, what is the grantee's system for recovering warranty claims? Are claims pursued satisfactorily?			
4. Oversight				
A	Does the grantee have FTA funded vehicles or facilities that are maintained by subrecipients, leased to service providers or maintained under contract by other than the grantee's employees? If yes, does the grantee have written maintenance standards? Do the standards address ADA requirements for maintenance of accessibility features? Does the grantee have or require written maintenance plans? How does the grantee ensure that subrecipients, contractors and lessees follow the required maintenance standards/ plans?			
Bus Shelter & Bus Benches- Real Property				
	ND= NO DEFICIENCY D= DEFICIENCIES N/A= NOT APPLICABLE	ND	D	N/A
a.	Property - Shelter Inventory Does the grantee have a property inventory list with required information?			
b.	Property Control System What is the grantee's control system to prevent loss, damage or theft of FTA funded property? Does the grantee investigate and document any loss, damage or theft of FTA funded property?			
c.	Insurance Proceeds Did the grantee apply insurance proceeds to the cost of replacing damaged or destroyed project property or return to FTA an amount equal to its remaining interest in the lost, damaged, or destroyed project property?			
d.	Incidental Use Is there incidental use at the shelter locations? If yes, did FTA approve the incidental use of the property?			
e.	Project Use Did the grantee notify FTA when the property was no longer needed for any transit purpose? Is an excess property plan in place?			

Satisfactory Continuing Control

Municipality _____ Date _____

Inspector _____

1. Equipment

a.	State Procedure		
b.	Equipment Records		
c.	Biennial physical inventory & reconciliation		
d.	Property Control System		
e.	Oversight		
f.	Leases		
g.	Project Use		
h.	Disposition		
i.	Insurance Procedes		
j.	Fixed route bus spare ratio		
k.	Contingency fleet		
l.	Fleet management plan		

Maintenance

Maintenance

1	Vehicle Maintenance		
2	Facility and Equipment Maintenance		
3	Warranty Program		
4	Oversight		

Bus Shelters - Real Property

a.	Property - Shelter Inventory		
b.	Property Control System		
c.	Insurance Proceeds		
d.	Incidental Use		
e.	Project Use		

MIAMI-DADE TRANSIT
OFFICE OF CIVIL RIGHTS
MUNICIPALITY INFORMATION SHEET

MIAMI-DADE COUNTY

Municipality Name _____

Address _____

Contact Person & Title _____

Contact Numbers _____

e-mail address _____ Fax _____

Legal Status of Organization

REQUIREMENTS	YES	NO	NOTES
Organizational Chart with position, EEO job category, race and gender provided (picture)			
EEO policy Statement			
Internal Unlawful harassment policy provided			
Internal Sexual harassment policy provided			
Internal Violence in the workplace policy provided			
Proof of visible Federal, State and County required EEO posters submitted			
Has 50 or more Transit related employees			
Internal established recruitment method and process provided			
Internal recruitment results submitted			
Additional Information			

MIAMI-DADE COUNTY
Miami-Dade Transit

Drug and Alcohol Testing Program Oversight Procedures

I. Purpose

This document is be used to monitor and assess subrecipient's name compliance with FTA Drug and Alcohol Testing requirements.

Subrecipients using FTA funds under Capital Grant, Urbanized Area Formula Grant, or Non-Urbanized Area Formula Grant Programs must have a drug and alcohol testing program in place for all safety sensitive employees.

II. Reference:

49 CFR 655.81
49 CFR 40.15
Implementation Guidelines for Drug and Alcohol Regulations in Mass Transit

III. Monitoring Function Assigned to:

IV. Methods of Monitoring:

- ☐ Policy Review
- ☐ Program Related Document Review
- ☐ Spot Check
- ☐ Other

V. Frequency of Monitoring:

- ☐ Monthly
- ☐ Quarterly
- ☐ Semi-Annual

☐ Annually

VI. Compliance Standards:

MDT-approved Subrecipient Drug and Alcohol Testing Program

Drug/Alcohol Program Oversight Checklist

Part 1 Subrecipient Program Review

As part of its monitoring program, MDT will perform on site review of subrecipient's records every _____ to inspect the following:

1. **Random Testing Rates**
   Contractor is testing at a random rate of 25 percent for drugs and 10 percent for alcohol

   Y ☐ N ☐ Corrective Action:

2. **Security of Test Records**
   Drug and alcohol testing program records are maintained in a secure location with controlled access

   Y ☐ N ☐ Corrective Action:

3. **Supervisor Training**
   Records show that safety-sensitive employees have received 60 minutes of training on the effects and consequences of prohibited drug use on the personal health, safety, and the work environment, and on the signs and symptoms that may indicate prohibited drug use

   Y ☐ N ☐ Corrective Action:

   Records show that supervisors who are designated to determine whether reasonable suspicion exists to require a safety-sensitive employee to undergo alcohol and/or drug testing

   Y ☐ N ☐ Corrective Action:

4. **MIS Submittal**
   Annual management information system (MIS) report of drug and alcohol test results

   Y ☐ N ☐ Corrective Action:

5. Certifications current for MRO, SAP, BAT
Proper and updated certifications are on file

Y N
☐ ☐ Corrective Action:

6. Post Accident Determinations

Subrecipient makes proper post-accident determinations

Y N
☐ ☐ Corrective Action:

7. Collection Site

This checklist will be utilized when making unannounced inspections of collection facilities. The following elements are necessary to conduct a urine specimen collection in accordance with 49 CFR Part 40 U.S. Department of Transportation Workplace Drug Testing Specimen Collection Guidelines:

☐ A privacy enclosure for urination, preferably a single toilet room with full length door

☐ A suitable clean writing surface

☐ A water source for hand washing that is located outside of the privacy enclosure

☐ If a water source is available within the privacy enclosure, it must be secured with tamper evident tape

☐ The absence of substances that could be used to adulterate or substitute urine specimens (cleaning agents, hand soap, etc.)

☐ A bluing agent has been added to the toilet water to prevent substitution/adulteration of the specimen

☐ Areas and items that are suitable for concealing contaminants must be secured and inspected prior to the collection (e.g.; trash receptacles, paper towel holders, under sink cabinets)

☐ Restricted access to the privacy enclosure to ensure the donor's privacy and to prevent the collector from becoming distracted

☐ Restricted access to the collection materials and specimens must be maintained at all times, signs should be posted indicating restricted areas

☐ All collectors must meet the minimum requirements to collect DOT urine specimens, and must be able to provide documentation of training, proficiency demonstration, refresher training and error correction training to DOT representatives, employers or TPAs upon request.

☐ Split specimen collection kits must be used for all DOT testing

☐ Federal Drug testing custody and control forms must be used for all DOT required testing

☐ Collector must require proper identification of the employee before the collection procedure commences. (Use of driver's license, employee ID badge or other government issued **photo** identification is acceptable as well as the identification from a DER when donor is accompanied by such)

Post Site Visit Action:

1. Is there a noncompliance issue that warrants FTA notification and/or involvement? Yes☐ No☐
2. Is there a noncompliance issue that warrants notification to MDT Legal Counsel? Yes☐ No☐
3. Is there a noncompliance issue that warrants immediate intervention by MDT? Yes☐ No☐

   Explain:
4. Are findings such that require a meeting between subrecipient and MDT? Yes☐ No☐
5. Written report of findings to be completed by MDT's Office of _____cc: _____
6. Subrecipient response to report due:_____
7. Date MDT verified corrective action was implemented_____
8. **Approval to Close Report:**

_____ _____

Authorized Approval Date

9. **Report and Supporting Documents Received by the Office Of Grant Administration by:**

_____ _____

Authorized Approval Date

Part 2 Subrecipient Policy Review

Subrecipient Testing Policy:

Upon execution of the Interlocal Agreement, MDT's Human Resource Office will review the subrecipient's policy using the following checklist. Deficiencies found and corrective action required by the subrecipient will be reported to the Office of Grant Administration for further action.

MDT's Human Resources Office will monitor the FTA drug and alcohol program requirements and require the subrecipient to revise the policy as needed.

Drug/Alcohol Program Policy Requirements Checklist

1. Designated contact person, board adoption

☐ Identity of the person, office, branch or position designated by the employer to answer employee questions about the anti-drug and alcohol misuse prevention program

☐ Approval/adoption by the local governing board of the employer or operator, or other responsible individual with appropriate authority

2. Covered Employees

☐ Operating a revenue service vehicle, in or out of revenue service

☐ Maintaining a revenue service vehicle or equipment used in revenue service

☐ Controlling dispatch/movement of a revenue service vehicle (determined by employer)

☐ Operating of a non-revenue vehicle requiring a CDL

☐ Volunteers:

1) *Must* have CDL to drive vehicle, or

2) Remunerated for service in excess of costs incurred

☐ Carrying a firearm for security purposes

**The policy must include a list of the actual positions/categories covered at your company*

3. Prohibited Substances

☐ Marijuana

☐ Cocaine

☐ Amphetamines

☐ Opiates
☐ Phencyclidine
☐ Alcohol

4. Prohibited behavior

☐ Use of illegal drugs prohibited at all times
☐ Alcohol use prohibited 4 hours prior to performing safety-sensitive functions, while on call, and while performing safety-sensitive functions
☐ Alcohol use prohibited 8 hours after accident or until Post Accident test is performed
☐ Employees are prohibited from performing safety-sensitive functions while having an alcohol concentration of 0.04 or greater

5. Pre-employment

☐ Negative test before 1st safety-sensitive duty, must be made up if canceled
☐ If out of safety-sensitive duty for 90+ days, and out of random testing pool, emp needs DOT *pre-employment test* with negative result prior to returning to covered duty
☐ Applicant who previously failed/refused a DOT test must show evidence of treatment
☐ If employer chooses to require alcohol test*: 1) pre- SS duty, 2) all covered employees 3) after offer of employment/transfer 4) must follow Part 40 regulations 5) BAC < 0.02*

6. Random

☐ Scientifically valid selection method
☐ Equal chance of selection on each draw
☐ No discretion on the part of management/supervisors
☐ Testing is conducted on all days and hours throughout the year
☐ Unannounced and immediate
☐ Alcohol testing only permissible just before/ during/just after actual performance of safety-sensitive functions

7. Post-accident

FTA Thresholds:

☐ Fatality

- ☐ Medical treatment away from scene, unless driver discounted
- ☐ Disabling damage, unless driver discounted

☐ All other covered employees whose performance could have contributed to the accident

☐ Readily available *(or considered a refusal to test)*

☐ Readily available *(testing is stayed while employee assists in resolution of the accident or receives medical attention following the accident)*

8. Reasonable suspicion

☐ Trained supervisor

☐ Physical signs & symptoms, contemporaneous observation

☐ Alcohol testing only permissible just before/during/just after SS duty

9. Return-to-duty and Follow-up

☐ Conducted in accordance with Part 40, subpart O

☐ All tests conducted under direct observation

10. Procedures

☐ Policy states all FTA-required testing conducted in accordance w/ 49 CFR Part 40

11. Requirement to Submit

☐ All covered employees are required to submit to drug and alcohol tests as a condition of employment in accordance with 49 CFR Part 655

12. Period of Coverage

☐ Drug test – anytime on while on duty

☐ Alcohol test (random & reasonable suspicion) – Just before, during, or immediately after actual performance of safety-sensitive functions

III. J *Miami Dade County Certifications and Assurances*
FY 2019 C&A Affirmations

Records / TrAMS | Recipient Organizations

MIAMI-DADE, COUNTY OF | MIAMI DTPW | 1089

Summary Applications/Awards TrAMS Users Locations Designated Recipient Suballocations News Related Actions

Certifications & Assurances | FY 2019 C&A Affirmations

Recipient Details

Recipient ID
1089

Recipient Name
MIAMI-DADE, COUNTY OF

Certification and Assurance Information

Fiscal Year 2019
Assigned Date 3/13/2019
Due Date 6/11/2019

Original Certification Date 4/18/2019
Latest Certification Date 4/18/2019

Published Certifications and Assurances

FTA CERTIFICATIONS AND ASSURANCES

Certifications and Assurances

Certification History

Certification Date: 4/18/2019 | Official: Alice Bravo | Attorney: Bruce Libhaber

Category	Title	Certified
01	Certifications and Assurances Required of Every Applicant	✓
02	Tax Liability and Felony Convictions	–
03	Lobbying	✓
04	Private Sector Protections	✓
05	Transit Asset Management Plan	✓
06	Rolling Stock Buy America Reviews and Bus Testing	✓
07	Urbanized Area Formula Grants Program	✓
08	Formula Grants for Rural Areas	–
09	Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	✓
10	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	✓
11	Enhanced Mobility of Seniors and Individuals with Disabilities Programs	✓
12	State of Good Repair Grants	

Category	Title	Certified
		✓
13	Infrastructure Finance Programs	✓
14	Alcohol and Controlled Substances Testing	✓
15	Rail Safety Training and Oversight	✓
16	Demand Responsive Service	✓
17	Interest and Financing Costs	✓
18	Construction Hiring Preferences	✓

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Documents

Existing Documents

Document	Description	Uploaded By	Date

No items available

Affirmation of Applicant

Affirmation of Applicant BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2018, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2018.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 et seq., and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Official's Name Alice Bravo

✓ I accept the above

Certification Date Apr 18, 2019

Affirmation of Attorney

Affirmation of Applicant's Attorney As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the

Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Attorney's Name Bruce Libhaber

✓ I accept the above

Certification Date Apr 18, 2019

CANCEL BEGIN RECERTIFICATION



TRANSIT DEVELOPMENT PLAN

ANNUAL UPDATE

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CHAPTER 1

INTRODUCTION

1 INTRODUCTION AND PURPOSE

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of state funding for public transportation. The Block Grant Program requires public transit service providers to develop and adopt a Transit Development Plan (TDP). A TDP major update is required every five years and TDP annual updates are required in interim years. TDP updates must be submitted to the Florida Department of Transportation (FDOT) by September 1st of each year.

This TDP annual update meets the requirements of and has been prepared in accordance with Florida Administrative Code (FAC) Rule 14-73.001. This Plan will be used by Miami-Dade Department of Transportation and Public Works (DTPW) as a strategic planning and guidance tool, as delineated in Section 341-052, F.S.

Transit Development Plans are required for grant program recipients pursuant to Section 341.052, F.S. A TDP shall be the provider's planning, development, and operational guidance document, based on a ten-year planning horizon and covering the year for which funding is sought and the nine subsequent years.

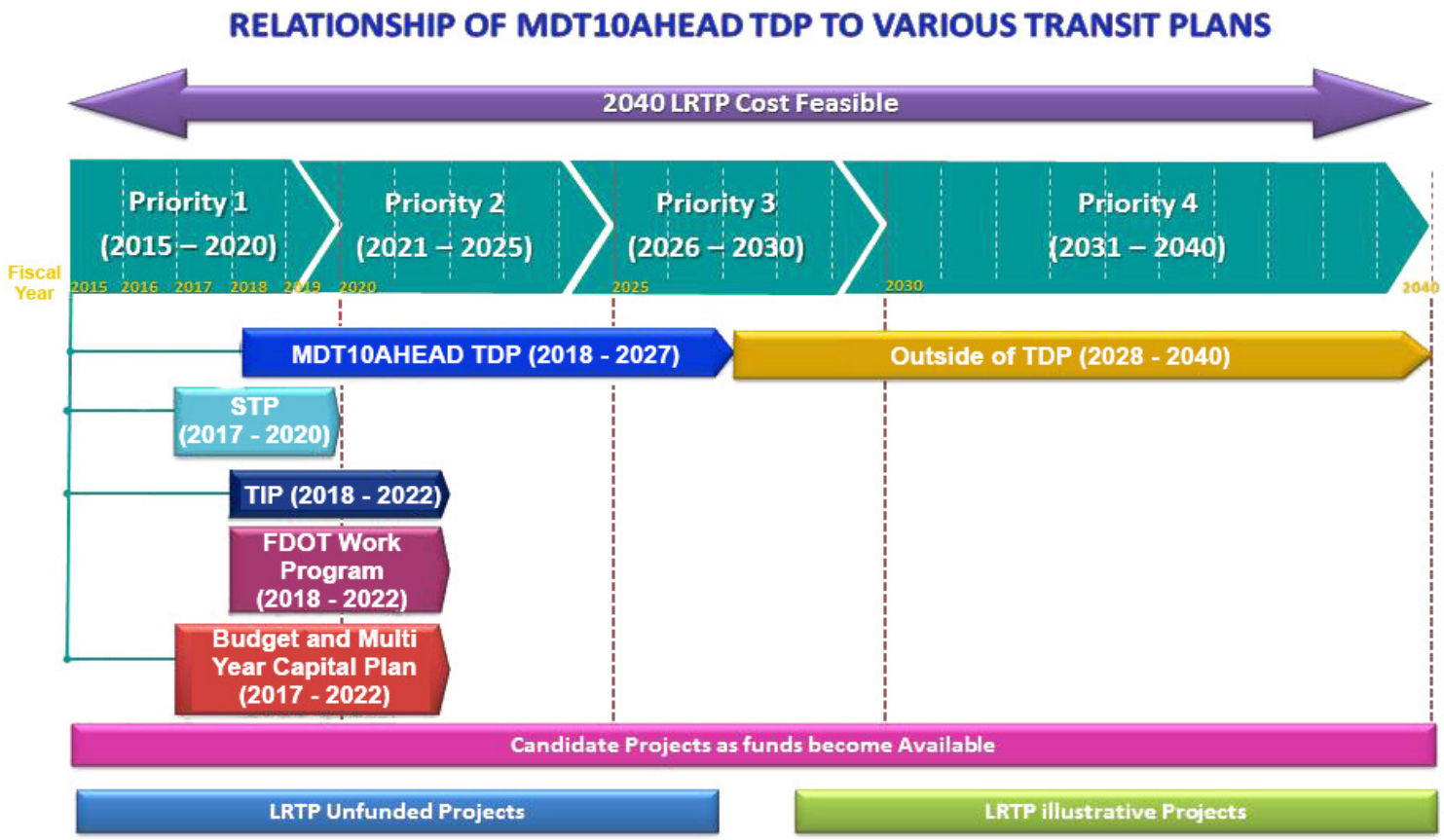
DTPW is proud to present MDT10Ahead 2017 Annual Update, the agency's TDP, which serves as the agency's strategic guide for public transportation in Miami-Dade County over the course of the next ten years. The 2014 Major Update, MDT10Ahead, was adopted by the Board of County Commissioners, pursuant to resolution R-1036-14. The 2016 Annual Update was approved by the FDOT District Six office on September 21, 2016.

MDT10Ahead includes a summary of DTPW's facilities and services in Chapter 2; describes the past year's civic engagement efforts in Chapter 3; assesses the agency's performance in 2016 in Chapter 4; identifies DTPW's 2017 implementation plan in Chapter 5; explores short-term plans (2018-2027) in Chapter 6 and longer term plans (2028 and Beyond) in Chapter 7; and Chapter 8 explores the Transit agency's finances. Overall, MDT10Ahead presents the operational and capital improvements needed to ensure DTPW is able to provide quality transit services to the County's residents and visitors for years to come. This document is DTPW's planning tool for the implementation and operation of transit services through 2027.

On the whole, the TDP is a benchmark document that describes the current state of DTPW and the direction it intends to go in the coming years. MDT10Ahead is fiscally constrained, and the proposed ten year improvements were developed with this constraint. The TDP is subject to change in correspondence with the County's Adopted Budget and Multi-Year Capital Plan.

1.1 Relationship of MDT10Ahead to other Locally Adopted Transportation Plans

MDT10Ahead establishes both funded and unfunded needs in order to create the framework for a long-term vision of transit improvement projects as represented in the 25-year Miami-Dade County 2040 Long Range Transportation Plan (LRTP). In addition, MDT10Ahead, as updated annually, identifies and presents short-term improvements for implementation through the five-year Miami-Dade Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP), FDOT Work Program process and Miami-Dade County FY 2017 Adopted Budget and Multi-Year Capital Plan.



1.1.1 Long Range Transportation Plan to the Year 2040



The update of the Miami-Dade County Long Range Transportation Plan (LRTP) to the Year 2040 is a primary activity in Miami-Dade County's transportation planning process to meet federal and state requirements for an update of the Transportation Plan every five years. Federal law requires that the LRTP address a minimum of a 20-year planning horizon from the date of the Metropolitan Planning Organization (MPO) adoption.

The 2040 LRTP was approved by the MPO Governing Board on October 23rd, 2014.

1.1.2 Transit Development Plan (TDP) - MDT10Ahead



MDT10Ahead presents both funded and unfunded transit needs in order to create a framework for transit improvements that can be implemented within a 10-year planning horizon. As previously mentioned, DTPW is a recipient of the State of Florida Public Transit Block Grant Program and is required to develop a TDP on an annual basis with major updates required every five years.

The 2014 Major Update, MDT10Ahead, was adopted by the Board of County Commissioners (BCC) on December 2nd, 2014. The 2016 Annual Update was approved by the FDOT District Six Office on September 21, 2016.

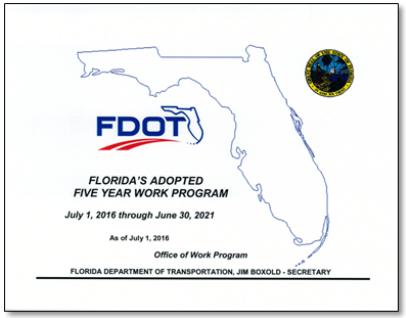
1.1.3 Transit Improvement Program (TIP)



The Transportation Improvement Program (TIP) specifies transportation improvements for the next five years. All projects receiving federal funds must be included in this plan. Other major projects which are part of the area's program of improvements, but which do not receive federal funds, are included in the TIP as part of the planning process.

The current TIP covers the period from October 1st, 2016 through September 30th, 2021, and was approved by the MPO Governing Board on May 19th, 2016. Categories of improvements include Highway, Transit, Aviation, Seaport, and Non-Motorized improvements. All of the projects and priorities listed in the adopted TIP are consistent with those in the adopted 2040 LRTP.

1.1.4 Florida Department of Transportation (FDOT) Five Year Work Program



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

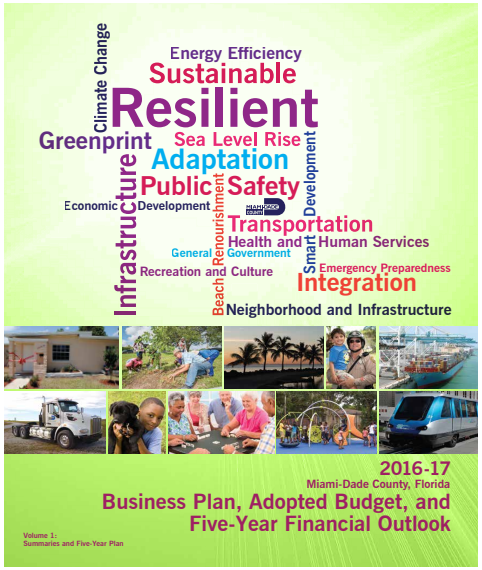
In each cycle, a new fifth year is added, and the first year drops off as projects are completed. A new project only begins to move forward after it is funded and then placed in the Work Program's fifth year. Each phase of a project generally takes two years to complete. Therefore, some projects could take up to 10 years or more from initiation to completion and would cycle through the Work Program several times. The current five year Work Program covers the period from July 1st, 2016 through June 30th, 2021.

1.1.5 State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) is a federally mandated document which must include a listing of projects planned with federal participation in the next four fiscal years. Although the STIP is approved annually by Federal Highway Administration (FHWA) at the beginning of each federal fiscal year (October 1st), FHWA allows FDOT to report these four years on a state fiscal year basis (July 1st through June 30th). This is because the report is based upon the same projects that are listed in the first four years of FDOT's Adopted Five Year Work Program.

Projects shown in both the Work Program and the STIP are all drawn from the same Work Program Administration (WPA) database. Work Program reports and STIP reports are simply differently formatted reports of the same projects programmed in the WPA database. Therefore, in order for a project to be listed in the approved STIP, it must first be included in the WPA database and programmed in the first four years of the Adopted Five Year Work Program. The project must either be included in the Tentative Work Program during the annual Tentative Work Program development cycle, or it must be amended into the Work Program and STIP after it has been adopted on July 1st of each state fiscal year.

1.1.6 Adopted Budget and Multi Year Capital Plan



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

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

Each department's operating and capital budgets are evaluated on an annual basis as one cohesive plan. The County's budget and multi-year capital plan, spans six fiscal years, is adopted on an annual basis by the Board of County Commissioners, and conveys the services to be delivered to the community as well as the resources required to provide those services.

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CHAPTER 2

SYSTEM OVERVIEW



2 SYSTEM OVERVIEW

The Department of Transportation and Public Works (DTPW) is the 14th largest transit system in the United States (based on unlinked passenger trips and passenger miles), with a service area of approximately 306 square miles. It is composed of 34 individual municipalities with a county population of approximately 2.7 million. A trend persists in some areas throughout the county to incorporate, which leaves a large portion of the county populated by disadvantaged individuals in unincorporated areas that are dependent upon county services. DTPW is one of the largest departments in Miami-Dade County government and responsible for planning and providing public transit services in the County.

DTPW operates an integrated multi-modal transit system comprised of four (4) modes: bus (Metrobus), heavy rail (Metrorail), automated people-mover (APM) (Metromover), and demand-response service (Special Transportation Services or STS). The transit agency is led by a Department Director that reports to the Mayor. The table of organization for DTPW can be found in Appendix A.1.

Department of Transportation and Public Works Transit Mission Statement

Plan for, operate, and maintain a clean, safe, reliable, and convenient transportation system that effectively enhances mobility in Miami-Dade County.







In 2016, there were an average of 302,500 weekday boardings on the DTPW system. Table 2-1 presents DTPW service characteristics by transit mode.

Table 2-1 DTPW Service Characteristics by Transit Mode, 2016

System Characteristics	Metrobus		Metrorail	Metromover	STS
	DTPW Operated Routes	Contracted Routes			
Operating Hours	24 hours [1]	5:10am-12:40am	5:00am-12:00am (Sun – Thurs) 5:00am-2:00am (Fri and Sat)	5:00am-12:00am (Sun – Thurs) 5:00am-2:00am (Fri and Sat)	24 hours
Number of Routes	96	2	2	3	Demand Resp.
No. of Stations/Stops	8,828	32 [2]	23*	21*	N/A
Peak Headways	5-80 minutes	N/A	5-10 minutes**	1½ -5 minutes	(Pick up +/-30 minutes of scheduled time)
Midday Headways	12 -70 minutes	N/A	15 minutes	1½ - 3 minutes	
Weekend Headways	12 -70 minutes	N/A	Orange Line: 15 minutes Green Line: 30 minutes	3-6 minutes	
Routes Miles	1,869 (Directional Route Miles)	142 (Round Trip Miles)	24.8 miles	4.4 miles	N/A
Peak Vehicle Requirements*	709	7	84	23	358
Total Fleet Size*	847	9*	136*	27	376
Annual Revenue Miles*	28,242,594	798,674	8,189,085	1,189,377	13,339,934
Annual Boardings*	65,150,553	389,214	21,461,039	10,318,149	1,643,345
Park-Ride Spaces	3,141	N/A	9,125	0	N/A
Annual Operating Expense*	$348,009,841	$5,956,518	$96,742,980	$27,396,983	$51,071,628
Annual Operating Revenue*	$85,770,902	$503,374	$19,160,013	$0	$5,653,540
Annual Revenues (Other)*	$19,889,826 [3]	$0	$0	$0	N/A
Base Fare	$2.25***	$2.65***	$2.25	Free	$3.50
Pedestrian Overpasses	1	0	3	0	N/A
Maintenance/Storage Facilities	3	N/A	1	1	N/A

* Source: National Transit Database, Department of Transportation and Public Works, 1st Submission 2015 Data, January 31, 2017.

** 5-minute combined headway (Orange Line and Green Line) during the peak AM and PM travel times from Dadeland South Station to the Earlington Heights Station. The Green Line Metrorail Service operates at 10-minute headways during the peak AM and PM travel times between the Palmetto Station and the Dadeland South Station.

*** Express Bus fare for routes operating within the County is $2.25; Routes that travel to other Counties (301 Dade-Monroe Express, 302 Card Sound Express, and four Dade-Broward Express Routes) remain at the current trip fare of $2.65. Shuttle bus fare is $0.25.

[1] Six (6) Metrobus routes (L, S, 3, 11, 27, 38/Transitway MAX) operate 24 hours per day. Two other routes, 246/Night Owl and 500/Midnight Owl, provide hourly bus service approximately between 12:00 am - 5:30 am.

[2] In addition to the 32 designated bus stops for the two routes, buses pick up passengers anywhere along the routes when hailed.

[3] Includes all modes.

2.1 Metrobus

Metrobus is DTPW's fixed-route bus service. Metrobus operates seven days a week, 24 hours per day. A total of 96 routes comprise DTPW's regular bus service structure as served by a total fleet of 847 buses and two contracted routes with seven buses. DTPW's family of Metrobus services include local, circulator, limited-stop, express, and BRT (Bus Rapid Transit) services. Figure 2-1 illustrates the DTPW Metrobus service area coverage while Figure 2-2 presents the Metrobus system route map. A detailed service schedule for current DTPW operated Metrobus routes is presented in Appendix A.2.

2.1.1 Local Service

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

2.1.2 Circulator Service

Circulator or shuttle bus service operates short route connections between activity centers, or as a feeder to provide a connection with another transit service. For DTPW, these routes include the Tri-Rail commuter rail shuttles in Miami-Dade County and short localized area-specific routes.

2.1.3 Limited-Stop Service

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

Route 277, the 7th Avenue MAX, is an example of a limited-stop type of bus service, which operates during the morning and evening rush hours.

2.1.4 Express Bus Service

Express Bus service is similar to limited-stop service which has fewer stops and operates at a higher speed when compared to local bus service. Express routes connect outlying areas (designated park-and-ride lots or shopping centers), with direct service to designated activity centers such as the Miami Central Business District (CBD). These routes usually operate along a freeway or major arterial road to increase the operating speed.

The 95 Dade-Broward Express Route that operates within the I-95 express lanes is an existing express service operated by DTPW.



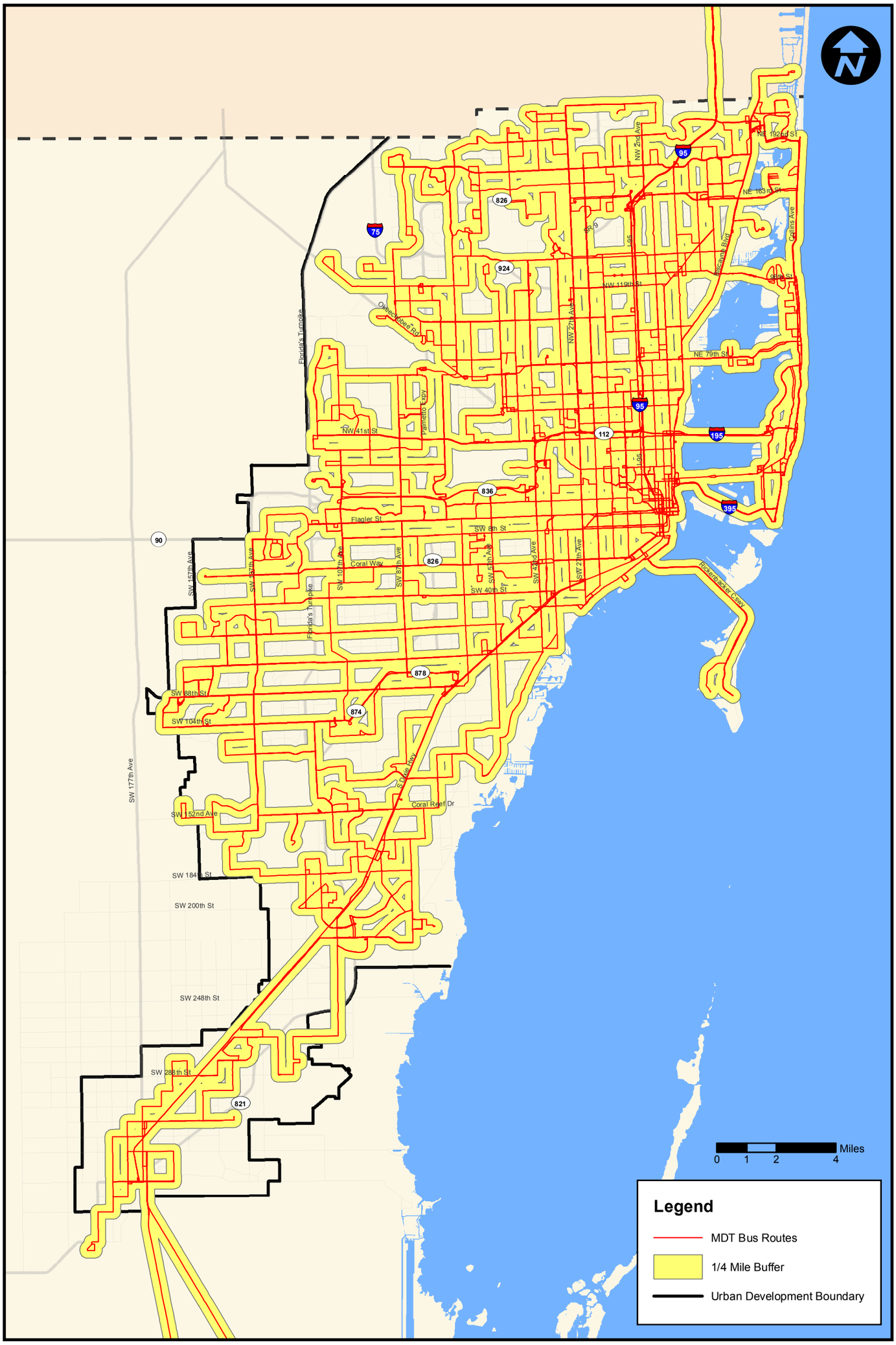
2.1.5 Bus Rapid Transit (BRT)

A resolution was passed in June of 2016 rebranding what was formerly known as the "South Miami-Dade Busway" as the "South Dade Transitway." The Transitway is a 19.8-mile two-lane, at-grade dedicated Bus Rapid Transit (BRT) corridor for DTPW bus service which runs parallel to U.S. 1 from SW 344th Street in South Miami-Dade to the Dadeland South Metrorail Station. Full size (40-foot) and articulated (60-foot) buses serve 30 stations (including Dadeland North) and six park-and-ride lots along the Transitway. Buses also operate within adjacent neighborhoods and enter the exclusive lanes at major intersections.

Most of the routes operating on the Transitway provide limited-stop or express service, or have sections that offer limited stop or express service to maximize use of the transitway and its travel time savings features of exclusive travel lanes, fewer stops, and preferential signal phasing at intersections. Examples of these routes include 31, 34, 38, 52, 252 and 287.

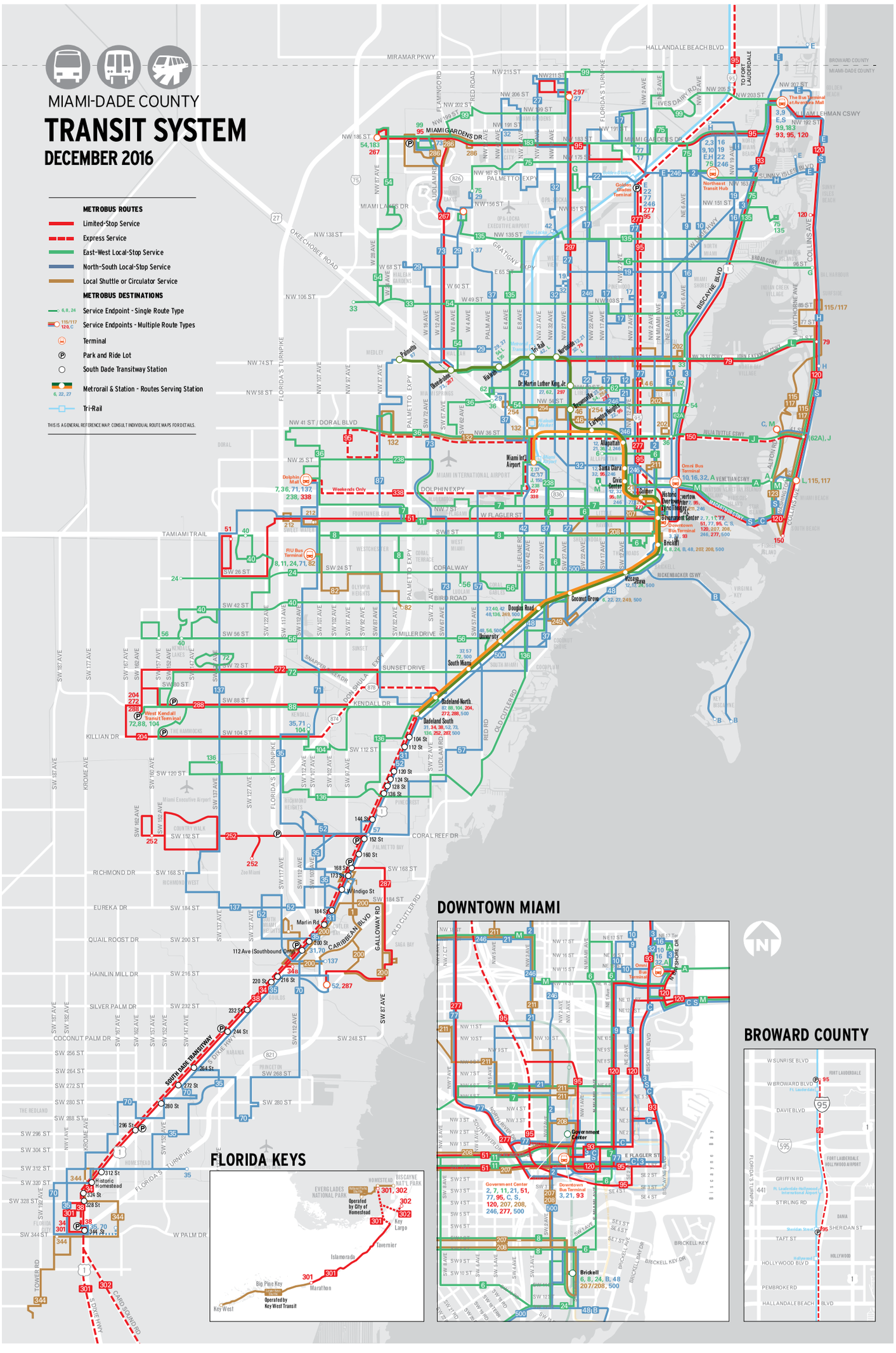


Figure 2-1: DTPW Service Area Coverage



Miami Dade Transit Bus Service Area Coverage. Source: Miami-Dade Transit, December 2016

Figure 2-2: DTPW Metrobus System Map

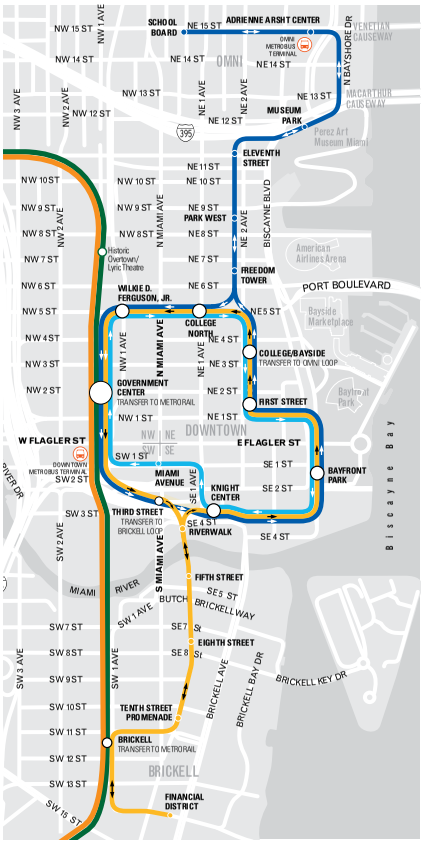


METROBUS ROUTES

Connects with Metrorail | Serves Park & Ride Lot | Overnight Service | Serves Miami International Airport | Connects with Tri-Rail

- 1 Perrine ⇆ Quail Roost Dr/SW 117 Ave
- 2 163 St Mall, 84 St ⇆ Downtown Miami
- 3 Aventura Mall ⇆ Downtown Miami
- 6 Coconut Grove Metrorail ⇆ NW 29 St
- 7 Dolphin Mall, Miami Intl Airport ⇆ Downtown Miami
- 8 FIU Maidique Campus ⇆ Brickell Metrorail
- 9 Aventura ⇆ Downtown Miami
- 10 Skylake Mall ⇆ Omni Metrobus Terminal
- 11 FIU Maidique Campus ⇆ Downtown Miami
- 12 Northside Metrorail ⇆ Mercy Hospital
- 16 163 St Mall ⇆ Omni Metrobus Terminal
- 17 Norwood ⇆ Vizcaya Metrorail
- 19 (WEEKDAYS ONLY) MDC North Campus ⇆ 163 St Mall
- 21 Northside Metrorail ⇆ Downtown Miami
- 22 163 St Mall ⇆ Coconut Grove Metrorail
- 24 West Dade ⇆ Brickell Metrorail via Coral Way
- 27 Miami Gardens ⇆ Coconut Grove Metrorail
- 29 (WEEKDAYS ONLY) Miami Lakes Education Center ⇆ Hialeah
- 31 **BUSWAY LOCAL** - South Dade Government Center ⇆ Dadeland South Metrorail
- 32 Carol City ⇆ Omni Metrobus Terminal
- 33 Hialeah ⇆ NE 79 St/Biscayne Blvd
- 34 **34 EXPRESS** (WEEKDAY RUSH-HOUR ONLY) **34A:** Florida City ⇆ Dadeland South Metrorail **34B:** S Dade Govt Ctr ⇆ Dadeland South Metrorail
- 35 MDC Kendall Campus ⇆ Florida City
- 36 Dolphin Mall, Miami Springs ⇆ Midtown Miami
- 37 Hialeah ⇆ South Miami Metrorail
- 38 **BUSWAY MAX** Dadeland South Metrorail ⇆ Florida City
- 40 West Dade ⇆ Douglas Road Metrorail
- 42 Opa-locka Tri-Rail ⇆ Douglas Road Metrorail
- 46 **LIBERTY CITY CONNECTION** (WEEKDAY RUSH-HOUR ONLY) Brownsville Metrorail ⇆ Seventh Avenue Transit Village
- 48 (WEEKDAYS ONLY) Brickell Metrorail ⇆ University Metrorail
- 51 **FLAGLER MAX** (WEEKDAYS ONLY) West Dade ⇆ Downtown Miami
- 52 Dadeland South Metrorail ⇆ Cutler Bay Health Center
- 54 Miami Gardens Dr/NW 87 Ave, Hialeah Gardens ⇆ Biscayne Blvd/NE 54 St
- 56 (WEEKDAYS ONLY) West Dade ⇆ Miami Children's Hospital
- 57 (WEEKDAYS ONLY) Miami Intl Airport ⇆ Jackson South Hospital
- 62 Hialeah ⇆ Biscayne Blvd / 62 St
- 70 Florida City ⇆ South Dade Government Center
- 71 Dolphin Mall ⇆ MDC Kendall Campus
- 72 West Kendall Terminal, Miller Square ⇆ South Miami Metrorail
- 73 Miami Gardens Dr & NW 73 Ave Park & Ride ⇆ Dadeland South Metrorail
- 75 Miami Lakes ⇆ FIU Biscayne Bay Campus
- 77 Norwood ⇆ Downtown Miami
- 79 **79 STREET MAX** (WEEKDAY RUSH-HOUR ONLY) Northside Metrorail ⇆ 72 St / Miami Beach
- 82 **WESTCHESTER CIRCULATOR** (WEEKDAYS ONLY) FIU Maidique Campus ⇆ Tropical Park
- 87 Palmetto Metrorail, Doral ⇆ Dadeland North Metrorail
- 88 Dadeland North Metrorail ⇆ West Kendall Terminal
- 93 **BISCAYNE MAX** (WEEKDAYS ONLY) Downtown Miami ⇆ Aventura Mall
- 95 **95 EXPRESS GOLDEN GLADES** (WEEKDAY RUSH-HOUR ONLY) Carol City, Aventura Mall, Golden Glades ⇆ Downtown Miami, Civic Center
  95 EXPRESS DADE BROWARD (WEEKDAY RUSH-HOUR ONLY) Broward Blvd, Sheridan St ⇆ Downtown Miami, Civic Center
- A ROUTE 101: Omni ⇆ Sunset Harbor / Miami Beach
- B ROUTE 102: Brickell Metrorail ⇆ Key Biscayne
- C ROUTE 103: Downtown Miami ⇆ Mt. Sinai Medical Center
- 104 West Kendall Terminal ⇆ Dadeland North Metrorail
- E ROUTE 105: Golden Glades ⇆ Hallandale Beach
- G ROUTE 107: 94 St / Miami Beach ⇆ Bunche Park, N Dade Health Center
- H ROUTE 108: Skylake ⇆ 72 St / Miami Beach
- J ROUTE 110: Miami Intl Airport ⇆ 41 St / Miami Beach
- L ROUTE 112: Lincoln Rd ⇆ Hialeah Metrorail
- M ROUTE 113: Civic Center ⇆ Mt. Sinai Hospital
- 115 **MID-NORTH BEACH CONNECTION** (CLOCKWISE) Harding/88 St ⇆ Lincoln Rd
- 117 **MID-NORTH BEACH CONNECTION** (COUNTERCLOCKWISE) Harding/88 St ⇆ Lincoln Rd
- S ROUTE 119: Downtown Miami ⇆ Aventura Mall
- 120 **BEACH MAX** Downtown Miami ⇆ Aventura Mall
- 123 **SOUTH BEACH LOCAL**
- 132 **TRI-RAIL DORAL SHUTTLE** (WEEKDAY RUSH-HOUR ONLY): Doral ⇆ Hialeah Market Tri-Rail
- 135 Hialeah Metrorail, Miami Lakes ⇆ FIU Biscayne Bay Campus
- 136 (WEEKDAY RUSH-HOUR ONLY) SW 147 Ave/SW 120 St ⇆ Dadeland South Metrorail, Douglas Road Metrorail
- 137 **WEST DADE CONNECTION** Dolphin Mall ⇆ South Dade Gov Center
- 150 **MIAMI BEACH AIRPORT EXPRESS** Miami Intl Airport ⇆ South Beach
- 183 Miami Gardens Dr & NW 73 Ave Park & Ride ⇆ Aventura Mall
- 200 **CUTLER BAY LOCAL** (NO SUNDAYS)
- 202 **LITTLE HAITI CONNECTION** Biscayne Shopping Plaza, NW 5 AVE / 83 St ⇆ Miami Design District
- 204 **KILLIAN KAT** (WEEKDAY RUSH-HOUR ONLY) West Kendall Terminal ⇆ Dadeland North Metrorail
- 207 **LITTLE HAVANA CONNECTION** (CLOCKWISE) Downtown Miami, Brickell ⇆ SW 25 Ave
- 208 **LITTLE HAVANA CONNECTION** (COUNTERCLOCKWISE) Downtown Miami, Brickell ⇆ SW 25 Ave
- 211 **OVERTOWN CIRCULATOR** (WEEKDAYS ONLY)
- 212 **SWEETWATER CIRCULATOR** (WEEKDAYS ONLY)
- 238 **EAST-WEST CONNECTION** (WEEKDAYS ONLY) Dolphin Mall ⇆ Miami Int. Airport
- 246 **NIGHT OWL** Downtown Miami ⇆ 163 St Mall
- 249 **COCONUT GROVE CIRCULATOR** Coconut Grove Metrorail ⇆ Douglas Road Metrorail
- 252 **CORAL REEF MAX** Country Walk ⇆ Dadeland South Metrorail, Zoo Miami (Weekends Only)
- 254 **BROWNSVILLE CIRCULATOR** (WEEKDAYS ONLY) Caleb Center ⇆ Jefferson Reeves Park, Hialeah
- 267 **LUDLAM LIMITED** (WEEKDAY RUSH-HOUR ONLY) NW 186 St/87 Ave ⇆ Okeechobee Metrorail
- 272 **SUNSET KAT** (WEEKDAY RUSH-HOUR ONLY) West Kendall Terminal ⇆ Dadeland North Metrorail
- 277 **NW 7 AVENUE MAX** (WEEKDAY RUSH-HOUR ONLY) Downtown Miami ⇆ Golden Glades Park & Ride
- 286 **NORTH POINTE CIRCULATOR** (NO SUNDAYS) Miami Gardens Dr & NW 73 Ave Park & Ride ⇆ NW 57 Ave/NW 176 St
- 287 **SAGA BAY MAX** (WEEKDAY RUSH-HOUR ONLY) S Dade Health Center ⇆ Dadeland South Metrorail
- 288 **KENDALL CRUISER** (WEEKDAY RUSH-HOUR ONLY) West Kendall Terminal ⇆ Dadeland North Metrorail
- 297 **27th AVE ORANGE MAX** (WEEKDAYS ONLY) Miami Intl Airport ⇆ Miami Gardens
- 301 **DADE-MONROE EXPRESS** Florida City ⇆ Marathon Key
- 302 **CARD SOUND EXPRESS** Florida City ⇆ Ocean Reef Club
- 338 **WEEKEND EXPRESS** (WEEKENDS ONLY) Miami Intl Airport ⇆ Dolphin Mall
- 344 (WEEKDAYS ONLY) Florida City ⇆ MDC Homestead Campus
- 500 **MIDNIGHT OWL** Dadeland South Metrorail ⇆ Downtown Miami

METROMOVER



- Omni Loop
- Inner Loop
- Brickell Loop
- Stations Serving A Single Loop
- Station Serving Multiple Loops
- Metrorail
- Metrobus Terminal

2.2 Metrorail

Metrorail provides passenger service to 23 stations on a 24.8-mile heavy rail electrified line. The system operates on an elevated guideway with transfer points to Tri-Rail commuter rail service, the DTPW Metromover system, and the South Miami-Dade Transitway. DTPW maintains a total fleet of 136 Metrorail vehicles. Daily passenger service starts at 5:00 a.m. from the terminal stations and ends with the last train arriving at the terminal station at 12:48 a.m.

DTPW operates two lines of service with four (4) and six (6) car trains. The legacy Green Line runs from Palmetto Station to Dadeland South Station and the Orange Line from the Miami Intermodal Center (MIC) at Miami International Airport to Dadeland South station.

The Orange Line provides direct service between the MIC and Dadeland South Station every 10 minutes during peak hours. The Green Line operates at 10-minute headways during the peak AM and PM travel times between the Palmetto Station and Dadeland South Station.

Both lines provide premium transit service with a combined headway of five (5) minutes during the peak AM and PM travel times from Dadeland South Station to the Earlington Heights Station. Mid-day off-peak headways are 15 minutes. Weekend and holiday Green Line service operates with headways of 30 minutes. In March 2016, DTPW increased the Orange Lines weekend frequency to achieve 15 minute headways between the MIC and Dadeland South. In December 2015, DTPW initiated the new Metrorail-Downtown Express Service which provides non-stop service between Dadeland North and Brickell Metrorail stations in the southern segment of the system and express service between Palmetto and Civic Center Metrorail stations during the AM/PM peak travel periods.

In March 2016, Orange Line trains began departing from the MIA Station every 15 minutes instead of every 30 minutes in order to provide passengers more frequent transit service from MIA. In addition, in October 2016, Metrorail service was extended to run until 2:00 am on Fridays and Saturdays

Figure 2-3 illustrates the current DTPW Metrorail system.

Figure 2-3: DTPW Metrorail System 2016



Source: DTPW, December 2016

2.3 Metromover

DTPW's automated people mover (APM) or Metromover is an elevated system that serves 21 stations and is comprised of three (3) loops:

- Downtown Miami Central Business District (Inner/Downtown Loop);
- Adrienne Arsht Center and Perez Arts Museum to the north (Outer/Omni Loop);
- Brickell area to the south (Outer/Brickell Loop).

DTPW maintains a fleet of 29 Metromover vehicles and operates with a maximum of two (2) cars per train. Metromover operates free of charge and stops at 21 wheelchair-accessible stations from the School Board area to Brickell, serving major destinations throughout Downtown Miami.

Metromover's Inner/Downtown, Outer/Omni and Brickell loops operate seven days a week and runs from 5:00 a.m. to 12:00 a.m. Sunday through Thursday and 5:00 a.m. to 2:00 a.m. Fridays and Saturdays. During the AM/PM peak period, service frequency is every 90 seconds in the central business district and every three (3) minutes during weekends and holidays.

On the Omni and Brickell Loops, service frequency is five (5) minutes during peak periods and six (6) minutes during weekends and holidays.

Figure 2-4 illustrates the DTPW Metromover system map as of December 2016.

Figure 2-4: DTPW Metromover System



Source: DTPW, December 2016

2.4 Special Transportation Services

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

Service is provided by sedans, vans and lift-equipped vehicles, seven (7) days a week, 24 hours per day. Presently, there are 376 vehicles available for paratransit service transportation. Currently, these vehicles are privately contracted through Transportation America (TA).

As of December 2016, a total of 33,174 eligible clients are enrolled in the STS program including both ambulatory and non-ambulatory clients.



2.5 Services Provided by Private Contractors

America's Transportation provides fixed route bus service up to Mile Marker 50 into Monroe County (Routes 301 and 302). The private sector is also involved in the provision of several transit support services, such as:

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

2.6 Miami-Dade Transit Passenger Fare Structure

DTPW's automated passenger fare collection system for Metrorail and Metrobus is known as the EASY Card. Cash fare payments are still accepted on Metrobus; however Metrobus passengers are encouraged to purchase the DTPW EASY Card to take advantage of discounted transfer fees. Metrorail passengers are now required to purchase and load the contactless DTPW EASY Card. These cards are purchased at a fee of $2.00 and loaded with appropriate fare amounts for passage. Table 2-2 presents the current fare structure.

Table 2-2: DTPW Fare Structure Summary, December 2016

	Regular Fare	Discount Fare [1]
Metrobus	$2.25	$1.10
Inter-County Express Bus	$2.65	$1.10 - $1.30
Intra County Express Bus Reg Fare	$2.25	$1.30
Shuttle Bus [2]	25¢	10¢
Metrorail	$2.25	$1.10
Metrorail daily parking fee	$4.50	Not Applicable
Metrorail monthly parking permit [3]	$11.25	Not Applicable
Metromover	Free	Free
Special Transportation Service (STS)	$3.50	Not applicable
Bus-to-Bus Transfer [4]	Free	Free
Bus-to-Express Bus Transfer	50¢+45¢ upgrade=95¢	25¢+20¢ upgrade=45¢
Bus-to-Rail Transfer	60¢	30¢
Rail-to-Bus Transfer	60¢	30¢
Shuttle Bus-to-Bus or Rail Transfer	$2.00	$1.00
Shuttle Bus-to-Express Bus Transfer	$2.40	$1.20
1-Month Pass	$112.50	$56.25
1-Month Pass + Monthly Metrorail Parking Permit	$123.75	$67.50
1-Month Pass - Group Discount 4-99 passes	$101.25	Not applicable
Regional Monthly Pass	$145	$72.50

1 Discount fare is available for Medicare recipients, most people with disabilities, and students in grades K-12 when using an EASY Card for discount fare rides, which replaces all previous discount IDs and permits. Preschool children less than 42 inches in height can ride Metrobus and Metrorail free at all times with an accompanying adult. Parents or guardians of pre-schoolers are encouraged to present proof of age to bus operators and rail personnel to access the system. EASY Cards are not issued to pre-schoolers.

2 DTPW operates eight shuttle routes: 123/South Beach Local, 132/Doral-Tri-Rail Shuttle, 200/Cutler Bay Local, 211/Overtown Circulator, 212/Sweetwater Circulator, 249/Coconut Grove Circulator, 254/Brownsville Circulator, and 286/North Pointe Circulator. There is no fare for routes 132 (Doral-Tri-Rail Shuttle) and 133 (Airport-Tri-Rail Shuttle).

3 Only available with the purchase of a monthly pass.

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

Table 2-2: DTPW Fare Structure Summary, December 2016 (continued)

	Regular Fare	Discount Fare [1]
1-Month Pass - Group Discount 100 or more passes	$95.65	Not applicable
7-Day Pass	$29.25	$14.60
1-Day Pass	$5.65	$2.80
College/Adult Education Center Monthly Pass	$56.25	Not applicable
Golden Passport or Patriot Passport	Free	Free
EASY Card (cost of media)	$2.00	Not applicable
EASY Ticket (cost of media)	Free	Not applicable
Transit Mobility	Free	Free
Commuter Reduced	Not Applicable	Half-fare on every ride

Source: Department of Transportation and Public Works, December 2016

2.6.1 Farebox Recovery Ratio

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

Table 2-3 illustrates DTPW's farebox recovery ratio as reported to National Transit Database (NTD) for each mode. Note that DTPW's Metromover is a free fare service and therefore collects no farebox revenue.

Table 2-3: Farebox Recovery by DTPW Mode

Mode	FY 2015	FY 2016
Metrobus	24.8%	22.3%
Metrorail	29.3%	27.3%
STS	11.5%	11.1%

Source: DTPW National Transit Database Facts at a Glance Report, Dec. 2016

1 Discount fare is available for Medicare recipients, most people with disabilities, and students in grades K-12 when using an EASY Card for discount fare rides, which replaces all previous discount IDs and permits. Preschool children less than 42 inches in height can ride Metrobus and Metrorail free at all times with an accompanying adult. Parents or guardians of pre-schoolers are encouraged to present proof of age to bus operators and rail personnel to access the system. EASY Cards are not issued to pre-schoolers.

2.7 Miami-Dade Transit's Special Programs

Section 427, Florida Statues and Rule 41-2 Florida Administrative Code, establishes and mandates the creation of the Commission for the Transportation Disadvantaged in the State of Florida. A Community Transportation Coordinator (CTC) in each county is appointed by the Commission for the Transportation Disadvantaged and is responsible for the coordination and provision of cost-efficient transportation services and the elimination of duplication through a coordinated system. In Miami-Dade County, the County government is the local coordinator. DTPW is charged with the responsibility of creating programs, applying for the grants and coordinating transportation services for the disadvantaged.

Programs such as the Section 5310, Golden Passport, Patriot Passport, and Lifeline Services are also included in the Coordinated Transportation System.

2.7.1 Transportation Disadvantaged Program

The Transportation Disadvantaged Program, through a State Funded Grant, provides EASY Tickets on a monthly basis to social service agencies that service the transportation disadvantaged (homeless, children and families at risk, vocational training, and rehabilitation). The purpose of this program is to provide EASY Tickets to qualifying agencies to distribute to their clients for use on the Miami-Dade County transit system. Currently there are 97 agencies enrolled in the program.

2.7.2 Section 5310 Program

DTPW actively participates in the Federal Transit Administration (FTA) Section 5310 program by participating in the grant review, evaluation and award process. DTPW in its role as the CTC is responsible for the program coordination with local non-profit agencies serving elderly and disabled residents in Miami-Dade County.

2.7.3 Corporate Discount Program

DTPW's Corporate Discount Program (CDP) allows participants to save on commuting costs through group discounts and pre-tax savings, by purchasing public transportation through a tax deduction from their employer under IRS Code 132(f). It allows employees to pay for their public transit rides using pre-tax dollars, up to $255 month ($3,000/year) in 2016. The CDP provides monthly transit passes on Corporate EASY Cards, good for a month of unlimited rides on Metrobus and Metrorail, at a 10 percent (10%) discount for groups of 4-99 participants, and a 15 percent (15%) discount for groups of 100+ participants. Participants who take Metrorail can save even more by purchasing their $11.25 monthly Metrorail parking permit with pre-tax dollars. In 2016, the CDP generated over $9 million in revenue. The program currently has 212 participants.

2.7.4 College / Vocation School Discount Program

College, university, vocational/technical and adult education school students can purchase a one-month pass on an Orange EASY Ticket for $56.25, half the cost of a full price monthly pass. This program is offered to full-time students using DTPW's public transportation system to get to school. Over 50 schools are participating in the program generating approximately $3.7 million in annual sales.

2.7.5 K-12 Discount Program

Miami-Dade County students in grades K-12 can ride Metrobus and Metrorail at 50 percent (50%) off the regular fare. First time eligible students may obtain a specially encoded EASY Card at no cost by applying online www.miamidade.gov/transit/fare-k12 or visiting the Transit Service Center Kiosk located on the second floor of the Stephen P. Clark Center, at 111 NW 1st Street, or Pass Sales Office located at 701 NW 1 Court, Suite 121. This program is open to any student attending public or private schools in Miami-Dade County. Currently, there are over 2,700 K-12 customer accounts.

2.7.6 EASY Card Sales Outlets

EASY Card Sales Outlets are conveniently located throughout Miami-Dade County for transit customers to obtain or load cash value and/or passes onto the EASY Card or EASY Ticket. The DTPW EASY Card Services Division is responsible for training new vendors and managing all EASY Card Sales Outlets, providing DTPW with an average of $5.9 million in revenue a year. Currently there are over 90 sales vendors throughout Miami-Dade County.

2.7.7 Golden Passport Office

The Golden Passport EASY Card provides free transportation to senior citizens 65 years and over or Social Security beneficiaries who are permanent Miami-Dade County residents. A Patriot Passport provides free transportation to disabled veterans who are permanent Miami-Dade County residents. Currently, there are 205,224 certified Golden Passport/Patriot Passport customer accounts; this includes 182,188 Golden Passport customers over 65 years of age, 20,717 Golden Passport customers under 65 years of age, and 2,319 Patriot Passport customers.

2.8 Customer Information / Convenience

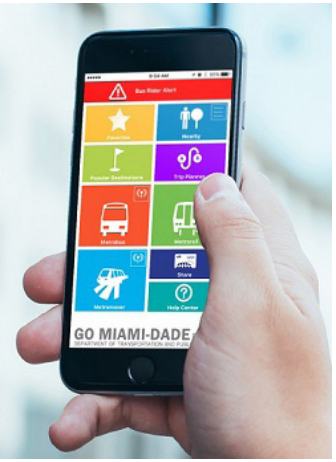
2.8.1 Smartphone Mobile Application (iPhone and Android)

DTPW has deployed real-time iPhone and Android applications for Metrorail/Metrobus/Metromover arrival/departure, route and schedule information. These mobile applications provide DTPW passengers with everything that is currently present on the DTPW mobile web site as well as additional smartphone-specific features in the form of an app to include: rider alerts; Train Tracker; Bus Tracker; service updates; elevator/escalator operational status; Metrobus schedules and routes; Metrorail station information; Metromover station information; fare information; rider alerts registration; contact numbers; feedback zone; Where Am I?; and Live Mapping. The mobile app went through a complete redesign last year for both the iPhone and Android versions that introduced a modern and easier to use interface, giving users quicker access to real-time tracking and maps. The following new features have been implemented in the mobile app in the past year:

- "Nearby" - Shows all stops/stations and real-time vehicles around you with the ability to scroll around the county.
- "Bus Stop Look Up" - Input the bus stop number (located on the bus stop) to see the next arrival time for all routes servicing that stop.
- New section dedicated to STS with access to the new STS Connect online service for its clients
- Integration with other apps such as EASY Pay, Pay by Phone, and the new MDT Transit Watch mobile application for submitting safety concerns in real-time.
- 3D-touch support for iPhones

2.8.2 Electronic Transit Rider Alert System / Train Tracker / Mover Tracker / Bus Tracker

DTPW continues to implement customer convenience enhancements to their Rider Alert system that notifies passengers about transit service delays. Registered users receive electronic alerts on detours, route changes, and updates for Metrobus as well as service interruptions for Metrorail, Metromover, Metrobus and Special Transportation Services. The Rider Alert system also provides the operational status of Metrorail or Metromover station elevators and escalators. Customers must sign-up to receive these electronic alerts to their cellular phones, email addresses, text pagers, and smart phones. There are currently 2,577 customers who are signed up to receive these electronic alerts. Train Tracker service allows users to see, via the web and on mobile devices, the estimated time of arrival of the next Metrorail train.



DTPW has a real-time Metromover Tracker System, "Mover Tracker" using the web-based technology and is available via computer desktops, cell phones/smartphones, personal digital assistants (PDAs) and tablets. These software applications also provide other useful transit information such as service alerts, rail and mover station information and elevator/escalator status. Similar systems are active for Metrorail and Buses (Train Tracker and Bus Tracker).

2.9 Maintenance and Storage Facilities

DTPW currently operates three (3) maintenance bus garages to serve a fleet of 847 buses. The DTPW garages are located in various areas throughout the County to provide efficient maintenance and storage services at the following locations:

- Central Facility: 3311 NW 31st Street, Miami, Florida 33142; serving 37 bus routes
- Coral Way Facility: 2775 SW 74th Avenue, Miami, Florida 33155; serving 33 bus routes and,
- Northeast Facility: 360 NE 185th Street, Miami, Florida 33179; serving 27 bus routes

The Metrorail fleet of 136 rail cars is maintained and stored at the William E. Lehman Center located at 6601 NW 72nd Avenue, Miami, Florida 33166.

The Metromover fleet of 46 cars is supported by the maintenance facility located at 100 SW 1st Avenue in Downtown Miami.

2.10 Park-and-Ride Facilities

DTPW currently has more than 12,000 available parking spaces, including 28 park-and-ride lots which serve one or more Metrobus routes. Seventeen of those locations are located at Metrorail stops.

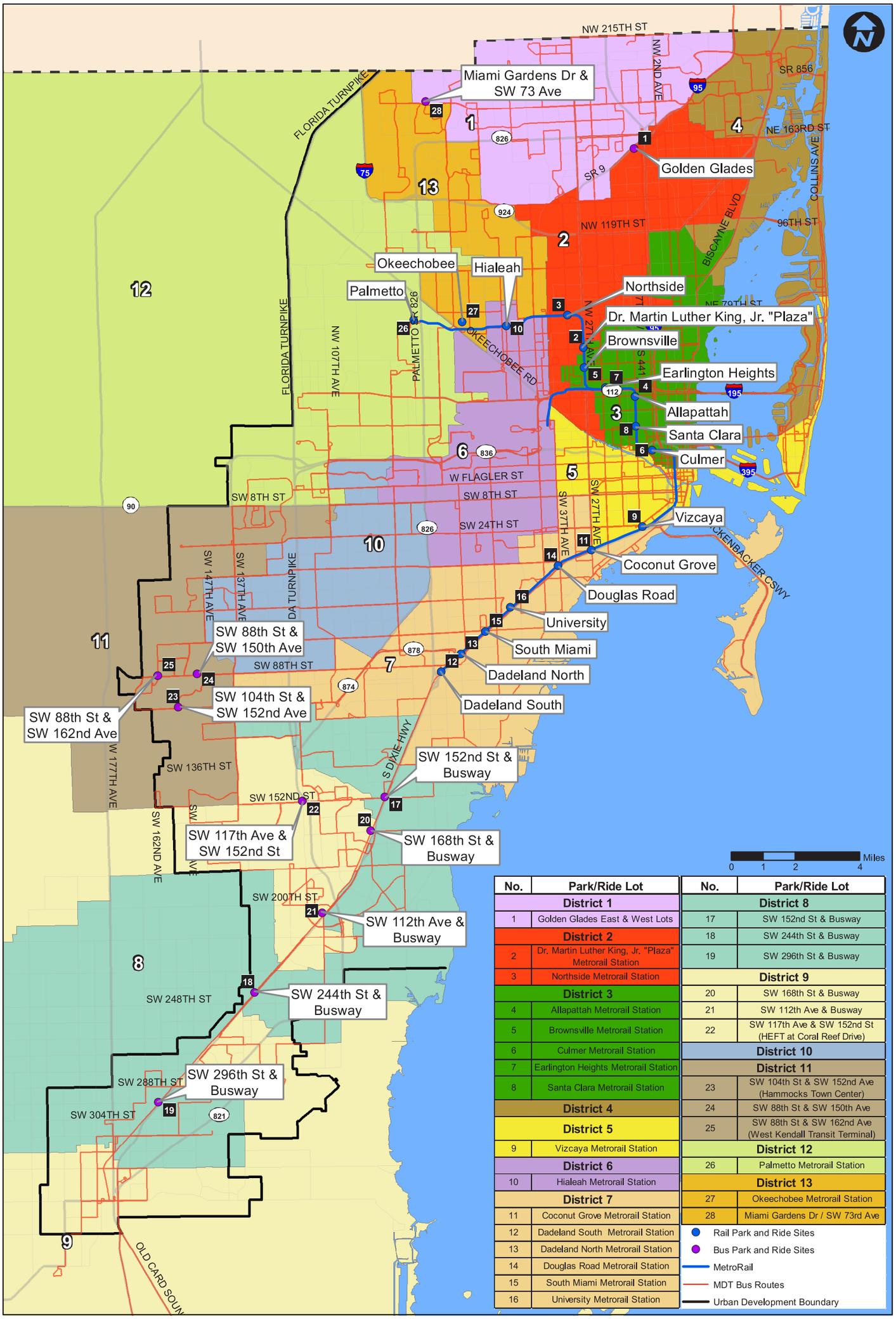
Actual parking usage is highest on the southern portion of the Metrorail line and to the north at the Metrobus Golden Glades park-and-ride lot. Figure 2-5 identifies the location of existing park-and-ride sites that serve the DTPW system.

2.11 Pedestrian Overpasses

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

1. Douglas Road Metrorail Station Pedestrian Overpass
2. Vizcaya Metrorail Station Pedestrian Overpass
3. Hialeah Metrorail Station Overpass
4. Snapper Creek Expressway and US-1 M-Path Overpass

Figure 2-5: Existing DTPW Park-and-Ride Facilities



No.	Park/Ride Lot
District 1	
1	Golden Glades East & West Lots
District 2	
2	Dr. Martin Luther King, Jr. "Plaza" Metrorail Station
3	Northside Metrorail Station
District 3	
4	Allapattah Metrorail Station
5	Brownsville Metrorail Station
6	Culmer Metrorail Station
7	Earlington Heights Metrorail Station
8	Santa Clara Metrorail Station
District 4	
District 5	
9	Vizcaya Metrorail Station
District 6	
10	Hialeah Metrorail Station
District 7	
11	Coconut Grove Metrorail Station
12	Dadeland South Metrorail Station
13	Dadeland North Metrorail Station
14	Douglas Road Metrorail Station
15	South Miami Metrorail Station
16	University Metrorail Station

No.	Park/Ride Lot
District 8	
17	SW 152nd St & Busway
18	SW 244th St & Busway
19	SW 296th St & Busway
District 9	
20	SW 168th St & Busway
21	SW 112th Ave & Busway
22	SW 117th Ave & SW 152nd St (HEFT at Coral Reef Drive)
District 10	
District 11	
23	SW 104th St & SW 152nd Ave (Hammocks Town Center)
24	SW 88th St & SW 150th Ave
25	SW 88th St & SW 162nd Ave (West Kendall Transit Terminal)
District 12	
26	Palmetto Metrorail Station
District 13	
27	Okeechobee Metrorail Station
28	Miami Gardens Dr / SW 73rd Ave

Rail Park and Ride Sites
Bus Park and Ride Sites
MetroRail
MDT Bus Routes
Urban Development Boundary

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2.12 Transit Oriented Development

In an effort to increase transit ridership, generate revenue, create attractive and dynamic station areas, DTPW has partnered with the private sector to implement the following transit oriented development Projects:

Dr. Martin Luther King, Jr. Plaza Metrorail Station



Project: Dr. Martin Luther King, Jr. Plaza Office Building

- 5-story, 172,000 sq. ft. office building including 13,500 sq. ft. of ground floor retail
- Demolition of portion of parking structure and renovation of 631-space entire garage
- Covered walkway linking building with station

Location: NW 62nd Street at NW 27th Avenue

Development Area: 7.9 Acres

Status: 2001 Groundbreaking; 2004 office building opened and garage re-opened

Allapattah Metrorail Station



Project: Allapattah Garden Apartments.

- Affordable rental housing complex with surface parking
- 8 garden-style, 3-story buildings totaling 135,100 SF
- 128 two and three bedroom units
- Clubhouse, tenant amenities, resident programs and services, day care center

Location: NW 36th Street at NW 12th Avenue, City of Miami

Development Area: 4.7 Acres

Status: Groundbreaking October 2002. Completed spring 2004

Santa Clara Metrorail Station



Project: Santa Clara Apartments

- Phase I: 9-story, 208-unit affordable rental apartment building, 157 surface parking and 51 Phase II garage parking spaces
- Phase II: 17-story, 204-unit affordable rental apartment building; 319 parking spaces on 5 levels with 207 spaces for Phase II tenants, 51 spaces for Phase I tenants and 61 ground floor spaces dedicated for Metrorail patrons

Location: NW corner, NW 20th Street at NW 12th Avenue, City of Miami

Development Area: 3.3 Acres

Status: Phase I Certificate of Occupation (CO) 2004 - Phase II CO 2006

Overtown



Projects: Overtown Transit Village (OTV) North (Phase 1)

- 17-story, 309,900 sq. ft. office building
- separate 9-story, 590-space parking garage
- 4,000 sq. ft. ground floor retail

Overtown Transit Village South (Phase II)

- 21-story, 300,000 sq. ft. office building including garage
- 7,152 sq. ft. ground floor lobby
- integrated 6-story, 334-space parking garage

Location: NW 1st Court between NW 6th and 8th Streets, City of Miami

Development Area: 2.1 Acres

Status: OTV I: Groundbreaking May 2004, construction began May 2004, completed June 2006. First occupancy March 2007

OTV II: Construction began winter 2007, completion early-mid 2010

Dadeland South



Projects: Datran Center I & II (Phases 1 & 3)

- 2 Class A office buildings, 476,412 rentable square feet
- 35,000 square feet retail space
- 3,500 parking spaces, 1,100 = dedicated transit patron usage

Miami Marriott Dadeland Hotel and Conference Center (Phase 2)

- 302 luxury hotel rooms

Dadeland Centre I (Phase 4A)

- 18 story Class A office building (8 floors offices, 9 floors parking)
- 152,014 square feet

Dadeland Centre II (Phase 4B)

- 15 story Class A office building (8 floors office, 6 floors parking)
- 119,516 square feet; ground floor retail

Location: S. Dixie Highway/U.S. 1 between Dadeland Boulevard and the Palmetto Expressway Overpass, Unincorporated Miami-Dade County

In Operation: Phases 1, 2 & 3 since 1984, Phase 4A since 2005 & Phase 4B since 2008

Term: Lease commenced July 1982; initial term to Dec. 2038; automatic 44-year renewal to Dec. 2082; automatic 50-year renewal to 2132.

2.13 Municipal Transit Services

DTPW continues to coordinate with local municipalities to avoid duplication of transit services and allow for efficient transit operations that complement one another. Currently, there are 34 municipalities eligible to receive surtax funding with 33 participating in the program (Indian Creek is not participating). Of these 33 municipalities participating in the program, 27 have local transit circulators that supplement DTPW bus routes. Figure 2-6 presents a map of local municipal circulators. The 27 municipalities below operate a circulator, partner with another municipality or partner with DTPW.

City of Aventura
Village of Bal Harbour
Town of Bay Harbor Islands
City of Coral Gables
Town of Cutler Bay (Interlocal Agreement (ILA) with DTPW)
City of Doral
City of Hialeah
City of Hialeah Gardens (ILA with the City of Hialeah)
City of Homestead
City of Miami
City of Miami Beach (ILA with DTPW)
City of Miami Gardens
Town of Miami Lakes
Town of Medley (Monday/Thursday only service to various shopping plazas)
Miami Shores Village
City of Miami Springs
City of North Bay Village
City of North Miami
City of North Miami Beach
City of Opa-locka
Village of Palmetto Bay
Village of Pinecrest
City of Sunny Isles Beach
Town of Surfside
City of Sweetwater
Village of Virginia Gardens (ILA with the City of Miami Springs)
City of West Miami

The collective ridership on these circulators exceeds 9.5 million passenger trips annually. The annual ridership of the three (3) largest circulator systems – (1) City of Miami, (2) City of Miami Beach and (3) City of Coral Gables, - collectively totaled 7,555,580 in 2016 and grew by approximately 9.3% since 2015. It should be noted that many of the municipalities operating circulator systems exceed the 20 percent (20%) minimum surtax transit expenditure requirement. Appendix A.3 provides a listing of each municipality, respective service operator and website.

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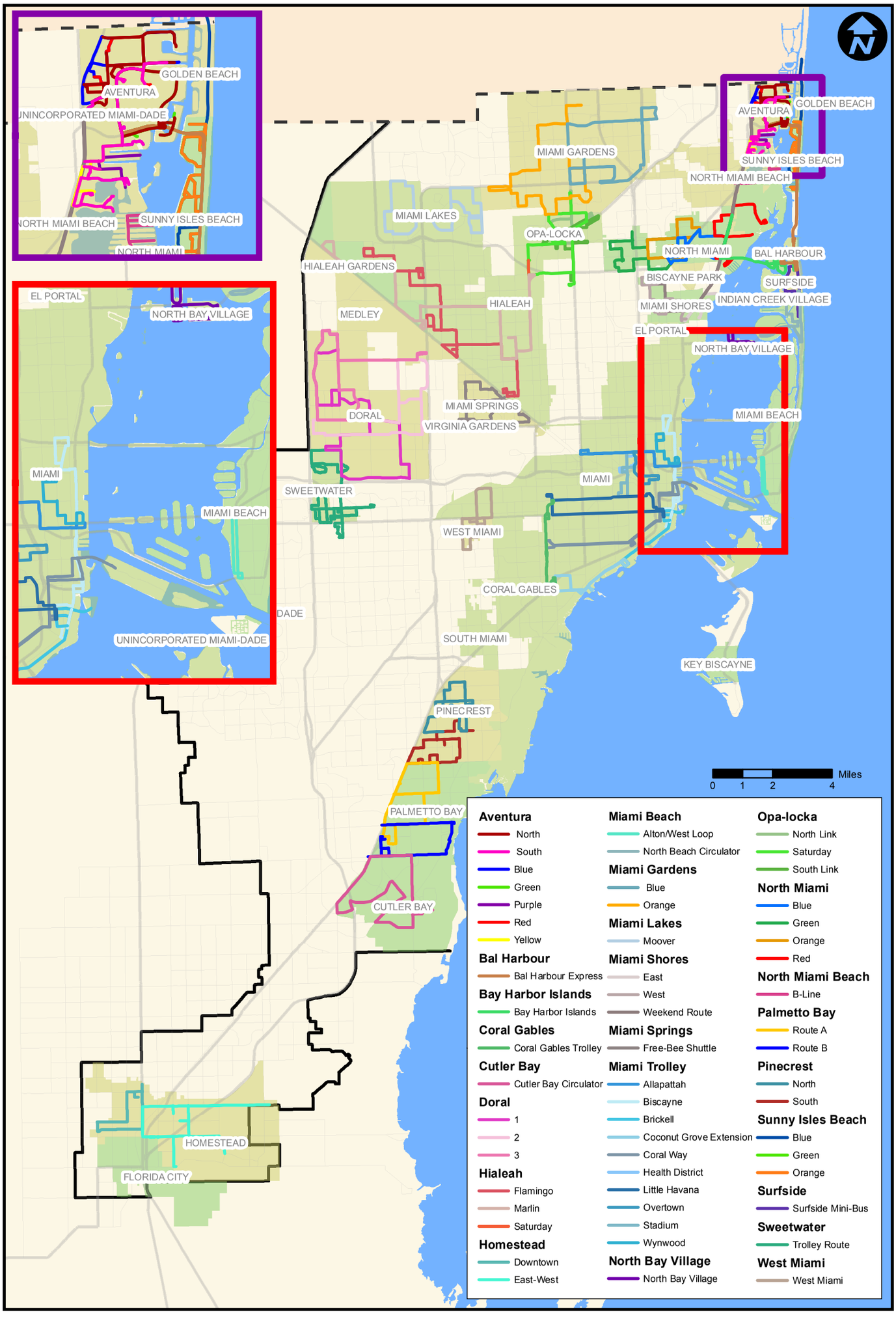
Figure 2-6: Municipal Circulator Routes

Hialeah Gardens is served by the Hialeah system
Virginia Gardens is served by the Miami Springs system



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2.14 REGIONAL TRANSIT SERVICE CONNECTIONS

2.14.1 Broward County Transit (BCT)

The Broward County Office of Transportation operates BCT, a fixed route bus service, which connects with DTPW service. BCT operates 45 routes during weekdays, 31 routes on Saturday and 29 routes on Sundays, with varying service schedules spanning from before 4:35 AM to after midnight on weekdays. A regular one-way fare is $2.00 while a reduced one-way fare is $1.00, and an all day pass is $5.00. The express bus one-way fare is $2.65 while the reduced one-way fare is $1.30. DTPW passengers transferring to BCT will provide the BCT bus operator with the Inter-County Ticket and pay $0.50. Passengers transferring from BCT to DTPW will provide the DTPW bus operator with the BCT Transfer and pay $0.60 for a full-fare transfer, $0.30 for a discounted-fare transfer, $0.95 for an express-bus transfer or $0.45 for a discounted fare transfer. BCT and DTPW have partnered to provide regional bus service between Broward and Miami-Dade Counties. Currently, DTPW buses travel into Hallandale Beach (southern Broward), and BCT buses travel into Aventura, North Miami, Miami Gardens, and the Golden Glades interchange. Bus service from both agencies operates within the I-95 express lanes, connecting northern and central Broward communities with Downtown Miami. BCT operates the 595 Express which connects western Broward communities to the Civic Center and Downtown Miami. The following table lists those locations and BCT bus routes that provide connecting service to Metrobus routes.

Table 2-4: BCT Routes Serving Miami-Dade County

Bus Route	Service Connection Location
1	Aventura Mall, US 1
2	NW 207 Street, NW 27th Avenue, University Drive
18	Golden Glades, State Road 7
28	Aventura Mall, State Road 7
441 Breeze, University Breeze	Golden Glades, Miami Gardens Drive
US 1 Breeze	Aventura Mall, US 1
595 Express Miami/Brickell	Overtown Metrorail station, Eighth Street, Metromover station, Brickell Metrorail station
595 Express Miami Civic Center	Civic Center Metrorail station
95 Express Miramar, 95 Express Pembroke Pines	Miami VA Hospital, Jackson Memorial Hospital, Miami Civic Center, University of Miami Hospital
95 Express Hollywood	Miami VA Hospital, Jackson Memorial Hospital, Miami Civic Center, University of Miami Hospital, Overtown Metrorail station, Downtown Miami Transit Terminal
95 Express Pembroke Pines / Miramar	Overtown Metrorail station, Downtown Miami Transit Terminal

Source: Broward County Transit, 2016

2.14.2 South Florida Regional Transportation Authority (SFRTA)

The SFRTA operates Tri-Rail a commuter rail service that operates along 72 miles of the South Florida Rail Corridor which spans Palm Beach County, Broward County, and Miami-Dade County. Tri-Rail primarily runs through the eastern urbanized areas of the three counties between the Mangonia Park station in Palm Beach County and the Miami International Airport (MIA) station in Miami-Dade County. Tri-Rail serves 18 passenger stations and averages more than 14,000 boardings per weekday.

Weekday service spans from 4:00 AM to 11:35 PM, with operations of 20 minute headways in each direction during the Peak periods, Off-peak headways are 60 minutes in each direction. Weekend service spans from 5:17 AM to 11:45 PM with 60 minute headways. Tri-Rail operates a zonal fare system and is comprised of six (6) equidistant zones. Fares are determined by the sum of zones traveled; the regular base fare for one-way travel is $2.50, discounted one-way is $1.25, regular round-trip is $4.40 and discounted round-trip is $2.50. On weekends and holidays, daily passes are issued for $5.00 and discounted is $2.50. The cost for the Tri-Rail monthly pass is $145 ($72.50 discounted for children, seniors, and persons with disabilities).

Tri-Rail passengers transferring to the DTPW system at a Tri-Rail transfer point are required to pay as presented in the following table:

Table 2-5: Tri-Rail-DTPW Transfer Fares

Transferring from Tri-Rail	Full Fare	Discount Fare
Metrorail	$1.20	$0.60
Metrobus	$0.60	$0.30
Express Bus	$0.95	$0.45
Return Trip	**Full Fare**	**Discount Fare**
All Modes/Express Bus	$2.25/$2.65	$1.10/$1.30

Source: Tri-Rail, 2016

Tri-Rail has five (5) station locations in Miami-Dade County that connect with DTPW services including both Metrobus and Metrorail. The five (5) Tri-Rail stations include Golden Glades (Metrobus routes 105 E, 22, 77, 246 Night Owl, 277 NW 27th Ave MAX, 95 Golden Glades Express), Opa-locka (Metrobus routes 32, 42, 135), Tri-Rail/Metrorail Transfer (Metrobus routes 42, 112 L, Metrorail), Hialeah Market (Metrobus routes 110 J, 36, 37, 132), and the Miami International Airport (MIA) Tri-Rail station (110 J, 37, 57, 42, 7, 150 Miami Beach Airport Flyer, 238 East-West Connector, 297 27th Avenue Orange Max).

Table 2-6: Tri-Rail Stations and DTPW Route Connections

Tri-Rail Station	DTPW Route	Major Destinations
Broward County		
Fort Lauderdale	95 Dade-Broward Express	Downtown Miami, Fort Lauderdale Tri-Rail station
Sheridan St	95 Dade-Broward Express	Downtown Miami, Sheridan Street Tri-Rail station
Miami-Dade County		
Golden Glades	105 E	Jackson North, The Mall at 163rd Street, City of North Miami Beach, Eastern Shores, Winston Towers, Aventura Mall, Turnberry Isle, Diplomat Mall/Hallandale
	22	City of North Miami Beach, The Mall at 163rd Street, Earlington Heights Metrorail station, Coconut Grove Metrorail station, Sunshine State Industrial Park
	77	SR 441, Liberty City, Culmer Metrorail station, Government Center Metrorail station, Main Library, Historical Museum of South Florida, Miami Art Museum, Downtown Miami Bus Terminal, NW 7th Avenue Transit Village
	246 Night Owl	The Mall at 163rd Street, Downtown Miami, Government Center Metrorail station, Overtown, Civic Center Metrorail station, University of Miami/Jackson Memorial Hospitals and clinics, Allapattah Metrorail station
	277 NW 7th Ave MAX	Downtown Miami, Government Center Metrorail station, Culmer Metrorail station, Edison Center, North Miami, Biscayne Gardens, NW 7th Avenue Transit Village
	95 Golden Glades Express	Golden Glades Park & Ride Lot, Civic Center, Veterans Hospital, Jackson Memorial Hospital, Norwood, Earlington Heights Metrorail station, Downtown Miami, Brickell
Opa-locka	32	Carol City, St. Thomas University, Florida Memorial College, City of Opa-locka, Opa-locka Tri-Rail station, Miami Dade College North Campus, Northside Metrorail station, Northside Shopping Center, Santa Clara Metrorail station, Omni Bus Terminal
	42	Miami Springs, City of Opa-locka City Hall, Opa-locka Tri-Rail station, City of Hialeah, Amtrak Passenger Terminal, Tri-Rail Metrorail station, Miami International Airport Metrorail station, City of Coral Gables, Douglas Road Metrorail station
	135	Hialeah Metrorail station, Miami Lakes, Opa-locka Tri-Rail, FIU Biscayne Bay
Tri-Rail / Metrorail Transfer	112 L	Lincoln Road Mall, Miami Beach Convention Center, JFK Causeway, Northside Metrorail station, Amtrak Terminal, Hialeah Metrorail station
	42	Miami Springs, City of Opa-locka City Hall, Opa-locka Tri-Rail station, City of Hialeah, Amtrak Passenger Terminal, Tri-Rail Metrorail station, Miami International Airport Metrorail station, City of Coral Gables, Douglas Road Metrorail station
Hialeah Market	110 J*	Miami International Airport Metrorail station, Allapattah Metrorail station, City of Miami Beach
	37	City of Hialeah, Dept. of Children & Families, Hialeah Metrorail station, Tri-Rail Airport station, Miami International Airport Metrorail station, Douglas Road Metrorail station, City of South Miami, South Miami Metrorail station
	36*	Dolphin Mall, Miami International Mall, Miami Dade College West Campus. Doral Center, City of Miami Springs , Miami Springs High School, Allapattah Metrorail station
	132 Doral/ Tri-Rail Shuttle	Doral Executive Center, Doral Country Club, Atrium Shopping Center, Miami Springs, Hialeah Market, Tri-Rail station

Tri-Rail Station	DTPW Route	Major Destinations
Miami International Airport	42	Miami Springs, City of Opa-locka City Hall, Opa-locka Tri-Rail station, City of Hialeah, Amtrak Passenger Terminal, Tri-Rail Metrorail station, Miami International Airport Metrorail station, City of Coral Gables, Douglas Road Metrorail station
	297 27th Avenue Orange MAX**	Miami International Airport (MIA) Metrorail station, Martin Luther King Jr. Metrorail station, Brownsville Transit Village, Brownsville Metrorail station, Miami Dade College North, City of Opa-locka, City of Miami Gardens, Dolphin Stadium
	150 Miami Beach Airport Flyer	Miami International Airport (MIA) Metrorail station, City of Miami Beach
	7	Miami International Airport (MIA) Metrorail station, City of Sweetwater, Dolphin Mall, Miami International Mall, 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
	37	City of Hialeah, Dept. of Children & Families, Hialeah Metrorail station, Tri-Rail Airport station, Miami International Airport Metrorail station, Douglas Road Metrorail station, City of South Miami, South Miami Metrorail station
	57	Tri-Rail Airport station, Miami International Airport (MIA) Metrorail station, South Miami Metrorail station, Red Road (NW/SW 57 Avenue), Transitway at SW 152 Street, SW 152 Street Park & Ride Lot, Jackson South Hospital
	110 J	Miami International Airport Metrorail station, Allapattah Metrorail station, City of Miami Beach
	238 East-West Connection	Dolphin Mall, Miami International Mall, Airport Corporate Center, Airport Cargo City, Airport Hilton Hotel and Miami International Airport (MIA) Metrorail station.

Source: DTPW, December 2016, SFRTA, December 2016

* Route does not enter the Tri-Rail station; passengers must access DTPW Routes from NW 36th Street.

** Route does not enter the Brownsville Transit Village or the Brownsville Metrorail station. Passengers must access the Route from the stop north of NW 53rd street.

2.15 NATIONAL CONNECTIONS

2.15.1 Greyhound Intercity Passenger Bus Service

Greyhound operates 1 station and 3 additional stops in Miami. The Miami Greyhound Bus Station is located East of MIA Airport, at 3801 NW 21st Street #171, and also operates buses out of the nearby Miami Intermodal Center (MIC). The additional Greyhound stops are located in Cutler Bay, Downtown Miami, and the Golden Glades Park & Ride in North Miami. Greyhound offers bus service from Miami to all major US cities and more than 1,800 minor cities and towns across the country. Ticket prices currently range from $9 for a trip from Cutler Bay to North Miami, up to $300 for a trip to Seattle, WA.

2.15.2 Amtrak Intercity Passenger Rail Service

The Miami Amtrak station is located at 8303 NW 37th Avenue with an extension running to the Miami Intermodal Center (MIC). Miami is the southern terminus for the Silver Service / Palmetto Line, which connects Miami to New York Penn Station by way of Philadelphia, Baltimore, Washington DC, Raleigh, Charleston, Jacksonville, Orlando, Fort Lauderdale, and many smaller cities in between. Major connections to East-West running lines are available in Washington DC and beyond. Coach seats are currently available from Miami for prices starting at $40 for a trip to Winter Haven Florida, up to $320 to reach the other end of the Palmetto Line at New York Penn Station. Sleeper rooms are currently available for prices starting at $140 for a trip to Winter Haven, up to $1,400 for a trip to New York.

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CHAPTER 3

CIVIC ENGAGEMENT



3 CIVIC ENGAGEMENT

The Department of Transportation and Public Works (DTPW) fully encourages civic engagement for the TDP development to address the continued implementation of the People's Transportation Plan (PTP) as well as the recently endorsed Strategic Miami Area Rapid Transit (SMART) Plan. The FDOT approved Public Involvement Plan (PIP) for the MDT10Ahead TDP outlines various coordination efforts for DTPW to provide opportunities for public participation and facilitate consensus building for this visioning document.

DTPW actively engages the public through participation at local events, conducting interactive presentations, and performing outreach activities throughout the DTPW transit service area and within communities across Miami-Dade County.

This chapter provides a detailed description of all the public outreach activities undertaken throughout the TDP development process. While DTPW receives continuous feedback from its patrons, the deadline for consideration in this TDP Annual Update is July 31st, 2017.



3.1 Civic Engagement Goals and Objectives

Civic engagement is an integral component of the TDP development process. The branded name and logo for the plan, MDT10Ahead, was developed to assist stakeholders and the public in recognizing materials; allowing for more efficient communication between the team, the public, and stakeholders. The goals for the MDT10Ahead TDP are presented below and intended to help ensure that transportation planning decisions are made in consideration of public needs and concerns.

Goal 1: Early and Consistent Involvement: Involve general public (transit and on-transit users) and other stakeholders early and regularly in the development of the plan.

Goal 2: Opportunity for Participation: Provide all DTPW riders, citizens, and stakeholders with the opportunity to participate throughout the development of the plan, including those in traditionally under-represented populations, such as persons with disabilities, older adults, or those who have limited English proficiency (LEP).

Goal 3: Information and Communication: Provide all citizens and interested stakeholder agency groups with clear, timely, and accurate information relating to projects as they progress.

Goal 4: Apply Range of Techniques: Use a broad-spectrum of techniques to gather input from a diverse population within the project areas.

3.2 Stakeholder Coordination

DTPW actively engages transportation stakeholders throughout the development of the TDP. These stakeholders share input, recommendations, and technical guidance on transportation related issues within the TDP. The stakeholders include the Miami-Dade Metropolitan Planning Organization (MPO) and Citizens Independent Transportation Trust (CITT) as well as citizens from across the county. Specific stakeholder coordination efforts are provided in the following sections.

3.2.1 CareerSource South Florida (Regional Workforce Board)

CareerSource South Florida serves Miami-Dade County to provide youth, employment, and business enterprise development services. CareerSource South Florida was provided a hard copy of the Draft MDT10Ahead TDP Annual Update for their review and comment.

Additional coordination efforts with the CareerSource South Florida are ongoing through the Welfare-to-Work Program, which includes the provision of transit service to areas not served by DTPW. Through this program, DTPW receives input on specific transit needs for consideration of adjustment and/or implementation of transit services in response to these needs.

3.2.2 Citizens Transportation Advisory Committee (CTAC)

DTPW presented to the CTAC on June 28, 2017. The CTAC ensures that transportation projects in all stages of the planning process adhere to established visions, goals, objectives and collective needs of the community. This group is comprised of Miami-Dade County residents appointed by the MPO Governing Board members.

3.2.3 Transportation Planning Technical Advisory Committee (TPTAC)

DTPW presented to the TPTAC on July 5, 2017. The MPO TPTAC provides technical support, via a review process, to the Transportation Planning Council (TPC). TPTAC discussions are focused on technical aspects related to the projects. This group is comprised of representatives from the same government agencies that maintain a voting membership on the Transportation Planning Council (TPC), including DTPW and other county departments, the six largest cities within the County, Miami-Dade Expressway Authority, Florida Department of Transportation, Miami-Dade County Public Schools, and the South Florida Regional Transportation Authority.

3.2.4 Electronic Communication

DTPW promoted TDP public engagement activities and encouraged input through its electronic communication outlets. Notices were posted on the DTPW, MPO, and CITT websites. DTPW posted information on its Facebook page (www.facebook.com/GoMiamiDade) and through its Twitter account (www.twitter.com/IRideMDT). Email blasts were also sent out to various distribution lists to solicit public comments. DTPW also used its mobile app to reach passengers. DTPW established a TDP specific email address (MDT10Ahead@miamidade.gov) where commenter's could send TDP-related comments. DTPW staff received 13 emails through this address.

DTPW used the Community Information and Outreach Center's (CIAO) electronic (www.miamidade.gov or 311@miamidade.gov) and telephone (311, 305-468-5900, 888-311-DADE (3233), or TTD/TTY 305-468-5402) portals to gather information. If a commenter indicated that the comment was related to the TDP, the information was forwarded by CIAO staff to DTPW staff. Commenter's could also call DTPW's customer service line (305-891-3131 or TTD/TTY 305-499-8971) to provide comments.

3.2.5 Commission on Disability Issues (CODI)

The Commission on Disability Issues (CODI) is an official advisory board to the Miami-Dade County Commission. CODI advises both the Board of County Commissioners and the County administration on issues affecting people with disabilities. County staff may be invited to CODI meetings to make presentations, provide information or discuss issues.

3.3 Civic Engagement Outcomes

Through coordinated county-wide efforts, DTPW continues its efforts to educate and provide early and ongoing public involvement opportunities to the residents of Miami-Dade County. DTPW maintains an outreach program for engaging the public and other stakeholders through various activities and meeting forums. These include the DTPW website and social media outlets, mobile telephone applications ("apps"), posters and signs on buses, television screens and posters at Metrorail stations, etc.

Through the Special Transportation Services (STS) Golden Passport Program, DTPW also reaches a wide variety of patrons.

In order to promote participation in the TDP development process DTPW actively engaged the public at various public events. DTPW participated in four outreach events throughout the course of the development of the TDP where DTPW and requested input via surveys from attendees. A listing of these events and distribution sites can be found in Appendix A.4. The data collected from the surveys are analyzed and presented in Section 3.4, with detailed data found in Appendix A.7.

3.4 Survey Results

A survey administered by DTPW was conducted from May to July 2017 in order to collect information on socio-demographics, travel behavior, and service needs of both current transit riders as well as the non-riding public. The method used for surveying the public was an electronic and mail-in paper-based survey instrument totaling 26- or 15-questions in length, respectively. Spanish and Creole versions of the survey also were available. A copy of the survey instrument is provided in Appendix A.7.

A total of 655 respondents completed the survey, seven were completed in Spanish and one in Creole. The remainder were completed in English.

Passenger travel characteristics and behaviors were identified by questions including:

- Current reason for riding bus
- Current method for reaching bus
- Travel time to nearest/preferred transit station
- Number of days a week which include bus trips
- Payment type used
- If transfers are made

Socio-demographic information was identified by questions including:

- Household vehicle availability
- Age
- Gender
- Race/ethnic origin
- Household income
- ZIP code of primary residence
- Household size and age composition

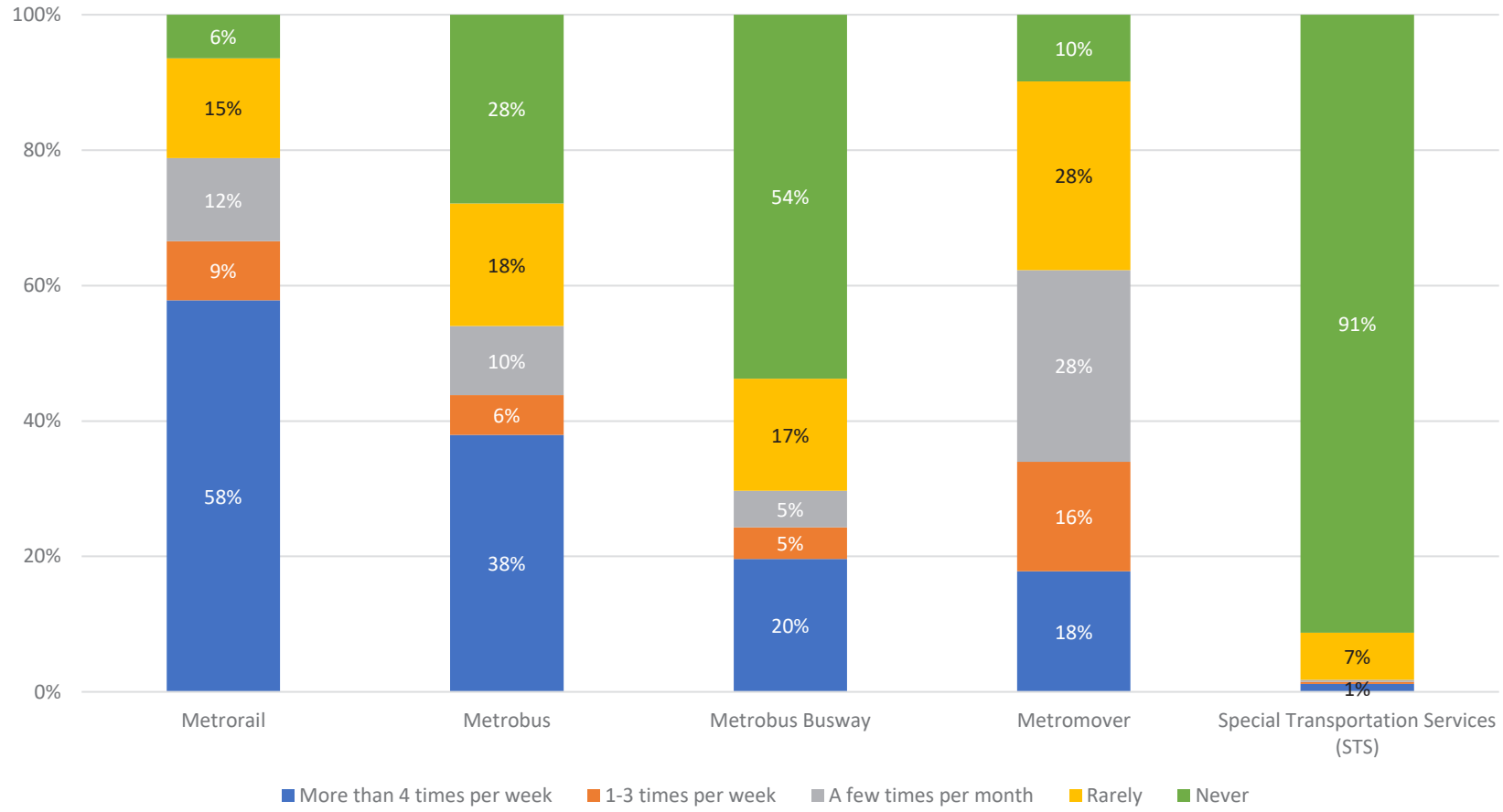
Transit priorities/preferences were identified by questions including:

- Ranking 10-year priorities with respect to services, stops/stations, and parking
- Identifying a top corridor for premium transit service
- Willingness to pay for increased fares and parking fees
- Support for a proposed increase in the local sales tax to support transit
- Preference for receiving information about DTPW services
- Recommendations for service area improvements
- Satisfaction with overall DTPW transit services

The following graphs present a few of the survey question responses.

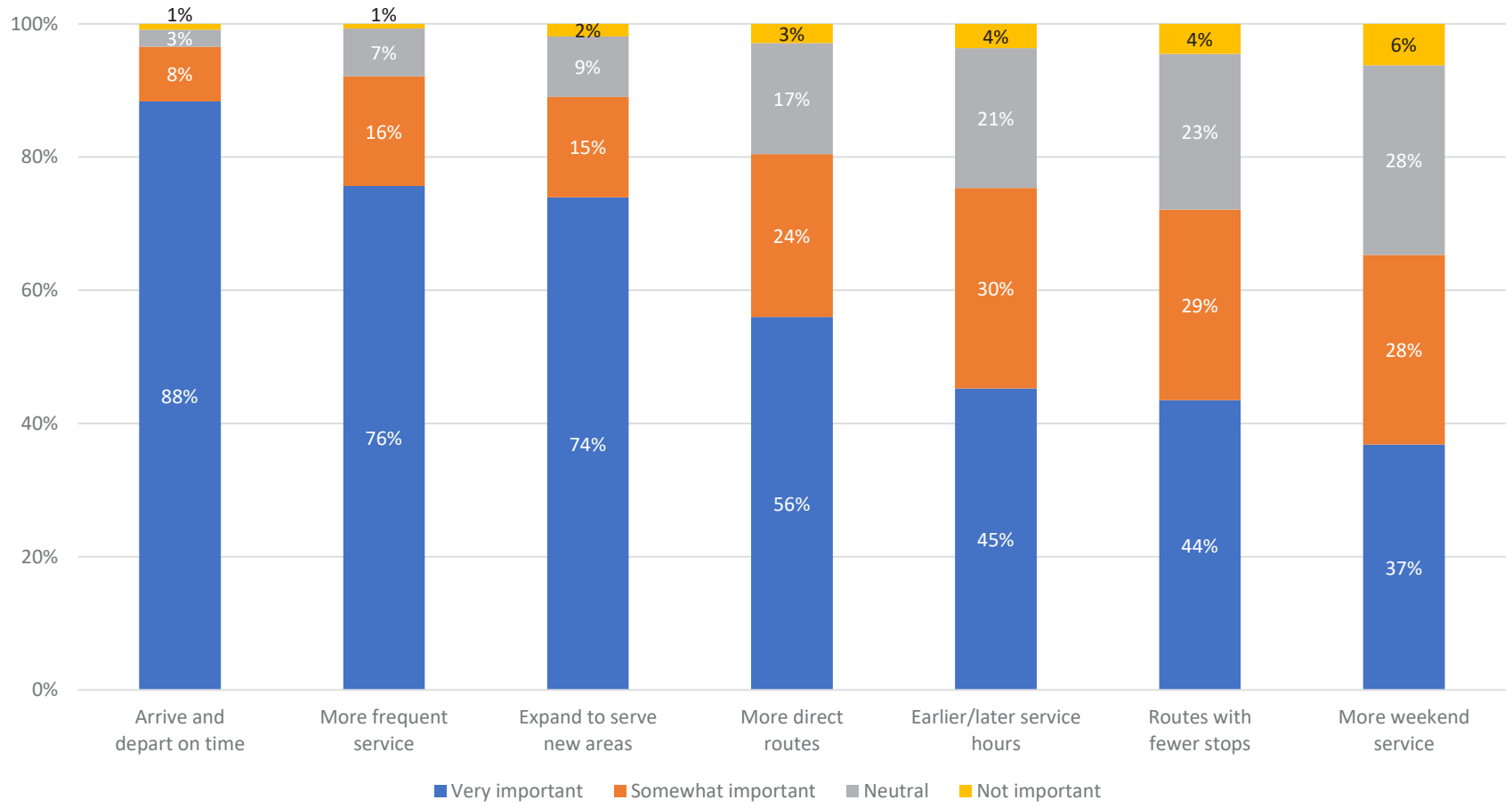
Figure 3-1 examines which transit mode respondents use most on a regular basis. Approximately 67 percent of respondents use Metrorail at least weekly, and roughly 44 percent use Metrobus weekly.

Figure 3-1: Question 1 - How Often Do You Use Miami-Dade Transit Service?



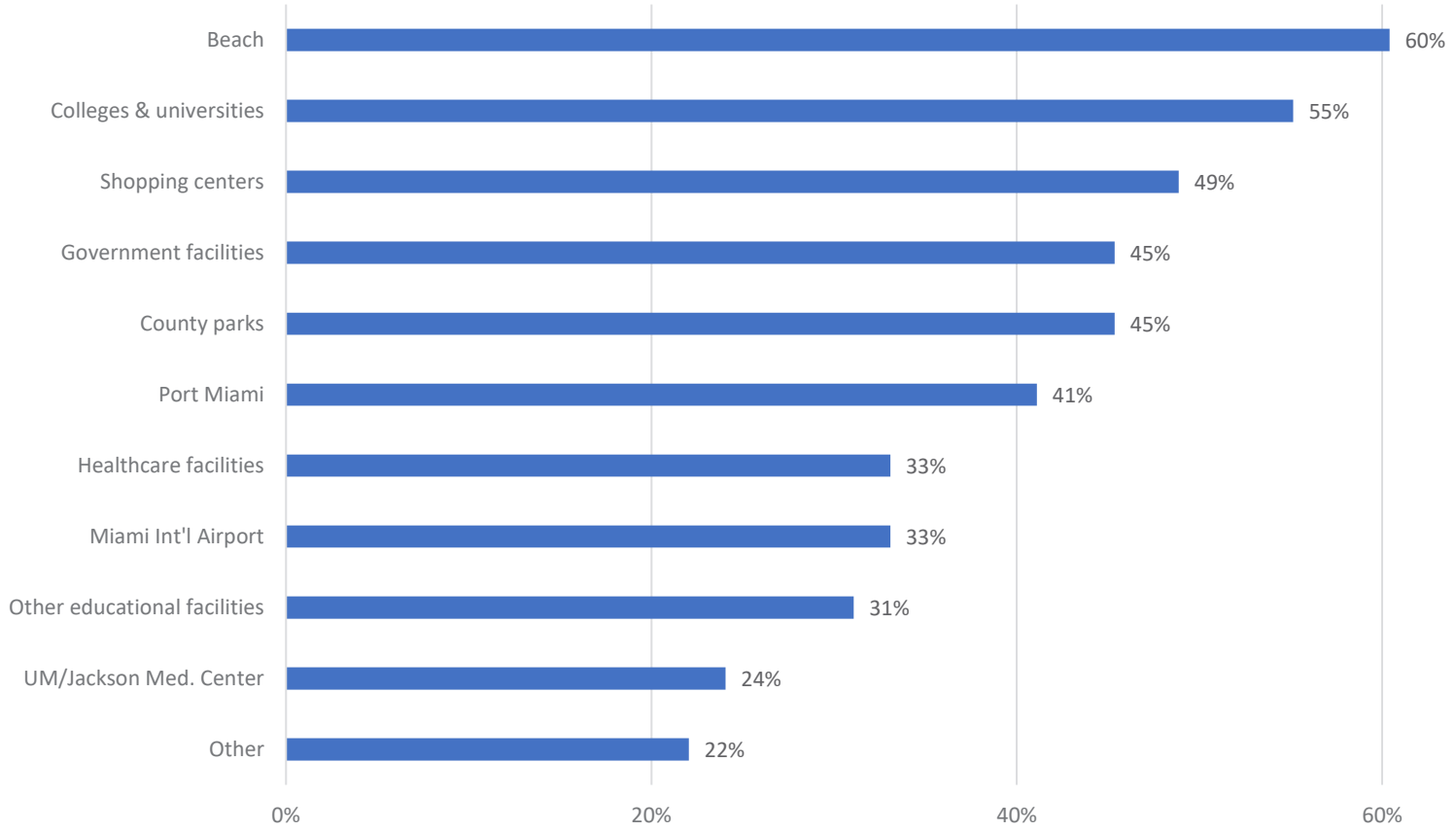
When asked about prioritization of service needs, the most important need noted by respondents is "on-time performance" as shown in Figure 3-2. This response is followed by "more frequent service," and "expanding to new service areas."

Figure 3-2: Question 6 - What Should DTPW's Priorities Be for the Next Ten Years?



When asked about what destinations DTPW could serve better, respondents indicated the beach followed by colleges and universities and shopping centers. Figure 3-3 displays the full results from this question. For those who indicated "Other" as a response, the most popular responses were for Homestead, western Miami-Dade County, South Dade and South Miami, Kendall and West Kendall, Florida City, Doral, Florida International University campus, and sporting arenas/concert venues/cultural destinations.

Figure 3-3: Question 11 - Which of the Following Destinations Could Miami-Dade Transit Serve Better?



Please refer to Appendix A.7 for the complete survey results.

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CHAPTER 4

PERFORMANCE ASSESSMENT



4 PERFORMANCE ASSESSMENT

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

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

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

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

Key	Definition
▲	Goal Exceeded/Ahead of Target
▶	Goal Met/On Target
▼	Goal Not Met/Behind Target

4.1 GOAL 1 - Improve Convenience, Reliability, and Customer Service of Transit Services

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	**Measure**	**Target**	**Accomplishments**	**Status**
1.1 - Improve accessibility to major employment, recreation, educational, healthcare, retail centers, and cultural attractions	Percent coverage of the urbanized area	Provide a minimum of 60% transit coverage of the urbanized area	72.8%	▲
	Amount of transit service route miles within ¼ mile of major health facilities, recreation, education, employment, cultural and social service facilities	Healthcare: 50 route miles	59.5	▲
		Tourist Attractions and Special attractors: 300 route miles	333	▲
		Educational: 100 route miles	105.8	▲
		Major Employment Areas and Employers: 40 route miles	60.7	▲
		Retail Centers: 90 route miles	102.7	▲

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

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	**Measure**	**Target**	**Accomplishments**	**Status**
1.2 - Improve service for transit dependent population	Service coverage of transit supportive areas (TSA) include:	Transit service coverage in route miles within TSAs.		▼*
	% of Population Age 65 & Up		-0.60%	
	% Low income Households		-1.03%	
	% Zero Car Households		-0.59%	
	% Minority		-0.96%	
	% Pop Density		-0.47%	
	% Population Age 18 & Under		0.27%	

* Slight reductions in route miles within TSAs are attributed to minor route adjustments.

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	**Measure**	**Target**	**Accomplishments**	**Status**
1.3 - Improve transit service reliability	On-time performance of transit vehicles per mode	Metrorail – 95%	97%	▲
		Metrobus – 78%	74%	▼*
		STS – 80%	88%	▲
	Percentage of missed pullouts	Agency target – 0%	0.2%	▼**
	Achievement of mean distance between service failures	Metrorail – 39,000 miles	42,518	▲
		Metrobus – 4,000 miles	3,758	▼***
		Mover – 6,000 miles	7,302	▲

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

**Changes to Metrorail Schedules needed in order to improve on-time performance. In addition, long lead times and obsolesce of available rail parts as well as a shortage of operators has also contributed to on-time performance issues for Metrorail. DTPW will be adjusting Metrorail schedules and anticipates approval of an overage of thirty two rail operators in order to improve Metrorail on-time performance.

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

****Approximately 70% of DTPW's Metrobus fleet have reached their useful life expectancy as defined in the Federal Transit Administration (FTA) Circular 5010.D, page IV-17 (12 years and/or 500,000 miles of service). These buses include 1999-2006 NABI model series (648), 2009 NABI model series buses (13, 2006 MCI 06700 Over the Road Coaches (12), and 2010-2014 Gilig model series buses (40). The older model buses (Model Year 2006 and earlier) currently average less than 3,500 miles between failures as compared to the average distance between failures (over 6,000 miles) on remaining newer buses (Model Year 2009 and later). This decreased distance between failures results in a 41% higher than average maintenance cost. In 2017, DTPW anticipates delivery of 33 electric, zero emission buses which will lower the average age of the Metrobus fleet and facilitate progress towards achievement of the mean distance between service failure targets for Metrobus.

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	**Measure**	**Target**	**Accomplishments**	**Status**
1.4 - Match transit service coverage with passenger demand	Number of average daily boardings per mode	Metrorail - 67,000	71,400	▲
		Metrobus – 241,000	204,300	▼*
		Mover – 30,000	33,000	▲
	Hours of transit service/service population	Provide a minimum of 1.5 hours of transit service/service population	1.6	▲
1.5 - Improve transportation facilities' and services' regional connectivity	Number of transit service route miles in corridors of regional significance	Provide a minimum of 90% bus route miles in corridors of regional significance	81%	▶**
	Percent coverage of Strategic Intermodal System (SIS) roadway facilities with transit service	Introduce four (4) new express bus routes along SIS roadway facilities by 2024	* I-95 Express: 2 new routes were launched in 2015 * SR 836 Express: 3 new routes on track for implementation (2019)	▲
	Percent of SIS facilities (airport/port/etc.) served by transit	100% of Miami-Dade County SIS facilities served by transit	100%	▲
	Percent of Miami-Dade County Tri-Rail stations served by MDT	100% of Tri-Rail Stations serviced by transit	100%	▲

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

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

4.1.1 Pedestrian Overpass at University Metrorail Station

This project encompasses the construction of a Pedestrian Overpass over US-1/South Dixie Highway to serve the University Metrorail Station. This overpass is a low-profile pedestrian bridge structure comprised of two vertical circulation towers providing access/egress to the pedestrian bridge that spans across US-1/ South Dixie Highway. The project is located at the intersection of Mariposa Court and SR 5/US-1/South Dixie Highway. This project is scheduled for completion by February 2017



Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	**Measure**	**Target**	**Accomplishments**	**Status**
1.6 - Improve service accessibility for non-motorized modes (e.g., bicycle, pedestrian connections)	Identification of non-motorized access deficiencies at transit hubs	Complete prioritized list of non-motorized access deficiencies at transit hubs by 2016	100%	▲
	Enhancement of non-motorized trails within transit facilities	Coordination with the Underline Project	Ongoing Coordination	▲
1.7 - Improve customer satisfaction	Number of customer complaints per 100,000 boardings by mode	Metrorail – 1.5 complaints	1.6	▼*
		Metrobus -15 complaints	19.39	▼*
		Metromover - 0.5 complaints	0.53	▼*
	Number of formal complaints as a percent of total trips per month	STS – 0.5% complaints	0.20	▲

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

4.1.2 The Underline Phase I - Brickell Backyard Project

The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Station, will create a linear mobility corridor that will enhance connectivity, mobility, and biking safety for residents and visitors. In 2015, Friends of The Underline, selected a design consultant to develop the Vision and Master Plan for this project. At the Brickell Backyard, the off-road dedicated bicycle path is located along the west side of the Metrorail structure from the Miami River to SW 8th Street and between the Brickell Metrorail Station and SW 13th Street. In response to the large pedestrian volume along both sidewalks between SW 8th Street and SW 10th Street, the bicycle path is realigned to be centered between the Metrorail columns, creating a dedicated cycle track that minimizes conflicts between bus and trolley waiting areas and cyclists.

The pedestrian path in this area varies in its location. Between the Miami River and SW 7th Street, the design preserves the existing curved path connecting to the Miami River Walk as the pedestrian path. Between SW 7th Street and the Brickell Metrorail Station, the path is integrated with an expanded sidewalk along the west side of SW 1st Avenue, offering a significant width in order to accommodate perpendicular pedestrian flow from adjacent bus and trolley stops along SW 1st Avenue. Between the Brickell Metrorail and Metromover Stations, the path is reoriented, running parallel to the bicycle path from SW 11th Street south to SW 13th Street. DTPW is currently drafting a project schedule.

4.1.3 The Underline Phase II - Hammock Trail

The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Station, will create a linear mobility corridor that will enhance connectivity, mobility, and biking safety for residents and visitors. Phase II is approximately 2.3 miles in length and will extend the pedestrian and bicycle paths further south from SW 13th Street to SW 19th Avenue. DTPW is currently drafting a project schedule.

4.1.4 CAD/AVL System Replacement

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

Upgrading and replacing this infrastructure will greatly improve managing and dispatching the transit fleet by providing real time bus bunching, service performance, vehicle diagnosis, on demand or subscription alerts; enabling remote video look in and on-board PA announcements; and centralized incident management. Full implementation is targeted to be completed by May 2017.

4.1.5 Real-Time Analytics and Reporting for Operational Efficiencies

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

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	**Measure**	**Target**	**Accomplishments**	**Status**
1.8 - Implement the best available technologies and innovations to improve the reliability and efficiency of the transportation system	Number of transportation improvements projects that result in the deployment and operation of new technologies (i.e., GPS)	Implementation of CAD/AVL project by 2015	Implementation of CAD/AVL at Central and North East Garages was complete in June 2016. Implementation of Metromover vehicles was complete in October 2016.	▶
		Installation of real-time signs at high ridership locations by 2015	Project completion date TBD	▼*
1.9 - Increase bicycle parking/storage at DTPW facilities and vehicles	Number and type (including covered) of bicycle parking spaces at DTPW facilities	Increase bicycle parking by one percent (1%) per year		
	Number of three-position bicycle racks on DTPW buses	Install three-position bicycle racks on 200 DTPW buses by 2015	546 installed	▲

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

4.1.6 Real-Time Signs

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

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

4.2 Goal 2 - Improve Operational Safety and Security

Goal 2: Improve Operational Safety and Security				
Objective	**Measure**	**Target**	**Accomplishments**	**Status**
2.1 - Reduce accidents on transit vehicles	Bus accident rate per 100,000 miles	3.77 per 100,000 miles	4.17	▼*
	Bus preventable accident rate per 100,000 miles	1.50 accidents per 100,000 miles	1.61	▼*
2.2 - Make transit vehicles and facilities a secure environment for customers	Total number of functioning video camera surveillance system-wide:	Installation and maintenance of a total of 13,153 video cameras system-wide by 2019	7,155	▶
	Number of transit facilities with camera surveillance	54 transit facilities with camera surveillance	52	▶
	Number of transit vehicles with camera surveillance	1,025 transit vehicles with camera surveillance	880	▶
	Number of security post inspections	Provide a minimum of 750 post inspections per month	837	▲
	Number of system-wide NTD Reportable Part One (1) Crimes (Serious) per 100,000 riders (monthly moving average)	Part 1 Crimes (Serious) - 0.30 per 100,000 riders	0.21	▲
	Number of system-wide NTD Reportable Part Two (2) Crimes (Petty) per 100,000 riders (monthly moving average)	Part 2 Crimes (Petty) - 1.62 per 100,000 riders	0.17	▲

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

4.2.1 System-wide Safety and Security Upgrades

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

4.3 Goal 3 - Improve Coordination and Outreach

Goal 3: Improve Coordination and Outreach				
Objective	**Measure**	**Target**	**Accomplishments**	**Status**
3.1 - Enhance outreach opportunities to educate the community on transportation issues and highlight transit service benefits such as service reliability, passenger cost savings, and environmental benefits	Number of community/stakeholder outreach events per measure	Conduct a minimum of two (2) public outreach events for community/ stakeholder per month	104 outreach events	▲
	Number of social media endorsements	Monitor number of social media endorsements	**Facebook:** 11.3 page likes/day 4145 new likes 673.4 average engagements/day 17,749 daily total reach 16,176 total likes **Twitter:** 4,334 new followers 43,076 engagements 2.4 million impressions ___ mentions	▲
	Number of transit dependent outreach events per year	Conduct a minimum of six (6) public outreach events for transit dependent population per year	72 outreach events	▲
3.2 - Increase coordination between regional and local transportation providers to provide better multimodal connections	Number of coordination events with municipal providers	Conduct semi-annual coordination meetings with local transit service providers	27 meetings	▲
	Number of coordination events with regional service providers (BCT, Tri-Rail, PalmTran)	90% attendance rate by DTPW at regional transportation service providers coordination meetings	17/21 meetings attended for a 81% attendance rate	▼*
3.3 - Coordinate municipal transit service options that complement each other to avoid duplication of services	Execution and monitoring of the number of current Interlocal Agreements as required by Code	100% of executed Interlocal Agreements required.	3 interlocal agreements were approved in 2016, in South Miami, Key Biscayne and Doral, for 100% rate	▲

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

4.3.1 Collaboration of Regional Transportation Initiatives

4.3.1.1 - Bus-on-Shoulder program

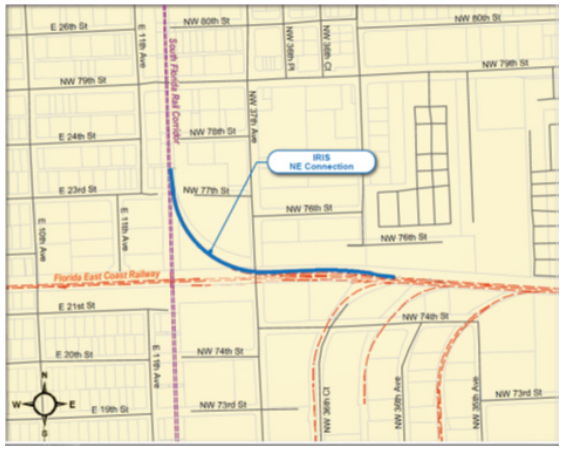


In addition to Bus Rapid Transit (BRT) in dedicated lanes and Arterial BRT, rapid transit can be implemented along expressway corridors. For instance, buses can use shoulder lanes to by-pass slow traffic, thus reducing their travel time and staying on schedule.

Operation of express transit routes on expressway shoulders is one of the most affordable options for implementing rapid bus service along expressways because it is less expensive to modify existing shoulders than it is to construct new roadways. DTPW in partnership with the Miami-Dade Expressway Authority (MDX), Florida Department of Transportation (FDOT), and the Florida Turnpike Enterprise, is planning on expanding the Bus-on-Shoulder program to include all expressways in the County. Express bus service on bus-only shoulders increases the reliability and attractiveness of public transportation. With this in mind, shoulders are designed adequately and a commitment must be made to maintain them free of debris.

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

4.3.1.2 - North Corridor Commuter Rail Opportunities



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

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

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

Goal 4: Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment				
Objective	**Measure**	**Target**	**Accomplishments**	**Status**
4.1 - Apply transportation and land use planning techniques, such as transit-oriented development (TOD), best practices in architecture and landscape architecture that support intermodal connections and coordination and promote placemaking strategies	Identify TOD opportunities at Metrorail Stations	Complete study of TOD feasibility at Metrorail Stations by 2017	Study not yet started	▶
	Identify TOD opportunities at Miami-Dade Transitway Stations	Complete study of TOD feasibility at South Miami-Dade Transitway Stations by 2019	Study not yet started	▶
	Encourage opportunities for access to healthy food options near transit stations including farmers markets	Number of farmers markets events held at transit facilities	156 Farmer's Markets hosted at Metrorail Stations	▲
4.2 - Promote transit service projects that support urban infill and densification	Number of transit service route miles within the Urban Infill Area (UIA)	Provide a minimum of 1,400 transit service route miles within the UIA	1,500	▲

4.4.1 Current Joint Development and Transit Oriented Development Projects

4.4.1.1 - Brownsville Metrorail Station:

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

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



4.4.1.2 - NW 7th Avenue Transit Village (NW 7th Avenue and NW 62nd Street):

This DTPW joint development project will provide an enhanced transit facility within the context of an active, mixed-use development including space for housing, community-serving activities and functions in addition to retail use. This project includes 25 park-and-ride spaces. Phase I consists of 76 units, a Black Box Theater, and a Transit Hub. Phase I was completed in December 2015. Phase II is currently under construction, consisting of 100 units and includes a 1st floor commercial space with expected completion in August 2017.





4.4.1.3 - Brickell City Centre:

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

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

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

4.4.1.4 - Palmer Lake:

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

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



4.4.1.5 - Northside Metrorail Station:

3.3 acres of DTPW property adjacent to the Northside Metrorail Station was transferred to the Miami-Dade County Office of Public Housing and Community Development (PHCD). A developer was selected for a joint development project from an Invitation to Negotiate process. The proposed development will be carried out in four phases with two family and two senior developments consisting of approximately 438 total units ranging from one bedroom to four bedroom units and approximately 20,000 square feet of retail/commercial space. Total estimated development cost is $88.1 million. The development will include 598 parking spaces of which 250 will be dedicated for the exclusive use of transit patrons. Phase I consists of 100 apartments and 100 dedicated parking spaces for transit patrons, and was completed in 2015. The three remaining phases are pending construction initiation.

4.4.1.6 - Senator Villas:

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

4.4.1.7 - NW 27th Avenue and NW 215th Street (Unity Station):



A 14-acre parcel of land located at the southwest quadrant of the intersection of NW 27th Avenue and NW 215th Street was purchased by Miami-Dade County. The County has completed a study to cultivate recommendations for the development of this property. The recommendations include development of a transit terminal adjacent to NW 27th Avenue. Premium transit service along the NW 27th Avenue corridor is planned to be implemented in conjunction with the construction of the terminal which will include bus bays with passenger shelters and a park-and-ride lot.

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

4.4.1.8 - Caribbean Boulevard:



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

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

4.4.1.9 - Douglas Road Metrorail Station:

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

4.4.1.10 - South Miami Metrorail Station:

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

4.4.1.11 - Coconut Grove Metrorail Station:

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

4.4.1.12 - Miami Intermodal Center (MIC)



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

4.4.1.13 - Okeechobee Metrorail Station

In 2007 and 2008, Miami Dade Transit and the PHCD issued an Interdepartmental Memorandum of Agreement to initiate an affordable housing project near the Okeechobee Metrorail Station, on a 12 acre site located between West Okeechobee Road/U.S. 27 and West 19th Street (theoretical NW 74th Street). In 2009 the City of Hialeah agreed to develop affordable elderly housing for the project, and in 2014 a lease agreement was approved with City of Hialeah using the County's Building Better Communities General Obligation Bonds to fund a 2-phase 98-unit elderly affordable housing project on 3.5 acres to be completed by 2021. This agreement was terminated in 2016, and PHCD advertised an RFP for a developer to take on the project. This project is expected to be awarded by October 2017.

4.4.1.14 - Dadeland North Metrorail Station (Phase III)

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

4.4.1.15 - Adrienne Arsht Metromover Station - Omni Bus Terminal

An RFP was issued in January 2015 for the reconstruction, upgrade and expansion of the Omni Bus Terminal and Metromover station located at North Bayshore Drive and Biscayne Boulevard/U.S. 1 between NE 14th Terrace and NE 15th Street (.987 acres or 43,000 SF). Resorts World Miami LLC intends to build a transit-oriented revenue-generating mixed-use development including 300-key hotel and ground floor retail. This will promote maximum use of the transit system and provides functional and aesthetic integration of the people mover station and bus terminal into the overall project. At an estimated cost of $16.4 million to the tenant, the following upgrades are planned: additional bus bays, enclosed air-conditioned waiting areas, upgraded operator restrooms and lounges, platform tile replacement, improved station lighting, replacement of existing escalator and elevator, and renovation of the pedestrian bridge spanning NE 15th Street. The project is scheduled to commence in April 2017.

4.4.2 Future Joint Development and Transit Oriented Development Projects

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

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

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

4.4.3 Compressed Natural Gas Bus Retrofit Public-Private Partnership

After evaluating various alternative fuels, DTPW has decided to transition its bus fleet to clean-burning, compressed natural gas (CNG). On May 6, 2014 the Board issued a Request for Proposal for a Public Private Partnership (P3) to transition the fleet to CNG. The procurement process is currently ongoing and on January 24th, 2017 the Board approved the award of a master development agreement to trillium Transportation Fuels, LLC.

This Master Developer Agreement includes:

1. Design, build, finance, operate and maintain CNG fuel service stations;

2. Upgrade existing County infrastructure including upgrading and/or converting DTPW maintenance facilities and existing fuel stations to provide CNG;

3. Purchase and/or lease CNG powered buses;

4. Supply CNG; and

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

Goal 4: Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment				
Objective	**Measure**	**Target**	**Accomplishments**	**Status**
4.3 - Reduce fossil fuels consumption through the consideration of alternative fuel vehicle technology	Number of hybrid technology buses in DTPW fleet	Procure an additional 39 diesel/electric hybrid articulated buses by 2019	43 electric hybrid buses were deployed in 2016	▲
	Increase number of alternative fuel vehicles	Advertise a Request for Proposals (RFP) for alternative fuel vehicles by 2015	On January 24th, 2017 the Board approved the award of a master development agreement to trillium Transportation Fuels, LLC.	▲

4.4.4 Metrobus New Vehicle Replacement

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

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



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

Project	Bus Type	Bus Size	Number of buses to be procured	Scheduled Completion
SR 836 Enhanced Bus Service	Low Floor Hybrid BRT	60 Ft	11	January 2017
Flagler Enhanced Bus Service	Low Floor Hybrid BRT	60 Ft	10	August 2017

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

Table 4-2: DTPW Bus Replacement/Enhancement Schedule

Year	Total Replacement / Enhancements			
	30 ft	40 ft	45 ft	60 ft
2017 - 2018	0	300 (CNG/Diesel)	12	0
2019 - 2020	0	358 (CNG/Diesel) 33 (Electric)	0	0
2021 - 2022	0	18 (CNG/Diesel)	0	25 (CNG)
2024 - 2026	3	35 (CNG/Diesel)	0	0

4.4.5 Metrorail New Vehicle Replacement



The Miami-Dade BCC and the Citizens' Independent Transportation Trust (CITT) in March 2008 approved the $376 million procurement of 136 new rail vehicles for replacing the existing fleet. The new vehicles will feature the latest technological advances which will significantly improve passenger comfort, efficient maintenance and operations. The pilot vehicles are in the Hitachi Manufacturing Facility in Medley and are due to commence testing at the Lehman Center in the second Quarter of 2017.

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

4.4.6 Multimodal Transit Hubs

4.4.6.1 - Transitway and SW 344th Street (Florida City):

DTPW constructed a 266-space parking lot with bus bays and shelters, located west of the southern end of the Transitway between NW 2nd Avenue and NW 3rd Avenue at SW 344th Street (Palm Drive) in Florida City. The project was completed in June 2015.

4.4.6.2 - Dolphin Station (HEFT and NW 12th Street):

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

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

4.4.6.3 - Northeast Transit Hub – 163rd Street Mall:

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

4.4.6.4 - Golden Glades Intermodal Terminal:

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



4.5 Goal 5 - Maximize the Use of All Funding Sources

Goal 5: Maximize Use of All Funding Sources				
Objective	**Measure**	**Target**	**Accomplishments**	**Status**
5.1 - Achieve a sustainable transit financial plan that maximizes existing and pursues innovative and new funding sources	Implement a sustainable transit financial path	Complete two (2) additional corridor financing studies by 2019	Beach Corridor Transit Financing Study was completed in March 2016. Financing Studies for East-West, Metromover, Kendall, Northeast and South Corridors were completed in April 2016.	▲
5.2 - Optimize operations and maintenance expenses	Decrease system-wide cost per revenue mile	Maximum cost per revenue mile not to exceed $9.00	$10.22	▼*
	Decrease system-wide cost per revenue hour	Maximum cost per revenue hour not to exceed $120.00	$130.86	▼*
5.3 - Identify alternative project delivery methods	The number of projects that are built through alternative delivery methods (i.e., Public-Private Partnerships (PPP), Transportation Infrastructure Finance and Innovation Act (TIFIA), State Infrastructure Bank Loans, Design, Build, Operate and Maintain, and Concession agreements etc.)	Completion of two (2) PPP development projects by 2024	NW 7 Ave Transit Village was completed in December 2015; Unity Station TOD is on track for completion in 2019	▲
5.4 - Increase passenger fare revenue	Annual Farebox recovery ratio for Metrorail, Metrobus and STS	Maintain a system-wide minimum farebox recovery ratio of 25%	21%	▼**

* Increases in system-wide cost per revenue mile and cost per revenue hour may be attributed to the continued aging of MDT's Metrobus and Metrorail fleets which result in higher maintenance costs. Approximately 70% of DTPW's Metrobus fleet have reached their useful life expectancy as defined in the Federal Transit Administration (FTA) Circular 5010.D, page IV-17 (12 years and/or 500,000 miles of service). DTPW has a bus replacement/enhancement plan in place (please refer to Table 4-2) which will significantly lower the average age of the Metrobus fleet. As of December 2015, DTPW's Metrorail fleet had an average age of 32 years and is in need of replacement. Delivery of the first pilot rail vehicles is scheduled to begin in the second quarter of 2017.

**Farebox recovery ratio is the percentage of the agency's total operating cost recuperated by fares. The decrease in system-wide farebox recovery ratio may be attributed to increased operational costs due to DTPW's aging Metrobus and Metrorail fleets. As previously mentioned, DTPW has a bus replacement/enhancement plan in place (please refer to Table 4-2) which will significantly lower the average age of the Metrobus fleet and is also anticipating delivery of the first pilot Metrorail vehicles beginning the second quarter of 2017.

4.6 Goal 6 - Maximize and Expand Transit Services

Goal 6: Maximize and Expand Transit Services				
Objective	**Measure**	**Target**	**Accomplishments**	**Status**
6.1 - Upgrade and maintain existing transit infrastructure and facilities in a state of good repair	Increase capital expenditure on Infrastructure Renewal Program (IRP)	10% of deferred maintenance of funded IRP projects/unfunded IRP projects	For the period FY 2017 to FY 2022, DTPW's IRP is funded above the 10% established target.	▲
6.2 - Implement new expanded transit service in areas that exhibit growing passenger demand and land use densities	Proposed plans for transit service expansion	Implement six (6) new transit service expansion routes by 2024	836 Express project is fully funded. Lines A and B are on target to begin revenue service in 2019. Line C is on target to begin revenue service in 2017. The following BERT routes are anticipated to be implemented by the end of 2017: South Miami-Dade Express, Florida Turnpike Express, and Beach Express South.	▲

4.6.1 Lehman Yard Rehabilitation - Expansion Phase I

DTPW constructed five (5) storage tracks and two (2) Maintenance of Way (MOW) tracks at the existing Metrorail Lehman Center Facility. This expansion was necessary to provide the required storage and transition facility in support of the new 136 Metrorail vehicles delivered in late 2016. This project is scheduled for completion in March 2017.

4.6.2 Lehman Center Test Track

DTPW constructed a new test track (2,500 feet) at the existing Metrorail Lehman Center Facility. The test track provides the necessary infrastructure to support the existing Metrorail fleet as well as the 136 new Metrorail vehicles delivered in late 2016. This project is scheduled for completion in March 2017.

4.6.3 Infrastructure Renewal Projects (IRP)

4.6.3.1 - Dadeland South Intermodal Station:

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

4.6.3.2 - Electric Engine Cooling Fan System:

Existing conventional hydraulic cooling system will be retrofitted with an electric engine cooling fan system on an estimated 100 DTPW buses. This project was completed in May 2015. Procurement activities to select a vendor for retrofit of an additional 42 buses is ongoing.

4.6.3.3 - Metrorail Acoustical Barrier Replacement:

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

4.6.3.4 - Coverboard Replacement for Metrorail:

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

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

4.6.3.5 - Metrorail and Metromover Girder and Pier Coating:

This project will protect the girders and piers from weathering and improve the aesthetic appeal of these systems by concealing all the construction joints and repairs that have been done over past 25 years. Also included is the clearing of drains that are causing stains on piers. This project is scheduled to be completed in December 2019.

4.6.3.6 - Roof Repair for Bus Garages:

DTPW plans to install new roofing at the Central Bus Garages and Offices. The scope of work is in the process of being revised to match allocated funds. The project is scheduled for completion in June 2018.

4.6.3.7 - Bus Garage Plumbing Improvements:

The original scope of work for the project includes renovation of existing bathrooms at the Central Bus Facility, Procurement Office, Materials Management, Fuel Island and Warranty Administration. The project scope is being revised to match available funding. Currently, the focus of this project is the renovation of the existing bathrooms at the Central Bus Facility OEI Building 2nd Floor. The project is scheduled for completion in March 2017.

4.6.4 ARRA Funded Projects

4.6.4.1 - Transit Operations System Replacement Project:

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

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

This new system will greatly improve line-up timing and process as well as significantly improve bus and rail operational effectiveness and efficiencies by reducing labor costs and increasing data accuracy. The Notice to Proceed was issued on March 25, 2013, and was completed in March 2017.

4.6.4.2 - Metromover Closed Circuit Television Camera Replacement and Installation:

DTPW has set forth the installation of new digital cameras at all Metromover Station platforms with Network Video Recorders (NVR) for independent 24/7 recording. The new recorders will be networked into the DTPW Video System and new digital displays will be installed at the Mover Central Control. The project was completed in May 2016.

4.6.4.3 - DTPW Additional Elevators at Dadeland North Metrorail Station:

Since its completion in 1984, the Dadeland North Metrorail Station's use has increased dramatically through the years. Because of increasing ridership at the Dadeland North Metrorail Station, the existing bank of elevators (four elevators) does not provide an acceptable level of service during peak hours. Peak passenger flows create congestion and long waiting periods for Metrorail passengers waiting for the elevators, generating complaints from existing customers. DTPW is adding two (2) elevators to the existing parking facility, one elevator at each end of the structure. DTPW is currently in the consultant selection process for design services. The estimated project completion date is May 2021.

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

Goal 7: Transit System Shall Fully Meet Requirements of the Americans with Disabilities Act (ADA).				
Objective	**Measure**	**Target**	**Accomplishments**	**Status**
7.1 - Maintain a transit fleet that is 100% wheelchair accessible with working lifts and/ or level boarding and working securement devices	Complete daily pre-trip inspections (including wheelchair/ramp/tie down inspection)	100% adherence	100%	▲
	Adherence to preventative maintenance program (including wheelchair/ramp/tie down inspection)	90% adherence	99.57%	▲
7.2 - Upgrade areas within quarter mile of the South Miami Dade Transitway (from Dadeland South station to SW 200th Street) to ensure that these areas are 1005 wheelchair accessible	Completion of ADA Pedestrian Improvement project by target date	Completion of project by 2016	This project was completed in August 2016.	▲
7.3 - Implement travel training program to teach passengers with disabilities how to use fixed route service	Get contractor in place to provide training program	Implement travel training program by 2019	Funding to implement training program has not yet been identified	►

4.7.1 ADA Pedestrian Improvements along the Transitway

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

Goal 7: Transit System Shall Fully Meet Requirements of the Americans with Disabilities Act (ADA).				
Objective	**Measure**	**Target**	**Accomplishments**	**Status**
7.4 - Future design of Enhanced Bus service (EBS) projects will include pedestrian access within ¼ mile of proposed transit stations	Percent of EBS projects entering final design starting in 2015	100%	Miami-Dade MPO Resolution 31-14, amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service projects and reallocate said funds to three new PD&E projects "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." Public kick-off meetings for Flagler Corridor, Kendall Corridor and NW 27th Avenue Corridor were held in September, November, and December 2016, respectively.	▶
7.5 - Future design of Park-and-ride projects will include pedestrian access within ¼ mile of the site	Percent of Park-and-Ride projects entering final design starting in 2015	100%	The construction contract for the Kendall and SW 127th Ave park-and-ride project was advertised in December 2015. The project is scheduled for completion in September 2017. Design work for both the Tamiami Station and the Panther Station is underway. Both stations are scheduled for completion in August 2020.	▲

4.7.2 Park-and-Ride Facilities

4.7.2.1 - Parking Space Counters and Real-Time Dynamic Message Signs at Metrorail Station Park-and-Ride Facilities:

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

- Dadeland South;
- Dadeland North;
- South Miami;
- Earlington Heights;
- Okeechobee;
- MLK Jr; and
- Santa Clara

The completion date for phase I implementation is January 2018.

4.7.2.2. - Unity Station (NW 27th Avenue and NW 215th Street):

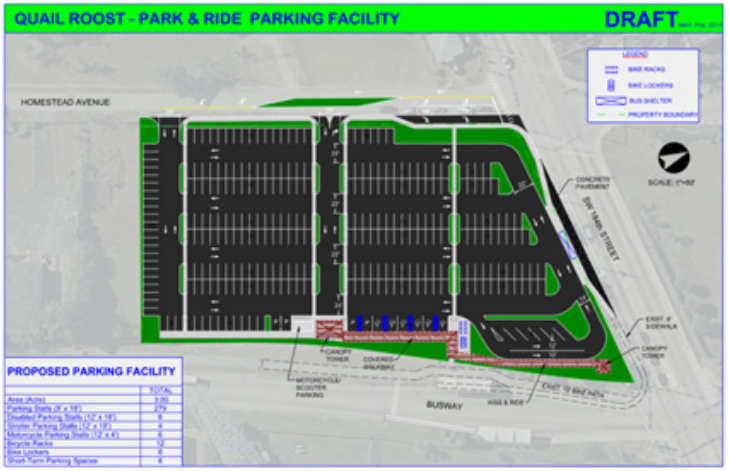
A 14-acre vacant parcel adjacent to the intersection of the Turnpike and NW 27th Avenue has been identified as a strategic park-and-ride location for the NW 27th Avenue Enhanced Bus Service project. Up to 350 parking spaces are proposed for this facility which would serve the northern most station for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

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

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

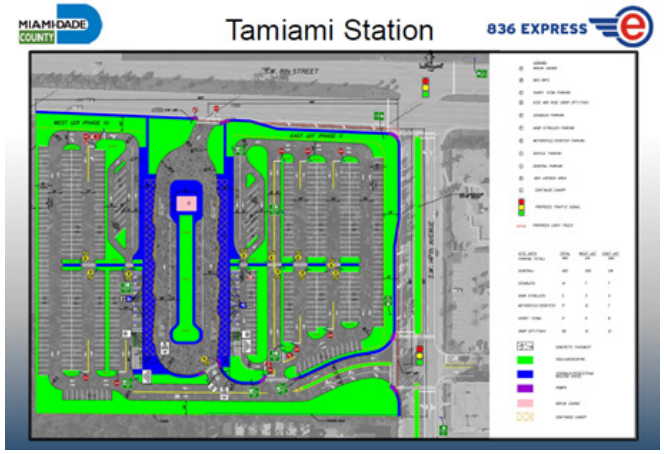
4.7.2.4 - Transitway and Quail Roost Drive (Transitway and SW 184th Street):

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



4.7.2.5 - Tamiami Station (SW 8th Street and SW 147th Avenue):

An 8-acre vacant parcel of land on the SW corner of the intersection at SW 8th Street and SW 147th Avenue has been identified as a strategic park-and-ride location for the SR 836 Express Bus Service project. The proposed park-and-ride facility will accommodate approximately 493 parking spaces, which would serve as the western most station for the new premium bus service in the corridor. The estimated completion date is June 2020.



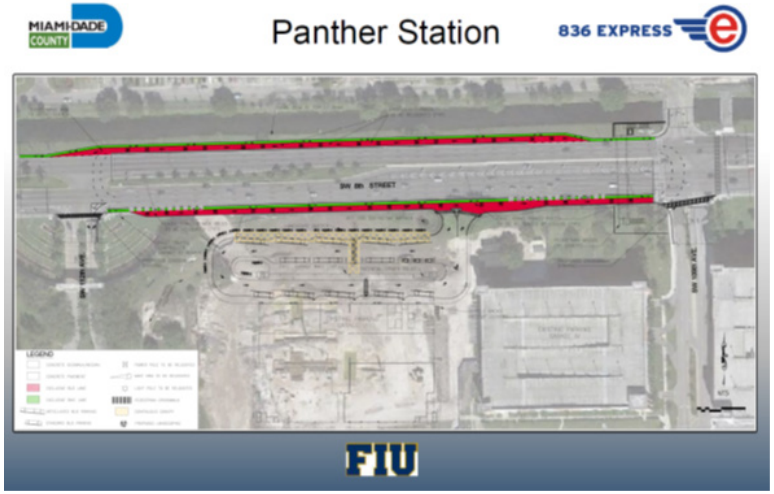
4.7.2.6 - Palmetto Intermodal Terminal (Palmetto Expressway at NW 74th Street):

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



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

Florida International University (FIU) is constructing a parking garage along SW 8th Street with ground floor space reserved for a future transit center. The location of the new parking garage, between SW 112th Avenue and SW 109th Avenue, presents an access challenge that requires roadway widening to construct bus only lanes and traffic signal improvements to provide bus signal priority at the two intersections along this roadway segment. The new transit center will provide 10 bus bays to accommodate the relocation of the existing DTPW routes from the current bus terminal located near SW 107th Avenue/SW 17th Street and provide capacity for future routes such as the SR-836 Express Bus, the Flagler Street premium routes and express routes operating on the Homestead Extension of the Florida Turnpike (HEFT). Completion of the transit center is anticipated in May 2020.



4.7.2.8 - Park-and-Ride Lot at South Miami-Dade Transitway and SW 112th Avenue:

DTPW is currently leasing approximately 454 parking spaces on the existing surface lot and is in the process of examining the feasibility of acquiring the site and improving the existing surface parking to better serve transit patrons and improve access to the Transitway.

4.8 2016 Consistency Analysis for the FY 2017-2026

For the FY 2017 – 2026 TDP Annual Update, a listing of committed bus service improvements and adjustments planned for 2016 were included. A consistency analysis of these committed improvements is being performed for this TDP to assess and measure DTPW's adherence to implementation plans presented in the 2016 Annual Update.

The results of the consistency analysis for improvements implemented between January and December 2016 is presented in Table 4-3: 2016 TDP Consistency Analysis. Each of the service changes are identified according to whether it was a programmed commitment of the FY 2017 – 2026 TDP Annual Update as indicated with a check mark or an additional change not included in the TDP Annual Update as marked by an asterisk.

Between January and December of 2016, DTPW made a total of 57 bus and rail service improvements and adjustments. Among these adjustments were 23 improvements that were not part of the TDP Annual Update. The 2016 TDP Annual Update anticipated 41 bus service improvements and adjustments. Of these, 34 were implemented as expected in 2016, resulting in a 83 percent level of consistency.

Table 4-3: 2016 TDP Consistency Analysis Summary

2016 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2016				
√	**Implemented service change committed to in previous TDP**			
*	**Implemented service change not included in previous TDP**			
ROUTE	**DESCRIPTION**	**IMPROVEMENT / ADJUSTMENT**	**START DATE**	**2016 TDP CONSISTENCY**
2	Realign south end loop in downtown Miami, ending at SW 1 ave / 1 St instead of MDC Wolfson Campus	Route realignment	6/19/16	√
	Minor schedule adjustments	Run time adjustments		*
3	Realign south end loop in downtown Miami, ending at the Downtown Bus Terminal.	Route realignment	6/19/16	√
	Schedule adjustments to improve reliability	Run time adjustments		*
	Additional late night trips will be added to the schedule seven days a week to provide service approximately every 30 minutes up to 1 a.m. leaving from Aventura Mall and from downtown Miami.	Run time improvements		*
7	Minor eastbound schedule adjustments	Run time adjustments	6/19/16	**Cant tell**
11	Minor weekday schedule adjustments.	Run time adjustments	6/19/16	√
24	Sunday service will now operate with limited-stops east of Ponce De Leon Blvd	Route realignment	11/20/16	*
33	Weekday schedule adjustments will be made in both directions to improve schedule reliability.	Run time adjustments	6/19/16	√
34	An additional evening southbound trip will be added to the schedule leaving Dadeland South Station at 7:10 p.m.	Run time improvements	6/19/16	√
	The route will be renamed 34 Express and divided into two segments to improve service: - Route 34A Express (Florida City to Dadeland South Metrorail Station) with service every 10 minutes. - Route 34B Express (South Dade Government Center to Dadeland South) with service every 15 minutes.	Service Improvement	11/20/16	*
35	Minor schedule adjustments	Run time adjustments	6/19/16	√
37	Minor schedule adjustments	Run time adjustments	6/19/16	√
38	Will no longer enter the Florida City Walmart parking lot. Instead, Southbound trips will remain on US 1 to SW 328 St. (Lucy St.) then continue south on Krome Ave., ending at the SW 344 St. Park & Ride bus terminal. Northbound trips will exit the terminal and travel north on the Transitway.	Route realignment	11/20/16	*
	Minor schedule adjustments	Run time adjustments		*

2016 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2016				
√	**Implemented service change committed to in previous TDP**			
*	**Implemented service change not included in previous TDP**			
ROUTE	**DESCRIPTION**	**IMPROVEMENT / ADJUSTMENT**	**START DATE**	**2016 TDP CONSISTENCY**
40	Weekday schedule adjustments will be made in both directions to improve schedule reliability.	Run time adjustments	6/19/16	√
42	The weekday Miami Springs (42A) portion of the route will be discontinued.	Route realignment	6/19/16	√
	Major schedule adjustments	Run time adjustments		*
48	The north end of the route will be realigned in the Brickell area. Northbound trips will enter Brickell Station via Coral Way, SW 2 Avenue and SW 11 Street to SW 1 Avenue. Southbound trips will operate to Brickell Avenue via SW 1 Avenue and Coral Way.	Route realignment	6/19/16	√
51	The east end loop serving downtown Miami will be realigned and will end on NW 1 Ave / 1 St; the route will no longer serve the bus stop on SW 1 Street at SW 1 Court. Westbound trips will continue to serve the front of Government Center.	Route realignment	6/19/16	√
	Major schedule adjustments	Run time adjustments		*
56	Schedule adjustments will be made in both directions to improve schedule reliability.	Run time improvements	6/19/16	√
70	The portion of the route on Ramey Avenue will be discontinued	Route realignment	6/19/16	*
73	Weekday schedule adjustments will be made in both directions to improve schedule reliability.	Run time adjustments	6/19/16	√
77	Minor route realignment leaving the Audrey M Edmonson Transit Village bus terminal.	Route realignment	6/19/16	*
93	The route will not enter the Omni bus terminal and will remain on Biscayne Blvd; the route now will serve all local bus stops south of 19th Street.	Route realignment	6/19/16	√
	The south end loop in downtown Miami will be realigned and the route will end inside the Downtown Bus Terminal.	Route realignment		√
	Schedule adjustments will be made in both directions to improve schedule reliability.	Run time adjustments		*

2016 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2016				
√	**Implemented service change committed to in previous TDP**			
*	**Implemented service change not included in previous TDP**			
ROUTE	**DESCRIPTION**	**IMPROVEMENT / ADJUSTMENT**	**START DATE**	**2016 TDP CONSISTENCY**
95	Afternoon southbound schedule adjustments will be made. - Trips will leave Sheridan Street every 15 minutes from 4:18 p.m. to 5:48 p.m. - Trips will leave Broward Blvd every 15 minutes from 4:37 p.m. to 5:52 p.m.	Run time adjustments	6/19/16	√
	Schedule Adjustments: - Morning northbound trips to Sheridan St. will leave Veterans' Hospital four minutes earlier than the current schedule. - Afternoon southbound trips will leave Ft. Lauderdale Tri-Rail Station five minutes earlier than the current schedule.	Run time adjustments	11/20/16	√
102 (B)	The north end of the route will be realigned in the Brickell area. The route will no longer serve the bus stop on the east side of the station. Passengers will be picked up and dropped off on the west side of the station.	Route realignment	6/19/16	√
	Three weekday morning northbound trips will be added to the schedule leaving Crandon Blvd near Cape Florida State Park at 8:42 a.m., 8:58 a.m. and 9:15 a.m.	Run time improvements		*
103 (C)	The current Downtown detour alignment will be made permanent; the route ends at SW 1 Ave / 1 St and does not enter the Downtown Bus Terminal.	Route realignment	6/19/16	√
	Weekday schedule adjustments will be made in both directions to improve schedule reliability.	Run time improvements		*
	The Downtown loop will be realigned to serve NW 1 St. near the Government Center Metrorail Station.	Route realignment	11/20/16	*
104	Weekday schedule adjustments will be made in both directions to improve schedule reliability.	Run time improvements	6/19/16	√
112 (L)	Weekday schedule adjustments will be made in both directions to improve schedule reliability	Run time improvements	6/19/16	√

2016 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2016				
√	**Implemented service change committed to in previous TDP**			
*	**Implemented service change not included in previous TDP**			
ROUTE	**DESCRIPTION**	**IMPROVEMENT / ADJUSTMENT**	**START DATE**	**2016 TDP CONSISTENCY**
119 (S)	The current Downtown detour alignment will be made permanent; the route ends at SW 1 Ave / 1 St and does not enter the Downtown Bus Terminal.	Route realignment	6/19/16	√
	An additional late night trip in both directions will be added to the schedule.	Run time improvements		*
	The Downtown loop will be realigned to serve NW 1 St. near the Government Center Metrorail Station.	Route realignment	11/20/16	*
120	The current Downtown detour alignment will be made permanent; the route ends at SW 1 Ave / 1 St and does not enter the Downtown Bus Terminal.	Route realignment	6/19/16	√
	The Downtown loop will be realigned to serve NW 1 St. near the Government Center Metrorail Station.	Route realignment	11/20/16	*
	New southbound and northbound stops will be added at Aventura Blvd. (NE 199 St.) and NE 29 Pl.	Route realignment		*
200	Route Modification per Cutler Bay request, extended to serve SW 211 St Walmart	Route realignment	6/19/16	√
207	The beginning / ending point for the loop routes will be moved to the Brickell Station.The 207 (clockwise loop) will leave Brickell Station to SW 7 Street and arrive at Government Center as currently scheduled and will then continue back to Brickell Station.	Route realignment	6/19/16	√
208	The beginning / ending point for the loop routes will be moved to the Brickell Station.The 208 (counterclockwise loop) will leave Brickell Station and arrive at Government Center continuing on to Flagler Street and SW 8 Street arriving back at Brickell Station as currently scheduled	Route realignment	6/19/16	√

2016 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2016				
√	**Implemented service change committed to in previous TDP**			
*	**Implemented service change not included in previous TDP**			
ROUTE	**DESCRIPTION**	**IMPROVEMENT / ADJUSTMENT**	**START DATE**	**2016 TDP CONSISTENCY**
238	The portion of the route serving Cargo City will be discontinued.	Route realignment	6/19/16	√
	Major schedule adjustments will be made in both directions.	Run time adjustments		√
249	The service to City Hall on eastbound trips will be discontinued.	Route realignment	6/19/16	√
	Weekday eastbound trips will leave Douglas Road Station two minutes later.	Run time adjustment		*
252	The portion of the route into Zoo Miami will be discontinued.	Route realignment	6/19/16	√
	Schedule adjustments will be made in both directions seven days a week.	Run time adjustments		√
	Will now serve Zoo Miami on weekends during zoo hours. Minor adjustments to weekend schedules will be made.	Run time improvements	11/20/16	*
254	The span of service for the route will be increased and will operate from 7:15 a.m. to 7 p.m.	Run time improvement	6/19/16	√
272	Minor schedule adjustments will be made in both directions.	Run time adjustments	6/19/16	√
344	Will no longer operate on SE 6 Ave. or enter the Florida City Walmart parking lot.	Route realignment	11/20/16	*
	Route will be realigned to operate on US 1, SW 336 St., and Krome Ave. The segment on Lucy St. between Krome Ave and US 1 will be discontinued.	Route realignment		*

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CHAPTER 5

FY 2017 TRANSIT IMPLEMENTATION PLAN



5 FY 2017 TRANSIT IMPLEMENTATION PLAN

DTPW is committed to implementing various transit improvement projects throughout its transit system in FY 2017. These committed transit initiatives include capital projects, new Metrobus service routes, existing service improvements, and infrastructure renewal projects that are all intended to further expand, improve and maintain DTPW services.

5.1 Committed Capital Improvement Plan

Annually, DTPW prepares the Adopted Budget and Multi-Year Capital Plan that lists specific projects related to the expansion and improvement of DTPW's existing services. Table 5-1 presents the adopted capital budget for fiscal year 2016-2017.

Table 5-1: DTPW FY 2016 - 2017 Adopted Capital Budget ($000's)

Project	2016-2017
Bus and Bus Facilities	$4,087
Park-and-Ride Transit Projects	$13,904
Metromover Improvements Projects	$6,711
Lehman Yard Improvements	$3,910
Infrastructure Renewal Plan	$12,500
Track and Guideway Projects for Rail	$8,554
Metrorail and Metromover Projects	$13,687
Federally Funded Projects	$85,495
Transit Signage and Communication	$13,939
ROW Acquisition for Construction Projects	$5,666
Miami Central Station - Downtown Miami Tri-Rail Link	$8,000
Safety Improvements Countywide	$9,997
Project Development Phase to Priority I in Long Range Transportation Plan (LRTP)	$7,500
Bus Related Projects	$240,734
Pedestrian Overpass At University Metrorail Station	$638
Heavy Equipment Replacement	$2,710
Fare Collection Equipment Projects	$14,072
Bus Enhancements	$15,383
Rail Vehicle Replacement	$72,280
Metrorail Stations and Systems Improvements	$19,631
TOTAL	**$559,398**

5.2 New Facilities

5.2.1 Dolphin Station

Property owned by Florida Department of Transportation (FDOT) located adjacent to the intersection of the Homestead Extension of the Florida Turnpike (HEFT), SR 836 and NW 12th Street has been identified as a strategic location for a transit center with a park-and-ride facility that will provide approximately 850 parking spaces. This transit center would support the SR 836 Express Bus Service project and provide a potential terminus or stop for several local bus routes serving the Dolphin Mall and nearby Cities of Sweetwater and Doral. A groundbreaking ceremony was held in January 2017. The scheduled completion date is late 2017.

5.2.2 Kendall Park-and-Ride Facility

DTPW is constructing a 183-space park-and-ride facility on approximately 2.8 acres located at the southeast corner of SW 88th Street (Kendall Drive) and SW 127th Avenue. This facility will serve the Kendall Cruiser (Route 288) which began service in June 2010. DTPW leases this site from Florida Power and Light (FPL). On December 2, 2015 the construction contract was advertised. The project is scheduled for completion in September 2017.

5.3 New Service Routes

5.3.1 SR 836 Express Bus (Line C)

This route will begin revenue service in late 2017 to coincide with the opening of the Dolphin Station.

From: Dolphin Station (NW 12th Street and HEFT) **To:** Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue)

Via: SR 836 (Dolphin Expressway)

Service Span: 6:00 am to 9:00 am and from 3:00 pm to 7:00 pm **Headways:** 10 minutes

5.4 Committed Bus Service Adjustments

In an effort to continually match service capacity with ridership demand DTPW 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 2017 is presented in Table 5-2. Route improvements are assigned letters in the last column to describe the type of improvement made: Adjustments (A), Improvements (I), and Reductions (R).

Table 5-2: 2017 Committed Bus Service Adjustments

ROUTE	SERVICE CHANGE	Type: A (Adjustment) I (Improvement) R (Reduction)
1	Reroute to use transitway between 112 Ave and Caribbean Blvd	A
	Contract out the service	A
6	Discontinue service	R
7	Add new regular service to Dolphin Station	I
8	Reduce weekday frequency up to 5 min peak and off-peak	R
	Reduce Saturday frequency up to 10 min	R
	Reduce Sunday frequency up to 10 min	R
10	Weekday running time adjustments	A
11	Reduce weekday frequency up to 4 min peak and 5 min off-peak	R
	Reduce Saturday frequency up to 10 min	R
	Reduce Sunday frequency up to 5 min	R
12	Weekday running time adjustments	A
16	Reduce weekday peak frequency from 20 to 30 min	R
19	Reduce night frequency from 40 to 60 min	R
21	Weekday running time adjustments	A
27	Weekday running time adjustments	A
29	Contract out the service	A
32	Running time adjustments 7 days a week	A
34	Split Route 34 into 2 routes - 34 A and B. Route 34 A to serve beween SW 344 Street Park-and-Ride and SW 112 Avenue then directly to Dadeland South. Route 34 B to serve between SW 112 Avenue and Dadeland South Metrorail Station.	A
35	Reduce weekday frequency from 30 to 40 min	R

Table 5-2: 2017 Committed Bus Service Adjustments (Continued)

ROUTE	SERVICE CHANGE	Type: A (Adjustment) I (Improvement) R (Reduction)
36	Extend all EB last trips to Allapattah Station 7 days a week	I
	Extend route to Dolphin Station M-F	I
37	Reroute on north end due to road construction	A
46	Contract out the service	A
48	Discontinue the service	R
52	Reroute to use transitway between 112 Ave and Caribbean Blvd	A
	Weekday running time adjustments	A
56	Peak frequency reduced from 40 to 60 minutes	R
	Span shortened to 6:00 a.m. - 6:00 p.m.	R
57	Relocate southern layover	A
62	Truncate route at Biscayne Blvd	R
	Continue servicing MLK Station and extend all trips to Hialeah	I
	Peak frequency reduced from 12 to 30 minutes	R
	Base frequency reduced from 20 to 30 minutes	R
	Night frequency reduced from 30 to 60 minutes. Span shortened to 5:00 a.m. - 11:30 p.m.	R
	Span shortened to 5:00 a.m. - 11:30 p.m.	R
	Saturday night frequency reduced from 30 to 40 minutes	R
	Sunday night frequency reduced from 30 to 60 minutes. Span shortened to 6:30 a.m. - 11:30 p.m.	R
82	Contract out the service	A
71	Weekday running time adjustments	A
	Extend route to Dolphin Station M-F	I
73	Weekday running time adjustments and adjust PM northbound headway from 30 to 35 min	A
87	Relocate weekend short-turn layover location	A
101/A	Contract out the service	A
103/C	Truncate the route to only serve Miami Beach. Peak and base frequency reduced from 20 to 30 minutes, night frequency from 30 to 45 minutes. Span shortened 6:00 a.m. - 10:00 p.m.	R
	Saturday frequency is 45 minutes. Span shortened to 6:00 a.m. - 6:00 p.m.	R

ROUTE	SERVICE CHANGE	Type: A (Adjustment) I (Improvement) R (Reduction)
103/C	Sunday frequency 45 min. Span shortened to 6:00 a.m. - 10:00 p.m.	R
107/G	Truncate at MDC North Campus with northern leg discontinued. Night frequency reduced from 40 to 60 minutes. Span shortened to 5:30 a.m. - 1:00 a.m.	R
	Saturday night frequency reduced from 50 to 60 minutes. Span is shortened to 6:00 a.m. to 12:00 a.m.	R
	Sunday span shortened to 6:00 a.m. - 12:00 a.m.	R
108/H	Truncate route to serve between 163rd Street Mall and Haulover Beach. The frequency is 30 minutes. The span is shortened to 5:00 a.m. - 12:00 a.m.	R
	Saturday span is from 5:00 a.m. - 12:00 a.m.	A
	Sunday night frequency increase from 45 to 30 min. Span is from 5:00 a.m. - 12:00 a.m.	I
112/L	Reduce weekday frequency up to 5 min off-peak	R
113/M	Move layover (Safety concern)	A
115	Reroute to serve Alton Road Bi-directionally and reduce frequency from 45 to 60 minutes. Span 6:30 a.m. - 9:00 p.m.	R
	Saturday frequency 60 min. Span is 7:00 a.m. - 9:00 p.m.	I
	Sunday frequency 60 min. Span is 7:00 a.m. - 9:00 p.m.	I
	Route to be combined with 117 or discontinued in coordination with new City of Miami Beach trolley	R
117	Discontinue service	R
119/S	Reduce weekday frequency up to 3 min peak and off-peak	R
	Reduce Saturday frequency up to 5 min	R
120	Reduce weekday frequency up to 3 min peak and 10 min off-peak	R
	Reduce Saturday frequency up to 5 min	R
123	Route to be discontinued once the City of Miami Beach south trolley becomes operational	R
136	Truncate at The Falls Shopping Center and Douglas Rd Station. Three southbound trips (7:00 a.m., 7:40 a.m., 8:20 a.m.) and three northbound trips only (3:00 p.m., 3:40 p.m., 4:20 p.m.)	R
137	Extend route to Dolphin Station M-F	I
183	Truncate route at Miami Gardens Park-and-Ride (NW 186th Street). Peak frequency reduced from 12 to 15 minutes. Base frequency improved from 20 to 15 minutes. Night frequency improved from 40 to 30 minutes. Span is 5:00 a.m. - 11:00 p.m.	A
	Saturday base frequency 20 min and night frequency 30 min. Span 5:00 a.m. - 10:00 p.m.	I
	Sunday base frequency 30 min and night frequency 30 min. Span 5:00 a.m. - 10:30 p.m.	I

ROUTE	SERVICE CHANGE	Type: A (Adjustment) I (Improvement) R (Reduction)
202	Contract out service	A
208	Reroute to 6th St	A
210/Sky Lake	New Contract service to cover route H truncation	I
211	Contract out the service	A
212	Contract out the service	A
246	Contract out the service	A
238	Extend route to Dolphin Station M-F	I
249	Reduce weekday frequency from 20 to 30 min	R
252	Restructure western end of route through Country Walk subdivision. Peak frequency reduced from 15 to 20 minutes, night to remain at 50 minutes	R
254	Reduce service span to 9:20 a.m. to 2:54 p.m. (June 2017)	R
	Trips will leave the Caleb Center every 30 minutes from 9:20 a.m. - 11:20 a.m. and from 12:00 p.m. - 2:30 p.m. (June 2017)	A
	Contract out service (August 2017)	A
267	Contract out service	A
272	Contract out service	A
277	Reroute downtown like route 51 (Exclude stop on NW 1 Ave)	A
286	Contract out service	A
287	Weekday running time adjustments	A
288	Add new service to Park-and-Ride lot on 127 Ave and adjust frequency on existing alignment for a 7.5 min effective headway east of 127 Ave	I
344	Contract out the service	A
500	Increase service to cover rail reduction	I

5.5 Committed Infrastructure Renewal Program (IRP) Projects

The following section lists those committed projects proposed to be implemented during the FY 2016 – 2017 time frame. These commitments are based on an annual Infrastructure Renewal Program (IRP) evaluation and prioritization process by DTPW. The purpose of the IRP process is to identify, evaluate, prioritize, and program capital improvement projects that are necessary in order to maintain the existing transit system in a state of good repair. Table 5-3 presents committed IRP projects for implementation during FY 2016-2017. DTPW has $12.5 million dollars allocated for IRP projects every year. In 2016, $8.5 million were allocated, which means that the agency will carry over the balance for next year's budgeting cycle.

Table 5-3: FY 2016 - 2017 IRP Projects

Project Type	Project Name	Scope	FY 2016-17
Field Engineering & Systems Maintenance (FESM)	Metromover Public Address System Replacement	Replacement of the Public Address System will improve compliance with Safety and Security requirements. The system will allow improved intelligibility of announcements and will provide a means of supplying improved information to Transit Patrons in the event of a station or system emergency.	$720,014
Rail Maintenance	Metrorail Floor and Component Replacement/Motor Control Component	The project consist of installing Nora Flooring in sixty (60) rail cars. The rail cars to be replaced have deteriorated sub-flooring, which is evidence as "soft floors". The process also includes the removal and replacement of interior seating, panels, and sanctions. Revision 13 is to add an additional $4,357,852 for the Motor Control Overhaul to this project which is a full service maintenance overhaul to (100) MDT Budd rail car motor control boxes.	$1,854,691
Rail Maintenance	Rail car Cleaner Platform Replacement Project	This project is to upgrade the existing Cleaning Platform located at the William Lehman Center. The existing wooden platform is in need of constant repair .	$500,000
Track & Guideway	Replacement of Diamond Frogs at Culmer Crossover	Replace center frogs and running rail access to the bridge abutment at the Culmer Center crossover	$533,941
Track & Guideway	Purchase of HY-Rail Crew cab Trucks	Purchase of (2) HY-Rail Crew cab Trucks needed to support track and guideway maintenance.	$190,000
FESM	Fare Collection System Rev 1	MDT is seeking a new project to implement enhancement and regional expansions to the Automated Fare Collection System based on the existing Contract 8481-2/22-1. The contract includes an option to purchase additional equipment and service for expansions and modifications.	$500,000
FESM	Rail Circuit Breaker Refurbishment	Rail circuit breaker refurbishment /retrofit and switchgear preventive maintenance.	$336,000
Maintenance Facilities	Replacement of Brush/ Train Modules and Operating Systems at Metrorail Train Wash	Furnish all labor, materials and equipment to complete the installation of an we 5 brush wash module, rinse modules (2), chemical dispensing and fully automated operating systems for the Metrorail train wash at the William Lehman Facility.	$275,000
Maintenance Facilities	Replacement of Tactiles and Barriers at Metromover Stations	The scope includes furnishing labor, materials, tools, appliances, equipment and other means of construction for performing and completing the work at all mover stations. Also to provide detectable warning safety edge tiles and between the ace barrier (BCB) system in compliance with the DOT ADA regulations.	$20,952

Project Type	Project Name	Scope	FY 2016-17
FESM	Systems Software and Hardware Upgrade	Upgrades to address operational and security related issues.	$300,000
Information Technology	Fueling Terminal Modernization	The project will upgrade legacy fueling terminal to the IRP based EJWard Fuel Control Terminal with modernized tank level interface. While MDT intends to convert buses to CNG this is a muti-year effort; subsequently, the existing legacy terminals are in need of replacement to address issues with accuracy and real-time reporting data.	$250,000
Information Technology	Automated Passenger Counter Modernization for Bus and Mover	This project will retire the obsolete Metrobus Infrared Sensor counting technology and implement modernized Compact Optical Stereo/Dual Camera Automatic Passenger Counter (APC) that offer minimum accuracy of 95% of better for bi-directional counting, resistant to interference from light reflections and moving shadows, and detection of passengers entering or existing vehicles.	$1,788,200
Bus Maintenance	Diesel Tank Cleaning and Maintenance	This project is for the cleaning and maintenance of diesel fuel tanks at three bus divisions.	$9,000
Metromover	Metromover HVAC EPA Compliance / Overhaul	The Metromover vehicle HVAC system currently uses Freon 22 which will be banned by the EPA as of 2020. The compliance will ensure EPA approved upgraded refrigerant equipment while the overhaul will restore efficiency and reliability as part of a mid-life system overhaul.	$433,333
Materials Management	Purchase of 5 Electric Forklift for Materials Management	Purchase 5 forklifts to replace the very old ones that were purchased in 1985, which are constantly in need of repair costing about $21K per year in repairs.	$125,000
Metromover	Mover Vehicle Floor Replacement	Replace the failing flooring system in the Metromover vehicles which could present tripping hazards.	$391,500
Facilities Maintenance	Metrorail Platform Cabling Replacement	The project is to include the replacement, diposal, and reinstallation of the infrastructure and cabling necessary to support the Emergency Transfer Switch, Emergency Paging Microphones, End gate Intrusion Alarm and Blue Light at MLK, North Side and Santa Clara Metrorail Stations	$435,000
Track & Guideway	Emergency Exit at William Lehman Center	Funds from this project will be reallocated to another project in 2018.	$230,494
FESM	Metrorail and Metromover UPS Room HVAC Installation	New HVAC systems will be installed to provide cooling capacity for all UPS rooms on Metrorail and Metromover.	$616,019
FESM	Metrorail and Metromover CCTV Recovery Servers	The new Avigilon servers will enable a backup to existing NVRs and will protect against the loss of CCTV information in the event of a NVR failure on Metrorail or Metromover.	$305,000
Information Technology	MDT Data Closets UPS Replacement	This project provides replacement for end of life UPS devices deployed at all Bus Garages, Metromover Admin Building and Lehman Center facilities	$183,375
Service Planning and Scheduling	Bus Passenger Shelters Project	A provider to manage the Bus Shelter Program by cleaning, maintaining and repairing existing and new bus passenger shelters under this contract throughout the county to ensure that shelters are safe, attractive, has proper lighting, and in overall operational condition.	$2,445,000
TOTAL			**$12,442,519**

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CHAPTER 6

TEN YEAR IMPLEMENTATION PLAN



6 TEN YEAR IMPLEMENTATION PLAN (FY 2018 - FY 2027)

The Ten Year FY2018-FY2027 MDT10Ahead Implementation Plan Tables present the transit project items' cost and status as of December 2016. Tables 6-1 and 6-2 list DTPW's Strategic Miami Area Rapid Transit Plan (SMART) and Bus Express Rapid Transit (BERT) projects. Combined, these two tables present the County's vision for six rapid transit and eight express bus corridors that will serve as the framework for DTPW's transit network. Tables 6-3 through 6-5 list the agency's Funded, Partially Funded, and Unfunded Projects. Information highlighting changes in scope, timing, budget or completion versus the 2016 Annual Update is also provided in each table.

DTPW'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. DTPW 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.

6.1 SMART Plan

The Strategic Miami Area Rapid Transit (SMART) Plan is a bold infrastructure investment program that will significantly improve transportation mobility and will provide a world-class system that will support economic growth and competitiveness in the global arena. Miami is a global hub representing not only the Gateway of the Americas, but also the nation's southeast capital for international freight and cargo, as well as the number one passenger cruise port in the world. Miami-Dade Mayor Carlos A. Gimenez has declared that the advancement of transportation infrastructure is the top priority for Miami-Dade County which is the most populous county in Florida, representing 2.7 Million residents living in the Miami Urbanized Area of over 5.5 Million people. In addition, the Miami-Dade Metropolitan Planning Organization (MPO) has prioritized the advancement of the SMART Plan, which is strongly supported by public and private sector partners, residents, and elected officials.

The SMART Plan represents a vision for our region that is both strategic and far-reaching by creating a system of multiple transportation options that leverage existing infrastructure and integrate technology at the highest levels. The plan is comprehensive, proactive and supports the future population and employment growth anticipated in our region.

The Federal Highway Administration (FHWA) estimates the annual cost of congestion to motorists in urban areas is approximately $7 Billion. This represents a significant cost and economic disadvantage that if not addressed, will result in urban areas like Miami being left behind.

Miami-Dade County has become a region of global significance that attracts people from all over the world to live, work and play. Labor force and employment growth in Miami-Dade greatly exceeded national growth from 2010 to 2015. Research shows that transit mobility directly affects quality of life and economic vitality. As Miami-Dade continues to grow, the SMART Plan will ensure that current and future residents will have the most efficient and effective transportation network to get to where they are going, faster and safer. The SMART Plan represents mobility insurance for our region.

The Miami-Dade County transportation team is working to change the approach to mobility by creating a system that offers multiple options throughout the county, leverages existing infrastructure, and integrates technology at the highest levels. There are limited opportunities to widen and/or build new roads. Therefore the need to extend mass-transit represents the balanced approach necessary to address roadway congestion and connect communities to educational and employment centers. This balanced approach is needed to ensure the community continues to grow and thrive in the future.

In order to improve livability and ensure economic growth in the future, it is important to improve mobility in Miami-Dade County. Miami-Dade County's SMART Plan helps accomplish this by connecting major airport and seaport facilities to the rest of our population and ultimately the entire United States. The goal is to make Miami-Dade County a car-optional community by ensuring that mass-transit options are available everywhere in the County and region.

6.1.1 Beach Corridor

The Beach Corridor Extension project will serve the cities of Miami and Miami Beach along a 9.7 mile corridor, crossing Biscayne Bay to link Downtown Miami to Miami Beach. The Beach Corridor area is an epicenter for population and economic growth and a major employment center and tourist destination in the region. As a result, the roadways between Miami and Miami Beach are typically heavily congested. This high bus transit ridership corridor has been identified as a candidate for consideration for premium transit over the past two decades as part of a strategy to address east-west directional travel demands.

6.1.2 East-West Corridor

This project will run approximately 11 miles from Miami International Airport west along the SR-836/Dolphin Expressway to the Turnpike in the vicinity of Florida International University (FIU). It provides multimodal solutions for severe traffic congestion along SR-836 which is the only east-west expressway in central Miami-Dade County. This project will also serve major activity centers including FIU, Miami International Airport, the Miami Intermodal Center (MIC), Downtown Miami, and PortMiami, while transporting riders to and from major employment areas (Doral, Health District, Central Business District, Brickell, etc).

6.1.3 Kendall Corridor

The Kendall Corridor project is 10 miles from the Dadeland North Metrorail Station west along SR 94/Kendall Drive/SW 88th Street to approximately SW 167th Avenue. This project provides multimodal solutions for severe traffic congestion along Kendall Drive, one of the most congested east-west roadways in Miami-Dade County. The project facilitates the highest demand movement of passengers to and from West Kendall to Downtown Miami.

In 2016, the Florida Department of Transportation (FDOT), District Six, initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for Kendall Drive. The Kendall corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in late 2016. The study is scheduled for completion by mid-2018.

6.1.4 North Corridor

This project is approximately 12 miles from the Miami Intermodal Center (MIC) via existing Metrorail Orange Line then north along NW 27th Avenue to NW 215th Street. It will connect the cities of Miami, Opa-Locka, and Miami Gardens with major activity centers, including the Miami-Dade College North Campus, North Dade Health Center, St. Thomas University, Florida Memorial College, Miami Jobs Corps Center, Hard Rock Stadium (home of NFL Miami Dolphins and University of Miami), and Calder Race Course. A new transit terminal and park-and-ride facility at the northern end of the project will be constructed to provide a connection to Metrobus and Broward County Transit (BCT) routes. The long-term vision includes transit-oriented development (TOD) at the new NW 215th Street transit terminal.

In 2016, the Florida Department of Transportation (FDOT), District Six, initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for SR 9 / SR 817 / NW 27th Avenue. The North corridor is being studied as part of the SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in late 2016. The study is scheduled for completion by mid-2018.

6.1.5 Northeast Corridor

This corridor is roughly defined as U.S. Route 1 from the Downtown Miami area to the Aventura Mall near the Miami-Dade/Broward County line. It is one of the busiest transit corridors in the region. It extends approximately 13.5 miles through the historic core of the County developed along the Florida East Coast (FEC) railroad and links Aventura, North Miami, North Miami Beach, and Miami Shores with the County's Central Business District located in Downtown Miami.

6.1.6 South Corridor

This project will run approximately 20 miles from the Dadeland South Metrorail Station along the existing Transitway (aka Busway) to the SW 344th Street Park-and-Ride/Transit Terminal Facility. It will connect Florida City, City of Homestead, Town of Cutler Bay, Village of Palmetto Bay, and Village of Pinecrest, which represent the fastest population growth in Miami-Dade County. This rapid transit project facilitates the highest demand movement of passengers to and from southern Miami-Dade to Downtown Miami.

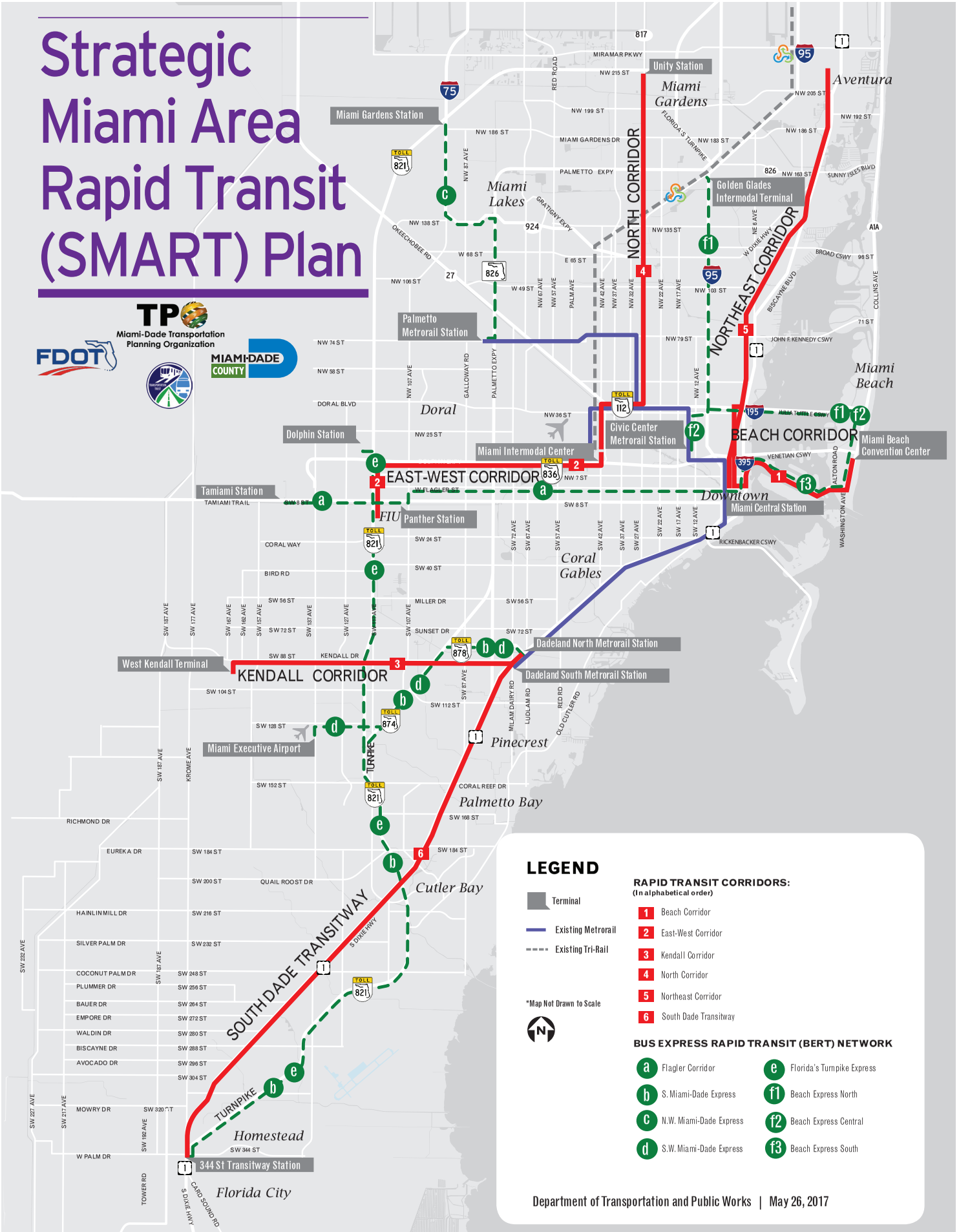
Table 6-1 Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) Plan

MIAMI-DADE COUNTY'S STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN

FDOT | MIAMI-DADE COUNTY | TPO Miami-Dade Transportation Planning Organization | MIAMI-DADE COUNTY FLORIDA

Corridor Name	Limits	Corridor Length (miles)	Lead Agency	Environmental Document Cost	Implementation Activities Cost	Status
North Corridor (NW 27th Avenue)	Miami Intermodal Center (MIC) to NW 215th Street	12	FDOT-6	$4.2M	$840,000	• MPO Resolution #01-15 authorized the development of the PD&E • PD&E Funding Source: 100% State • PD&E started in June 2016; anticipated completion date: August 2018 • PD&E considering Light Rail Transit (LRT) and/or appropriate premium transit technology
Beach Corridor	Miami Beach Convention Center to Midtown Miami (at or near NE 41st Street and NE 2nd Avenue	9.7	DTPW	$10.0M	$2.0M	• MPO Resolution #40-16 authorized the development of the PD&E • PD&E Funding Sources: FDOT-6 ($5.0M); CITT ($3.75M); Miami-Dade County ($417,000); City of Miami ($417,000); City of Miami Beach ($417,000) • PD&E will start in early-mid 2017; City of Miami Beach is moving forward with the environmental study for the South Beach segment to the Convention Center • PD&E considering Light Rail Transit (LRT) and/or appropriate premium transit technology
East-West Corridor	Miami Intermodal Center (MIC) to Florida International University (FIU)	11	DTPW	$9.0M	$1.2M	• MPO Resolution #35-16 authorized the development of the PD&E • PD&E Funding Source: 100% CITT • PD&E will start in early-mid 2017 • PD&E considering Light Rail Transit (LRT) and/or appropriate premium transit technology
South Dade Transitway	Florida City to Dadeland South Metrorail Station	20	DTPW	$7.0M	$1.2M	• MPO Resolution #34-16 authorized the development of the PD&E • PD&E Funding Source: 100% CITT • PD&E will start in early-mid 2017 • PD&E considering the conversion of US-1 Busway from Enhanced Bus Service to Light Rail Transit (LRT) and/or appropriate premium transit technology
Tri-Rail Coastal Link (Northeast/ FEC Corridor)	Downtown Miami to City of Aventura (Miami-Dade segment)	13.5	FDOT-4; DTPW	$5.7M	$1.14M	• PD&E is being conducted by FDOT-4 • Long-term Project: FDOT-4 is lead agency; Short-term Project: DTPW is lead agency • Passenger Rail Service project is under construction (All Aboard Florida - private sector) • DTPW is improving transit services along Biscayne Boulevard
Kendall Corridor	SW 167th Avenue to Dadeland Area Metrorail Stations	10	FDOT-6	$4.0M	$800,000	• MPO Resolution #01-15 authorized the development of the PD&E • PD&E Funding Sources: 100% State • PD&E started in June 2016; anticipated completion date: August 2018 • PD&E considering Light Rail Transit (LRT) and/or appropriate premium transit technology

Figure 6-1 Strategic Miami Area Rapid Transit (SMART) Plan



6.2 Bus Express Rapid Transit (BERT) Network

Most of the urban and interregional corridors in Miami-Dade County are already congested. Congestion is expected to worsen even with completion of planned transportation improvement projects. The pace of growth far exceeds the ability to add capacity in order to reduce congested conditions. Significant expansion is required in rail and transit systems to deliver viable options for moving people within Miami-Dade County and the Southeast Florida Region.

In April 2016, Miami-Dade Metropolitan Planning Organization (MPO) Governing Board adopted the Strategic Miami Area Rapid Transit Plan (SMART Plan), which includes six (6) rapid transit corridors and a Bus Express Rapid Transit (BERT) network. Since then, implementation of the SMART Plan has become a top priority of the Miami-Dade County Department of Transportation and Public Works (DTPW). Subsequently, the Florida Department of Transportation (FDOT), District Six (D-6), and DTPW staff started the planning activities for implementation of the BERT network. DTPW staff assessed the infrastructure needs for the BERT network. To implement the BERT network, necessary infrastructure projects include new transit terminals, improvement to or expansion of existing terminals, and new direct roadway/ramp connections, etc. Coordination is also required between DTPW and other transportation agencies such as FDOT, Florida's Turnpike Enterprise (FTE) and Miami-Dade Expressway Authority (MDX) to ensure transit access to roadways are supported. Among these BERT routes, some are further advanced than others. Routes b, e, and f3 are anticipated to be implemented by early 2018; Routes c, d, f1, and f2 will be the next in line; Route a, Flagler Corridor, is undergoing a Project Development and Environment (PD&E) study and is expected to complete the study by mid-2018. Based on the results of the study, project schedule will be planned.

Table 6-2 lists additional information on the BERT network. Figure 6-2 shows DTPW's Express Bus System Vision with supportive transit terminals.

6.2.1 Flagler Corridor

In 2016, the Florida Department of Transportation (FDOT), District Six, began a Project Development and Environment (PD&E) study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/ Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system with in the SR 968/ Flagler Street Corridor that is to be part of an overall interconnected premium transit network. The FDOT project team is currently identifying and refining recommended alternatives. The study is scheduled for completion by mid-2018.

DTPW is coordinating the bus purchase component of this project which includes purchase of 10 new 60-foot alternative fuel buses. Acceptance of vehicles is anticipated in late 2017.

Figure 6-2 Express Bus System Vision

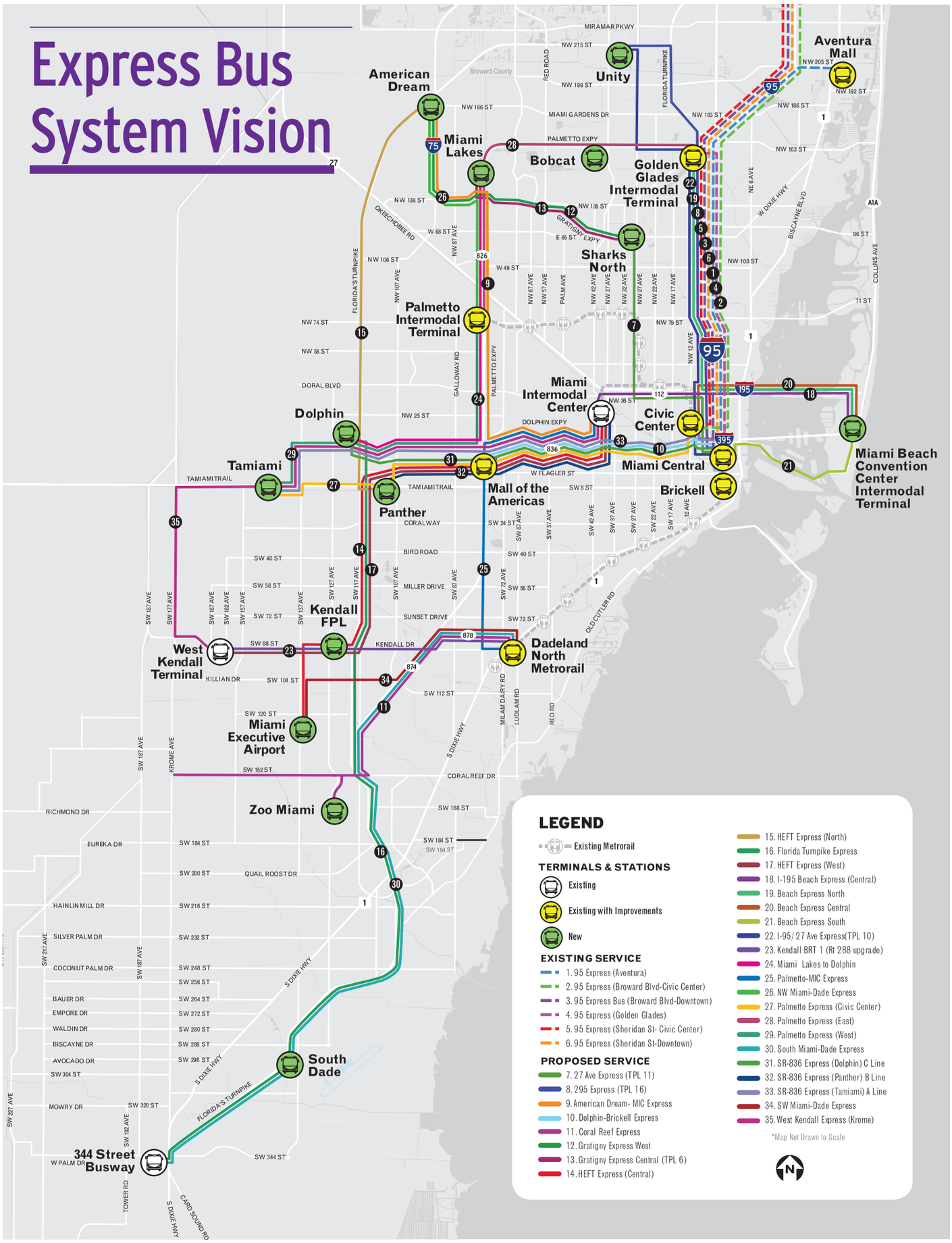


Table 6-2 Bus Express Rapid Transit (BERT) Network (Partially funded)

SMART Plan Route #	Project Name	Location	Project Description	Project Length (Miles)	Commission District	Project		Cost (in 000s)		Number of Buses	Type of Change	Status		2040 LRTP Status
						Type§	Phase	Capital Cost†	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
a	Flagler Corridor	Tamiami Station/SW 147th Avenue to Downtown Miami	In 2016, FDOT initiated a Project Development and Environment (PD&E) study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. The FDOT project team is currently identifying and refining recommended alternatives. The study is scheduled for completion by mid-2018. DTPW is coordinating the bus purchase component of this project which includes purchase of 10 new 60-foot alternative fuel buses. Acceptance of vehicles is anticipated in late 2017.	15.4	5, 6, 10, 11, 12	6	Capital (FDOT PD&E Study)	$5,521 (Cost of PD&Study Only)	TBD	10	New Bus Rapid Transit (BRT) Service	TBD	TBD	Priority I
b	S Miami-Dade Express	SW 344 St. Transitway Station/Dadeland North Metrorail Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours.	24.7	7, 9	6	Operations	$15,000	$2,915	15	New Express Bus Service	TBD	2018	N/A
c	NW Miami-Dade Express	Miami Gardens Station / Palmetto Metrorail Station	Route will provide express bus service from the Miami Gardens Station to the Palmetto Metrorail Station. Headways will be 10 minutes during peak hours	8.9	12	6	Operations	$8,000	$1,458	8	New Express Bus Service	TBD	TBD	N/A
d	SW Miami-Dade Express	Miami Executive Airport/Dadeland North Metrorail Station	Route will provide express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours.	8.5	7, 11	6	Operations	$8,000	$1,458	8	New Express Bus Service	TBD	TBD	N/A
e	Florida's Turnpike Express (South)	344 St. Transitway Station/Dolphin Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to Dolphin Station. Headways will be 10 minutes during peak hours.	28.0	9, 11	6	Operations	$16,000	$3,158	16	New Express Bus Service	TBD	2018	N/A
f1	Beach Express North	Golden Glades Intermodal Terminal/Miami Beach Convention Center	Route will provide express bus service from Golden Glades Intermodal Terminal to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service Span will be from 5:30am to 8:00pm.	13.8	2, 5	6	Operations	$9,000	$2,742	9	New Express Bus Service	TBD	TBD	N/A
f2	Beach Express Central	Civic Center Metrorail Station/Miami Beach Convention Center	Route will provide express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service Span will be from 5:30am to 9:00pm.	8.7	3, 5	6	Operations	$6,000	$2,100	6	New Express Bus Service	TBD	TBD	N/A
f3	Beach Express South	Miami Central Station/Miami Beach Convention Center	Route will provide express bus service from Miami Central Station to the Miami Beach Convention Center. Service will run all day with 10 minute headways. Service Span will be from 5:00am to 2:00am.	6.3	3, 5	6	Operations	$6,000	$3,644	6	New Express Bus Service	TBD	2018	N/A
TBD	Florida's Turnpike Express (North)*	FIU Panther Station/Miami Gardens Station	Route will provide express bus service from the FIU Panther Station to the Miami Gardens Station. This route will operate all day with 20 minute headways	14.4	12, 13	6	Operations	$4,000	$2,221	4	New Express Bus Service	TBD	TBD	N/A
							TOTALCOST (000S)	$72,000	$19,696					

Bus Totals:
+82 Buses

† 'A' denotes articulated bus

*Candidate BERT Route requires SMART Plan Amendment by TPO. If SMART Plan is amended to include this route, Total Distance of BERT Network increases from 114.3 miles to 128.7 miles

§ Project Type Key	
1. ADA Accessibility Improvements	8. Metrorail Projects
2. Bus System Projects	9. New Passenger Facilities
3. Equipment Acquisition	10. Other
4. Facility Improvements	11. Park and Ride Improvements and New Facilities
5. Infrastructure Improvements	12. Passenger Facilities Improvements
6. Mass Transit Projects	13. Security Improvements
7. Metromover Projects	14. Service Adjustment

6.3 Funded Transit Projects

Table 6-3 presents a listing of various capital, operational, and infrastructure improvement projects that are funded and will be implemented within the MDT10Ahead planning horizon over the next ten years.

Table 6-3 Funded Transit Projects FY 2018 - 2027

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
1	SR 836 Express Bus A Line Express	SR 836 Express Bus A Line: Tamiami Station (US-41/SR 90/SW 8th Street and SW 147th Avenue) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue)	**A Line Express** would provide premium express transit service along SR 836 from the proposed park-and-ride/transit center Tamiami Station (US-41/SR 90/SW 8th Street and SW 147th Avenue) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue) via US-41/SR 90/SW 8th Street, SW 137th Avenue and SR 836. This route will operate during peak periods only. Service headways will be 10 minutes during the AM/PM peak-hour. Service hours are weekdays 6:00am to 9:00am and 3:00pm to 7:00pm.	6, 10, 11, 12	6	Operations	$25,600	$2,700	11A	New Express Bus Service	2020	2020	Priority I
2	SR 836 Express Bus B Line Express	SR 836 Express Bus Route B: Panther Tech Station at FIU's MMC and the Miami Intermodal Center (MIC)	**B Line Express** would provide premium express transit service between the proposed Panther Tech Station at FIU's MMC and the Miami Intermodal Center (MIC), via US-41/SR 90/SW 8th Street, SR 821/HEFT and SR 836. This route will operate all day with 20 minute headways. Service hours are 6:00am to 10:00pm on weekdays.	6, 10, 11, 12	6	Operations	Total cost included as part of Line A	$1,900	Included as part of Line A	New Express Bus Service	2020	2020	Priority I
3	Panther Station	Florida International University's (FIU) Modesto A. Maidique Campus – MMC	Florida International University (FIU) constructed a parking garage along SW 8th Street with ground floor space reserved for a future transit center. The location of the new parking garage, between SW 112th Avenue and SW 109th Avenue, presents an access challenge that requires roadway widening to construct bus only lanes and traffic signal improvements to provide bus signal priority at the two intersections along this roadway segment. The new transit center would provide 10 bus bays to accommodate the relocation of the existing DTPW routes from the current bus terminal located near SW 107th Avenue/SW 17th Street and provide capacity for future routes such as the SR-836 Express Bus, the Flagler Street Bus Rapid Transit (BRT) 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 2020.	12	9	Capital	Cost included in SR 836 Express Bus Line A	TBD	0	Station Improvements	2019	2020	N/A
4	Unity Station	NW 215th St and NW 27th Ave	A 14-acre vacant parcel adjacent to the intersection of the Turnpike and NW 27th Avenue has been identified as a strategic park-and-ride location for the North Corridor (NW 27th Avenue) Premium Transit project which is being studied by the Florida Department of Transportation (FDOT). Up to 350 parking spaces are proposed for this facility which would serve the northern most station for new premium transit service in the corridor. This park-and-ride lot also provides strategic transit oriented development (TOD) opportunities. This project is currently being negotiated and is under the cone of silence.	1	11	Capital	$5,000	TBD	0	Access Improvement	TBD	TBD	Priority I
5	Tamiami Station	SW 8th St and SW 147th Ave	An 8-acre vacant parcel of land on the SW corner of the intersection at SW 8th Street and SW 147th Avenue has been identified as a strategic park-and-ride location for the SR 836 Express Bus Service project. The proposed park-and-ride facility will accommodate 493 parking spaces, which would serve as the western most station for the new premium bus service in the corridor as well as other local bus routes. The estimated completion date is 2020.	12	11	Capital	Cost included in SR 836 Express Bus Line A	TBD	0	Access Improvement	2019	2020	Priority I
6	Golden Glades Intermodal Terminal Phase I	Golden Glades Interchange	Located in northern Miami-Dade County, adjacent to City of Miami Gardens, North Miami Beach, North Miami and the Golden Glades Community. The center will consolidate the existing bus transit services at Golden Glades into a single facility adjacent to the Tri-Rail Station. The new multi-bay bus terminal facility will include upgraded sidewalks, walkways, platforms, bus bays and all improvements related to transit operations, including internal roads, drainage, lighting systems, fencing, internal directional and traffic control signage. The center will feature a multi-story parking garage surface parking lots. Additionally, the center will provide spaces for scooters and motorcycles. Other amenities will include bicycle parking and lockers. The complex will also feature a transit hub, retail space, and a break lounge for bus drivers.	1	9, 11	Capital (FDOT Project)	$56,300	$860	0	Station Improvements	2019	2019	Priority I
7	Dadeland South Intermodal Station	Dadeland South Metrorail Station	Facility improvements to the exisitng Dadeland South Metrorail Station, the parking garage, roadways, sinage, fencing, painting, landscaping, canopy, escalators and lighting up-grades.	7	12	Capital	$1,686	TBD	0	Station Improvements	2018	2018	N/A
8	Dadeland North Metrorail - Elevators	8300 S Dixie Hwy	Since its completion in 1984, the Dadeland North Metrorail Station's use has increased dramatically through the years. Because of increasing ridership at the Dadeland North Metrorail Station, the existing bank of elevators (four elevators) does not provide an acceptable level of service during peak hours. Peak passenger flows create congestion and long waiting periods for Metrorail passengers waiting for the elevators, generating complaints from existing customers. DTPW is adding two (2) elevators to the existing parking facility, one elevator at each end of the structure. DTPW is currently in the consultant selection process for design services. The estimated project completion date is May 2021.	7	4	Capital	$5,350	$0	0	Roadway Construction	2019	2019	N/A
9	Transitway Lot (Caribbean Station)	Transitway and SW 200th St	Construct Park-and-Ride facility with 150 parking spaces	9	11	Capital (Private Developer)	$0	TBD	0	Access Improvement	2020	2020	Privately Funded
10	Downtown Intermodal Terminal	112 NW 3rd Street	Construct new Downtown Bus Terminal with approximately 27 bus bays, customer service areas, passenger waiting areas with seating, TVMs, video displays, restrooms, a security office, support areas (driver comfort area), janitor/supply closet, bus supervisor booth, 8 parking spaces for transit staff, bicycle parking/station, kiss-and-ride area. The project also includes a conversion of NW 1st Street to bus drop-off area with 7 saw tooth bus bays, dedicated taxi and jitney areas, landscaping, lighting, and unified directional signage.	5	9	Capital (All Aboard Florida) and Downtown Miami Development of Regional Impact Increment III	$10,796	TBD	0	Station Improvements	TBD	TBD	Privately Funded
11	Senator Villas	SW 40th St between SW 89th Ave and SW 89th Ct	Construct Park-and-Ride facility	10	9	Capital (Private Developer)	$0	TBD	0	Access Improvement	TBD	TBD	Privately Funded
12	Miami Gardens Station (f.k.a. American Dream North)	I-75 and Miami Gardens Drive Interchange	Construct new park-and-ride facility with 298 parking spaces to support new express bus service connection	12, 13	9	Capital(FDOT Project)	$5,000	$100	N/A	Station Improvements	2018	2018	Unfunded

Table 6-3 Funded Transit Projects FY 2018 - 2027 (continued)

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
13	NW 12th Street Roadway Improvements (Bus-Only) Project for Dolphin Station	along NW 12th Street between 122nd Avenue and 114th Avenue	This project includes widening and resurfacing along NW 12th Street to add bus-only lanes from NW 122nd Avenue to NW 114th Avenue. These new bus-only lanes will allow buses to bypass traffic congestion along this segment of NW 12th Street and will thereby reduce travel time for buses traveling between the Dolphin Station Park-and-Ride/Transit Terminal and Dolphin Mall. This roadway project is an integral component of the Dolphin Station Park-and-Ride/Transit Terminal Facility. The Dolphin Station Park-and-Ride/Transit Terminal Facility is part of the East West Corridor Rapid Transit Project which connects the largest employment areas of Miami-Dade County (Florida International University (FIU), City of Doral, Miami International Airport (MIA), Miami Health District, Downtown Miami and Brickell). The East West Corridor Rapid Transit Project will also connect to the Miami Intermodal Center (MIC) – the County's major ground transportation hub.	12	10	Capital	$10,616	TBD	0	Roadway Construction	n/a	2021	Priority I
14	The Underline Phase I - Brickell Backyard Project	from the Miami River to SW 13th Street	The future 10-mile Underline is a linear mobility corridor below the Metrorail extending from the Miami River to Dadeland South Metrorail Station enhancing connectivity, increasing mobility, and improving pedestrian and bicyclist safety. Phase 1 extends from the Miami River to SW 13th St. and is approximately ½ mile long and creates pedestrian and bicycle paths that travel and transverse various new amenities. The amenities include the Gym, The Oolite Room, the Dining Room, the Game room, the Bike Garage and the River Trail. This segment transverses 3 FDOT intersections, which are SW 7th St., SW 8th St., and SW 13th St.	5	10	Capital	$9,865	TBD	0	Pedestrian Multi-Use Trail	n/a	2019	Priority I
15	The Underline Phase II - Hammock Trail	from SW 13th Street to SW 19th Avenue	The future 10-mile Underline is a linear mobility corridor below the Metrorail extending from the Miami River to Dadeland South Metrorail Station enhancing connectivity, increasing mobility, and improving pedestrian and bicyclist safety. This segment of the Underline is approximately 2.14 miles long and is mainly composed of pedestrian and bicycle paths, lighting, landscaping and signage. Currently drafting a project schedule.	5,7	10	Capital	$13,000	TBD	0	Pedestrian Multi-Use Trail	n/a	TBD	Priority I
Not Mapped	East West Corridor Transit Oriented Development (TOD) Project	generally along SR-836 between the MIC and FIU	The East-West Corridor is one of six premium transit corridors included in the Strategic Miami Area Rapid Transit (SMART) Plan as endorsed by the Miami-Dade MPO Governing Board. DTPW will conduct a comprehensive planning effort that will inform transit and land use planning in the East-West Corridor, a 12-mile corridor linking the Miami Intermodal Center with Florida International University and the western communities of Miami-Dade County. In June 2016, DTPW submitted a grant application to FTA under the TOD Planning Pilot Program. In October 2016, FTA awarded $960,000 to DTPW for this project. DTPW is currently finalizing a draft scope of services for this project.	6, 10, 11, 12	10	Project Development	$1,200	TBD	0	Planning Study	n/a	2019	Priority I
Not Mapped	Bus Facilities Projects	Various Sites	Provide federal allocation designated for bus and bus facility projects to include the bus garages, plumbing, roofing, fire suppression.	Countywide	2	Capital	$27,084	$0	0	State of Good Repair	ongoing	ongoing	N/A
Not mapped	Urbanized Area Formula Grant FTA 5307	Countywide	Preventative maintenance as well as other projects for Metrobus, Metrorail, and Metromover.	Countywide	3	Equipment Acquisition	$84,310	$0	N/A	State of Good Repair	ongoing	ongoing	N/A
Not mapped	Capitalization of Preventive Maintenance and Other Costs	Countywide	Preventative maintenance as well as other projects for Metrobus, Metrorail, and Metromover.	Countywide	3	Equipment Acquisition	$561,040	TBD	N/A	State of Good Repair	ongoing	ongoing	N/A
Not mapped	Professional Services - Transit's Capital Improvement Plan	Countywide	Professional services for development of Transit's Capital Improvement Plan	Countywide	10	Project Development	$22,000	N/A	N/A	Project Development	ongoing	ongoing	N/A
Not mapped	Metrorail Stations Refurbishment	Metrorail	Refurbish and modernize specific areas as needed throughout the entire rail system	Countywide	8	Metrorail Projects	$35,000	$0	N/A	Station Improvements	2019	2019	N/A
Not mapped	Metrorail and Metromover Train Control Replacement	Metrorail and Metromover	Replace existing relay based control equipment and modify software and hardware central control to accommodate new train control systems	Countywide	5	Infrastructure Improvements	$70,000	$0	N/A	State of Good Repair	2020	2020	2021
Not mapped	Underfloor Rail Wheel Truing Machine	William Lehman Facility	Purchase and install a new underfloor rail wheel truing machine at the William Lehman Facility	12	8	Metrorail Projects	$7,000	$0	N/A	State of Good Repair	2018	2018	N/A
Not mapped	Escalators Replacement and Elevators Refurbishment	Various Sites	Replace approximately 80 escalators and 92 elevators systemwide to include Metrorail and Metromover stations at various transit facilities	Countywide	5	Infrastructure Improvements	$35,500	TBD	N/A	State of Good Repair	ongoing	ongoing	N/A
Not mapped	AC Unit Substations	Various Sites	Replace all major power components in all AC unit substations to include SCADA communication equipment and associated sub sets; implementation to interface with Central Control	Countywide	5	Infrastructure Improvements	$15,000	TBD	N/A	State of Good Repair	2021	2021	N/A
Not mapped	Track and Guideway 10-15 Year Heavy Equipment Replacement	Metrorail	Replace track and guideway heavy equipment and work trains; useful life 10-15 years	Countywide	8	Metrorail Projects	$8,268	$0	N/A	State of Good Repair	2021	2021	N/A
Not mapped	Metrorail Switch Machine Improvement	Metrorail	Replace switch machines and cables at the William Lehman Yard and Mainline Area	Countywide	8	Metrorail Projects	$12,320	TBD	N/A	State of Good Repair	2023	2023	N/A
Not Mapped	Traction Power Gap Ties	Metrorail	Replace existing equipment and major power components at gap ties in three (3) locations throughout the Metrorail system.	Countywide	8	Metrorail Projects	$5,680	$0	N/A	State of Good Repair	2021	2021	N/A
Not Mapped	Metromover Track and Guideway Improvement	Metromover	Repaint approximately 4.5 miles of existing rusted steel girders of the Metromover in various stations	Countywide	7	Metromover Projects	$20,010	TBD	N/A	State of Good Repair	2021	2021	N/A
Not Mapped	Capitalization of Preventive Maintenance and Other Costs	Various Sites	Capitalize preventive maintenance and other costs for Metrobus, Metrorail, Metromover, and specialized transportation	Countywide	5	Infrastructure Improvements	$383,084	N/A	N/A	State of Good Repair	ongoing	ongoing	N/A
Not mapped	Track and Guideway Rehabilitation	Countywide	Rehabilitate existing track and guideway equipment and fixtures; replacement of safety items for rail to include coverboard, fasteners, insulated joints, metal acoustical barriers, and drains; replace 10-15 year rail bound service equipment	2, 3, 5, 7, 12, 13	8	Capital	$45,669	$0	0	State of Good Repair	2021	2021	N/A
Not mapped	Rail Vehicle Replacement	Countywide	Overhaul and modernize existing standard size and purchase 136 new heavy rail buses	2, 3, 5, 7, 12, 13	8	Capital	$375,787	$0	0	State of Good Repair	2019	2019	N/A

Table 6-3 Funded Transit Projects FY 2018 - 2027 (continued)

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
Not mapped	Route 27	Sun Life Stadium to Coconut Grove Metrorail	Extend route to new Transit Center located at NW 27 Avenue and NW 215 Street (Unity Station)	1, 2, 3, 5, 7	14	Operations	$0	$0	0	Route Extension	TBD	TBD	N/A
Not mapped	Metrorail and Metromover Traction Power Cable and Transformer Replacement	Countywide	Replace traction power cable and transformer for Metrorail and Metromover	Countywide	10	Capital	$12,000	$0	0	State of Good Repair	2020	2020	N/A
Not mapped	Bus Replacement	Countywide	Replace buses to maintain the bus standard size replacement plan	Countywide	3	Capital	$477,709	$0	0	Bus Purchase	ongoing	ongoing	N/A
Not mapped	Infrastructure Renewal Plan	Various Sites	Replace and upgrade physical assets according to normal replacement cycles to include buses, facilities, systems, and equipment overhauls and acquisitions	Countywide	5	Capital	$87,500	$0	0	State of Good Repair	ongoing	ongoing	N/A
Not mapped	Associated Transportation Improvements	Countywide	Replace signage at Metrorail Systems; install bicycle-related amenities on buses and at locations such as Metrorail and Metromover stations; provide for other federally qualified passenger amenities or enhancements	2, 3, 5, 7, 12, 13	4	Capital	$3,909	$0	0	State of Good Repair	ongoing	ongoing	N/A
Not mapped	Traction Power Rectifier Transformer	Countywide	Replace 28-year old Rectifier Transformers used in the Metrorail System.	Countywide	3	Capital	$12,880	TBD	0	State of Good Repair	2019	2019	N/A
Not mapped	Metrorail and Metromover Cable Replacement Equipment	Countywide	Metrorail and Metromover cable replacement equipment	Countywide	3	Capital	$18,251	TBD	0	State of Good Repair	2020	2020	N/A
Not mapped	Metrorail and Metromover Train Control Replacement Project	Countywide	This is a 10-year project to replace the existing Metrorail and Metromover relay based train control equipment with vital processesor controllers or their equivalent. Includes software and hardware modification at Central Control to accommodate the new train control systems.	Countywide	3	Capital	$70,000	TBD	0	State of Good Repair	2021	2021	N/A
Not mapped	Metrobus Mobile Closed-Circuit Television Replacement	Countywide	DTPW currently has approximately 591 buses with CCTV's that exceed thier useful life and are obsolete. This project will replace and upgrade the CCTV system on approximately 382 of these buses. The new CCTV system will have a useful life of seven years.	Countywide	3	Capital	$3,824	TBD	0	State of Good Repair	N/A	2019	N/A
Not mapped	Metrorail Train Wayside Communication Equipment Installation at Rail	Countywide	TWC Equipment Installation at 21 Metrorail Stations, except MIC and Earlington Heights stations, to interface with the station signs and PA to display the train route information at the platform.	Countywide	3	Capital	$8,762	TBD	0	State of Good Repair	N/A	2019	N/A
Not mapped	Bicycle locker Replacement at All Metrorail Stations and Transit Facilities	Countywide	Purchase of state-of-the-art Bike Lid units as part of the Bike Locker Replacement Project at Metrorail stations to replace the existing 30 year old bicycle lockers that are in disrepair and unusable due to their age.	Countywide	12	Capital	$555	TBD	0	State of Good Repair	2018	2018	N/A
Not Mapped	IRP233 Replacement of Diamond (Center) Frogs at Culmer Crossover	Culmer Station	This project includes removal and replacement of the complete diamond and the associated rails ,ties and ballast on the track segment at the Culmer Metrorail Station.	3	8	Capital	$960	TBD	N/A	State of Good Repair	2018	2018	N/A
Not mapped	Transportation Security Projects	Various Sites	Install security and safety improvements such as security surveillance, safety rails, security locks and lighting improvements throughout Miami-Dade County at all MDT facilities	Countywide	13	Capital	$3,406	$0	0	Safety Improvements	ongoing	ongoing	N/A
Not Mapped	South Miami-Dade Transitway Service Improvement (Route 34)	Dadeland South Metrorail Station to Florida City	Improve weekday peak headway of Route 34 from 10 to 5 minutes	7,8,9	14	Operations	$9,800	$1,130	11	Improve Headway and On-Time Performance	2022	2022	N/A
Not Mapped	South Miami-Dade Transitway Service Improvement (Route 38)	Dadeland South Metrorail Station to Florida City - Walmart	Improve weekday peak headway of Route 38 from 10 to 7.5 minutes	7, 8, 9	14	Operations	$9,800	$1,130	11	Improve Headway and On-Time Performance	2023	2023	N/A
						TOTALCOST (000s)	$2,571,521	$3,220					

§ Project Type Key	
1. ADA Accessibility Improvements	8. Metrorail Projects
2. Bus System Projects	9. New Passenger Facilities
3. Equipment Acquisition	10. Other
4. Facility Improvements	11. Park and Ride Improvements and New Facilities
5. Infrastructure Improvements	12. Passenger Facilities Improvements
6. Mass Transit Projects	13. Security Improvements
7. Metromover Projects	14. Service Adjustment

Bus Totals:

- 21 Traditional Buses
+ 65 Articulated Buses
-6 Mini Busses

† 'A' denotes articulated bus

* Projects in green have been advanced from their original start date or are new; projects in red have been deferred, or cancelled

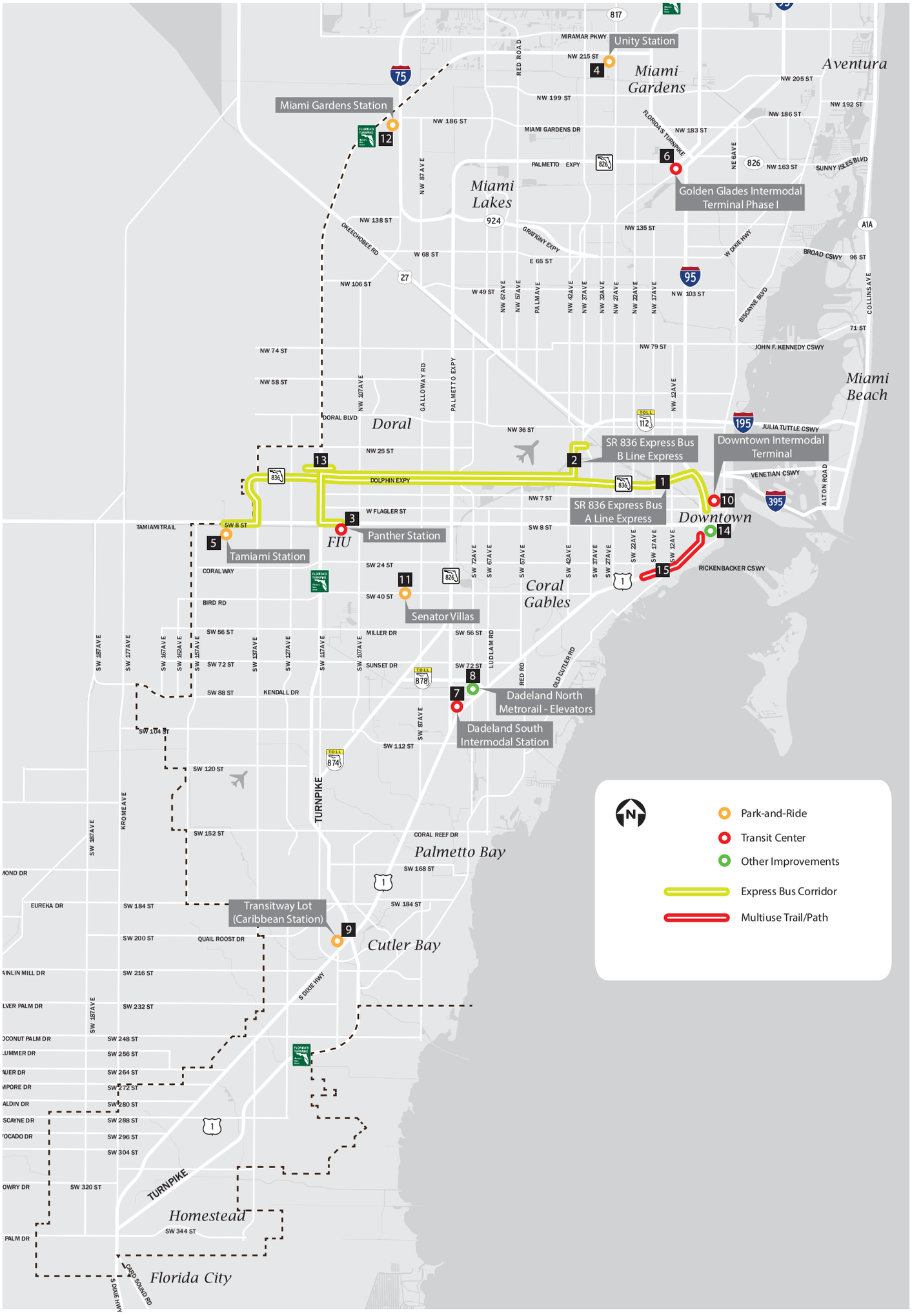
* Projects in green have been advanced from their original start date or are new; projects in red have been deferred, or cancelled

	2040 LRTP	
Priority I	Priority I	2015-2020
Priority II	Priority II	2021-2025
Priority III	Priority III	2026-2030
Priority IV	Priority IV	2031-2040

†† Please note, as per Miami-Dade MPO Resolution Number 31-15, the MPO Board amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service Projects and reallocate said funds to three new projects as follows: "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." However, bus purchase components of the Biscayne, Flagler and NW 27th Avenue EBS projects remain funded and are proceeding in order to provide near-term capacity improvements along these corridors.

* Per Miami-Dade MPO Resolution Number 01-15, the MPO Board prioritized this corridor to be evaluated in a Project Development and Environmental (PD&E) Study for the implementation of premium transit. Information in this table is current as of December 31, 2016.

Figure 6-3 Funded Transit Projects FY 2018 - 2027



6.4 Partially Funded Transit Projects

Table 6-4 presents a listing of various capital, operational, and infrastructure improvement projects that are partially funded and will be implemented within the MDT10Ahead planning horizon over the next ten years.

Table 6-4 Partially Funded Transit Projects FY 2018 - 2027

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)			Number of Buses/Vehicles†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Total Capital Cost	Funded Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
1	Palmetto Intermodal Terminal	SR 826 (Palmetto Expressway) at NW 74th Street	DTPW recommends that the FDOT SR 826/Palmetto Expressway Express Lanes PD&E Study address the feasibility of acquiring an 11.88-acre semi-vacant parcel of land located immediately south of the Palmetto Metrorail Station for the purpose of constructing the Palmetto Station Intermodal Terminal that will include but not be limited to: a minimum of 1,000 parking space garage which includes long-term parking, short-term parking, kiss-and-ride, pool-and-ride and a minimum of 12 bus bays.	12	11	Capital	$25,000	$10,040	TBD	N/A	Station Improvements	TBD	TBD	Priority III
2	SR 90/SW 7th St/SW 8th St	SW 27th Ave to Brickell Ave	Operational and capacity improvements PD&E study for bus only lanes fully funded; scheduled for Spring 2018 completion. Total cost TBD upon completion of PD&E.	5	10	Capital (FDOT Project)	TBD	$2,040	TBD	N/A	Roadway Redesign	TBD	TBD	Priority I
3	* Flagler BRT ††	FIU to Downtown Miami	In 2016, FDOT initiated a Project Development and Environment (PD&E) study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. The FDOT project team is currently identifying and refining recommended alternatives. The study is scheduled for completion by mid-2018. DTPW is coordinating the bus purchase component of this project which includes purchase of 10 new 60-foot alternative fuel buses. Acceptance of vehicles is anticipated in late 2017.	5, 6, 10, 11, 12	6	Capital (FDOT PD&E Study)	TBD	$5,521	TBD	10	New Bus Rapid Transit Service	No Planned Improvement	TBD	Priority I
4	Transitway Lot (Quail Roost Dr) Park and Ride	Transitway and SW 184th St	In 2017, the Department of Public Housing and Community Development (PHCD) in partnership with the DTPW will release an Request for Proposals (RFP) seeking for experienced developers to design and construct a mixed-income housing development with commercial uses adjacent to the existing Transitway stop as well as structured parking with spaces reserved for transit patrons. The Development Plan must provide a fully integrated transit-oriented development with housing, commercial space and transit amenities. At a minimum, a successful proposal will include 500 housing units, 10,000 square feet of commercial space, a park-and-ride garage with 261 spaces exclusively for transit users and parking spaces to support the housing and commercial components. DTPW will conduct an environmental study of the 8.5 acre site to comply with all NEPA requirements.	8	11	Capital	TBD	$3,989	TBD	0	Access Improvement	2018	2021	Partially Funded
5	Transitway Lot	Transitway and SW 152nd St	Expand Park and Ride facility with new parking garage with 500 spaces	8	11	Capital	$16,250	$170	TBD	0	Access Improvement	2025	2025	Priority II
6	*East-West Corridor	Miami International Airport west along the SR-836/Dolphin Expressway, to the Turnpike in the vicinity of Florida International University (FIU)	This project will provide multimodal solutions for severe traffic congestion along SR-836, the only east-west expressway in central Miami-Dade County. This project will also serve major activity centers including FIU, Miami International Airport, the Miami Intermodal Center (MIC), Downtown Miami, and PortMiami, while transporting riders to and from major employment areas (Doral, Health District, Central Business District, Brickell, etc). The East-West Corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	5, 6, 10, 12	6	Capital	TBD	$10,200	TBD	TBD	New Rapid Transit Service	2027 & Beyond	TBD	Priority I
7	*South Miami-Dade Corridor	Florida City to Dadeland South	This project will connect Florida City, City of Homestead, Town of Cutler Bay, Village of Palmetto Bay, and Village of Pinecrest, which represent the fastest population growth in Miami-Dade County. This premium transit project facilitates the highest demand movement of passengers to and from southern Miami-Dade to Downtown Miami. The South Corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	7, 8, 9	6	Capital	TBD	$8,200	TBD	TBD	New Rapid Transit Service	2027 & Beyond	TBD	Priority I
8	* North Corridor	MIC to NW 215th Street	This project is approximately 12 miles from the Miami Intermodal Center via the existing Metrorail Orange Line then north along NW 27th Avenue to NW 215th Street. It will connect the cities of Miami, Opa-Locka, and Miami Gardens, including the Miami-Dade College North Campus, North Dade Health Center, St. Thomas University, Florida Memorial College, Miami Jobs Corps Center, Hard Rock Stadium (home of NFL Miami Dolphins and University of Miami), and Calder Race Course. At the northern end of the project, a new transit terminal and park-and-ride facility will be constructed to provide a connection to Metrobus and Broward County Transit (BCT) routes. The long-term vision includes transit-oriented development (TOD) at the new NW 215th Street transit terminal. In 2016, the Florida Department of Transportation (FDOT), District Six, initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for SR 9 / SR 817 / NW 27th Avenue. The North corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in late 2016. The study is scheduled for completion by mid-2018.	1, 2, 3, 6	6	Capital (FDOT Project)	TBD	$5,040	TBD	Roadway Construction	New Rapid Transit Service	2027 and Beyond	TBD	Priority I
9	* Kendall Corridor	West Kendall Transit Terminal to Dadeland North Metrorail Station	This project provides multimodal solutions for severe traffic congestion along Kendall Drive, one of the most congested east-west arterial roadways in Miami-Dade County. The project facilitates the highest demand movement of passengers to and from West Kendall to Downtown Miami. In 2016,FDOT initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for Kendall Drive. The Kendall corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	7, 10, 11	6	Capital (FDOT Project)	TBD	$4,800	TBD	TBD	New Rapid Transit Service	2027 and Beyond	TBD	Priority I

Table 6-4 Partially Funded Transit Projects FY 2018 - 2027 (continued)

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)			Number of Buses/Vehicles†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Total Capital Cost	Funded Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
10	*Beach Connection (Baylink)	Midtown Miami to Miami Beach Convention Center	The Beach Corridor area is an epicenter for population and economic growth and a major employment center and tourist destination in the region. As a result, the roadways between Miami and Miami Beach are typically heavily congested. This high bus transit ridership corridor has been identified as a candidate for consideration for premium transit over the past two decades as part of a strategy to address east-west directional travel demands. This corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	3, 5	6	Capital	TBD	$12,000	TBD	TBD	New Rapid Transit Service	2027 and Beyond	TBD	Priority I
11	Northeast Corridor	Downtown Miami to City of Aventura (Miami-Dade segment)	PD&E is being conducted by FDOT-4, who is the lead agency for the Long-term Project. The Short-term project is led by DTPW. Passenger Rail Service project is under construction by a private sector company, All Aboard Florida. DTPW is improving transit services along Biscayne Boulevard. The Northeast corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	2, 3, 4, 5	6	Capital	TBD	$6,840	TBD	TBD	New Rapid Transit Service	N/A	TBD	N/A
12	Beach Express North	Golden Glades Intermodal Terminal/Miami Beach Convention Center	Route will provide express bus service from Golden Glades Intermodal Terminal to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service Span will be from 5:30am to 8:00pm.	2, 5	6	Operations	TBD	TBD	$2,742	9	New Express Bus Service	N/A	TBD	N/A
13	Beach Express Central	Civic Center Metrorail Station/Miami Beach Convention Center	Route will provide express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service Span will be from 5:30am to 9:00pm.	3, 5	6	Operations	TBD	TBD	$2,100	6	New Express Bus Service	N/A	TBD	N/A
14	Beach Express South	Miami Central Station/Miami Beach Convention Center	Route will provide express bus service from Miami Central Station to the Miami Beach Convention Center. Service will run all day with 10 minute headways. Service Span will be from 5:00am to 2:00am.	3, 5	6	Operations	TBD	TBD	$3,644	6	New Express Bus Service	N/A	2018	N/A
15	S Miami-Dade Express	SW 344 St. Transitway Station/Dadeland North Metrorail Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours.	7, 9	6	Operations	TBD	TBD	$2,915	15	New Express Bus Service	N/A	2018	N/A
16	NW Miami-Dade Express	Miami Gardens Station / Palmetto Metrorail Station	Route will provide express bus service from the Miami Gardens Station to the Palmetto Metrorail Station. Headways will be 10 minutes during peak hours	12	6	Operations	TBD	TBD	$1,458	8	New Express Bus Service	N/A	TBD	N/A
17	SW Miami-Dade Express	Miami Executive Airport/Dadeland North Metrorail Station	Route will provide express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours.	7, 11	6	Operations	TBD	TBD	$1,458	8	New Express Bus Service	N/A	TBD	N/A
18	Florida Turnpike Express (South)	344 St. Transitway Station/Dolphin Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to Dolphin Station. Headways will be 10 minutes during peak hours.	9, 11	6	Operations	TBD	TBD	$3,158	16	New Express Bus Service	N/A	2018	N/A
Not Mapped	IRP - Bus Replacement Plan	Countywide	Capital purchase to replace older existing vehicles and add vehicles to the fleet to improve service and reliability.	Countywide	3	Equipment Acquisition	$331,910	$180,000	TBD	557	State of Good Repair	N/A	N/A	N/A
Not mapped	Metrorail Traction Power Switchgear Equipment	Metrorail	This project involves the removal of obsolete Traction Power Switchgear equipment and replace with new updated Seimans Switchgear. This IRP would replace switchgear at Martin Luther King, Brownsville, and Earlington Heights Traction Power Sub-Stations. Contractor will remove existing switchgear, inventory, replace, test and certify new equipment.	Countywide	8	Metrorail Projects	$2,000	$2,500	N/A	State of Good Repair	N/A	2017	TBD	N/A
						TOTAL COST (000S)	$379,149	$247,351	$17,475					

§ Project Type Key	
1. ADA Accessibility Improvements	8. Metrorail Projects
2. Bus System Projects	9. New Passenger Facilities
3. Equipment Acquisition	10. Other
4. Facility Improvements	11. Park and Ride Improvements and New Facilities
5. Infrastructure Improvements	12. Passenger Facilities Improvements
6. Mass Transit Projects	13. Security Improvements
7. Metromover Projects	14. Service Adjustment

Bus Totals:
+635 Buses
† 'A' denotes articulated bus

2040 LRTP	
Priority I	2015-2020
Priority II	2021-2025
Priority III	2026-2030
Priority IV	2031-2040

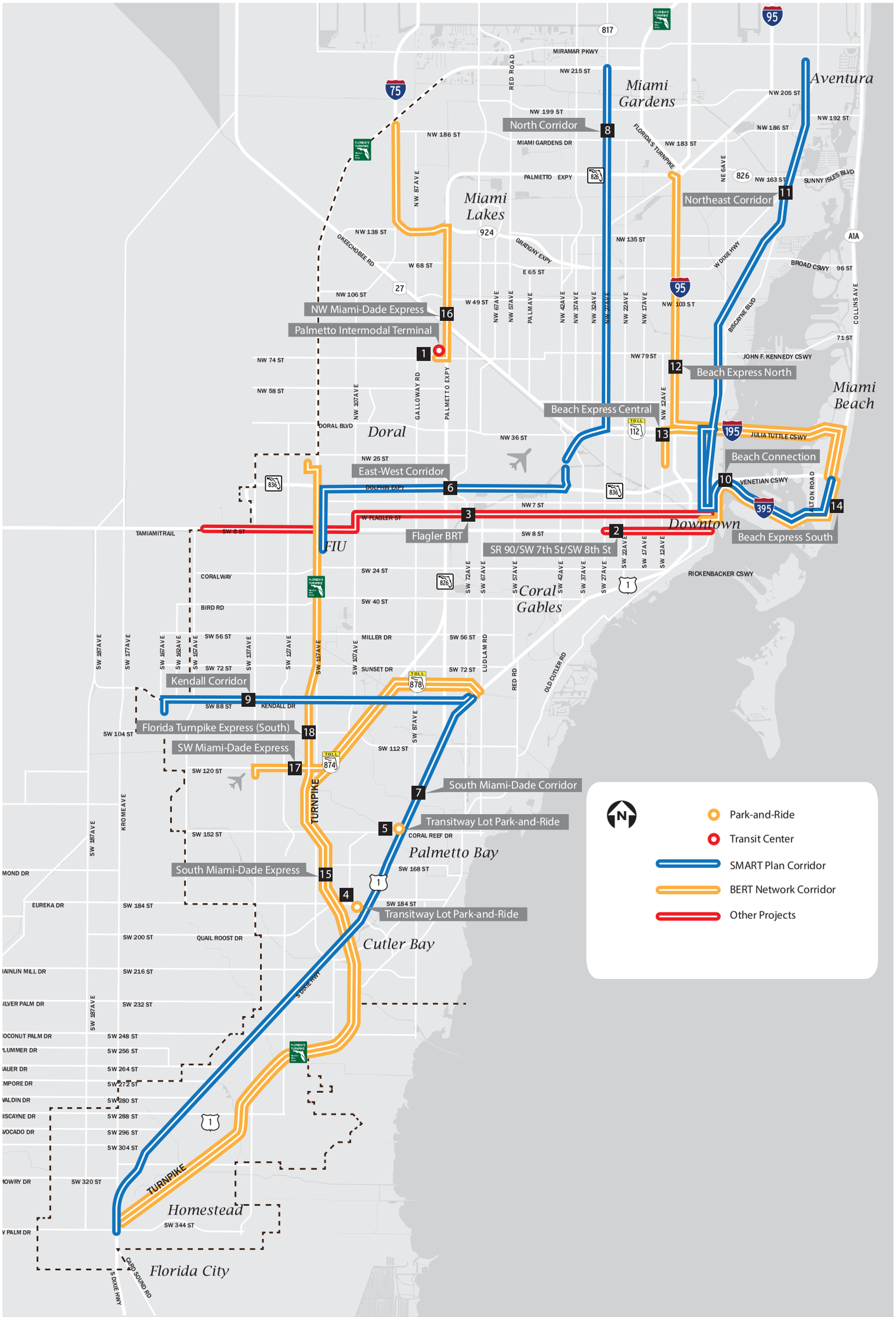
†† Please note, as per Miami-Dade MPO Resolution Number 31-15, the MPO Board amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service Projects and reallocate said funds to three new projects as follows: "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." However, bus purchase components of the Biscayne, Flagler and NW 27th Avenue EBS projects remain funded and are proceeding in order to provide near-term capacity improvements along these corridors.

* Per Miami-Dade MPO Resolution Number 01-15, the MPO Board prioritized this corridor to be evaluated in a Project Development and Environmental (PD&E) Study for the implementation of premium transit. In February 2016, the MPO Governing Board adopted Resolution Number 06-16, unanimously approving a policy to set as highest priority the advancement of Rapid Transit Corridors and transit supportive projects in Miami-Dade County. In April 2016, the MPO Governing Board adopted Resolution Number 26-16 endorsing the Strategic Miami Area Rapid Transit (SMART) Plan and directing the MPO Executive Director to Work with the MPO Fiscal Priorities Committee to determine the costs and potential sources of funding for project development and environment study for six priority corridors

Projects highlighted in blue are part of the **S**trategic **M**iami **A**rea **R**apid **T**ransit Plan

Projects highlighted in yellow are part of the **B**us **E**xpress **R**apid **T**ransit **N**etwork

Figure 6-4 Partially Funded Transit Projects FY 2018 - 2027



6.5 Unfunded Transit Projects

Table 6-5 presents a listing of unfunded transit projects. Please note that while the TDP Annual Update was being prepared DTPW had not finalized the IRP evaluation and prioritization process results for FY 2016 – 2017. Once these results are final the following table will be updated. DTPW will continue to pursue funding for these projects in the future.

Table 6-5 Unfunded Transit Projects FY 2018 - 2027

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)		Number of Buses	Type of Change	Status		2040 LRTP Status
					Type[§]	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
1	79 Street Enhanced Bus Service (FKA Route 79/79 Street MAX)	Northside Metrorail to Collins Ave via NW 79 St	Extend route to Miami Beach Convention Center. Improve peak headways from 24 to 10 minutes. Introduce weekend service with 15 minute headways. Route to be converted to Enhanced Bus Service	2,3,4	14	Operations	$55,047	$5,800	9	Route Extension & Improved Headway	2025	2025	Priority II
	Route 79 (79 Street Max)	Northside Metrorail to Collins Ave via NW 79 St	Route to be transformed to the 79 Street Enhanced Bus Service	2,3,4	14	Operations	$0	-$563	-4	Route Rebrand	2025	2025	Priority II
2	Transitway Lot	Transitway and SW 104th St	Lease Park and Ride facility with 250 parking spaces	7	9	Capital	$0	$116	0	Access Improvement	2025	2025	Priority II
3	Dadeland South Intermodal Station	Dadeland South Metrorail Station	Expand park-and-ride facility with 1,000 parking space garage	7	9	Capital	$25,000	$250	0	Station Improvements	2025	2025	Priority II
4	Direct Ramps to Dolphin Station Transit Terminal	SR 821 HEFT Express Lanes to Dolphin Station	Construct direct access ramps to connect the SR 821 HEFT Express Lanes to Dolphin Station	12	5	Capital	$45,000	N/A	N/A	Direct Access Ramps	TBD	TBD	Priority II
5	Sole Mia (fka Biscyane Landings Transit Center) (NE 151st St Park-and-Ride)	NE 151 Street and Biscayne Blvd	Construct Park and Ride and Transit Center in anticipation of premium transit service on Biscayne corridor. Six bus bays and 2 layover bays.	2,4	11	Park and Ride Improvements and New Facilities	$0	TBD	0	Access Improvement	2025	2025	Unfunded
6	Douglas Corridor EBS ††	NW/SW 37th Ave	Enhanced bus service from the Douglas Road Metrorail Station to the MIC. This is a phased project that proposes EBS, Light Rail, and eventually Metrorail, with dates TBD for the final two phases.	5,6,7	6	Mass Transit Projects	$15,000	$5,000	6	Station Improvements	2025	2025	Priority II
7	NW 122nd Ave	NW 12th St to NW 41st St	Construction of new two-lane road	12	10	Capital	$11,640	$0	N/A	Roadway Construction	TBD	TBD	Priority II
8	South Dade Park-and-Ride	HEFT and SW 288th St	Purchase or lease land and construct Park and Ride facility	9	9	Capital	TBD	TBD	0	Access Improvement	2018	2018	N/A
9	295 Express Bus	Unity Station (NW 215th St and NW 27th Ave) to Downtown Miami via the Turnpike and I-95	Express commuter transit service between the Miami-Dade/Broward County Line (NW 215th St and NW 27th Ave) and Downtown Miami via the Turnpike and I-95.	1,2,3,5	6	Operations	$8,000	$1,184	6A	New Express Route	2019	2019	Unfunded
10	Palmetto Express Bus (West)	Tamiami Station (SW 8th St/ SW 147th Ave) to Palmetto Intermodal Terminal	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour.	6, 10, 11, 12	6	Operations	$7,620	$1,876	6A	New Express Bus Service	2024	2024	Unfunded
11	Palmetto Express Bus (South)	Dadeland North Metrorail Station to Dolphin Station (HEFT/NW 12 St.)	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour.	7, 10, 6, 12	6	Operations	$4,910	$1,163	4A	New Express Bus Service	2024	2024	Unfunded
12	Palmetto Express Bus (East)	Palmetto Intermodal Terminal to Golden Glades Multimodal Terminal	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour.	1, 12, 13	6	Operations	$7,680	$1,907	6A	New Express Bus Service	2024	2024	Unfunded
13	Palmetto Express Bus (Central)	Dolphin Station (HEFT/NW 12 St.) via Palmetto Intermodal Terminal to Miami Lakes Terminal (SR 826 at NW 154 St.)	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour.	12, 10, 6, 13, 1	6	Operations	$8,750	$2,116	7A	New Express Bus Service	2024	2024	Unfunded
14	Miami Lakes Terminal	SR 826 (Palmetto Expressway) at NW 154th St	Construct new park-and-ride facility with 8 bus bays to support new express bus service connection	13	9	Capital	$2,600	TBD	N/A	Station Improvements	2024	2024	Unfunded
15	Miami Executive Airport Park-and-Ride	12800 SW 145th Ave	Construct park-and-ride facility	11	9	Capital	$0	TBD	0	Access Improvement	TBD	TBD	Privately Funded
16	Miami Gardens – MIC Express	Miami Gardens Station (Miami Gardens Mall) to MIC	Implement express bus service from Miami Gardens Station to MIC	6,13	6	Capital	$22,109	$4,950	23A	New Express Bus Service	2027 and Beyond	2020	N/A
17	Miami Gardens Station	East of HEFT and west of I-75 between NW 170th St and the intersection of I-75 and HEFT	Construct Transit Center within the proposed Mall site with 6 bus bays, 2 layover bus bays, passenger waiting areas, bus operator comfort station, ticket vending and other associated transit amenities. Privately funded project.	13	4	Capital	$0	$0	N/A	New Passenger Facilities	2027 and Beyond	2020	N/A
18	Florida's Turnpike Express (North)**	FIU Panther Station/Miami Gardens Stations	Route will provide express bus service from the FIU Panther Station along the Turnpike to the Miami Gardens Station. This route will operate all day with 20 minute headways	12, 13	6	Operations	TBD	$2,221	4	Express Bus Service	TBD	TBD	N/A
Not Mapped	Waterborne Transit Service	Biscayne Bay	This project will introduce Miami-Dade County to waterborne transportation. It will consist of the implementation of two water-transit routes: (1) North/South Route: express route from Haulover Marina (North) to Sea Isle Marina (south) Downton Miami (South); (2). East/West Route: express route from Miami Beach Marina (East) to FEC Inlet/Bay Front Park Trust Dock (West). The project seeks to improve mobility, increase accessibility and promote new ridership by providing an alternative mode of transport that is not limited by roadway traffic conditions (excessive congestion/ poor levels of service); thus, increasing the reliability of the transit service and the quality of life of the County's residents and visitors alike.	3,4,5	6	Mass Transit Projects	$10,000	$6,000	9 (Vessels)	New Enhanced Bus Service	2017	2017	N/A
Not Mapped	Route 54	NW Miami Dade	Extend route to serve future Miami Gardens Miami (Mega Mall) & Graham Site	12,13	14	Operations	$450	$535	1	State of Good Repair	2019	2019	N/A
Not Mapped	Route 73	NW Miami Dade	Extend route to serve future Miami Gardens Miami (Mega Mall) & Graham Site	12,13	14	Operations	$900	$714	2	Route Extension	2019	2019	N/A
Not Mapped	Route 95	NW Miami Dade	Extend route to serve future Miami Gardens Miami (Mega Mall) & Graham Site	12,13	14	Operations	$450	$214	1	Route Extension	2019	2019	N/A
Not Mapped	Route 99	NW Miami Dade	Extend route to serve future Miami Gardens Miami (Mega Mall) & Graham Site	12,13	14	Operations	$450	$832	1	Route Extension	2019	2019	N/A
Not Mapped	Route 183	NW Miami Dade	Extend route to serve future Miami Gardens Miami (Mega Mall) & Graham Site	12,13	14	Operations	$1,350	$858	3	Route Extension	2019	2019	N/A
Not Mapped	Route L (112)	Hialeah Metrorail to Miami Beach Convention Center	Replace existing 17 standard size buses with 21 articulated buses (includes 4 spares)	2,3,4	14	Service Adjustment	$19,950	$0	-17 21A	Bus Purchase	2020	2020	N/A
Not Mapped	Route 33	NW 106 St & S River Dr to Miami Shores Village	Extend route to Flagler Station Development of Regional Impact (DRI)	2,3,12,13	14	Operations	$650	$300	1	Route Extension	2019	2019	N/A
Not Mapped	Route 87	Palmetto Metrorail to Dadeland North Metrorail	Extend route to Flagler Station Development of Regional Impact (DRI)	6,7,10,12	14	Operations	$650	$400	1	Route Extension	2019	2019	N/A
Not Mapped	Route 1	South Miami-Dade County	Extend route to Dadeland South Metrorail Station during weekday peak periods	8,9	14	Operations	$0	$880	3	Route Extension	2020	2020	N/A

Table 6-5 Unfunded Transit Projects FY 2018 - 2027 (continued)

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)		Number of Buses	Type of Change	Status		2040 LRTP Status
					Type[§]	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
Not Mapped	Route 12	Northside Metrorail Station to Mercy Hospital	Improve peak headway from 30 to 15 minutes and from 40 to 20 minutes on weekends	2,3,5,7	14	Operations	$3,900	$5,200	6	Improve Headway	2020	2020	N/A
Not Mapped	Route 10	Miami Gardens Dr to Downtown Miami	Extend route to Aventura Mall	2,3,4	14	Operations	$650	$1,400	1	Route Extension	2021	2021	N/A
Not Mapped	Route 252 (Coral Reef MAX)	Country Walk to Dadeland South Metrorail	Operate later evening service into the Zoo Miami Entertainment Complex	7,8,9,11	14	Operations	$0	$80	0	Increase Service Span	No Planned Improvement	No Planned Improvement	N/A
Not Mapped	Parking Garage Overhaul, Metrorail Stations	Metrorail	Perform a general overhaul at 6 parking garages from the original 1984 Metrorail construction: Okeechobee, Earlington Heights, Santa Clara, South Miami, Dadeland North, and Dadeland South. Perform a general overhaul at the MLK rail station parking garage. Scope of work includes: metal doors, lighting, parking stops, irrigation, drainage, sump pumps, and plumbing.	2,3,5,7,12,13	8	Metrorail Projects	$5,590	TBD	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	Conduit Rebuild Grounding	Metrorail	The grounding system will be tested and repaired for the entire Metrorail guideway structure. Testing of the track system will be performed to ensure it is not grounded and meets present FTA standards. This will be performed by an outside testing service. Repairs and re-testing will also be accomplished using an outside contracting service.	2,3,5,7,12,13	8	Metrorail Projects	$80	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	Ac Unit Substations	Metrorail	Replace all major power components in all AC Unit substations. Project will include SCADA communication equipment and all associated sub sets, as well as implementation to interface with Central Control.	2,3,5,7,12,13	8	Metrorail Projects	$17,590	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	Metromover Brickell Extension Guideway Painting	Metromover	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Brickell Extension. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof.	2,3,5,7,12,13	6	Mass Transit Projects	$5,000	$2,019	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Bus Maintenance Component Replacement Plan	Countywide	Replacement of major components that have reached the end of their expected useful life cycle to improve vehicle reliability and availability.	Countywide	3	Equipment Acquisition	$34,440	$0	N/A	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Switch Machine Cable - Yard	Metrorail	Replace the switch machine in the entire Yard area.	2,3,5,7,12,18	8	Metrorail Projects	$4,340	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - AC Unit Substations - Palmetto Yard	Metrorail	Replace all major power components in the AC unit substations at Palmetto Yard.	2,3,5,7,12,19	8	Metrorail Projects	$8,590	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Switch Machine Cable- Mainline	Metrorail	Replace all the switch machine on the entire mainline.	2,3,5,7,12,20	8	Metrorail Projects	$5,040	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Replace Switch Machines - Yard	Metrorail	Replace all track switch machines (YM-2) at Palmetto Yard.	2,3,5,7,12,21	8	Metrorail Projects	$2,940	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Fastener Replacement Station Areas	Metrorail	Replace rail fasteners at the Metrorail stations.	2,3,5,7,12,22	8	Metrorail Projects	$4,180	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metromover Wayside Overhaul	Metromover	This project includes the overhaul and repair of all major wayside components.	3,5	7	Metromover Projects	$72,344	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Transit System Signage Replacement	Metrorail	New sign structures and graphics to replace damaged, unsightly and outdated signs throughout the Miami-Dade Transit system. The project includes the addition of new signage to identify areas and/or inform customers of new services and procedures such as paying for parking instruction at Metrorail garages and surface parking lots. Also includes the replacement of missing Braille signage at passenger stations' elevators and entrances as required by the American with Disabilities Act (ADA).	Countywide	10	Passenger Facilities	$200	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Electronic Document Management System (EDMS)	Countywide	This project is used to provide continuous and infrastructure support to track and store electronic documents and for images of paper documents. It identifies and manages document location, filing, retrieval, security, and disaster recovery, retentions, archiving, workflow and authentication. This project provides continuous hardware and software upgrades that increase efficiency and facilitates a controlled environment for document sharing and availability.	Countywide	5	Information Technology	$126	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Bus Maintenance Yard Sweepers Replacement Project	Countywide	Acquisition of four (4) replacement yard sweepers. Existing equipment is in disrepair, has exceeded its useful life, and/or is no longer cost effective to maintain.	Countywide	5	Rolling Stock	$200	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Currency Counters @ Govt Center Station - Money Room	Countywide	Purchase and install 4 new high-speed jet sorter coin currency counters with software and 7 validating currency counters for the Money Room at Government Center station. This equipment was last replaced in 2002. At the end of the six year replacement period, the capability and reliability to handle extremely high volume daily coin / currency processing has greatly diminished. The repair and maintenance cost and down time will outweigh the price of new equipment.	Countywide	5	Maintenance Facilities	$230	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Lehman Facility - Fire Systems	Countywide	Replace the fire system including sprinkler heads, flow switches, hoses, extinguishers, halon, pumps and other accessories including the replacement of the 8" fire pump line throughout the facility.	Countywide	5	Safety & Security	$2,500	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Emergency Plumbing Fixtures	Countywide	Replacement of Emergency Plumbing Fixtures (emergency showers, eye washers) at Metrorail Maintenance, TPSS, Metromover Maintenance & Metrobus facilities.	Countywide	5	Safety & Security	$370	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Bus Garages: Northeast Rollup Doors	Countywide	Replace the garage's 32 rollup doors.	Countywide		Maintenance Facilities	$450	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Bus Garages: Bus Washers and Cyclones	Countywide	Overhaul all existing Bus Washers at Northeast (2-lanes), Central (3-lanes) & Coral Way (2-lanes). Replacement of existing vacuum system (Cyclone) at all three facilities.	Countywide	5	Maintenance Facilities	$800	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Bus Maintenance DEF Dispensing System	Countywide	Installation of Diesel Exhaust Fluid (DEF) dispending system at Central, Coral Way and Northeast Divisions. Each Fuel Station will require a 500 gallon capacity above ground double walled steel tank, dispensing equipment and interface with the EJ Ward fuel management system.	Countywide	5	Maintenance Facilities	$300	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metrorail & Metromover Train Wash	Countywide	Repair or replace the Metrorail and Metromover train washing system.	Countywide	5	Passenger Amenities	$300	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Chiller Unit Replacement	Countywide	The Computer and electronic communications equipment to MDT functions must be maintained in an air-conditioned environment to maintain system reliability. Replacement Chiller Units at Central Bus.	Countywide	5	Maintenance Facilities	$1,110	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Train Control DC Power Source	Countywide	Replace all existing Train Control DC power supplies at all rail stations, Central Control and Palmetto Yard.	Countywide	5	Systems	$450	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metromover Station Ceiling Signage Cabinet Replacement	Countywide	Replace the broken and outdated sign cabinets and/or acrylic faces at some Metrorail stations. Most of these ceiling signs are 25 years old and have old information, the acrylic panels are missing, or some cabinets need to be refurbished or replace due to fatigue. Also with the new opening of the Miami International Airport Metrorail station, a new signage brand will be introduced to identify all transit service options. The Metromover signage system must reflect the new brand to ensure seamless transition from one system to the other.	Countywide	5	Passenger Amenities	$1,620	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metrorail Parking Fare Payment Signage	Countywide	Installation of vinyl skins to resurface approx 600 existing aluminum signs posted at Metrorail Stations with parking facilities. The new skins are printed with the approved County branding and the new instructions on how to pay the daily parking fate. The cost includes the installation at 15 stations.	Countywide	5	Passenger Amenities	$120	$0	0	State of Good Repair	TBD	TBD	N/A

Table 6-5 Unfunded Transit Projects FY 2018 - 2027 (continued)

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)		Number of Buses	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
Not Mapped	IRP - Metrorail & Metromover Regulatory Signage Replacement	Countywide	Design, produce and install new permanent signs to replace a portion of the damaged, outdated or missing This project includes signage and high performance decals installed inside and outside cars.	Countywide	5	Passenger Amenities	$300	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metrorail Station Identifier Sign Panel Replacement	Countywide	Design, produce install new permanent signs to replace damaged, outdated or missing signs panels of monumental signs at Metrorail property entrance. Replace part of the inventory of the damaged station-identifier porcelain enamel panels on existing monumental sign structures located at the entrance of Metrorail station ' properties.	Countywide	5	Passenger Amenities	$420	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metrorail/Metromover Vehicle Signage Replacement	Countywide	Design, produce and install new Metrorail Metromover vehicle signage to replace damaged and outdated customer information materials. This project includes signage and high performance decals installed inside and outside cars.	Countywide	5	Passenger Amenities	$840	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metrorail-M-Path Implementation of MPO Master Plan	Countywide	To provide the total cost of implementing the Metrorail Bike Path Upgrades as per the Metropolitan Planning Organization (MPO) M-Path Master Plan. It also includes the preparation of contract documents for bidding, estimated construction cost, permits, inspections, construction administration, County administration and project contingency. Finally the scope of work shall include coordinating with MDPWD, MDT, FDOT, MDBD, and the cities of Miami, South Miami and Coral Gables..	Countywide	5	Design and Engineering	$4,500	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Destination Sign Refurb	Countywide	Purchase parts and equipment to refurbish/replace old destination sign systems that are no longer repairable or maintainable. Purchase 75 replacement sign systems to include Front/Side/Rear signs, Operator Control Unit and all required cables.	Countywide	5	Division 34	$0	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Replacement of Currency counters/ discriminators	Countywide	Current inventory of "single pocket" currency distributors are over ten years old. Increased number of bills in large denominations from Ticket Vending Machines requires more sorting and counting time.	Countywide	5	Division 41	$0	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Proximity Control System Upgrade	Countywide	Upgrade to the electronic proximity control system currently utilized by MDT to control access to critical areas throughout the system. This ensures that only persons with authorized access, as determined by MDT management, have controlled and trackable access to critical areas of the system. The upgrade would be to the computer hardware and management software.	Countywide	5	Division 51	$0	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metrorail/Metromover Door Replacement	Countywide	Replacement of custom ancillary doors, emergency exit doors, traction power substation doors, elevator machine room doors at Metrorail/Metromover Stations due to corrosion and damage.	Countywide	5	Division 58	$0	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - ATS Replacements	Countywide	The Automatic Transfer Switch (ATS) needs to be replaced to operate automatically. It is essential to ensure the power is transferred to the emergency feed in the event of loss of power of the main FPL System. This will prevent any potential shutdown of the system.	Countywide	5	Division 58	$0	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Escalator Modernization	Countywide	Perform a modernization of 2 system escalators. Remove existing escalator to truss. Install new Transit rated equipment into existing trusses. Bring units to current escalator safety code. Perform a modernization of 2 system escalators. Remove existing escalator to truss. Install new Transit rated equipment into existing trusses. Bring units to current escalator safety code.	Countywide	5	Division 58	$0	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Replacement of equipment required for Trapeze and CAD systems	Countywide	Allows bus supervisors and other operations staff to remote access schedules, GIS data, bus locations and other information. Replacement of electronic equipment required to utilize Trapeze and CAD systems	Countywide	5	Division 71	$0	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Bus Passenger Seat Replacement	Countywide	Improve the riding comfort of passengers and replace soiled cloth seats. Replacement of Passenger Seats for an additional 320 buses.	Countywide	5	Division 72	$0	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Bus Solar Panels	Countywide	Procurement and installation of Bus Solar Panels. Reduces battery usage and bus failures due to "no starts". Improves the reliability of the fleet. Cost may be less due to age of certain buses in the fleet.	Countywide	5	Division 72	$0	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metromover Inner Loop Guideway Painting	Countywide	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Inner Loop. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof The existing steel girders will be repainted for the entire length of Metromover's Inner Loop, which is approximately 1.9.miles long.	Countywide	5	Track & Guideway	$12,710	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metromover Omni Extension Guideway Painting	Countywide	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Omni Extension. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof The existing steel girders will be repainted for the entire length of Metromover's Omni Extension, which is approximately 1.4.miles long.	Countywide	5	Track & Guideway	$10,490	$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metrorail Steel Box Girder Guideway Painting	Countywide	Provide all the necessary labor, equipment, and materials to repaint all the existing steel box girders supporting the guideway of the Metrorail Mainline. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof The existing steel box girders are located at specific locations Metrorail's 22.6 mile long Mainline. The Metrorail Mainline has 154 steel box girders out of a total of 2, 796 steel box girders, which equals 5.5.%.	Countywide	5	Track & Guideway	$17,400	$0	0	State of Good Repair	TBD	TBD	N/A
						TOTAL COST (000S)	$468,326	$45,452					

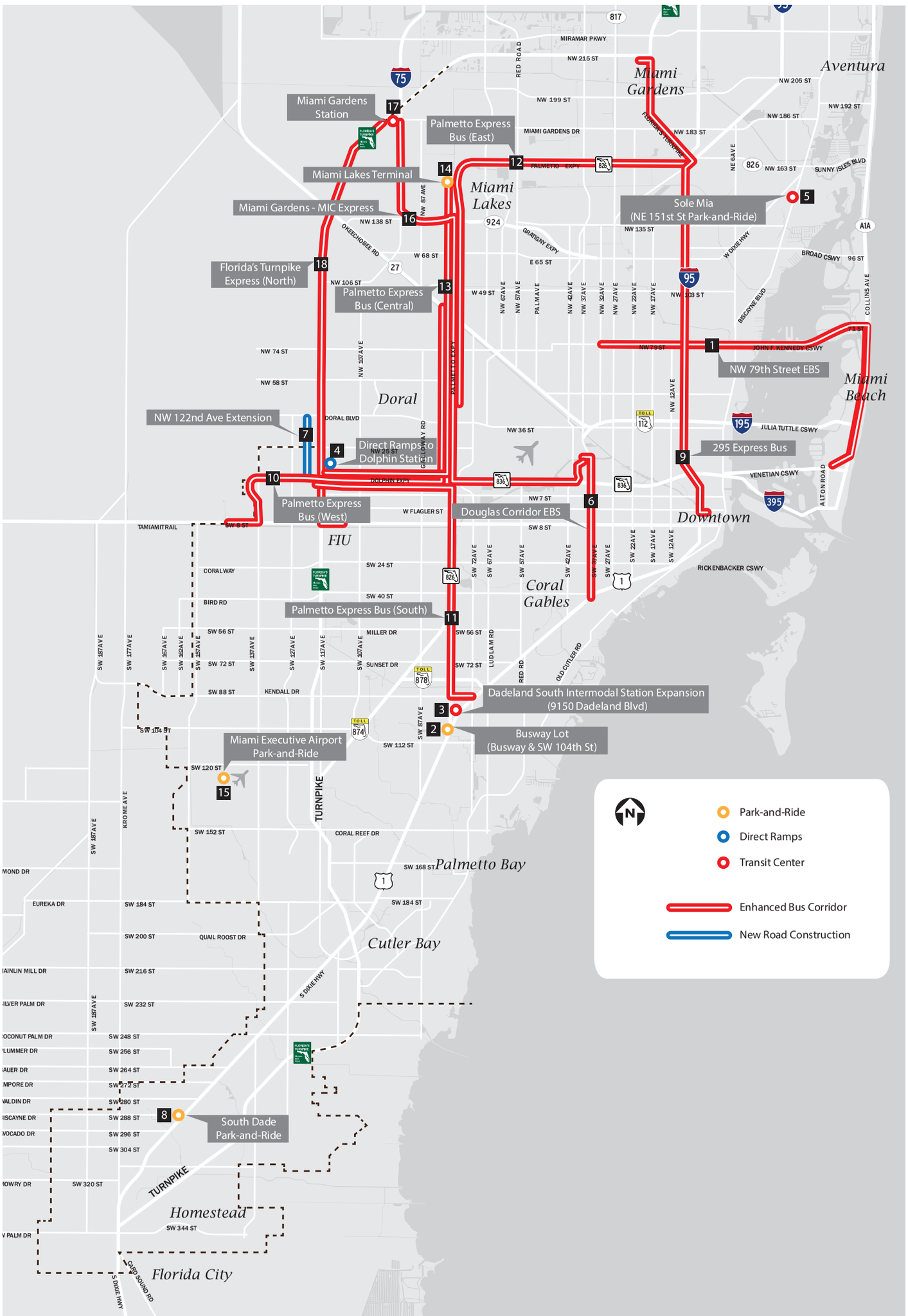
§ Project Type Key	
1. ADA Accessibility Improvements	8. Metrorail Projects
2. Bus System Projects	9. New Passenger Facilities
3. Equipment Acquisition	10. Other
4. Facility Improvements	11. Park and Ride Improvements and New Facilities
5. Infrastructure Improvements	12. Passenger Facilities Improvements
6. Mass Transit Projects	13. Security Improvements
7. Metromover Projects	14. Service Adjustment

Bus Totals:
44 Buses
† 'A' denotes articulated bus

2040 LRTP	
Priority I	2015-2020
Priority II	2021-2025
Priority III	2026-2030
Priority IV	2031-2040

** This route is a candidate for inclusion in the BERT Network

Figure 6-5 Unfunded Transit Projects FY 2018 - 2027



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CHAPTER 7

2028 AND BEYOND TRANSIT VISION PLAN



7 2028 AND BEYOND VISION PLAN

DTPW identified 113 transit improvement projects as part of the 2040 needs plan process for the Miami-Dade 2040 Long Range Transportation Plan (LRTP) Update which occurred during 2014. Upon undergoing an LRTP screening evaluation, 92 projects were adopted as part of the 2040 LRTP. Many of these adopted projects are identified as Priority 3 (2026 - 2030) or Priority 4 (2031-2040) projects which are beyond the 10-year planning horizon of the FY 2018 - 2027 TDP.

7.1 2040 Long Range Transportation Plan Priority Transit Projects

Table 7-1 and corresponding maps, Figures 7-1, 7-2, 7-3 and 7-4, identify those DTPW priority projects beyond 2028 that require consideration by the Miami-Dade Transportation Planning Organization (TPO) for purposes of amending the 2040 LRTP to promote these projects to a Priority 1 or Priority 2 time frame.

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Table 7-1: 2028 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
1	Direct Ramps to Palmetto Intermodal Terminal from Palmetto Express Lanes	SR 826 (Palmetto Expressway) at NW 74th St	Construct ramps from express lanes to Palmetto Metrorail Station to provide access to buses and transit patrons.	12	5	Capital	$45,000	N/A	N/A	Direct Access Ramps	2027 and Beyond	2028 and Beyond	Priority III
2	Direct Ramps between the South Miami-Dade Transitway and SR 826 (Palmetto Expressway)	South Miami-Dade Transitway and SR 826	Construct ramps connecting the South Miami-Dade Transitway and SR 826 (Palmetto Expressway)	7	5	Capital	$60,000	N/A	N/A	Direct Access Ramps	2027 and Beyond	2028 and Beyond	Priority III
3	Direct Ramps to Dolphin Station Transit Terminal	SR 836 and NW 122nd Ave	Construct direct access ramps to connect SR 836 to Dolphin Station	12	5	Capital	$45,000	N/A	N/A	Direct Access Ramps	2027 and Beyond	2028 and Beyond	Priority III
4	NW 7th Ave Enhanced Bus	from Downtown Miami to Golden Glades Interchange	This route would provide premium limited-stop transit service along NW 7th Ave 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 Ave Transit Village located at NW 7th Ave and NW 62nd St.	2,3,5	6	Capital	$37,050	$3,452	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Priority III
5	Government Center Station Upgrade (Downtown Miami Development of Regional Impact - Increment III)	101 NW 1st St	This project consists of upgrades to the existing Government Center Metrorail Station in the form of new elevators, escalators, new pedestrian bridge connecting to adjacent Brightline Station (Intercity Passenger Rail)/Tri-Rail Downtown Link (Commuter Rail), upgrades to existing flooring and roofing, fare collection updates, security equipment updates, new rolling gates and automatic sliding doors.	5	4	Capital	$14,094	TBD	N/A	Station Improvements	2027 and Beyond	2028 and Beyond	N/A
6	Douglas Road BRT (SW 27/37 Avenue)	MIC to Coconut Grove Metrorail	Premium Bus Rapid Transit service along NW/SW 37th Ave / 27th Ave connecting the MIC on the north and the Coconut Grove Metrorail Station on the south, linking employment centers at MIA and in Coral Gables	5,6,7	6	Capital	$166,400	$0	TBD	New Bus Rapid Transit Service	2027 and Beyond	2028 and Beyond	Partially Funded
7	Golden Glades Multimodal Center (Phase II)	Golden Glades Interchange	Construction of an additional 1,800 parking spaces housed within 2 parking garages with ground floor retail.	2	12	Capital	$45,000	$1,000	0	Station Improvements	2027 and Beyond	2028 and Beyond	Partially Funded
8	*Beach Connection (Baylink)	Downtown Miami Intermodal Terminal to Miami Beach Convention Center	Recent momentum for implementing a rapid transit solution to connect Miami Beach with the mainland is demonstrated in the commitments by the County and the Cities of Miami and Miami Beach. Currently, the County and the Cities are in the process of approving a Memorandum of Understanding with FDOT that will pave the way for initiating the study phase of this project. While the City of Miami Beach may independently move forward with funding the Miami Beach Connector loop in their jurisdiction with local and state dollars, the County proposes to pursue Federal New Starts funding for the Miami Connector loop. In the future, this loop can be completed by running an extension of the system through the Julia Tuttle Causeway.	3,5	6	Capital	$532,132	$22,000	N/A	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Partially Funded
9	Historic Overtown/Lyric Theatre (Downtown Miami Development of Regional Impact - Increment III)	100 NW 6th St	This project consists of upgrades to the existing Historic Overtown/Lyric Theatre Metrorail Station in the form of new elevators, escalators, upgrades to existing flooring, fare collection, fare gates and Ticket Vending Machine (TVM) updates, security equipment updates. This projects will also reconfigure the alleyway between Overtown Transit Village and the Station to include new stamped concrete as well as a shared use Promenade with canopy from NW 6 St to NW 8 St.	3	4	Capital	$5,356	TBD	N/A	Station Improvements	2027 and Beyond	2028 and Beyond	N/A
10	Bus-Only Lanes in Downtown Miami (Downtown Miami Development of Regional Impact - Increment III)	Various Locations in Downtown (total length approximately 4.55 miles)	SW/SE 1st St (from I-95 to SE 1st Ave) NE/NW 1st St (from NE 2nd Ave to I-95) NE/NW 6th St (from Biscayne Blvd. to I-95) NW 5th St (from I-95 to NW 1st Ave) NE 2nd Ave (from NE 20th St to NE 1st St) SE/NE 1st Ave (south of NE 6th St) (from SE 1st St to NE 17th St) NE 1st Ave (north of NE 6th St) (from NE 6th St to NE 17th St)	3,5	5	Capital	$910	TBD	N/A	New Bus-Only Lanes	2027 and Beyond	2028 and Beyond	N/A
11	Collins Ave Enhanced Bus	Miami Beach Convention Ctr / Wash Ave / 17th St to Aventura Mall Terminal	Implement limited stop enhanced bus service	4,5	6	Capital	$54,210	TBD	N/A	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
12	Direct Ramps between SR 878 (Snapper Creek Expressway) and Dadeland North Metrorail Station	SR 878 (Snapper Creek Expressway) and Dadeland North Metrorail Station	Construct ramps connecting SR 878 (Snapper Creek Expressway) to Dadeland North Metrorail Station	7	5	Capital (MDX Projects)	$45,000	N/A	0	Direct Access Ramps	TBD	TBD	N/A
13	Miami Beach Convention Center Terminal	Convention Center Dr and 19th St	Construct Park and Ride facility/Transit Center	5	9	Capital	$3,900	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
14	SW 137th Ave Enhanced Bus Service	Tamiami Station to Caribbean Blvd / US-1	Premium limited-stop transit service along SW 137th Ave to link West Kendall neighborhoods. Project to include park-and-ride facilities	8,9,10,11,12	6	Capital	$63,570	$2,763	9A	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
15	Midtown LRT West	Allapattah Metrorail to Biscayne Blvd and NW 36th St	Midtown LRT West	3	6	Capital	$154,700	TBD	N/A	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
16	Midtown LRT East	Biscayne Blvd and NW 36th St to Miami Beach Convention Ctr. NW 17th St	Midtown LRT East	3,4,5	6	Capital	$391,300	TBD	N/A	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
17	Transitway Lot (SW 244th St)	Transitway and SW 244th St	Improve Existing Park and Ride facility	8	11	Capital	TBD	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	N/A

Table 7-1: 2028 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
18	Transitway Lot (SW 296th St)	Transitway and SW 296th St	Improve Existing Park and Ride facility	8	11	Capital	TBD	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	N/A
19	Southland Mall	SW 205th St and South Dixie Highway	Improve Existing Transit Center	8	9	Capital	TBD	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	N/A
20	Sharks South Station at MDC	Miami Dade College Kendall Campus - 11011 SW 104th St	Construct Transit Center	2	12	Capital	TBD	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	N/A
21	Julia Tuttle Multimodal Terminal	Southwest corner of Alton Rd and I-195	Construction of 300 surface parking spaces with six bus bays	4	9, 11	Capital	$4,000	$75	0	Access Improvement	2028 and Beyond	2028 and Beyond	N/A
22	Sharks North Station at MDC	Miami Dade College North Campus - 11380 NW 27th Ave	Construct Transit Center	2	12	Capital	TBD	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	N/A
23	Dolphin Mall-Dolphin Station Connector Road	Dolphin Mall - Dolphin Station (HEFT/SR 836/NW 12th St)	New cut and cover roadway that would connect the Dolphin Mall to the proposed Dolphin Station/HEFT park-and-ride	12	10	Capital	$10,000	N/A	N/A	Roadway Construction	2027 and Beyond	2028 and Beyond	Unfunded
24	Coral Reef Enhanced Bus	Dadeland North Metrorail Station to SW 152nd Ave/SW 152nd St	This route would provide premium limited-stop transit service along SW 152nd St from SW 152nd Ave 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.	7,8,9,11	6	Capital	$42,900	$2,200	7A	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
25	Dolphin Tri-Rail Extension	MIC to Dolphin Mall Area	Implement new passenger rail service on SFRC/CSX tracks along SR 836/East-West Corridor	6,10,12	6	Capital	$140,000	$7,600	N/A	New passenger rail service	2027 and Beyond	2028 and Beyond	Unfunded
26	East -West Corridor BRT along SW 8th St	SW 8th St (Tamiami)/SW 147th Ave to MIC	Implement bus rapid transit with dedicated lanes along SW 8th St from SW 147th Ave to the Miami Intermodal Center (MIC) via SR 826 (Palmetto Expressway) and SR 836 (Dolphin Expressway)	11,12,10,6	6	Capital	$182,000	$13,534	TBD	New Bus Rapid Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
27	Expand Park-and-Ride Facility at Dadeland North	Dadeland North Metrorail Station	Construct a new 1,000-space parking garage with ground-floor retail and office space. Provide additional service and layover bays.	7	12	Capital	$25,000	$250	N/A	Station Improvements	2027 and Beyond	2028 and Beyond	Unfunded
28	I-75/Gratigny Express Bus	I-75 at Miami Gardens Drive Park-and-Ride (Miami Gardens Stations) to Sharks North Station	Implement express bus service on express lanes.	12,13,2	6	Capital	$10,170	$2,639	9A	New Express Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
29	Intermodal Terminal at SW 88th St (Kendall Drive/ SR 821 HEFT)	SW 88th St (Kendall Drive) at SR 821 (HEFT)	Lease surface parking spaces for park-and-ride/transit center	10,7	9	Capital	$0	$50	N/A	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
30	Park-and-Ride Facility at NW 27 Ave / NW 119 St / Gratigny Parkway	NW 27th Ave and Gratigny Parkway	Construct terminal / Park-and-Ride	2	11	Capital	$5,460	TBD	N/A	New Park-and-Ride	2027 and Beyond	2028 and Beyond	Unfunded
31	NW 7th St Enhanced Bus	Dolphin Station to Government Center	This route would provide premium limited-stop transit service along NW 7th St from the proposed park-and-ride/transit center station at Dolphin Station (HEFT at NW 12th St) to Government Center. 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.	5,6,12	6	Capital	$58,890	$5,279	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
32	SW 8th St EBS	FIU Panther Station to Brickell Metrorail Station	This route will provide premium limited-stop transit service along SW 8th St from FIU Panther Station to the Brickell Metrorail Station. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.	5,6,11	6	Capital	$43,680	$4,089	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
33	US-1 Transitway Signal Priority	US-1 Transitway all intersections from SW 88th St to SW 344th St	Implement transit signal priority at all 45 intersections along the South Miami-Dade Transitway from SW 88th St to SW 344th St	7,8,9	2	Operations	$8,780	$381	N/A	Transit Signal Priority	2027 and Beyond	2028 and Beyond	Unfunded
34	Transitway Lot (312th St)	Transitway and SW 312th St	Construct Park and Ride facility with 90 surface parking spaces	8	9	Capital	$1,073	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
35	Transitway Lot (136th St)	Transitway and SW 136th St	Lease 50-75 Parking Spaces	8	9	Capital	$0	$38	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
36	Transitway Lot (Killian Pkwy)	Transitway and SW 112th St	Construct Park and Ride facility with 200 parking spaces	7	9	Capital	$2,860	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
37	Little River Park and Ride	NE 79th St and Biscayne Blvd	Lease 75 parking spaces	3	9	Capital	$0	$38	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
38	Okeechobee Terminal	HEFT and US 27/Okeechobee Rd	Construct Park and Ride facility	12	9	Capital	$2,600	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
39	Transitway Lot (168th St)	Transitway and SW 168th St	Expand Park and Ride facility with 300 parking spaces	9	11	Capital	$4,290	$45	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
40	Americas Station	W Flagler St and NW 77th Ave	Construct Transit Center	6	9	Capital	$2,000	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded

Table 7-1: 2028 and Beyond Transit Vision Plan (Continued)

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
41	Brickell Station (Downtown Miami Development of Regional Impact - Increment III)	1001 SW 1st Ave	The Brickell Station serves as an intermodal station that provides passenger connections with the local circulator (City of Miami Trolley), local fixed route service (Metrobus), regional bus service (BCT I-595 Express) as well as Metromover and Metrorail. The station area is a linear site that spans between SW 8th St and SW 13th St. The primary goal of the Brickell Metrorail/Metromover Station improvements is to enhance passenger and pedestrian access to transit. Specifically, the recommended implementation plan includes additional bus passenger pick-up/drop areas, additional shuttle pick-up/drop off capacity, provide a new designated kiss-n-ride area, upgrade pedestrian connections between neighboring development and Improve passenger convenience through way finding, upgraded/ADA compliant sidewalks, continuous passenger canopies, and additional bike storage.	5	4	Capital	$3,900	TBD	N/A	Station Improvements	2027 and Beyond	2028 and Beyond	Unfunded
42	Civic Center Metrorail Station Improvements	NW 15th St and NW 12th Ave	Construct Transit Center	3	9	Capital	$3,000	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
43	Kendall South / Zoo Miami Station	12400 SW 152nd St	Lease 100 parking spaces	9	9	Capital	$0	$50	0	Access Improvement	2028 and Beyond	2028 and Beyond	Unfunded
44	West Kendall Transit Terminal Improvements	SW 88th St and SW 162nd Ave	Improve Existing Terminal Facility	11	12	Capital	$12,500	TBD	0	Station Improvements	2027 and Beyond	2028 and Beyond	Unfunded
45	Transitway extension to Dadeland North	Between Dadeland South and Dadeland North Metrorail Stations	Extend Transitway from Dadeland South to Dadeland North Metrorail Station	7	10	Capital	$26,000	N/A	0	Roadway Construction	2027 and Beyond	2028 and Beyond	Unfunded
46	Park-and-Ride at SW 152nd St/ SR 821 (HEFT)	Coral Reef Dr and HEFT	Expand existing 2 bay / 200 space Park-and-Ride lot. Facility is over Capacity. Construct new parking garage w/ 500 parking spaces.	9	11	Capital	$12,500	TBD	N/A	Expand existing Park-and-ride	2028 and Beyond	2028 and Beyond	Unfunded
47	North Corridor (NW 27th Ave) Metrorail Extension	MLK Jr. Metrorail Station to NW 215th St	Convert full BRT to Heavy Rail	1,2,3,6	6	Capital	$1,747,200	TBD	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded
48	South Corridor Metrorail Extension	SW 104th St to Dadeland South	Extend Metrorail to SW 104 St	7,8	6	Capital	$140,000	TBD	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded
49	Kendall Corridor North / Metrorail Extension	SW 88th St to SW 8th St	Metrorail Link between E-W Corridor and Kendall Corridor along HEFT	11,12	6	Capital	$964,600	TBD	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded
50	Douglas Road LRT	Douglas Road Metrorail / US-1 to MIC at MIA	Construct LRT	5,6,7	6	Capital	$427,700	TBD	TBD	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
51	SR874 Ramp Connector Park-and-Ride	SR 874 and SW 128th St	Construct Park-and-Ride	9	11	Capital	$2,860	TBD	N/A	New Passenger Facilities	2027 and Beyond	2028 and Beyond	Unfunded
52	Transitway BRT with grade separated intersections	Florida City / SW 344th St to Dadeland North	Bus-only grade separations at all intersections including and south of SW 98 St	7,8,9	6	Capital	$307,800	TBD	TBD	BRT Improvement	2027 and Beyond	2028 and Beyond	Unfunded
53	East-West Metrorail	SW 147th Ave / SW 8th St to MIC at MIA	Convert BRT to Heavy Rail	6,12,10	6	Capital	$2,311,400	TBD	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded
54	Kendall Corridor South	SW 200th St / Turnpike to SW 88th St and Turnpike	Metrorail Turnpike Extension Phase 2	7,8,9,10	6	Capital	$1,365,000	TBD	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded
55	Miami Beach LRT Collins Extension	Miami Beach Convention Center to 71st St	Extend light rail north to 71 St	4,5	6	Capital	$400,400	TBD	TBD	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
56	72nd Ave / 67th Ave Enhanced Bus	Dadeland North Metrorail Station to Miami Lakes Terminal NW 154th St & SR-826	Implement limited stop enhanced bus service	6,7,12,13	6	Capital	$67,860	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
57	57th Ave Enhanced Bus South	South Miami Metrorail Station to MIC at MIA	Implement limited stop enhanced bus service	6,7	6	Capital	$32,760	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
58	57th Ave Enhanced Bus North	Okeechobee Metrorail Station to Miami Lakes Terminal at NW 154th St and SR-826	Implement limited stop enhanced bus service	6,13	6	Capital	$30,030	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
59	NW 37th Ave Enhanced Bus	MIC at MIA to NW 215th St / NW 27th Ave	Implement limited stop enhanced bus service	1,2,6,13	6	Capital	$56,550	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
60	Bird Road-40th St Enhanced Bus	SW 147th Ave & SW 8th St (Tamiami Station) to Douglas Road Metrorail Station	Implement limited stop enhanced bus service	6,7,11	6	Capital	$60,060	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
61	Miller Drive Enhanced Bus	SW 147th Ave & SW 8th St (Tamiami Station) to University Metrorail Station	Implement limited stop enhanced bus service	7,10	6	Capital	$62,010	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
62	Sunset Enhanced Bus	SW 162nd Ave & SW 88th St (West Kendall Transit Terminal) to South Miami Metrorail	Implement limited stop enhanced bus service	7,10	6	Capital	$45,240	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
63	NE 163rd St (Sunny Isles Blvd)	Collins Ave to Golden Glades Interchange	Improve/Implement transit service	1,2,4	6	Capital	$24,570	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
64	107th Ave Enhanced Bus	(Miami-Dade College - Sharks South Station) SW 104th St/ SR-874 to Palmetto Intermodal Terminal	Implement limited stop enhanced bus service	7,10,12	6	Capital	$58,890	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded

Table 7-1: 2028 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page if Applicable	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
65	22nd Ave Enhanced Bus	Coconut Grove Metrorail to Golden Glades Interchange	Implement limited stop enhanced bus service	1,2,3,5,7	6	Capital	$53,430	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
66	127th Ave Enhanced Bus	(Tamiami Executive Airport) SW 137th Ave at SW 128th St to (Dolphin Station) HEFT / NW 12th St	Implement limited stop enhanced bus service	7,8,9,11,12	6	Capital	$40,950	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
67	NW 183 St Enhanced Bus	Miami Gardens Station to Aventura Terminal	Implement limited stop enhanced bus service	1,2,4,12,13	6	Capital	$56,500	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
68	Okeechobee Enhanced Bus	Turnpike to MIC at MIA	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Omni Extension. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof The existing steel girders will be repainted for the entire length of Metromover's Omni Extension, which is approximately 1.4.miles long.	2,5,6,12,13	6	Capital	$43,680	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
69	199/203 St Enhanced Bus	NW 27th Ave / NW 215th St to Aventura Terminal	Implement limited stop enhanced bus service	1,4	6	Capital	$29,640	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
70	2nd Ave Enhanced Bus	Miami Beach Convention Center to Aventura Terminal	Implement limited stop enhanced bus service	2,3,4,5	6	Capital	$69,030	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
71	17th Ave Enhanced Bus	Vizcaya Metrorail Station to Golden Glades Terminal	Implement limited stop enhanced bus service	1,2,3,5,7	6	Capital	$56,160	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
72	Coral Way Enhanced Bus	SW 147th Ave / SW 26th St to Brickell Metrorail Station	Implement limited stop enhanced bus service	5,6,7,10	6	Capital	$60,450	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
73	Le Jeune Road Enhanced Bus	Douglas Road Metrorail Station to MIC at MIA via 25th St	Implement limited stop enhanced bus service	6,7	6	Capital	$19,500	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
74	NW 62nd St Enhanced Bus	Okeechobee Metrorail Station to Biscayne Blvd	Implement limited stop enhanced bus service	2,3,6,13	6	Capital	$30,030	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
75	NW 103rd St Enhanced Bus	Okeechobee Terminal to US-1/ NE 79th St (Little River Park-and-Ride)	Implement limited stop enhanced bus service	2,3,6,13	6	Capital	$57,330	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
76	87th Ave Enhanced Bus	Palmetto Intermodal Terminal to Transitway at SW 136th St	Implement limited stop enhanced bus service	6,7,8,10,12	6	Capital	$56,160	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
77	Transitway Lot (SW 112 Ave)	Transitway and SW 112th Ave	Purchase land and improve existing Park and Ride facility	9	11	Capital	TBD	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
						TOTALCOST (000S)	$10,943,015	$65,482					

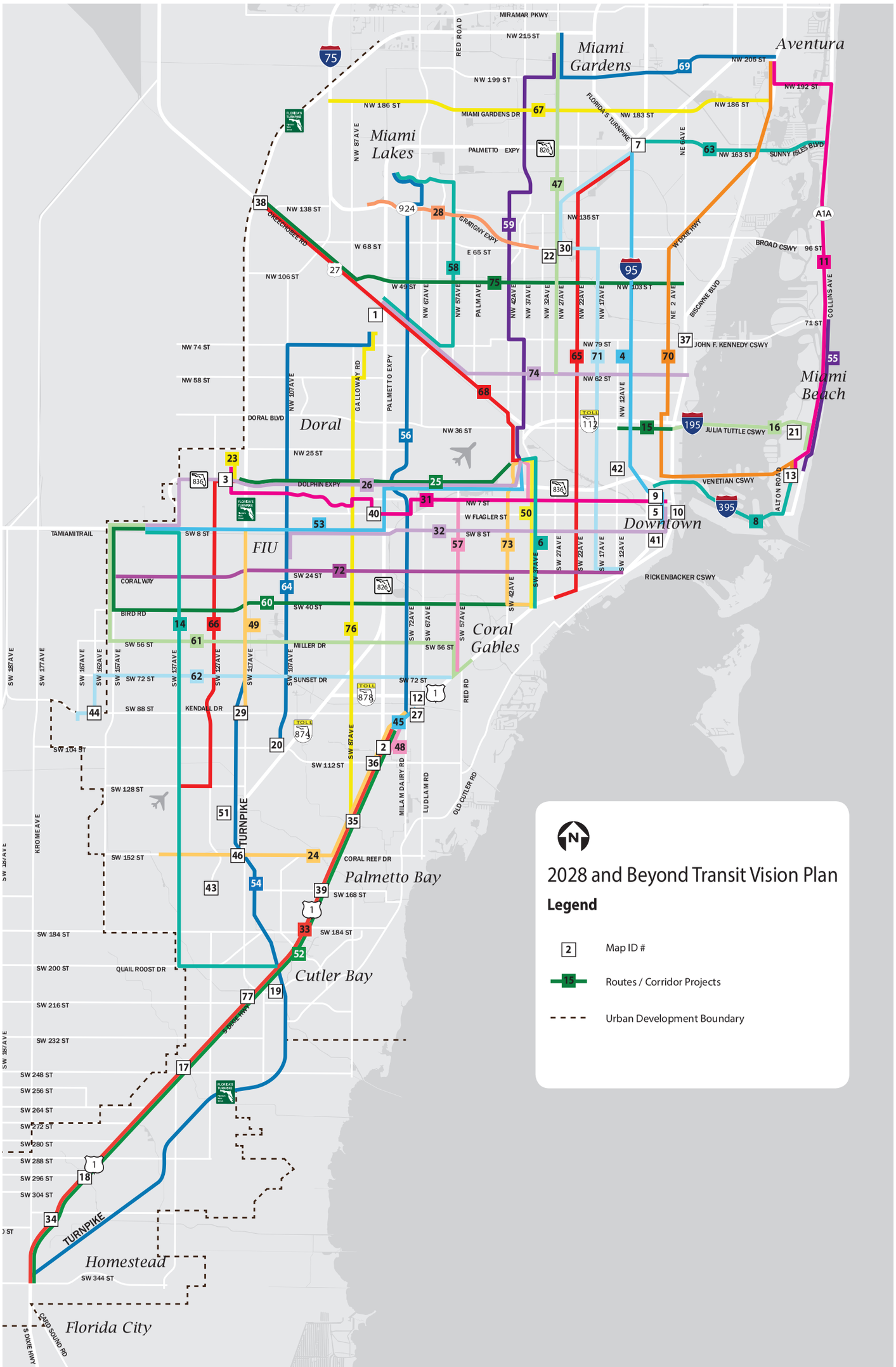
Projects highlighted in blue are located along a **S**trategic **M**iami **A**rea **R**apid **T**ransit Plan corridor

Bus Totals:
+77 Articulated Buses
† 'A' denotes articulated bus

§ Project Type Key	
1. ADA Accessibility Improvements	8. Metrorail Projects
2. Bus System Projects	9. New Passenger Facilities
3. Equipment Acquisition	10. Other
4. Facility Improvements	11. Park and Ride Improvements and New Facilities
5. Infrastructure Improvements	12. Passenger Facilities Improvements
6. Mass Transit Projects	13. Security Improvements
7. Metromover Projects	14. Service Adjustment

2040 LRTP	
Priority I	2015-2020
Priority II	2021-2025
Priority III	2027-2030
Priority IV	2031-2040

Figure 7-1: 2028 and Beyond Transit Vision Plan



2028 and Beyond Transit Vision Plan

Legend

- 2 — Map ID #
- 15 — Routes / Corridor Projects
- Urban Development Boundary

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Figure 7-2: 2028 and Beyond Transit Vision Plan - North View



Figure 7-3: 2028 and Beyond Transit Vision Plan - Central View

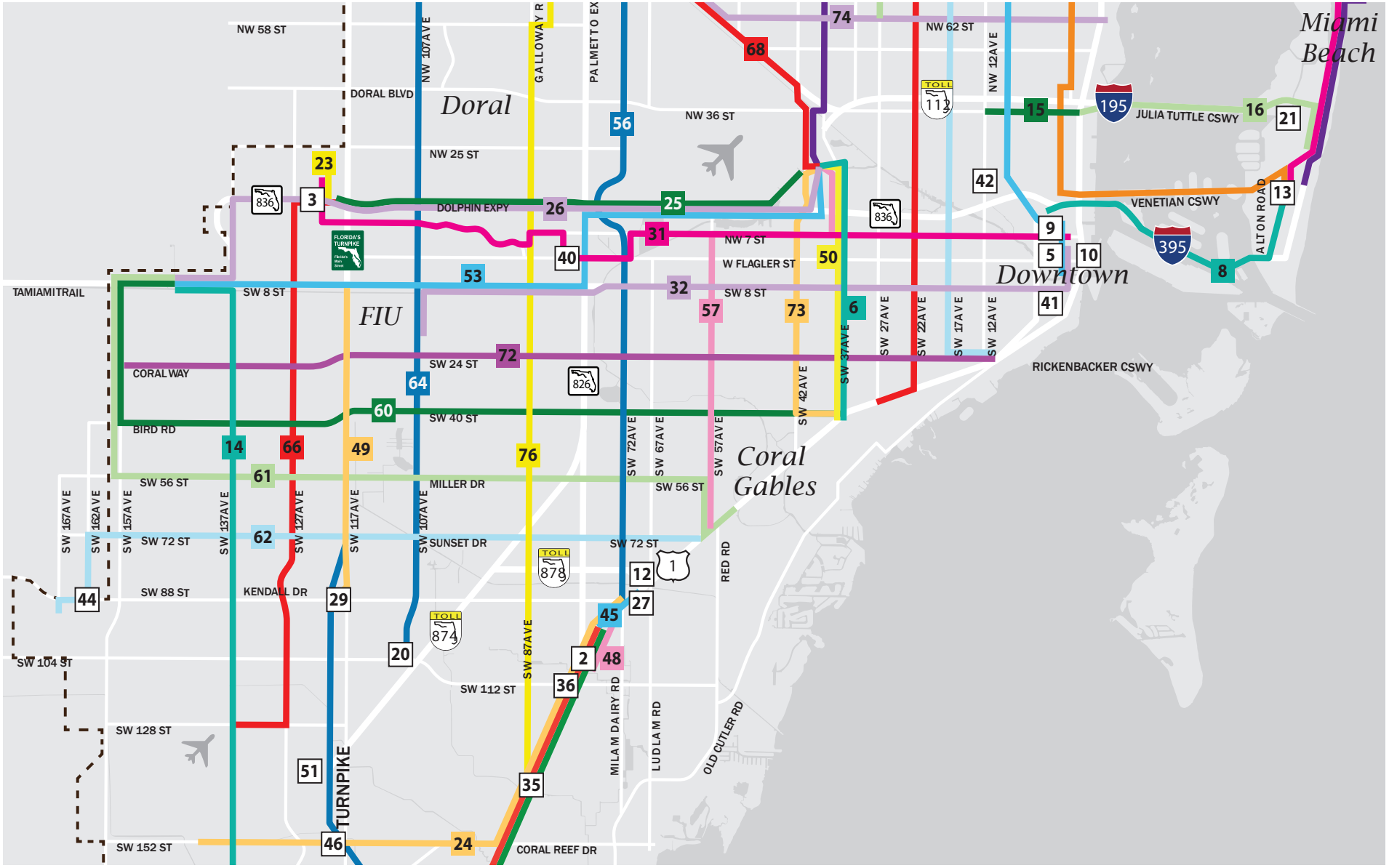

Figure 7-4: 2028 and Beyond Transit Vision Plan - South View



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CHAPTER 8

FINANCIAL PLAN



8 TRANSIT FINANCIAL PLAN

The previous chapters identify critical transit needs in Miami-Dade County without consideration of project cost. In this chapter, however, the DTPW must reconcile its transit improvement needs with available financial resources. In the financial plan, the estimated costs of providing the agency's existing and planned new services are projected over a ten-year horizon. The financial resources that will support those services are also identified and estimated. Through the development of this financial plan DTPW determines which service improvements are financially feasible and establishes a time line by when said improvements can be implemented.

8.1 Operating Expenses and Revenues

DTPW is the largest transit operator in the State of Florida and the 14th largest transit provider in the U.S. according to the 2016 Public Transportation Fact Book (based on unlinked passenger trips and passenger miles). DTPW's size is reflected in the agency's direct operating budget, which is projected at approximately $451 million in FY 2018. The primary components of the direct operating expenses are shown in Table 8-1.

Salaries and overtime make up 46 percent of DTPW's total operating expenses. Contractual services make up 16 percent of the operating budget. Metrobus is a fixed-route bus service that DTPW operates seven (7) days a week, 24 hours per day. A total of 96 routes comprise DTPW's regular bus service structure as served by a total fleet of 847 buses and two (2) contracted routes with nine (9) buses.

In addition to these direct expenses, DTPW will support $98 million of other operating expenses and debt service payments in FY 2018. These other expenses are detailed below. Almost 30 percent (30%) of these other operating expenses are DTPW's contribution to municipal transit services within Miami-Dade County.

In total, DTPW will spend $451 million in FY 2018 for the ongoing operation of the transit system and the support of DTPW's other local and regional responsibilities.

Table 8-1: DTPW Projected Transit FY 2018 Direct Operating Expenses

Transit Operating Expenses		**Projected Amount FY 18 (000s)**
	Salary	$213,419
	Overtime	$37,661
	Group Health	$41,922
	Benefits	$47,928
	Court Costs	$40
	Contractual Services	$89,194
	Other Operating Expenses	$97,909
	Charges for County Services	$16,774
	Capital	$256
	Distribution of Funds in Trust	$15
	Subtotal	**$545,118**
Transit Reimbursements		**Projected Amount FY 18 (000s)**
	Federal Reimbursements	-$69,391
	Capital Fund Reimbursements	-$3,541
	State Grant Reimbursements	-$3,762
	CILOGIT Reimbursements	-$19,260
	Subtotal	**-$95,954**
Transit Operating Adjustments		**Projected Amount FY 18 (000s)**
	COLA	$4,825
	Bus Replacement Savings	-$3,229
	Enhancements (Extended Rail & Mover hrs)	$421
	Subtotal	**$2,017**
Total Transit Operating Expenses		**$451,181**

Source: Transit Pro Forma FY 2016

* Total may vary slightly due to rounding

DTPW's transit operations are supported by a range of federal, state, local, and directly-generated revenue streams. Table 8-2 shows the projected operating revenues for FY 2018 by major category that total over $456 million.

Table 8-2: DTPW Projected FY 2018 Transit Operating Revenues

Transit Proprietary Revenue	**Transit Proprietary Revenue**	**Projected Amount FY18 (000s)**
	Beginning Fund Balance (Carryover in Operating Fund)	$659
	Bus, Rail, STS, & Farebox	$114,307
	Other Revenues	$17,018
	Interagency Revenue (Tri-Rail)	$666
	Operating Total	**$132,650**
State Grant Revenue	**State Grant Revenue**	**Projected Amount FY18 (000s)**
	Block Grant	$20,888
	Transportation Disadvantage Program	$8,766
	State Total	**$29,654**
Local Revenue	**Local Revenue**	**Projected Amount FY18 (000s)**
	Miami Dade General Fund MOE (3.5 Percent)	$190,265
	PTP Surtax	$98,736
	Additional Local Revenue*	$5,488
	Local Total	**$294,489**
Total Revenue		**$456,793**

Source: Transit Pro Forma FY 2016

* Total may vary slightly due to rounding

Revenue categories listed in Table 8-2 are described below.

- Fare Revenues: DTPW currently recovers approximately 21 percent (21%) of its operating expenses from transit fare revenue.
- Other Operating Revenues: These operating revenues include items such as advertising.
- State Block Grants: These revenues were developed by the Florida Legislature to provide a stable source of funding for public transit. The grants are distributed to all eligible Florida transit providers on a formula basis.
- Transportation Disadvantaged program: The Transportation Disadvantaged (TD) Programs provide funding to assist TD populations which include persons with physical or mental disabilities, have low incomes, or are older individuals who are unable to transport themselves or purchase transportation.
- People's Transportation Plan Surtax: The People's Transportation Plan (PTP) provides for sales tax revenue to support public transit and roadway infrastructure improvements.
- County General Funds: Miami-Dade County supplies DTPW with funding each year from its general fund.
- Additional Local Revenue: DTPW may receive funds from other local sources in a given year.

8.1.1 Projected Operating Revenues

Future revenue growth is projected to fluctuate with a low level of tax revenue growth resulting from the existing state of the economy. However, in years without any major policy changes, total available funding for DTPW is expected to grow at a rate of slightly over three percent (3%) annually. In addition, DTPW does foresee a separate major policy action related to funding during FY 2018 – FY 2027 to include:

- Regular programmed fare increases: The Pro Forma projects a 25 cent increase in the base fare (from its current level of $2.25 to $2.50) in FY 2018, with another 25 cent increase levied in years 2022 and 2026. These increases have the effect of increasing the overall revenue growth rate in those years. These programmed fare increases which occur every four (4) years are determined by policies approved by the Miami-Dade County Board of County Commissioners that authorize DTPW to implement regular fare increases to keep pace with inflation.

The critical funding growth assumptions that drive the Pro Forma financial projections are outlined below.

Table 8-3: DTPW Operating Transit Revenue Growth Assumptions

	Revenue Item	Annual Growth Rate
Operating Revenue Growth Assumptions	PTP Surtax	2.90%
	General Funds (MOE)	1.00%
	Fare Revenue (Trip Growth)	0.5%
	State Block Grants	0.0%
	Transportation Disadvantaged Funds	0.0%
	Federal Funds	2.5%
	Local Option Gas Tax	0.0%

Source: Transit Pro Forma FY 2016

8.1.2 Summary of Operating Budget

The operating budget, as presented in the 2016 Pro Forma for the ten-year period from FY 2018 to FY 2027, is balanced. The projected operating expenses are covered by the forecasted revenues from various sources. DTPW balances its operating budget by adhering to a combination of strategies aimed at producing cost efficiencies; an avoidance of any major service expansion and aggressive use of available local funding sources (LOGT and general funds). This operating budget is based upon the budgetary assumptions that were applied within the FY 2016 Pro Forma. It should be noted that these budgetary assumptions are subject to change due to the volatility in gas prices and pressure from the public to reduce the tax roll which could have impacts to the general fund share DTPW receives and the availability of federal and state grants, thus resulting in a different budgetary outcome than presented in this TDP.

Table 8-4: DTPW Operating Transit Revenues (FY 2018 - FY 2027) ($000s)

Transit Proprietary Revenues	FY 2017-2018	FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027
Beginning Fund Balance	$659,000	$0	$0	$0	$0	$0	$0	$0	$0	$0
Bus, Rail, STS, & Farebox	$107,859,000	$114,879,000	$115,453,000	$116,030,000	$116,610,000	$124,330,000	$124,952,000	$125,577,000	$126,205,000	$134,703,000
Other Revenues (Adv., Permitting, Joint Dev.)	$17,018,000	$17,018,000	$17,018,000	$17,018,000	$17,018,000	$17,018,000	$17,018,000	$17,018,000	$17,018,000	$17,018,000
Planned Fare Increase	$6,448,000	$0	$0		$7,101,000	$0	$0	$0	$7,828,000	$0
Interagency Revenue (Tri-Rail)	$666,000	$666,000	$666,000	$666,000	$666,000	$666,000	$666,000	$666,000	$666,000	$666,000
State Grant Revenue										
Block Grant	$20,888,000	$21,097,000	$21,308,000	$21,521,000	$21,736,000	$21,953,000	$22,173,000	$22,395,000	$22,619,000	$22,845,000
TD Program	$8,766,000	$8,766,000	$8,766,000	$8,766,000	$8,766,000	$8,766,000	$8,766,000	$8,766,000	$8,766,000	$8,766,000
Local Revenue										
Miami Dade General Fund MOE (3.5 Percent)	$190,265,000	$202,604,000	$236,638,000	$281,018,000	$295,342,000	$311,805,000	$322,795,000	$341,796,000	$359,499,000	$372,081,000
PTP Surtax	$98,736,000	$76,319,000	$44,485,000	$44,223,000	$37,328,000	$43,442,000	$42,549,000	$43,707,000	$42,780,000	$43,920,000
Additional Local Revenue	$5,488,000	$26,032,000	$34,877,000	$4,337,000	$5,919,000	$74,000	$7,443,000	$5,546,000	$0	$7,459,000
Total Transit Revenues	**$456,793,000**	**$467,381,000**	**$479,211,000**	**$493,579,000**	**$510,486,000**	**$528,054,000**	**$546,362,000**	**$565,471,000**	**$585,381,000**	**$607,458,000**
Total Expenses	$456,793,000	$467,381,000	$479,211,000	$493,579,000	$510,486,000	$528,054,000	$546,362,000	$565,471,000	$585,381,000	$607,458,000
Operational Funding Surplus (Deficit)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Source: Transit Pro Forma FY 2016

Table 8-5: DTPW Operating Transit Expenses (FY 2018 - FY 2027) ($000s)

Direct Operating Expenses/ Fiscal Year	FY 2017-2018	FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027
Direct Operating Expenses										
Total Transit Operating Expenses	$451,181,000	$461,769,000	$473,599,000	$487,967,000	$504,874,000	$522,442,000	$540,750,000	$559,859,000	$579,769,000	$601,846,000
Transit Transfer Out Expenses										
SFRTA Contribution	$4,235,000	$4,235,000	$4,235,000	$4,235,000	$4,235,000	$4,235,000	$4,235,000	$4,235,000	$4,235,000	$4,235,000
Van Pool	$550,000	$550,000	$550,000	$550,000	$550,000	$550,000	$550,000	$550,000	$550,000	$550,000
MDT Debt Service Fund	$827,000	$827,000	$827,000	$827,000	$827,000	$827,000	$827,000	$827,000	$827,000	$827,000
Total Expenses	**$456,793,000**	**$467,381,000**	**$479,211,000**	**$493,579,000**	**$510,486,000**	**$528,054,000**	**$546,362,000**	**$565,471,000**	**$585,381,000**	**$607,458,000**

Source: Transit Pro Forma FY 2016

8.2 Transit Capital Expenditures and Funding Sources

8.2.1 Planned Capital Expenditures

The Department's planned transit capital budget for the period FY 2018 to FY 2027 is summarized in Table 8-6. Large capital projects or ongoing projects during FY 2018 – FY 2027 (such as bus acquisition and replacement), may be funded by a combination of debt proceeds and cash.

Many of the projects listed in the following table, such as the rail vehicle replacement, will greatly improve the quality and longevity of the existing DTPW transit system. However, most of the projects in Table 8-6 are scheduled for completion on or before 2022. After 2022, the capital program consists only of scheduled bus acquisitions, rail vehicle replacement and the Infrastructure Renewal Program (IRP), which is the agency's long-term projection of future rehabilitation and replacement needs throughout the transit system.

Table 8-6: DTPW Capital Transit Budget (FY 2018 - FY 2027) ($000s)

Project	FY 17-18		FY 18-19		FY 19-20		FY 20-21		FY 21-22		Fiscal Years 22-27		Total*		
	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	Total
Bus and Bus Facilities	$3,200	$224	$3,200	$0	$3,200	$0	$3,200	$0	$3,200	$0	$0	$0	$16,000	$224	$16,224
Park and Ride Transit Projects	$3,808	$2,652	$895	$415	$2,434	$0	$6,128	$0	$1,274	$0	$0	$0	$14,539	$3,067	$17,606
Metromover Improvements Projects	$3,100	$0	$3,100	$0	$3,100	$0	$3,100	$0	$0	$0	$0	$0	$12,400	$0	$12,400
Lehman Yard Improvements	$1,750	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,750	$0	$1,750
Infrastructure Renewal Plan	$12,500	$0	$12,500	$0	$12,500	$0	$12,500	$0	$12,500	$0	$12,500	$0	$75,000	$0	$75,000
Track and Guideway Projects for Rail	$5,951	$350	$4,537	$0	$3,595	$0	$3,450	$0	$0	$0	$0	$0	$17,533	$350	$17,883
Bus Enhancements	$2,964	$6,022	$1,338	$4,563	$190	$93	$0	$0	$0	$0	$0	$0	$4,492	$10,678	$15,170
Rail Vehicle Replacement	$108,373	$0	$58,705	$0	$3,659	$0	$1,781	$0	$1,802	$0	$10,938	$0	$185,258	$0	$185,258
Metrorail Stations and Systems Improvements	$18,618	$692	$18,692	$1,078	$13,130	$485	$7,910	$0	$0	$500	$0	$0	$58,350	$2,755	$61,105
Metrorail and Metromover Projects	$7,920	$7,060	$8,330	$7,073	$16,320	$8,354	$16,320	$4,089	$3,500	$4,103	$10,500	$10,500	$62,890	$41,179	$104,069
Federally Funded Projects	$2,000	$98,274	$2,000	$98,047	$2,000	$97,818	$4,000	$97,587	$0	$102,323	$0	$0	$10,000	$494,049	$504,049
Transit Signage and Communication	$1,339	$1,274	$939	$637	$941	$0	$944	$0	$945	$0	$2,628	$0	$7,736	$1,911	$9,647
ROW Acquisition for Construction Projects	$664	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$664	$0	$664
SUBTOTAL	**$172,187**	**$116,548**	**$114,236**	**$111,813**	**$61,069**	**$106,750**	**$59,333**	**$101,676**	**$23,221**	**$106,926**	**$36,566**	**$10,500**	**$466,612**	**$554,213**	**$1,020,825**
TOTAL		**$288,735**		**$226,049**		**$167,819**		**$161,009**		**$130,147**		**$47,066**			

Source: DTPW Capital Book, F2 (revenue) and F5 (expense) Reports

* Project totals do not reflect prior year funds

8.2.2 Summary of Capital Plan

Revenue sources for capital projects are presented in Table 8-7 for the ten-year period from FY 2018 to FY 2028. All projected capital expenditures could be funded with either PTP surtax debt proceeds or on a pay-as-you-go basis, depending on the availability of funds. This capital budget is achieved by aggressive borrowing against the PTP surtax (ultimately requiring the inclusion of additional LOGT and general funds in DTPW's budget, as described above, to guarantee debt coverage).

This capital budget is based upon the budgetary assumptions applied within the FY 2016 Pro Forma and these assumptions are subject to change correspondingly in line with the finalization of the DTPW's Transit Budget and Capital Operating Plan resulting in a different budgetary outcome than presented in this TDP.

Table 8-7: Projected "Cash" Revenue Sources for Transit Capital Projects (FY 2018 - FY 2027) ($000s)

Funding Source	Prior	FY 2017-2018	FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2027	Total
FTA 5339 Bus & Bus Facility Formula	$11,578	$1,276	$637	$0	$0	$0	$0	**$13,491**
Secondary Gas Tax	$32,618	$16,543	$16,543	$16,543	$16,543	$16,543	$0	**$115,333**
BBC GOB Series 2008B	$7,631	$0	$0	$0	$0	$0	$0	**$7,631**
BBC GOB Series 2008B-1	$9,688	$0	$0	$0	$0	$0	$0	**$9,688**
FTA 5307/5309 Formula Grant	$192,054	$90,158	$89,402	$86,200	$81,421	$86,984	$10,500	**$636,719**
BBC GOB Series 2013A	$3,067	$0	$0	$0	$0	$0	$0	**$3,067**
Non-County Contributions	$3,244	$0	$0	$0	$0	$0	$0	**$3,244**
Stormwater Utility	$14,391	$6,489	$4,825	$3,700	$3,700	$3,700	$0	**$36,805**
WASD Project Fund	$1,854	$0	$0	$0	$0	$0	$0	**$1,854**
BBC GOB Series 2014A	$57,548	$0	$0	$0	$0	$0	$0	**$57,548**
BBC GOB Series 2005A	$13,943	$0	$0	$0	$0	$0	$0	**$13,943**
City of Homestead Contribution	$81	$0	$0	$0	$0	$0	$0	**$81**
City of Miami Contribution	$417	$0	$0	$0	$0	$0	$0	**$417**
Operating Revenue	$93	$0	$0	$0	$0	$0	$0	**$93**
FDOT Funds	$97,023	$11,332	$5,301	$3,883	$4,633	$2,883	$0	**$125,055**
Florida Inland Navigational District	$916	$0	$0	$0	$0	$0	$0	**$916**
People's Transportation Plan Bond Program	$762,714	$205,547	$128,703	$63,177	$59,333	$23,221	$36,566	**$1,279,261**
City of Miami Beach Contribution	$5,272	$0	$0	$0	$0	$0	$0	**$5,272**
Other - Non-County Sources	$8,617	$0	$0	$0	$0	$0	$0	**$8,617**
Capital Improvement Local Option Gas Tax	$46,643	$20,543	$20,443	$20,342	$20,238	$20,131	$0	**$148,340**

Lease Financing - County Bonds/Debt	$226,300	$181,317	$85,000	$0	$0	$0	$0	**$492,617**
Road Impact Fees	$307,283	$84,185	$67,143	$74,952	$75,448	$5,000	$23,752	**$637,763**
People's Transportation Plan Capital	$18,066	$9,500	$9,500	$0	$750	$0	$0	**$37,816**
BBC GOB Series 2011A	$684	$0	$0	$0	$0	$0	$0	**$684**
BBC GOB Financing	$40,922	$21,502	$10,917	$8,409	$2,464	$0	$52	**$84,266**
Charter County Transit System Surtax	$3,627	$500	$500	$500	$500	$500	$0	**$6,127**
FDOT - County Incentive Grant Program	$15,518	$0	$0	$0	$0	$0	$0	**$15,518**
Total:	**$1,881,792**	**$648,892**	**$438,914**	**$277,706**	**$265,030**	**$158,962**	**$70,870**	**$3,742,166**
Expenditure Commitments	$1,772,122	$702,607	$477,582	$280,643	$260,380	$153,962	$94,870	**$3,742,166**
Capital Funding Surplus/(Deficit)	**$109,670**	**-$53,715**	**-$38,668**	**-$2,937**	**$4,650**	**$5,000**	**-$24,000**	**$0**

Source: DTPW FY 2016-17 Proposed Budget and Multi-Year Capital Plan Volume 2, Page 148

8.3 Total Unfunded Transit Need

DTPW's FY 2018 – FY 2027 TDP Annual Update is based upon initiatives as identified by DTPW that are currently unfunded, which represent important areas of need to include:

- Bus route service improvements, including modifications to existing routes and the introduction of new routes, which have both a capital cost component and an operating cost component;
- Additional Capital Improvement Program (CIP) projects that represent selective improvements to the existing transit network as identified under the Infrastructure Renewal Program.

DTPW's total unfunded need between FY 2018 – FY 2027 – covering bus service improvements, capital investment in priority travel corridors, and CIP projects – is $1.125 billion. The unfunded need is calculated as the sum of the capital cost of Table 6-5 – Unfunded Transit Projects FY 2018 – 2027 and the unfunded portion of Table 6-4 – Partially Funded Transit Projects FY 2018 – 2027. A portion of the unfunded need identified may be programmed in a LRTP priority and are eligible to receive funding as additional funds become available.

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APPENDIX

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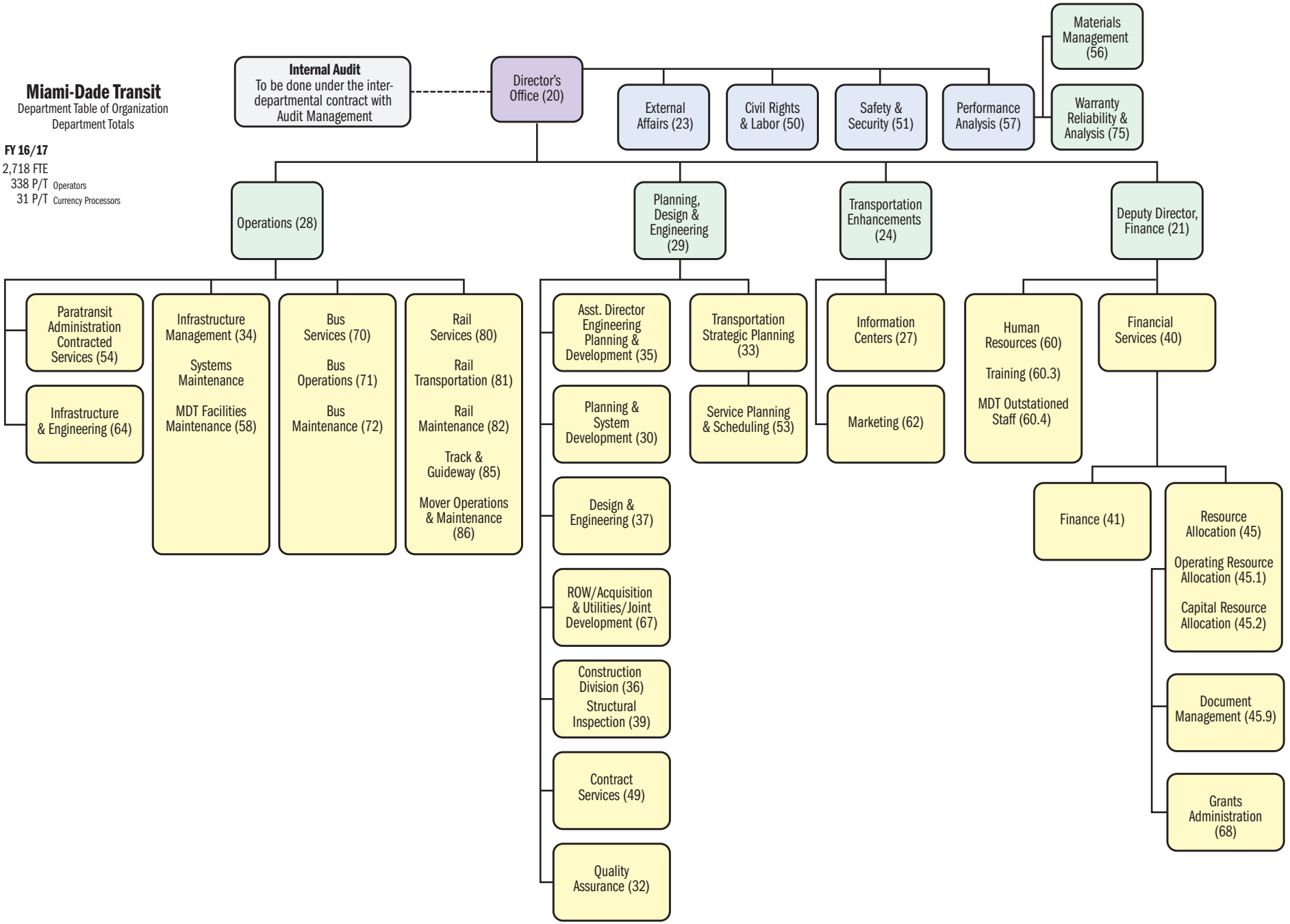
APPENDIX A.1

A.1 Department of Transportation and Public Works Table of Organization

Miami-Dade Transit

Department Table of Organization
Department Totals

FY 16/17
2,718 FTE
338 P/T Operators
31 P/T Currency Processors



APPENDIX A.2


MIAMI-DADE TRANSIT
AHEAD
2018
2027
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
MIAMI-DADE COUNTY

A.2 Service Characteristics (December 2016)

DTPW METROBUS ROUTE HEADWAYS (December 2016)

ROUTE BRANCHES	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
1	40	40	n/a	n/a	40	40
2						
NW 2 Avenue / NW 79 Street	20	20	30	n/a	20	30
163rd Street Mall	60	60	50	n/a	n/a	n/a
3	20	20	30	60	15	20
6	60	60	n/a	n/a	60	60
7						
East of NW 44 Avenue	15	20	30	n/a	20	30
MIA Metrorail Station	30	40	60	n/a	40	40
Dolphin Mall	30	40	60	n/a	40	40
8						
East of SW 57 Avenue	10	15	20	n/a	15	20
East of SW 82 Avenue	12	30	30	n/a	15	20
Westchester	30	30	30	n/a	15	20
FIU via SW 8 Street	30	30	n/a	n/a	n/a	n/a
FIU via Coral Way	30	30	20	n/a	n/a	n/a
9						
163rd Street Mall	12	30	30	n/a	30	30
Aventura Mall	24	30	40	n/a	30	30
10	30	30	30	n/a	30	30
11						
East of 79 Avenue	8	12	20	60	12	15
Mall of the Americas	15	24	40	60	24	30
FIU-University Park Campus	15	24	40	60	24	30
12	30	30	45	n/a	20	20
16	20	30	30	n/a	24	30
17						
Vizcaya	30	30	60	n/a	30	30
South of NW 95 Street & north of W. Flagler Street	15	30	60	n/a	30	30
NW 7 Avenue/105 Street	30	n/a	n/a	n/a	n/a	n/a
Norwood	30	30	60	n/a	30	30
19	24	24	40	n/a	n/a	n/a
21	30	30	60	n/a	20	20
22						
North of West Flagler Street	15	30	60	n/a	30	30
Coconut Grove Station	30	60	60	n/a	60	60
24 Coral Way Limited						
Westchester	20	20	30	n/a	30	30
FIU-University Park Campus	30	40	40	n/a	60	60
SW 137 Avenue/26 Street	48	40	40	n/a	60	60
SW 147 Avenue/26 Street	40	n/a	n/a	n/a	n/a	n/a
27						
South of 183 Street	15	15	30	60	20	30
Calder via NW 27 Avenue	30	30	60	n/a	40	60
Calder via NW 37 Avenue	30	30	60	60	40	60

DTPW METROBUS ROUTE HEADWAYS (December 2016)

ROUTE BRANCHES	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
29	50	50	n/a	n/a	n/a	n/a
31 (Busway Local)	15	30	40	n/a	30	30
32	30	30	60	n/a	40	60
33	30	30	60	n/a	30	30
34 Express	7	n/a	n/a	n/a	n/a	n/a
35	30	30	30	n/a	60	60
36						
East of NW 57 Avenue	20	30	15	n/a	30	30
Doral Center	20	60	20	n/a	60	60
Miami Springs Circle	60	60	20	n/a	60	60
Dolphin Mall	60	60	20	n/a	n/a	n/a
37	30	30	30	n/a	30	30
38 (Busway MAX)	10	15	15	60	15	20
40						
East of SW 127 Avenue	15	30	30	n/a	60	60
SW 8 Street/SW 129 Avenue	20	60	40	n/a	n/a	n/a
Miller Drive/SW 152 Avenue	30	60	40	n/a	60	60
42						
MIA Metrorail Station	30	30	60	n/a	40	60
Opa-locka Tri-Rail Station	60	60	n/a	n/a	40	60
46 (Liberty City Connection)	45	n/a	n/a	n/a	n/a	n/a
48	60	60	n/a	n/a	n/a	n/a
51 (Flagler MAX)	15	30	30	n/a	n/a	n/a
52	30	45	60	n/a	45	60
54						
Hialeah Gardens	30	30	24	n/a	30	40
Miami Gardens Drive/NW 87 Avenue	50	60	n/a	n/a	n/a	n/a
56	40	60	n/a	n/a	n/a	n/a
57	50	60	n/a	n/a	n/a	n/a
62						
Dr. Martin Luther King, Jr. Station	12	20	30	n/a	20	30
Hialeah	30	40	30	n/a	20	30
Miami Beach	30	n/a	n/a	n/a	n/a	n/a
70						
South Dade Government Center	30	60	60	n/a	60	60
Saga Bay	n/a	n/a	n/a	n/a	n/a	60
71	30	60	45	n/a	60	60
72						
East of SW 137 Avenue	30	30	30	n/a	60	60
Miller Square	50	60	30	n/a	60	60
SW 162 Avenue/Kendall Drive	60	60	n/a	n/a	60	60
73	30	40	60	n/a	60	60
75	30	30	60	n/a	60	60
77						

DTPW METROBUS ROUTE HEADWAYS (December 2016)

ROUTE BRANCHES	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
South of NW 183 Street	8	12	30	n/a	15	30
NW 199 Street	15	24	30	n/a	30	60
79 (79 Street MAX)	24	n/a	n/a	n/a	n/a	n/a
82 (Westchester Circulator)	60	70	n/a	n/a	n/a	n/a
87						
Koger Center	30	45	60	n/a	45	60
Palmetto Station	30	45	60	n/a	n/a	n/a
88	20	30	30	n/a	30	30
93 (Biscayne MAX)	15	30	n/a	n/a	n/a	n/a
95 Express						
Downtown	5	n/a	n/a	n/a	n/a	n/a
Miami Gardens Dr./Carol City	35	n/a	n/a	n/a	n/a	n/a
Aventura Mall	20	n/a	n/a	n/a	n/a	n/a
Civic Center	15	n/a	n/a	n/a	n/a	n/a
Earlington Heights *	*	n/a	n/a	n/a	n/a	n/a
99						
East of NW 47 Avenue	30	24	45	n/a	40	40
Miami Lakes	60	60	60	n/a	40	40
101 (Route A)	30	n/a	n/a	n/a	30	30
102 (Route B)						
East of Harbor Drive	8	30	30	n/a	30	30
Cape Florida State Park	8	60	30	n/a	60	60
Mashta Drive	60	60	n/a	n/a	60	60
103 (Route C)	20	20	30	n/a	20	30
104	24	45	60	n/a	60	60
105 (Route E)	30	45	30	n/a	60	60
107 (Route G)	30	30	60	n/a	30	30
108 (Route H)	30	30	45	n/a	30	30
110 (Route J)	20	30	30	n/a	30	30
112 (Route L)						
Northside Station	12	12	15	60	15	20
Amtrak Station	24	24	60	n/a	sel	sel
Hialeah Station	24	24	20	n/a	30	40
113 (Route M)	45	60	60	n/a	60	60
115 (Mid-North Beach Connection CW)	45	45	n/a	n/a	60	60
117 (Mid-North Beach Connection CCW)	45	45	60	n/a	60	60
119 (Route S)	12	12	12	60	15	15
120 (Beach MAX)						
South of Collins Avenue/Haulover Park Entrance	12	12	30	n/a	15	30
Haulover Park Marina	24	24	n/a	n/a	30	n/a
Aventura Mall	24	24	30	n/a	30	30
123 (South Beach Local)	12	12	20	n/a	12	12
132 (Tri-Rail Doral Shuttle)	80	n/a	n/a	n/a	n/a	n/a
135						
East of LeJeune Road	30	30	30	n/a	60	60
Hialeah Station	50	60	70	n/a	60	60
Miami Lakes	50	60	70	n/a	n/a	n/a
136	50	n/a	n/a	n/a	n/a	n/a
137 (West Dade Connection)	30	45	60	n/a	40	45
150 (Miami Beach Airport Flyer)	20	20	20	n/a	20	20

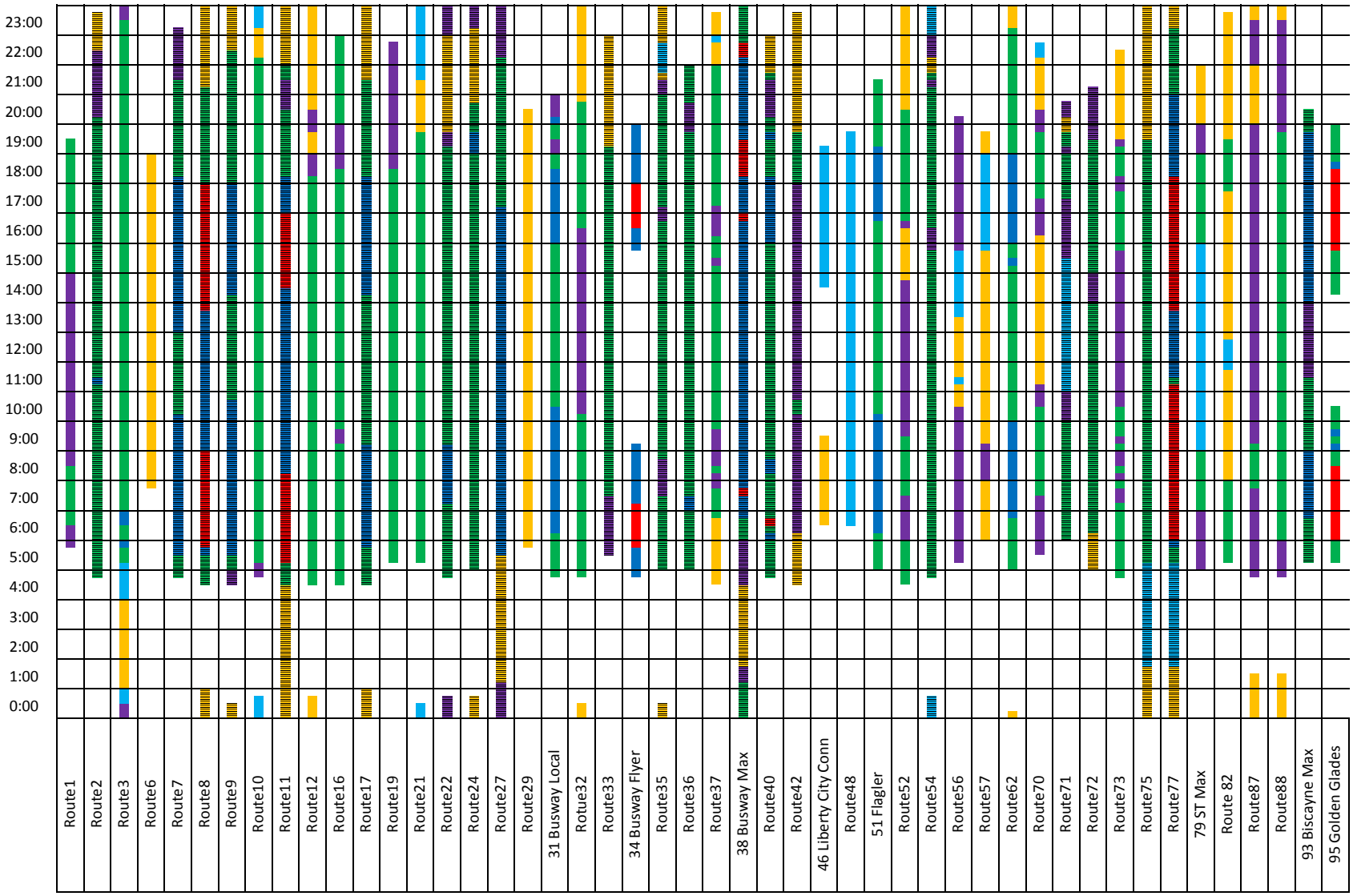
DTPW METROBUS ROUTE HEADWAYS (December 2016)

ROUTE BRANCHES	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
183						
East of NW 57 Avenue	12	20	20	n/a	20	24
Miami Gardens Drive/NW 87 Avenue	24	40	50	n/a	40	48
195 (95 D-B Express Broward Blvd.)	15	n/a	n/a	n/a	n/a	n/a
196 (95 D-B Express Sheridan St.)	15	n/a	n/a	n/a	n/a	n/a
200 (Cutler Bay Local)	50	50	n/a	n/a	50	n/a
202 (Little Haiti Connection)						
West of NW 5 Avenue	60	45	n/a	n/a	60	60
Biscayne Plaza	n/a	45	n/a	n/a	n/a	n/a
204 (Killian KAT)	8½	n/a	30	n/a	n/a	n/a
207 (Little Havana Connection CW)	15	20	n/a	n/a	20	20
208 (Little Havana Connection CCW)	15	20	20	n/a	20	20
211 (Overtown Circulator)	n/a	45	n/a	n/a	n/a	n/a
212 (Sweetwater Circulator)	n/a	30	n/a	n/a	n/a	n/a
238 (East-West Connection)	40	60	n/a	n/a	n/a	n/a
246 (Night Owl)	n/a	n/a	n/a	60	60 ovn	60 ovn
249 (Coconut Grove Circulator)	20	20	30	n/a	24	24
252 (Coral Reef MAX)						
East of SW 117 Avenue	30	60	50	n/a	60	60
Zoo Miami	n/a	n/a	n/a	n/a	60	60
Country Walk	30	60	50	n/a	60	60
SW 162 Avenue	30	n/a	n/a	n/a	60	60
254 (Brownsville Circulator)	n/a	30	n/a	n/a	n/a	n/a
267 (Ludlam Limited)	24	n/a	n/a	n/a	n/a	n/a
272 (Sunset KAT)	20	n/a	n/a	n/a	n/a	n/a
277 (NW 7 Avenue MAX)	24	n/a	n/a	n/a	n/a	n/a
286 (North Pointe Circulator)	48	48	n/a	n/a	48	n/a
287 (Saga Bay MAX)	30	n/a	n/a	n/a	n/a	n/a
288 (Kendall Cruiser)	12	n/a	n/a	n/a	n/a	n/a
295 (95 D-B Express to Civic Center Broward Blvd.)	30	n/a	n/a	n/a	n/a	n/a
296 (95 D-B Express to Civic Center Sheridan St.)	30	n/a	n/a	n/a	n/a	n/a
297 (27th Avenue Orange MAX)	15	30	n/a	n/a	n/a	n/a
338 (Weekend Express)	n/a	n/a	n/a	n/a	60	60
344	60	60	n/a	n/a	n/a	n/a
500 (Midnight Owl)	n/a	n/a	n/a	60	60 ovn	60 ovn

Notes:

1) Gray shaded cells are branches to routes
2) n/a = no service available or not applicable
3) sel = selected trips only
4) ovn = overnight service only
5) * = one a.m. trip & one p.m. trip

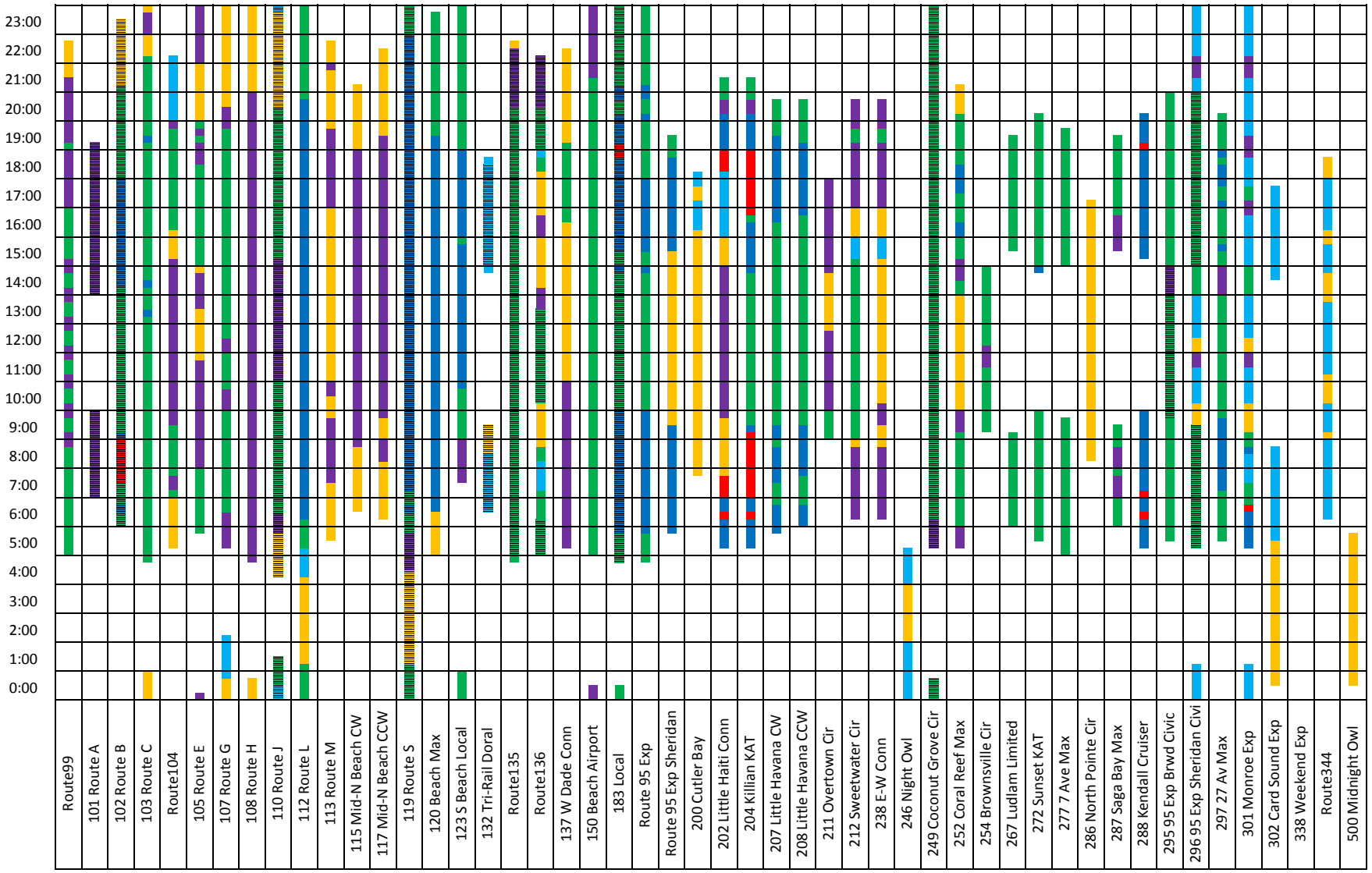
Weekday



Legend

- Frequent (<= 10 min)
- 15 min (11-15 min)
- 30 min (16-30 min)
- 45 min (31-45 min)
- Hourly (46-60 min)
- More than hour (60+ min)
- Route contains a "via" (some parts have less frequency)

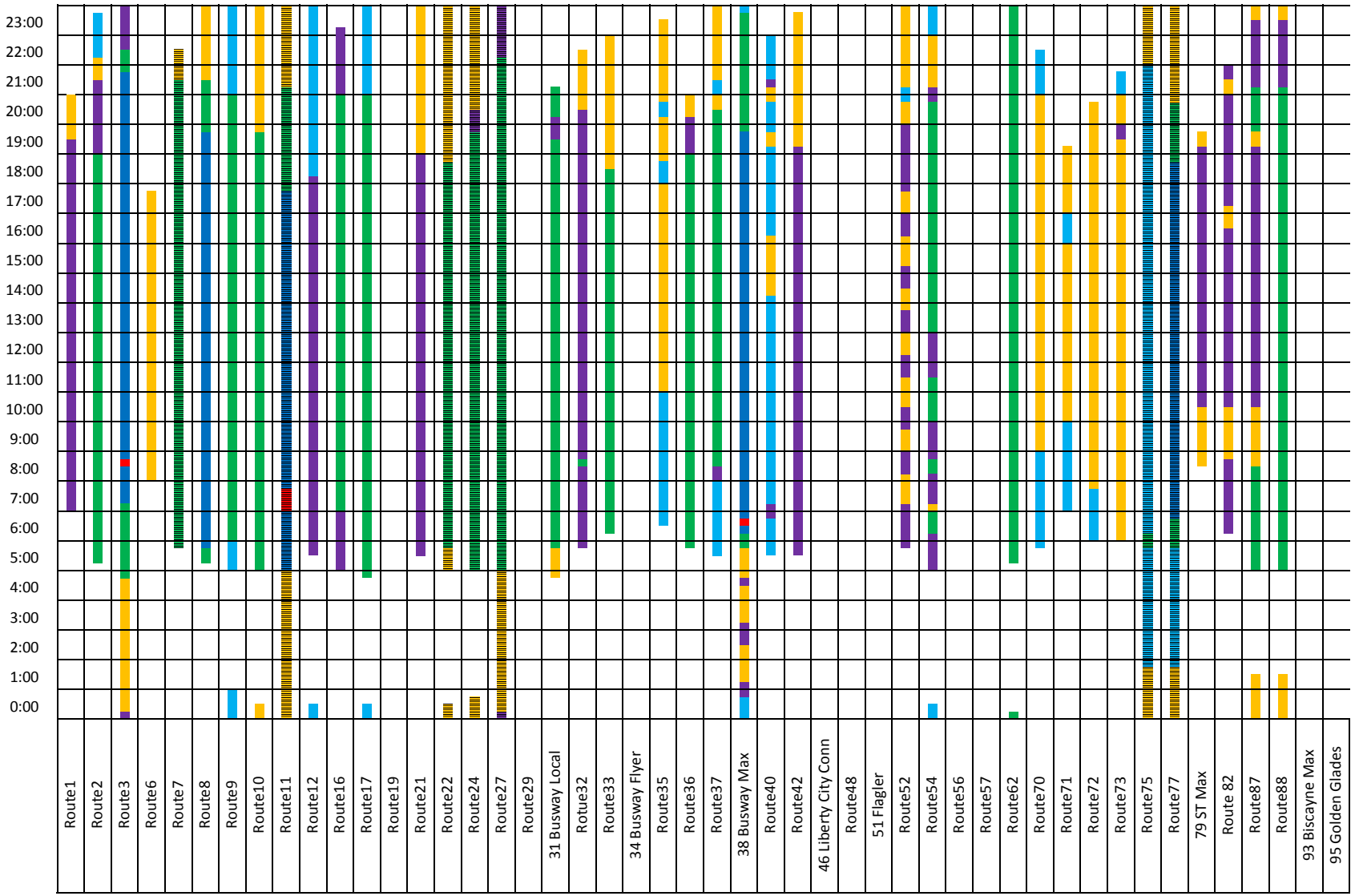
Weekday



Legend

- Frequent (<= 10 min)
- 15 min (11-15 min)
- 30 min (16-30 min)
- 45 min (31-45 min)
- Hourly (46-60 min)
- More than hour (60+ min)
- Route contains a "via" (some parts have less frequency)

Saturday



Legend

Frequent (<= 10 min)

15 min (11-15 min)

30 min (16-30 min)

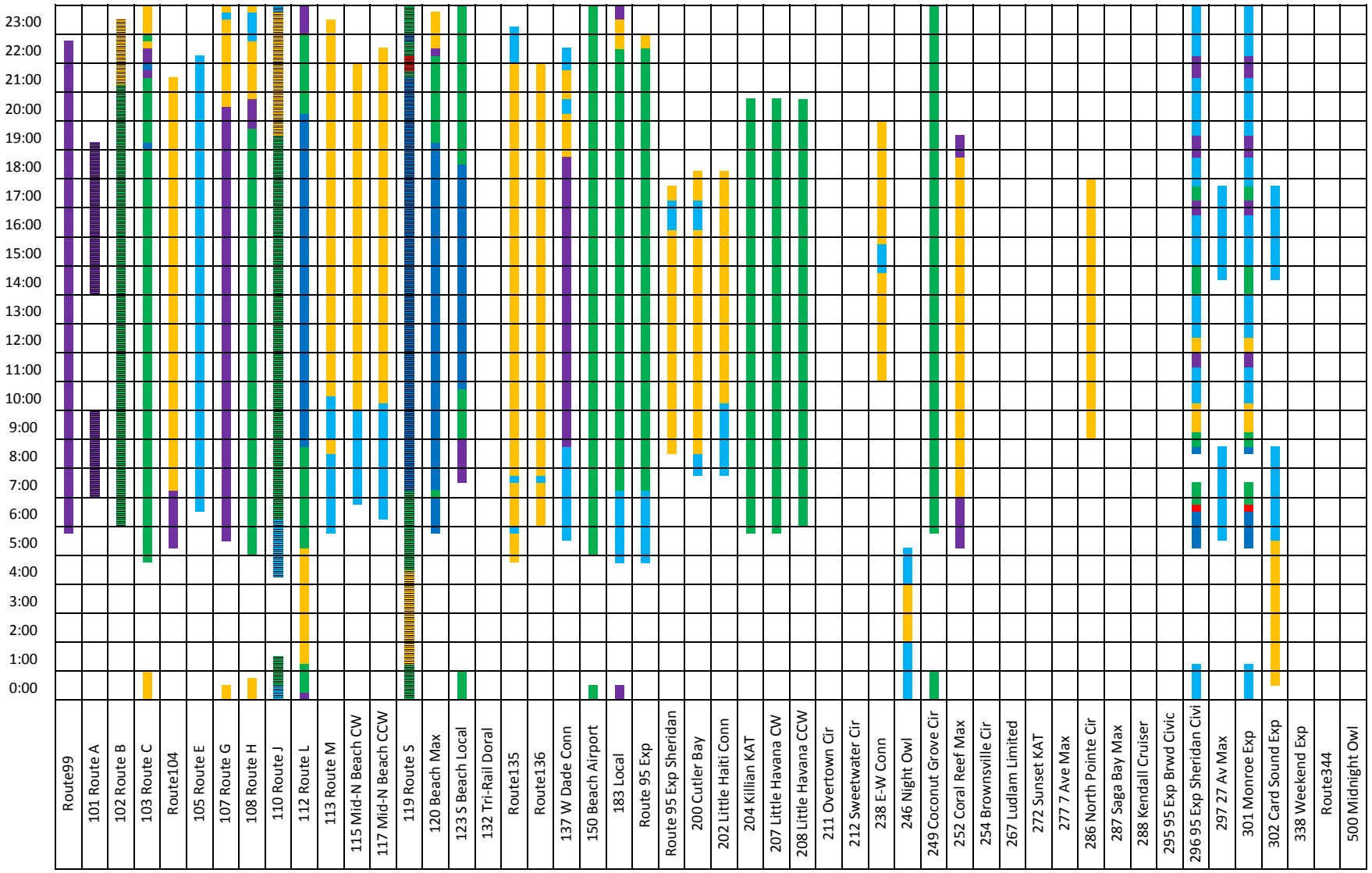
45 min (31-45 min)

Hourly (46-60 min)

More than hour (60+ min)

Route contains a "via" (some parts have less frequency)

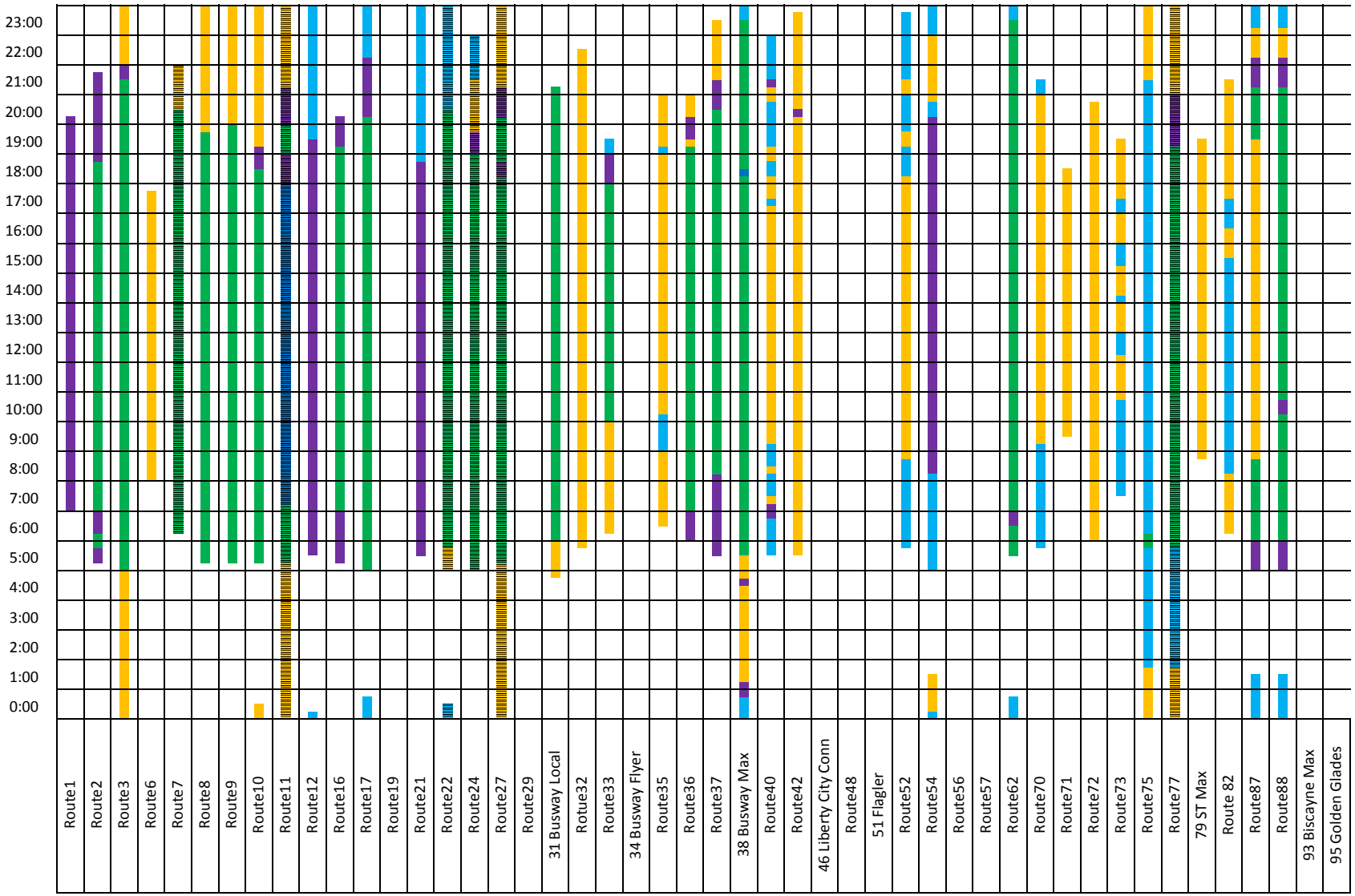
Saturday



Legend

- Frequent (<= 10 min)
- 15 min (11-15 min)
- 30 min (16-30 min)
- 45 min (31-45 min)
- Hourly (46-60 min)
- More than hour (60+ min)
- Route contains a "via" (some parts have less frequency)

Sunday



Legend

Frequent (<= 10 min)

15 min (11-15 min)

30 min (16-30 min)

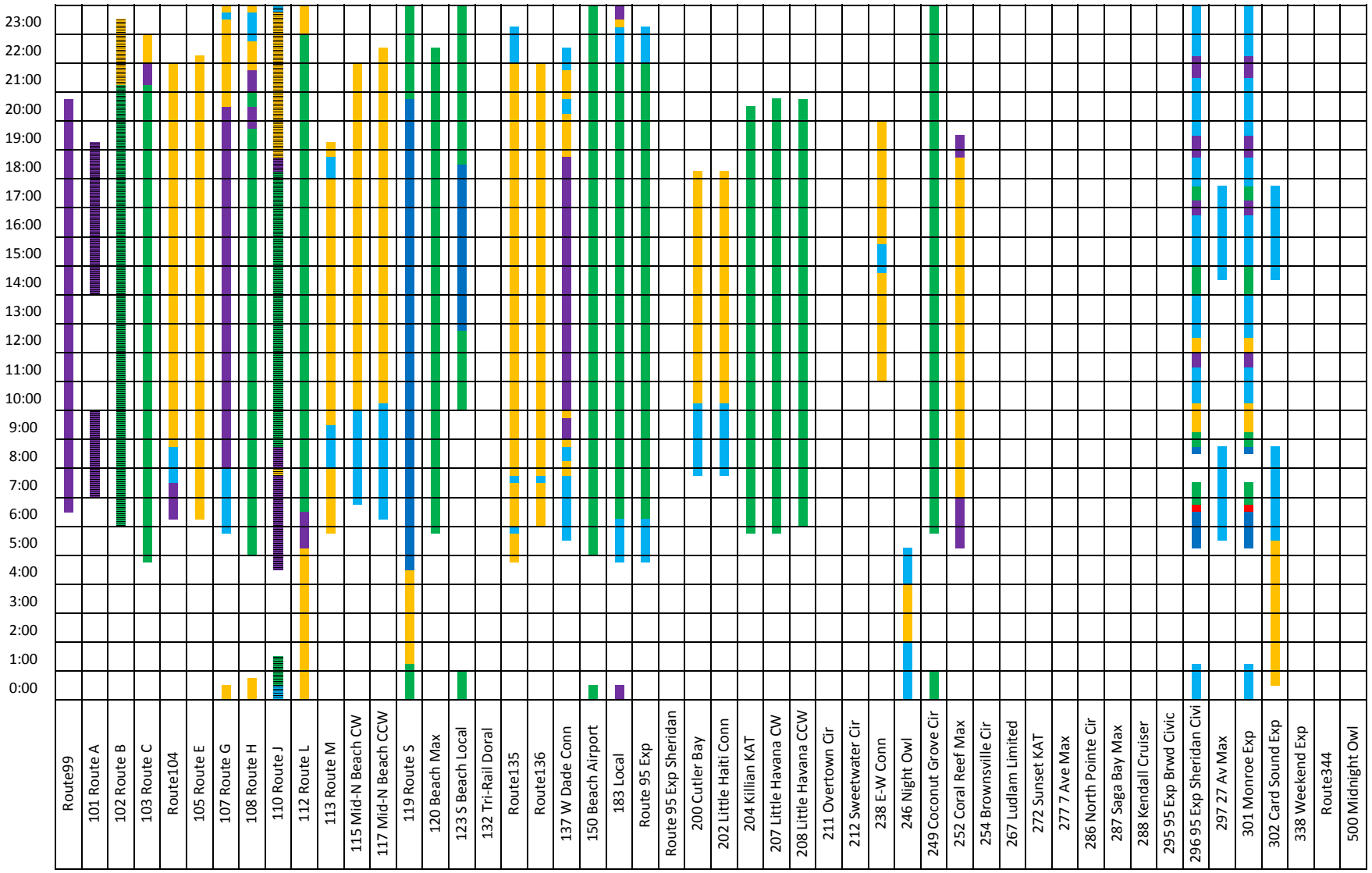
45 min (31-45 min)

Hourly (46-60 min)

More than hour (60+ min)

Route contains a "via" (some parts have less frequency)

Sunday



Legend

- Frequent (<= 10 min)
- 15 min (11-15 min)
- 30 min (16-30 min)
- 45 min (31-45 min)
- Hourly (46-60 min)
- More than hour (60+ min)
- Route contains a "via" (some parts have less frequency)

APPENDIX A.3


MIAMI-DADE TRANSIT
AHEAD
2018
2027
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
MIAMI-DADE COUNTY

A.3 Municipal Transit Services

Municipal Transit Services

Municipality	Service Operator	Website Address
City of Aventura	Contractor	http://www.cityofaventura.com/index.aspx?page=121
Village of Bal Harbour	Contractor	http://cdn.trustedpartner.com/docs/library/TownofBayHarborIslands2015/Content/SHUTTLEBUS-BUS-INFO.pdf
Village of Bay Harbor Islands	Contractor	http://www.bayharborislands.org/town-shuttle-service
Village of Biscayne Park	N/A	
City of Coral Gables	Contractor	http://www.coralgables.com/index.aspx?page=325
Town of Cutler Bay	DTPW	http://cutlerbay-fl.gov/your-community/town-circulator-bus
City of Doral	Contractor	https://www.cityofdoral.com/all-departments/public-works/doral-trolley/
Village of El Portal	N/A	
City of Florida City	N/A	
Town of Golden Beach	N/A	
City of Hialeah	Contractor	http://www.hialeahfl.gov/index.php?option=com_content&view=article&id=141&Itemid=409&lang=en
City of Hialeah Gardens	ILA with Hialeah	http://cityofhialeahgardens.com/cohg2/index.php?option=com_content&view=article&id=63&Itemid=1
City of Homestead	Contractor	http://www.cityofhomestead.com/index.aspx?NID=374
Village of Indian Creek	N/A	
Village of Key Biscayne	Planning ongoing - Service Start Date TBD	http://keybiscayne.fl.gov/
Town of Medley	Municipality	http://www.townofmedley.com/
City of Miami	Contractor	http://www.miamigov.com/trolley/
City of Miami Beach	DTPW	http://web.miamibeachfl.gov/transportation/default.aspx?id=80881
City of Miami Gardens	Contractor	http://www.miamigardens-fl.gov/publicworks/express.html

Municipal Transit Services

Town of Miami Lakes	Contractor	http://miamilakes-fl.gov/index.php?option=com_content&view=article&id=65&Itemid=410
Village of Miami Shores	Contractor	http://www.miamishoresvillage.com/miami-shores-village/shores-shuttle-information.html
City of Miami Springs	Contractor	http://www.miamisprings-fl.gov/community/free-bee-shuttle-route-and-schedule-changes-feb-24-2014
City of North Bay Village	Municipality	http://www.nbvillage.com/Pages/NorthBayFL_WebDocs/Minibus
City of North Miami	Contractor	http://www.northmiamifl.gov/Departments/publicworks/transportation.aspx
City of North Miami Beach	Municipality	http://www.citynmb.com/index.asp?Type=B_BASIC&SEC={F5855F6B-71D6-496D-ACFD-5F00349C448A}
City of Opa Locka	South Florida Regional Transportation Authority (SFRTA)	http://opalockafl.gov/index.aspx?nid=239
Village of Palmetto Bay	Municipality	http://www.palmettobay-fl.gov/content/ibus-bus-circulator-service#Bus_Schedule_and_Route_Map
Village of Pinecrest	Contractor	http://www.pinecrest-fl.gov/index.aspx?page=503
City of South Miami	Planning ongoing - Service Start Date TBD	www.southmiamifl.gov/
City of Sunny Isles Beach	Municipality	http://www.sibfl.net/transportation/
Town of Surfside	Contractor	http://www.townofsurfsidefl.gov/Pages/SurfsideFL_WebDocs/miscdocumentsandforms/Shuttleinfo.pdf
City of Sweetwater	Municipality	http://cityofsweetwater.fl.gov/transit.html
Village of Virginia Gardens	ILA with Miami Springs	http://www.virginiagardens-fl.gov/
City of West Miami	Municipality	http://cityofwestmiamifl.com/index.asp?SEC=C9863CB6-1E5C-4866-8827-ED8E82058ABC&Type=B_BASIC

Note: ILA = Interlocal Agreement

Legend: **Total 34 municipalities**

Existing municipal service	27
Future municipal service	2
No current or planned service	5

APPENDIX A.4

A.4 MDT10Ahead Outreach Activities

2016 Golden Passport Outreach Schedule

	Date	Hours	Location	Address	Requested By	Staff Assigned	Customers Assisted
1	1/14/2016	9:00 - 12:00	Miami VA	1435 W Flagler	Shelia Leroy	Yolanda	22
2	1/23/2016	10:00 - 1:00	Gwen Cherry PHCD Complex	2099 NW 23 ST	Marta Martinez-Aleman	Sonia	179
3	1/26/2016	10:00 - 12:00	Miami Wellness Center	551 E 49 St	Dotty Vazquez	Frank	17
4	1/27/2016	10:00 - 1:00	Key Biscayne Community Center	10 Village Green Way	Beatriz Jimenez	Frank	24
5	2/13/2016	8:30 - 6:30	Coconut Grove Art Festival	2820 MacFarlane Rd		Sonia	
6	2/14/2016	8:30 - 6:30	Coconut Grove Art Festival	2820 MacFarlane Rd		Sonia	
7	2/15/2016	8:30 - 6:30	Coconut Grove Art Festival	2820 MacFarlane Rd		Sonia	
8	2/18/2016	10:00 - 12:00	Miami Wellness Homestead	151 NW 11 ST	Dotty Vazquez	Mike	5
9	3/3/2016	10:00 - 12:00	Cherry Village	421 NE 12 Ave	Dotty Vazquez	Mike	8
10	3/11/2016	10:00 - 1:00	Carroll Manor	3667 South Miami Ave	Miriam Vidal 305-894-8953	Pierre	68
11	3/18/2016	10:30 - 2:00	North Miami Wellness Center	13220 Biscayne Blvd	Dotty Vazquez	Pierre	24
12	3/31/2016	9:30 - 12:00	Arcadia Lakes Senior Center	8401 NW 14 Ave	Allan Tavss	Sylvia	54
13	4/6/2016	10:00 - 1:00	St Dominic Gardens	5849 NW 7 ST	Lissett Fernandez 305-262-0962	Mike	31
14	4/14/2016	9:00 - 12:00	Miami VA	1435 W Flagler	Shelia Leroy	Yolanda	14
15	4/19/2016	10:00 - 12:00	Allapattah Senior Center	2257 NW North River Dr	Dotty Vazquez	Yolanda	127
16	4/20/2016	1:00 - 3:00	DV Archbishop McCarthy	13201 NW 28 Ave	Dotty Vazquez	Pierre	38
17	4/21/2016	10:00 - 12:00	Hostos Senior Center	2902 NW 2 Ave	Dotty Vazquez	Pierre	7
18	4/21/2016	10:00 - 1:00	Pinecrest Community Center	5855 Killian Dr	Isabel Dossul	Yolanda	16
19	4/22/2016	9:00 - 12:00	Humana Health Fair	711 NW 72 Ave	Claudia Delgado 305-984-1242	Pierre	4
20	5/10/2016	9:30 - 1:00	Leon Medical Center	Kendall Dr & 125 Ave	Dotty Vazquez	Yolanda	173
21	5/11/2016	10:00 - 12:00	Leon Medical Center	79 Ave & Flagler	Dotty Vazquez	Yolanda	89
22	5/12/2016	9:30 - 2:00	Pinecrest Community Center	5855 Killian Dr		Mike	158

2016 Golden Passport Outreach Schedule

	Date	Hours	Location	Address	Requested By	Staff Assigned	Customers Assisted
23	5/12/2016	10:00 - 12:00	Leon Medical Center	64 St & 20 Ave	Dotty Vazquez	Yolanda	110
24	5/13/2016	9:30 - 1:00	Leon Medical Center	101 SW 27 Ave	Dotty Vazquez	Yolanda	95
25	5/14/2016	9:00 - 2:00	Mary Collins Center	15151 NW 82 Ave	Leena Borjes (Dist 13)	Pierre	73
26	5/16/2016	9:00 - 2:00	Three Towers	2800 NW 18 Ave	Virginia Salas 305-633-0462	Yolanda	136
27	5/17/2016	2:00 - 4:00	Palermo Lakes	5311 NW 7 ST	Dotty Vazquez	Yolanda	51
28	5/18/2016	10:00 - 2:00	Collins Park	3625 NW 20 Ave	Alicia Fernandez 305-250-5427	Yolanda	83
29	5/20/2016	9:00 - 12:00	Miami VA	1492 W Flagler	Shelia Leroy	Yolanda	20
30	5/20/2016	10:00 - 12:00	Hostos Senior Center	2902 NW 2 Ave	Dotty Vazquez	Pierre	88
31	5/23/2016	9:30 - 10:30	Jackson Senior High **K-12**	1751 NW 36 St	Ana-Rosa Ross	Pierre	50
32	5/24/2016	9:30 - 2:00	Stirup Plaza	3150 Mundy St	Rosa Diaz 786-452-0302	Yolanda	110
33	5/25/2016	9:30 - 1:00	Leon Medical Center	7950 NW 2 ST	Dotty Vazquez	Yolanda	148
34	5/26/2016	9:30 - 1:00	Leon Medical Center	6450 W 21 Court	Dotty Vazquez	Yolanda	182
35	5/27/2016	9:30 - 1:00	Leon Medical Center	2285 W Flagler St	Dotty Vazquez	Yolanda	121
36	5/31/2016	10:00 - 12:00	Active Adult Card	1470 NW 36 St	Dotty Vazquez	Yolanda	51
37	6/2/2016	1:00 - 3:00	Robert Sharp Towers	115 NW 202 Ter	Patricia Walker 305-652-1506	Yolanda	32
38	6/4/2016	8:00 - 12:00	Village Hall	9705 Hibiscus St	Cheryl Motsco 786-469-5162	Sonia/Lynn	5
39	6/7/2016	9:30 - 1:00	Leon Medical Center	12515 SW 88 St	Dotty Vazquez	Yolanda	160
40	6/8/2016	9:30 - 1:00	Leon Medical Center	7950 NW 2 ST	Dotty Vazquez	Yolanda	117
41	6/9/2016	9:30 - 1:00	Leon Medical Center	6450 W 21 Court	Dotty Vazquez	Yolanda	136
42	6/14/2016	11:00 - 2:00	Mt. Zion Missionary Baptist Church	301 NW 9 ST	Robby Hall 305-379-4147	Yolanda	26
43	6/17/2016	9:00 - 12:00	Miami VA	1492 W Flagler	Shelia Leroy	Yolanda	17
44	6/24/2016	10:00 - 12:00	Leon Medical Center	2285 W Flagler St	Dotty Vazquez	Yolanda	84
45	6/28/2016	10:00 - 12:00	Leon Medical Center	12515 SW 88 St	Dotty Vazquez	Pierre	173
46	6/29/2016	9:30 - 1:00	Leon Medical Center	7950 NW 2 ST	Dotty Vazquez	Pierre	123
47	6/30/2016	9:30 - 1:00	Leon Medical Center	6450 W 21 Court	Dotty Vazquez	Pierre	148

2016 Golden Passport Outreach Schedule

	Date	Hours	Location	Address	Requested By	Staff Assigned	Customers Assisted
48	7/1/2016	10:00 - 12:00	Leon Medical Center	2285 W Flagler St	Dotty Vazquez	Pierre	126
49	7/14/2016	10:00 - 1:00	Comm. Bovo Dist. Office	1490 W 68 St	Leena Borjes (Dist 13)	Yolanda	84
50	7/15/2016	9:00 -12:00	Miami VA	1492 W Flagler	Shelia Leroy	Mike	5
51	7/16/2016	9:00 - 1:00	Comm. Zapata Senior Fair	15900 SW 56 ST	Isamar Ramos	Sonia	178
52	7/20/2016	10:00 - 1:00	Goodlet Senior Center	900 W 44 Pl	Leena Borjes (Dist 13)	Yolanda	84
53	7/22/2016	10:00 - 12:00	De Hostos Senior Center	2902 NW 2 Ave	Vincent Delgado	Yolanda	12
54	7/23/2016	11:00 - 2:00	Comm. Zapata Hurricane Prep	15735 SW 144 Ave	Jessica Pena	Sonia	59
55	7/30/2016	9:00 - 1:00	Bethany Maranatha Church	10640 NW 12 Ave	Edeline Mondestin	Sonia	200
56	8/4/2016	10:00 - 12:00	Comm. Bovo Dist. Office	1490 W 68 St	Leena Borjes (Dist 13)	Yolanda	0
57	8/13/2016	10:00 - 2:00	Olinda Park Comm. Edmonson K-12	2101 NW 51 St		Sonia	263
58	8/17/2016	1:00 - 4:00	Gus Machado Ford K-12	1200 W 49 St	Leena Borjes (Dist 13)	Mike	67
59	8/19/2016	9:00 - 12:00	Miami VA	1492 W Flagler	Shelia Leroy	Yolanda	48
60	8/26/2016	10:00 - 1:00	Town of Medley	7777 NW 72 Ave	Janette	Yolanda	52
61	9/2/2016	9:00 - 12:00	De Hostos Senior Center	2902 NW 2 Ave	Vincent Delgado	Sylvia	0
62	9/14/2016	12:00 - 1:00	Dorsey Tech	7100 NW 17 Ave	Leroy Jones	Pierre	43
63	9/15/2016	10:00 - 11:00	South Dade Skill Center	28300 SW 152 Ave	Leroy Jones	Mike	29
64	9/16/2016	2:00 - 4:00	Hialeah Hospital	651 East 25 St	Katharine Cue-Fuente	Pierre	27
65	9/21/2016	9:00 - 1:00	Miami Dade College (Kendall)	11011 SW 104 St	Monica Darden	Mike	162
66	10/18/2016	10:00 - 12:00	Pinecrest Community Center	5855 Killian Dr	Isabel Dossul	Mike	6
67	10/25/2016	11:00 - 2:00	Adult Activity Ctr of Coral Gables	2 Andalusia Ave	Roberta Gilmore	Sylvia	37
68	11/4/2016	11:00 - 2:00	Robert King High	1405 NW 7 ST		Sylvia	42
69	12/7/2016	10:00 - 1:30	Veranda Senior Apts	28355 SW 152 Ave	Linda	Mike	49
70	12/8/2016	10:00 - 12:00	Pinecrest Community Center	5855 Killian Dr	Isabel Dossul	Mike	7

Marketing Communications Events		
Location No.	**Location Name**	**Date**
1	Miami Marathon	Jan. 2016
2	Miami Bot Show & Coconut Grove Art Festival	Feb. 2016
3	South Dade Senior College Fair	Feb. 2016
4	Underline event at South Miami Hospital	Feb. 2016
5	Venetian Cuaseway Opening	Feb. 2016
6	Bike to Work Day	Mar. 2016
7	Hitachi Rail Center Ceremony	Mar. 2016
8	The Underline-Userve	Mar. 2016
9	DTPW outreach at MPO event	Mar. 2016
10	Bike the Underline	Apr. 2016
11	Miami Soul Train	Apr. 2016
12	Dounty - Spring into Wellness	Apr. 2016
13	Great Park Summit	Apr. 2016
14	Transit Watch at eMerge	Apr. 2016
15	Cycle de Mayo at Museum Park station	May. 2016
16	Crandon Blvd Bike Lane Improvments	June. 2016
17	WAZE Press conference	June. 2016

Marketing Communications Events		
Location No.	**Location Name**	**Date**
18	NE 2nd Ave Ground Breaking	July. 2016
19	App Launch/Real Time	Aug. 2016
20	7-Day Pass distribution throughout county	Aug. 2016
21	Traffice Magenement Center Press Conference/Ribbon cutting	Aug. 2016
22	Com. Edmunson Health Fair	Aug. 2016
23	AC Bus Shelter Ribbon cutting	Aug. 2016
24	Underlounge at the Underline	Oct. 2016
25	Outreach on Metrorail w/Miami Heat	Oct. 2016
26	Hitchi Married Pair press conference	Oct. 2016
27	Bay Skate outreach	Oct. 2016
28	Transit Loves the Arts - Tropical Park	Nov. 2016
29	Articulated Buses -Ribbon Cutting	Nov. 2016
30	Senior Center outreach	Nov. 2016
31	Miami Book Fair	Nov. 2016
32	Art Express/Art Basel outreach	Dec. 2016
33	Traffic Jam event - outreach	Dec. 2016
34	Transit Day	Dec. 2016

Brochure Outreach					
Location No.	**Date**	**Location Name**	**Address**	**DTPW Staff Attended**	**Commission District - Commissioner**
1	5/12/2017	Miami Dade County Spring Wellness	"Stephen P. Clark Center 111 NW 1st Street Miami, FL 33128"	DTPW Marketing / Planning Staff	District 5 - Bruno A Barreiro
2	6/8/2017	Coral Gables Youth Center	405 University Drive, Coral Gables, Florida 33134	Celia Ramos and Kenia Garcia	District 7 - Xavier L. Suarez
3	6/14/2017	Palm Medical Center	1251 NW 36 Street Miami. Fl. 33142	Kenia Garcia	District 3 - Audrey M. Edmundson
4	6/19/2017	Kendall Park-and-Ride	"Kendall Park-and-Ride SW 88th Street/SW 127th Avenue"	DTPW Marketing Team	District 7 - Xavier L. Suarez

MDT10Ahead Survey Distribution Events

Location No.	Date	Location Name	Address	DTPW Staff Attended	Commission District - Commissioner
1	5/12/2017	Miami Dade County Spring Wellness	Stephen P. Clark Center 111 NW 1st Street Miami, FL 33128	DTPW Marketing / Planning Staff	District 5 - Bruno A Barreiro
2	6/8/2017	Coral Gables Youth Center	405 University Drive, Coral Gables, Florida 33134	Celia Ramos and Kenia Garcia	District 7 - Xavier L. Suarez
3	6/14/2017	Palm Medical Center	1251 NW 36 Street Miami. Fl. 33142	Kenia Garcia	District 3 - Audrey M. Edmundson
4	6/19/2017	Kendall Park-and-Ride	Kendall Park-and-Ride SW 88th Street/SW 127th Avenue	DTPW Marketing Team	District 7 - Xavier L. Suarez

APPENDIX A.5


MIAMI-DADE TRANSIT
2027
2018
AHEAD
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
MIAMI-DADE COUNTY

A.5 MDT Major Trip Generator Maps

TABLE 4-8
DTPW MAJOR TRIP GENERATORS (December 2016)

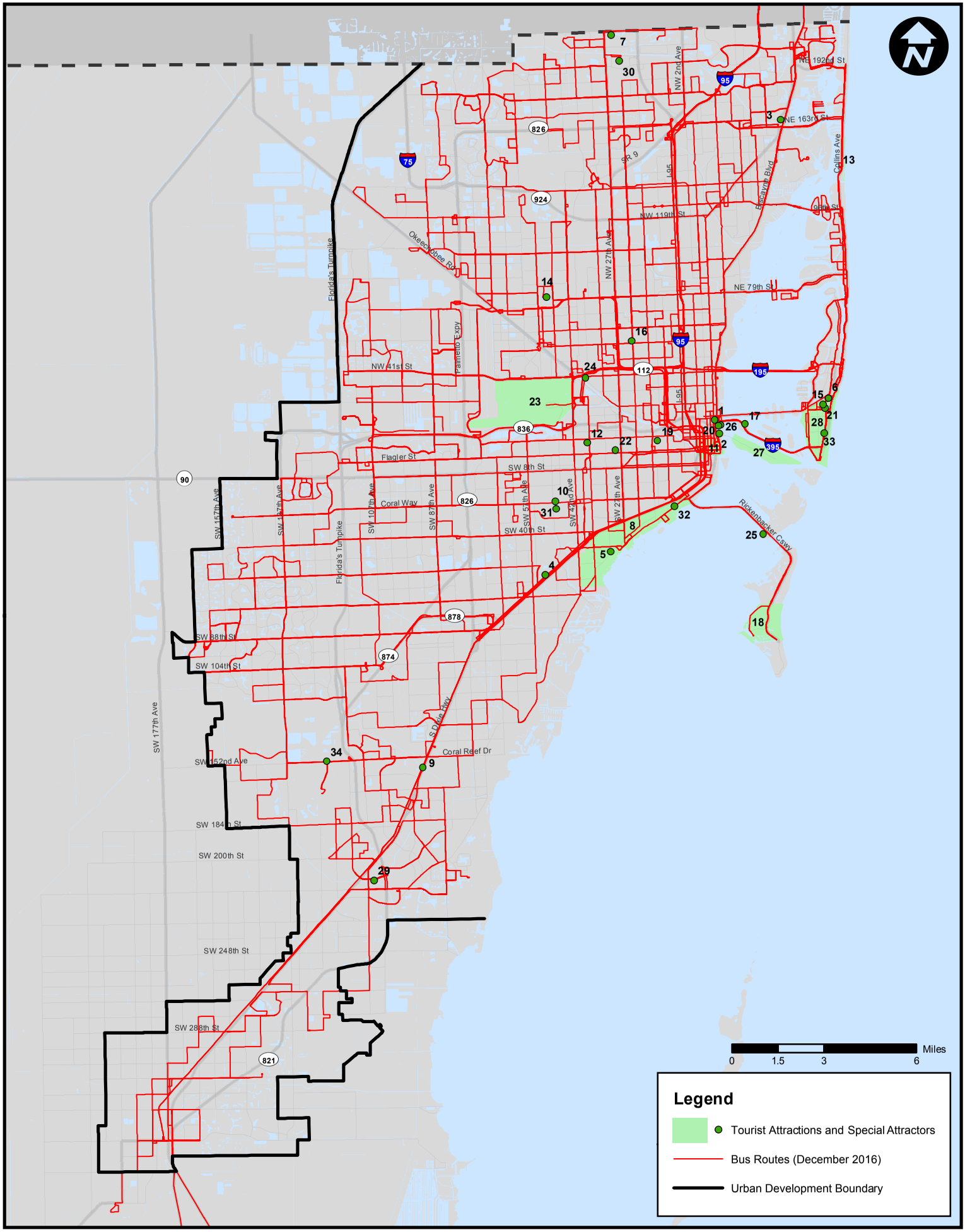
ID	MAJOR GENERATORS	ROUTES					COMMENTS
	Special Attractors						
1	Adrienne Arsht Center	3	9	10	16	32	Service on adjacent roadways
		93	103 (C)	113 (M)	119 (S)	120	
		6	101 (A)	Mover			Service on local roadways
2	American Airlines Arena	3	93	103 (C)	119 (S)		Service on adjacent roadways
		9	120	Mover			Service on local roadways
3	The Cloisters of the Ancient Spanish Monastery	3	75	93	105	108 (H)	Service on local roadways
4	Watsco Center (Formerly Bank United Center)	48	56	500	Rail		Service on adjacent roadways and within walking distance of University station
5	Barnacle Historic State Park	48	249				Service on local roadways
6	Bass Museum of Art	123					Service on adjacent roadways
		103 (C)	112 (L)	113 (M)	115	117	Service on local roadways
		119 (S)	120	143			
7	Calder Race Course/Casino	99					Service on adjacent roadways
8	Coconut Grove	6	22	48	249	Rail	Service on local roadways
9	Coral Castle	31	34	38	287		Service on local roadway and the Busway
10	Coral Gables Merrick House	24					Service on adjacent roadway
11	Downtown Miami	2	3	6	7	9	Service on local roadways and within walking distance of Government Center and Historic Overtown/Lyric Theatre stations and various Metromover stations
		11	21	51	77	93	
		95	103 (C)	119 (S)	120	195	
		196	207	208	211	246	
		277	500	Mover	Rail		
12	Flagler Kennel Club-Magic City Casino	6	7	37	238		Service on adjacent roadways
13	Haulover Beach	108 (H)	119 (S)	120			Service on adjacent roadway
14	Hialeah Race Track	29	37	54	112	135	Service on local roadways
		Rail					
15	Fillmore Miami Beach at the Jackie Gleason Theater	103 (C)	112 (L)	113 (M)	115	117	Service on local roadways
		119 (S)	120	123	150		
16	Joseph Caleb Community Center	22	57	246	254		Service on adjacent roadways
17	Jungle Island/Miami Children's Museum	103 (C)	113 (M)	119 (S)	120		Service on adjacent roadways
18	Key Biscayne	120 (B)					Service on adjacent roadways

Source: DTPW, 2016
Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.

TABLE 4-8
DTPW MAJOR TRIP GENERATORS (December 2016)

	MAJOR GENERATORS	ROUTES					COMMENTS
19	Marlins Park	7	17				Service on adjacent roadways
		6	11	12	51	208	Service on local roadways
20	Perez Art Museum Miami	3 Mover	93	103 (C)	119 (S)	908	Service on local roadways
21	Miami Beach Convention Center	115	117	123	143		Service on adjacent roadways
		103 (C) 150	112 (L)	113 (M)	119 (S)	120	Service on local roadways
22	Miami-Dade County Auditorium	11	27	51			Service on adjacent roadway
23	Miami International Airport	7 150	37 238	42 297	57 338	110 Rail	Routes restructured to serve MIC; from MIC use MIA Mover to access Airport
24	Miami Jai-Alai	36	110 (J)				Service on adjacent roadway
25	Miami Seaquarium	115 (B)					Service on adjacent roadway
26	~~Museum of Science~~ Closed 2016 pending move to new location downtown.						~~Service on adjacent roadway~~ ~~Service on local roadway~~
27	PortMiami						No MDT service to PortMiami
28	South Beach	103 (C)	113 (M)	120	123	150	Service on local roadways
29	South Miami-Dade Cultural Arts Center	1 52	31 70	34 137	35 200	38	Service on adjacent roadways
30	Hard Rock Stadium (Formerly Sunlife Stadium)	27	99	297			Service on local roadways
31	Venetian Pool	24					Service on local roadway
32	Vizcaya	12	14	24	48	Rail	Service on adjacent roadway
33	The Wolfsonian - FIU Museum	103 (C)	120	123	150		Service on adjacent roadway
34	Zoo Miami	252					On-site service to entrance

Source: DTPW, 2016
Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.

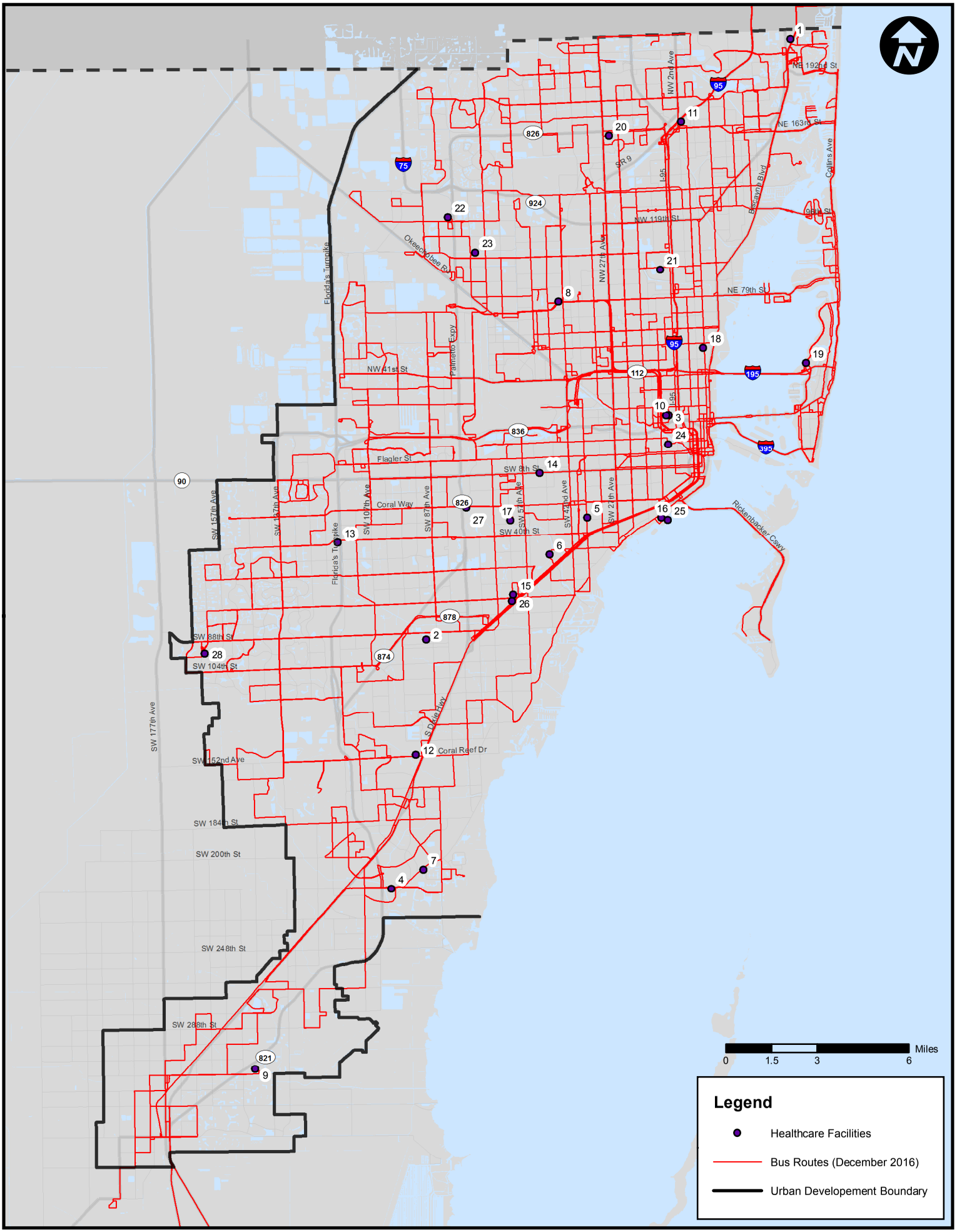


Tourist Attractions and Special Attractors. Source: DTPW, December 2016

TABLE 4-8
DTPW MAJOR TRIP GENERATORS (December 2016)

ID	MAJOR GENERATORS	ROUTES					COMMENTS
ID	**Health Care Facilities**						
1	Aventura Hospital	105 (E)					Service on adjacent roadway
2	Baptist Hospital	88	104				Service on adjacent roadways
3	Bascom Palmer Eye Institute/Ann Bates Leach Eye Hospital	113 (M)	21	246	Rail		Service on adjacent roadways and within walking distance from Civic Center station
		12	32	77	95	277	Service on local roadways
		295	296				
4	Community Health Center of South Dade (Doris Ison Health Center)	35	52	70	287		On-site service and service on adjacent roadways
5	Coral Gables Hospital	37					Service on adjacent roadways
6	Doctors' Hospital	56					Service on adjacent roadway
7	HealthSouth Rehabilitation Hospital of Miami	70	200				Service on adjacent roadway
8	Hialeah Hospital	112 (L)	42	Rail			Service on adjacent roadways
9	Homestead Hospital (Baptist)	35					Service on adjacent roadway
10	Jackson Memorial / U.M. / V.A. Hospital	12	21	32	95	113 (M)	Service on adjacent roadways and within walking distance from Civic Center station
		246	295	296	Rail		
11	Jackson North Medical Center	105 (E)	22	246			Service on adjacent roadways
12	Jackson South Community Hospital	52	252				Service on adjacent roadways
		31	34	38	57	287	Service on local roadways
13	Kendall Regional Medical Center	40					Service on adjacent roadway
14	Kindred Hospital South Florida - Coral Gables	8					Service on adjacent roadway
15	Larkin Community Hospital	37	72				Service on adjacent roadway
		57	500	Rail			Service on local roadways
16	Mercy Hospital	12	48				On-site service with shelters
17	Miami Children's Hospital	56					On-site service with shelters
18	Miami Jewish Home & Hospital for the Aged	9	10	202			Service on adjacent roadway
		54					Service on local roadway
19	Mount Sinai Medical Center	103	113	115	117		On-site service
		62	110 (J)	143	150		Service on adjacent roadway
20	North Dade Health Center	107 (G)					On-Site Service
		27	297				Service on local roadways
21	North Shore Medical Center	33					Service on adjacent roadways
22	Palmetto General Hospital	29					On-site service with shelters
23	Palm Springs General Hospital	33	54				On-site service with shelters
		29					Service on adjacent roadways
24	Selected Specialty Hospital	7					Service on adjacent roadway
		6	11	12	51	208	Service on local roadway
25	Sister Emmanuel Hospital	12	48				On-site service with shelters
26	South Miami Hospital	37	57	72	500	Rail	Service on adjacent roadways and within walking distance from South Miami station
27	Westchester General Hospital	24					Service on adjacent roadway
28	West Kendall Baptist Hospital	72	88	104	204	272	Service on adjacent roadway
		288					

Source: DTPW, 2016
Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.

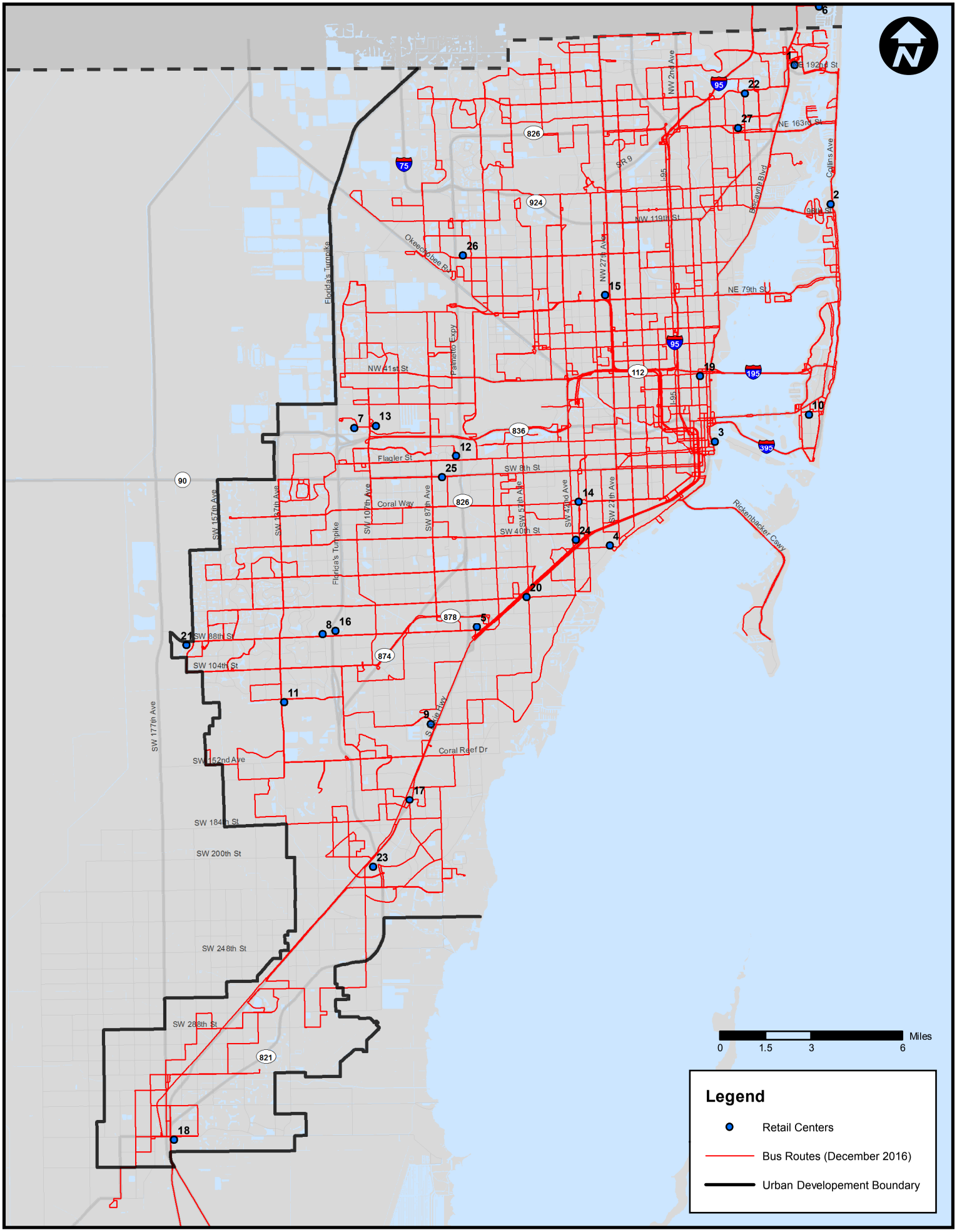


Healthcare Facilities. Source: DTPW, December 2016

TABLE 4-8
DTPW MAJOR TRIP GENERATORS (December 2016)

ID	MAJOR GENERATORS	ROUTES					COMMENTS
	Retail Centers						
1	Aventura Mall	3 105 (E)	9 119 (S)	93 120	95 183	99	On-site service
2	Bal Harbour Shops	108 (H)	119 (S)	120			Service on adjacent roadways
3	Bayside Market Place	3	93	103 (C)	119 (S)	Mover	Service on adjacent roadways
		9	120				Service on local roadways
4	Coco Walk/ Mayfair in the Grove	48	249				Service on adjacent roadways
5	Dadeland Mall	73	87	88	104		Service on adjacent roadways.
		204	272	500	Rail		
6	Diplomat Mall	105 (E)					Service on adjacent roadway
7	Dolphin Mall	7 338	36	71	137	238	On-site terminal with shelters
8	Kendall Village	88	288				Service on adjacent roadway
9	(The) Falls	31 252	34 287	38	52	136	Service on adjacent roadway and at Busway Station at SW 136 Street
10	Lincoln Road Mall	103 (C) 119 (S)	112 (L) 120	113 (M) 123	115 143	117 150	Service on adjacent roadways
11	London Square	136	137				Service on adjacent roadways
12	Mall of the Americas	7	11	51	87		On-site service with shelters
13	Miami International Mall	7 338	36	71	137	238	Service on adjacent roadways
14	Miracle Mile	24	37	42	56		Service on adjacent roadways
15	Northside Shopping Plaza	12 297	21 Rail	27	79	112 (L)	On-site and adjacent roadway service
16	Palms at Town and Country	88	288				Service on adjacent roadways
17	Perrine Plaza	1	52				Service on adjacent roadways
		31	34	38			Service on local Busway (park & ride lot at SW 168 St.)
18	Florida Keys Outlet Center	35 344	38	70	301	302	Service on adjacent roadways
19	Shops at Midtown Miami	9 202	10 36	36	110 (J)	143	Service on adjacent roadways
20	Shops at Sunset Place	37	57	72	500	Rail	On-site and adjacent roadway service
21	Shops at Paradise Lake	104	204				Service on adjacent roadways
22	Skylake Mall	9	10	95	108 (H)	183	Service on adjacent roadways
23	Southland Mall	1 52	31 70	34 137	35 200	38	Service on adjacent roadways
24	Village at Merrick Park	37 136	40 249	42 500	48 Rail	56	Service on adjacent roadways and within walking distance of Douglas Road station
25	Westchester Shopping Center	8	87				Service on adjacent roadways
26	Westland Mall	29	33	54			Service on adjacent roadways
27	163rd Street Mall	2 19 246	3 22	9 75	10 105 (E)	16 108 (H)	Service on adjacent roadways and off-site terminal

Source: DTPW, 2016
Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.

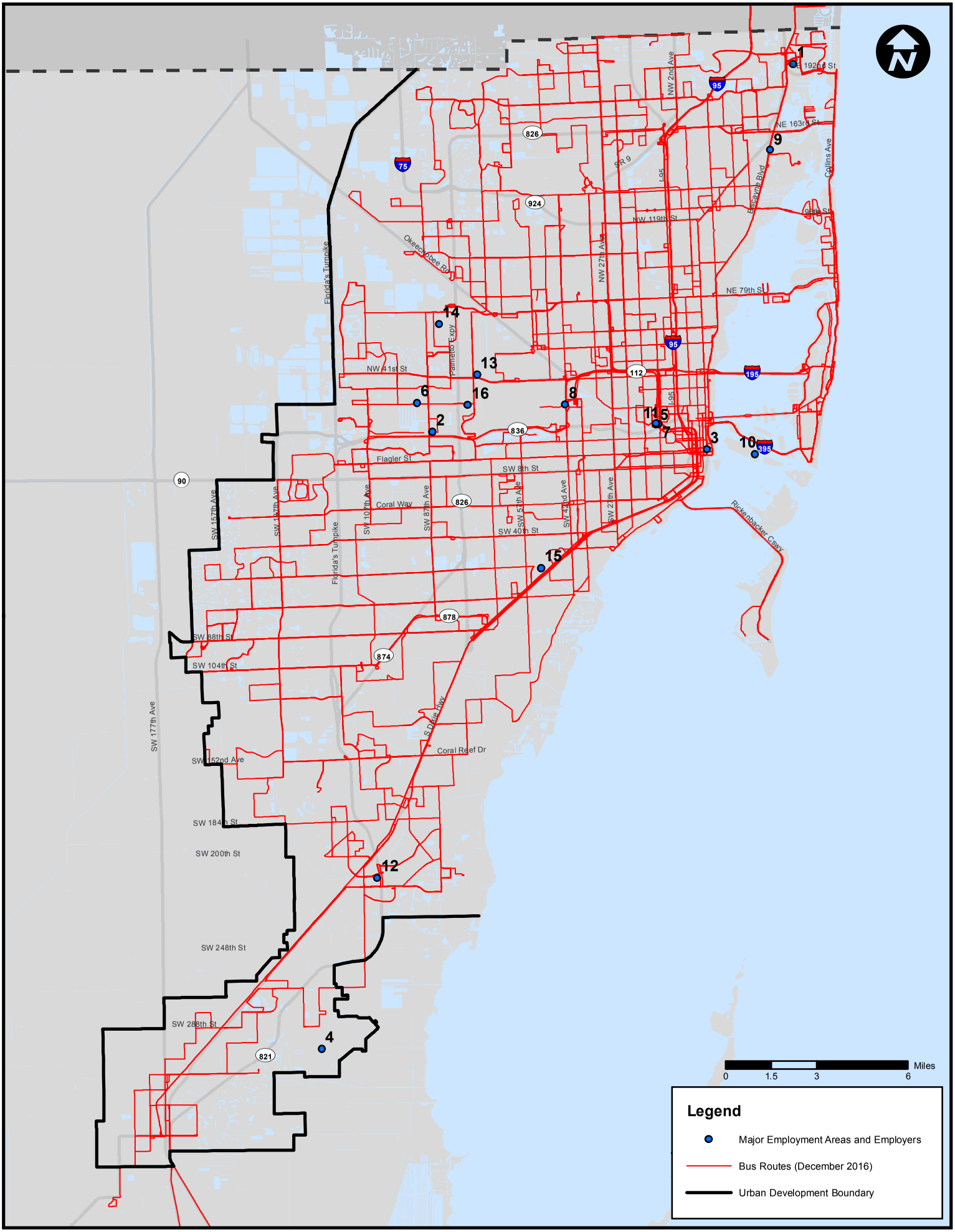


Retail Centers. Source: DTPW, December 2016

TABLE 4-8
DTPW MAJOR TRIP GENERATORS (December 2016)

ID	MAJOR GENERATORS	ROUTES					COMMENTS
	Major Employment Areas and Employers						
1	Aventura Mall	3 105 (E)	9 119 (S)	93 120	95 183	99	On-site service
2	Doral - Warehouse Area	87	95	238			Service on adjacent roadways
3	Downtown Miami	2 11 95 196 277	3 21 103 (C) 207 Mover	6 51 119 (S) 208 Rail	7 77 120 211	9 93 195 246	Service on local roadways and within walking distance of Government Center and Historic Overtown/Lyric Theatre stations and various Metromover stations
4	Homestead Air Reserve Base						No service to Homestead Air Reserve Base
5	Miami-Dade Pre-Trial Detention Center	12 295	95 296	113 (M) Rail	211	246	Service on local roadways and located within walking distance of Civic Center station
6	Miami-Dade Police Department	95	238				Service on adjacent roadway
7	Miami Dade State Attorney's Office	12 295	95 296	113 (M) Rail	211	246	Service on local roadways and located within walking distance of Civic Center station
8	Miami International Airport	7 150	37 238	42 297	57 338	110 (J) Rail	Routes restructured to serve MIC; from MIC use MIA Mover to access Airport
9	North Dade Justice Center	3	75	93	135		Service on adjacent roadways
10	Port of Miami						None
11	Richard E. Gerstein Justice Building	12 295	95 296	113 (M) Rail	211	246	Service on local roadways and located within walking distance of Civic Center station
12	South Miami-Dade Government Center	1 70	31 137	34 200	35	52	Service on adjacent roadway
13	Turner-Guilford Knight Correctional Center	36	73	95	132		Service on adjacent roadways
14	Unincorporated Miami-Dade County Area bounded by NW 74 St. to the North, NW 58 St. to the South between SR-826 and NW 87 Ave.	87					Service on adjacent roadway
15	University of Miami	48	56	500	Rail		Service on adjacent roadways and within walking distance of University station
16	U.S. Post Office- General Mail Facility	73	238				Service on adjacent roadways

Source: DTPW, 2016
Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.



Major Employment Areas and Employers. Source: DTPW, December 2016

TABLE 4-8
DTPW MAJOR TRIP GENERATORS (December 2016)

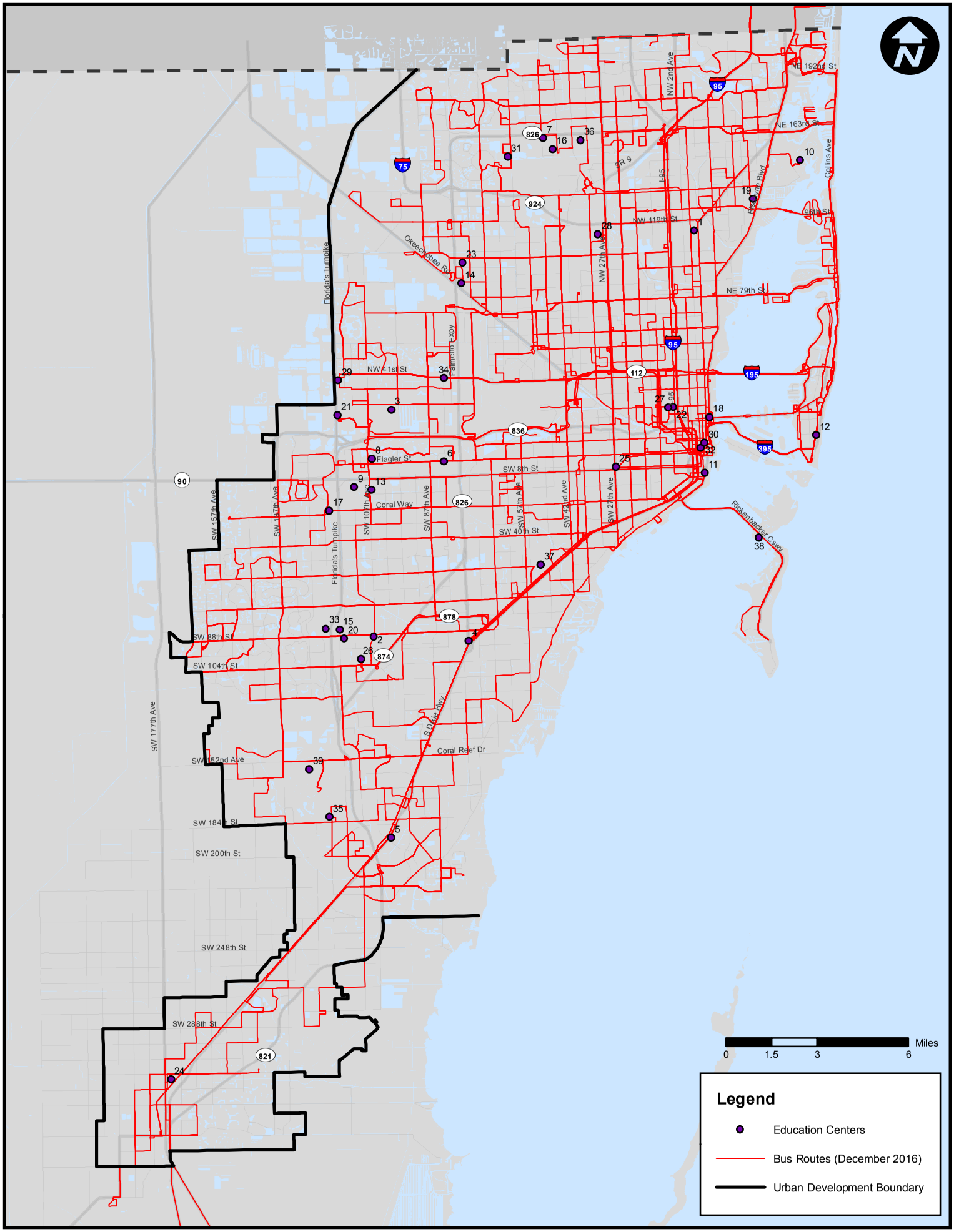
ID	MAJOR GENERATORS	ROUTES	COMMENTS
	Educational Centers		
1	Barry University - Main Campus	2 9 10	Service on adjacent roadways
2	Barry University - Kendall Campus	71	Service on adjacent roadway
		88 288	Service on local roadway
3	Carlos Albizu University	95 238	Service on local roadway
4	City College	31 34 38 52 73 88 136 252 287 500 Rail	Within walking distance of Dadeland South Station and route 252.
5	College of Business and Technology - Cutler Bay	31 34 35 38 200	Service on adjacent roadway
6	College of Business and Technology - Flagler	11 51 87	Service on adjacent roadway
		7	Service on local roadway
7	College of Business and Technology - Miami Gardens	32	Service on local roadways
8	FIU - Center for Engineering & Applied Sciences	11 51 137 212	Service on adjacent roadways
9	FIU - Modesto A. Maidique Campus	8 11 24 71 82	On-site terminal with shelters
10	FIU - Biscayne Bay	75 135	On-site service
11	FIU - The Metropolitan Center	48 102 (B)	Service on adjacent roadways
		6 Mover	Service on local roadways
12	FIU - The Wolfsonian	103 (C) 120 123 150	Service on adjacent roadway
13	Florida Career College - Miami	8 11 24 71 82	Service on adjacent roadway
14	Florida Career College - Hialeah	29	Service on local roadways
15	Florida Career College - Kendall	88 288	Service on local roadways
16	Florida Memorial University	32	Service on adjacent roadway
17	Florida National College - South Campus	24 40 51	Service on adjacent roadways
18	International Fine Arts College (Miami International University of Art & Design)	3 10 16 32 93 101 (A) 103 (C) 113 (M) 119 (S) 120 Mover	Service on adjacent roadways
		6 9	Service on local roadways
19	Johnson & Wales University	3 16 93	Service on adjacent roadway
20	Jones College	88 288	Service on adjacent roadway

Source: DTPW, 2016
Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.

TABLE 4-8
DTPW MAJOR TRIP GENERATORS (December 2016)

	MAJOR GENERATORS	ROUTES					COMMENTS
21	Keiser University	7	36	71	137	238	Service on local roadways
		338					
22	Lindsey Hopkins Technical Education Center	32	77	277			Service on adjacent roadways
		21	113	246			Service on local roadways
23	MDC - Hialeah	29	33	54			Service on adjacent roadway
24	MDC - Homestead	34	35	38	344		Service on adjacent roadways
		70					Service on local roadways
25	MDC - Interamerican	8	27	207	208		Service on adjacent roadways
26	MDC - Kendall	35	71	104	204		On-site service with shelters
27	MDC - Medical Center	21	32	113 (M)			Service on adjacent roadways
		77	246	277			Service on local roads
28	MDC - North	19	27	32	297		On-site terminal with shelters
29	MDC - West	36					Service on adjacent roadway
30	MDC - Wolfson Campus	3	6	7	9	93	Service on adjacent roadways
		103 (C)	119 (S)	120	Mover		
		2	11	51	77	95	Service on local roadways
		195	196	207	208	246	
31	Miami Lakes Education Center	29	75				Service on adjacent roadway
32	New World School of the Arts	3	6	9	11	77	Service on adjacent roadways
		93	103 (C)	119 (S)	120		
		2	21	51	95	195	Service on local roadways
		196	207	208	246	277	
		500	Mover	Rail			
33	Nova Southeastern University - Kendall Campus	88	288				Service on local roadway
34	Polytechnic University of Puerto Rico	36	95	132			Service on adjacent roadway
35	Robert Morgan Educational Center	52					Service on adjacent roadways
		137					Service on local roadway
36	St. Thomas University	32					Service on adjacent roadway
37	University of Miami	48	56	500	Rail		Service on adjacent roadways and within walking distance of University station
38	University of Miami - Marine Campus	102 (B)					Service on adjacent roadway
39	University of Miami - South Campus	252					Service on adjacent roadway

Source: DTPW, 2016
Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.



Educational Centers. Source: DTPW, December 2016

TABLE 4-8
DTPW MAJOR TRIP GENERATORS (December 2016)

ID	MAJOR GENERATORS	ROUTES					COMMENTS
	County Parks						
1	Amelia Earhart Park	37	135				Service on adjacent roadway
		42					Service on local roadway
2	Bal Harbour Beach	H	S	120			Service on adjacent roadway
		G					Service on local roadway
3	Biscayne Trail (East Side of Canal)	70	200	287			Service on intersecting roadway
4	Black Creek Trail (Along C1 Canal)	1	31	34	35	38	Service on intersecting roadway
		52	70	137	200	287	
5	Briar Bay Linear Park	136					Service on adjacent roadway
6	Chapman Field Park	136					Service on local roadway
7	Crandon Park	102 (B)					Service on local roadway
8	East Greynolds Park	93	105 (E)	108 (H)			Service on adjacent roadway
9	Greynolds Park	3	9	93	95	183	Service on adjacent roadways
10	Haulover Beach	108 (H)	119 (S)	120			Service on adjacent roadways
11	Haulover Park	108 (H)	119 (S)	120			Service on adjacent roadways
12	Homestead Air Reserve Park	70					Service on adjacent roadway
13	Ives Estates Park	99					Service on local roadway
14	Lakes by the Bay Park	70	200	287			Service on local roadways
15	Larry & Penny Thompson Park	137					Service on adjacent roadway
		52					Service on local roadway
16	Martin Luther King Jr. Memorial Park	32	62				Service on adjacent roadway
17	Matheson Hammock Park	136					Service on local roadway
18	Miami Beach (from South Beach to NW 86 ST)	112 (L)	119 (S)	120			Service on adjacent roadway
		62	79	103 (C)	108 (H)	110 (J)	Service on local roadways
		113 (M)	115	117	123	150	
19	Model Cities Trail	12	21	22	54	62	Service on intersecting roadways
		79	112	246	254		
20	North South Trail (South Dade Trail)	34	35	38	70		Service on adjacent roadway
		31	52	137	200	344	Service on local roadways
21	Old Cutler Bike Path	37	70	136	200	287	Service on intersecting roadway
22	Pinewoods Park	136					Service on local roadway
23	Snake Creek Trail	77	99				Service on intersecting roadways
24	Snapper Creek Trail	24	40	56	71	72	Service on intersecting roadways
		272					
25	Southridge Park	1					Service on adjacent roadway
		52					Service on local roadway
26	Sunny Isles Beach	105 (E)	108 (H)	119 (S)	120		Service on adjacent roadway
27	Surfside Beach	107 (G)	108 (H)	115	117	119 (S)	Service on adjacent roadway
		120					
28	Tamiami Park	8	11	24	71	82	Service on adjacent roadway
29	Tropical Park	40	56	82			Service on adjacent roadway
30	Virginia Key	B120 (B)					Service on local roadway
31	West Kendall District Park						None
32	Winston Linear Park	72	272				Service on adjacent roadway
		88	137	288			Service on local roadway
33	A. D. Barnes Park	40					Service on adjacent roadway

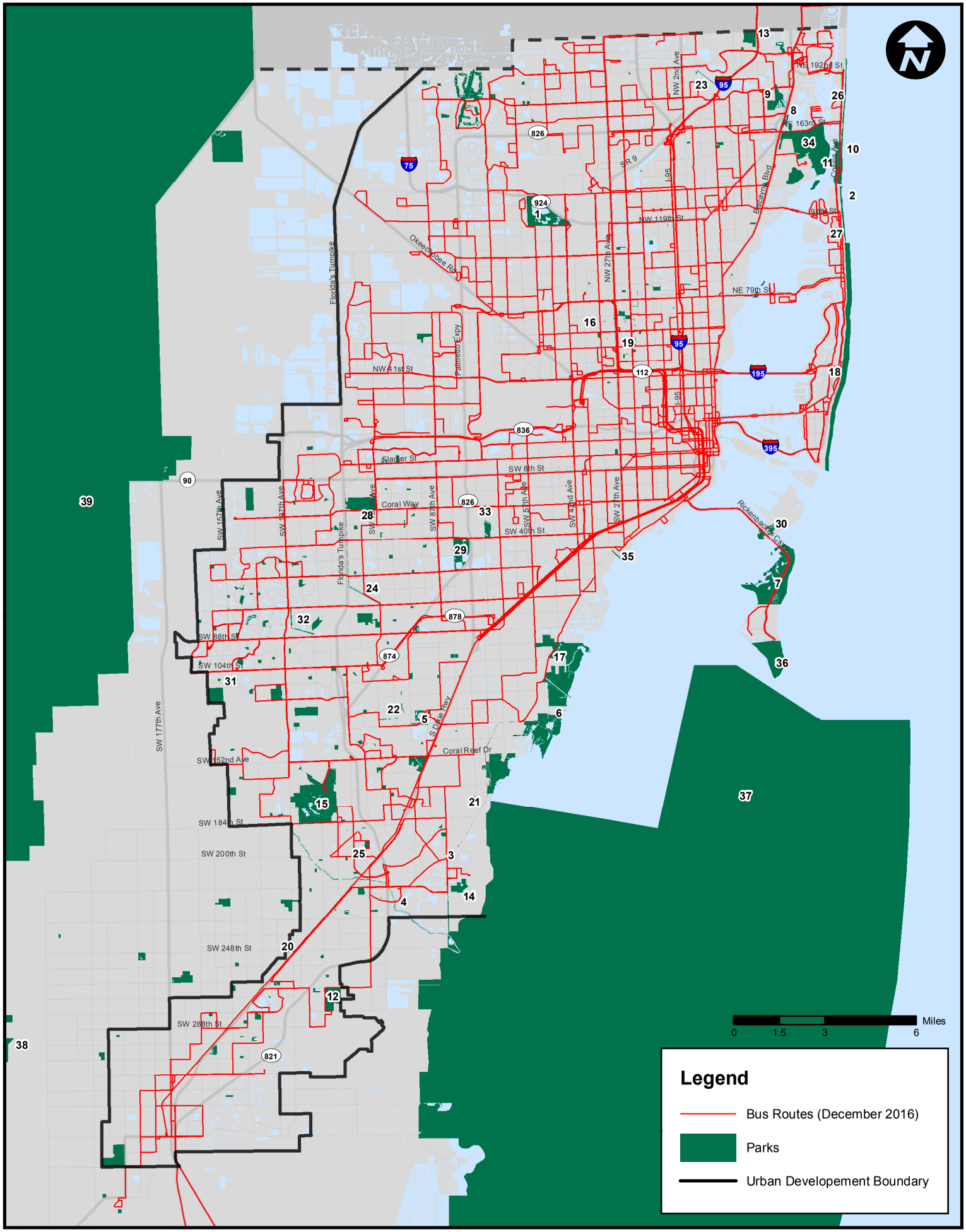
Source: DTPW, 2016
Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.

TABLE 4-8
DTPW MAJOR TRIP GENERATORS (December 2016)

ID	MAJOR GENERATORS	ROUTES	COMMENTS
	National and State Parks		
34	Oleta River State Park	105 108	Service on adjacent roadway
35	The Barnacle Historic State Park	48 249	Service on local roadway
36	Bill Baggs Cape Florida State Park	102	Service on intersecting roadway
37	Biscayne National Park	None*	
38	Everglades National Park	None*	
39	Everglades Water Conservation Area	None*	

* Park is located outside of the Urban Development Boundary where transit services cannot be provided.

Source: DTPW, 2016
Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.



National, State, and County Parks. Source: DTPW, December 2016

APPENDIX A.6


MIAMI-DADE TRANSIT
AHEAD
2018
2027
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
MIAMI-DADE COUNTY

A.6 MDT Bus Replacement Plan

BUS PROCUREMENT / REPLACEMENT	2017	2018	2019	2020	2021	2022	2023	2024	2025
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	75	0	0	0	0
Total number of 40 Ft buses required 40 LFW diesel hybrid	99	110	185	13	0	0	0	18	5
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	0	0	0	0	0	0	0	25	0
Total Buses Required for Replacement	**99**	**110**	**185**	**13**	**75**	**0**	**0**	**43**	**5**

BUS PROCUREMENT / REPLACEMENT	2026	2027	2028	2029	2030	2031	2032
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0
Total number of 40 Ft buses required 40 LFW diesel hybrid	13	91	51	63	110	102	111
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	14	7	6	0	3	0	0

Source: Metrobus Fleet Management Plan, 2015 Revision (Page 47)

APPENDIX A.7


MIAMI-DADE TRANSIT
AHEAD
2018
2027
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
MIAMI-DADE COUNTY

A.7 MDT10Ahead Survey Results

Appendix A.7

In total, 655 surveys and comment cards have been collected as shown in Table A.7-1. Of the total response pool, 416 surveys (64%) were collected through the electronic survey and 239 were collected through comment cards. The results of the surveys are provided in the following figures in this Appendix. Questions included on the electronic survey and the shorter comments cards are noted. If not otherwise noted, the question was only asked on the electronic survey. It should also be noted some graphics may not sum precisely to 100 percent due rounding.

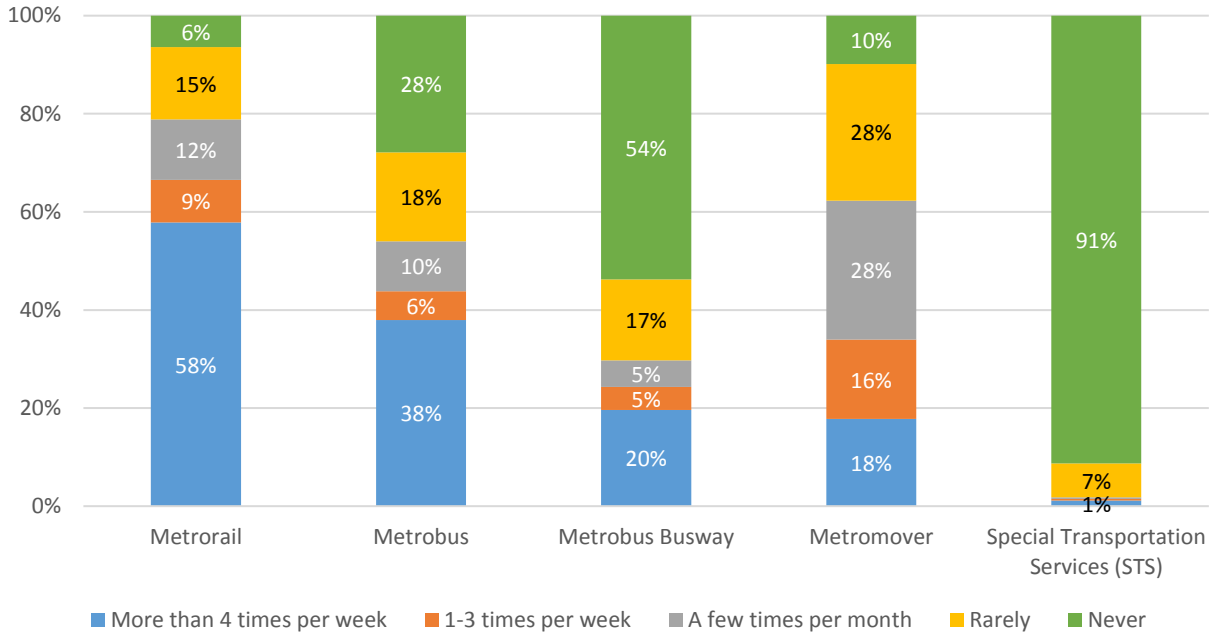
Table A.7-1: Completed Survey Summary

Survey Type	Responses Received	
Electronic Survey	416	64%
Comment Card	239	36%
Total	**655**	**100%**

TRANSIT USE

Figure A.7-2 provides insight into the types of transit being used by respondents. This question was on the electronic survey, as well as the comment card. Approximately 58 percent of the respondents use Metrorail more than four times per week. Meanwhile, approximately 38 percent use the Metrobus more than four times per week. Just about 8 percent of respondents were occasional Special Transportation Services (STS) users.

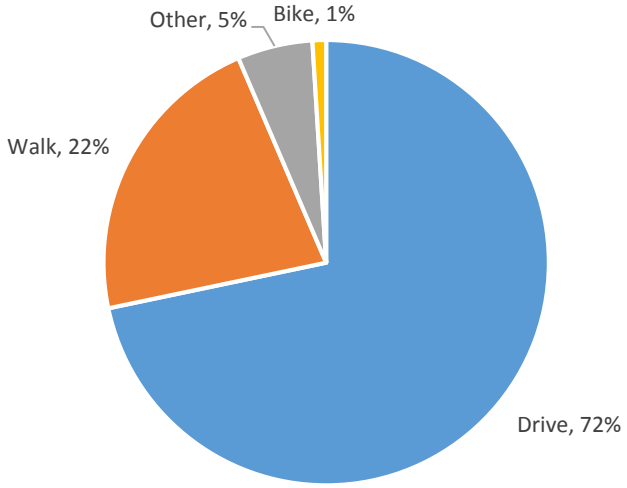
Figure A.7-2: Question 1 - How Often Do You Use Miami-Dade Transit Services?



STATION ARRIVAL

When respondents were asked about how they regularly arrive at their local transit station, the majority indicated they reach the stop by driving (72%), while only 22 percent indicated they walk to the station. Figure A.7-3 shows the full list of responses.

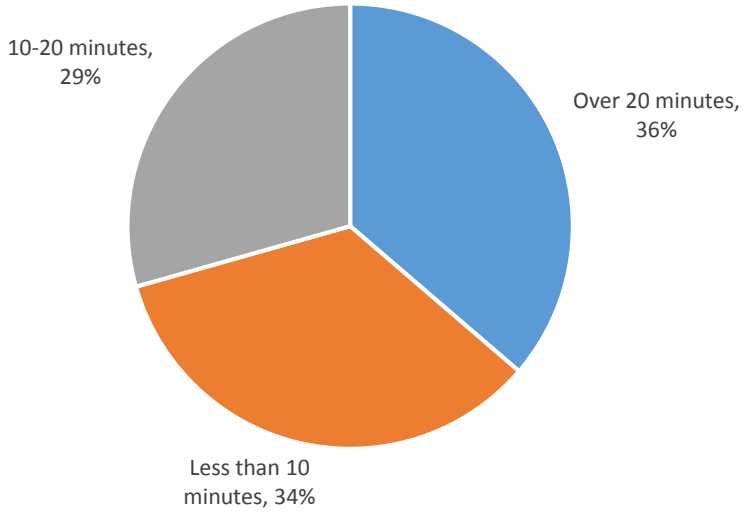
Figure A.7-3: Question 2 - How do you arrive at your transit station?



TRAVEL TIME

The results of a question which asked respondents how long it takes them to arrive at their nearest transit station were fairly mixed. More than 20 minutes was the time indicated by the majority of respondents (36%), and less than 10 minutes was identified as the second most common travel time (34%). Figure A.7-4 includes the full set of responses.

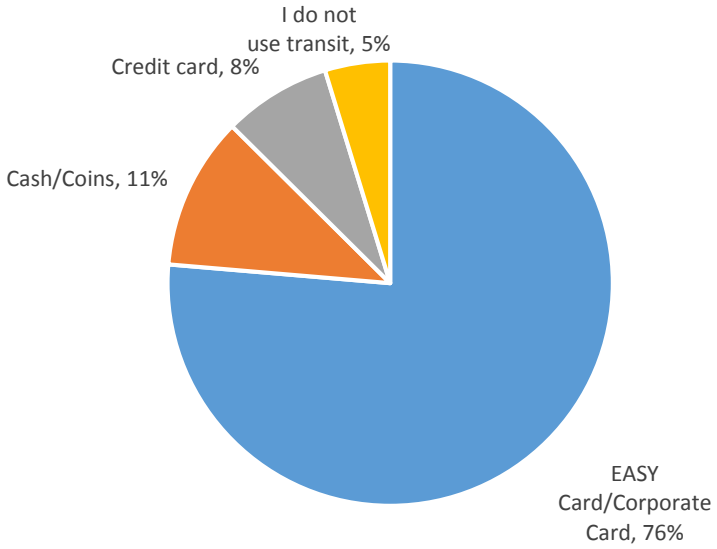
Figure A.7-4: Question 3 - How long does it take you to get to your nearest/preferred transit station?



FARE PAYMENT

As shown in Figure A.7-5, respondents on both the electronic survey and the comment card were asked how they paid for transit fares. Approximately 76 percent of respondents use the EASY card to pay their transit fares. Another 11 percent use cash to pay for their fares, and only 8 percent use credit card.

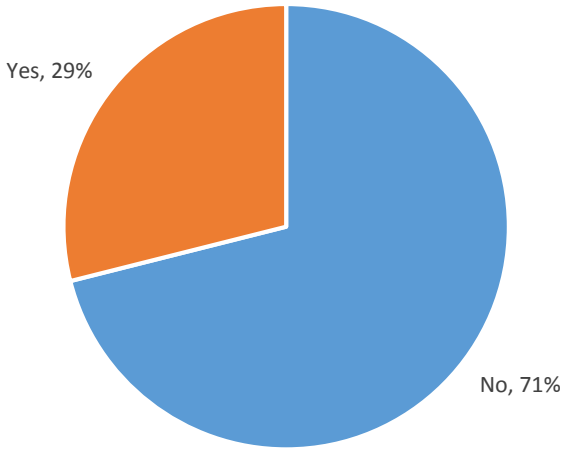
Figure A.7-5: Question 4 - How Do You Pay for Transit Fares?



TRANSFER UTLIZATION

Regarding typical travel choices, respondents were asked if they use transfers on the DTPW system. More than 71 percent of respondents indicated they do not transfer when traveling on the DTPW System. A summary of transfer utilization is shown in Figure A.7-6.

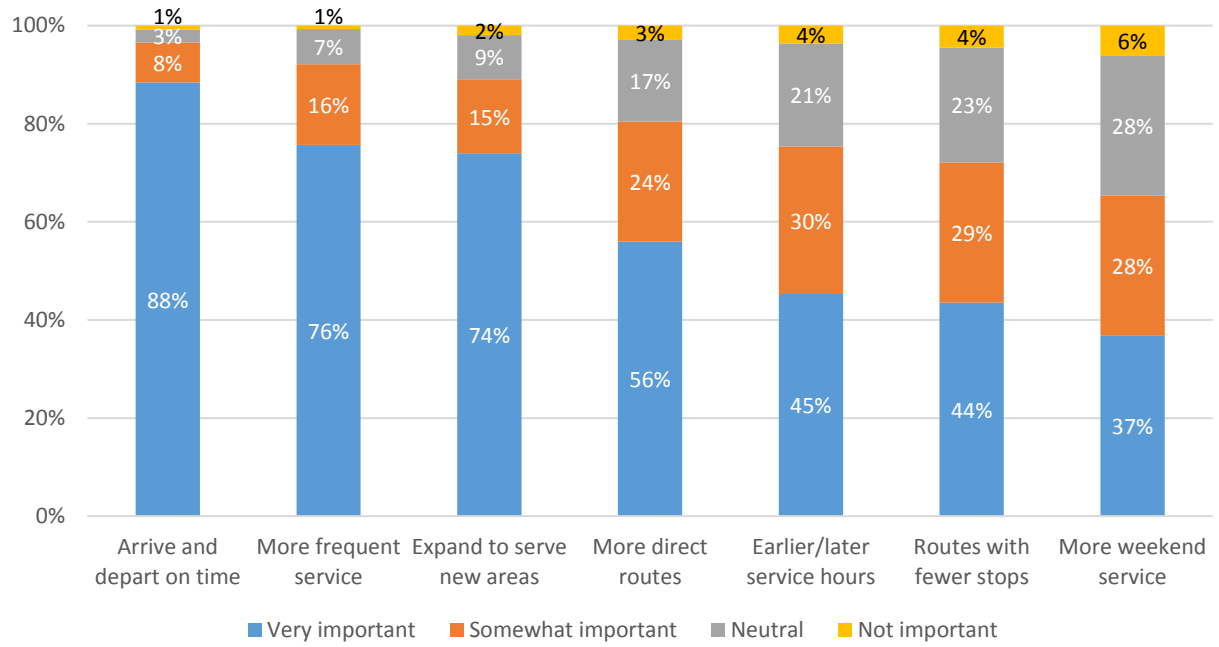
Figure A.7-6: Question 5 - Do you transfer?



SERVICE PRIORITIES

When asked about service priorities, respondents on both the electronic survey and comment cards indicated on-time performance was the most important service priority. Lower in priority, more frequent service and expanding service to new areas were also important. Figure A.7-7 shows the total breakdown of all service priorities.

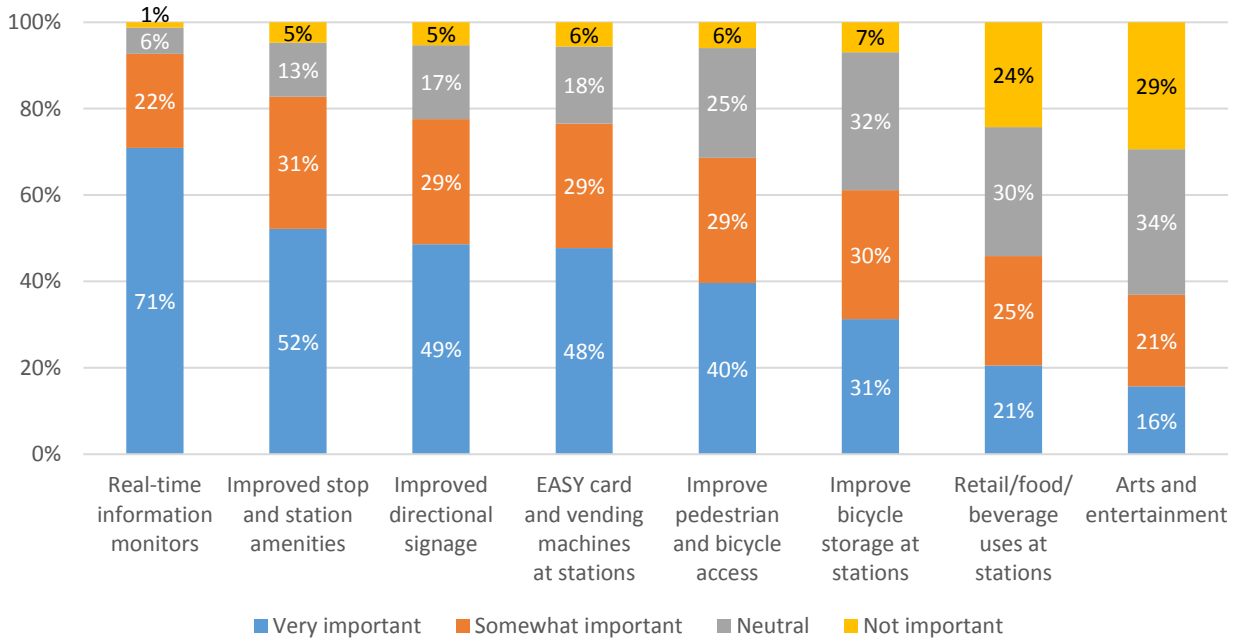
Figure A.7-7: Question 6 – SERVICE: What Should DTPW's Priorities Be for the Next Ten Years?



STOP/STATION PRIORITIES

When asked about priorities for stations and stops, electronic survey and comment card respondents indicated the two most important priorities were adding real-time information monitors and improved stop/station amenities. It is important to note the comment cards did not ask about the "Real-time information monitors" option. A full summary of respondent priorities are displayed in Figure A.7-8.

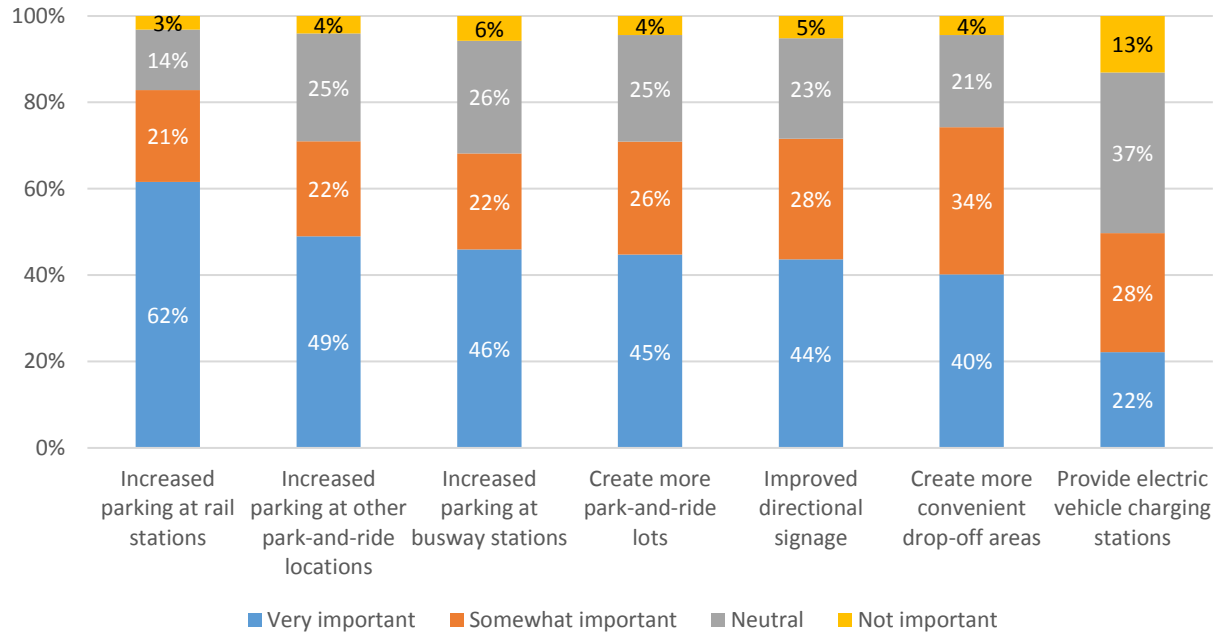
Figure A.7-8: Question 7 – STATIONS/STOPS: What Should DTPW's Priorities Be for the Next Ten Years?



PARKING PRIORITIES

Asked of both electronic and comment card respondents, increasing parking spaces at rail stations received the highest priority ranking for parking facilities. It is important to note the comment cards did not ask about the "Create more convenient drop-off areas," the "Provide electric vehicle charging stations," or the "Create more park-and-ride lots" options. Figure A.7-9 displays the results for parking priorities.

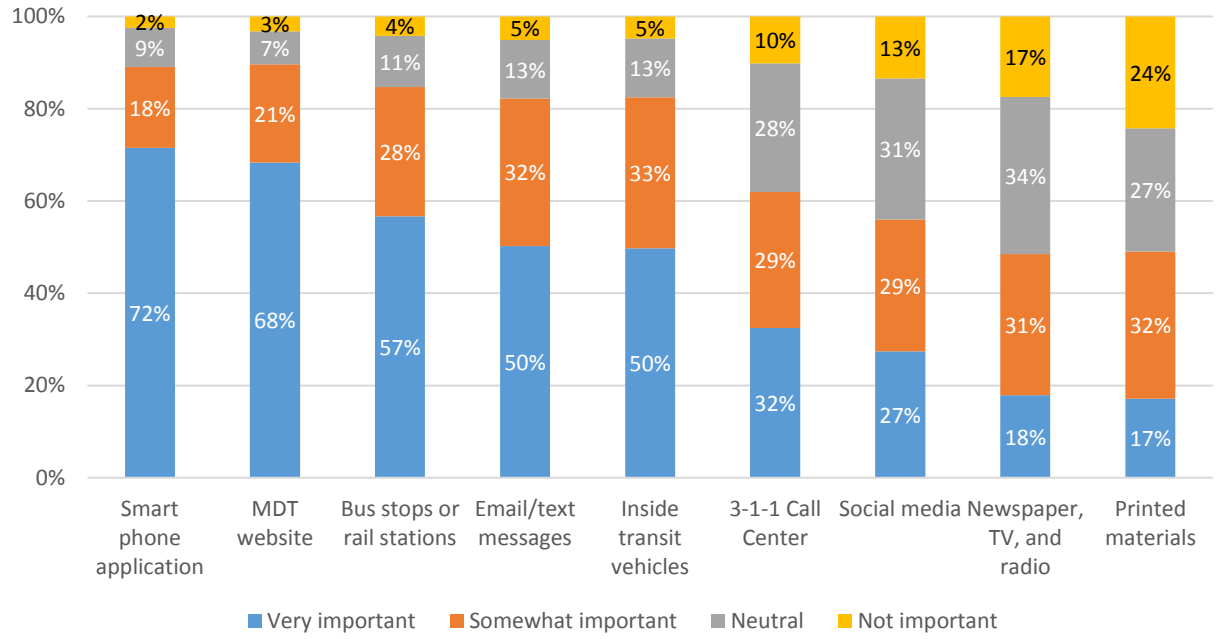
Figure A.7-9: Question 8 – PARKING: What Should DTPW's Priorities Be for the Next Ten Years?



TRANSIT INFORMATION

DTPW asked respondents through the electronic survey how they preferred to access information about DTPW's routes. Figure A.7-10 shows 72 percent and 68 percent were interested in receiving information through smartphone applications and through the DTPW website, respectively. It is important to note this question was not included on the shorter comment card, which may have led to a bias toward electronic priorities.

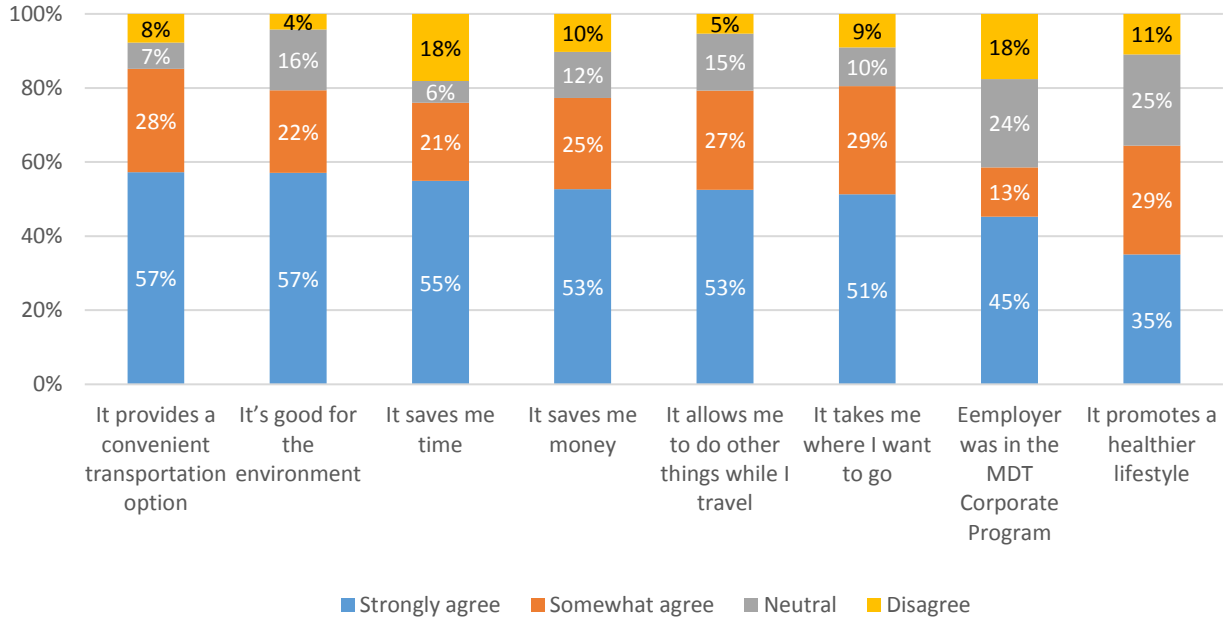
Figure A.7-10: Question 9 - How Important Is It to Get Transit Materials in the Following Formats?



REASON FOR TRANSIT USE

When asked why they use transit, the most popular response by electronic survey respondents was it saves them money followed closely by the belief it is good for the environment and provides a convenient transportation option. Figure A.7-11 shows why respondents choose to use transit services provided by DTPW or the reasons a non-user might use transit. Some of the open-ended responses fell within the realm of wanting service expanded to new areas, faster and more frequent service, cleaner and better quality facilities and vehicles, and preferring to avoid traffic/vehicle costs.

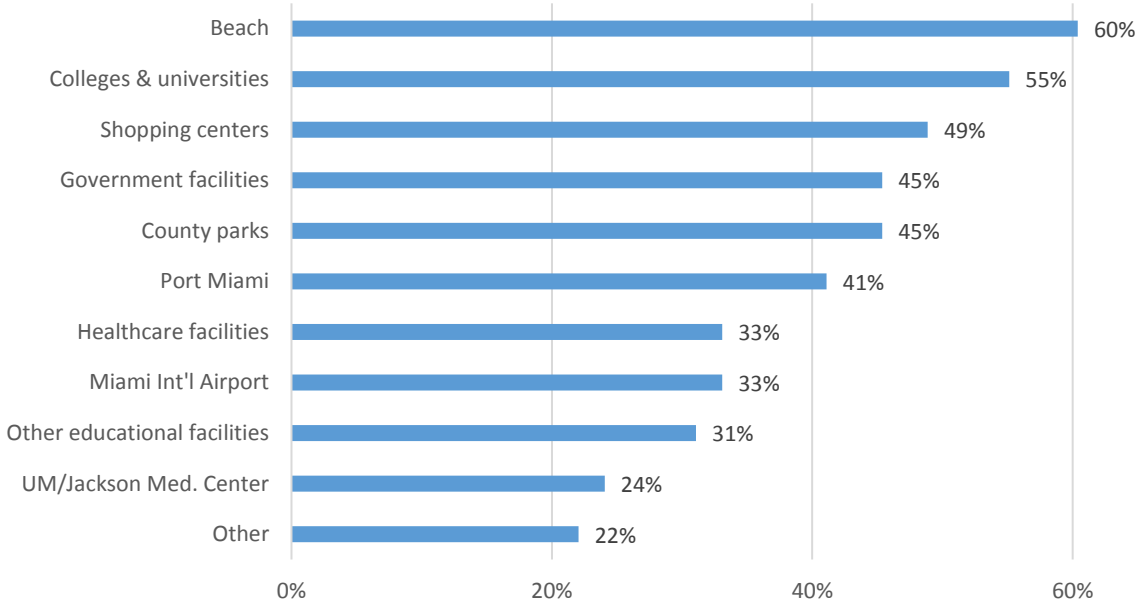
Figure A.7-11: Question 10 - I Use Transit Because Or Would Use Transit If…



DESTINATIONS

Figure A.7-12 provides insight into what types of destinations respondents would like to travel to. The number one response was to provide service to the beach followed closely by shopping centers and colleges and universities. For those who indicated "Other" as a response, the two most popular were sports stadiums and tourist attractions.

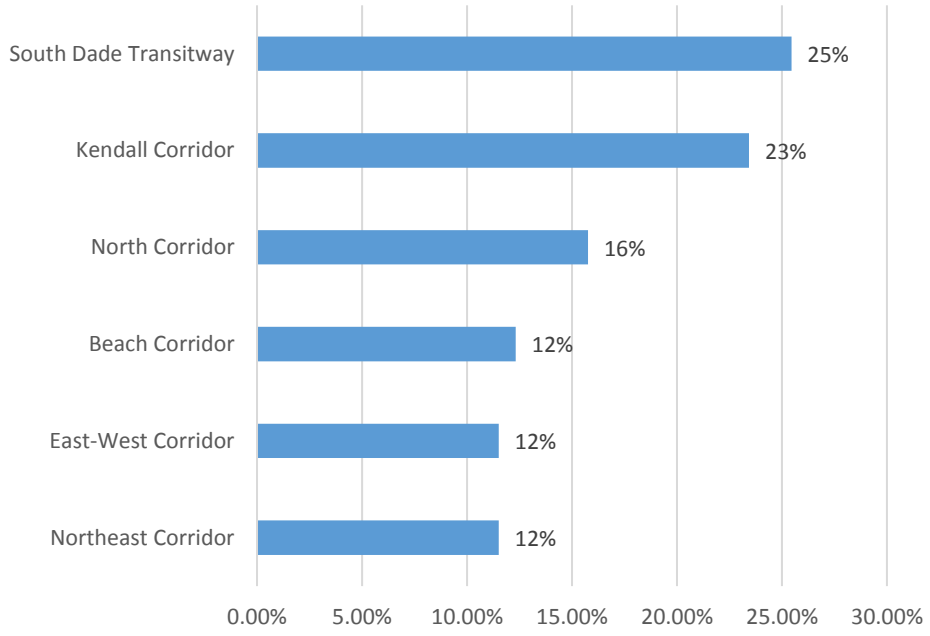
Figure A.7-12: Question 11 - Which of the Following Destinations Could Miami-Dade Transit Serve Better?



PREMIUM TRANSIT PRIORITIES

Respondents of the electronic survey and comment cards were also asked their preferences about the corridors currently under consideration to receive premium transit service. Approximately 25 percent of respondents indicated the South Dade Transitway would be the corridor they used the most if implemented. The Kendall Corridor was indicated to be the second most popular (23%), as depicted in Figure A.7-13.

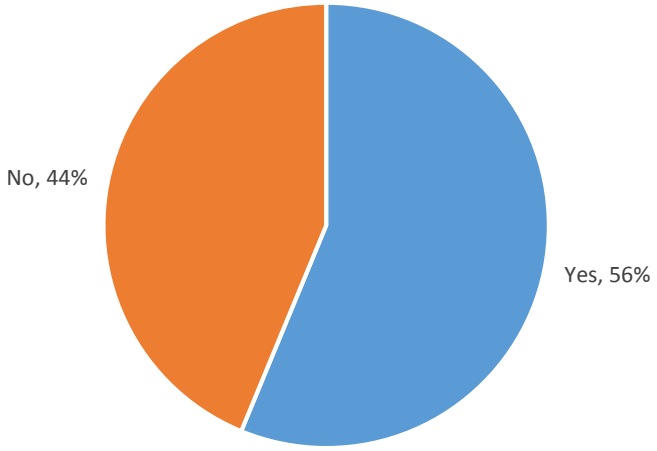
Figure A.7-13: Question 12 - Of the six corridors in the Strategic Miami Area Rapid Transit (SMART) Plan which are being considered for premium transit service, which corridor would you most use?



FARE INCREASE

As displayed in Figure A.7-14, when asked about the tradeoff between better service and higher fares, 56 percent of respondents indicated they would be willing to pay more for better service. Those results are shown in Figure A.7-13.

Figure A.7-14: Question 13 - Would You Be Willing To Pay Increased Transit Fares For Improved Transit Services?



PARKING FEE INCREASES

Of the respondents from the electronic survey and shown in Figure A.7-15, 68 percent indicated they were willing to pay increased fees for parking at stations. Respondents also indicated (58%) whether they would pay an increased parking fee if they were given the option to reserve a parking space in advance. Those results are displayed in Figure A.7-16.

Figure A.7-15: Question 14 - Would You Be Willing To Pay Increased Parking Fees At Rail Stations Or New Parking Fees At Bus Stations For More Parking Spaces?

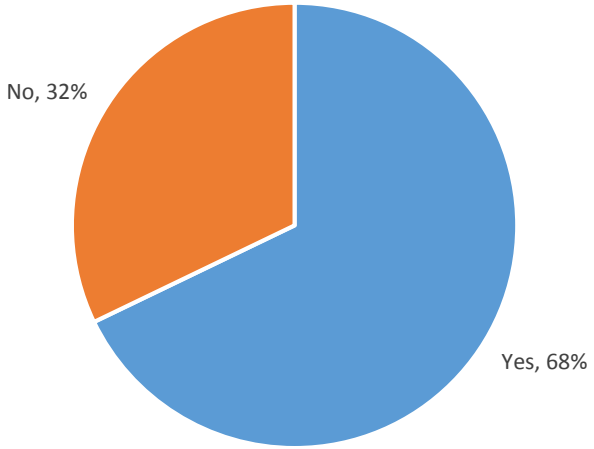
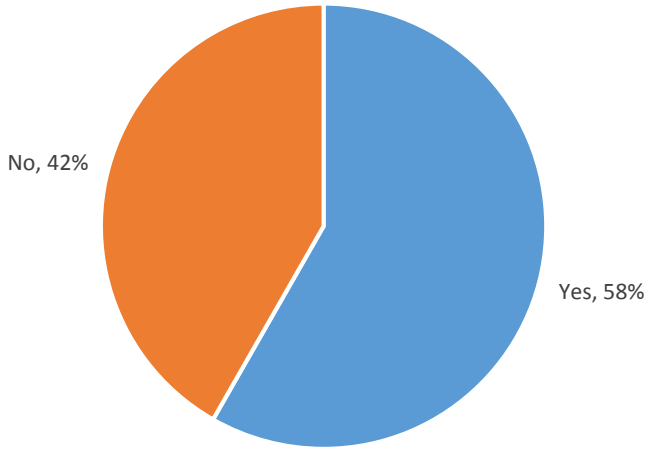


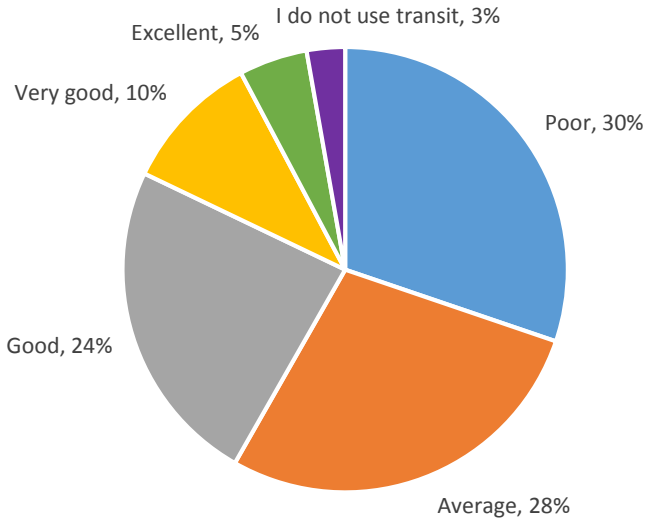
Figure A.7-16: Question 15 - Would You Be Willing To Pay Increased Parking Fees At Rail Stations Or New Parking Fees At Bus Stations For An Option To Reserve A Parking Space In Advance?



SATISFACTION

Figure A.7-17 provides an overview of the electronic and comment card responses from a question asking users to rate DTPW's services. Almost 39 percent of all respondents noted they would rate their experience with DTPW as excellent, very good, or good. However, approximately 30 percent indicated a satisfaction of poor with DTPW's services.

Figure A.7-17: Question 16 - Rate Your Overall Experience with Miami-Dade Transit



SALES TAX SUPPORT

Figure A.7-18 provides an overview of the responses from a question asking users whether they would support a referendum for an additional ½-cent sales tax which would support improved/expanded transit services. Approximately 53 percent indicated they would support a referendum for transit.

Figure A.7-18: Question 17 - Would you support a referendum for an additional 1/2 cent sales tax for improved/expanded transit services?



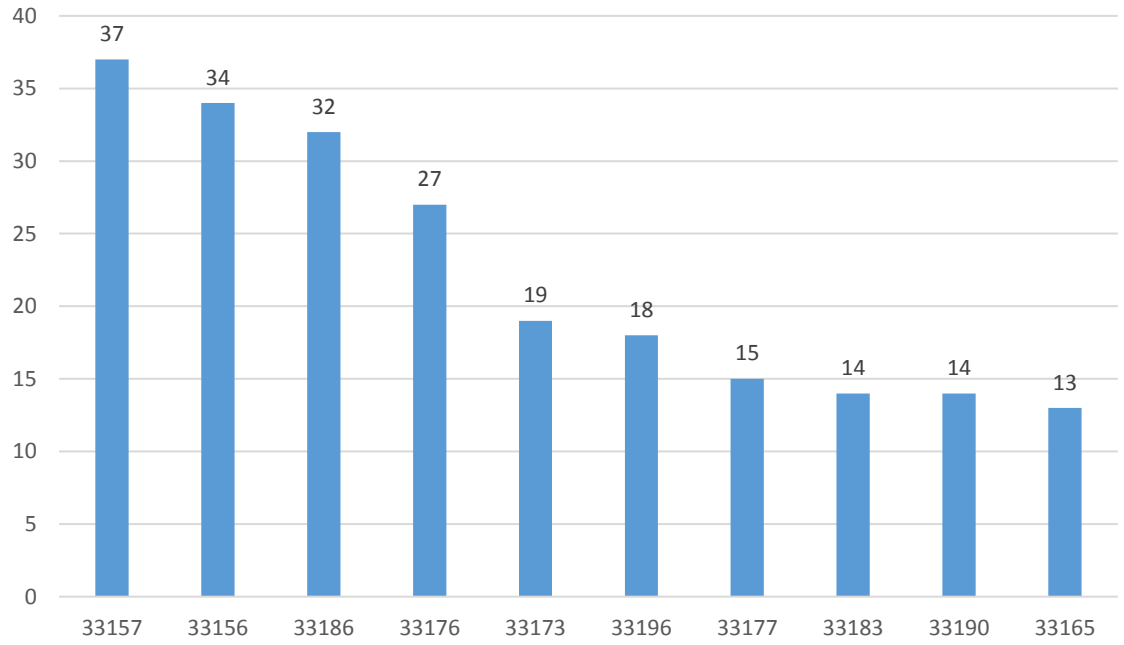
DEMOGRAPHIC INFORMATION

The remainder of this report provides demographic information of survey participants.

Zip Code

Figure A.7-19 lists the top ten most frequently reported zip codes among survey respondents to both the electronic survey and comment card.

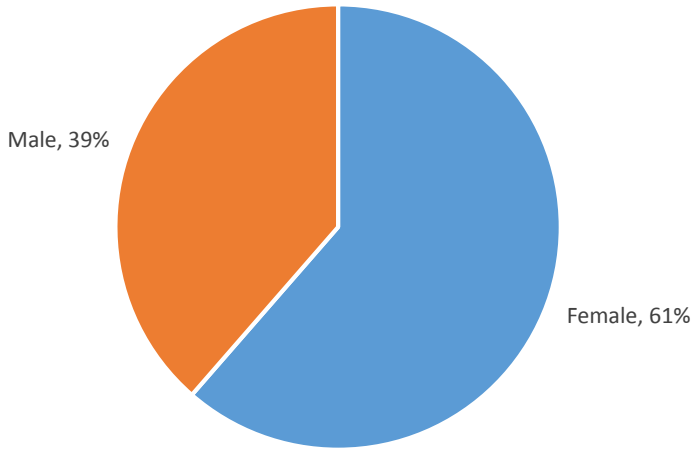
Figure A.7-19: Question 19 - What is your home Zip Code?



Gender

As shown in Figure A.7-20, approximately 61 percent of the electronic survey and comment card respondents were female.

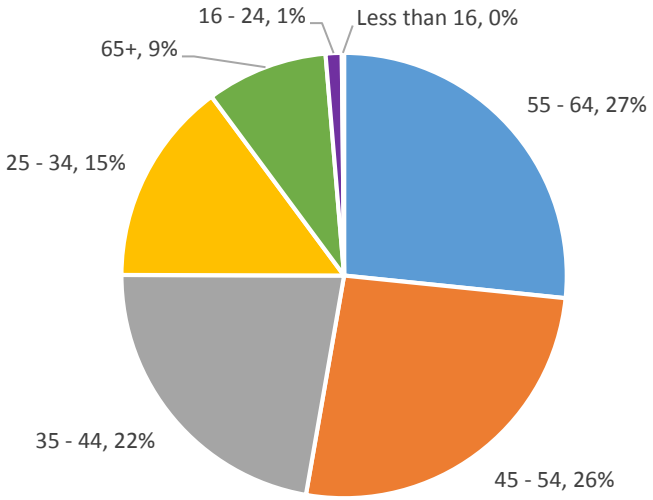
Figure A.7-20: Question 20 - What Is Your Gender?



Age

Electronic survey and comment card respondents by age group are provided in Figure A.7-21. The largest cohort (27 percent) is between 55 and 64 years old.

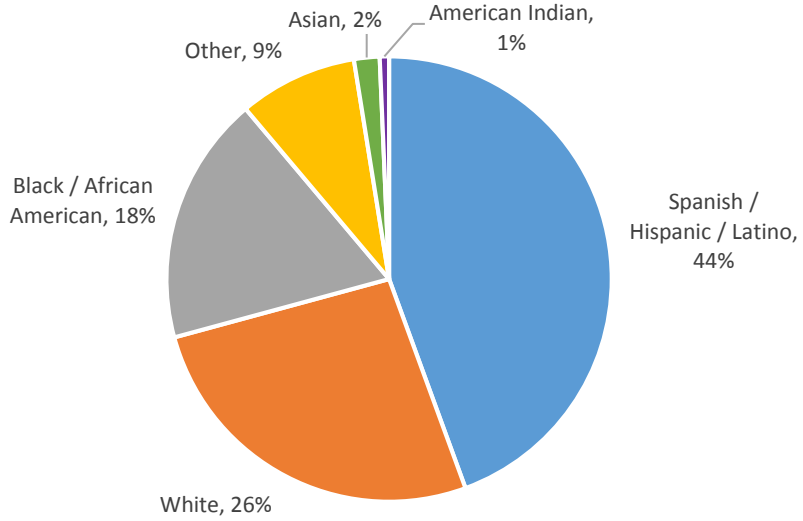
Figure A.7-21: Question 21 - What Is Your Age Group?



Race/Ethnicity

Figure A.7-22 provides information on the race and/or ethnicity of electronic survey and comment card respondents. The two largest groups to complete the survey were Spanish/Hispanic/Latino and White with 44 percent and 26 percent, respectively.

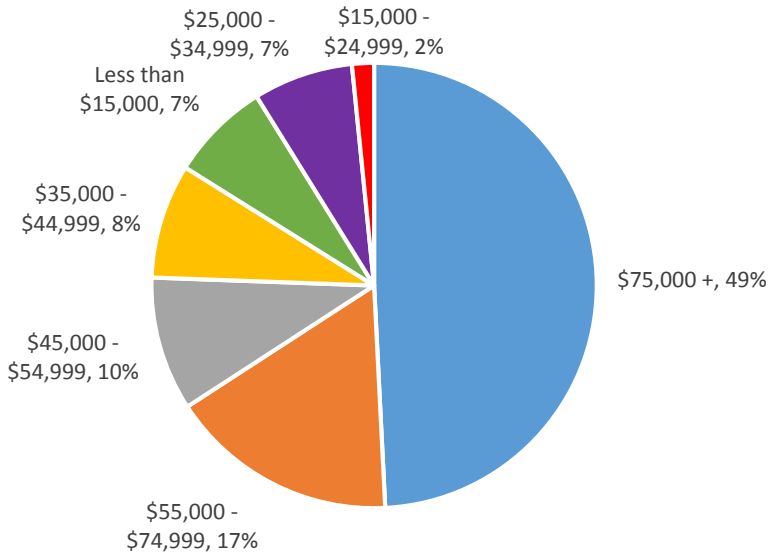
Figure A.7-22: Question 22 - Which Best Describes Your Race/Ethnic Group?



Annual Income

Figure A.7-23 displays the income levels of respondents. The largest group of electronic survey and comment card respondents make at least $75,000 annually. Approximately nine percent of respondents have an annual income less than $25,000.

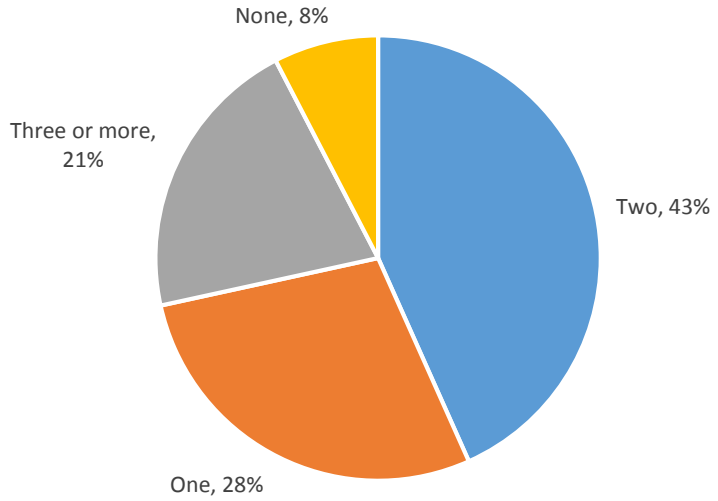
Figure A.7-23: Question 23 - What Is Your Household's Approximate Total Income?



Household Vehicles

As shown in Figure A.7-24, almost eight percent of electronic survey and comment card respondents do not have a working vehicle at home. Approximately 43 percent have two working vehicles.

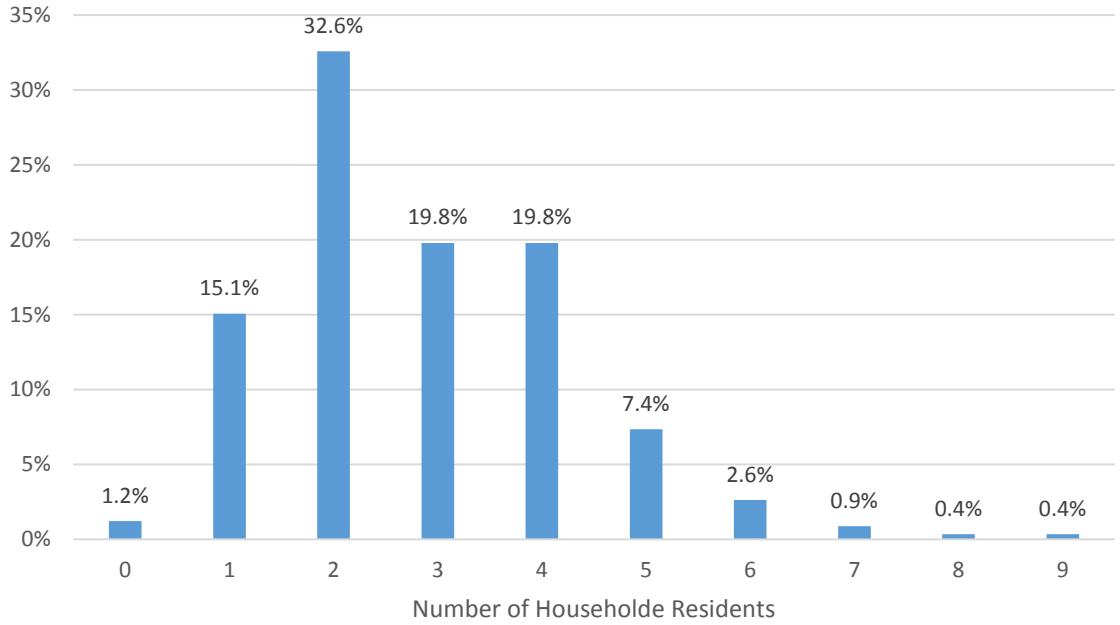
Figure A.7-24: Question 24 - How Many Working Motor Vehicles Are Available In Your Household?



Household Size

Figure A.7-25 shows the distribution of electronic survey and comment card respondent's households by household size. The most commonly reported household size was two persons.

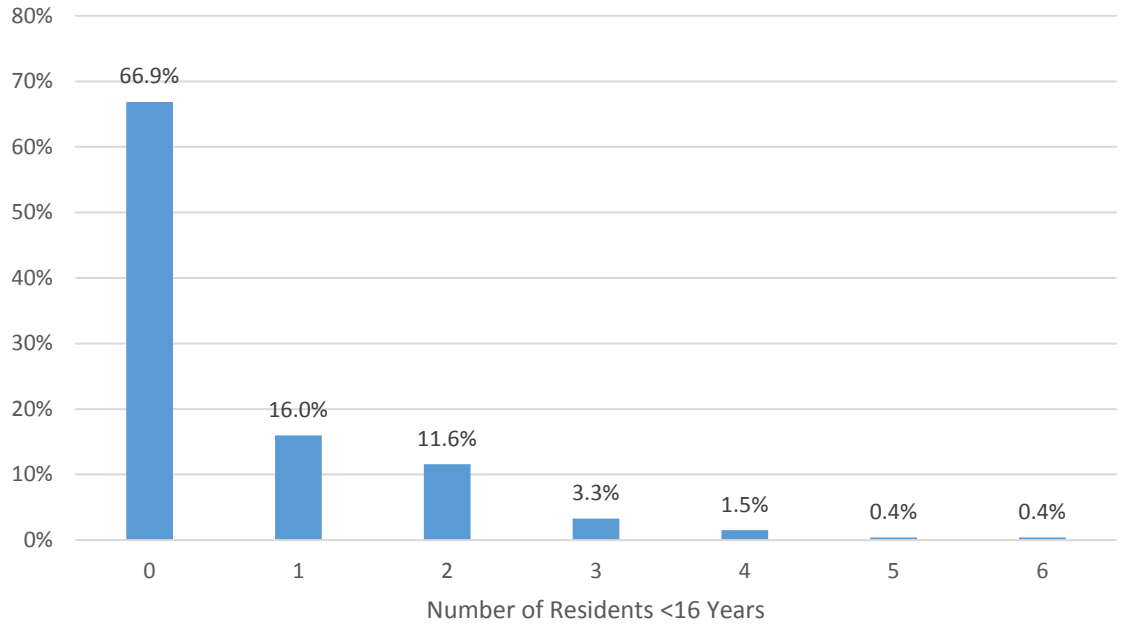
Figure A.7-25: Question 25 - Including you, how many people live in your house?



Household Youths

Figure A.7-26 shows the distribution of electronic survey and comment card respondent's households by the number of youths living in the residence. The most commonly reported number of youths was none, and if there were any youth, one youth household member was the most common response (15%).

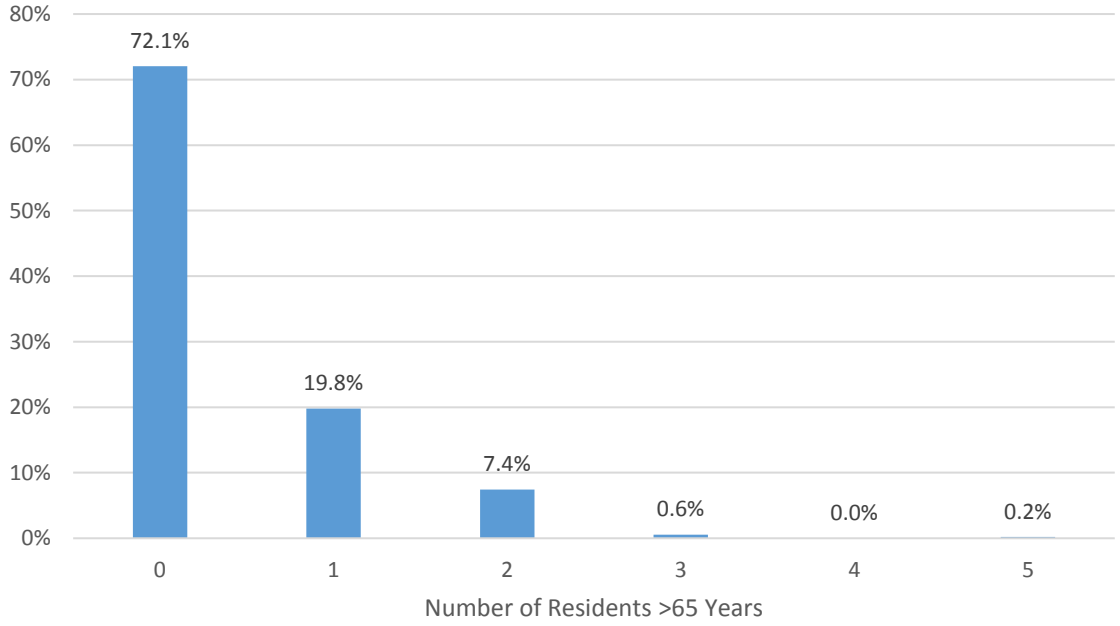
Figure A.7-26: Question 25 - Including you, how many people are less than 16 years old?



Household Elderly

Figure A.7-27 shows the distribution of electronic survey and comment card respondent's households by the number of elderly individuals living in the residence. The most commonly reported number of elderly individuals was none, and if there were any elderly, one elderly household member was the most common response (16%).

Figure A.7-27: Question 25 - Including you, how many people are more than 65 years old?



GENERAL COMMENTS

When asked if there were any other comments respondents would like to share with DTPW, many respondents chose to make comments. The following themes were noted by respondents.

- Disfavor with Sales Tax Results: Respondents generally disagree the prior sales tax referendum was used to improve service. Additionally many respondents voiced concerns over how these funds were allocated, and some even suggested voters were defrauded.
- Service Expansions: Respondents were supportive of expansions in service area, particularly for rail service in the northern and southern parts of the county. Furthermore, respondents advocated new service expansions should carefully select the activity centers stations/stops locations, as the current impression is these facilities are not easily accessible.
- Improve Service Reliability: Many respondents voiced concerns over the lack of reliable service due to technical and operational issues. Furthermore, a lack of transit alternatives sometimes leaves many travelers waiting for hours due to the delays
- Cleaner Buses and Trains: Other respondents voiced their support for improved maintenance services on trains and buses.
- Improve On-time Performance: By improving the ability for transit services to remain on schedule, respondents agreed travel would be much easier for riders.
- Security Enhancements: Riders expressed a need for improved station security, at parking facilities, and on trains/buses themselves.
- Other Key Themes, less commonly expressed, yet still reported by at least a dozen respondents include:
    - The need for more rail, not buses, because it avoids traffic
    - New trains should be purchased because the current ones are deteriorating
    - Resources should be devoted to improving peak-hour frequencies
    - Facility improvements including more reliable elevators/escalators, adding air conditioning/fans, fixing bus announcement and signage, as well as adding public restrooms

RESPONSE RATE

Table A.7-28 provides the response rate by question. On average, 77 percent of questions were completed, when excluding two optional, open-ended questions.

Table A.7-2: Rate of Responses Received by Question

Question	Responses Received	
1	574 *	87.63%
2	403	61.53%
3	405	61.83%
4	613 *	93.59%
5	401	61.22%
6	588 *	89.77%
7	579 *	88.40%
8	581 *	88.70%
9	416	63.51%
10	415	63.36%
11	399	60.92%
12	495 *	75.57%
13	393	60.00%
14	392	59.85%
15	393	60.00%
16	503 *	76.79%
17	393	60.00%
18	231	35.27% †
19	587 *	89.62%
20	596 *	90.99%
21	601 *	91.76%
22	592 *	90.38%
23	566 *	86.41%
24	591 *	90.23%
25	571 *	87.18%
26	102	15.57% *

- † *Question was an optional, open-ended response*
- * *Question also part of Comment Card*



TRANSIT DEVELOPMENT PLAN

ANNUAL UPDATE



TRANSIT DEVELOPMENT PLAN

ANNUAL UPDATE

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CHAPTER 1 INTRODUCTION



1 INTRODUCTION AND PURPOSE

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of state funding for public transportation. The Block Grant Program requires public transit service providers to develop and adopt a Transit Development Plan (TDP). A TDP major update is required every five years and TDP annual updates are required in interim years. TDP updates must be submitted to the Florida Department of Transportation (FDOT) by September 1st of each year.

This TDP annual update meets the requirements of and has been prepared in accordance with Florida Administrative Code (FAC) Rule 14-73.001. This Plan will be used by Miami-Dade County Department of Transportation and Public Works (DTPW) as a strategic planning and guidance tool, as delineated in Section 341-052, F.S.

Transit Development Plans are required for grant program recipients pursuant to Section 341.052, F.S. A TDP shall be the provider's planning, development, and operational guidance document, based on a ten-year planning horizon and covering the year for which funding is sought and the nine subsequent years.

DTPW is proud to present MDT10Ahead 2018 Annual Update, the agency's TDP, which serves as the agency's strategic guide for public transportation in Miami-Dade County over the course of the next ten years. The 2014 Major Update, MDT10Ahead, was adopted by the Board of County Commissioners, pursuant to resolution R-1036-14. The last annual update, the 2017 Annual Update, was approved by FDOT District Six on September 20, 2017.

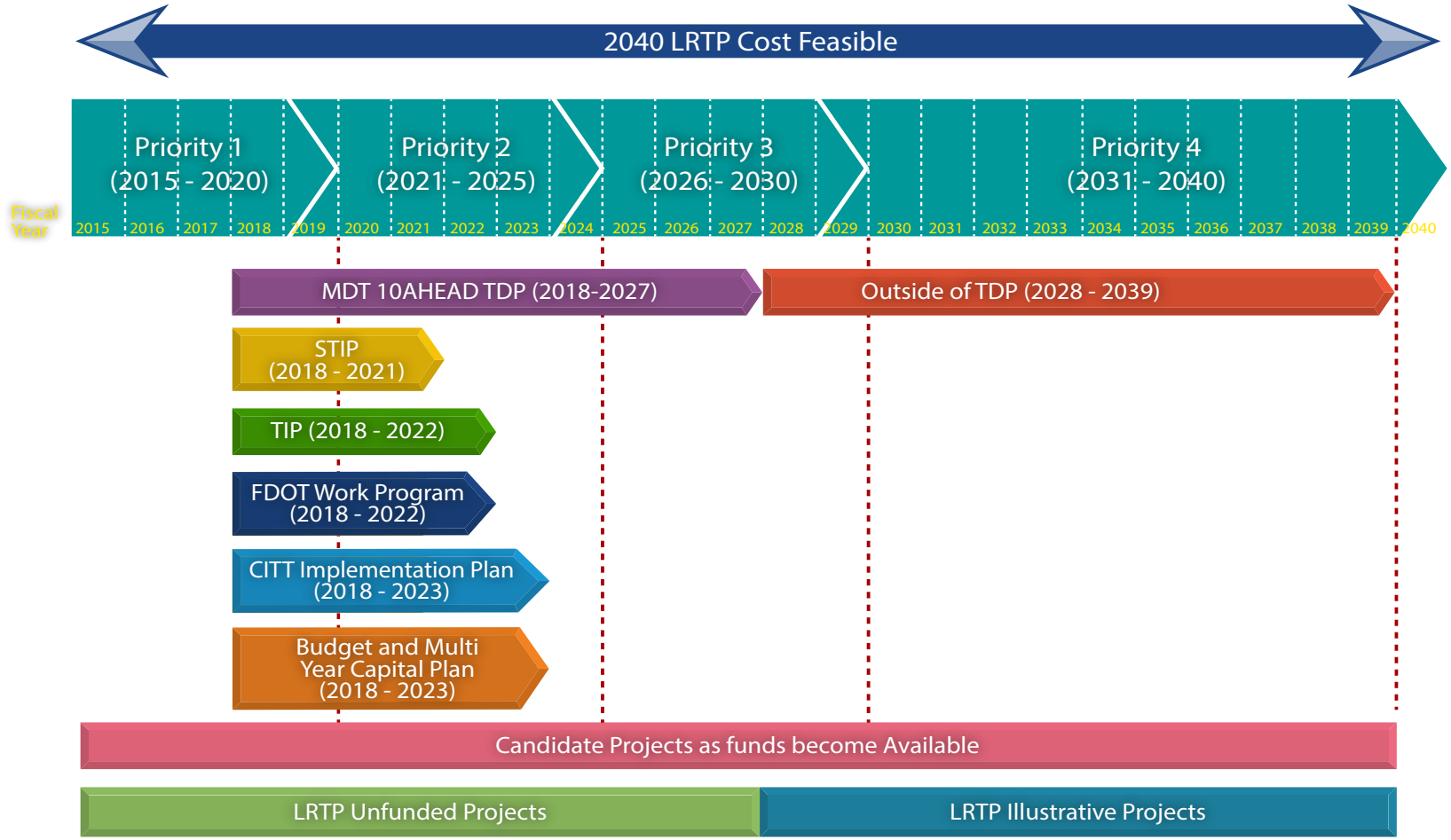
MDT10Ahead includes a summary of DTPW's facilities and services in Chapter 2; describes the past year's civic engagement efforts in Chapter 3; assesses the agency's performance in 2017 in Chapter 4; identifies DTPW's 2018 implementation plan in Chapter 5; explores short-term plans (2019-2028) in Chapter 6 and longer term plans (2029 and Beyond) in Chapter 7; and Chapter 8 explores the Transit agency's finances. Overall, MDT10Ahead presents the operational and capital improvements needed to ensure DTPW is able to provide quality transit services to the County's residents and visitors for years to come. This document is DTPW's planning tool for the implementation and operation of transit services through 2028.

On the whole, the TDP is a benchmark document that describes the current state of DTPW, and the direction it intends to go in the coming years. MDT10Ahead is fiscally constrained, and the proposed ten year improvements were developed with this constraint. The TDP is subject to change in correspondence with the County's Adopted Budget and Multi-Year Capital Plan.

1.1 Relationship of MDT10Ahead to other Locally Adopted Transportation Plans

MDT10Ahead establishes both funded and unfunded needs in order to create the framework for a long-term vision of transit improvement projects as represented in the Miami-Dade Transportation Planning Organization's (TPO; formerly known as the Metropolitan Planning Organizations) 2040 Long Range Transportation Plan (LRTP). In addition, MDT10Ahead, as updated annually, identifies and presents short-term improvements for implementation through the TPO's Five-Year Transportation Improvement Program (TIP), FDOT's Work Program process, the Citizens Independent Transportation Trust's (CITT) Five-Year Implementation Plan, and Miami-Dade County's FY 2018 Adopted Budget and Multi-Year Capital Plan.

Figure 1-1 Relationship of MDT10Ahead TDP to Various Transit Plans



1.1.1 Long Range Transportation Plan to the Year 2040



The update of the Miami-Dade County Long Range Transportation Plan (LRTP) to the Year 2040 is a primary activity in Miami-Dade County's transportation planning process to meet federal and state requirements for an update of the Transportation Plan every five years. Federal law requires that the LRTP address a minimum of a 20-year planning horizon from the date of the Transportation Planning Organization (TPO) adoption.

The 2040 LRTP was approved by the TPO Governing Board on October 23rd, 2014.

1.1.2 Transit Development Plan (TDP) - MDT10Ahead



MDT10Ahead presents both funded and unfunded transit needs in order to create a framework for transit improvements that can be implemented within a 10-year planning horizon. As previously mentioned, DTPW is a recipient of the State of Florida Public Transit Block Grant Program and is required to develop a TDP on an annual basis with major updates required every five years.

The 2014 Major Update, MDT10Ahead, was adopted by the Board of County Commissioners (BCC) on December 2nd, 2014. The 2017 Annual Update was approved by the FDOT District Six Office on September 20, 2017.

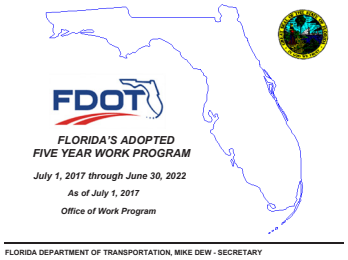
1.1.3 Transit Improvement Program (TIP)



The Transportation Improvement Program (TIP) specifies transportation improvements for the next five years. All projects receiving federal funds must be included in this plan. Other major projects which are part of the area's program of improvements, but which do not receive federal funds, are included in the TIP as part of the planning process.

The current TIP covers the period from October 1st, 2017 through September 30th, 2022, and was approved by the TPO Governing Board on June 22nd, 2017. Categories of improvements include Highway, Transit, Aviation, Seaport, and Non-Motorized improvements. All of the projects and priorities listed in the adopted TIP are consistent with those in the adopted 2040 LRTP.

1.1.4 Florida Department of Transportation (FDOT) Five Year Work Program



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

In each cycle, a new fifth year is added, and the first year drops off as projects are completed. A new project only begins to move forward after it is funded and then placed in the Work Program's fifth year. Each phase of a project generally takes two years to complete. Therefore, some projects could take up to 10 years or more from initiation to completion and would cycle through the Work Program several times. The current Five Year Work Program covers the period from July 1st, 2017 through June 30th, 2022.

1.1.5 State Transportation Improvement Program (STIP)

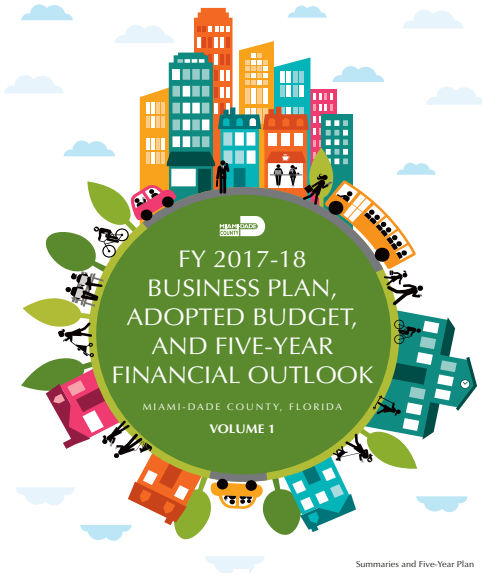
The State Transportation Improvement Program (STIP) is a federally mandated document which must include a listing of projects planned with federal participation in the next four fiscal years. Although the STIP is approved annually by Federal Highway Administration (FHWA) at the beginning of each federal fiscal year (October 1st), FHWA allows FDOT to report these four years on a state fiscal year basis (July 1st through June 30th). This is because the report is based upon the same projects that are listed in the first four years of FDOT's Adopted Five Year Work Program.

Projects shown in both the Work Program and the STIP are all drawn from the same Work Program Administration (WPA) database. Work Program reports and STIP reports are simply differently formatted reports of the same projects programmed in the WPA database. Therefore, in order for a project to be listed in the approved STIP, it must first be included in the WPA database and programmed in the first four years of the Adopted Five Year Work Program. The project must either be included in the Tentative Work Program during the annual Tentative Work Program development cycle, or it must be amended into the Work Program and STIP after it has been adopted on July 1st of each state fiscal year. The current STIP covers the period from July 1st, 2017 through June 30th, 2021.

1.1.6 CITT Five Year Implementation Plan

The CITT 5-year Implementation Plan documents the current implementation status of surtax-funded People's Transportation Plan (PTP) projects as well as their progress versus the baseline provided in the previous years initial plan. This includes references to projects from the County's 2017-2018 Proposed Capital Budget. Future annual updates to the PTP will continue to monitor the actual implementation of the projects, their adherence to budget and schedule, and any changes to the Plan including project additions, deletions or deferrals. The current Five Year Implementation Plan covers fiscal years 2018 through 2023.

1.1.7 Adopted Budget and Multi Year Capital Plan



Summaries and Five-Year Plan

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

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

Each department's operating and capital budgets are evaluated on an annual basis as one cohesive plan. The County's budget and multi-year capital plan, spans six fiscal years, is adopted on an annual basis by the Board of County Commissioners, and conveys the services to be delivered to the community as well as the resources required to provide those services.

The current Adopted Budget and Multi Year Capital Plan covers Fiscal Year 2017-18, the period from October 1st, 2017 through September 30th, 2018.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CHAPTER 2

SYSTEM OVERVIEW

2 SYSTEM OVERVIEW

The Department of Transportation and Public Works (DTPW) is the 14th largest transit system in the United States (based on unlinked passenger trips and passenger miles), with a service area of approximately 306 square miles. It is composed of 34 individual municipalities with a county population of approximately 2.7 million. A trend persists in some areas throughout the county to incorporate, which leaves a large portion of the county populated by disadvantaged individuals in unincorporated areas that are dependent upon county services. DTPW is one of the largest departments in Miami-Dade County government and responsible for planning and providing public transit services in the County.

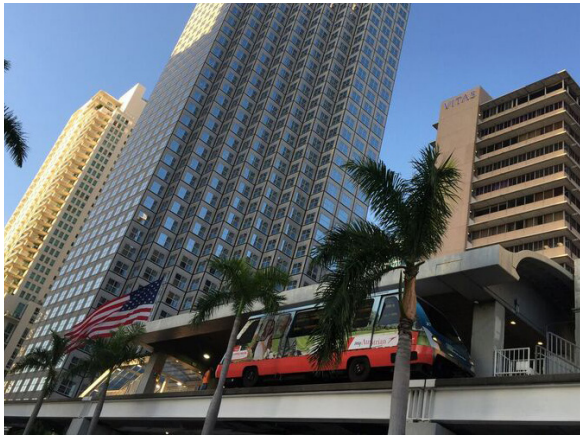
DTPW operates an integrated multi-modal transit system comprised of four (4) modes: bus (Metrobus), heavy rail (Metrorail), automated people-mover (APM) (Metromover), and demand-response service (Special Transportation Services or STS). The transit agency is led by a Department Director that reports to the Mayor. The table of organization for DTPW can be found in Appendix A.1.

Department of Transportation and Public Works Transit Mission Statement

Plan for, operate, and maintain a clean, safe, reliable, and convenient transportation system that effectively enhances mobility in Miami-Dade County.







In 2017, there were an average of 285,000 weekday boardings on the DTPW system. Table 2-1 presents DTPW service characteristics by transit mode.

Table 2-1: DTPW Service Characteristics by Transit Mode, 2017

System Characteristics	Metrobus			Metrorail	Metromover	STS
	DTPW Operated Routes	Contracted Routes (301 & 302)	14 Contracted Routes [4]			
Operating Hours	24 hours [1]	5:10am-1:10am	12:00am - 5:06am, 5:41am - 8:17pm	5:00am-12:00am seven days a week	5:00am-12:00am seven days a week	24 hours
Number of Routes	79	2	14	2	3	Demand Resp.
No. of Stations/Stops	8,319	32 [2]	893	23*	21*	N/A
Peak Headways	5-80 minutes	N/A	N/A	5-10 minutes**	1½ - 3 minutes	(Pick up +/-30 minutes of scheduled time)
Midday Headways	12 -70 minutes	N/A	N/A	15 minutes	1½ - 5 minutes	
Weekend Headways	12 -70 minutes	N/A	N/A	Orange Line: 15 minutes Green Line: 30 minutes	3-6 minutes	
Routes Miles	1,850 (Directional Route Miles)	142 (Directional Route Miles)	207	24.8 miles	4.4 miles	N/A
Peak Vehicle Requirements*	709	9	29	84	21	369
Total Fleet Size*	781	11	32	136	26	385
Annual Revenue Miles*	28,755,316	899,892	58,477	7,857,582	1,122,584	13,016,158
Annual Boardings*	58,000,998	345,784	37,004	19,984,735	9,463,403	1,633,236
Park-Ride Spaces	3,355	N/A	N/A	9,091	0	N/A
Annual Operating Expense*	$363,156,856	$7,588,950	$238,694	$101,483,951	$28,675,295	$50,311,740
Annual Operating Revenue*	$70,367,510	$398,692	$13,161	$16,120,089	$0	$5,877,893
Annual Revenues (Other)*	$20,355,930 [3]	$0	$0	$0	$0	N/A
Base Fare	$2.25***	$2.65***	$2.25	$2.25	Free	$3.50
Transit Center	2	N/A	N/A	N/A	N/A	N/A
Pedestrian Overpasses	1	0	0	3	0	N/A
Maintenance/Storage Facilities	3	1	1	1	1	N/A

Table footnotes on next page



* Source: National Transit Database, Department of Transportation and Public Works, 1st Submission 2016 Data, January 31, 2018.

** 5-minute combined headway (Orange Line and Green Line) during the peak AM and PM travel times from Dadeland South Station to the Earlington Heights Station. The Green Line Metrorail Service operates at 10-minute headways during the peak AM and PM travel times between the Palmetto Station and the Dadeland South Station.

*** Express Bus fare for routes operating within the County is $2.25; Routes that travel to other Counties (301 Dade-Monroe Express, 302 Card Sound Express, and four 95 Dade-Broward Express routes) remain at the current trip fare of $2.65. Shuttle bus fare is $0.25.

[1] Six (6) Metrobus routes (L, S, 3, 11, 27, 38/Busway MAX) operate 24 hours per day. Two other routes, 246/Night Owl and 500/Midnight Owl, provide hourly bus service approximately between 12:00 am - 5:30 am.

[2] In addition to the 32 designated bus stops for the two routes, buses pick up passengers anywhere along the routes when hailed.

[3] Includes all modes.

[4] Data for the 14 contracted routes is from late August to September 30, 2017 only.

2.1 Metrobus

Metrobus is DTPW's fixed-route bus service. Metrobus operates seven (7) days a week, 24 hours per day. A total of 79 routes comprise DTPW's regular bus service structure as served by a total fleet of 781 buses and 16 contracted routes with 43 buses. DTPW's family of Metrobus services include local, circulator, limited-stop and express. Figure 2-2 illustrates the DTPW Metrobus service area coverage while Figure 2-1 presents the Metrobus system route map. A detailed service schedule for current DTPW operated Metrobus routes is presented in Appendix A.2.

2.1.1 Local Service

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

2.1.2 Circulator Service

Circulator or shuttle bus service operates short route connections between activity centers, or as a feeder to provide a connection with another transit service. For DTPW, these routes include the Tri-Rail commuter connection shuttles in Miami-Dade County and short localized area-specific routes.

2.1.3 Limited-Stop Service

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

Route 277, the NW 7th Avenue MAX, is an example of a limited-stop type of bus service, which operates during the morning and evening rush hours.

2.1.4 Express Bus Service

Express Bus service is similar to limited-stop service which has fewer stops and operates at a higher speed when compared to local bus service. Express routes connect outlying areas (designated park-and-ride lots or shopping centers), with direct service to designated activity centers such as the Miami Central Business District (CBD). These routes usually operate along a freeway or major arterial road to increase the operating speed.

The 95 Dade-Broward Express Route that operates within the I-95 express lanes is an existing express service operated by DTPW.



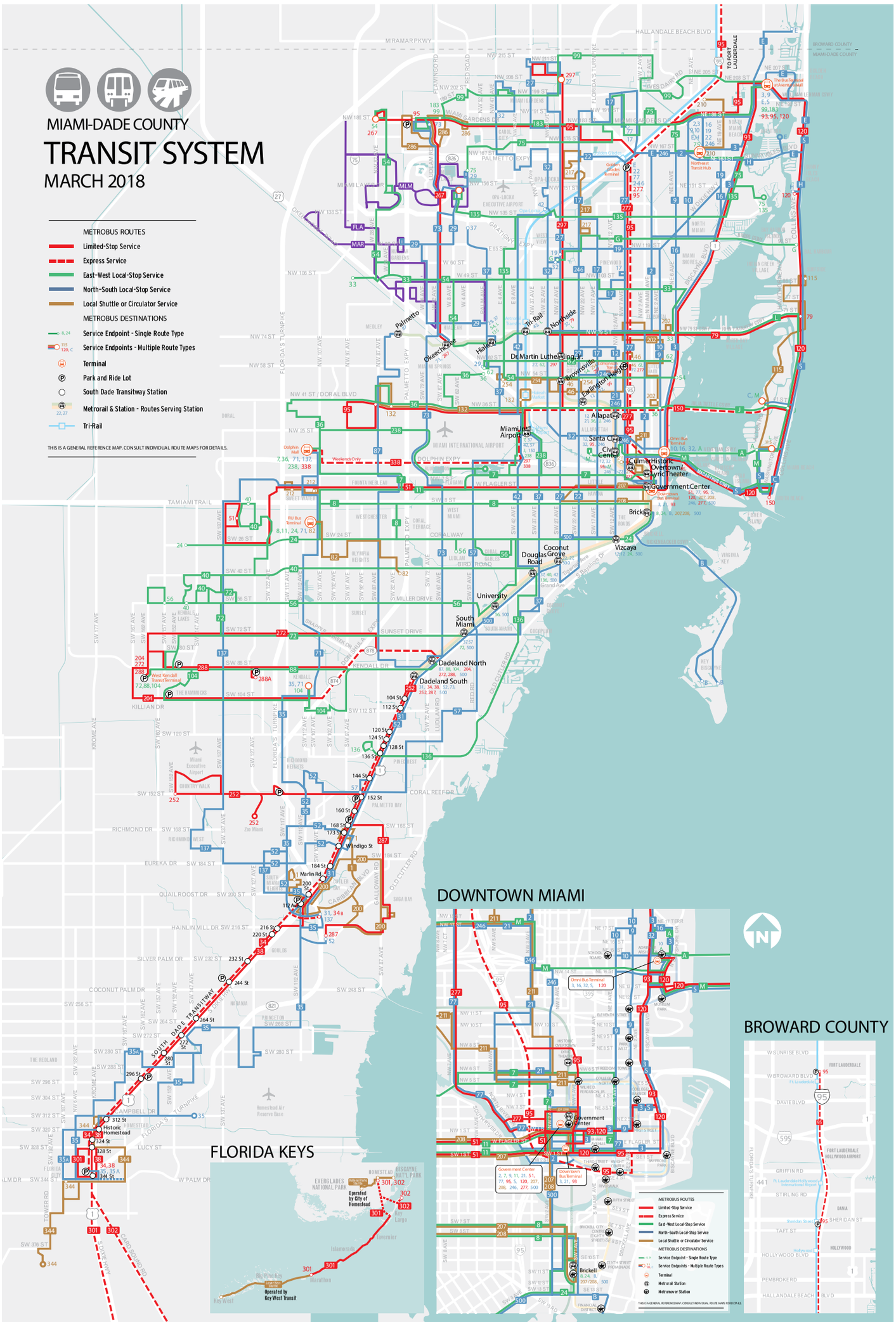
2.1.5 Transitway

A resolution was passed in June of 2016 rebranding what was formerly known as the "South Miami-Dade Busway" as the "South Dade Transitway." The Transitway is a 19.8-mile two-lane, at-grade corridor exclusively for DTPW bus service which runs parallel to U.S. 1 from SW 344th Street in South Miami-Dade to the Dadeland South Metrorail Station. Full size (40-foot) and articulated (60-foot) buses serve 30 stations (including Dadeland North) and six park-and-ride lots along the Transitway. Buses also operate within adjacent neighborhoods and enter the exclusive lanes at major intersections.

Most of the routes operating on the Transitway provide limited-stop or express service, or have sections that offer limited stop or express service to maximize use of the transitway and its travel time savings features of exclusive travel lanes, fewer stops, and preferential signal phasing at intersections. Examples of these routes include 31, 34, 38, 52, 252, and 287.



Figure 2-1: DTPW Metrobus System Map



METROBUS ROUTES

Connects with Metrorail | Serves Park & Ride Lot | Overnight Service | Serves Miami International Airport | Connects with Tri-Rail

- 1 Perrine ⇆ Quail Roost Dr/SW 117 Ave
- 2 163 St Mall, 84 St ⇆ Downtown Miami
- 3 Aventura Mall ⇆ Downtown Miami
- 7 Dolphin Mall, Miami Intl Airport ⇆ Downtown Miami
- 8 FIU Maidique Campus ⇆ Brickell Metrorail
- 9 Aventura ⇆ Downtown Miami
- 10 Skylake Mall ⇆ Omni Metrobus Terminal
- 11 FIU Maidique Campus ⇆ Downtown Miami
- 12 Northside Metrorail ⇆ Mercy Hospital
- 16 163 St Mall ⇆ Omni Metrobus Terminal
- 17 Norwood ⇆ Vizcaya Metrorail
- 19 (WEEKDAYS ONLY) MDC North Campus ⇆ 163 St Mall
- 21 Northside Metrorail ⇆ Downtown Miami
- 22 163 St Mall ⇆ Coconut Grove Metrorail
- 24 CORAL WAY LIMITED West Dade ⇆ Brickell Metrorail
- 27 Miami Gardens ⇆ Coconut Grove Metrorail
- 29 (WEEKDAYS ONLY) Miami Lakes Education Center ⇆ Hialeah
- 31 BUSWAY LOCAL South Dade Government Center ⇆ Dadeland South Metrorail
- 32 Carol City ⇆ Omni Metrobus Terminal
- 33 Hialeah ⇆ NE 79 St/Biscayne Blvd
- 34 34 EXPRESS (WEEKDAY RUSH-HOUR ONLY)
  34A: Florida City ⇆ Dadeland South Metrorail
  34B: S Dade Govt Ctr ⇆ Dadeland South Metrorail
- 35 MDC Kendall Campus ⇆ Florida City
- 36 Dolphin Mall, Doral, Miami Springs ⇆ Midtown Miami
- 37 Hialeah ⇆ South Miami Metrorail
- 38 BUSWAY MAX Dadeland South Metrorail ⇆ Florida City
- 40 West Dade ⇆ Douglas Road Metrorail
- 42 Opa-locka Tri-Rail ⇆ Douglas Road Metrorail
- 46 LIBERTY CITY CONNECTION (WEEKDAY RUSH-HOUR ONLY)
  Brownsville Metrorail ⇆ Seventh Avenue Transit Village
- 51 FLAGLER MAX (WEEKDAYS ONLY) West Dade ⇆ Downtown Miami
- 52 Dadeland South Metrorail ⇆ South Dade Health Center
- 54 Miami Gardens Dr/NW 87 Ave, Hialeah Gardens ⇆ Biscayne Blvd/NE 54 St
- 56 (WEEKDAYS ONLY) West Dade ⇆ Miami Children's Hospital
- 57 (WEEKDAYS ONLY) Miami Intl Airport ⇆ Jackson South Hospital
- 62 Hialeah ⇆ Biscayne Blvd / 62 St
- 71 Dolphin Mall ⇆ MDC Kendall Campus
- 72 West Kendall Terminal, Miller Square ⇆ South Miami Metrorail
- 73 Miami Gardens Dr & NW 73 Ave Park & Ride ⇆ Dadeland South Metrorail
- 75 Miami Lakes ⇆ FIU Biscayne Bay Campus
- 77 Norwood ⇆ Downtown Miami
- 79 79 STREET MAX (WEEKDAY RUSH-HOUR ONLY) Northside Metrorail ⇆ 72 St / Miami Beach
- 82 WESTCHESTER CIRCULATOR (WEEKDAYS ONLY) FIU Maidique Campus ⇆ Tropical Park
- 87 Palmetto Metrorail, Doral ⇆ Dadeland North Metrorail
- 88 Dadeland North Metrorail ⇆ West Kendall Terminal
- 93 BISCAYNE MAX (WEEKDAYS ONLY) Downtown Miami ⇆ Aventura Mall
- 95 95 EXPRESS GOLDEN GLADES (WEEKDAY RUSH-HOUR ONLY)
  Carol City, Aventura Mall, Golden Glades ⇆ Downtown Miami, Civic Center
  95 EXPRESS DADE BROWARD (WEEKDAY RUSH-HOUR ONLY)
  ROUTE 195: Broward Blvd ⇆ Downtown Miami
  ROUTE 196: Sheridan St ⇆ Downtown Miami
  ROUTE 295: Broward Blvd ⇆ Civic Center
  ROUTE 296: Sheridan St ⇆ Civic Center
- 99 Miami Gardens Dr & NW 73 Ave Park & Ride ⇆ Aventura Mall
- A ROUTE 101: Omni ⇆ 20th Street & West Avenue / Miami Beach
- B ROUTE 102: Brickell Metrorail ⇆ Key Biscayne
- C ROUTE 103: South Beach ⇆ Mt. Sinai Medical Center
- 104 West Kendall Terminal ⇆ Dadeland North Metrorail
- E ROUTE 105: Golden Glades ⇆ Hallandale Beach
- G ROUTE 107: 94 St / Miami Beach ⇆ MDC North Campus
- H ROUTE 108: 163 Street Mall ⇆ Haulover Park
- J ROUTE 110: Miami Intl Airport ⇆ 41 St / Miami Beach
- L ROUTE 112: Lincoln Rd ⇆ Hialeah Metrorail
- M ROUTE 113: Civic Center ⇆ Mt. Sinai Hospital
- 115 MID-NORTH BEACH CONNECTION Collins Ave / 88 St ⇆ Lincoln Rd
- S ROUTE 119: Downtown Miami ⇆ Aventura Mall
- 120 BEACH MAX Downtown Miami ⇆ Aventura Mall
- 132 TRI-RAIL DORAL SHUTTLE (WEEKDAY RUSH-HOUR ONLY): Doral ⇆ Hialeah Market Tri-Rail
- 135 Hialeah Metrorail, Miami Lakes ⇆ FIU Biscayne Bay Campus
- 136 (WEEKDAY RUSH-HOUR ONLY) SW 136 St / US1 ⇆ Douglas Road Metrorail
- 137 WEST DADE CONNECTION Dolphin Mall ⇆ South Dade Gov Center
- 150 MIAMI BEACH AIRPORT EXPRESS Miami Intl Airport ⇆ South Beach
- 183 Miami Gardens Dr & NW 73 Ave Park & Ride ⇆ Aventura Mall
- 200 CUTLER BAY LOCAL (NO SUNDAYS)
- 202 LITTLE HAITI CONNECTION Biscayne Shopping Plaza, NW 5 AVE / 83 St ⇆ Miami Design District
- 204 KILLIAN KAT (WEEKDAY RUSH-HOUR ONLY) West Kendall Terminal ⇆ Dadeland North Metrorail
- 207 LITTLE HAVANA CONNECTION (CLOCKWISE) Downtown Miami, Brickell ⇆ SW 25 Ave
- 208 LITTLE HAVANA CONNECTION (COUNTERCLOCKWISE) Downtown Miami, Brickell ⇆ SW 27 Ave
- 210 SKYLAKE CIRCULATOR Skylake Mall ⇆ 163 Street Mall
- 211 OVERTOWN CIRCULATOR (WEEKDAYS ONLY)
- 212 SWEETWATER CIRCULATOR (WEEKDAYS ONLY)
- 217 BUNCHE PARK CIRCULATOR (WEEKDAYS ONLY) NW 127 St / 33 Ave ⇆ N Dade Health Center
- 238 EAST-WEST CONNECTION (WEEKDAYS ONLY) Dolphin Mall ⇆ Miami Int. Airport
- 246 NIGHT OWL Downtown Miami ⇆ 163 St Mall
- 252 CORAL REEF MAX Country Walk ⇆ Dadeland South Metrorail, Zoo Miami (Weekends Only)
- 254 BROWNSVILLE CIRCULATOR (WEEKDAYS ONLY) Caleb Center ⇆ Jefferson Reeves Park, Hialeah (Thursday only)
- 267 LUDLAM LIMITED (WEEKDAY RUSH-HOUR ONLY) NW 186 St/87 Ave ⇆ Okeechobee Metrorail
- 272 SUNSET KAT (WEEKDAY RUSH-HOUR ONLY) West Kendall Terminal ⇆ Dadeland North Metrorail
- 277 NW 7 AVENUE MAX (WEEKDAY RUSH-HOUR ONLY) Downtown Miami ⇆ Golden Glades Park & Ride
- 286 NORTH POINTE CIRCULATOR (NO SUNDAYS) Miami Gardens Dr & NW 73 Ave Park & Ride ⇆ NW 57 Ave/NW 176 St
- 287 SAGA BAY MAX (WEEKDAY RUSH-HOUR ONLY) S Dade Health Center ⇆ Dadeland South Metrorail
- 288 KENDALL CRUISER (WEEKDAY RUSH-HOUR ONLY)
  West Kendall Terminal, SW 127 Ave Park & Ride ⇆ Dadeland North Metrorail
- 297 27th AVE ORANGE MAX (WEEKDAYS ONLY) Miami Intl Airport ⇆ Miami Gardens
- 301 DADE-MONROE EXPRESS Florida City ⇆ Marathon Key
- 302 CARD SOUND EXPRESS Florida City ⇆ Ocean Reef Club
- 338 WEEKEND EXPRESS (WEEKENDS ONLY) Miami Intl Airport ⇆ Dolphin Mall
- 344 (WEEKDAYS ONLY) Florida City ⇆ MDC Homestead Campus
- 500 MIDNIGHT OWL Dadeland South Metrorail ⇆ Downtown Miami

SPECIFIC ROUTE INFORMATION / TRIP PLANNING:

www.miamidade.gov/transit | MDT Tracker App | 311 OR 305.468.5900 (TDD: 305.468.5402)

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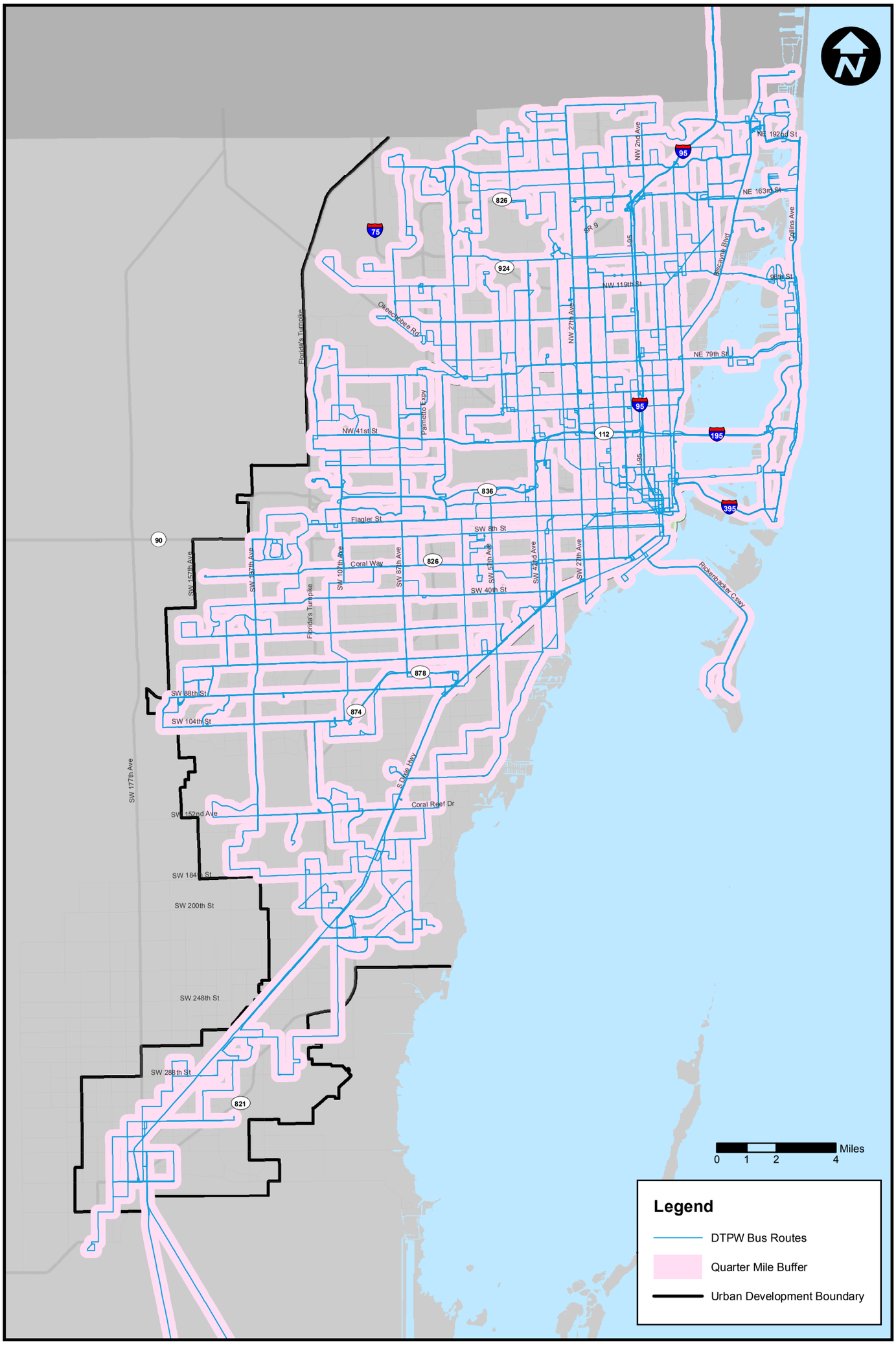
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

MIAMI-DADE COUNTY

Figure 2-2: DTPW Service Area Coverage



Miami Dade County Department of Transportation and Public Works Bus Service Area Coverage.
Source: DTPW, December 2017

2.2 Metrorail

Metrorail provides passenger service to 23 stations on a 24.8-mile heavy rail electrified line. The system operates on an elevated guideway with transfer points to Tri-Rail commuter rail service, the DTPW Metromover system, and the South Miami-Dade Transitway. DTPW maintains a total fleet of 136 Metrorail vehicles. Daily passenger service starts at approximately 5:00 a.m. from the terminal stations.

The last southbound trains depart the Palmetto and Airport Stations at:

- Palmetto Station, Green line departs at 11:54 p.m. and arrives at Dadeland South at 12:41a.m.
- Airport Station, Orange Line departs at 12:23 a.m. and arrives at Dadeland South at 12:56 a.m.

The last northbound trains depart Dadeland South Station at:

- Dadeland South, Orange line departs at 11:45 p.m. and arrives at the Airport Station at 12:18 a.m.
- Dadeland South , Green line departs at 12:00 a.m. and arrives at the Palmetto Station 12:48 a.m.

DTPW operates two lines of service with four (4) and six (6) car trains. The legacy Green Line runs from Palmetto Station to Dadeland South Station and the Orange Line from the Miami Intermodal Center (MIC) at Miami International Airport to Dadeland South Station.

The Orange Line provides direct service between the MIC and Dadeland South Station every 15 minutes during peak hours. The Green Line operates at 15-minute headways during the morning and afternoon peak travel times between the Palmetto Station and Dadeland South Station.

Both lines provide premium transit service with a combined headway of 7.5 to 8 minutes during the peak morning and afternoon travel times from Dadeland South Station to the Earlington Heights Station. Weekend and holiday Green Line and Orange Line service operates with headways of 30 minutes and combine to provide a 15 minute headway from Earlington Heights to Dadeland South Station. DTPW provides a Metrorail Downtown Express Service from Dadeland North to Brickell Station in the morning peak periods and from Brickell to Dadeland North in the afternoon peak periods.

Figure 2-3: DTPW Metrorail System 2017



Source: DTPW, December 2017

2.3 Metromover

DTPW's automated people mover (APM) or Metromover is an elevated system that serves 21 stations and is comprised of three (3) loops:

- Downtown Miami Central Business District (Inner/Downtown Loop);
- Adrienne Arsht Center and Perez Arts Museum to the north (Outer/Omni Loop);
- Brickell area to the south (Outer/Brickell Loop).

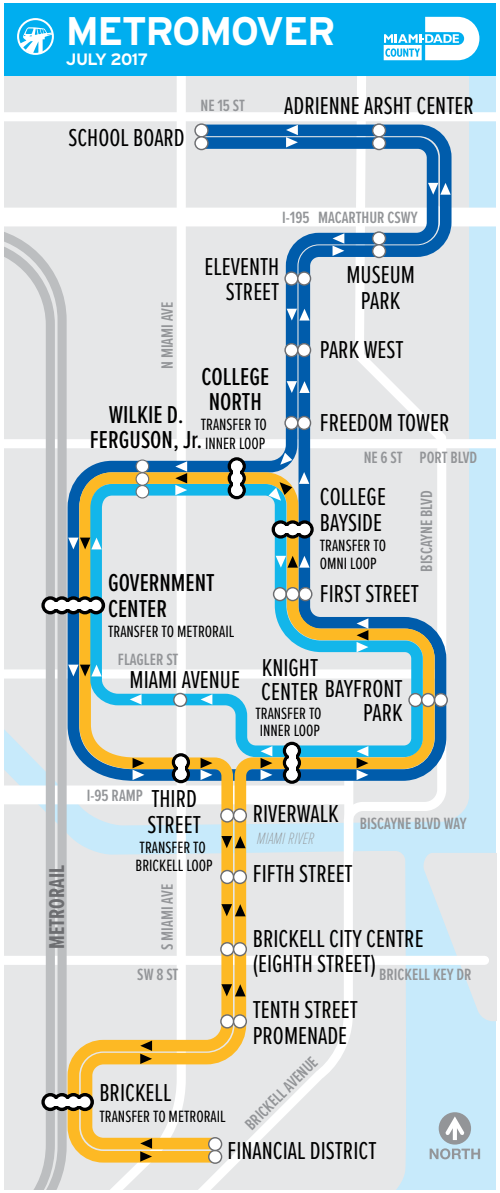
DTPW maintains a fleet of 29 Metromover vehicles and operates with a maximum of two (2) cars per train. Metromover operates free of charge and stops at 21 wheelchair-accessible stations from the School Board area to Brickell, serving major destinations throughout Downtown Miami.

Metromover's Inner/Downtown, Outer/Omni and Brickell loops operate seven (7) days a week and runs from 5:00 a.m. to 12:00 a.m. During the morning and afternoon peak periods, service frequency is every 90 seconds in the central business district and every three (3) minutes during weekends and holidays.

On the Omni and Brickell Loops, service frequency is five (5) minutes during peak periods and six (6) minutes during weekends and holidays.

Figure 2-4 illustrates the DTPW Metromover system map as of December 2017.

Figure 2-4: DTPW Metromover System



Source: DTPW, December 2017

2.4 Special Transportation Services

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

Service is provided by sedans, vans and lift-equipped vehicles, seven (7) days a week, 24 hours per day. Presently, there are 386 vehicles available for paratransit service transportation. Currently, these vehicles are privately contracted through Transportation America (TA).

As of December 2017, a total of 31,224 eligible clients are enrolled in the STS program including both ambulatory and non-ambulatory clients.



2.5 Services Provided by Private Contractors

DTPW currently contracts out 16 fixed route bus services, which are operated by America's Transportation (AT) and Limousines of South Florida d/b/a Transportation America (TA). AT operates two bus routes that provide service to Mile Marker 50 in the City of Marathon in Monroe County (Routes 301 and 301). TA operates 14 bus routes that serve approximately 893 bus stops with over 207 directional route miles in Miami-Dade County. The private sector also provides several transit support services, such as:

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

2.6 Miami-Dade Transit Passenger Fare Structure

DTPW's automated passenger fare collection system for Metrorail and Metrobus is known as the EASY Card. Cash fare payments are still accepted on Metrobus; however Metrobus passengers are encouraged to purchase the DTPW EASY Card to take advantage of discounted transfer fees. Metrorail passengers are now required to purchase and load the contactless DTPW EASY Card. These cards are purchased at a fee of $2.00 and loaded with appropriate fare amounts for passage. Table 2-2 presents the current fare structure.

Table 2-2: DTPW Fare Structure Summary, December 2017

	Regular Fare	Discount Fare [1]
Metrobus	$2.25	$1.10
Inter-County Express Bus	$2.65	$1.10 - $1.30
Intra County Express Bus Reg Fare	$2.25	$1.30
Shuttle Bus [2]	25¢	10¢
Metrorail	$2.25	$1.10
Metrorail daily parking fee	$4.50	Not Applicable
Metrorail monthly parking permit [3]	$11.25	Not Applicable
Metromover	Free	Free
Special Transportation Service (STS)	$3.50	Not applicable
Bus-to-Bus Transfer [4]	Free	Free
Bus-to-Express Bus Transfer	50¢+45¢ upgrade=95¢	25¢+20¢ upgrade=45¢
Bus-to-Rail Transfer	60¢	30¢
Rail-to-Bus Transfer	60¢	30¢
Shuttle Bus-to-Bus or Rail Transfer	$2.00	$1.00
Shuttle Bus-to-Express Bus Transfer	$2.40	$1.20
1-Month Pass	$112.50	$56.25
1-Month Pass + Monthly Metrorail Parking Permit	$123.75	$67.50
1-Month Pass - Group Discount 4-99 passes	$101.25	Not applicable
Regional Monthly Pass	$145	$72.50

1 Discount fare is available for Medicare recipients, most people with disabilities, and students in grades K-12 when using an EASY Card for discount fare rides, which replaces all previous discount IDs and permits. Preschool children less than 42 inches in height can ride Metrobus and Metrorail free at all times with an accompanying adult. Parents or guardians of pre-schoolers are encouraged to present proof of age to bus operators and rail personnel to access the system. EASY Cards are not issued to pre-schoolers.

2 DTPW operates six shuttle routes: 132/Doral-Tri-Rail Shuttle, 200/Cutler Bay Local, 211/Overtown Circulator, 212/Sweetwater Circulator, 254/Brownsville Circulator, and 286/North Pointe Circulator. There is no fare for route 132 (Doral-Tri-Rail Shuttle).

3 Only available with the purchase of a monthly pass.

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

Table 2-2: DTPW Fare Structure Summary, December 2017 (continued)

	Regular Fare	Discount Fare [1]
1-Month Pass - Group Discount 100 or more passes	$95.65	Not applicable
7-Day Pass	$29.25	$14.60
1-Day Pass	$5.65	$2.80
College/Adult Education Center Monthly Pass	$56.25	Not applicable
Golden Passport or Patriot Passport	Free	Free
EASY Card (cost of media)	$2.00	Not applicable
EASY Ticket (cost of media)	Free	Not applicable
Transit Mobility	Free	Free
Commuter Reduced	Not Applicable	Half-fare on every ride

Source: Department of Transportation and Public Works, December 2017

2.6.1 Farebox Recovery Ratio

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

Table 2-3 illustrates DTPW's farebox recovery ratio as reported to National Transit Database (NTD) for each mode. Note that DTPW's Metromover is a free fare service and therefore collects no farebox revenue.

Table 2-3: Farebox Recovery by DTPW Mode

Mode	FY 2016	FY 2017
Metrobus	24.3%	19.1%
Metrorail	19.8%	15.9%
STS	11.1%	11.7%

Source: DTPW National Transit Database Facts at a Glance Report, Dec. 2017

1 Discount fare is available for Medicare recipients, most people with disabilities, and students in grades K-12 when using an EASY Card for discount fare rides, which replaces all previous discount IDs and permits. Preschool children less than 42 inches in height can ride Metrobus and Metrorail free at all times with an accompanying adult. Parents or guardians of pre-schoolers are encouraged to present proof of age to bus operators and rail personnel to access the system. EASY Cards are not issued to pre-schoolers.

2.7 Miami-Dade Transit's Special Programs

Section 427, Florida Statues and Rule 41-2 Florida Administrative Code, establishes and mandates the creation of the Commission for the Transportation Disadvantaged in the State of Florida. A Community Transportation Coordinator (CTC) in each county is appointed by the Commission for the Transportation Disadvantaged and is responsible for the coordination and provision of cost-efficient transportation services and the elimination of duplication through a coordinated system. In Miami-Dade County, the County government is the local coordinator. DTPW is charged with the responsibility of creating programs, applying for the grants and coordinating transportation services for the disadvantaged.

Programs such as the Section 5310, Golden Passport, Patriot Passport, and Lifeline Services are also included in the Coordinated Transportation System.

2.7.1 Transportation Disadvantaged Program

The Transportation Disadvantaged Program, through a state funded grant, provides EASY Tickets and EASY Cards to transportation disadvantaged (homeless, children and families at risk, vocational training, and rehabilitation) Miami-Dade County residents. The EASY Ticket program provides tickets to qualifying social service agencies to distribute to their clients for use on the Miami-Dade County transit system. Currently there are 100 agencies enrolled in the program. The Transit Mobility EASY Card Program provides annual EASY Cards to individuals who are TD eligible. Currently, there are 10,176 TD Mobility Customers.

2.7.2 Section 5310 Program

DTPW actively participates in the Federal Transit Administration (FTA) Section 5310 program by participating in the grant review, evaluation and award process. DTPW in its role as the CTC is responsible for the program coordination with local non-profit agencies serving elderly and disabled residents in Miami-Dade County.

2.7.3 Corporate Discount Program

DTPW's Corporate Discount Program (CDP) allows participants to save on commuting costs through group discounts and pre-tax savings, by purchasing public transportation through a tax deduction from their employer under IRS Code 132(f). It allows employees to pay for their public transit rides using pre-tax dollars, up to $255 month ($3,060/year) in 2017. The CDP provides monthly transit passes on Corporate EASY Cards, good for a month of unlimited rides on Metrobus and Metrorail, at a 10 percent (10%) discount for groups of 4-99 participants, and a 15 percent (15%) discount for groups of 100+ participants. Participants who take Metrorail can save even more by purchasing their $11.25 monthly Metrorail parking permit with pre-tax dollars. In 2017, the CDP generated approximately $8.8 million in revenue. Currently the number of companies enrolled is 211.

2.7.4 College / Vocation School Discount Program

College, university, vocational/technical, and adult education school students can purchase a one-month pass on an Orange EASY Ticket for $56.25, half the cost of a full price monthly pass. This program is offered to full-time students using DTPW's public transportation system to get to school. Over 50 schools are participating in the program generating approximately $2.8 million in annual sales.

2.7.5 K-12 Discount Program

Miami-Dade County students in grades K-12 can ride Metrobus and Metrorail at 50 percent (50%) off the regular fare. First time eligible students may obtain a specially encoded EASY Card at no cost by applying online www.miamidade.gov/transit/fare-k12 or visiting the Transit Service Center Kiosk located on the second floor of the Stephen P. Clark Center, at 111 NW 1st Street, or Pass Sales Office located at 701 NW 1 Court, Suite 121. This program is open to any student attending public or private schools in Miami-Dade County. Currently, there are over 6,200 K-12 customer accounts.

2.7.6 EASY Card Sales Outlets

EASY Card Sales Outlets are conveniently located throughout Miami-Dade County for transit customers to obtain or load cash value and/or passes onto the EASY Card or EASY Ticket. The DTPW EASY Card Services Division is responsible for training new vendors and managing all EASY Card Sales Outlets, providing DTPW with an average of $5.9 million in revenue a year. Currently there are over 98 sales vendors throughout Miami-Dade County.

2.7.7 Golden Passport Office

The Golden Passport EASY Card provides free transportation to senior citizens 65 years and over or Social Security beneficiaries who are permanent Miami-Dade County residents. A Patriot Passport provides free transportation to disabled veterans who are permanent Miami-Dade County residents. Currently, there are 208,562 certified Golden Passport/Patriot Passport customer accounts; this includes 183,968 Golden Passport customers over 65 years of age, 22,480 Golden Passport customers under 65 years of age, and 2,114 Patriot Passport customers.

2.8 Customer Information / Convenience

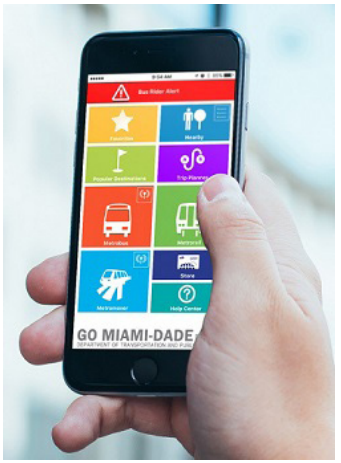
2.8.1 Smartphone Mobile Application (iPhone and Android)

DTPW has deployed real-time iPhone and Android applications for Metrorail/Metrobus/Metromover arrival/departure, route and schedule information. These mobile applications provide DTPW passengers with everything that is currently present on the DTPW mobile web site as well as additional smartphone-specific features in the form of an app to include:

- Rider alerts
- Train Tracker
- Bus Tracker
- Service updates
- Elevator/escalator operational status
- Metrobus schedules and routes
- Metrorail station information
- Metromover station information
- Fare information
- Rider alert registration
- Contact numbers
- Feedback zone
- Where Am I?
- Live Mapping
- Bus Stop Look Up
- Nearby (which shows all stops/stations and real-time vehicles around you with the ability to scroll around the County)
- STS (with access to the STS Connect online service for its clients)
- Integration with other apps such as EASY Pay, Pay by Phone, and MDT Transit Watch mobile applicatoin for submitting safety concerns in real-time
- 3-D touch support for iPhones.

2.8.2 Electronic Transit Rider Alert System / Train Tracker / Mover Tracker / Bus Tracker

DTPW continues to implement customer convenience enhancements to their Rider Alert system that notifies passengers about transit service delays. Registered users receive electronic alerts on detours, route changes, and updates for Metrobus as well as service interruptions for Metrorail, Metromover, Metrobus, and Special Transportation Services. The Rider Alert system also provides the operational status of Metrorail or Metromover station elevators and escalators. Customers must sign-up to receive these electronic alerts to their cellular phones, email addresses, text pagers, and smart phones. There are currently 2,766 customers who are signed up to receive these electronic alerts. Train Tracker service allows users to see, via the web and on mobile devices, the estimated time of arrival of the next Metrorail train.



DTPW has a real-time Metromover Tracker System, "Mover Tracker" using the web-based technology and is available via computer desktops, cell phones/smartphones, personal digital assistants (PDAs) and tablets. These software applications also provide other useful transit information such as service alerts, rail and mover station information, and elevator/escalator status. Similar systems are active for Metrorail and Buses (Train Tracker and Bus Tracker).

2.9 Maintenance and Storage Facilities

DTPW currently operates three (3) maintenance bus garages to serve a fleet of 847 buses. The DTPW garages are located in various areas throughout the County to provide efficient maintenance and storage services at the following locations:

- Central Facility: 3311 NW 31st Street, Miami, Florida 33142; serving 37 bus routes
- Coral Way Facility: 2775 SW 74th Avenue, Miami, Florida 33155; serving 33 bus routes
- Northeast Facility: 360 NE 185th Street, Miami, Florida 33179; serving 27 bus routes

The Metrorail fleet of 136 rail cars is maintained and stored at:

- William E. Lehman Center: 6601 NW 72nd Avenue, Miami, Florida 33166.

The Metromover fleet of 46 cars is supported by the maintenance facility located at:

- 100 SW 1st Avenue in Downtown Miami

2.10 Park-and-Ride Facilities

DTPW currently has over 12,000 available parking spaces, including 31 park-and-ride lots which serve one or more Metrobus routes. Seventeen of those locations are located at Metrorail stops.

Actual parking usage is highest on the southern portion of the Metrorail line and to the north at the Metrobus Golden Glades park-and-ride lot. Figure 2-5 identifies the location of existing park-and-ride sites that serve the DTPW system.

2.11 Pedestrian Overpasses

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

1. Douglas Road Metrorail Station Pedestrian Overpass
2. Vizcaya Metrorail Station Pedestrian Overpass
3. Hialeah Metrorail Station Overpass
4. Snapper Creek Expressway and US-1 M-Path Overpass
5. University Metrorail Station Pedestrian Overpass

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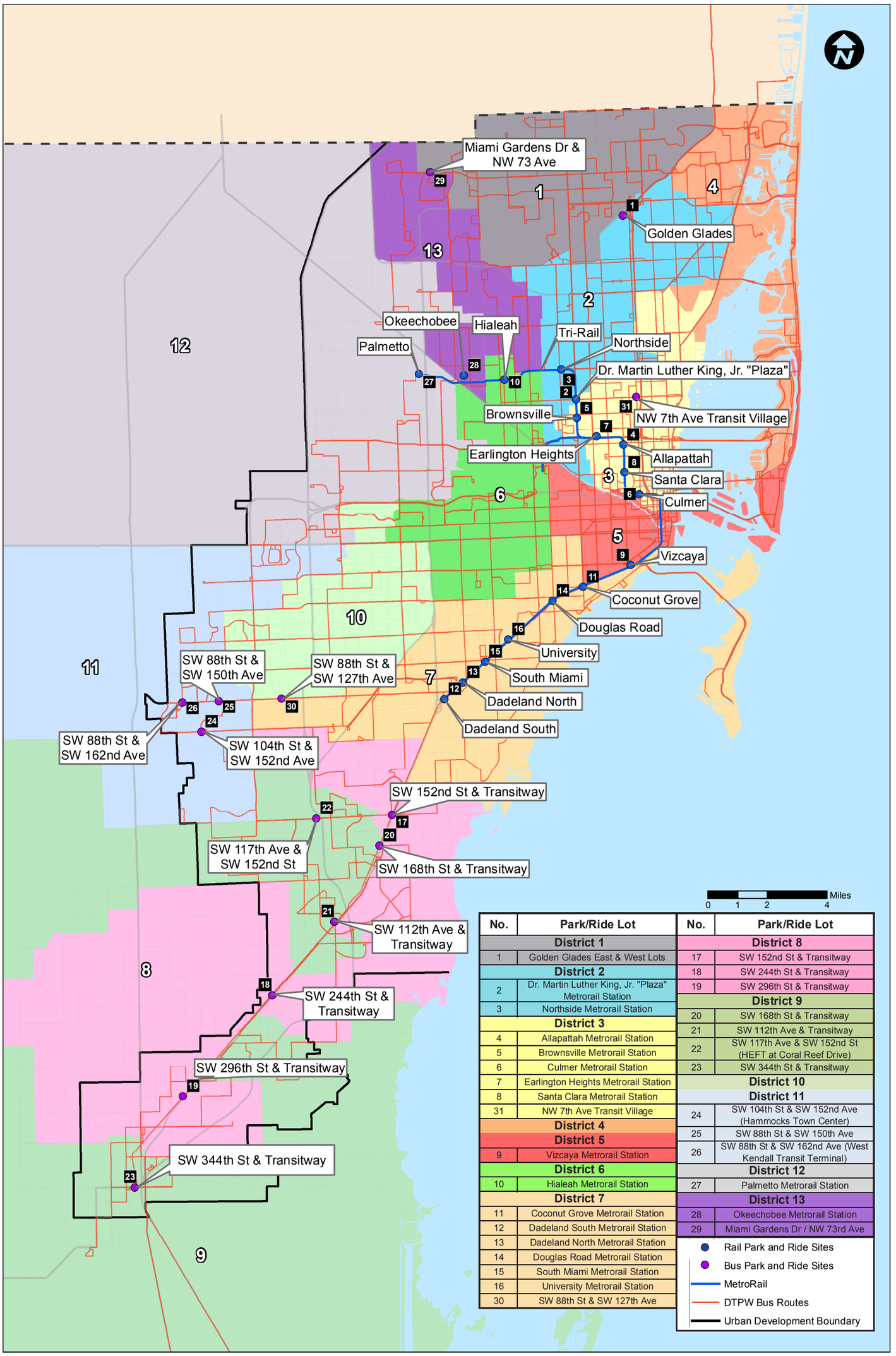
Figure 2-5: Existing DTPW Park-and-Ride Facilities



No.	Park/Ride Lot
District 1	
1	Golden Glades East & West Lots
District 2	
2	Dr. Martin Luther King, Jr. "Plaza" Metrorail Station
3	Northside Metrorail Station
District 3	
4	Allapattah Metrorail Station
5	Brownsville Metrorail Station
6	Culmer Metrorail Station
7	Earlington Heights Metrorail Station
8	Santa Clara Metrorail Station
31	NW 7th Ave Transit Village
District 4	
District 5	
9	Vizcaya Metrorail Station
District 6	
10	Hialeah Metrorail Station
District 7	
11	Coconut Grove Metrorail Station
12	Dadeland South Metrorail Station
13	Dadeland North Metrorail Station
14	Douglas Road Metrorail Station
15	South Miami Metrorail Station
16	University Metrorail Station
30	SW 88th St & SW 127th Ave

No.	Park/Ride Lot
District 8	
17	SW 152nd St & Transitway
18	SW 244th St & Transitway
19	SW 296th St & Transitway
District 9	
20	SW 168th St & Transitway
21	SW 112th Ave & Transitway
22	SW 117th Ave & SW 152nd St (HEFT at Coral Reef Drive)
23	SW 344th St & Transitway
District 10	
District 11	
24	SW 104th St & SW 152nd Ave (Hammocks Town Center)
25	SW 88th St & SW 150th Ave
26	SW 88th St & SW 162nd Ave (West Kendall Transit Terminal)
District 12	
27	Palmetto Metrorail Station
District 13	
28	Okeechobee Metrorail Station
29	Miami Gardens Dr / NW 73rd Ave

Rail Park and Ride Sites
Bus Park and Ride Sites
MetroRail
DTPW Bus Routes
Urban Development Boundary

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2.12 Transit Oriented Development

In an effort to increase transit ridership, generate revenue, and create attractive and dynamic station areas, DTPW has partnered with the private sector to implement the following transit oriented development projects:

Dr. Martin Luther King, Jr. Plaza Metrorail Station



Project: Dr. Martin Luther King, Jr. Plaza Office Building

- 5-story, 172,000 sq. ft. office building including 13,500 sq. ft. of ground floor retail
- Demolition of portion of parking structure and renovation of 631-space entire garage
- Covered walkway linking building with station

Location: NW 62nd Street at NW 27th Avenue

Development Area: 7.9 Acres

Status: 2001 groundbreaking; 2004 office building opened and garage re-opened

Allapattah Metrorail Station



Project: Allapattah Garden Apartments.

- Affordable rental housing complex with surface parking
- 8 garden-style, 3-story buildings totaling 135,100 SF
- 128 two and three bedroom units
- Clubhouse, tenant amenities, resident programs and services, day care center

Location: NW 36th Street at NW 12th Avenue, City of Miami

Development Area: 4.7 Acres

Status: Groundbreaking October 2002. Completed spring 2004

Santa Clara Metrorail Station



Project: Santa Clara Apartments

- Phase I: 9-story, 208-unit affordable rental apartment building, 157 surface parking and 51 Phase II garage parking spaces
- Phase II: 17-story, 204-unit affordable rental apartment building; 319 parking spaces on 5 levels with 207 spaces for Phase II tenants, 51 spaces for Phase I tenants and 61 ground floor spaces dedicated for Metrorail patrons

Location: NW corner, NW 20th Street at NW 12th Avenue, City of Miami

Development Area: 3.3 Acres

Status: Phase I Certificate of Occupation (CO) 2004 - Phase II CO 2006

Overtown



Projects: Overtown Transit Village (OTV) North (Phase 1)

- 17-story, 309,900 sq. ft. office building
- separate 9-story, 590-space parking garage
- 4,000 sq. ft. ground floor retail

Overtown Transit Village South (Phase II)

- 21-story, 300,000 sq. ft. office building including garage
- 7,152 sq. ft. ground floor lobby
- integrated 6-story, 334-space parking garage

Location: NW 1st Court between NW 6th and 8th Streets, City of Miami

Development Area: 2.1 Acres

Status: OTV I: Groundbreaking May 2004, construction began May 2004, completed June 2006. First occupancy March 2007

OTV II: Construction began winter 2007, completion early-mid 2010

Dadeland South



Projects: Datran Center I & II (Phases 1 & 3)

- 2 Class A office buildings, 476,412 rentable square feet
- 35,000 square feet retail space
- 3,500 parking spaces, 1,100 = dedicated transit patron usage

Miami Marriott Dadeland Hotel and Conference Center (Phase 2)

- 302 luxury hotel rooms

Dadeland Centre I (Phase 4A)

- 18 story Class A office building (8 floors offices, 9 floors parking)
- 152,014 square feet

Dadeland Centre II (Phase 4B)

- 15 story Class A office building (8 floors office, 6 floors parking)
- 119,516 square feet; ground floor retail

Location: S. Dixie Highway/U.S. 1 between Dadeland Boulevard and the Palmetto Expressway Overpass, Unincorporated Miami-Dade County

In Operation: Phases 1, 2 & 3 since 1984, Phase 4A since 2005 & Phase 4B since 2008

Term: Lease commenced July 1982; initial term to Dec. 2038; automatic 44-year renewal to Dec. 2082; automatic 50-year renewal to 2132.

2.13 Municipal Transit Services

DTPW continues to coordinate with local municipalities to avoid duplication of transit services and allow for efficient transit operations that complement one another. Currently, there are 34 municipalities eligible to receive surtax funding with 33 participating in the program (Indian Creek is not participating). Of these 33 municipalities participating in the program, 27 have local transit circulators that supplement DTPW bus routes. Figure 2-6 presents a map of local municipal circulators. The 27 municipalities below operate a circulator, partner with another municipality or partner with DTPW.

- City of Aventura
- Village of Bal Harbour
- Town of Bay Harbor Islands
- City of Coral Gables
- Town of Cutler Bay (Interlocal Agreement (ILA) with DTPW)
- City of Doral
- City of Hialeah
- City of Hialeah Gardens (ILA with the City of Hialeah)
- City of Homestead
- City of Miami
- City of Miami Beach (ILA with DTPW)
- City of Miami Gardens
- Town of Miami Lakes
- Town of Medley (Monday/Thursday only service to various shopping plazas)
- Miami Shores Village
- City of Miami Springs
- City of North Bay Village
- City of North Miami
- City of North Miami Beach
- City of Opa-locka
- Village of Palmetto Bay
- Village of Pinecrest
- City of Sunny Isles Beach
- Town of Surfside
- City of Sweetwater
- Village of Virginia Gardens (ILA with the City of Miami Springs)
- City of West Miami

The collective ridership on these circulators exceeds 10.8 million passenger trips annually. The annual ridership of the three largest circulator systems – (1) City of Miami, (2) City of Miami Beach and (3) City of Coral Gables, - collectively totaled 8,456,422 in FY 17 and grew 12 percent since FY 16. It should be noted that many of the municipalities operating circulator systems exceed the 20 percent minimum surtax transit expenditure requirement. Appendix A.3 provides a listing of each municipality, respective service operator and website.

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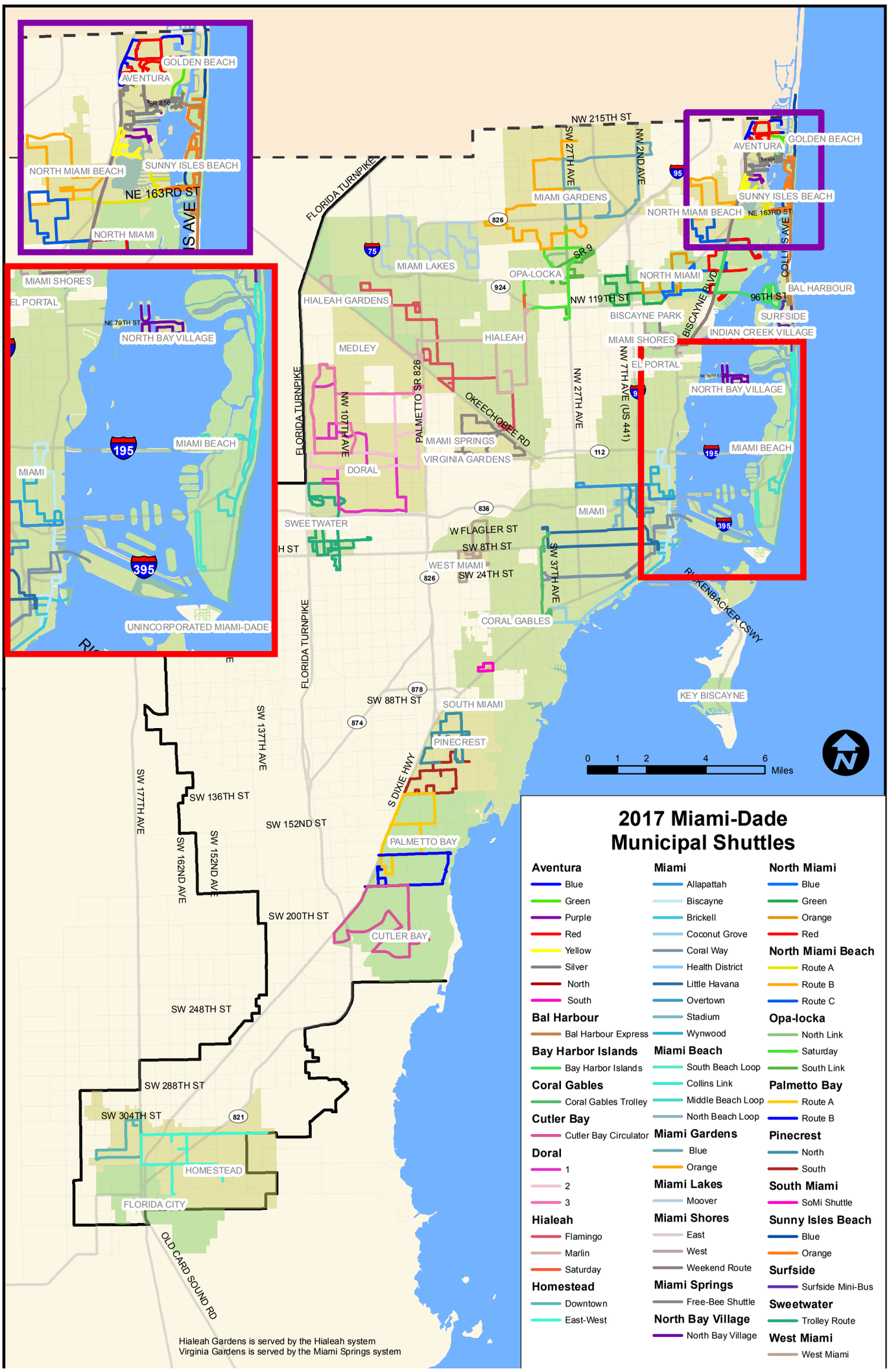
Figure 2-6: Municipal Circulator Routes



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2.14 REGIONAL TRANSIT SERVICE CONNECTIONS

2.14.1 Broward County Transit (BCT)

The Broward County Office of Transportation operates BCT, a fixed route bus service, which connects with DTPW service. BCT operates 45 routes during weekdays, 31 routes on Saturday and 29 routes on Sundays, with varying service schedules spanning from before 4:35 AM to after midnight on weekdays. A regular one-way fare is $2.00 while a reduced one-way fare is $1.00, and an all day pass is $5.00. The express bus one-way fare is $2.65 while the reduced one-way fare is $1.30. DTPW passengers transferring to BCT will provide the BCT bus operator with the Inter-County Ticket and pay $0.50. Passengers transferring from BCT to DTPW will provide the DTPW bus operator with the BCT Transfer and pay $0.60 for a full-fare transfer, $0.30 for a discounted-fare transfer, $0.95 for an express-bus transfer or $0.45 for a discounted fare transfer. BCT and DTPW have partnered to provide regional bus service between Broward and Miami-Dade Counties. Currently, DTPW buses travel into Hallandale Beach (southern Broward), and BCT buses travel into Aventura, North Miami, Miami Gardens, and the Golden Glades interchange. Bus service from both agencies operates within the I-95 express lanes, connecting northern and central Broward communities with Downtown Miami. BCT operates the 595 Express which connects western Broward communities to the Civic Center and Downtown Miami. The following table lists those locations and BCT bus routes that provide connecting service to Metrobus routes.

Table 2-4: BCT Routes Serving Miami-Dade County

Bus Route	Service Connection Location
1	Aventura Mall, US 1
2	NW 207 Street, NW 27th Avenue, University Drive
18	Golden Glades, State Road 7
28	Aventura Mall, State Road 7
441 Breeze, University Breeze	Golden Glades, Miami Gardens Drive
US 1 Breeze	Aventura Mall, US 1
595 Express Miami/Brickell	Overtown Metrorail station, Eighth Street, Metromover station, Brickell Metrorail station
595 Express Miami Civic Center	Civic Center Metrorail station
95 Express Miramar, 95 Express Pembroke Pines	Miami VA Hospital, Jackson Memorial Hospital, Miami Civic Center, University of Miami Hospital
95 Express Hollywood	Miami VA Hospital, Jackson Memorial Hospital, Miami Civic Center, University of Miami Hospital, Overtown Metrorail station, Downtown Miami Transit Terminal
95 Express Pembroke Pines / Miramar	Overtown Metrorail station, Downtown Miami Transit Terminal

Source: Broward County Transit, 2017

2.14.2 South Florida Regional Transportation Authority (SFRTA)

The SFRTA operates Tri-Rail a commuter rail service that operates along 72 miles of the South Florida Rail Corridor (SFRC) which spans Palm Beach County, Broward County, and Miami-Dade County. Tri-Rail primarily runs through the eastern urbanized areas of the three (3) counties between the Mangonia Park station in Palm Beach County and the Miami Airport station in Miami-Dade County. Tri-Rail serves 18 passenger stations and averages more than 14,000 boardings per weekday.

Weekday service spans from 4:00 a.m. to 11:35 p.m., with operations of 20 minute headways in each direction during the Peak periods, Off-peak headways are 60 minutes in each direction. Weekend service spans from 5:17 a.m. to 11:45 p.m. with 60 minute headways. Tri-Rail operates a zonal fare system and is comprised of six (6) equidistant zones. Fares are determined by the sum of zones traveled; the regular base fare for one-way travel is $2.50, discounted one-way is $1.25, regular round-trip is $4.40 and discounted round-trip is $2.50. On weekends and holidays, daily passes are issued for $5.00 and discounted is $2.50. The cost for the Tri-Rail monthly pass is $145 ($72.50 discounted for children, seniors, and persons with disabilities).

Tri-Rail passengers transferring to the DTPW system at a Tri-Rail transfer point are required to pay as presented in the following table:

Table 2-5: Tri-Rail-DTPW Transfer Fares

Transferring from Tri-Rail	Full Fare	Discount Fare
Metrorail	$1.20	$0.60
Metrobus	$0.60	$0.30
Express Bus	$0.95	$0.45
Return Trip	**Full Fare**	**Discount Fare**
All Modes/Express Bus	$2.25/$2.65	$1.10/$1.30

Source: Tri-Rail, 2017

Tri-Rail has five (5) station locations in Miami-Dade County that connect with DTPW services including Metrobus and Metrorail. The five (5) Tri-Rail stations are Golden Glades (Metrobus routes 105 E, 22, 77, 246 Night Owl, 277 NW 27th Ave MAX, 95 Golden Glades Express), Opa-locka (Metrobus routes 32, 42, 135), Tri-Rail/Metrorail Transfer (Metrobus routes 42, 112 L, Metrorail Green Line), Hialeah Market (Metrobus routes 110 J, 36, 37, 132), and the Miami International Airport (MIA) Tri-Rail station (110 J, 37, 57, 42, 7, 150 Miami Beach Airport Flyer, 238 East-West Connector, 297 27th Avenue Orange Max, and Metrorail Orange Line).

In 2019, Tri-Rail will provide a direct connection to downtown Miami from the SFRC to the Little River FEC railroad spur and into the Miami Central Station adjacent to Government Center.

Table 2-6: Tri-Rail Stations and DTPW Route Connections

Tri-Rail Station	DTPW Route	Major Destinations
Broward County		
Fort Lauderdale	95 Dade-Broward Express	Downtown Miami, Fort Lauderdale Tri-Rail station
Sheridan St	95 Dade-Broward Express	Downtown Miami, Sheridan Street Tri-Rail station
Miami-Dade County		
Golden Glades	105 E	Jackson North, The Mall at 163rd Street, City of North Miami Beach, Eastern Shores, Winston Towers, Aventura Mall, Turnberry Isle, Diplomat Mall/Hallandale
	22	City of North Miami Beach, The Mall at 163rd Street, Earlington Heights Metrorail station, Coconut Grove Metrorail station, Sunshine State Industrial Park
	77	SR 441, Liberty City, Culmer Metrorail station, Government Center Metrorail station, Main Library, Historical Museum of South Florida, Miami Art Museum, Downtown Miami Bus Terminal, NW 7th Avenue Transit Village
	246 Night Owl	The Mall at 163rd Street, Downtown Miami, Government Center Metrorail station, Overtown, Civic Center Metrorail station, University of Miami/Jackson Memorial Hospitals and clinics, Allapattah Metrorail station
	277 NW 7th Ave MAX	Downtown Miami, Government Center Metrorail station, Culmer Metrorail station, Edison Center, North Miami, Biscayne Gardens, NW 7th Avenue Transit Village
	95 Golden Glades Express	Golden Glades Park & Ride Lot, Civic Center, Veterans Hospital, Jackson Memorial Hospital, Norwood, Earlington Heights Metrorail station, Downtown Miami, Brickell
Opa-locka	32	Carol City, St. Thomas University, Florida Memorial College, City of Opa-locka, Opa-locka Tri-Rail station, Miami Dade College North Campus, Northside Metrorail station, Northside Shopping Center, Santa Clara Metrorail station, Omni Bus Terminal
	42	Miami Springs, City of Opa-locka City Hall, Opa-locka Tri-Rail station, City of Hialeah, Amtrak Passenger Terminal, Tri-Rail Metrorail station, Miami International Airport Metrorail station, City of Coral Gables, Douglas Road Metrorail station
	135	Hialeah Metrorail station, Miami Lakes, Opa-locka Tri-Rail, FIU Biscayne Bay
Tri-Rail / Metrorail Transfer	112 L	Lincoln Road Mall, Miami Beach Convention Center, JFK Causeway, Northside Metrorail station, Amtrak Terminal, Hialeah Metrorail station
	42	Miami Springs, City of Opa-locka City Hall, Opa-locka Tri-Rail station, City of Hialeah, Amtrak Passenger Terminal, Tri-Rail Metrorail station, Miami International Airport Metrorail station, City of Coral Gables, Douglas Road Metrorail station
Hialeah Market	110 J*	Miami International Airport Metrorail station, Allapattah Metrorail station, City of Miami Beach
	37	City of Hialeah, Dept. of Children & Families, Hialeah Metrorail station, Tri-Rail Airport station, Miami International Airport Metrorail station, Douglas Road Metrorail station, City of South Miami, South Miami Metrorail station
	36*	Dolphin Mall, Miami International Mall, Miami Dade College West Campus. Doral Center, City of Miami Springs , Miami Springs High School, Allapattah Metrorail station
	132 Doral/ Tri-Rail Shuttle	Doral Executive Center, Doral Country Club, Atrium Shopping Center, Miami Springs, Hialeah Market, Tri-Rail station

Tri-Rail Station	DTPW Route	Major Destinations
Miami Airport	42	Miami Springs, City of Opa-locka City Hall, Opa-locka Tri-Rail station, City of Hialeah, Amtrak Passenger Terminal, Tri-Rail Metrorail station, Miami International Airport Metrorail station, City of Coral Gables, Douglas Road Metrorail station
	297 27th Avenue Orange MAX**	Miami International Airport (MIA) Metrorail station, Martin Luther King Jr. Metrorail station, Brownsville Transit Village, Brownsville Metrorail station, Miami Dade College North, City of Opa-locka, City of Miami Gardens, Dolphin Stadium
	150 Miami Beach Airport Flyer	Miami International Airport (MIA) Metrorail station, City of Miami Beach
	7	Miami International Airport (MIA) Metrorail station, City of Sweetwater, Dolphin Mall, Miami International Mall, 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
	37	City of Hialeah, Dept. of Children & Families, Hialeah Metrorail station, Tri-Rail Airport station, Miami International Airport Metrorail station, Douglas Road Metrorail station, City of South Miami, South Miami Metrorail station
	57	Tri-Rail Airport station, Miami International Airport (MIA) Metrorail station, South Miami Metrorail station, Red Road (NW/SW 57 Avenue), Transitway at SW 152 Street, SW 152 Street Park & Ride Lot, Jackson South Hospital
	110 J	Miami International Airport Metrorail station, Allapattah Metrorail station, City of Miami Beach
	238 East-West Connection	Dolphin Mall, Miami International Mall, Airport Corporate Center, Airport Cargo City, Airport Hilton Hotel and Miami International Airport (MIA) Metrorail station.

Source: DTPW, December 2017, SFRTA, December 2017

* Route does not enter the Tri-Rail station; passengers must access DTPW Routes from NW 36th Street.
** Route does not enter the Brownsville Transit Village or the Brownsville Metrorail station. Passengers must access the Route from the stop north of NW 53rd street.

2.15 NATIONAL CONNECTIONS

2.15.1 Greyhound Intercity Passenger Bus Service

Greyhound operates one (1) station and three (3) additional stops in Miami. The Miami Greyhound Bus Station is located East of MIA Airport, at 3801 NW 21st Street #171, and also operates buses out of the nearby Miami Intermodal Center (MIC). The additional Greyhound stops are located in Cutler Bay, Downtown Miami, and the Golden Glades Park and Ride in North Miami. Greyhound offers bus service from Miami to all major US cities and more than 1,800 minor cities and towns across the country. Ticket prices currently range from $9.00 for a trip from Cutler Bay to North Miami, up to $300 for a trip to Seattle, WA.



2.15.2 Amtrak Intercity Passenger Rail Service

The Miami Amtrak station is located at 8303 NW 37th Avenue with an extension running to the Miami Intermodal Center (MIC). Miami is the southern terminus for the Silver Service / Palmetto Line, which connects Miami to New York Penn Station by way of Philadelphia, Baltimore, Washington DC, Raleigh, Charleston, Jacksonville, Orlando, Fort Lauderdale, and many smaller cities in between. Major connections to East-West running lines are available in Washington DC and beyond. Coach seats are currently available from Miami for prices starting at $40 for a trip to Winter Haven Florida, up to $320 to reach the other end of the Palmetto Line at New York Penn Station. Sleeper rooms are currently available for prices starting at $140 for a trip to Winter Haven, up to $1,400 for a trip to New York.


M

CHAPTER 3

CIVIC ENGAGEMENT

3 CIVIC ENGAGEMENT

The Department of Transportation and Public Works (DTPW) fully encourages civic engagement for the TDP development to address the continued implementation of the People's Transportation Plan (PTP) as well as the recently endorsed Strategic Miami Area Rapid Transit (SMART) Plan. The FDOT approved Public Involvement Plan (PIP) for the MDT10Ahead TDP outlines various coordination efforts for DTPW to provide opportunities for public participation and facilitate consensus building for this visioning document.

DTPW actively engages the public through participation at local events, conducting interactive presentations, and performing outreach activities throughout the DTPW transit service area and within communities across Miami-Dade County.

This chapter provides a detailed description of all the public outreach activities undertaken throughout the TDP development process. While DTPW receives continuous feedback from its patrons, the deadline for consideration in this TDP Annual Update is July 31st, 2018.



3.1 Civic Engagement Goals and Objectives

Civic engagement is an integral component of the TDP development process. The branded name and logo for the plan, MDT10Ahead, was developed to assist stakeholders and the public in recognizing materials; allowing for more efficient communication between the team, the public, and stakeholders. The goals for the MDT10Ahead TDP are presented below and intended to help ensure that transportation planning decisions are made in consideration of public needs and concerns.

Goal 1: Early and Consistent Involvement: Involve general public (transit and non-transit users) and other stakeholders early and regularly in the development of the plan.

Goal 2: Opportunity for Participation: Provide all DTPW riders, citizens, and stakeholders with the opportunity to participate throughout the development of the plan, including those in traditionally under-represented populations, such as persons with disabilities, older adults, or those who have Limited English Proficiency (LEP).

Goal 3: Information and Communication: Provide all citizens and interested stakeholder agency groups with clear, timely, and accurate information relating to projects as they progress.

Goal 4: Apply Range of Techniques: Use a broad-spectrum of techniques to gather input from a diverse population within the project areas.

3.2 Stakeholder Coordination

DTPW actively engages transportation stakeholders throughout the development of the TDP. These stakeholders share input, recommendations, and technical guidance on transportation related issues within the TDP. The stakeholders include the Miami-Dade Transportation Planning Organization (TPO) and Citizens Independent Transportation Trust (CITT) as well as citizens from across the County. Specific stakeholder coordination efforts are provided in the following sections.

3.2.1 CareerSource South Florida (Regional Workforce Board)

CareerSource South Florida serves Miami-Dade County to provide youth, employment, and business enterprise development services. CareerSource South Florida was provided a hard copy of the Draft MDT10Ahead TDP Annual Update for their review and comment.

Additional coordination efforts with the CareerSource South Florida are ongoing through the Welfare-to-Work Program, which includes the provision of transit service to areas not served by DTPW. Through this program, DTPW receives input on specific transit needs for consideration of adjustment and/or implementation of transit services in response to these needs.

3.2.2 Citizens Transportation Advisory Committee (CTAC)

DTPW presented to the CTAC on June 27, 2018. The CTAC ensures that transportation projects in all stages of the planning process adhere to established visions, goals, objectives, and collective needs of the community. This group is comprised of Miami-Dade County residents appointed by the TPO Governing Board members.

3.2.3 Transportation Planning Technical Advisory Committee (TPTAC)

DTPW presented to the TPTAC on July 5th, 2018. The TPO TPTAC provides technical support, via a review process, to the Transportation Planning Council (TPC). TPTAC discussions are focused on technical aspects related to the projects. This group is comprised of representatives from the same government agencies that maintain a voting membership on the TPC, including DTPW and other County departments, the six (6) largest cities within the County, Miami-Dade Expressway Authority, FDOT, Miami-Dade County Public Schools, and SFRTA.

3.2.4 Electronic Communication

DTPW promoted TDP public engagement activities and encouraged input through its electronic communication outlets. Notices were posted on the DTPW, TPO, FDOT and CITT websites. DTPW posted information on its Facebook page (www.facebook.com/GoMiamiDade), and through its Twitter account (www.twitter.com/IRideMDT), and on its Instagram account (www.instagram.com/gomiamidade) . Email blasts were also sent out to various distribution lists to solicit public comments. DTPW also used its mobile app to reach passengers. DTPW established a TDP specific email address (MDT10Ahead@miamidade.gov) where commenter's could send TDP-related comments. DTPW staff received five (5) emails through this address.

DTPW used the Community Information and Outreach Center's (CIAO) electronic (www.miamidade.gov or 311@miamidade.gov) and telephone (311, 305-468-5900, 888-311-DADE (3233), or TTD/TTY 305-468-5402) portals to gather information. If a commenter indicated that the comment was related to the TDP, the information was forwarded by CIAO staff to DTPW staff. Commenter's could also call DTPW's customer service line (305-891-3131 or TTD/TTY 305-499-8971) to provide comments.

3.2.5 Commission on Disability Issues (CODI)

The Commission on Disability Issues (CODI) is an official advisory board to the Miami-Dade County Commission. CODI advises both the Board of County Commissioners and the County administration on issues affecting people with disabilities. County staff may be invited to CODI meetings to make presentations, provide information or discuss issues.

3.3 Civic Engagement Outcomes

Through coordinated County-wide efforts, DTPW continues its efforts to educate and provide early and ongoing public involvement opportunities to the residents of Miami-Dade County. DTPW maintains an outreach program for engaging the public and other stakeholders through various activities and meeting forums. These include the DTPW website and social media outlets, mobile telephone applications ("apps"), posters and signs on buses, television screens and posters at Metrorail stations, etc.

Through the Special Transportation Services (STS) Golden Passport Program, DTPW also reaches a wide variety of patrons.

In order to promote participation in the TDP development process, DTPW actively engaged the public at various public events. DTPW participated in various outreach events throughout the course of the development of the TDP where DTPW and requested input via surveys from attendees. A listing of these events and distribution sites can be found in Appendix A.4. The data collected from the surveys are analyzed and presented in Section 3.4, with detailed data found in Appendix A.7.

3.4 Survey Results

A survey administered by DTPW was conducted from April to July 2018 to collect information on demographics, travel behavior, and service needs of current transit riders and the non-riding public. The method used for surveying the public was an electronic and mail-in paper-based survey instrument totaling 26 or 15 questions in length, respectively. Spanish and Creole versions of the survey were also available. A copy of the survey instruments is provided in Appendix A.7.

Surveys were distributed through a variety of techniques - the electronic survey was made vailable on the TDP website (https://www.miamidade.gov/transit/mdt-10-ahead.asp), and was promoted through partner agencies, social media, and newsletters. The paper-based survey instrument was distributed at a variety of public outreach events and transit stations. 1,068 digital survey responses were received, and 351 brochure surveys were completed, for a total of 1,419 total responses; 1,040 were completed in English, 23 in Spanish, and five in Creole.

Passenger travel characteristics and behaviors were identified by questions including:

- Current reason for riding transit
- Current method for reaching transit
- Travel time to nearest/preferred transit station
- Frequency of transit usage
- Payment type used
- If transfers are made

Socio-demographic information was identified by questions including:

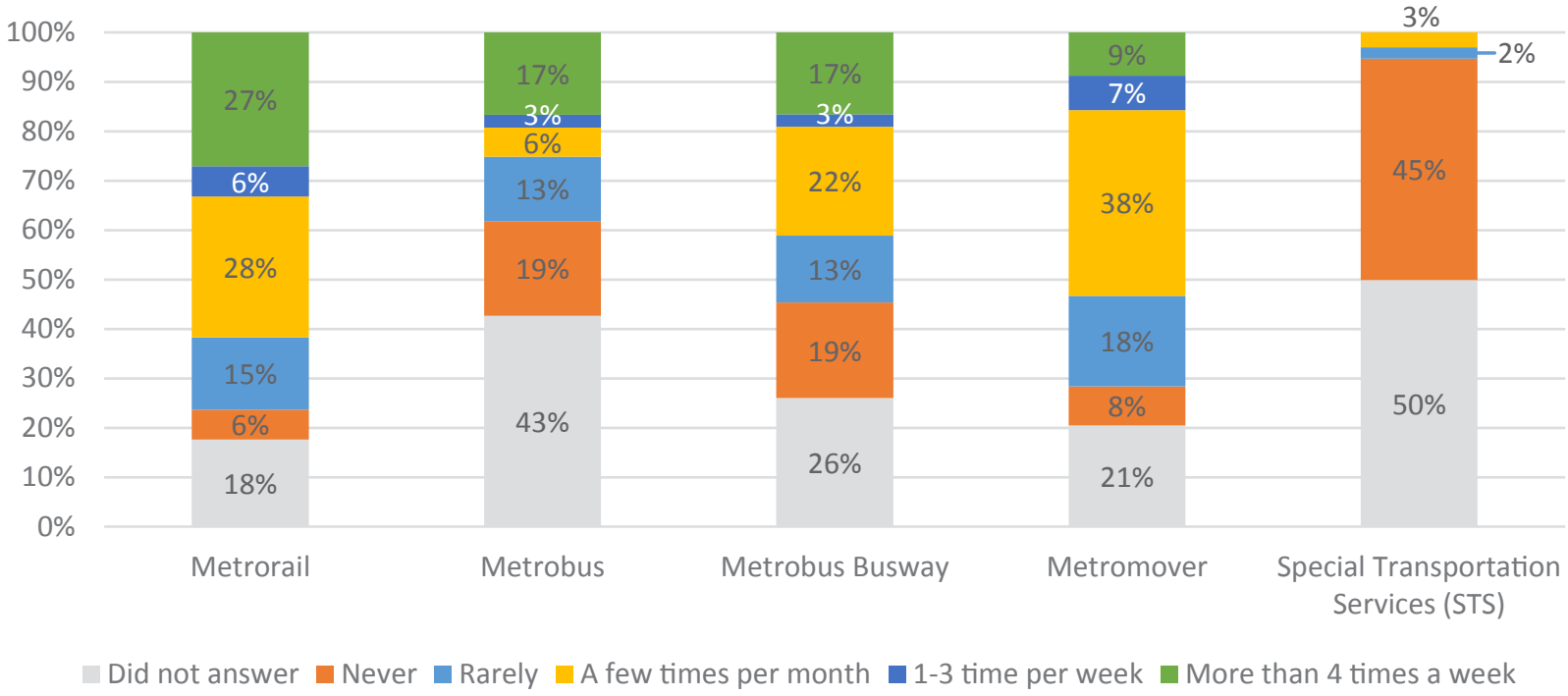
- Household vehicle availability
- Age
- Gender
- Race/ethnic origin
- Household income
- ZIP code of primary residence
- Household size and age composition

Transit priorities/preferences were identified by questions including:

- Ranking 10-year priorities with respect to services, stops/stations, and parking
- Identifying a top corridor for premium transit service
- Willingness to pay for increased fares and parking fees
- Support for a proposed increase in the local sales tax to support transit
- Preference for receiving information about DTPW services
- Recommendations for service area improvements
- Satisfaction with overall DTPW transit services

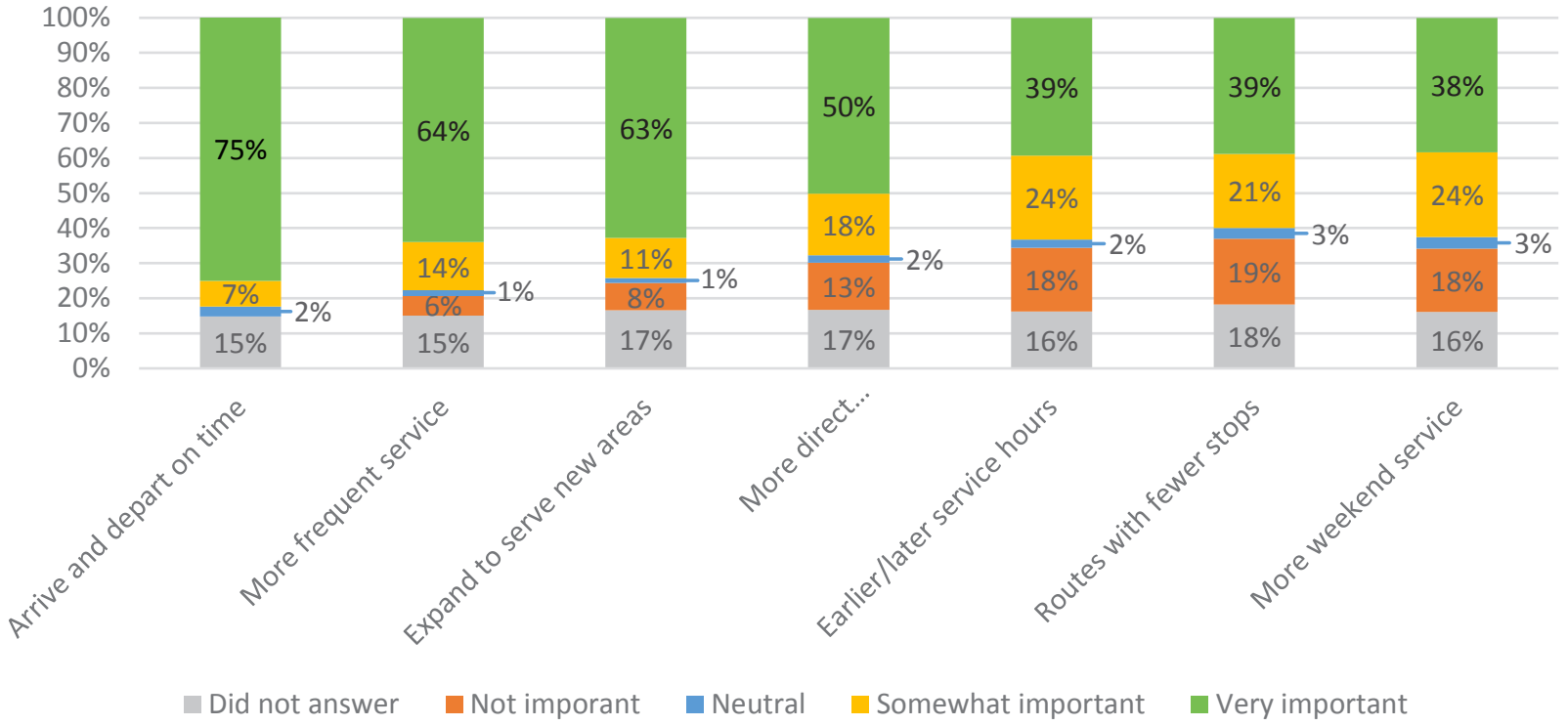
Figure 3-1 examines which transit mode respondents use most on a regular basis. Approximately 33 percent of respondents use Metrorail at least weekly, and roughly 20 percent use Metrobus weekly.

Figure 3-1: Question 1 - How Often Do You Use Miami-Dade Transit Service?



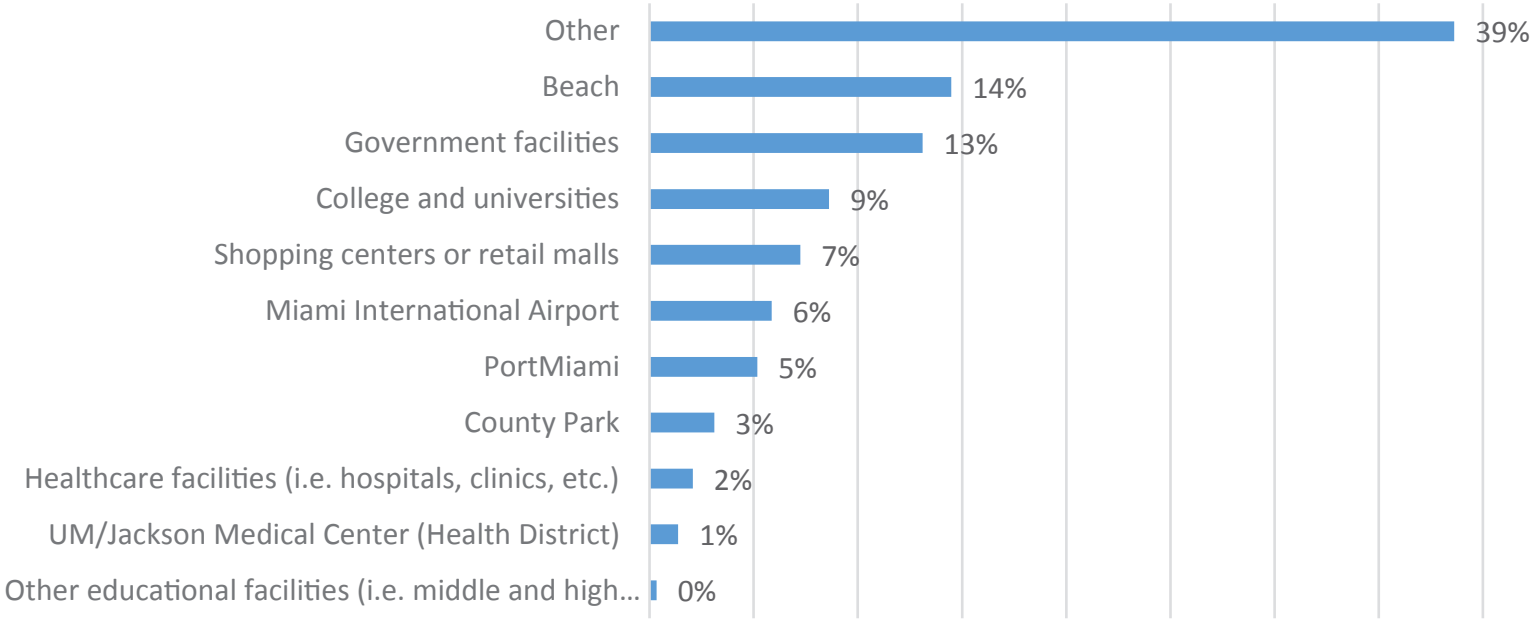
When asked about prioritization of service needs, the most important need noted by respondents is "Arrive and Depart on Time" as Shown in Figure 3-2. This response is followed by "More Frequent Service" and "Expand to New Service Areas"

Figure 3-2: Question 6 - What Should DTPW's Priorities Be for the Next Ten Years?



When asked about what destinations DTPW could serve better, respondents indicated the beach followed by government facilities, colleges and universities, and shopping centers. Figure 3-3 displays the full results from this question. For those who indicated "Other" as a response, the most popular responses were for Homestead, western Miami-Dade County, South Dade and South Miami, Kendall and West Kendall, Florida City, Doral, Florida International University campus, and sporting arenas/concert venues/cultural destinations..

Figure 3-3: Question 11 - Which of the Following Destinations Could Miami-Dade Transit Serve Better?



80 percent of survey respondents did not answer this question.

Please refer to Appendix A.7 for the complete survey results.



CHAPTER 4

PERFORMANCE ASSESSMENT

4 PERFORMANCE ASSESSMENT

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

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

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

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

Key	Definition
▲	Goal Exceeded/Ahead of Target
▶	Goal Met/On Target
▼	Goal Not Met/Behind Target

4.1 GOAL 1 - Improve Convenience, Reliability, and Customer Service of Transit Services

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	**Measure**	**Target**	**Accomplishments** (Previous Year)	**Status**
1.1 - Improve accessibility to major employment, recreation, educational, healthcare, retail centers, and cultural attractions	Percent coverage of the urbanized area	Provide a minimum of 60% transit coverage of the urbanized area	72% (73%)	▲
	Amount of transit service route miles within ¼ mile of major health facilities, recreation, education, employment, cultural and social service facilities	Healthcare: 50 route miles	49* (59.5)	▼
		Tourist Attractions and Special attractors: 300 route miles	251*(333)	▼
		Educational: 100 route miles	88* (105.8)	▼
		Major Employment Areas and Employers: 40 route miles	49 (60.7)	▲
		Retail Centers: 90 route miles	83* (102.7)	▼

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

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

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

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

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

**Changes to Metrobus Schedules needed in order to improve on-time performance. Planning & Scheduling Division continue to evaluate historical running time data and update schedules accordingly. Schedules will continue to be revised and additional available buses will continue to be assigned to routes as necessary. It is likely that not all routes with on-time performance deficiencies will be addressed within the course of one line-up due to fiscal and equipment constraints. Additionally, the aging bus fleet contributes to decreased on-time performance, DTPW has started to add new Compressed Natural Gas (CNG) buses to the fleet. 381 new vehicles will be entering service between 2018 and 2020..

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

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	**Measure**	**Target**	**Accomplishments** (Previous Year)	**Status**
1.4 - Match transit service coverage with passenger demand	Number of average daily boardings per mode	Metrorail - 67,000	65,174 (71,400)	▼*
		Metrobus – 241,000	177,658 (204,300)	▼*
		Mover – 30,000	28,630 (33,000)	▼*
	Hours of transit service/service population	Provide a minimum of 1.5 hours of transit service/service population	1.6 (1.6)	▲
1.5 - Improve transportation facilities' and services' regional connectivity	Number of transit service route miles in corridors of regional significance	Provide a minimum of 90% bus route miles in corridors of regional significance	81% (81%)	▼**
	Percent coverage of Strategic Intermodal System (SIS) roadway facilities with transit service	Introduce four (4) new express bus routes along SIS roadway facilities by 2024	I-95 Express: Two new routes were launched in 2015. SR 836 Express: Three new routes on track for implementation (One in 2018, two in 2021). BERT: Two new routes on track for implementation (2019).	▲
	Percent of SIS facilities (airport/port/ etc.) served by transit	100% of Miami-Dade County SIS facilities served by transit	100% (100%)	▶
	Percent of Miami-Dade County Tri-Rail stations served by MDT	100% of Tri-Rail Stations serviced by transit	100% (100%)	▶

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

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

4.1.1 Pedestrian Overpass at University Metrorail Station

This project encompasses the construction of a Pedestrian Overpass over US-1/South Dixie Highway to serve the University Metrorail Station. This overpass is a low-profile pedestrian bridge structure comprised of two vertical circulation towers providing access/egress to the pedestrian bridge that spans across US-1/ South Dixie Highway. The project is located at the intersection of Mariposa Court and SR 5/US-1/South Dixie Highway. This project was opened in August 2017.



Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	**Measure**	**Target**	**Accomplishments** (Previous Year)	**Status**
1.6 - Improve service accessibility for non-motorized modes (e.g., bicycle, pedestrian connections)	Identification of non-motorized access deficiencies at transit hubs	Complete prioritized list of non-motorized access deficiencies at transit hubs by 2016	100% (100%)	▲
	Enhancement of non-motorized trails within transit facilities	Coordination with the Underline Project	Ongoing Coordination	▲
1.7 - Improve customer satisfaction	Number of customer complaints per 100,000 boardings by mode	Metrorail – 1.5 complaints	11.25 (5.24)	▼*
		Metrobus -15 complaints	19.89 (25.82)	▼*
		Metromover - 0.5 complaints	1.06 (0.77)	▼*
	Number of formal complaints as a percent of total trips per month	STS – 0.5% complaints	0.16% (0.20)	▲

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

4.1.2 The Underline

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



4.1.2.1 - Phase I - Brickell Backyard Project

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

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

4.1.2.2 - Phase II - Hammock Trail



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

4.1.2.3 - Phases III - IX

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

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

4.1.4 CAD/AVL System Replacement

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

Upgrading and replacing this infrastructure will greatly improve managing and dispatching the transit fleet by providing real time bus bunching, service performance, vehicle diagnosis, on demand or subscription alerts; enabling remote video look in and on-board PA announcements; and centralized incident management. The system acceptance certificate was executed in December 2017 with minor fine tuning to be completed in early 2018.

4.1.5 Real-Time Analytics and Reporting for Operational Efficiencies

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

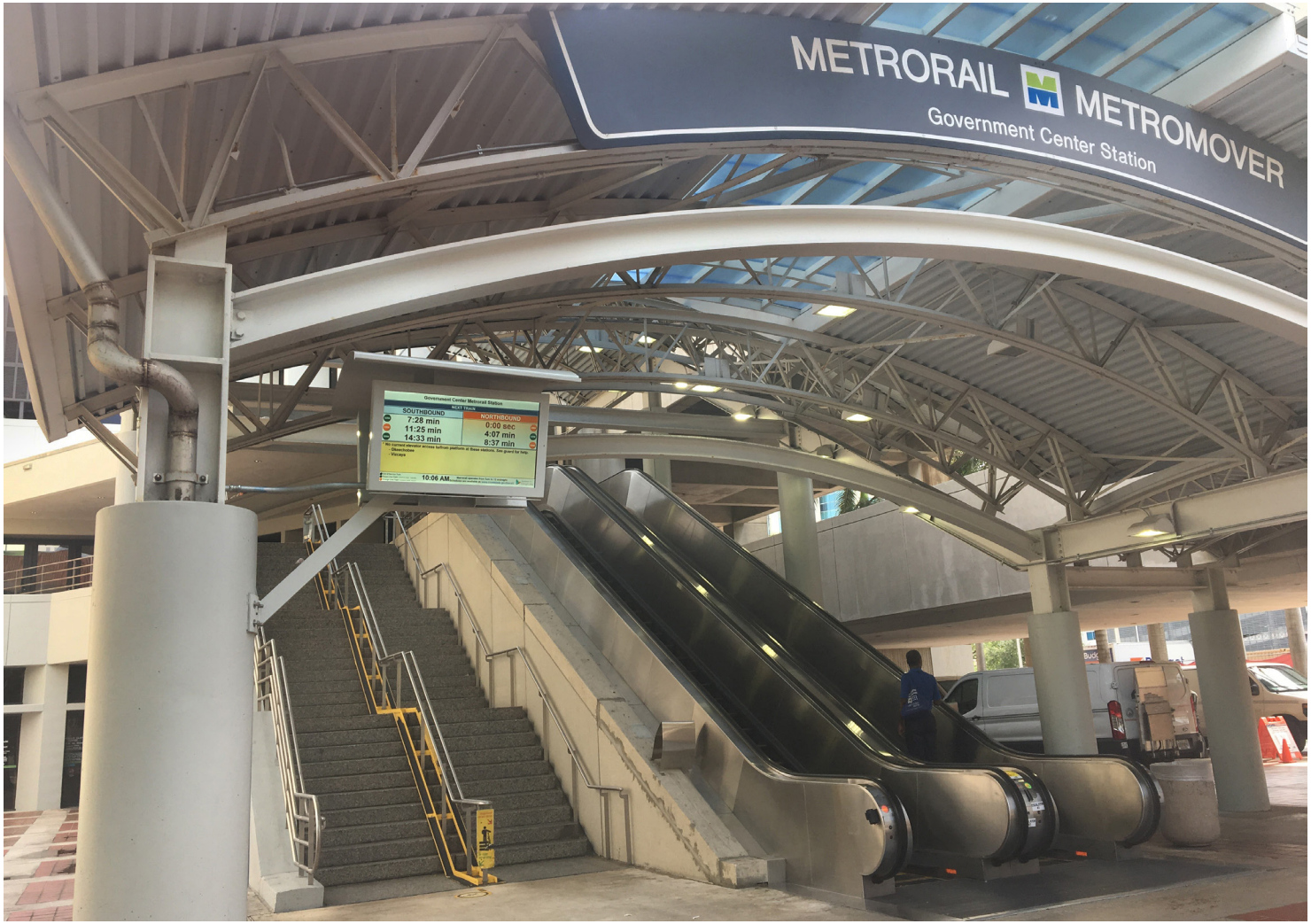
Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	**Measure**	**Target**	**Accomplishments** (Previous Year)	**Status**
1.8 - Implement the best available technologies and innovations to improve the reliability and efficiency of the transportation system	Number of transportation improvements projects that result in the deployment and operation of new technologies (i.e., GPS)	Implementation of CAD/AVL project by 2015	Installation complete and project accepted by DTPW in Dec. 2017.	▼
		Installation of real-time signs at high ridership locations by 2015	Project completion date is December 2020	▼*
1.9 - Increase bicycle parking/storage at DTPW facilities and vehicles	Number and type (including covered) of bicycle parking spaces at DTPW facilities	Increase bicycle parking by one percent (1%) per year	405 total bike racks, a 6.3% increase (381)	▲
	Number of three-position bicycle racks on DTPW buses	Install three-position bicycle racks on 200 DTPW buses by 2015	656 (546 installed)	▲

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

4.1.6 Real-Time Signs

This Project is being implemented as part of the CAD/AVL project. DTPW is evaluating alternative designs with added features and functionality. The selected vendor is currently preparing a revised design and implementation plan, to be submitted to DTPW for review. A new completion date will be provided once all options are evaluated.

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



4.2 Goal 2 - Improve Operational Safety and Security

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

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

4.2.1 System-wide Safety and Security Upgrades

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

4.3 Goal 3 - Improve Coordination and Outreach

Goal 3: Improve Coordination and Outreach				
Objective	**Measure**	**Target**	**Accomplishments** (Previous Year)	**Status**
3.1 - Enhance outreach opportunities to educate the community on transportation issues and highlight transit service benefits such as service reliability, passenger cost savings, and environmental benefits	Number of community/stakeholder outreach events per measure	Conduct a minimum of two (2) public outreach events for community/stakeholder per month	70 outreach events (104)	▲
	Number of social media endorsements	Monitor number of social media endorsements	**Facebook:** 50.9 likes/day, 2,402 new likes 18,593 total likes 239.5 engagements per day 6,227 daily total reach (11.3 page likes/day, 4,145 new likes, 673.4 average engagements/day, 17,749 daily total reach, 16,176 total likes) **Twitter:** 9,264 New followers 42,664 Engagements 9.1 million Impressions (4,334 new followers, 43,076 engagements)	▲
	Number of transit dependent outreach events per year	Conduct a minimum of six (6) public outreach events for transit dependent population per year	64 (72 outreach events)	▲
3.2 - Increase coordination between regional and local transportation providers to provide better multimodal connections	Number of coordination events with municipal providers	Conduct semi-annual coordination meetings with local transit service providers	28 meetings (27)	▲
	Number of coordination events with regional service providers (BCT, Tri-Rail, PalmTran)	90% attendance rate by DTPW at regional transportation service providers coordination meetings	22/24 meetings for 92% attendance rate (17/21 meetings for 81% attendance rate)	▶ *
3.3 - Coordinate municipal transit service options that complement each other to avoid duplication of services	Execution and monitoring of the number of current Interlocal Agreements as required by Code	100% of executed Interlocal Agreements required	3 interlocal agreements were approved in 2017, with Key Biscayne, North Miami Beach, and South Miami, for 100% rate (Key Biscayne, Doral, and South Miami)	▶

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

4.3.1 Collaboration of Regional Transportation Initiatives

4.3.1.1 - Bus-on-Shoulder program

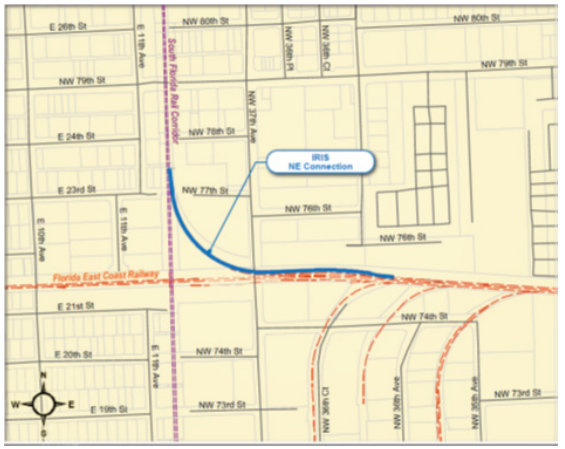


In addition to Bus Rapid Transit (BRT) in dedicated lanes and Arterial BRT, rapid transit can be implemented along expressway corridors. For instance, buses can use shoulder lanes to by-pass slow traffic, thus reducing their travel time and staying on schedule.

Operation of express transit routes on expressway shoulders is one of the most affordable options for implementing rapid bus service along expressways because it is less expensive to modify existing shoulders than it is to construct new roadways. DTPW in partnership with the Miami-Dade Expressway Authority (MDX), Florida Department of Transportation (FDOT), and the Florida Turnpike Enterprise, is planning on expanding the Bus-on-Shoulder program to include all expressways in the County. Express bus service on bus-only shoulders increases the reliability and attractiveness of public transportation. With this in mind, shoulders are designed adequately and a commitment must be made to maintain them free of debris.

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

4.3.1.2 - North Corridor Commuter Rail Opportunities



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

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

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

Goal 4: Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment				
Objective	**Measure**	**Target**	**Accomplishments** (Previous Year)	**Status**
4.1 - Apply transportation and land use planning techniques, such as transit-oriented development (TOD), best practices in architecture and landscape architecture that support intermodal connections and coordination and promote placemaking strategies	Identify TOD opportunities at Metrorail Stations	Complete study of TOD feasibility at Metrorail Stations by 2017	Study not yet started (Study not yet started)	▼
	Identify TOD opportunities at Miami-Dade Transitway Stations	Complete study of TOD feasibility at South Miami-Dade Transitway Stations by 2019	The Miami-Dade Transportation Planning Organization (TPO), in coordination with DTPW, began the South-Dade Transitway TOD/Land Use Study in May 2018 and is estimated for completion in December 2018 (Study not yet started)	▶
	Encourage opportunities for access to healthy food options near transit stations including farmers markets	Number of farmers markets events held at transit facilities	104 Farmer's Markets hosted at Metrorail Stations (156 Farmer's Markets)	▲
4.2 - Promote transit service projects that support urban infill and densification	Number of transit service route miles within the Urban Infill Area (UIA)	Provide a minimum of 1,400 transit service route miles within the UIA	1,427 (1,500)	▲

4.4.1 Current Joint Development and Transit Oriented Development Projects

4.4.1.1 - Brownsville Metrorail Station

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

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



4.4.1.2 - NW 7th Avenue Transit Village (NW 7th Avenue and NW 62nd Street)

This DTPW joint development project will provide an enhanced transit facility within the context of an active, mixed-use development including space for housing, community-serving activities and functions in addition to retail use. This project, split into two phases, includes 25 park-and-ride spaces. Phase I consists of 76 units, a Black Box Theater, and a Transit Hub. Phase I was completed in December 2015. Phase II, consists of 100 units and first floor commercial space was completed in August 2017.





4.4.1.3 - Brickell City Centre

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

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

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

4.4.1.4 - Palmer Lake

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

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

4.4.1.5 - Northside Metrorail Station

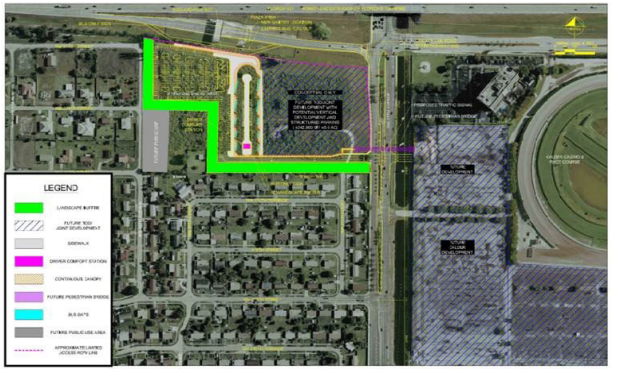
3.3 acres of DTPW property adjacent to the Northside Metrorail Station was transferred to the Miami-Dade Public Housing and Community Development (PHCD) Department. A developer was selected for a joint development project from an Invitation to Negotiate process. The proposed development will be carried out in four phases with two family and two senior developments consisting of approximately 438 total units ranging from one bedroom to four bedroom units and approximately 20,000 square feet of retail/commercial space. Total estimated development cost is $88.1 million. The development will include 598 parking spaces of which 250 will be dedicated for the exclusive use of transit patrons. Phase I consists of 100 apartments and 100 dedicated parking spaces for transit patrons, and was completed in 2015. Phase II is anticipated to begin in late 2018. All remaining phases are estimated for completion by 2022.



4.4.1.6 - Senator Villas

This County-owned site is located on SW 40th Street between SW 89th Avenue and SW 89th Court, and will be developed by the County as a 23-unit affordable senior housing apartment building with an on-site enhanced bus stop. Construction is currently underway with completion expected in December 2018.

4.4.1.7 - NW 27th Avenue and NW 215th Street (Unity Station)



A 14-acre parcel of land located at the southwest quadrant of the intersection of NW 27th Avenue and NW 215th Street was purchased by Miami-Dade County. The County has completed a study that resulted in a recommendation to develop a transit terminal. Premium transit service along the NW 27th Avenue corridor is planned to be implemented in conjunction with the construction of the terminal which will include bus bays with passenger shelters and a park-and-ride lot.

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

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



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

The development will also include a parking garage with 150 spaces dedicated to the Transitway patrons. The estimated development cost is $46.1 million. This project will begin construction in summer 2018, and is anticipated to be completed by December 2020.

4.4.1.9 - Douglas Road Metrorail Station

The County issued an RFP in 2014 for a long-term lease for the joint development of this site, which will produce a significant long-term source of revenue for DTPW to offset expenses, focus density around the station and promote increased patronage of the Metrorail System. Phase I of this project is anticipated to be complete in October 2020, and will include 312 residential units and 6,100 square feet of retail. Phase II of this project will include 280,000 square feet of office, and 2,000 square feet of retail. Phase III will include 330 residential units and 2,000 square feet of ground floor retail. Phase IV will include 359 residential units.

4.4.1.10 - South Miami Metrorail Station

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

4.4.1.11 - Coconut Grove Metrorail Station

The Coconut Grove Metrorail Station lease agreement was awarded to a developer however construction never commenced and the County subsequently terminated the lease agreement. The developer contested the County's lease termination. Litigation ensued. A settlement agreement was approved by the Board of County Commissioners in December 2015. Currently, DTPW is negotiating an amendment to the lease. Construction is estimated to begin in 2021.

4.4.1.12 - Miami Intermodal Center (MIC)



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

4.4.1.13 - Okeechobee Metrorail Station

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

4.4.1.14 - Dadeland North Metrorail Station (Phase III)

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

4.4.1.15 - Adrienne Arsht Metromover Station - Omni Bus Terminal

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

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

In 2017, the Department of Public Housing and Community Development (PHCD) in partnership with the DTPW released a Request for Proposals (RFP) seeking for experienced developers to design and construct a mixed-income housing development with commercial uses adjacent to the existing Transitway station between SW 184th Street (Eureka Drive) and SW 186th Street (Quail Roost Drive). A proposal was selected that includes 500 mixed-

income housing units, approximately 32,000 sq.ft. of commercial and retail space, and a 355-space parking garage (of which 267 parking spaces are reserved for transit patrons) with a kiss-and-ride plaza and is currently under negotiation with the County. DTPW received NEPA clearance in 2017 for the park-and-ride site.

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

The County issued an RFP in 2017 for a long-term lease for development of this site as a mixed-use TOD. The northernmost portion of the site is improved with an existing park-and-ride facility that contains 140 parking spaces to serve Transitway patrons. No proposals were received, however, DTPW plans to re-advertise the RFP in 2019 with the expectation that proposals will be received due to the improving housing market in the area. The proposed development of this site will not affect the existing park-and-ride use already established on the property. Rather, the proposed joint development project is expected to enhance the Transitway and existing park-and-ride facility by introducing a parking garage and a commercial component to this site, which will provide amenities for transit patrons and focus on density around the station.

4.4.2 Future Joint Development and Transit Oriented Development Projects

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

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

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

4.4.3 Compressed Natural Gas Bus Retrofit Public-Private Partnership

After evaluating various alternative fuels, DTPW has decided to transition its bus fleet to clean-burning, compressed natural gas (CNG). On May 6, 2014 the Board issued a Request for Proposal for a Public Private Partnership (P3) to transition the fleet to CNG. On January 24th, 2017 the Board approved the award of a master development agreement to Trillium Transportation Fuels, LLC.

This Master Developer Agreement includes:

1. Design, build, finance, operate, and maintain CNG fuel service stations;

2. Upgrade existing County infrastructure including upgrading and/or converting DTPW maintenance facilities and existing fuel stations to provide CNG;

3. Purchase and/or lease CNG powered buses;

4. Supply CNG; and

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

Goal 4: Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment				
Objective	**Measure**	**Target**	**Accomplishments** (Previous Year)	**Status**
4.3 - Reduce fossil fuels consumption through the consideration of alternative fuel vehicle technology	Number of hybrid technology buses in DTPW fleet	Procure an additional 39 diesel/electric hybrid articulated buses by 2019	21 electric hybrid buses procured in 2017, totaling 64 (43 electric hybrid buses deployed)	▲
	Increase number of alternative fuel vehicles	Advertise a Request for Proposals (RFP) for alternative fuel vehicles by 2015	In May 2014, the RFP was advertised. On January 24th, 2017 the Board approved the award of a master development agreement to trillium Transportation Fuels, LLC.	▲

4.4.4 Metrobus New Vehicle Replacement

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

Table 4-1 provides the Bus Replacement/Enhancement Schedule in accordance with the FTA bus retirement criteria.



Table 4-1: DTPW Bus Procurement/Replacement Schedule

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

4.4.5 Metrorail New Vehicle Replacement



The Miami-Dade BCC and the Citizens' Independent Transportation Trust (CITT) in March 2008 approved the $380 million procurement of 136 new rail vehicles for replacing the existing fleet. The new vehicles will feature the latest technological advances, which will significantly improve passenger comfort and the efficiency of maintenance and operations. The first new four car train entered service in November 2017 with additional vehicles being delivered between 2018 and 2020.

Goal 4: Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment				
Objective	**Measure**	**Target**	**Accomplishments**	**Status**
4.4 - Facilitate connections between transportation modes	Number of multimodal transit hubs	Complete construction of a minimum of 3 multimodal transit hubs by 2019	Transitway & SW 344 St Park-and-ride facility opened in June 2015 Northeast Transit Hub Enhancements (NETHE) at NE 163 St Mall and Aventura Mall opened in March 2016 Dolphin Station is scheduled for completion in Fall 2018	▶
	Coordinate with Broward County Transit (BCT) and Palm Beach County Transit (PalmTran) in the regional smart card program.	Integration with BCT and PalmTran in the regional smart card program by 2015	Partners mutually agreed to not proceed with current Interoperability Agreement because technology was obsolete and needed updates with new capabilities. Financial services will be creating new agreement.	▼
4.5 - Continue to examine the provision and utilization of special-use lanes (Express lanes) on the existing system for transit use	Increase number of routes operating on express lanes	Introduction of three (3) new express bus routes on express lanes by 2019	Two routes serving the Health District began revenue service in November 2015 (95 Express BC and SC). SR 836 Express Bus Line C will begin service to coincide with the opening of the Dolphin Station. Additional express routes are being planned as part of the BERT network. See table 6-2 for more details.	▶

4.4.6 Multimodal Transit Hubs

4.4.6.1 - Transitway and SW 344th Street (Florida City):

DTPW constructed a 266-space parking lot with bus bays and shelters, located west of the southern end of the Transitway between NW 2nd Avenue and NW 3rd Avenue at SW 344th Street (Palm Drive) in Florida City. The project was completed in June 2015.



4.4.6.2 - Dolphin Station (HEFT and NW 12th Street):

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

This transit hub also provides potential for a future commuter rail station serving future passenger rail service along the CSX line. DTPW has partnered with the Miami-Dade Expressway Authority (MDX) to advance the completion date of this project. This project is estimated to be complete by Fall 2018.



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

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



4.4.6.4 - Golden Glades Multimodal Transit Facility:

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



4.5 Goal 5 - Maximize the Use of All Funding Sources

Goal 5: Maximize Use of All Funding Sources				
Objective	**Measure**	**Target**	**Accomplishments** (Previous Year)	**Status**
5.1 - Achieve a sustainable transit financial plan that maximizes existing and pursues innovative and new funding sources	Implement a sustainable transit financial path	Complete two (2) additional corridor financing studies by 2019	Beach Corridor Transit Financing Study was completed in March 2016. Financing Studies for East-West, Metromover, Kendall, Northeast and South Corridors were completed in April 2016.	▲
5.2 - Optimize operations and maintenance expenses	Decrease system-wide cost per revenue mile	Maximum cost per revenue mile not to exceed $9.00	$10.76 ($10.22)	▼*
	Decrease system-wide cost per revenue hour	Maximum cost per revenue hour not to exceed $120.00	$135.20 ($130.86)	▼*
5.3 - Identify alternative project delivery methods	The number of projects that are built through alternative delivery methods (i.e., Public-Private Partnerships (PPP), Transportation Infrastructure Finance and Innovation Act (TIFIA), State Infrastructure Bank Loans, Design Build Operate and Maintain, and Design Build Finance Operate and Maintain.)	Completion of two projects delivered by alternative methods by 2024	NW 7 Ave Transit Village was completed in August 2017; CNG Fueling Facility is currently under construction	▲
5.4 - Increase passenger fare revenue	Annual Farebox recovery ratio for Metrorail, Metrobus and STS	Maintain a system-wide minimum farebox recovery ratio of 25%	16.8% (21%)	▼**

* Increases in system-wide cost per revenue mile and cost per revenue hour may be attributed to the continued aging of MDT's Metrobus and Metrorail fleets which result in higher maintenance costs. Approximately 70% of DTPW's Metrobus fleet have reached their useful life expectancy as defined in the Federal Transit Administration (FTA) Circular 5010.D (12 years and/or 500,000 miles of service). DTPW has a bus replacement/enhancement plan in place (please refer to Table 4-1) which will significantly lower the average age of the Metrobus fleet. As of December 2015, DTPW's Metrorail fleet had an average age of 32 years and is in need of replacement. Delivery of the first pilot rail vehicles took place in November 2017.

**Farebox recovery ratio is the percentage of the agency's total operating cost recuperated by fares. The decrease in system-wide farebox recovery ratio may be attributed to increased operational costs due to DTPW's aging Metrobus and Metrorail fleets. As previously mentioned, DTPW has a bus procurement/replacement plan in place (please refer to Table 4-1) which will significantly lower the average age of the Metrobus fleet and is also anticipating ongoing delivery of Metrorail vehicles between 2018 and 2020.

4.6 Goal 6 - Maximize and Expand Transit Services

Goal 6: Maximize and Expand Transit Services				
Objective	**Measure**	**Target**	**Accomplishments**	**Status**
6.1 - Upgrade and maintain existing transit infrastructure and facilities in a state of good repair	Increase capital expenditure on Infrastructure Renewal Program (IRP)	10% of deferred maintenance of funded IRP projects/unfunded IRP projects	For the period FY 2017 to FY 2022, DTPW's IRP is funded above the 10% established target.	▲
6.2 - Implement new expanded transit service in areas that exhibit growing passenger demand and land use densities	Proposed plans for transit service expansion	Implement six (6) new transit service expansion routes by 2024	836 Express project is fully funded. Lines A and B are on target to begin revenue service in 2021. Line C is on target to begin revenue service in 2018. The following BERT routes are anticipated to be implemented by 2019: South Miami-Dade Express, and Northwest Miami-Dade Express.An additional five BERT routes will be implemented by 2023.	▲

4.6.1 Lehman Yard Rehabilitation - Expansion Phase I

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

4.6.2 Lehman Center Test Track

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

4.6.3 Infrastructure Renewal Projects (IRP)

4.6.3.1 - Dadeland South Intermodal Station:

The Dadeland South Intermodal Station project includes facility improvements to the parking garage, roadways, signage, fencing, painting, landscaping, canopy, escalators, and lighting up-grades. There is a new request to add a new articulated bus parking area and a turnaround area. The final design of the project is on hold pending the recommendations from the on-going South Corridor Project Development and Environment (PD&E) Study. The estimated completion date is to be determined.

4.4.6.2 - Metrorail Acoustical Barrier Replacement:

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

4.6.3.3 - Coverboard Replacement for Metrorail:

This project includes the procurement and installation of 53.3 miles of coverboard and brackets, 28,150 insulators and 800 hurricane anchors, Installation will be completed by an in-house crew. The project is anticipated to be completed in December 2021.

4.6.3.4 - Rail Fastener Replacement:

DTPW will replace 50,000 rail fasteners and shims in mainline curves. The scope of work includes core drilling and replacing anchor bolt inserts. This replacement project is critical in order to ensure the rail system is in compliance with mandated track standards issued by FTA and DTPW. This project is scheduled for completion in December 2021.

4.6.3.5 - Metrorail and Metromover Girder and Pier Coating:

This project will protect the girders and piers from weathering and improve the aesthetic appeal of these systems by concealing all the construction joints and repairs that have been done over past 25 years. Also included is the clearing of drains that are causing stains on piers. This project is scheduled to be completed in December 2019.

4.6.3.6 - Roof Repair for Bus Garages:

DTPW plans to install new roofing at the Central Bus Garages and Offices. The scope of work is in the process of being revised to match allocated funds. The project is scheduled for completion in June 2018.

4.6.4 ARRA Funded Projects

4.6.4.1 - Transit Operations System Replacement Project:

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

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

This new system will greatly improve line-up timing and process as well as significantly improve bus and rail operational effectiveness and efficiencies by reducing labor costs and increasing data accuracy. The Notice to Proceed was issued on March 25, 2013, and was completed in March 2017.

4.6.4.2 - DTPW Additional Elevators at Dadeland North Metrorail Station:

Since its completion in 1984, the Dadeland North Metrorail Station's use has increased dramatically through the years. Because of increasing ridership at the Dadeland North Metrorail Station, the existing bank of elevators (four elevators) does not provide an acceptable level of service during peak hours. Peak passenger flows create congestion and long waiting periods for Metrorail passengers waiting for the elevators, generating complaints from existing customers. DTPW is adding two (2) elevators to the existing parking facility, one elevator at each end of the structure. DTPW is currently in the consultant selection process for design services. The estimated project completion date is May 2021.

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

Goal 7: Transit System Shall Fully Meet Requirements of the Americans with Disabilities Act (ADA).				
Objective	**Measure**	**Target**	**Accomplishments** (Previous Year)	**Status**
7.1 - Maintain a transit fleet that is 100% wheelchair accessible with working lifts and/ or level boarding and working securement devices	Complete daily pre-trip inspections (including wheelchair/ramp/tie down inspection)	100% adherence	100% (100%)	▶
	Adherence to preventative maintenance program (including wheelchair/ramp/tie down inspection)	90% adherence	Cannot be accurately determined due to inaccuracies with EJ Ward. (99.57%)	▲
7.2 - Upgrade areas within quarter mile of the South Miami Dade Transitway (from Dadeland South station to SW 200th Street) to ensure that these areas are 1005 wheelchair accessible	Completion of ADA Pedestrian Improvement project by target date	Completion of project by 2016	This project was completed in August 2016.	▶
7.3 - Implement travel training program to teach passengers with disabilities how to use fixed route service	Get contractor in place to provide training program	Implement travel training program by 2019	Funding to implement training program has not yet been identified	▶

4.7.1 ADA Pedestrian Improvements along the Transitway

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

Goal 7: Transit System Shall Fully Meet Requirements of the Americans with Disabilities Act (ADA).				
Objective	**Measure**	**Target**	**Accomplishments** (Previous Year)	**Status**
7.4 - Future design of Enhanced Bus service (EBS) projects will include pedestrian access within ¼ mile of proposed transit stations	Percent of EBS projects entering final design starting in 2015	100%	Miami-Dade TPO Resolution 31-14, amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service projects and reallocate said funds to three new PD&E projects "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." Public kick-off meetings for Flagler Corridor, Kendall Corridor and NW 27th Avenue Corridor were held in September, November, and December 2016, respectively.	▶
7.5 - Future design of Park-and-ride projects will include pedestrian access within ¼ mile of the site	Percent of Park-and-Ride projects entering final design starting in 2015	100%	The Kendall and SW 127th Ave Park-and-Ride facility opened in June 2017. Design work for both the Tamiami Station and the Panther Station is nearly complete. Both stations are scheduled for completion in 2021.	▲

4.7.2 Park-and-Ride Facilities

4.7.2.1 - Parking Space Counters and Real-Time Dynamic Message Signs at Metrorail Station Park-and-Ride Facilities:

DTPW proposes to provide real-time parking space counters and dynamic message signs at all Metrorail Station Park-and-Ride Facilities. DTPW will implement this project incrementally starting with the larger and higher demand Metrorail parking facilities. Once implemented, Metrorail customers will be able to check real-time parking availability along with the estimated time of arrival of the next train approaching a particular station via the Internet, smart phones, tablets, and electronic signs. As part of the first phase of this project, DTPW successfully installed these parking systems at the following Metrorail Station's parking garages:

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

4.7.2.2. - Unity Station (NW 27th Avenue and NW 215th Street):

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

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

DTPW constructed a 183-space park-and-ride lot on approximately 2.8 acres at the southeast corner of SW 88th Street and SW 127th Avenue. This park-and-ride facility will serve the Kendall Cruiser which began service in June 2010. This facility was opened in June 2017.



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

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

4.7.2.5 - Tamiami Station (SW 8th Street and SW 147th Avenue):

An 8-acre vacant parcel of land on the SW corner of the intersection at SW 8th Street and SW 147th Avenue has been identified as a strategic park-and-ride location for the SR 836 Express Bus Service project. The proposed park-and-ride facility will accommodate approximately 493 parking spaces, which would serve as the western most station for the new premium bus service and existing local bus service. The estimated completion date is June 2020.



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

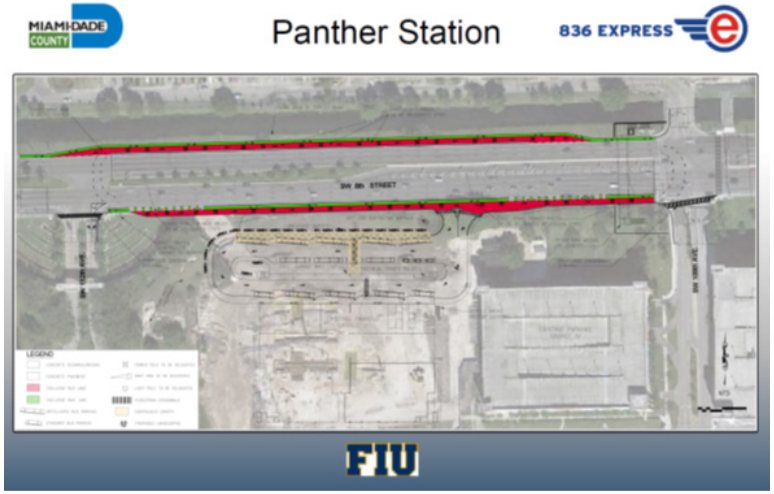


DTPW, in collaboration with the TPO, completed the Palmetto Intermodal Terminal Feasibility Study in 2014. The study developed a set of recommendations and steps needed for the continued planning of the proposed intermodal facility, as well as the associated roadway and other potential off-site improvements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

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

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

Florida International University (FIU) is constructing a parking garage along SW 8th Street with ground floor space reserved for a future transit center. The location of the new parking garage, between SW 112th Avenue and SW 109th Avenue, presents an access challenge that requires roadway widening to construct bus only lanes and traffic signal improvements to provide bus signal priority at the two intersections along this roadway segment. The new transit center will provide 10 bus bays to accommodate the relocation of the existing DTPW routes from the current bus terminal located near SW 107th Avenue/SW 17th Street and provide capacity for future routes such as the SR-836 Express Bus, the Flagler Street premium routes and express routes operating on the Homestead Extension of the Florida Turnpike (HEFT). Completion of the transit center is anticipated in 2020.



4.7.2.8 - Park-and-Ride Lot at South Miami-Dade Transitway and SW 112th Avenue:

DTPW is currently leasing approximately 454 parking spaces on the existing surface lot and is in the process of examining the feasibility of acquiring the site and improving the existing surface parking to better serve transit patrons and improve access to the Transitway.

4.8 DTPW Project Accomplishment Summary

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

Table 4-2: DTPW Project Accomplishment Summary

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

4.9 2017 Consistency Analysis for the FY 2018-2027

For the FY 2017 – 2026 TDP Annual Update, a listing of committed bus service improvements and adjustments planned for 2016 were included. A consistency analysis of these committed improvements is being performed for this TDP to assess and measure DTPW's adherence to implementation plans presented in the 2017 Annual Update.

The results of the consistency analysis for improvements implemented between January and December 2017 is presented in Table 4-4: 2017 TDP Consistency Analysis. Each of the service changes are identified according to whether it was a programmed commitment of the FY 2018– 2027 TDP Annual Update as indicated with a check mark or an additional change not included in the TDP Annual Update as marked by an asterisk.

Between January and December of 2017, DTPW made a total of 96 bus and rail service improvements and adjustments. Among these adjustments were 10 improvements that were not part of the TDP Annual Update. The 2017 TDP Annual Update anticipated 91 bus service improvements and adjustments. Of these, 86 were implemented as expected in 2017, resulting in a 95% level of consistency.

Table 4-3: 2017 TDP Consistency Analysis Summary

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

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

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

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

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

CHAPTER 5

FY 2018 TRANSIT IMPLEMENTATION PLAN



5 FY 2018 TRANSIT IMPLEMENTATION PLAN

DTPW is committed to implementing various transit improvement projects throughout its transit system in FY 2018. These committed transit initiatives include capital projects, new Metrobus service routes, existing service improvements, and infrastructure renewal projects that are all intended to further expand, improve and maintain DTPW services.

5.1 Committed Capital Improvement Plan

Annually, DTPW prepares the Adopted Budget and Multi-Year Capital Plan that lists specific projects related to the expansion and improvement of DTPW's existing services. Table 5-1 presents the adopted capital budget for fiscal year 2017-2018.

Table 5-1: DTPW FY 2017 - 2018 Adopted Capital Budget ($000's)

Project	2017-2018
Bus and Bus Facilities	$8,438
Bus Enhancements	$1,069
Bus Related Projects	$164,367
Fare Collection Equipment Projects	$5,804
Federally-Funded Projects	$96,369
Heavy Equipment Replacement	$10
Infrastructure Renewal Plan (IRP)	$12,500
Lehman Yard	$16,125
Metromover Improvement Projects	$20,017
Metrorail Stations and Systems Improvements	$27,380
Metrorail Track and Guideway Projects	$17,761
Metrorail Vehicle Replacement	$116,273
Metrorail and Metromover Projects	$15,213
Miami Central Station Downtown Miami Brightline	$3,107
Park and Ride Transit Projects	$11,414
Pedestrian Overpass University Metrorail Station	$293
Strategic Miami Area Rapid Transit Plan (SMART) Phase 1	$15,030
The Underline	$2,138
Transit Operations System (TOS) Replacement Project	$1,013
Transit Signage And Communication Projects	$9,887
TOTAL	**$544,208**

5.2 New Facilities

5.2.1 Dolphin Station

Property owned by Florida Department of Transportation (FDOT) located adjacent to the intersection of the Homestead Extension of the Florida Turnpike (HEFT), SR 836 and NW 12th Street has been identified as a strategic location for a transit center with a park-and-ride facility that will provide approximately 850 parking spaces. This transit center would support the SR 836 Express Bus Service project and provide a potential terminus or stop for several local bus routes serving the Dolphin Mall and nearby Cities of Sweetwater and Doral. A groundbreaking ceremony was held in January 2017. The scheduled completion date is mid 2018.



5.2.2 Miami Gardens Station

FDOT is funding and constructing a new park-and-ride facility with 298 parking spaces at the intersection of Miami Gardens Drive (NW 183rd Street) and I-75. This facility will support new express bus service connections as well as extended existing Metrobus service. The scheduled completion date is late 2018.

5.2.3 Transitway Lot (SW 112th Avenue)

DTPW is purchasing the surface parking lot which is currently utilized as the SW 112th Avenue Park-and-Ride facility. This project has been divided into two phases - the first phase includes the acquisition of the lot and landscaping and lighting improvements. This first phase is scheduled for completion in summer 2018. The second phase, which includes a full retrofit of the facility, is unfunded.

5.2.4 Bicycle Locker Replacement Program

This project includes the purchase of state-of-the-art Bike Lid units as part of the bike locker replacement project at Metrorail stations. This project replaces the previous lockers, which were 30 years old, and were unusable due to their deteriorating condition. This project cost $555,000.



5.3 New Service Routes

5.3.1 SR 836 Express Bus (Line C)

This route will begin revenue service in mid 2018 to coincide with the opening of the Dolphin Station.

From: Dolphin Station (NW 12th Street and HEFT) **To:** Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue)

Via: SR 836 (Dolphin Expressway)

Service Span: 6:00 am to 9:00 am and from 3:00 pm to 7:00 pm **Headways:** 10 minutes

5.4 Innovative and Joint Development Projects

5.4.1 US-1 Transitway Signal Priority

This project will implement signal prioritization upgrades to intersections along the Miami-Dade Transitway in South Miami-Dade County. The Transitway runs from SW 88th Street in the Kendall neighborhood to SW 344th Street in Florida City. 47 signals are being upgraded to fully adaptive signal controllers as a part of this effort. Upon project completion, traffic signal dwell time will decrease at intersections, thereby reducing bus travel time. Early tests of the system suggest travel reduction times of over 10 minutes. This project cost $8.78 million. All upgrades have been completed excluding those located beneath active construction.

5.4.2 Car-Share Parking at Metrorail Stations

In August 2017, Miami-Dade County entered into a partnership with Zipcar to provide car-sharing (hourly car rental) services at five different metrorail stations: Coconut Grove, Vicaya, Earlington Heights, Hialeah, and Palmetto Station. A total of ten vehicles will be made available in reserved parking spaces to provide additional mobility options for transit users needing improved last mile connectivity to destinations beyond the reach of existing transit service.

The parking locations identified are currently experiencing less than 50% occupancy. As such, the implementation of this project is not anticipated to represent a loss of revenue for the County.

5.4.3 On-Demand Carpooling

DTPW, in partnership with South Florida Commuter Services, has enlisted RideFlag to help match commuters for car-pooling. RideFlag is a smart phone application-based service that helps connect commuters traveling to and from major transit stations and terminals. A pilot was initially tested at Florida International University in 2016.

5.4.4 Electric Bicycle Sharing Partnership

In December 2017, Miami-Dade County awarded a contract for a Countywide Electric Bicycle Sharing Program to Ride-On Miami. This program is intended to improve first and last mile connections to existing transit service.

Ride-On Miami provides a station-based bicycle sharing system that utilizes electric-assist bicycles, facilitating the use by various age ranges and physical capabilities. DTPW will work with Ride-On to develop a seamless payment transaction to allow commuters to use their transit Easy Cards to pay for the bicycle rentals.

Phase I of the program will take place in Fall of 2018. Docking points with 8-24 electric bicycles will be installed at DTPW facilities including Transitway, Metrorail and Metromover stations, and at Park-and-Ride facilities. Additionally, DTPW is currently working with other County departments, universities, and colleges to identify additional Phase I docking locations. DTPW is also looking for municipal partners to collaborate in this effort that seeks to enhance first and last mile mobility throughout the County.

5.4.5 Freedom Navigator App

The Freedom Navigator App builds and improves upon the existing Miami-Dade Transit Tracker App, using visual and voice recognition to provide people with visual, hearing, physical and cognitive disabilities the freedom to navigate public transit.

Although Miami-Dade Transit's trains, buses, and facilities are ADA accessible, most patrons with disabilities favor using Special Transportation Services (STS), a contracted program which provides point to point service. STS requires riders to make reservations 24 hours in advance, and the trip's operating cost is almost 7 times more per trip than Metrobus. The Freedom Navigator App, in combination with a robust rider training program, could capture up to 30% of trips currently made on STS. While this could save the department approximately $11.5 million dollars per year, the most important impact will be providing our disabled residents the ability to come and go as they please without the need to make a reservation or incur a higher cost.

5.4.6 Waterborne Transportation Services

Miami-Dade County conducted a preliminary study to evaluate the potential for operating waterborne transportation services. The intention was to identify alternate routes that could provide direct connections between areas of high congestion located adjacent to the waterways while minimizing disruptions to waterfront properties, wildlife, and sea grasses. DTPW staff met with municipalities and County marina staff to evaluate candidate sites. The study has concluded with recommendations to update the overall waterborne transportation plan for Miami-Dade County with a special emphasis on the Miami River and canals. If additional funding can be secured, the County and the TPO would issue a Request for Information (RFI) for the implementation of a demonstration route from Haulover Marina to Sea Isle Marina.



5.5 Committed Bus Service Adjustments

In an effort to continually match service capacity with ridership demand DTPW 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 is presented in Table 5-2. Route improvements are assigned letters in the last column to describe the type of improvement made: Adjustments (A), Improvements (I), and Reductions (R).

Table 5-2: 2018 Committed Bus Service Adjustments

ROUTE	SERVICE CHANGE	Type: A (Adjustment) I (Improvement) R (Reduction)
3	Reduce weekday off-peak frequency from 20 to 30 min	R
	Reduce Saturday frequency from 15 to 20 min all day	R
7	Reduce weekday off-peak frequency from 20 to 30 min	R
	Reduce Saturday frequency from 20 to 30 min all day	R
	Reduce Sunday frequency from 20 to 30 min all day	R
	Reroute to use NW 17 St to enter/exit Dolphin Mall	A
	Extend Route to serve Dolphin Station	I
8	Reduce weekday off-peak frequency from 20 to 30 min	R
	Reduce Saturday frequency from 20 to 30 min all day	R
11	Reduce weekday off-peak frequency from 15 to 20 min	R
	Reduce Saturday frequency from 15 to 20 min all day	R
	Reduce Sunday frequency from 20 to 30 min all day	R
24	Reduce weekday off-peak frequency from 20 to 30 min	R
27	Reduce weekday off-peak frequency from 15 to 20 min	R
	Reduce Saturday frequency from 20 to 30 min all day	R
31	Reduce weekday peak frequency from 15 min to 30 min	R
34A	Running time adjustments	A
	Route name will be changed to Route 34	A
34B	Route name will be changed to Route 39	A
34/39	Modify Deadhead	A

Table 5-2: 2018 Committed Bus Service Adjustments (Continued)

ROUTE	SERVICE CHANGE	Type: A (Adjustment) I (Improvement) R (Reduction)
35	Restructure 35/70 as proposed in Grid. (Cumulative 35/70 reduction)	R
	Increase weekday frequency to 20 min trunk /40 min legs	I
	Increase Sunday frequency to 30 min trunk / 60 min legs and operate 35a	I
	Increase Saturday frequency to 30 min trunk / 60 min legs and operate 35a	I
	Contract out	A
36	Extend route to serve Dolphin Station M-F	I
38	Reduce weekday off-peak frequency from 15 to 20 min	R
	Reduce Saturday frequency from 15 to 20 min all day	R
	Serve all stops during weekday peak	I
	Start PM 10 min SB peak earlier from 3:30PM to 2:30PM	A
54	Extend route to the I-75 / Miami Gardens Park-and-Ride	I
56	Contract out	A
71	Contract out	A
	Extend route to Dolphin Station M-F	I
	Reroute to use NW 17 St to enter/exit Dolphin Mall	A
72	Contract out	A
73	Extend route to the I-75 / Miami Gardens Park-and-Ride	I
77	Reduce weekday off-peak frequency from 12 to 20 min	R
	Reduce Saturday frequency from 15 to 20 min all day	R
	Adjust weekday running time after 6PM	A
88	Match last weekday trip with last train arrival at DLS. Add 10 minutes to last trip	A
95	Extend route to the I-75 / Miami Gardens Park-and-Ride	I
	Add 5 min running time to 6:30A SB trip between 186/73Ave and GG	A
99	Extend route to the I-75 / Miami Gardens Park-and-Ride	I
115	Contract out	A
	Reduce weekday to 3 AM and 3 PM trips	R
	Reduce Saturday to 3 AM and 3 PM trips	R

Table 5-2: 2018 Committed Bus Service Adjustments (Continued)

ROUTE	SERVICE CHANGE	Type: A (Adjustment) I (Improvement) R (Reduction)
115	Reduce Sunday to 3 AM and 3 PM trips	R
	Add midday service 7 days a week	I
120	Reroute to Biscayne Blvd like Route S	A
137	Adjust running times and add a bus in AM peak	I
	Extend Route to Dolphin Station M-F	I
	Reroute to use NW 17 St to enter/exit Dolphin Mall	A
155	Reroute as proposed and adjust frequency from 30 to 60 min weekdays only	R
183	Reduce weekday off-peak frequency from 15 to 20 min.	R
	Extend route to the I-75 / Miami Gardens Park-and-Ride	I
	Reduce Saturday frequency from 20 to 30 min all day.	R
200	Operate Sunday service with the same running times as Saturday from 10AM to 4PM	I
207	Reduce weekday off-peak frequency from 20 to 30 min.	R
	Reduce Saturday frequency from 20 to 30 min all day.	R
	Reduce Sunday frequency from 20 to 30 min all day.	R
208	Reduce weekday off-peak frequency from 20 to 30 min.	R
	Reduce Saturday frequency from 20 to 30 min all day.	R
	Reduce Sunday frequency from 20 to 30 min all day.	R
210	Contract out.	A
	Reduce frequency from 30 to 60 min 7 days a week.	R
	Increase frequency from 60 to 30 min weekdays from 8AM to 5PM only	I
217	Contract out.	A
238	Extend route to Dolphin Station M-F	I
248	New Princeton Circulator operating 60 minutes, weekdays from 6AM to 8PM	I
249	Discontinue Jan 2, 2018.	R
287	Minor schedule adjustments	A
338	Reroute to use NW 17 St to enter/exit Dolphin Mall.	A

5.6 Committed Infrastructure Renewal Program (IRP) Projects

The following section lists those committed projects proposed to be implemented during the FY 2017 – 2018 time frame. These commitments are based on an annual Infrastructure Renewal Program (IRP) evaluation and prioritization process by DTPW. The purpose of the IRP process is to identify, evaluate, prioritize, and program capital improvement projects that are necessary in order to maintain the existing transit system in a state of good repair. Table 5-3 presents committed IRP projects for implementation during FY 2017-2018. DTPW has $12.5 million dollars allocated for IRP projects every year. In 2017, $13 million were allocated.

Table 5-3: FY 2017 - 2018 IRP Projects (in 000's)

Project Type	Project Name	Scope	FY 2017-18
Maintenance Facilities	Parking Grg. Fire Suppression Syst. MDT#: IRP012 (Bus & Bus Facility)	Replace and upgrade the fire suppression system (piping, jockey & fire pumps, flow & tamper switches) at 4 parking garages built with the original Metrorail system: Okeechobee, Dadeland South, Earlington and Dadeland North.	$98
Maintenance Facilities	Dadeland North Grg. Fire Suppression Syst. MDT#: IRP283	Replace and upgrade the fire suppression system (piping, jockey & fire pumps, flow & tamper switches) at 4 parking garages built with the original Metrorail system: Okeechobee, Dadeland South, Earlington and Dadeland North.	$940
Design and Engineering	Bus Garage Plumbing -Central MDT#: IRP014 (Bus & Bus Facility)	Overhaul existing bathrooms at the Central Bus Facilities.	$4
Maintenance Facilities	Bus Garage Roof -Central MDT#: IRP018 (Bus & Bus Facility)	Contractor to repair or install new roofing at Central Bus garage and offices. An additional $90,000 has been added to this project in the IRP budget. The total project amount is $448,327.	$16
Service Planning and Scheduling	Bus Passenger Shelter Project ~ MDT#: CIP174	A provider to manage the Bus Shelter Program by cleaning, maintaining and repairing existing and new bus passenger shelters under this contract throughout the county to ensure that shelters are safe, attractive, has proper lighting, and in overall operational condition.	$326
	Busway ADA Improvement ~ MDT#: CIP034, 072 & 074	Continuation of pedestrian accessibility improvements along South Miami Busway	$576
Track & Guideway	Emergency Exit at William Lehman Center ~ MDT # CIP126	Expand the emergency exit at the William Lehman Center to facilitate emergency vehicles entering and existing the Palmetto Yard	$640
Information Technology	Fueling Terminal Modernization ~MDT # IRP260	The project will upgrade legacy fueling terminal to the IRP based EJWard Fuel Control Terminal with modernized tank level interface. While MDT intends to convert buses to CNG this is a multi-year effort; subsequently, the existing legacy terminals are in need of replacement to address issues with accuracy and real-time reporting data.	$250
Bus Maintenance	Hydraulic Mobile Bus Lifts ~ MDT # OSP202	The purchase of (48) individual hydraulic column lifts for the MDT Bus Mobile column lifting units for Metrobus Garages. The mobile column lifts will be provided with extended cables of approximately 70 feet each. Total of (48) forty-eight cables to be included.	$43

Table 5-3: FY 2017 - 2018 IRP Projects (in 000's) (Continued)

Project Type	Project Name	Scope	FY 2017-18
FESM	Metromover Traction Power (Emergency) Cable Replacement ~ MDT# IRP237	Remove/replace the Eight Street Substation to Brickell Station T2 transformer 13200 volts three phase cables. The 350 mcm three phase cables is routed in the cables tray underneath the guideway. Remove /replace the Third Street Substation 111 breaker load side 250 mcm three phase cable to 0L6 power rail. Also, remove/replace the Switch 1 grounding switch three phase 3/0 cables and 3/0 jumper cables (Outer Loop).	$236
Rail Maintenance	Metrorail Bathroom Rehabilitation ~ MDT#: IRP215	This project is for the repair and renovation of public restrooms at the 30 year old Metrorail stations.	$47
Information Technology	Metrorail Electronic Real Time Signage ~ MDT#: IRP172	Phase II of the Wi-Fi at Metrorail Stations/Electronic Signage Information Systems (CIP054) project.	$697
Rail Maintenance	Metrorail Floor and Component Replacement ~ MDT#: IRP225	The project consist of installing Nora Flooring in sixty (60) railcars. The railcars to be replaced have deteriorated sub-flooring, which is evidence as "soft floors". The process also includes the removal and replacement of interior seating, panels, and sanctions. Rev 13is to add an additional $4,357,852 for the Motor Control Overhaul to this project which is a full service maintenance overhaul to (100) MDT Budd railcar motor control boxes. Submitted 11/2015.	$500
Information Technology	MDT Data Closets UPS Replacement ~MDT # OSP209	This project provides replacement for end of life UPS devices deployed at all Bus Garages, Metromover Admin Building and Lehman Center facilities	$323
FESM	Mover Public Address System ~ MDT#: IRP095	Replacement of the Public Address System will improve compliance with Safety and Security requirements. The system will allow improved intelligibility of announcements and will provide a means of supplying improved information to Transit Patrons in the event of a station or system emergency.	$376
FESM	Parking Space Counters at Metrorail Station Garages ~ MDT#: IRP183	The replacement of the LED Available Parking Spaces signs for the upper and lower levels at the Dadeland North Parking Facility, Computer hardware, Software and parking space occupied detectors for ADA designated parking spaces.	$445
Track and Guideway	Rail Crewcab Trucks (2 ea.) ~ MDT#: IRP236	Purchase of (2) HY-Rail Crew cab Trucks needed to support track and guideway maintenance.	$100
Rail Maintenance	Rail Wheel Press Machine ~ MDT#: IRP267	The Rail Wheel Press Machine is capable of all component mounting and demounting operations for railway wheel sets. In an effort to continue to provide efficient customer service this new Wheel Press Machine will enable maintenance to perform daily maintenance in a more efficient manner.	$1,000
Rail Maintenance	Railcar Cleaner Platform Replacement ~ MDT#: IRP234	This project is to upgrade the existing Cleaning Platform located at the William Lehman Center. The existing wooden platform is in need of constant repair .	$427
Safety & Security	Rail Public Address System Replacement ~ MDT#: IRP096	The purpose of this project is to replace the existing Public Address System at all Metrorail Stations. The Scope of Work includes the replacement and upgrade of all electronic components in the Paging chain. The distribution wiring will also be upgraded.	$1,659

Table 5-3: FY 2017 - 2018 IRP Projects (in 000's) (Continued)

Project Type	Project Name	Scope	FY 2017-18
Track & Guideway	Replacement of Diamond Frogs at Culmer Crossover ~ MDT#: IRP233	Replace center frogs and running rail access to the bridge abutment at the Culmer Center crossover	$830
Maintenance Facilities	Replace Metrorail Train Wash ~ MDT#: IRP254	Furnish all labor, materials and equipment to complete the installation of an we 5 brush wash module, rinse modules (2), chemical dispensing and fully automated operating systems for the Metrorail train wash at the William Lehman Facility.	$275
Maintenance Facilities	Replace Tactiles & Barriers at Mover Stations ~ MDT#: IRP255	The scope includes furnishing labor, materials, tools, appliances, equipment and other means of construction for performing and completing the work at all mover stations. Also to provide detectable warning safety edge tiles and between the ace barrier (BCB) system in compliance with the DOT ADA regulations.	$155
FESM	Traction Power Rectifier Transformer for Rail ~ MDT# IRP140	This project is to replace twenty-eight (28) year old Rectifier Transformers used in the MDT Metrorail system. The system is currently experiencing power loss to the TPSS causing a disruption to passenger service.	$620
Rail Maintenance	Traction Power Crane Truck (for Rail) - MDT# ~ IRP214	This is for the purchase of a crane truck for Traction Power to be used to perform work related to man-hole covers, high voltage cable pull, and cable spool lifts. See PPBA for crane specifications.	$100
Rail Maintenance	Traction Power Three Reel Trailer (for Rail) - MDT# ~ IRP221	The trailer will be used to perform work related to high voltage cable pull and is necessary for the replacement of the thirty (30) year old Traction Power cables.	$50
FESM	Uninterrupted Power Supply for MOVER AND RAIL ~ MDT#: IRP104	Replace the Mover Systems Uninterruptible Power Supplies at all the equipment rooms on the OMNI, Brickell, Inner, and Outer Loop. There are 28 UPS locations including Government Center. Parts are not available beyond the 10 year point and replacement of the equipment is necessary.	$2,060
FESM	WLF Vehicle Maintenance Bathrooms ~ MDT#: IRP224	This is a request for contracted services for the renovation of the William Lehman Facility (6601 NW 72nd Avenue, Miami, Florida 33166), Vehicle Maintenance Bathroom to ensure proper sanitation for employees working in the Vehicle Maintenance shop.	$72
Total			**$12,865**

CHAPTER 6

TEN YEAR IMPLEMENTATION PLAN



6 TEN YEAR IMPLEMENTATION PLAN (FY 2019 - FY 2028)

The Ten Year FY2018-FY2027 MDT10Ahead Implementation Plan Tables present the transit project items' cost and status as of December 2017. Tables 6-1 and 6-2 list DTPW's Strategic Miami Area Rapid Transit Plan (SMART) and Bus Express Rapid Transit (BERT) projects. Combined, these two tables present the County's vision for six (6) rapid transit and nine (9) express bus corridors that will serve as the framework for DTPW's transit network. Tables 6-3 through 6-5 list the agency's Funded, Partially Funded, and Unfunded Projects. Information highlighting changes in scope, timing, budget or completion versus the 2017 Annual Update is also provided in each table.

DTPW'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. DTPW 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.

6.1 SMART Plan

The SMART Plan is a bold infrastructure investment program that will significantly improve transportation mobility and will provide a world-class system that will support economic growth and competitiveness in the global arena. Miami is a global hub representing not only the Gateway of the Americas, but also the nation's southeast capital for international freight and cargo, as well as the number one passenger cruise port in the world. Miami-Dade Mayor Carlos A. Gimenez has declared that the advancement of transportation infrastructure is the top priority for Miami-Dade County which is the most populous county in Florida, representing 2.7 Million residents living in the Miami Urbanized Area of over 5.5 Million people. In addition, the Miami-Dade Transportation Planning Organization (TPO) has prioritized the advancement of the SMART Plan, which is strongly supported by public and private sector partners, residents, and elected officials.

The SMART Plan represents a vision for our region that is both strategic and far-reaching by creating a system of multiple transportation options that leverage existing infrastructure and integrate technology at the highest levels. The plan is comprehensive, proactive, and supports the future population and employment growth anticipated in our region.

The Federal Highway Administration (FHWA) estimates the annual cost of congestion to motorists in urban areas is approximately $7 Billion. This represents a significant cost and economic disadvantage that if not addressed, will result in urban areas like Miami being left behind.

Miami-Dade County has become a region of global significance that attracts people from all over the world to live, work and play. Labor force and employment growth in Miami-Dade greatly exceeded national growth from 2010 to 2015. Research shows that transit mobility directly affects quality of life and economic vitality. As Miami-Dade continues to grow, the SMART Plan will ensure that current and future residents will have the most efficient and effective transportation network to get to where they are going, faster and safer. The SMART Plan represents mobility insurance for our region.

The Miami-Dade County transportation team is working to change the approach to mobility by creating a system that offers multiple transportation options throughout the county. There are limited opportunities to widen and/or build new roads. Therefore the need to extend mass-transit represents the balanced approach necessary to address roadway congestion and connect communities to educational and employment centers. This balanced approach is needed to ensure the community continues to grow and thrive in the future.

In order to improve livability and ensure economic growth in the future, it is important to improve mobility. Miami-Dade County's SMART Plan helps accomplish this by connecting major activity centers, employment areas, airports, and educational institutions to the rest of our population and ultimately the entire United States. The goal is to make Miami-Dade County a car-optional community by ensuring that mass-transit options are available everywhere in the County and region.

6.1.1 Beach Corridor

The Beach Corridor Extension project will serve the cities of Miami and Miami Beach along a 9.7 mile corridor, crossing Biscayne Bay to link Downtown Miami to Miami Beach. The Beach Corridor area is an epicenter for population and economic growth and a major employment center and tourist destination in the region. As a result, the roadways between Miami and Miami Beach are typically heavily congested. This high bus transit ridership corridor has been identified as a candidate for consideration for premium transit over the past two decades as part of a strategy to address east-west directional travel demands. DTPW initiated a Project Development & Environment (PD&E) study to evaluate premium transit solutions in this corridor in May 2017. This study is scheduled for completion in late summer 2019.

6.1.2 East-West Corridor

This project will run approximately 11 miles from Miami International Airport west along the SR-836/Dolphin Expressway to the Turnpike in the vicinity of Florida International University (FIU). It provides multimodal options that mitigate the severe traffic congestion along SR-836 which is the only east-west expressway in central Miami-Dade County. This project will serve major activity centers including FIU, Miami International Airport, the Miami Intermodal Center (MIC), Dolphin Mall, and major employment areas like the City of Doral and the Blue Lagoon area. DTPW initiated a PD&E study to evaluate premium transit solutions in this corridor in April 2017. This study is scheduled for completion by late summer 2019.

6.1.3 Kendall Corridor

The Kendall Corridor project is 10 miles from the Dadeland North Metrorail Station west along SR 94/Kendall Drive/SW 88th Street to approximately SW 167th Avenue. This project provides multimodal solutions for severe traffic congestion along Kendall Drive, one of the most congested east-west roadways in Miami-Dade County. The project facilitates the highest demand movement of passengers to and from West Kendall to Downtown Miami.

In 2016, the Florida Department of Transportation (FDOT), District Six, initiated a PD&E Study to evaluate proposed transportation solutions for Kendall Drive. The Kendall corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in late 2016. The study is scheduled for completion by winter 2018.

6.1.4 North Corridor

This project is approximately 12 miles from the Miami Intermodal Center (MIC) via existing Metrorail Orange Line then north along NW 27th Avenue to NW 215th Street. It will connect the cities of Miami, Opa-locka, and Miami Gardens with major activity centers, including the Miami-Dade College North Campus, North Dade Health Center, St. Thomas University, Florida Memorial College, Miami Jobs Corps Center, Hard Rock Stadium (home of NFL Miami Dolphins and University of Miami), and Calder Race Course. A new transit terminal and park-and-ride facility at the northern end of the project will be constructed to provide a connection to Metrobus and Broward County Transit (BCT) routes. The long-term vision includes transit-oriented development (TOD) at the new NW 215th Street transit terminal.

In 2016, FDOT District Six initiated a PD&E Study to evaluate proposed transportation solutions for SR 9 / SR 817 / NW 27th Avenue. The North corridor is being studied as part of the SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in late 2016. The study is scheduled for completion by winter 2018.

6.1.5 Northeast Corridor

This corridor is roughly defined as U.S. Route 1 from the Downtown Miami area to the Aventura Mall near the Miami-Dade/Broward County line. It is one of the busiest transit corridors in the region. It extends approximately 13.5 miles through the historic core of the County developed along the Florida East Coast (FEC) railroad and links Aventura, North Miami, North Miami Beach, and Miami Shores with the County's Central Business District located in Downtown Miami. FDOT District 4 is managing the PD&E study and is currently on hold.

6.1.6 South Corridor

This corridor stretches approximately 20 miles from the Dadeland South Metrorail Station along the existing Transitway (fka Busway) to the SW 344th Street Park-and-Ride/Transit Terminal Facility. This corridor will connect Florida City, City of Homestead, Town of Cutler Bay, Village of Palmetto Bay, and Village of Pinecrest, which represent the fastest population growth in Miami-Dade County. This rapid transit project facilitates the highest demand of passengers traveling to and from southern Miami-Dade to Downtown Miami. DTPW initiated a PD&E Study to evaluate premium transit solutions in this corridor in April 2017. This study is scheduled for completion by late summer 2018.

Table 6-1 Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) Plan

MIAMI-DADE COUNTY'S STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN

FDOT | MIAMI-DADE COUNTY | TPO Miami-Dade Transportation Planning Organization | MIAMI-DADE COUNTY FLORIDA

Corridor Name	Limits	Corridor Length (miles)	Lead Agency	Environmental Document Cost	Implementation Activities Cost	Status
North Corridor (NW 27th Avenue)	Miami Intermodal Center (MIC) to NW 215th Street	12	FDOT-6	$4.2M	$840,000	• TPO Resolution #01-15 authorized the development of the PD&E • PD&E Funding Source: 100% State • PD&E started in June 2016; anticipated completion date: winter 2018 • PD&E considering Rail Transit and/or appropriate premium transit technology
Beach Corridor	Miami Beach Convention Center to Midtown Miami (at or near NE 41st Street and NE 2nd Avenue	9.7	DTPW	$10.0M	$2.0M	• TPO Resolution #40-16 authorized the development of the PD&E • PD&E Funding Sources: FDOT-6 ($5.0M); CITT ($3.75M); Miami-Dade County ($417,000); City of Miami ($417,000); City of Miami Beach ($417,000) • PD&E started in May 2017. Anticipated completion date: summer 2019. • PD&E considering Light Rail Transit (LRT) and/or appropriate premium transit technology
East-West Corridor	Miami Intermodal Center (MIC) to Florida International University (FIU)	11	DTPW	$9.0M	$1.2M	• TPO Resolution #35-16 authorized the development of the PD&E • PD&E Funding Source: 100% CITT • PD&E started in April 2017. Anticipated completion date: summer 2019. • PD&E considering Light Rail Transit (LRT) and/or appropriate premium transit technology
South Dade Transitway	Florida City to Dadeland South Metrorail Station	20	DTPW	$7.0M	$1.2M	• TPO Resolution #34-16 authorized the development of the PD&E • PD&E Funding Source: 100% CITT • PD&E started in April 2017. Anticipated completion date: summer 2018. • PD&E considering the conversion of US-1 Busway from Enhanced Bus Service to Light Rail Transit (LRT) and/or appropriate premium transit technology
Tri-Rail Coastal Link (Northeast/ FEC Corridor)	Downtown Miami to City of Aventura (Miami-Dade segment)	13.5	FDOT-4; DTPW	$5.7M	$1.14M	• PD&E is being conducted by FDOT-4 • Long-term Project: FDOT-4 is lead agency; Short-term Project: DTPW is lead agency • Passenger Rail Service project is under construction (All Aboard Florida - private sector) • DTPW is improving transit services along Biscayne Boulevard
Kendall Corridor	SW 167th Avenue to Dadeland Area Metrorail Stations	10	FDOT-6	$4.0M	$800,000	• TPO Resolution #01-15 authorized the development of the PD&E • PD&E Funding Sources: 100% State • PD&E started in June 2016; anticipated completion date: winter 2018 • PD&E considering Light Rail Transit (LRT) and/or appropriate premium transit technology

Strategic Miami Area Rapid Transit (SMART) Plan

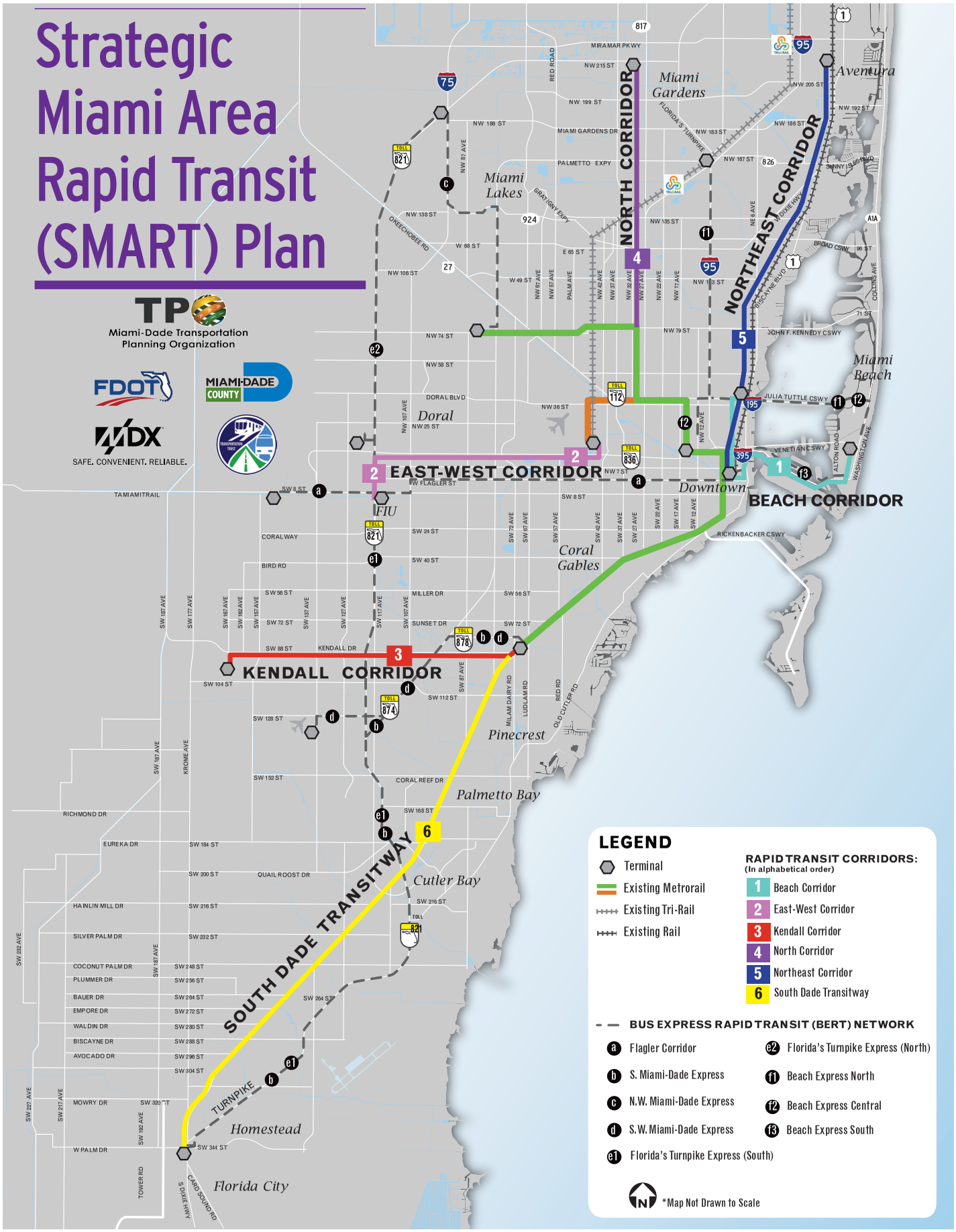


Figure 6-1 Strategic Miami Area Rapid Transit (SMART) Plan

6.2 Bus Express Rapid Transit (BERT) Network

Most of the urban and interregional corridors in Miami-Dade County are already congested. Congestion is expected to worsen even with completion of planned transportation improvement projects. The pace of growth far exceeds the ability to add capacity in order to reduce congested conditions. Significant expansion is required in rail and transit systems to deliver viable options for moving people within Miami-Dade County and the Southeast Florida Region.

In April 2016, Miami-Dade Transportation Planning Organization (TPO) Governing Board adopted the SMART Plan, which includes six (6) rapid transit corridors and the BERT network. Since then, implementation of the SMART Plan has become a top priority of the Miami-Dade County DTPW. Subsequently, FDOT District Six (D-6), and DTPW staff started the planning activities for implementation of the BERT network. DTPW staff assessed the infrastructure needs for the BERT network. To implement the BERT network, necessary infrastructure projects include new transit terminals, improvement to or expansion of existing terminals, and new direct roadway/ramp connections, etc. Coordination is also required between DTPW and other transportation agencies such as FDOT, Florida's Turnpike Enterprise (FTE) and Miami-Dade Expressway Authority (MDX) to ensure transit access to roadways are supported. Among these BERT routes, some are further advanced than others. Routes b and c are anticipated to be implemented in 2019; Routes d, e1, f1, and f3 will be implemented between 2020 and 2021; Routes e2 and f2 will be implemented some time beyond 2021. Route a, the Flagler Corridor, is undergoing a PD&E study and is expected to complete the study by winter 2018. Based on the results of the study, project schedule will be planned.

Table 6-2 lists additional information on the BERT network. Figure 6-2 shows DTPW's Express Bus System Vision with supportive transit terminals.

6.2.1 Flagler Corridor

In 2016, FDOT District Six, began a PD&E study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system with in the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. The FDOT project team is currently identifying and refining recommended alternatives. The study is scheduled for completion in 2018.

Figure 6-2 Express Bus System Vision

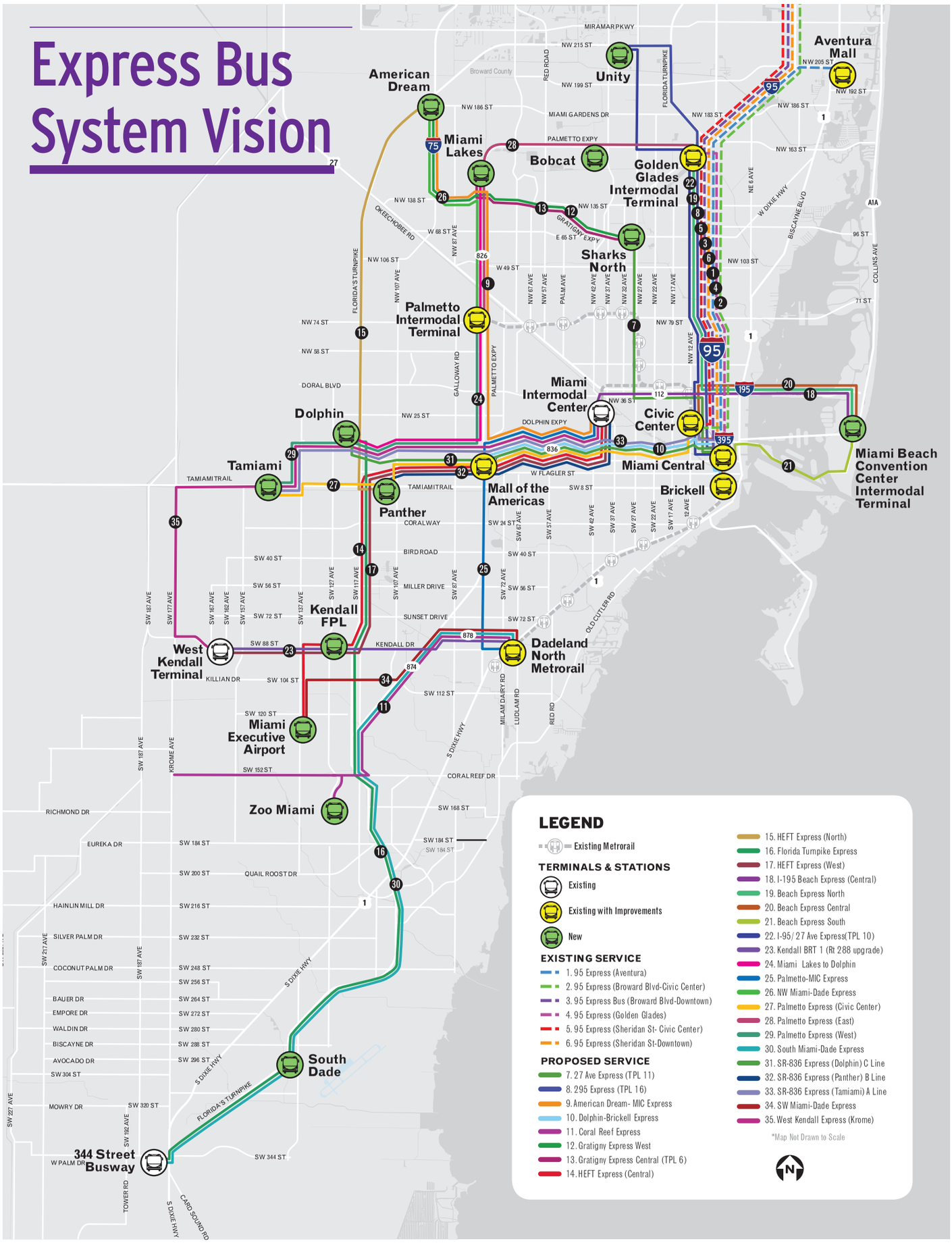


Table 6-2: Strategic Miami Area Rapid Transit (SMART) Plan - Bus Express Rapid Transit (BERT) Network

SMART Plan Route #	Project Name	Location	Project Description	Project Length (Miles)	Commission District	Project Type§	Project Phase	Capital Cost (in 000s) †	Annual O&M Cost (in 000s)	Number of Buses	Type of Change	2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	2040 LRTP Status
a	Flagler Corridor	Tamiami Station/SW 147th Avenue to Downtown Miami; Dolphin Station to Downtown Miami; Panther Station to Downtown Miami	In 2016, FDOT initiated a Project Development and Environment (PD&E) study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. The FDOT project team is currently identifying and refining recommended alternatives. The study is scheduled for completion by 2018. DTPW is coordinating the bus purchase component of this project which includes purchase of 10 new 60-foot alternative fuel buses.	15.4	5, 6, 10, 11, 12	6	Capital (FDOT PD&E Study)	$5,521 (Cost of PD&Study Only)	TBD	10	New Bus Rapid Transit (BRT) Service	TBD	TBD	Priority I
b	S Miami-Dade Express	SW 344 St. Transitway Station/Dadeland North Metrorail Station; SW 288 St./HEFT to Dadeland North Metrorail Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to the Dadeland North Metrorail Station as well as from the SW 288 St/HEFT to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours and 30 minutes between 9:30am -3:00pm.	25.3	7, 9	6	Operations	$9,000	$1,790	9	New Express Bus Service	2018	2019	N/A
c	NW Miami-Dade Express	American Dream Mall Station / I-75/ Miami Gardens Dr Station / Palmetto Metrorail Station	Route will provide express bus service from the American Dream Mall Station to the I-75/Miami Gardens Dr Station to the Palmetto Metrorail Station. Headways will be 10 minutes during peak hours	9.5	12	6	Operations	$6,000	$940	6	New Express Bus Service	TBD	2019	N/A
d	SW Miami-Dade Express	Miami Executive Airport/Dadeland North Metrorail Station	Route will provide express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours.	9	7, 11	6	Operations	$5,000	$870	5	New Express Bus Service	TBD	2021	N/A
e1	Florida's Turnpike Express (South)	344 St. Transitway Station/Panther Station/Dolphin Station	Route will provide express bus service from the SW 344th Street Park-and-Ride/Transit Terminal Facility along the Turnpike to Panther and Dolphin Stations. Headways will be 10 minutes during peak hours and 30 minutes during off-peak hours.	30.5	9, 11	6	Operations	$10,000	$1,890	10	New Express Bus Service	2018	2020	N/A
e2	Florida's Turnpike Express (North)	FIU Panther Station/Dolphin Station/ Miami Gardens Station/American Dream Mall Station	Route will provide express bus service from the FIU Panther Station to the Dolphin Station, I-75/Miami Gardens Dr Station and the American Dream Mall Station. Headways will be 15 minutes during peak hours and 30 minutes during off-peak hours.	15.4	12, 13	6	Operations	$4,000	$650	4	New Express Bus Service	TBD	2023	N/A
f1	Beach Express North	Golden Glades Intermodal Terminal/ Earlington Heights Metrorail Station/ Mt Sinai Transit Terminal/Miami Beach Convention Center	Route will provide express bus service from Golden Glades Intermodal Terminal to the Earlington Heights Metrorail Station, the future Mt Sinai Transit Terminal, and the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 30 minutes during off-peak hours. Saturday service will provide headways of 20 minutes during the peak hours and 30 minutes in the off-peak hours, while Sunday service will provide headways of 40 minutes during the peak hours and 60 minutes in the off-peak hours. Service span will be from 5:00am to 12:00am.	8.2	2, 5	6	Operations	$10,000	$3,440	10	New Express Bus Service	TBD	2020	N/A
f2	Beach Express Central	Civic Center Metrorail Station/Miami Beach Convention Center	Route will provide express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service span will be from 5:30am to 12:00am.	6.7	3, 5	6	Operations	$8,000	$2,000	8	New Express Bus Service	TBD	TBD	N/A
f3	Beach Express South	Miami Central Station/Miami Beach Convention Center	Route will provide express bus service from Miami Central Station to the Miami Beach Convention Center. Service will run all day seven days a week with 10 minute headways. Service Span will be from 5:00am to 12:00am.	6.3	3, 5	6	Operations	$12,000	$5,280	12	New Express Bus Service	2018	2020	N/A
			TOTAL DISTANCE (Miles)	**126.3**			**TOTALCOST (000S)**	**$64,000**	**$16,860**					

§ Project Type Key		
1. ADA Accessibility Improvements	6. Mass Transit Projects	11. Park and Ride Improvements and New Facilities
2. Bus System Projects	7. Metromover Projects	12. Passenger Facilities Improvements
3. Equipment Acquisition	8. Metrorail Projects	13. Security Improvements
4. Facility Improvements	9. New Passenger Facilities	14. Service Adjustment
5. Infrastructure Improvements	10. Other	

6.3 Funded Transit Projects

Table 6-3 presents a listing of various capital, operational, and infrastructure improvement projects that are funded and will be implemented within the MDT10Ahead planning horizon over the next ten years.

Table 6-3 Funded Transit Projects FY 2019 - 2028

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
1	SR 836 Express Bus A Line Express	SR 836 Express Bus A Line: Tamiami Station (US-41/SR 90/ SW 8th Street and SW 147th Avenue) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue)	A Line Express would provide premium express transit service along SR 836 from the proposed park-and-ride/transit facility Tamiami Station (US-41/SR 90/SW 8th Street and SW 147th Avenue) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue) via US-41/SR 90/SW 8th Street, SW 137th Avenue and SR 836. This route will operate during peak periods only. Service headways will be 10 minutes during the AM/PM peak-hour. Service hours are weekdays 6:00am to 9:00am and 3:00pm to 7:00pm. DTPW is coordinating with MDX to potentially operate this service. This project will include the addition of ten new articulated buses.	6, 10, 11, 12	6	Operations	$25,600	$1,480	New Express Bus Service	2020	2020	Priority I
2	SR 836 Express Bus B Line Express	SR 836 Express Bus B Line: Panther Station at FIU's MMC and the Miami Intermodal Center (MIC)	B Line Express would provide premium express transit service between the proposed Panther Station at FIU's MMC and the Miami Intermodal Center (MIC), via US-41/SR 90/SW 8th Street, SR 821/HEFT and SR 836. This route will operate all day with 20 minute headways. Service hours are 6:00am to 10:00pm on weekdays. DTPW is coordinating with MDX to potentially operate this service. This project will include the addition of four new articulated buses	6, 10, 11, 12	6	Operations	Total cost included as part of Line A	$1,010	New Express Bus Service	2020	2020	Priority I
3	Panther Station	Florida International University's (FIU) Modesto A. Maidique Campus – MMC	Florida International University (FIU) constructed a parking garage along SW 8th Street with ground floor space reserved for a future transit center. The location of the new parking garage, between SW 112th Avenue and SW 109th Avenue, presents an access challenge that requires roadway widening to construct bus only lanes and traffic signal improvements to provide bus signal priority at the two intersections along this roadway segment. The new transit center would provide eight (8) bus bays to accommodate the relocation of the existing DTPW routes from the current bus terminal located near SW 107th Avenue/SW 17th Street and provide capacity for future routes such as the SR-836 Express Bus, the Flagler Street Bus Rapid Transit (BRT) and express routes operating on the Homestead Extension of the Florida Turnpike (HEFT).	12	9	Capital	Cost included in SR 836 Express Bus Line A	TBD	Station Improvements	2020	2021	N/A
4	Unity Station	NW 215th St and NW 27th Ave	A 14-acre vacant parcel adjacent to the intersection of the Turnpike and NW 27th Avenue has been identified as a strategic park-and-ride location for the North Corridor (NW 27th Avenue) Premium Transit project which is being studied by the Florida Department of Transportation (FDOT). Up to 350 parking spaces are proposed for this facility which would serve the northern most station for new premium transit service in the corridor. This park-and-ride lot also provides strategic transit oriented development (TOD) opportunities. This project is currently being negotiated and is under the cone of silence.	1	11	Capital	$5,000	TBD	Station Improvements	TBD	TBD	Priority I
5	Tamiami Station	SW 8th St and SW 147th Ave	An 8-acre vacant parcel of land on the SW corner of the intersection at SW 8th Street and SW 147th Avenue has been identified as a strategic park-and-ride location for the SR 836 Express Bus Service project. The proposed park-and-ride facility will accommodate 493 parking spaces, which would serve as the western most station for the new premium bus service in the corridor as well as other local bus routes.	12	11	Capital	Cost included in SR 836 Express Bus Line A	TBD	Station Improvements	2020	2121	Priority I
6	Golden Glades Multimodal Transportation Facility (GGMTF)	Golden Glades Interchange	Located in northern Miami-Dade County, adjacent to City of Miami Gardens, North Miami Beach, North Miami and the Golden Glades Community. The center will consolidate the existing bus transit services at Golden Glades into a single facility adjacent to the Tri-Rail Station. The new multi-bay bus terminal facility will include upgraded sidewalks, walkways, platforms, bus bays and all improvements related to transit operations, including internal roads, drainage, lighting systems, fencing, internal directional and traffic control signage. The center will feature a multi-story parking garage with surface parking lots. Additionally, the center will provide spaces for scooters and motorcycles. Other amenities will include bicycle parking and lockers. The complex will also feature a transit hub, retail space, and a break lounge for bus drivers. The total project cost is approximately $56.3 million, all of which is being funded by FDOT.	1	9, 11	Capital (FDOT Project)	to be paid by FDOT	$860	Station Improvements	2019	2021	Priority I

Table 6-3 Funded Transit Projects FY 2019 - 2028 (continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
7	Miami Beach Convention Center Terminal	Convention Center Dr and 19th St	Construct a transit terminal facility. Total project cost is estimated at $3.9 million and is to be paid by the City of Miami Beach.	5	9	Capital	To be paid by the City of Miami Beach	TBD	Access Improvement	2027 and Beyond	TBD	Unfunded
8	Dadeland North Metrorail - Elevators	8300 S Dixie Hwy	Since its completion in 1984, the Dadeland North Metrorail Station's use has increased dramatically. As a result, the existing bank of elevators (four elevators) does not provide an acceptable level of service during peak hours. Peak passenger flows create congestion and long waiting periods for Metrorail passengers waiting for the elevators, generating complaints from existing customers. DTPW is adding two (2) elevators to the existing parking facility, one elevator at each end of the structure. DTPW is currently in the consultant selection process for design services. The estimated project completion date is May 2021.	7	4	Capital	$5,350	$0	Station Improvements	2019	2021	N/A
9	Transitway Park-and-Ride (Caribbean Station)	Transitway and SW 200th Street	Phase 1: Provide 116 surface parking spaces. Phase 2: Construction of an 150-space parking garage	9	11	Capital (Private Developer)	$0	TBD	Station Improvements	2020	2020	Privately Funded
10	Transitway Park-and-Ride (Quail Roost Dr)	Transitway and SW 184th St	In 2017, the Department of Public Housing and Community Development (PHCD) in partnership with the DTPW will release an Request for Proposals (RFP) seeking for experienced developers to design and construct a mixed-income housing development with commercial uses adjacent to the existing Transitway stop as well as structured parking with spaces reserved for transit patrons. The Development Plan must provide a fully integrated transit-oriented development with housing, commercial space and transit amenities. At a minimum, a successful proposal will include 500 housing units, 10,000 square feet of commercial space, a park-and-ride garage with 261 spaces exclusively for transit users and parking spaces to support the housing and commercial components. DTPW received NEPA clearance in 2017 for the park-and-ride site.	8	11	Capital	$3,989	$0	Station Improvements	2021	2021	Privately Funded
11	Senator Villas	SW 40th St between SW 89th Ave and SW 89th Ct	Construct a 23-unit affordable senior housing apartment building with an on-site enhanced bus stop	10	9	Capital (Private Developer)	$0	TBD	Station Improvements	TBD	2018	Privately Funded
12	Miami Lakes Terminal	SR 826 (Palmetto Expressway) at NW 154th St	Construct new park-and-ride facility with eight (8) bus bays to support new express bus service connection. This project is being funded and built by the Town of Miami Lakes.	13	9	Capital	to be paid by the Town of Miami Lakes	TBD	Station Improvements	2024	TBD	Privately Funded
13	NW 12th Street Roadway Improvements (Bus-Only) Project for Dolphin Station	along NW 12th Street between 122nd Avenue and 114th Avenue	This project includes widening and resurfacing along NW 12th Street to add bus-only lanes from NW 122nd Avenue to NW 114th Avenue. These new bus-only lanes will allow buses to bypass traffic congestion along this segment of NW 12th Street and will thereby reduce travel time for buses traveling between the Dolphin Station Park-and-Ride/Transit Terminal and Dolphin Mall. This roadway project is an integral component of the Dolphin Station Park-and-Ride/Transit Terminal Facility. The Dolphin Station Park-and-Ride/Transit Terminal Facility is part of the East West Corridor Rapid Transit Project which connects the largest employment areas of Miami-Dade County (Florida International University (FIU), City of Doral, Miami International Airport (MIA), Miami Health District, Downtown Miami and Brickell). The East West Corridor Rapid Transit Project will also connect to the Miami Intermodal Center (MIC) – the County's major ground transportation hub.	12	10	Capital	$10,616	TBD	Roadway Construction	2021	2021	Priority I
14	The Underline Phase I - Brickell Backyard Project	from the Miami River to SW 13th Street	The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Metrorail Station, will create a linear mobility corridor that will enhance connectivity, increase mobility, and improve pedestrian and biking safety for residents and visitors. In 2015, Friends of The Underline, selected a design consultant to develop the Vision and Master Plan for this project. Currently the project is structured in nine phases for development as funding becomes available. The Underline Phase I is known as the Brickell Backyard and extends from the Miami River to SW 13th Street, approximately a ½ mile long. The off-road dedicated bicycle path is located along the west side of the Metrorail structure from the Miami River to SW 8th Street and between the Metrorail Station and SW 13th Street. This phase is currently under permitting and it is expected to go out to bid sometime in spring 2018. Construction is expected to begin late 2018 or early 2019.	5	10	Capital	$16,250	TBD	Pedestrian Multi-Use Trail	2019	2019	Priority I

Table 6-3 Funded Transit Projects FY 2019 - 2028 (continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
15	The Underline Phase II - Hammock Trail	from SW 13th Street to SW 19th Avenue	The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Station, will create a linear mobility corridor that will enhance connectivity, increase mobility, and improve pedestrian and biking safety for residents and visitors. Phase II is approximately 2.14 miles in length and will extend the pedestrian and bicycle paths further south from SW 13th Street to SW 19th Avenue. At this time, the design criteria guidelines are being finalized as well as all cost estimates. DTPW's intent is to procure a Design-Build firm to design and construct this 2.14 mile segment. Procurement is expected to begin in summer 2018.	5,7	10	Capital	$18,320	TBD	Pedestrian Multi-Use Trail	TBD	2020	Priority I
N/A	East West Corridor Transit Oriented Development (TOD) Project	generally along SR-836 between the MIC and FIU	The East-West Corridor is one of six premium transit corridors included in the Strategic Miami Area Rapid Transit (SMART) Plan as endorsed by the Miami-Dade TPO Governing Board. DTPW will conduct a comprehensive planning effort that will inform transit and land use planning in the East-West Corridor, a 12-mile corridor linking the Miami Intermodal Center with Florida International University and the western communities of Miami-Dade County. In June 2016, DTPW submitted a grant application to FTA under the TOD Planning Pilot Program. In October 2016, FTA awarded $960,000 to DTPW for this project. DTPW is currently finalizing a draft scope of services for this project.	6, 10, 11, 12	10	Project Development	$1,200	TBD	Planning Study	2019	2019	Priority I
N/A	Bus Facilities Projects	Various Sites	Provide federal allocation designated for bus and bus facility projects to include the bus garages, plumbing, roofing, fire suppression.	Countywide	2	Capital	$27,084	$0	State of Good Repair	ongoing	ongoing	N/A
N/A	Urbanized Area Formula Grant FTA 5307	Countywide	Preventative maintenance as well as other projects for Metrobus, Metrorail, and Metromover.	Countywide	3	Equipment Acquisition	$84,310	$0	State of Good Repair	ongoing	ongoing	N/A
N/A	Capitalization of Preventive Maintenance and Other Costs	Countywide	Preventative maintenance as well as other projects for Metrobus, Metrorail, and Metromover.	Countywide	3	Equipment Acquisition	$561,040	TBD	State of Good Repair	ongoing	ongoing	N/A
N/A	Professional Services - Transit's Capital Improvement Plan	Countywide	Professional services for development of Transit's Capital Improvement Plan	Countywide	10	Project Development	$22,000	N/A	Project Development	ongoing	ongoing	N/A
N/A	Metrorail Stations Refurbishment	Metrorail	Refurbish and modernize specific areas as needed throughout the entire rail system	Countywide	8	Metrorail Projects	$35,000	$0	Station Improvements	2019	2019	N/A
N/A	Underfloor Rail Wheel Truing Machine	William Lehman Facility	Purchase and install a new underfloor rail wheel truing machine at the William Lehman Facility	12	8	Metrorail Projects	$7,000	$0	State of Good Repair	2018	2019	N/A
N/A	Escalators Replacement and Elevators Refurbishment	Various Sites	Replace approximately 80 escalators and 92 elevators system wide to include Metrorail and Metromover stations at various transit facilities	Countywide	5	Infrastructure Improvements	$35,500	TBD	State of Good Repair	ongoing	ongoing	N/A
N/A	AC Unit Substations	Various Sites	Replace all major power components in all AC unit substations to include SCADA communication equipment and associated sub sets; implementation to interface with Central Control	Countywide	5	Infrastructure Improvements	$15,000	TBD	State of Good Repair	2021	2021	N/A
N/A	Track and Guideway 10-15 Year Heavy Equipment Replacement	Metrorail	Replace track and guideway heavy equipment and work trains; useful life 10-15 years	Countywide	8	Metrorail Projects	$8,268	$0	State of Good Repair	2021	2021	N/A
N/A	Metrorail Switch Machine Improvement	Metrorail	Replace switch machines and cables at the William Lehman Yard and Mainline Area	Countywide	8	Metrorail Projects	$12,320	TBD	State of Good Repair	2023	2023	N/A

Table 6-3 Funded Transit Projects FY 2019 - 2028 (continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
N/A	Traction Power Gap Ties	Metrorail	Replace existing equipment and major power components at gap ties in three (3) locations throughout the Metrorail system.	Countywide	8	Metrorail Projects	$5,680	$0	State of Good Repair	2021	2021	N/A
N/A	Metromover Track and Guideway Improvement	Metromover	Repaint approximately 4.5 miles of existing rusted steel girders of the Metromover in various stations	Countywide	7	Metromover Projects	$20,010	TBD	State of Good Repair	2021	2021	N/A
N/A	Capitalization of Preventive Maintenance and Other Costs	Various Sites	Capitalize preventive maintenance and other costs for Metrobus, Metrorail, Metromover, and specialized transportation	Countywide	5	Infrastructure Improvements	$831,437	N/A	State of Good Repair	ongoing	ongoing	N/A
N/A	Track and Guideway Rehabilitation	Countywide	Rehabilitate existing track and guideway equipment and fixtures; replacement of safety items for rail to include coverboard, fasteners, insulated joints, metal acoustical barriers, and drains; replace 10-15 year rail bound service equipment	2, 3, 5, 7, 12, 13	8	Capital	$45,669	$0	State of Good Repair	2021	2021	N/A
N/A	Rail Vehicle Replacement	Countywide	Overhaul and modernize existing standard size and purchase 136 new heavy rail buses	2, 3, 5, 7, 12, 13	8	Capital	$380,904	$0	State of Good Repair	2019	2020	N/A
N/A	Route 27	Sun Life Stadium to Coconut Grove Metrorail	Extend route to new Transit Center located at NW 27 Avenue and NW 215 Street (Unity Station)	1, 2, 3, 5, 7	14	Operations	$0	$0	Route Extension	TBD	TBD	N/A
N/A	Metrorail and Metromover Traction Power Cable and Transformer Replacement	Countywide	Replace traction power cable and transformer for Metrorail and Metromover	Countywide	10	Capital	$12,000	$0	State of Good Repair	2020	2020	N/A
N/A	Infrastructure Renewal Plan	Various Sites	Replace and upgrade physical assets according to normal replacement cycles to include buses, facilities, systems, and equipment overhauls and acquisitions	Countywide	5	Capital	$87,500	$0	State of Good Repair	ongoing	ongoing	N/A
N/A	Associated Transportation Improvements	Countywide	Replace signage at Metrorail Systems; install bicycle-related amenities on buses and at locations such as Metrorail and Metromover stations; provide for other federally qualified passenger amenities or enhancements	2, 3, 5, 7, 12, 13	4	Capital	$3,909	$0	State of Good Repair	ongoing	ongoing	N/A
N/A	Traction Power Rectifier Transformer	Countywide	Replace 28-year old Rectifier Transformers used in the Metrorail System.	Countywide	3	Capital	$12,880	TBD	State of Good Repair	2019	2019	N/A
N/A	Metrorail and Metromover Cable Replacement Equipment	Countywide	Metrorail and Metromover cable replacement equipment	Countywide	3	Capital	$18,251	TBD	State of Good Repair	2020	2020	N/A
N/A	Metrorail and Metromover Train Control Replacement Project	Countywide	This is a 10-year project to replace the existing Metrorail and Metromover relay based train control equipment with vital processor controllers or their equivalent. Includes software and hardware modification at Central Control to accommodate the new train control systems.	Countywide	3	Capital	$70,000	TBD	State of Good Repair	2021	2021	N/A

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
N/A	Metrobus Mobile Closed-Circuit Television Replacement	Countywide	DTPW currently has approximately 591 buses with CCTV's that exceed their useful life and are obsolete. This project will replace and upgrade the CCTV system on approximately 382 of these buses. The new CCTV system will have a useful life of seven years.	Countywide	3	Capital	$3,824	TBD	State of Good Repair	2019	2019	N/A
N/A	Metrorail Train Wayside Communication Equipment Installation at Rail	Countywide	TWC Equipment Installation at 21 Metrorail Stations, except MIC and Earlington Heights stations, to interface with the station signs and PA to display the train route information at the platform.	Countywide	3	Capital	$8,762	TBD	State of Good Repair	2019	2019	N/A
N/A	Bicycle locker Replacement at All Metrorail Stations and Transit Facilities	Countywide	Purchase of state-of-the-art Bike Lid units as part of the Bike Locker Replacement Project at Metrorail stations to replace the existing 30 year old bicycle lockers that are in disrepair and unusable due to their age.	Countywide	12	Capital	$555	TBD	State of Good Repair	2018	2018	N/A
N/A	IRP233 Replacement of Diamond (Center) Frogs at Culmer Crossover	Culmer Station	This project includes removal and replacement of the complete diamond and the associated rails, ties and ballast on the track segment at the Culmer Metrorail Station.	3	8	Capital	$960	TBD	State of Good Repair	2018	2020	N/A
N/A	Transportation Security Projects	Various Sites	Install security and safety improvements such as security surveillance, safety rails, security locks and lighting improvements throughout Miami-Dade County at all DTPW facilities	Countywide	13	Capital	$3,406	$0	Safety Improvements	ongoing	ongoing	N/A
				Funded Transit Projects FY 2019 - FY 2028 TOTAL COST (000s)			**$2,399,594**	**$860**				

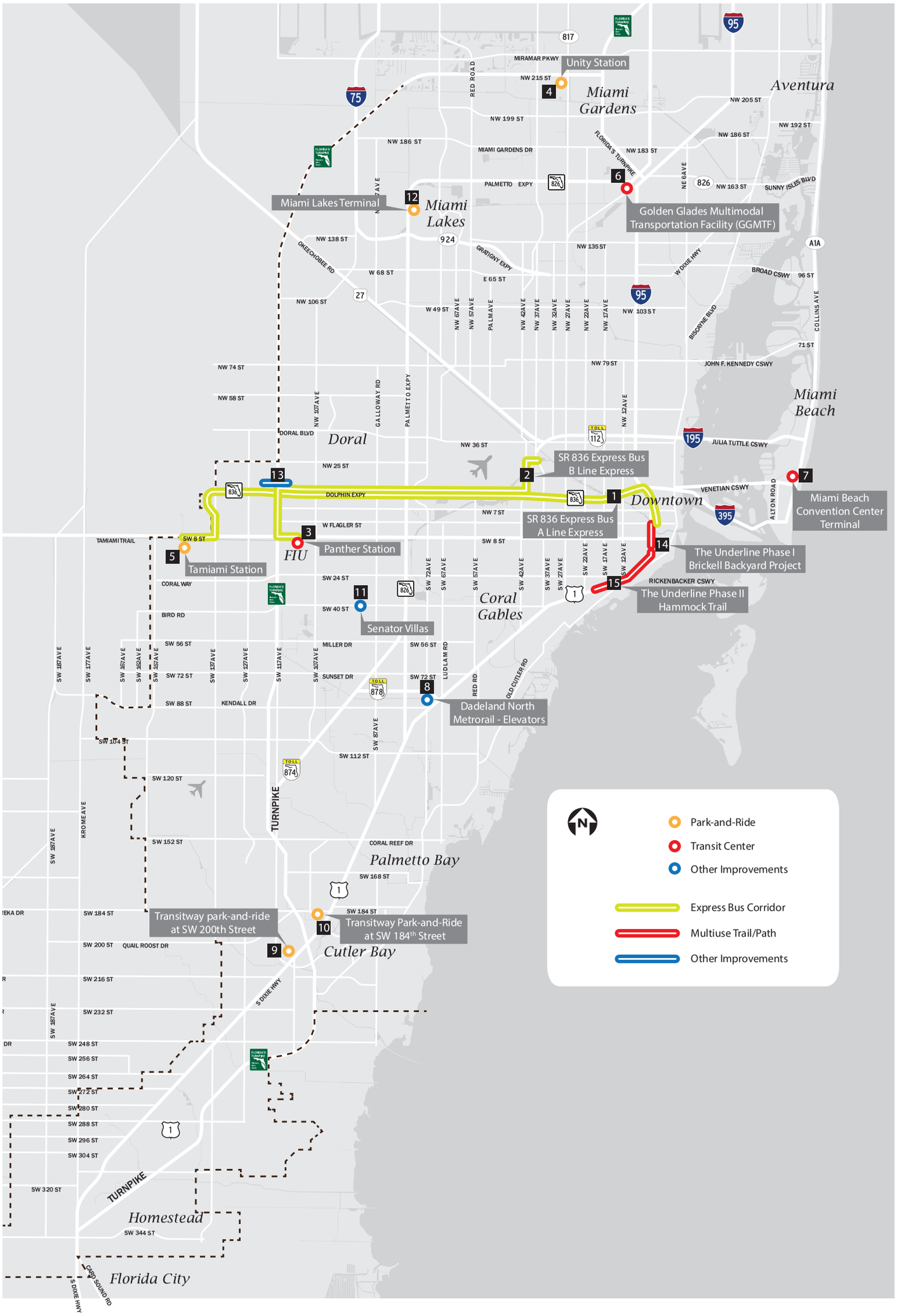
Table 6-3: Funded Transit Projects FY 2019 - FY 2028 § Project Type Key		
1. ADA Accessibility Improvements	6. Mass Transit Projects	11. Park and Ride Improvements and New Facilities
2. Bus System Projects	7. Metromover Projects	12. Passenger Facilities Improvements
3. Equipment Acquisition	8. Metrorail Projects	13. Security Improvements
4. Facility Improvements	9. New Passenger Facilities	14. Service Adjustment
5. Infrastructure Improvements	10. Other	

2040 LRTP	
Priority I	2015-2020
Priority II	2021-2025
Priority III	2026-2030
Priority IV	2031-2040

†† Please note, as per Miami-Dade TPO Resolution Number 31-15, the TPO Board amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service Projects and reallocate said funds to three new projects as follows: "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." However, bus purchase components of the Biscayne, Flagler and NW 27th Avenue EBS projects remain funded and are proceeding in order to provide near-term capacity improvements along these corridors.

* Per Miami-Dade TPO Resolution Number 01-15, the TPO Board prioritized this corridor to be evaluated in a Project Development and Environmental (PD&E) Study for the implementation of premium transit. Information in this table is current as of December 31, 2016.

Figure 6-3 Funded Transit Projects FY 2019 - 2028



6.4 Partially Funded Transit Projects

Table 6-4 presents a listing of various capital, operational, and infrastructure improvement projects that are partially funded and will be implemented within the MDT10Ahead planning horizon over the next ten years.

Table 6-4 Partially Funded Transit Projects FY 2019 - 2028

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)			Type of Change	Status		2040 LRTP Status
					Type§	Phase	Total Capital Cost	Funded Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
1	**Northeast Corridor**	**Downtown Miami to City of Aventura (Miami-Dade segment)**	**PD&E is being conducted by FDOT-4, who is the lead agency for the Long-term Project. The Short-term project is led by DTPW. Passenger Rail Service project is under construction by a private sector company, All Aboard Florida. DTPW is improving transit services along Biscayne Boulevard. The Northeast corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.**	**2, 3, 4, 5**	**6**	Capital	**TBD**	$6,840	TBD	**New Rapid Transit Service**	**TBD**	TBD	N/A
2	* Flagler BRT ††	FIU to Downtown Miami	In 2016, FDOT initiated a Project Development and Environment (PD&E) study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. The FDOT project team is currently identifying and refining recommended alternatives. This project will include the addition of 10 new buses The study is scheduled for completion by mid-2018.	5, 6, 10, 11, 12	**6**	**Capital (FDOT PD&E Study)**	**TBD**	**$5,521**	**TBD**	New Bus Rapid Transit Service	TBD	**TBD**	Priority I
3	Palmetto Intermodal Terminal (Phase 1)	SR 826/Palmetto Expressway at NW 74th Street	Purchase of an approximately 11.9 acres semi-vacant parcel of land located immediately south of the Palmetto Metrorail Station for the purpose of constructing the Palmetto Intermodal Terminal. A second phase of the project will include the design and construction of the Palmetto Intermodal Terminal.	12	11	Capital	$13,000	TBD	N/A	N/A	TBD	2019	Priority III
4	*East-West Corridor	Miami International Airport west along the SR-836/Dolphin Expressway, to the Turnpike in the vicinity of Florida International University (FIU)	This project will provide multimodal solutions for severe traffic congestion along SR-836, the only east-west expressway in central Miami-Dade County. This project will also serve major activity centers including FIU, Miami International Airport, the Miami Intermodal Center (MIC), Downtown Miami, and PortMiami, while transporting riders to and from major employment areas (Doral, Health District, Central Business District, Brickell, etc.). The East-West Corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	5, 6, 10, 12	6	Capital	TBD	$10,200	TBD	New Rapid Transit Service	TBD	TBD	Priority I
5	*South Miami-Dade Corridor	Florida City to Dadeland South	This project will connect Florida City, City of Homestead, Town of Cutler Bay, Village of Palmetto Bay, and Village of Pinecrest, which represent the fastest population growth in Miami-Dade County. This premium transit project facilitates the highest demand movement of passengers to and from southern Miami-Dade to Downtown Miami. The South Corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	7, 8, 9	6	Capital	TBD	$8,200	TBD	New Rapid Transit Service	TBD	TBD	Priority I
6	* North Corridor	MIC to NW 215th Street	This project is approximately 12 miles from the Miami Intermodal Center via the existing Metrorail Orange Line then north along NW 27th Avenue to NW 215th Street. It will connect the cities of Miami, Opa-Locka, and Miami Gardens, including the Miami-Dade College North Campus, North Dade Health Center, St. Thomas University, Florida Memorial College, Miami Jobs Corps Center, Hard Rock Stadium (home of NFL Miami Dolphins and University of Miami), and Calder Race Course. At the northern end of the project, a new transit terminal and park-and-ride facility will be constructed to provide a connection to Metrobus and Broward County Transit (BCT) routes. The long-term vision includes transit-oriented development (TOD) at the new NW 215th Street transit terminal. In 2016, the Florida Department of Transportation (FDOT), District Six, initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for SR 9 / SR 817 / NW 27th Avenue. The North corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in late 2016. The study is scheduled for completion by mid-2018.	1, 2, 3, 6	6	Capital (FDOT Project)	TBD	$5,040	TBD	New Rapid Transit Service	TBD	TBD	Priority I

Table 6-4 Partially Funded Transit Projects FY 2019 - 2028 (Continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)			Type of Change	Status		2040 LRTP Status
					Type§	Phase	Total Capital Cost	Funded Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
7	* Kendall Corridor	West Kendall Transit Terminal to Dadeland North Metrorail Station	This project provides multimodal solutions for severe traffic congestion along Kendall Drive, one of the most congested east-west arterial roadways in Miami-Dade County. The project facilitates the highest demand movement of passengers to and from West Kendall to Downtown Miami. In 2016,FDOT initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for Kendall Drive. The Kendall corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	7, 10, 11	6	Capital (FDOT Project)	TBD	$4,800	TBD	New Rapid Transit Service	TBD	TBD	Priority I
8	*Beach Corridor (f.k.a. Baylink)	Midtown Miami to Miami Beach Convention Center	The Beach Corridor area is an epicenter for population and economic growth and a major employment center and tourist destination in the region. As a result, the roadways between Miami and Miami Beach are typically heavily congested. This high bus transit ridership corridor has been identified as a candidate for consideration for premium transit over the past two decades as part of a strategy to address east-west directional travel demands. This corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	3, 5	6	Capital	TBD	$12,000	TBD	New Rapid Transit Service	TBD	TBD	Priority I
9	Transitway Park-and-Ride	Transitway and SW 152nd St	DTPW is proposing to upgrade the existing park-and-ride facility in two phases. Phase 1 includes adding 84 additional surface parking spaces for a total of 446 spaces, adding a canopy, electric vehicle charging stations, improved bicycle parking facilities, and other mobility and convenience improvements. Phase 2 includes a modernized 511 space parking garage with enhanced amenities.	8	11	Capital	$16,250	$4,510	$170	Access Improvement	2025	2023	Priority II
10	Transitway Park-and-Ride	Transitway and SW 344th Street	DTPW has identified a need to expand the existing end-of-the-line transit terminal/park-and-ride facility at SW 344th Street in order to meet future demand for parking along the South Miami-Dade Transitway. The necessary right-of-way acquisition for this project is funded, but the design and construction costs are being developed.	9	11	Capital	TBD	$3,878	TBD	Station Improvement	N/A	TBD	N/A
11	Underline Phases III - IX	from SW 19th Avenue to Dadeland Boulevard	DTPW has funding for the development of the Design-Build Criteria Package, which will provide for all surveys, reports, geotechnical, full path alignment, 24 intersection designs, and costs associated with the remaining phases. This Design-Build Criteria Package will be used to seek grant opportunities, provide design information to FDOT for the improvements to some of the intersections under their work program, and procure each of the remaining phases as funding becomes available.	5, 7	10	Project Development	TBD	$2,000	TBD	Pedestrian Multi-Use Trail	N/A	TBD	Priority I
N/A	IRP - Bus Replacement Plan	Countywide	Capital purchase to replace older existing vehicles and add vehicles (557 buses) to the fleet to improve service and reliability.	Countywide	3	Equipment Acquisition	$331,910	$180,000	TBD	State of Good Repair	N/A	N/A	N/A
N/A	Metrorail Traction Power Switchgear Equipment	Metrorail	This project involves the removal of obsolete Traction Power Switchgear equipment and replace with new updated Siemens Switchgear. This IRP would replace switchgear at Martin Luther King, Brownsville, and Earlington Heights Traction Power Sub-Stations. Contractor will remove existing switchgear, inventory, replace, test and certify new equipment.	Countywide	8	Metrorail Projects	$2,000	$1,900	N/A	N/A	TBD	TBD	N/A
				Partially Funded Transit Projects FY 2019 - FY 2028 TOTAL COST (000s)			**$363,160**	**$244,889**	**$170**				

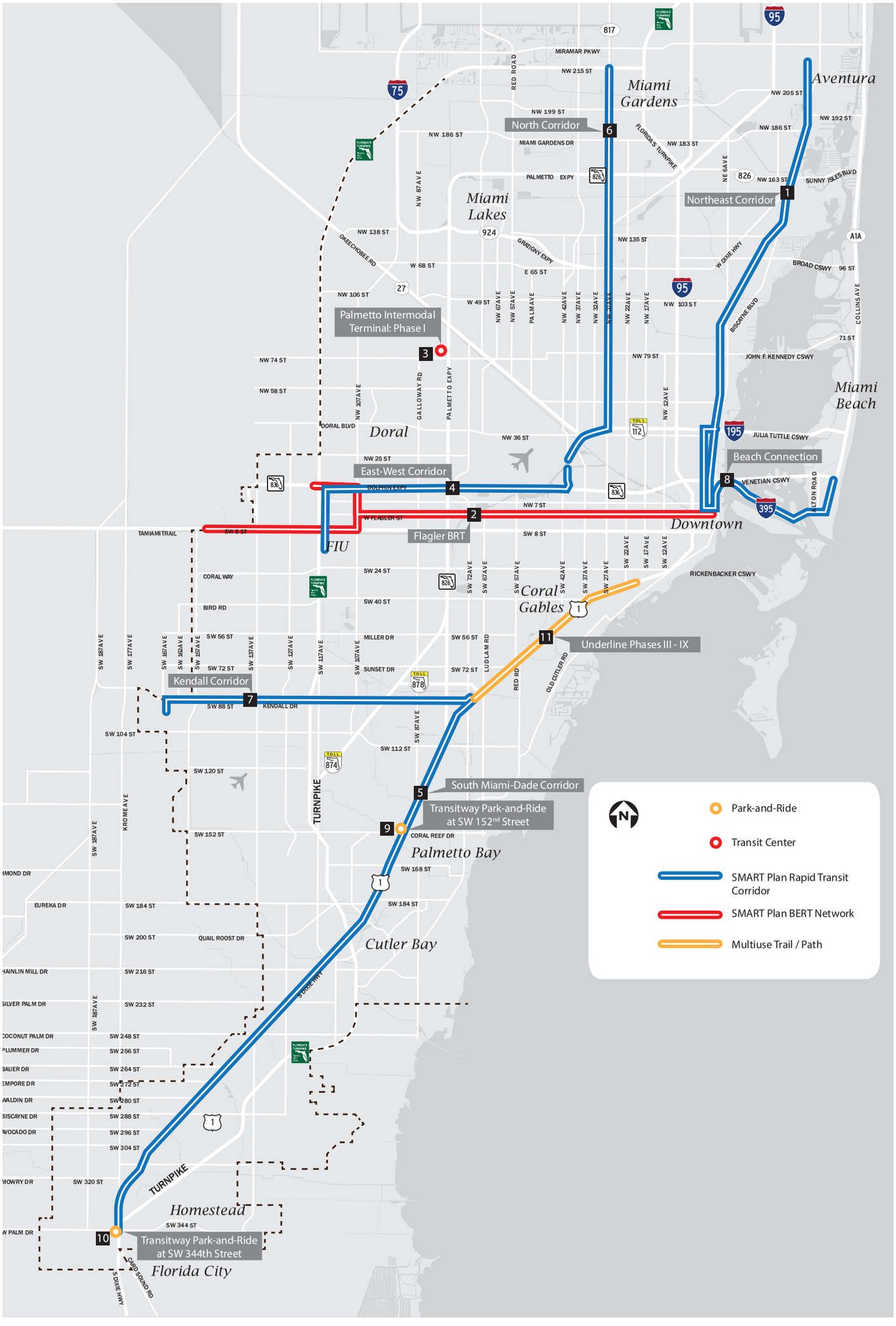
Table 6-4 Partially Funded Transit Projects FY 2019 - 2028 § Project Type Key		
1. ADA Accessibility Improvements	6. Mass Transit Projects	11. Park and Ride Improvements and New Facilities
2. Bus System Projects	7. Metromover Projects	12. Passenger Facilities Improvements
3. Equipment Acquisition	8. Metrorail Projects	13. Security Improvements
4. Facility Improvements	9. New Passenger Facilities	14. Service Adjustment
5. Infrastructure Improvements	10. Other	

2040 LRTP	
Priority I	2015-2020
Priority II	2021-2025
Priority III	2026-2030
Priority IV	2031-2040

†† Please note, as per Miami-Dade TPO Resolution Number 31-15, the TPO Board amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service Projects and reallocate said funds to three new projects as follows: "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." However, bus purchase components of the Biscayne, Flagler and NW 27th Avenue EBS projects remain funded and are proceeding in order to provide near-term capacity improvements along these corridors.

'* Per Miami-Dade TPO Resolution Number 01-15, the TPO Board prioritized this corridor to be evaluated in a Project Development and Environmental (PD&E) Study for the implementation of premium transit. In February 2016, the TPO Governing Board adopted Resolution Number 06-16, unanimously approving a policy to set as highest priority the advancement of Rapid Transit Corridors and transit supportive projects in Miami-Dade County. In April 2016, the TPO Governing Board adopted Resolution Number 26-16 endorsing the Strategic Miami Area Rapid Transit (SMART) Plan and directing the TPO Executive Director to Work with the TPO Fiscal Priorities Committee to determine the costs and potential sources of funding for project development and environment study for six priority corridors.

Figure 6-4 Partially Funded Transit Projects FY 2019 - 2028



6.5 Unfunded Transit Projects

Table 6-5 presents a listing of unfunded transit projects. Once these results are final the following table will be updated. DTPW will continue to pursue funding for these projects in the future.

Table 6-5 Unfunded Transit Projects FY 2019 - 2028

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
1	79 Street Enhanced Bus Service (FKA Route 79/79 Street MAX)	Northside Metrorail to Collins Ave via NW 79 St	Extend route to Miami Beach Convention Center. Improve peak headways from 24 to 10 minutes. Introduce weekend service with 15 minute headways. Route to be converted to Enhanced Bus Service. This project will include the addition of nine (9) new buses.	2,3,4	14	Operations	$55,047	$5,800	Route Extension & Improved Headway	2025	2025	Priority II
	Route 79 (79 Street Max)	Northside Metrorail to Collins Ave via NW 79 St	Route to be transformed to the 79 Street Enhanced Bus Service. This project will remove four (4) buses from service.	2,3,4	14	Operations	$0	$563	Route Rebrand	2025	2025	Priority II
2	Transitway Park-and-Ride	Transitway and SW 104th St	Lease Park and Ride facility with 250 parking spaces	7	9	Capital	$0	$116	Access Improvement	2025	2025	Priority II
3	Dadeland South Intermodal Station	Dadeland South Metrorail Station	Expand park-and-ride facility with 1,000 parking space garage	7	9	Capital	$25,000	$250	Station Improvements	2025	2025	Priority II
4	Direct Ramps to Dolphin Station Transit Terminal	SR 821 HEFT Express Lanes to Dolphin Station	Construct direct access ramps to connect the SR 821 HEFT Express Lanes to Dolphin Station	12	5	Capital	$45,000	N/A	Direct Access Ramps	TBD	TBD	Priority II
5	Sole Mia (f.k.a. Biscayne Landings Transit Center) (NE 151st St Park-and-Ride)	NE 151 Street and Biscayne Blvd	Construct Park and Ride and Transit Center in anticipation of premium transit service on Biscayne corridor. Six bus bays and 2 layover bays.	2,4	11	Park and Ride Improvements and New Facilities	$0	TBD	Access Improvement	2025	2025	Unfunded
6	Douglas Corridor EBS ††	NW/SW 37th Ave	Enhanced bus service from the Douglas Road Metrorail Station to the MIC. This is a phased project that proposes EBS, Light Rail, and eventually Metrorail, with dates TBD for the final two phases. This project will include the addition of six (6) new buses	5,6,7	6	Mass Transit Projects	$15,000	$5,000	Station Improvements	2025	2025	Priority II
7	NW 122nd Ave	NW 12th St to NW 41st St	Construction of new two-lane road	12	10	Capital	$11,640	$0	Roadway Construction	TBD	TBD	Priority II
8	South Dade Park-and-Ride	HEFT and SW 288th St	Purchase or lease land and construct Park and Ride facility	9	9	Capital	TBD	TBD	Access Improvement	2018	TBD	N/A
9	295 Express Bus	Unity Station (NW 215th St and NW 27th Ave) to Downtown Miami via the Turnpike and I-95	Express commuter transit service between the Miami-Dade/Broward County Line (NW 215th St and NW 27th Ave) and Downtown Miami via the Turnpike and I-95. This project will include the addition of six (6) new articulated buses.	1,2,3,5	6	Operations	$8,000	$1,184	New Express Route	2019	TBD	Unfunded
10	Palmetto Express Bus (West)	Tamiami Station (SW 8th St/ SW 147th Ave) to Palmetto Intermodal Terminal	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour. This project will include the addition of six (6) new articulated buses.	6, 10, 11, 12	6	Operations	$7,620	$1,876	New Express Bus Service	2024	2024	Unfunded
11	Palmetto Express Bus (South)	Dadeland North Metrorail Station to Dolphin Station (HEFT/NW 12 St.)	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour. This project will include the addition of four (4) new articulated buses.	7, 10, 6, 12	6	Operations	$4,910	$1,163	New Express Bus Service	2024	2024	Unfunded
12	Palmetto Express Bus (East)	Palmetto Intermodal Terminal to Golden Glades Multimodal Terminal	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour. This project will include the addition of six (6) new articulated buses.	1, 12, 13	6	Operations	$7,680	$1,907	New Express Bus Service	2024	2024	Unfunded
13	Palmetto Express Bus (Central)	Dolphin Station (HEFT/NW 12 St.) via Palmetto Intermodal Terminal to Miami Lakes Terminal (SR 826 at NW 154 St.)	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour. This project will include the addition of seven (7) new articulated buses.	12, 10, 6, 13, 1	6	Operations	$8,750	$2,116	New Express Bus Service	2024	2024	Unfunded
14	Miami Executive Airport Park-and-Ride	12800 SW 145th Ave	Construct park-and-ride facility	11	9	Capital	$0	TBD	Access Improvement	TBD	TBD	Privately Funded
15	Miami Gardens – MIC Express	Miami Gardens Station (Miami Gardens Mall) to MIC	Implement express bus service from Miami Gardens Station to MIC. This project will include the addition of four (4) new articulated buses.	6,13	6	Capital	$3,800	$940	New Express Bus Service	2020	TBD	N/A

Table 6-5 Unfunded Transit Projects FY 2019 - 2028 (continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
16	American Dream Mall Transit Terminal	East of HEFT and west of I-75 between NW 170th St and the intersection of I-75 and HEFT	Construct Transit Center within the proposed American Dream Mall site with 10 bus bays, 2 layover bus bays, passenger waiting areas, bus operator comfort station, ticket vending and other associated transit amenities. The construction and operating and maintenance costs are privately funded.	13	4	Capital	$0	$0	New Passenger Facilities	2020	TBD	N/A
17	Beach Express North	Golden Glades Intermodal Terminal/ Earlington Heights Metrorail Station/ Mt Sinai Transit Terminal/Miami Beach Convention Center	Route will provide express bus service from Golden Glades Intermodal Terminal to the Earlington Heights Metrorail Station, the future Mt Sinai Transit Terminal, and the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 30 minutes during off-peak hours. Saturday service will provide headways of 20 minutes during the peak hours and 30 minutes in the off-peak hours, while Sunday service will provide headways of 40 minutes during the peak hours and 60 minutes in the off-peak hours. Service span will be from 5:00am to 12:00am. This project will include the addition of 10 new articulated buses.	2, 5	6	Operations	$10,000	$3,440	New Express Bus Service	TBD	2020	N/A
18	Beach Express Central	Civic Center Metrorail Station/Miami Beach Convention Center	Route will provide express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service span will be from 5:30am to 12:00am. This project will include the addition of eight (8) new articulated buses.	3, 5	6	Operations	$8,000	$2,000	New Express Bus Service	TBD	TBD	N/A
19	Beach Express South	Miami Central Station/Miami Beach Convention Center	Route will provide express bus service from Miami Central Station to the Miami Beach Convention Center. Service will run all day with 10 minute headways. Service Span will be from 5:00am to 2:00am. Service will operate with 12 articulated buses.	6.3	3, 5	Operations	$12,000	$5,280	New Express Bus Service	2018	2020	N/A
20	Golden Glades Multimodal Transportation Facility - IT Components and Bike/Ped Improvements	Golden Glades Interchange	Construction/implementation for all of the necessary technological components for the Golden Glades Multimodal Transportation Facility (GGMTF), which includes, but is not limited to, wi-fi systems, security access control systems, CCTV systems, real-time signage systems, ticket vending machines, emergency phones/call boxes, electric vehicle charging stations, advanced parking management systems, and appropriate electrical and physical infrastructure components. Also included are the bicycle and pedestrian facility improvements immediately adjacent to the GGMTF that improve connectivity to the area.	1	1, 9, 11	Capital (FDOT Project)	$20,000	TBD	Station Improvements	N/A	2023	Unfunded
21	NW Miami-Dade Express	American Dream Mall Station / I-75/ Miami Gardens Dr Station / Palmetto Metrorail Station	Route will provide express bus service from the American Dream Mall Station to the I-75/ Miami Gardens Dr Station to the Palmetto Metrorail Station. Headways will be 10 minutes during peak hours. This project will include the addition of six (6) new articulated buses.	12	6	Operations	$6,000	$940	New Express Bus Service	TBD	2019	N/A
22	SW Miami-Dade Express	Miami Executive Airport/Dadeland North Metrorail Station	Route will provide express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours. This project will include the addition of five (5) new articulated buses.	7, 11	6	Operations	$5,000	$870	New Express Bus Service	TBD	2021	N/A
23	Transitway Park-and-Ride (Phase 2)	Transitway and SW 112th Avenue	Currently leasing 462 spaces with plans to purchase land in 2018. This unfunded phase includes the construction of a bus terminal. The ultimate build-out of the facility will be based on the on-going South Corridor PD&E Study.	9	11	Capital	TBD	TBD	Access Improvement	2027 and Beyond	TBD	Unfunded
24	Florida's Turnpike Express (North)	FIU Panther Station/Dolphin Station/ Miami Gardens Station/American Dream Mall Station	Route will provide express bus service from the FIU Panther Station to Dolphin Station, the I-75/Miami Gardens Dr Station and the American Dream Mall Station. Headways will be 15 minutes during peak hours and 30 minutes during off-peak hours. This project will include the addition of four (4) new articulated buses.	11, 12, 13	6	Operations	$4,000	$650	New Express Bus Service	TBD	2023	N/A
25	Florida's Turnpike Express (South)	344 St. Transitway Station/Panther Station/Dolphin Station	Route will provide express bus service from the SW 344th Street Park-and-Ride/Transit Terminal Facility along the Turnpike to Panther and Dolphin Stations. Headways will be 10 minutes during peak hours and 30 minutes during off-peak hours. Service will operate with 10 new articulated buses.	9, 11, 12	9, 11	Operations	$10,000	$1,890	New Express Bus Service	2018	2020	N/A
26	Sunshine State Industrial Park Kiss-and-Ride / Transit Terminal Facility	NW 159th Dr (adjacent to the Golden Glades Multimodal Transit Facility)	DTPW, in coordination with the city of Miami Gardens and FDOT, is proposing the construction of a kiss-and-ride / transit terminal facility on the west side of the South Florida Rail Corridor (SFRC) just north of the Golden Glades Tri-Rail Station, which would be connected via a fully covered and illuminated pedestrian/bicycle overpass. This facility would be served by Metrobus service as well as City of Miami Gardens trolleys. Right-of-way acquisition is required	1,2	11	Capital	$17,580	TBD	Access Improvement	N/A	TBD	N/A

Table 6-5 Unfunded Transit Projects FY 2019 - 2028 (continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
27	Downtown Intermodal Terminal	112 NW 3rd Street	Construct new Downtown Bus Terminal with approximately 27 bus bays, customer service areas, passenger waiting areas with seating, TVMs, video displays, restrooms, a security office, support areas (driver comfort area), janitor/supply closet, bus supervisor booth, 8 parking spaces for transit staff, bicycle parking/station, kiss-and-ride area. The project also includes a conversion of NW 1st Street to bus drop-off area with 7 saw tooth bus bays, dedicated taxi and jitney areas, landscaping, lighting, and unified directional signage.	5	9	Capital (All Aboard Florida) and Downtown Miami Development of Regional Impact Increment III	$10,796	TBD	Station Improvements	TBD	TBD	Privately Funded
28	South Miami-Dade Express	SW 344 St. Transitway Station/Dadeland North Metrorail Station; SW 288 St./HEFT to Dadeland North Metrorail Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to the Dadeland North Metrorail Station as well as from the SW 288 St/HEFT to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours and 30 minutes between 9:30am -3:00pm. Service will operate with 9 articulated buses.	7, 9	7, 9	Operations	$9,000	$1,790	New Express Bus Service	2018	2019	N/A
29	Palmetto Intermodal Terminal (Phase 2)	SR 826/Palmetto Expressway at NW 74th Street	Construction of a 1,000 space parking garage including long-term and short-term parking, kiss-and-ride, pool-and-ride, and a minimum of a 12-bus bay terminal	12	11	Capital	$25,000	TBD	Station Improvements	TBD	TBD	Priority III
30	Transitway Park-and-Ride	Transitway and SW 168th Street	DTPW is proposing to upgrade the existing park-and-ride facility in two phases. In Phase 1, DTPW is proposing to add 300 parking spaces to the 149 existing parking spaces for the park-and-ride lot located at SW 168th Street and the Transitway for a total of 449. This phase would require acquiring additional property. DTPW would mill and resurface the entire existing parking lot, upgrade pavement markings, construct additional sidewalks and access points to improve pedestrian access, construct a canopy along the Transitway for passenger cover and comfort, add bicycle parking facilities, provide a kiss-and-ride drop-off area and upgrade parking to include additional disabled parking, stroller parking, vanpool/carpool parking, and electric vehicle parking with associated charging stations. In Phase 2, the current park-and-ride facility will be modernized to a 450-space three-level garage. Improvements will include additional sidewalks and improved non-motorized circulation between the site, the Transitway station, and shared-use path. Other enhancements include secure high-capacity bicycle parking, a kiss-and-ride drop-off area, additional disabled parking, stroller parking, vanpool/carpool parking, electric vehicle charging spaces, and bike/car sharing capacity.	8,9	11	Capital	$4,290	TBD	Station Improvements	N/A	TBD	N/A
31	FIU Engineering Park-and-Ride	W Flagler St and 107th Avenue	DTPW has identified a need to provide a park-and-ride facility at the FIU Engineering campus located at the northeast corner of W Flagler Street and 107th Avenue. This proposed park-and-ride facility will be served by existing Metrobus routes in the area as well as the future Flagler BRT service, East-West corridor BRT service, and other express bus services.	10,12	11	Capital	TBD	TBD	Station Improvements	N/A	TBD	N/A
N/A	Waterborne Transit Service	Biscayne Bay	This project will introduce Miami-Dade County to waterborne transportation. It will consist of the implementation of two water-transit routes: (1) North/South Route: express route from Haulover Marina (North) to Sea Isle Marina (south) Downton Miami (South); (2). East/West Route: express route from Miami Beach Marina (East) to FEC Inlet/Bay Front Park Trust Dock (West). The project seeks to improve mobility, increase accessibility and promote new ridership by providing an alternative mode of transport that is not limited by roadway traffic conditions (excessive congestion/ poor levels of service); thus, increasing the reliability of the transit service and the quality of life of the County's residents and visitors alike. This project will include the addition of nine (9) new vessels.	3,4,5	6	Mass Transit Projects	$10,000	$6,000	New Enhanced Bus Service	2017	TBD	N/A
N/A	Route 54	NW Miami Dade	Extend route to serve future Miami Gardens Station and the American Dream Mall Transit Terminal. This project will include the addition of one (1) new bus.	12,13	14	Operations	$450	$535	Route Extension	2019	2019	N/A
N/A	Route 73	NW Miami Dade	Extend route to serve future Miami Gardens Station and the American Dream Mall Transit Terminal. This project will include the addition of two (2) new buses.	12,13	14	Operations	$900	$714	Route Extension	2019	2019	N/A
N/A	Route 95	NW Miami Dade	Extend route to serve future Miami Gardens Station and the American Dream Mall Transit Terminal. This project will include the addition of one (1) new bus.	12,13	14	Operations	$450	$214	Route Extension	2019	2019	N/A
N/A	Route 99	NW Miami Dade	Extend route to serve future Miami Gardens Station and the American Dream Mall Transit Terminal. This project will include the addition of one (1) new bus.	12,13	14	Operations	$450	$832	Route Extension	2019	2019	N/A

Table 6-5 Unfunded Transit Projects FY 2019 - 2028 (continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
N/A	Route 183	NW Miami Dade	Extend route to serve future Miami Gardens Station and the American Dream Mall Transit Terminal. This project will include the addition of three (3) new buses.	12,13	14	Operations	$1,350	$858	Route Extension	2019	2019	N/A
N/A	Route L (112)	Hialeah Metrorail to Miami Beach Convention Center	Replace existing 17 standard size buses with 21 articulated buses (includes 4 spares). This project will include the addition of 21 new articulated buses and the removal of 17 buses from service	2,3,4	14	Service Adjustment	$19,950	$0	Bus Purchase	2020	2020	N/A
N/A	Route 33	NW 106 St & S River Dr to Miami Shores Village	Extend route to Flagler Station Development of Regional Impact (DRI). This project will include the addition of one (1) new bus.	2,3,12,13	14	Operations	$650	$300	Route Extension	2019	2019	N/A
N/A	Route 87	Palmetto Metrorail to Dadeland North Metrorail	Extend route to Flagler Station Development of Regional Impact (DRI). This project will include the addition of one (1) new bus.	6,7,10,12	14	Operations	$650	$400	Route Extension	2019	2019	N/A
N/A	Route 1	South Miami-Dade County	Extend route to Dadeland South Metrorail Station during weekday peak periods. This project will include the addition of three (3) new buses.	8,9	14	Operations	$0	$880	Route Extension	2020	2020	N/A
N/A	Route 12	Northside Metrorail Station to Mercy Hospital	Improve peak headway from 30 to 15 minutes and from 40 to 20 minutes on weekends. This project will include the addition of six (6) new buses.	2,3,5,7	14	Operations	$3,900	$5,200	Improve Headway	2020	2020	N/A
N/A	Route 10	Miami Gardens Dr to Downtown Miami	Extend route to Aventura Mall. This project will include the addition of one (1) new bus.	2,3,4	14	Operations	$650	$1,400	Route Extension	2021	2021	N/A
N/A	Parking Garage Overhaul, Metrorail Stations	Metrorail	Perform a general overhaul at 6 parking garages from the original 1984 Metrorail construction: Okeechobee, Earlington Heights, Santa Clara, South Miami, Dadeland North, and Dadeland South. Perform a general overhaul at the MLK rail station parking garage. Scope of work includes: metal doors, lighting, parking stops, irrigation, drainage, sump pumps, and plumbing.	2,3,5,7,12,13	8	Metrorail Projects	$5,590	TBD	State of Good Repair	TBD	TBD	N/A
N/A	Conduit Rebuild Grounding	Metrorail	The grounding system will be tested and repaired for the entire Metrorail guideway structure. Testing of the track system will be performed to ensure it is not grounded and meets present FTA standards. This will be performed by an outside testing service. Repairs and re-testing will also be accomplished using an outside contracting service.	2,3,5,7,12,13	8	Metrorail Projects	$80	$0	State of Good Repair	TBD	TBD	N/A
N/A	Ac Unit Substations	Metrorail	Replace all major power components in all AC Unit substations. Project will include SCADA communication equipment and all associated sub sets, as well as implementation to interface with Central Control.	2,3,5,7,12,13	8	Metrorail Projects	$17,590	$0	State of Good Repair	TBD	TBD	N/A
N/A	Metromover Brickell Extension Guideway Painting	Metromover	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Brickell Extension. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof.	2,3,5,7,12,13	6	Mass Transit Projects	$5,000	$2,019	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Bus Maintenance Component Replacement Plan	Countywide	Replacement of major components that have reached the end of their expected useful life cycle to improve vehicle reliability and availability.	Countywide	3	Equipment Acquisition	$34,440	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Switch Machine Cable - Yard	Metrorail	Replace the switch machine in the entire Yard area.	2,3,5,7,12,18	8	Metrorail Projects	$4,340	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - AC Unit Substations - Palmetto Yard	Metrorail	Replace all major power components in the AC unit substations at Palmetto Yard.	2,3,5,7,12,19	8	Metrorail Projects	$8,590	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Switch Machine Cable-Mainline	Metrorail	Replace all the switch machine on the entire mainline.	2,3,5,7,12,20	8	Metrorail Projects	$5,040	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Replace Switch Machines - Yard	Metrorail	Replace all track switch machines (YM-2) at Palmetto Yard.	2,3,5,7,12,21	8	Metrorail Projects	$2,940	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Fastener Replacement Station Areas	Metrorail	Replace rail fasteners at the Metrorail stations.	2,3,5,7,12,22	8	Metrorail Projects	$4,180	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metromover Wayside Overhaul	Metromover	This project includes the overhaul and repair of all major wayside components.	3,5	7	Metromover Projects	$72,344	$0	State of Good Repair	TBD	TBD	N/A

Table 6-5 Unfunded Transit Projects FY 2019 - 2028 (continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
N/A	IRP - Transit System Signage Replacement	Metrorail	New sign structures and graphics to replace damaged, unsightly and outdated signs throughout the Miami-Dade Transit system. The project includes the addition of new signage to identify areas and/or inform customers of new services and procedures such as paying for parking instruction at Metrorail garages and surface parking lots. Also includes the replacement of missing Braille signage at passenger stations' elevators and entrances as required by the American with Disabilities Act (ADA).	Countywide	10	Passenger Facilities	$200	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Electronic Document Management System (EDMS)	Countywide	This project is used to provide continuous and infrastructure support to track and store electronic documents and for images of paper documents. It identifies and manages document location, filing, retrieval, security, and disaster recovery, retentions, archiving, workflow and authentication. This project provides continuous hardware and software upgrades that increase efficiency and facilitates a controlled environment for document sharing and availability.	Countywide	5	Information Technology	$126	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Bus Maintenance Yard Sweepers Replacement Project	Countywide	Acquisition of four (4) replacement yard sweepers. Existing equipment is in disrepair, has exceeded its useful life, and/or is no longer cost effective to maintain.	Countywide	5	Rolling Stock	$200	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Currency Counters at Government Center Station - Money Room	Countywide	Purchase and install 4 new high-speed jet sorter coin currency counters with software and 7 validating currency counters for the Money Room at Government Center station. This equipment was last replaced in 2002. At the end of the six year replacement period, the capability and reliability to handle extremely high volume daily coin / currency processing has greatly diminished. The repair and maintenance cost and down time will outweigh the price of new equipment.	Countywide	5	Maintenance Facilities	$230	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Lehman Facility - Fire Systems	Countywide	Replace the fire system including sprinkler heads, flow switches, hoses, extinguishers, halon, pumps and other accessories including the replacement of the 8" fire pump line throughout the facility.	Countywide	5	Safety & Security	$2,500	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Emergency Plumbing Fixtures	Countywide	Replacement of Emergency Plumbing Fixtures (emergency showers, eye washers) at Metrorail Maintenance, TPSS, Metromover Maintenance & Metrobus facilities.	Countywide	5	Safety & Security	$370	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Bus Garages: Northeast Rollup Doors	Countywide	Replace the garage's 32 rollup doors.	Countywide		Maintenance Facilities	$450	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Bus Garages: Bus Washers and Cyclones	Countywide	Overhaul all existing Bus Washers at Northeast (2-lanes), Central (3-lanes) & Coral Way (2-lanes). Replacement of existing vacuum system (Cyclone) at all three facilities.	Countywide	5	Maintenance Facilities	$800	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Bus Maintenance DEF Dispensing System	Countywide	Installation of Diesel Exhaust Fluid (DEF) dispending system at Central, Coral Way and Northeast Divisions. Each Fuel Station will require a 500 gallon capacity above ground double walled steel tank, dispensing equipment and interface with the EJ Ward fuel management system.	Countywide	5	Maintenance Facilities	$300	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metrorail & Metromover Train Wash	Countywide	Repair or replace the Metrorail and Metromover train washing system.	Countywide	5	Passenger Amenities	$440	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Chiller Unit Replacement	Countywide	The Computer and electronic communications equipment to MDT functions must be maintained in an air-conditioned environment to maintain system reliability. Replacement Chiller Units at Central Bus.	Countywide	5	Maintenance Facilities	$1,110	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Train Control DC Power Source	Countywide	Replace all existing Train Control DC power supplies at all rail stations, Central Control and Palmetto Yard.	Countywide	5	Systems	$450	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metromover Station Ceiling Signage Cabinet Replacement	Countywide	Replace the broken and outdated sign cabinets and/or acrylic faces at some Metrorail stations. Most of these ceiling signs are 25 years old and have old information, the acrylic panels are missing, or some cabinets need to be refurbished or replace due to fatigue. Also with the new opening of the Miami International Airport Metrorail station, a new signage brand will be introduced to identify all transit service options. The Metromover signage system must reflect the new brand to ensure seamless transition from one system to the other.	Countywide	5	Passenger Amenities	$1,620	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metrorail Parking Fare Payment Signage	Countywide	Installation of vinyl skins to resurface approximately 600 existing aluminum signs posted at Metrorail Stations with parking facilities. The new skins are printed with the approved County branding and the new instructions on how to pay the daily parking fate. The cost includes the installation at 15 stations.	Countywide	5	Passenger Amenities	$120	$0	State of Good Repair	TBD	TBD	N/A

Table 6-5 Unfunded Transit Projects FY 2019 - 2028 (continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
N/A	IRP - Metrorail & Metromover Regulatory Signage Replacement	Countywide	Design, produce and install new permanent signs to replace a portion of the damaged, outdated or missing This project includes signage and high performance decals installed inside and outside cars.	Countywide	5	Passenger Amenities	$300	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metrorail Station Identifier Sign Panel Replacement	Countywide	Design, produce install new permanent signs to replace damaged, outdated or missing signs panels of monumental signs at Metrorail property entrance. Replace part of the inventory of the damaged station-identifier porcelain enamel panels on existing monumental sign structures located at the entrance of Metrorail station ' properties.	Countywide	5	Passenger Amenities	$420	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metrorail/Metromover Vehicle Signage Replacement	Countywide	Design, produce and install new Metrorail Metromover vehicle signage to replace damaged and outdated customer information materials. This project includes signage and high performance decals installed inside and outside cars.	Countywide	5	Passenger Amenities	$840	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metrorail-M-Path Implementation of TPO Master Plan	Countywide	To provide the total cost of implementing the Metrorail Bike Path Upgrades as per the TPO M-Path Master Plan. It also includes the preparation of contract documents for bidding, estimated construction cost, permits, inspections, construction administration, County administration and project contingency. Finally the scope of work shall include coordinating with MDPWD, MDT, FDOT, MDBD, and the cities of Miami, South Miami and Coral Gables..	Countywide	5	Design and Engineering	$4,500	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Destination Sign Refurb	Countywide	Purchase parts and equipment to refurbish/replace old destination sign systems that are no longer repairable or maintainable. Purchase 75 replacement sign systems to include Front/ Side/Rear signs, Operator Control Unit and all required cables.	Countywide	5	Division 34	$0	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Replacement of Currency counters/ discriminators	Countywide	Current inventory of "single pocket" currency distributors are over ten years old. Increased number of bills in large denominations from Ticket Vending Machines requires more sorting and counting time.	Countywide	5	Division 41	$0	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Proximity Control System Upgrade	Countywide	Upgrade to the electronic proximity control system currently utilized by MDT to control access to critical areas throughout the system. This ensures that only persons with authorized access, as determined by MDT management, have controlled and trackable access to critical areas of the system. The upgrade would be to the computer hardware and management software.	Countywide	5	Division 51	$0	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metrorail/Metromover Door Replacement	Countywide	Replacement of custom ancillary doors, emergency exit doors, traction power substation doors, elevator machine room doors at Metrorail/Metromover Stations due to corrosion and damage.	Countywide	5	Division 58	$0	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - ATS Replacements	Countywide	The Automatic Transfer Switch (ATS) needs to be replaced to operate automatically. It is essential to ensure the power is transferred to the emergency feed in the event of loss of power of the main FPL System. This will prevent any potential shutdown of the system.	Countywide	5	Division 58	$0	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Escalator Modernization	Countywide	Perform a modernization of 2 system escalators. Remove existing escalator to truss. Install new Transit rated equipment into existing trusses. Bring units to current escalator safety code. Perform a modernization of 2 system escalators. Remove existing escalator to truss. Install new Transit rated equipment into existing trusses. Bring units to current escalator safety code.	Countywide	5	Division 58	$0	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Replacement of equipment required for Trapeze and CAD systems	Countywide	Allows bus supervisors and other operations staff to remote access schedules, GIS data, bus locations and other information. Replacement of electronic equipment required to utilize Trapeze and CAD systems	Countywide	5	Division 71	$0	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Bus Passenger Seat Replacement	Countywide	Improve the riding comfort of passengers and replace soiled cloth seats. Replacement of Passenger Seats for an additional 320 buses.	Countywide	5	Division 72	$0	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Bus Solar Panels	Countywide	Procurement and installation of Bus Solar Panels. Reduces battery usage and bus failures due to "no starts". Improves the reliability of the fleet. Cost may be less due to age of certain buses in the fleet.	Countywide	5	Division 72	$0	$0	State of Good Repair	TBD	TBD	N/A

Table 6-5 Unfunded Transit Projects FY 2019 - 2028 (continued)

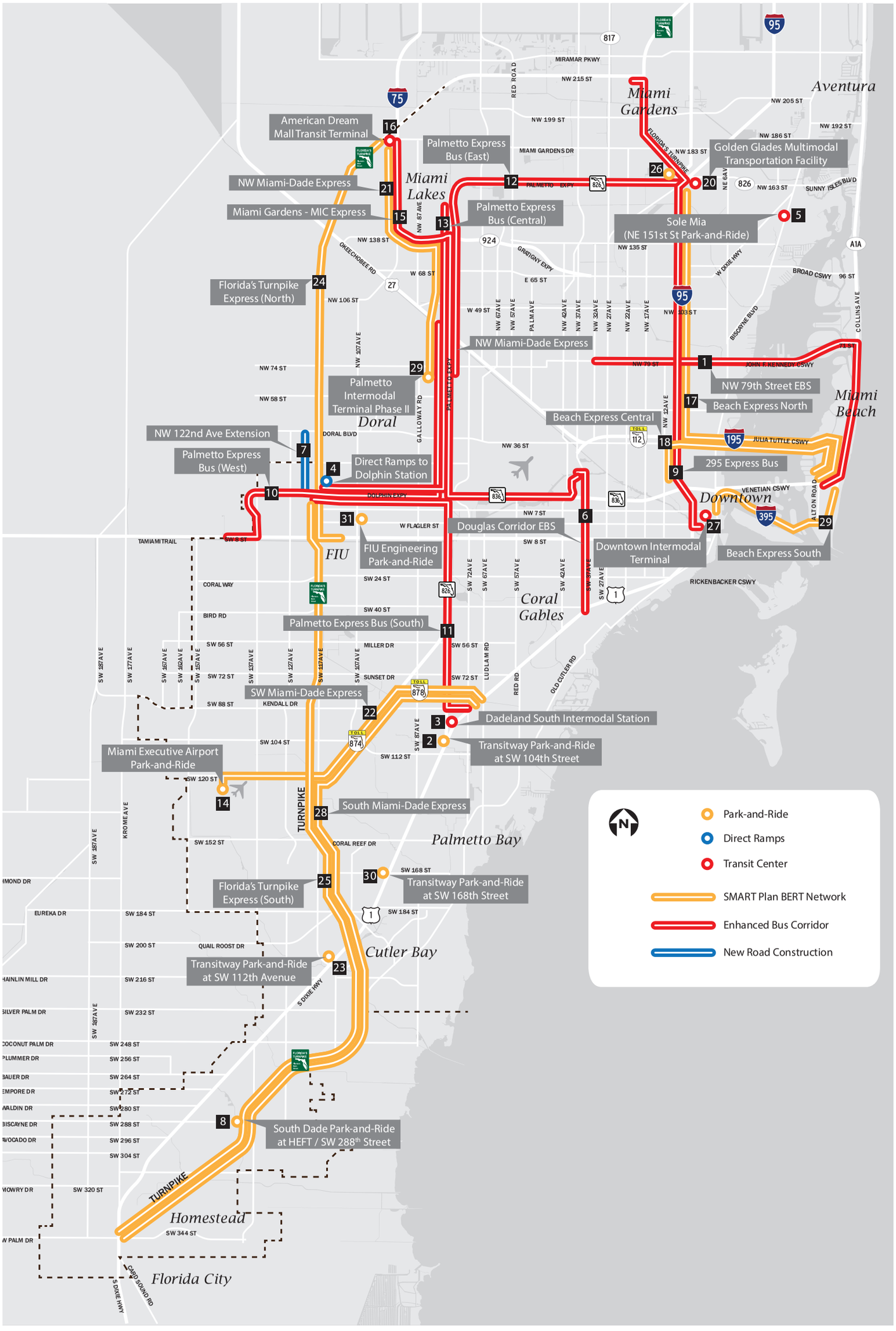
Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
N/A	IRP - Metromover Inner Loop Guideway Painting	Countywide	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Inner Loop. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof The existing steel girders will be repainted for the entire length of Metromover's Inner Loop, which is approximately 1.9.miles long.	Countywide	5	Track & Guideway	$12,710	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metromover Omni Extension Guideway Painting	Countywide	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Omni Extension. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof The existing steel girders will be repainted for the entire length of Metromover's Omni Extension, which is approximately 1.4.miles long.	Countywide	5	Track & Guideway	$10,490	$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metrorail Steel Box Girder Guideway Painting	Countywide	Provide all the necessary labor, equipment, and materials to repaint all the existing steel box girders supporting the guideway of the Metrorail Mainline. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof The existing steel box girders are located at specific locations Metrorail's 22.6 mile long Mainline. The Metrorail Mainline has 154 steel box girders out of a total of 2, 796 steel box girders, which equals 5.5.%.	Countywide	5	Track & Guideway	$17,400	$0	State of Good Repair	TBD	TBD	N/A
				Unfunded Transit Projects FY 2019 - FY 2028 TOTAL COST (000s)			**$589,223**	**$57,127**				

Table 6-5: Unfunded Transit Projects FY 2019 - FY 2028 § Project Type Key		
1. ADA Accessibility Improvements	6. Mass Transit Projects	11. Park and Ride Improvements and New Facilities
2. Bus System Projects	7. Metromover Projects	12. Passenger Facilities Improvements
3. Equipment Acquisition	8. Metrorail Projects	13. Security Improvements
4. Facility Improvements	9. New Passenger Facilities	14. Service Adjustment
5. Infrastructure Improvements	10. Other	

2040 LRTP	
Priority I	2015-2020
Priority II	2021-2025
Priority III	2026-2030
Priority IV	2031-2040

†† Please note, as per Miami-Dade TPO Resolution Number 31-15, the TPO Board amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service Projects and reallocate said funds to three new projects as follows: "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." However, bus purchase components of the Biscayne, Flagler and NW 27th Avenue EBS projects remain funded and are proceeding in order to provide near-term capacity improvements along these corridors.

Figure 6-5 Unfunded Transit Projects FY 2019 - 2028



CHAPTER 7

2028 AND BEYOND TRANSIT VISION PLAN



7 2028 AND BEYOND VISION PLAN

DTPW identified 113 transit improvement projects as part of the 2040 needs plan process for the Miami-Dade 2040 Long Range Transportation Plan (LRTP) Update which occurred during 2014. Upon undergoing an LRTP screening evaluation, 92 projects were adopted as part of the 2040 LRTP. Many of these adopted projects are identified as Priority 3 (2026 - 2030) or Priority 4 (2031-2040) projects, which are beyond the 10-year planning horizon of the FY 2019 - 2028 TDP.

7.1 2040 Long Range Transportation Plan Priority Transit Projects

Table 7-1 and corresponding maps, Figures 7-1, 7-2, 7-3 and 7-4, identify those DTPW priority projects beyond 2028 that require consideration by the Miami-Dade Transportation Planning Organization (TPO) for purposes of amending the 2040 LRTP to promote these projects to a Priority 1 or Priority 2 time frame.


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Table 7-1: 2028 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
1	Direct Ramps to Palmetto Intermodal Terminal from Palmetto Express Lanes	SR 826 (Palmetto Expressway) at NW 74th St	Construct ramps from express lanes to Palmetto Metrorail Station to provide access to buses and transit patrons.	12	5	Capital	$45,000	N/A	Direct Access Ramps	2027 and Beyond	2028 and Beyond	Priority III
2	Direct Ramps between the South Miami-Dade Transitway and SR 826 (Palmetto Expressway)	South Miami-Dade Transitway and SR 826	Construct ramps connecting the South Miami-Dade Transitway and SR 826 (Palmetto Expressway)	7	5	Capital	$60,000	N/A	Direct Access Ramps	2027 and Beyond	2028 and Beyond	Priority III
3	Direct Ramps to Dolphin Station Transit Terminal	SR 836 and NW 122nd Ave	Construct direct access ramps to connect SR 836 to Dolphin Station	12	5	Capital	$45,000	N/A	Direct Access Ramps	2027 and Beyond	2028 and Beyond	Priority III
4	NW 7th Ave Enhanced Bus	from Downtown Miami to Golden Glades Interchange	This route would provide premium limited-stop transit service along NW 7th Ave 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 Ave Transit Village located at NW 7th Ave and NW 62nd St.	2,3,5	6	Capital	$37,050	$3,452	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Priority III
5	Government Center Station Upgrade (Downtown Miami Development of Regional Impact - Increment III)	101 NW 1st St	This project consists of upgrades to the existing Government Center Metrorail Station in the form of new elevators, escalators, new pedestrian bridge connecting to adjacent Brightline Station (Intercity Passenger Rail)/Tri-Rail Downtown Link (Commuter Rail), upgrades to existing flooring and roofing, fare collection updates, security equipment updates, new rolling gates and automatic sliding doors.	5	4	Capital	$14,094	TBD	Station Improvements	2027 and Beyond	2028 and Beyond	N/A
6	Douglas Road BRT (SW 27/37 Avenue)	MIC to Coconut Grove Metrorail	Premium Bus Rapid Transit service along NW/SW 37th Ave / 27th Ave connecting the MIC on the north and the Coconut Grove Metrorail Station on the south, linking employment centers at MIA and in Coral Gables	5,6,7	6	Capital	$166,400	$0	New Bus Rapid Transit Service	2027 and Beyond	2028 and Beyond	Partially Funded
7	Beach Connection (Baylink)	Downtown Miami Intermodal Terminal to Miami Beach Convention Center	Recent momentum for implementing a rapid transit solution to connect Miami Beach with the mainland is demonstrated in the commitments by the County and the Cities of Miami and Miami Beach. Currently, the County and the Cities are in the process of approving a Memorandum of Understanding with FDOT that will pave the way for initiating the study phase of this project. While the City of Miami Beach may independently move forward with funding the Miami Beach Connector loop in their jurisdiction with local and state dollars, the County proposes to pursue Federal New Starts funding for the Miami Connector loop. In the future, this loop can be completed by running an extension of the system through the Julia Tuttle Causeway.	3,5	6	Capital	$532,132	$22,000	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Partially Funded
8	Historic Overtown/Lyric Theatre (Downtown Miami Development of Regional Impact - Increment III)	100 NW 6th St	This project consists of upgrades to the existing Historic Overtown/Lyric Theatre Metrorail Station in the form of new elevators, escalators, upgrades to existing flooring, fare collection, fare gates and Ticket Vending Machine (TVM) updates, security equipment updates. This projects will also reconfigure the alleyway between Overtown Transit Village and the Station to include new stamped concrete as well as a shared use Promenade with canopy from NW 6 St to NW 8 St.	3	4	Capital	$5,356	TBD	Station Improvements	2027 and Beyond	2028 and Beyond	N/A
9	Bus-Only Lanes in Downtown Miami (Downtown Miami Development of Regional Impact - Increment III)	Various Locations in Downtown (total length approximately 4.55 miles)	SW/SE 1st St (from I-95 to SE 1st Ave) NE/NW 1st St (from NE 2nd Ave to I-95) NE/NW 6th St (from Biscayne Blvd. to I-95) NW 5th St (from I-95 to NW 1st Ave) NE 2nd Ave (from NE 20th St to NE 1st St) SE/NE 1st Ave (south of NE 6th St) (from SE 1st St to NE 17th St) NE 1st Ave (north of NE 6th St) (from NE 6th St to NE 17th St)	3,5	5	Capital	$910	TBD	New Bus-Only Lanes	2027 and Beyond	2028 and Beyond	N/A
10	Collins Ave Enhanced Bus	Miami Beach Convention Center / Washington Ave / 17th St to Aventura Mall Terminal	Implement limited stop enhanced bus service	4,5	6	Capital	$54,210	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
11	Direct Ramps between SR 878 (Snapper Creek Expressway) and Dadeland North Metrorail Station	SR 878 (Snapper Creek Expressway) and Dadeland North Metrorail Station	Construct ramps connecting SR 878 (Snapper Creek Expressway) to Dadeland North Metrorail Station	7	5	Capital (MDX Projects)	$45,000	N/A	Direct Access Ramps	TBD	TBD	N/A

Table 7-1: 2028 and Beyond Transit Vision Plan (Continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
12	SW 137th Ave Enhanced Bus Service	Tamiami Station to Caribbean Blvd / US-1	Premium limited-stop transit service along SW 137th Ave to link West Kendall neighborhoods. Project to include park-and-ride facilities and the addition of nine (9) articulated buses.	8,9,10,11,12	6	Capital	$63,570	$2,763	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
13	Midtown LRT West	Allapattah Metrorail to Biscayne Blvd and NW 36th St	Midtown LRT West	3	6	Capital	$154,700	TBD	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
14	Midtown LRT East	Biscayne Blvd and NW 36th St to Miami Beach Convention Ctr. NW 17th St	Midtown LRT East	3,4,5	6	Capital	$391,300	TBD	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
15	Transitway Lot (SW 244th St)	Transitway and SW 244th St	Increase the number of leased parking spaces from 96 spaces to 111 spaces.	8	11	Capital	TBD	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	N/A
16	Transitway Lot (SW 296th St)	Transitway and SW 296th St	Improve Existing Park and Ride facility	8	11	Capital	TBD	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	N/A
17	Southland Mall	SW 205th St and South Dixie Highway	Improve Existing Transit Center	8	9	Capital	TBD	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	N/A
18	Sharks Central Station at MDC	Miami Dade College Kendall Campus - 11011 SW 104th St	Construct Transit Center	2	12	Capital	TBD	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	N/A
19	Julia Tuttle Multimodal Terminal	Southwest corner of Alton Rd and I-195	Construction of 300 surface parking spaces with six bus bays	4	9, 11	Capital	$4,000	$75	Access Improvement	2028 and Beyond	2028 and Beyond	N/A
20	Sharks North Station at MDC	Miami Dade College North Campus - 11380 NW 27th Ave	Construct Transit Center	2	12	Capital	TBD	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	N/A
21	Dolphin Mall-Dolphin Station Connector Road	Dolphin Mall - Dolphin Station (HEFT/SR 836/NW 12th St)	New cut and cover roadway that would connect the Dolphin Mall to the proposed Dolphin Station/HEFT park-and-ride	12	10	Capital	$10,000	N/A	Roadway Construction	2027 and Beyond	2028 and Beyond	Unfunded
22	Coral Reef Enhanced Bus	Dadeland North Metrorail Station to SW 152nd Ave/SW 152nd St	This route would provide premium limited-stop transit service along SW 152nd St from SW 152nd Ave 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. Project will include the addition of seven (7) articulated buses	7,8,9,11	6	Capital	$42,900	$2,200	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
23	Dolphin Tri-Rail Extension	MIC to Dolphin Mall Area	Implement new passenger rail service on SFRC/CSX tracks along SR 836/East-West Corridor	6,10,12	6	Capital	$140,000	$7,600	New passenger rail service	2027 and Beyond	2028 and Beyond	Unfunded
24	East -West Corridor BRT along SW 8th St	SW 8th St (Tamiami)/SW 147th Ave to MIC	Implement bus rapid transit with dedicated lanes along SW 8th St from SW 147th Ave to the Miami Intermodal Center (MIC) via SR 826 (Palmetto Expressway) and SR 836 (Dolphin Expressway)	11,12,10,6	6	Capital	$182,000	$13,534	New Bus Rapid Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
25	Expand Park-and-Ride Facility at Dadeland North	Dadeland North Metrorail Station	Construct a new 1,000-space parking garage with ground-floor retail and office space. Provide additional service and layover bays.	7	12	Capital	$25,000	$250	Station Improvements	2027 and Beyond	2028 and Beyond	Unfunded
26	I-75/Gratigny Express Bus	I-75 at Miami Gardens Drive Park-and-Ride (Miami Gardens Stations) to Sharks North Station	Implement express bus service on express lanes. Project will include the addition of nine (9) articulated buses	12,13,2	6	Capital	$10,170	$2,639	New Express Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
27	Intermodal Terminal at SW 88th St (Kendall Drive/ SR 821 HEFT)	SW 88th St (Kendall Drive) at SR 821 (HEFT)	Lease surface parking spaces for park-and-ride/transit center	10,7	9	Capital	$0	$50	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
28	Park-and-Ride Facility at NW 27 Ave / NW 119 St / Gratigny Parkway	NW 27th Ave and Gratigny Parkway	Construct terminal / Park-and-Ride	2	11	Capital	$5,460	TBD	New Park-and-Ride	2027 and Beyond	2028 and Beyond	Unfunded

Table 7-1: 2028 and Beyond Transit Vision Plan (Continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
29	NW 7th St Enhanced Bus	Dolphin Station to Government Center	This route would provide premium limited-stop transit service along NW 7th St from the proposed park-and-ride/transit center station at Dolphin Station (HEFT at NW 12th St) to Government Center. 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.	5,6,12	6	Capital	$58,890	$5,279	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
30	SW 8th St EBS	FIU Panther Station to Brickell Metrorail Station	This route will provide premium limited-stop transit service along SW 8th St from FIU Panther Station to the Brickell Metrorail Station. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.	5,6,11	6	Capital	$43,680	$4,089	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
31	Shark South Station at MDC (Homestead Campus)	Transitway and SW 312th St	Construct Park and Ride facility with 90 surface parking spaces	8	9	Capital	$1,073	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
32	Transitway Lot (136th St)	Transitway and SW 136th St	Lease 50-75 Parking Spaces	8	9	Capital	$0	$38	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
33	Transitway Lot (Killian Pkwy)	Transitway and SW 112th St	Construct Park and Ride facility with 200 parking spaces	7	9	Capital	$2,860	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
34	Little River Park and Ride	NE 79th St and Biscayne Blvd	Lease 75 parking spaces	3	9	Capital	$0	$38	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
35	Okeechobee Terminal	HEFT and US 27/Okeechobee Rd	Construct Park and Ride facility	12	9	Capital	$2,600	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
36	Transitway Lot (168th St)	Transitway and SW 168th St	DTPW is proposing to upgrade the existing park-and-ride facility in two phases. Phase 1 includes adding approximately 90 additional surface parking spaces for a total of 239 spaces, improving pedestrian access, adding bicycle parking facilities, and other passenger amenities. Phase 2 includes a modernized 450-space parking garage with enhanced amenities.	9	11	Capital	$4,290	$45	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
37	Americas Station	W Flagler St and NW 77th Ave	Construct Transit Center	6	9	Capital	$2,000	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
38	Brickell Station (Downtown Miami Development of Regional Impact - Increment III)	1001 SW 1st Ave	The Brickell Station serves as an intermodal station that provides passenger connections with the local circulator (City of Miami Trolley), local fixed route service (Metrobus), regional bus service (BCT I-595 Express) as well as Metromover and Metrorail. The station area is a linear site that spans between SW 8th St and SW 13th St. The primary goal of the Brickell Metrorail/Metromover Station improvements is to enhance passenger and pedestrian access to transit. Specifically, the recommended implementation plan includes additional bus passenger pick-up/drop areas, additional shuttle pick-up/drop off capacity, provide a new designated kiss-n-ride area, upgrade pedestrian connections between neighboring development and Improve passenger convenience through way finding, upgraded/ADA compliant sidewalks, continuous passenger canopies, and additional bike storage.	5	4	Capital	$3,900	TBD	Station Improvements	2027 and Beyond	2028 and Beyond	Unfunded
39	Civic Center Metrorail Station Improvements	NW 15th St and NW 12th Ave	Construct Transit Center	3	9	Capital	$3,000	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
40	Kendall South / Zoo Miami Station	12400 SW 152nd St	Lease 100 parking spaces	9	9	Capital	$0	$50	Access Improvement	2028 and Beyond	2028 and Beyond	Unfunded
41	West Kendall Transit Terminal Improvements	SW 88th St and SW 162nd Ave	Improve Existing Terminal Facility	11	12	Capital	$12,500	TBD	Station Improvements	2027 and Beyond	2028 and Beyond	Unfunded
42	Transitway extension to Dadeland North	Between Dadeland South and Dadeland North Metrorail Stations	Extend Transitway from Dadeland South to Dadeland North Metrorail Station	7	10	Capital	$26,000	N/A	Roadway Construction	2027 and Beyond	2028 and Beyond	Unfunded
43	Park-and-Ride at SW 152nd St/ SR 821 (HEFT)	Coral Reef Dr and HEFT	Expand existing 2 bay / 200 space Park-and-Ride lot. Facility is over Capacity. Construct new parking garage w/ 500 parking spaces.	9	11	Capital	$12,500	TBD	Expand existing Park-and-ride	2028 and Beyond	2028 and Beyond	Unfunded
44	North Corridor (NW 27th Ave) Metrorail Extension	MLK Jr. Metrorail Station to NW 215th St	Convert full BRT to Heavy Rail	1,2,3,6	6	Capital	$1,747,200	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded

Table 7-1: 2028 and Beyond Transit Vision Plan (Continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
45	South Corridor Metrorail Extension	SW 104th St to Dadeland South	Extend Metrorail to SW 104 St	7,8	6	Capital	$140,000	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded
46	Kendall Corridor North / Metrorail Extension	SW 88th St to SW 8th St	Metrorail Link between E-W Corridor and Kendall Corridor along HEFT	11,12	6	Capital	$964,600	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded
47	Douglas Road LRT	Douglas Road Metrorail / US-1 to MIC at MIA	Construct LRT	5,6,7	6	Capital	$427,700	TBD	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
48	SR874 Ramp Connector Park-and-Ride	SR 874 and SW 128th St	Construct Park-and-Ride	9	11	Capital	$2,860	TBD	New Passenger Facilities	2027 and Beyond	2028 and Beyond	Unfunded
49	Transitway BRT with grade separated intersections	Florida City / SW 344th St to Dadeland North	Bus-only grade separations at all intersections including and south of SW 98 St	7,8,9	6	Capital	$307,800	TBD	BRT Improvement	2027 and Beyond	2028 and Beyond	Unfunded
50	East-West Metrorail	SW 147th Ave / SW 8th St to MIC at MIA	Convert BRT to Heavy Rail	6,12,10	6	Capital	$2,311,400	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded
51	Kendall Corridor South	SW 200th St / Turnpike to SW 88th St and Turnpike	Metrorail Turnpike Extension Phase 2	7,8,9,10	6	Capital	$1,365,000	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded
52	Miami Beach LRT Collins Extension	Miami Beach Convention Center to 71st St	Extend light rail north to 71 St	4,5	6	Capital	$400,400	TBD	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
53	72nd Ave / 67th Ave Enhanced Bus	Dadeland North Metrorail Station to Miami Lakes Terminal NW 154th St & SR-826	Implement limited stop enhanced bus service	6,7,12,13	6	Capital	$67,860	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
54	57th Ave Enhanced Bus South	South Miami Metrorail Station to MIC at MIA	Implement limited stop enhanced bus service	6,7	6	Capital	$32,760	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
55	57th Ave Enhanced Bus North	Okeechobee Metrorail Station to Miami Lakes Terminal at NW 154th St and SR-826	Implement limited stop enhanced bus service	6,13	6	Capital	$30,030	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
56	NW 37th Ave Enhanced Bus	MIC at MIA to NW 215th St / NW 27th Ave	Implement limited stop enhanced bus service	1,2,6,13	6	Capital	$56,550	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
57	Bird Road-40th St Enhanced Bus	SW 147th Ave & SW 8th St (Tamiami Station) to Douglas Road Metrorail Station	Implement limited stop enhanced bus service	6,7,11	6	Capital	$60,060	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
58	Miller Drive Enhanced Bus	SW 147th Ave & SW 8th St (Tamiami Station) to University Metrorail Station	Implement limited stop enhanced bus service	7,10	6	Capital	$62,010	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
59	Sunset Enhanced Bus	SW 162nd Ave & SW 88th St (West Kendall Transit Terminal) to South Miami Metrorail	Implement limited stop enhanced bus service	7,10	6	Capital	$45,240	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
60	NE 163rd St (Sunny Isles Blvd)	Collins Ave to Golden Glades Interchange	Improve/Implement transit service	1,2,4	6	Capital	$24,570	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
61	107th Ave Enhanced Bus	(Miami-Dade College - Sharks South Station) SW 104th St/ SR-874 to Palmetto Intermodal Terminal	Implement limited stop enhanced bus service	7,10,12	6	Capital	$58,890	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
62	22nd Ave Enhanced Bus	Coconut Grove Metrorail to Golden Glades Interchange	Implement limited stop enhanced bus service	1,2,3,5,7	6	Capital	$53,430	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
63	127th Ave Enhanced Bus	(Tamiami Executive Airport) SW 137th Ave at SW 128th St to (Dolphin Station) HEFT / NW 12th St	Implement limited stop enhanced bus service	7,8,9,11,12	6	Capital	$40,950	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded

Table 7-1: 2028 and Beyond Transit Vision Plan (Continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
64	NW 183 St Enhanced Bus	Miami Gardens Station to Aventura Terminal	Implement limited stop enhanced bus service	1,2,4,12,13	6	Capital	$56,500	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
65	Okeechobee Enhanced Bus	Turnpike to MIC at MIA	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Omni Extension. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof The existing steel girders will be repainted for the entire length of Metromover's Omni Extension, which is approximately 1.4.miles long.	2,5,6,12,13	6	Capital	$43,680	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
66	199/203 St Enhanced Bus	NW 27th Ave / NW 215th St to Aventura Terminal	Implement limited stop enhanced bus service	1,4	6	Capital	$29,640	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
67	2nd Ave Enhanced Bus	Miami Beach Convention Center to Aventura Terminal	Implement limited stop enhanced bus service	2,3,4,5	6	Capital	$69,030	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
68	17th Ave Enhanced Bus	Vizcaya Metrorail Station to Golden Glades Terminal	Implement limited stop enhanced bus service	1,2,3,5,7	6	Capital	$56,160	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
69	Coral Way Enhanced Bus	SW 147th Ave / SW 26th St to Brickell Metrorail Station	Implement limited stop enhanced bus service	5,6,7,10	6	Capital	$60,450	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
70	Le Jeune Road Enhanced Bus	Douglas Road Metrorail Station to MIC at MIA via 25th St	Implement limited stop enhanced bus service	6,7	6	Capital	$19,500	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
71	NW 62nd St Enhanced Bus	Okeechobee Metrorail Station to Biscayne Blvd	Implement limited stop enhanced bus service	2,3,6,13	6	Capital	$30,030	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
72	NW 103rd St Enhanced Bus	Okeechobee Terminal to US-1/ NE 79th St (Little River Park-and-Ride)	Implement limited stop enhanced bus service	2,3,6,13	6	Capital	$57,330	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
73	87th Ave Enhanced Bus	Palmetto Intermodal Terminal to Transitway at SW 136th St	Implement limited stop enhanced bus service	6,7,8,10,12	6	Capital	$56,160	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
74	Transitway Lot (SW 112 Ave)	Transitway and SW 112th Ave	Currently, DTPW leases 462 spaces with plans to purchase land in 2018. Phase 2, which is currently unfunded, includes construction of a bus terminal and structured parking. The Ultimate Buildout will be based on the on-going South Corridor PD&E study.	9	11	Capital	TBD	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
				Table 7-1: 2028 and Beyond Transit Vision Plan TOTAL COST (000s)			**$10,885,335**	**$64,101**				

Table 7-1: 2028 and Beyond Transit Vision Plan § Project Type Key		
1. ADA Accessibility Improvements	6. Mass Transit Projects	11. Park and Ride Improvements and New Facilities
2. Bus System Projects	7. Metromover Projects	12. Passenger Facilities Improvements
3. Equipment Acquisition	8. Metrorail Projects	13. Security Improvements
4. Facility Improvements	9. New Passenger Facilities	14. Service Adjustment
5. Infrastructure Improvements	10. Other	

2040 LRTP	
Priority I	2015-2020
Priority II	2021-2025
Priority III	2026-2030
Priority IV	2031-2040

Figure 7-1: 2028 and Beyond Transit Vision Plan

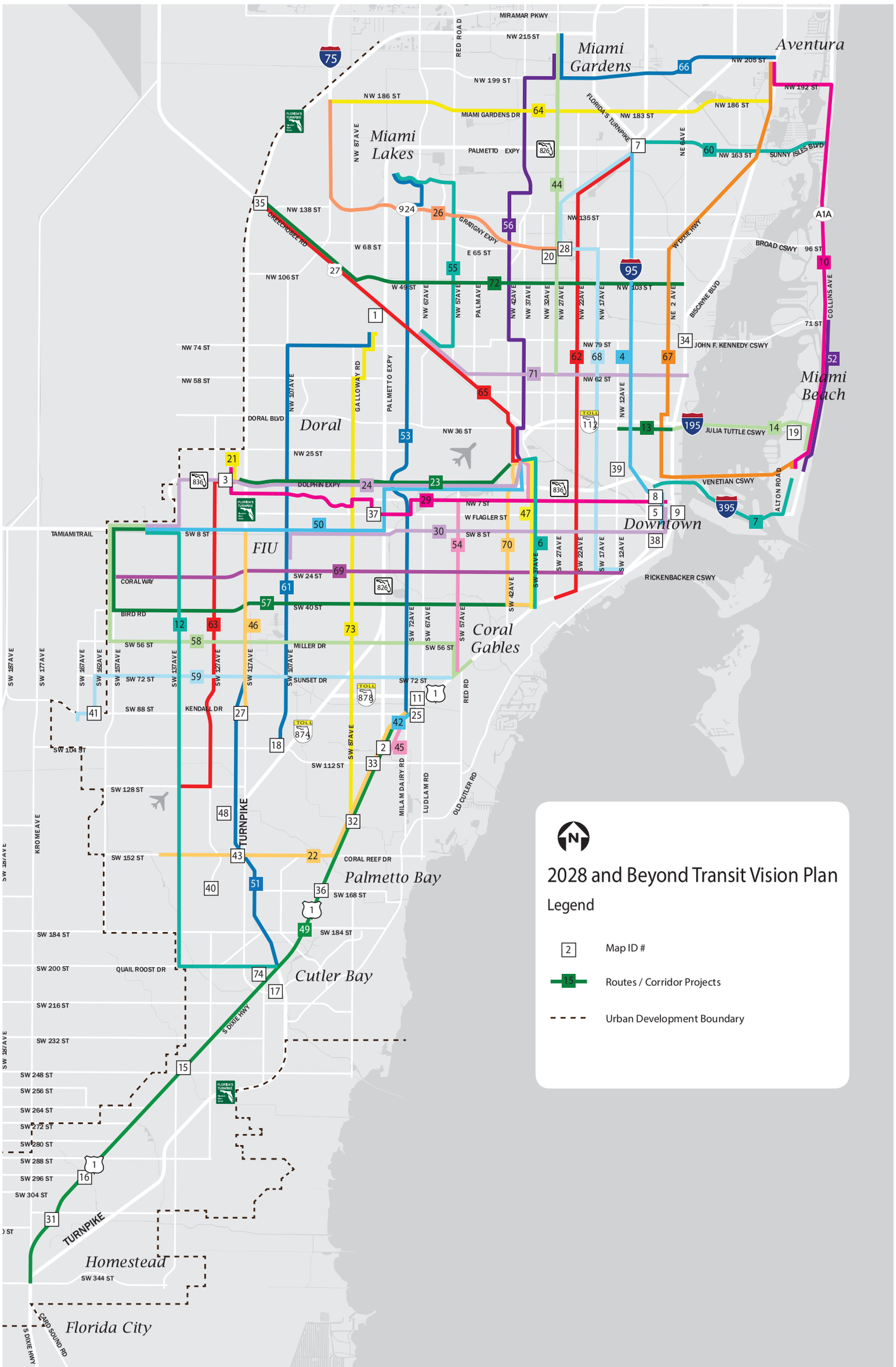


Figure 7-2: 2028 and Beyond Transit Vision Plan - North View



Figure 7-3: 2028 and Beyond Transit Vision Plan - Central View

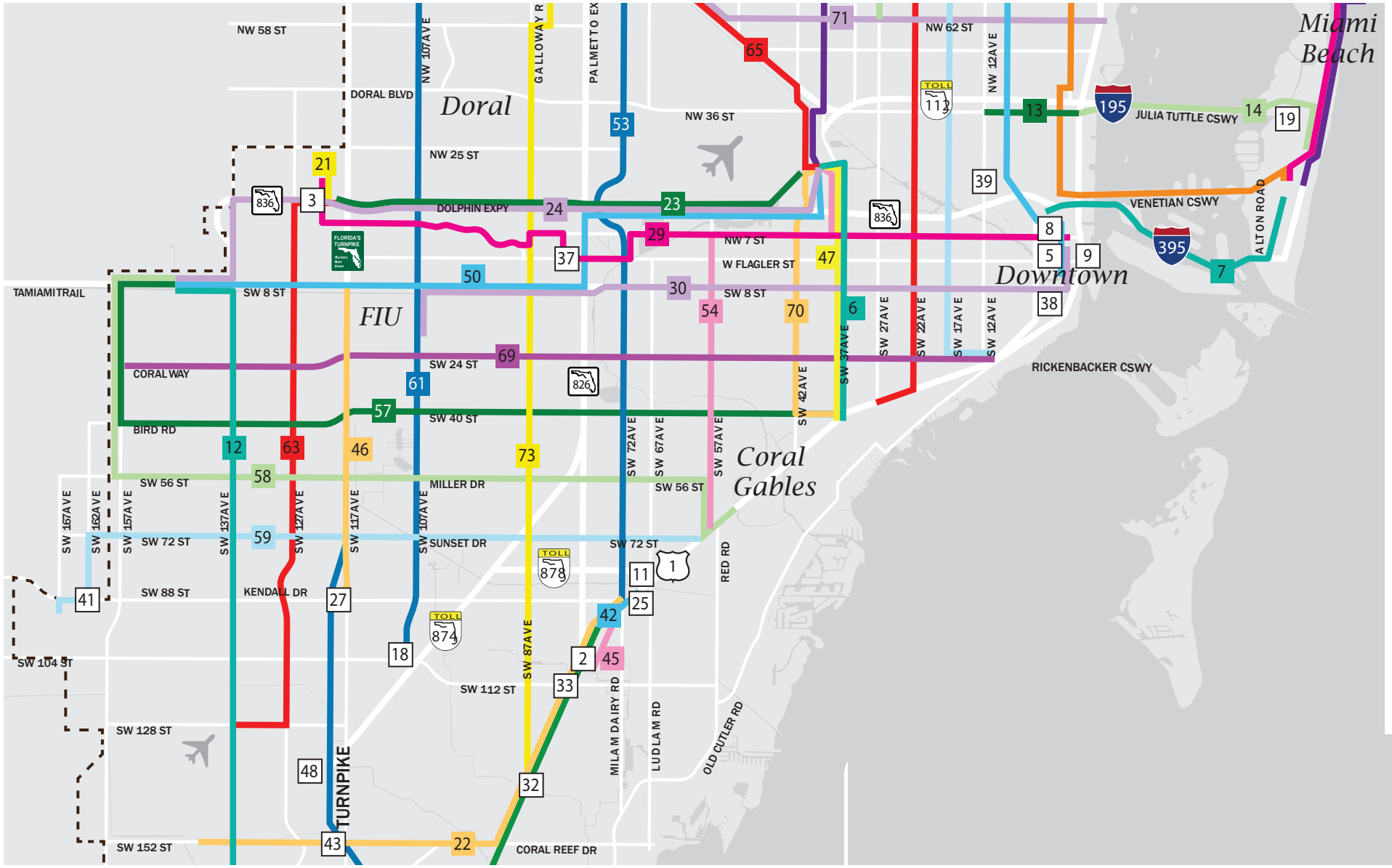
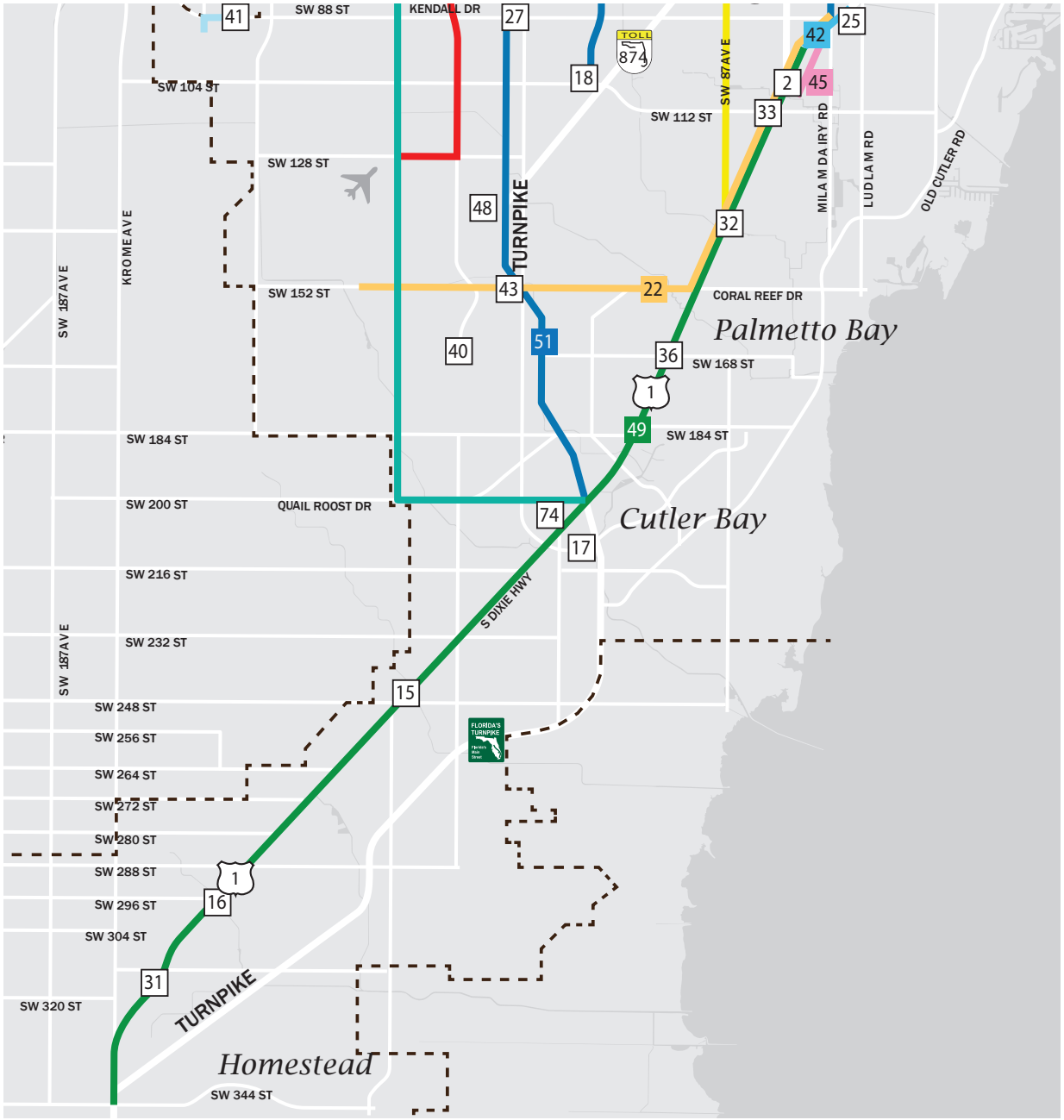


Figure 7-4: 2028 and Beyond Transit Vision Plan - South View



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CHAPTER 8

FINANCIAL PLAN



8 TRANSIT FINANCIAL PLAN

The previous chapters identify critical transit needs in Miami-Dade County without consideration of project cost. In this chapter, however, DTPW must reconcile its transit improvement needs with available financial resources. In the financial plan, the estimated costs of providing the agency's existing and planned new services are projected over a ten-year horizon. The financial resources that will support those services are also identified and estimated. Through the development of this financial plan DTPW determines which service improvements are financially feasible and establishes a time line by when said improvements can be implemented.

8.1 Operating Expenses and Revenues

DTPW is the largest transit operator in the State of Florida and the 14th largest transit provider in the U.S. according to the 2017 Public Transportation Fact Book (based on unlinked passenger trips and passenger miles). DTPW's size is reflected in the agency's direct operating budget, which is projected at approximately $410 million in FY 2018. The primary components of the direct operating expenses are shown in Table 8-1.

Salaries and overtime make up 43 percent of DTPW's total operating expenses. Contractual services make up 8 percent of the operating budget. Metrobus is a fixed-route bus service that DTPW operates seven (7) days a week, 24 hours per day. A total of 79 routes comprise DTPW's regular bus service structure as served by a total fleet of 781 buses and 14 contracted routes with 29 buses.

In addition to these direct expenses, DTPW will support $95 million of other operating expenses and debt service payments in FY 2019. These other expenses are detailed in the subsequent tables of this chapter.

In total, DTPW will spend $410 million in FY 2018 for the ongoing operation of the transit system and the support of DTPW's other local and regional responsibilities.

Table 8-1: DTPW Projected Transit FY 2018 Direct Operating Expenses

Transit Operating Expenses		**Projected Amount FY 19 (000s)**
	Salary	$206,214
	Overtime	$22,555
	Group Health	$45,423
	Benefits	$31,936
	Court Costs	$16
	Contractual Services	$42,290
	Other Operating Expenses	$94,638
	Charges for County Services	$23,803
	Capital	$304
	Distribution of Funds in Trust	$11
	STS Services	$41,936
	Payment to Vanpool Program	$1,700
	Restoration of Proposed Reduction	$5,703
	Future Transit Efficiency/Savings Plan	-$6,622
	Retirement	$18,135
	Subtotal	**$528,042**
Transit Reimbursements		**Projected Amount FY 19 (000s)**
	Federal Reimbursements	-$69,031
	Capital Fund Reimbursements	-$8,167
	State Grant Reimbursements	-$21,097
	CILOGIT Reimbursements	-$19,549
	STS/JARC Reimbursements	-$4,894
	Subtotal	**-$122,738**
Transit Operating Adjustments		**Projected Amount FY 19 (000s)**
	Payment to SFRTA	$4,235
	Transfer to Debt Service	$828
	Subtotal	**$5,063**
Total Transit Operating Expenses		**$410,367**

Source: Transit Pro Forma FY 2017
* Total may vary slightly due to rounding

DTPW's transit operations are supported by a range of federal, state, local, and directly-generated revenue streams. Table 8-2 shows the projected operating revenues for FY 2018 by major category that total over $410 million.

Table 8-2: DTPW Projected FY 2018 Transit Operating Revenues

Transit Proprietary Revenue	**Transit Proprietary Revenue**	**Projected Amount FY18 (000s)**
	Bus, Rail, STS, & Farebox	$89,966
	Planned Bus and Rail Fare and Fee Increase	$4,578
	Other Revenues	$8,416
	Interagency Revenue (Tri-Rail)	$5,643
	Operating Total	**$108,603**
State Grant Revenue	**State Grant Revenue**	**Projected Amount FY18 (000s)**
	Transportation Disadvantaged Program	$6,000
	State Total	**$6,000**
Local Revenue	**Local Revenue**	**Projected Amount FY18 (000s)**
	Miami Dade General Fund MOE (3.5 Percent)	$196,924
	PTP Surtax	$95,126
	Additional Local Revenue*	$3,714
	Local Total	**$295,764**
Total Revenue		**$410,367**

Source: Transit Pro Forma FY 2017

* Total may vary slightly due to rounding

Revenue categories listed in Table 8-2 are described below.

- Fare Revenues: DTPW currently recovers approximately 17 percent of its operating expenses from transit fare revenue.
- Other Operating Revenues: These operating revenues include advertising.
- State Block Grants: These revenues were developed by the Florida Legislature to provide a stable source of funding for public transit. The grants are distributed to all eligible Florida transit providers on a formula basis.
- Transportation Disadvantaged program: Transportation Disadvantaged (TD) programs provide funding to assist TD populations, which include individuals with physical or mental disabilities, have low incomes, or are older individuals who are unable to transport themselves or purchase transportation.
- People's Transportation Plan Surtax: The People's Transportation Plan (PTP) provides for sales tax revenue to support public transit and roadway infrastructure improvements.
- County General Funds: Miami-Dade County supplies DTPW with funding each year from its general fund.
- Additional Local Revenue: DTPW may receive funds from other local sources in a given year.

8.1.1 Projected Operating Revenues

Future revenue growth is projected to fluctuate with a low level of tax revenue growth resulting from the existing state of the economy. However, in years without any major policy changes, total available funding for DTPW is expected to grow at a rate of slightly over three percent (3%) annually. In addition, DTPW does foresee a separate major policy action related to funding during FY 2019 – FY 2028 to include:

- Regular programmed fare increases: The Pro Forma projects a 25 cent increase in the base fare (from its current level of $2.25 to $2.50) in FY 2019, with additional 25 cent increases in fiscal years 2024 and 2029. These increases have the effect of increasing the overall revenue growth rate in those years. These programmed fare increases which occur every four (4) years are determined by policies approved by the Miami-Dade County Board of County Commissioners that authorize DTPW to implement regular fare increases to keep pace with inflation.

The critical funding growth assumptions that drive the Pro Forma financial projections are outlined below in Table 8-3.

Table 8-3: DTPW Operating Transit Revenue Growth Assumptions

	Revenue Item	Annual Growth Rate
Operating Revenue Growth Assumptions	PTP Surtax	-4%*
	General Funds (MOE)	3.5%
	Fare Revenue (Trip Growth)	0.5%
	State Block Grants	1.0%
	Transportation Disadvantaged Funds	0.0%
	Federal funds	2.4%
	Local Option Gas Tax	1.50%

Source: Transit Pro Forma FY 2017

*PTP surtax is reported as negative growth because DTPW is reducing its reliance on PTP funds for Operations expenses and shifting those revenues to the capital budget for the purposes of expanding transit service.

8.1.2 Summary of Operating Budget

The operating budget, as presented in the 2017 Pro Forma for the ten-year period from FY 2019 to FY 2028, is balanced. The projected operating expenses are covered by the forecasted revenues from various sources. DTPW balances its operating budget by adhering to a combination of strategies aimed at producing cost efficiencies; an avoidance of any major service expansion and aggressive use of available local funding sources (LOGT and general funds). This operating budget is based upon the budgetary assumptions that were applied within the FY 2017 Pro Forma. It should be noted that these budgetary assumptions are subject to change due to the volatility in gas prices and pressure from the public to reduce the tax roll which could have impacts to the general fund share DTPW receives and the availability of federal and state grants, thus resulting in a different budgetary outcome than presented in this TDP.

Table 8-4: DTPW Operating Transit Revenues (FY 2019 - FY 2028) ($000s)

Transit Proprietary Revenues	FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027-2028
Bus, Rail, STS, & Farebox	$89,966,000	$95,017,000	$95,492,000	$95,969,000	$96,449,000	$96,449,000	$101,648,000	$102,156,000	$102,667,000	$103,180,000
Planned Bus and Rail Fare and Fee Increase	$4,578,000	$0	$0	$0	$0	$4,693,000	$0	$0	$0	$0
Interagency Revenue (Tri-Rail)	$8,416,000	$8,416,000	$8,416,000	$8,416,000	$8,416,000	$8,416,000	$8,416,000	$8,416,000	$8,416,000	$8,416,000
Other Revenues (Adv., Permitting, Joint Dev.)	$5,643,000	$5,643,000	$5,643,000	$5,643,000	$5,643,000	$5,643,000	$5,643,000	$5,643,000	$5,643,000	$5,643,000
State Grant Revenue										
TD Program	$6,000,000	$6,000,000	$6,000,000	$6,000,000	$6,000,000	$6,000,000	$6,000,000	$6,000,000	$6,000,000	$6,000,000
Local Revenue										
Miami Dade General Fund MOE (3.5%)	$196,924,000	$207,660,000	$273,545,000	$295,299,000	$316,029,000	$357,206,000	$377,456,000	$390,667,000	$404,340,000	$418,492,000
PTP Surtax	$95,126,000	$46,054,000	$39,416,000	$33,990,000	$9,873,000	$4,612,000	$7,997,000	$11,587,000	$15,373,000	$17,272,000
Additional Local Revenue	$3,714,000	$56,635,000	$11,768,000	$10,043,000	$29,098,000	$7,486,000	$0	$0	$0	$0
Total Transit Revenues	**$410,367,000**	**$425,425,000**	**$440,280,000**	**$455,360,000**	**$471,508,000**	**$490,505,000**	**$507,160,000**	**$524,469,000**	**$542,439,000**	**$559,003,000**
Total Expenses	$410,367,000	$425,425,000	$440,280,000	$455,360,000	$471,508,000	$490,505,000	$507,160,000	$524,469,000	$542,439,000	$559,003,000
Operational Funding Surplus (Deficit)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Source: Transit Pro Forma FY 2017

Table 8-5: DTPW Operating Transit Expenses (FY 2019 - FY 2028) ($000s)

Direct Operating Expenses/ Fiscal Year	FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027-2028
Direct Operating Expenses										
Total Transit Operating Expenses	$528,042,000	$545,329,000	$562,465,000	$580,320,000	$598,938,000	$615,938,000	$633,567,000	$651,858,000	$670,820,000	$688,387,000
Transit Transfer Out Expenses										
SFRTA Contribution	$4,235,000	$4,235,000	$4,235,000	$4,235,000	$4,235,000	$4,235,000	$4,235,000	$4,235,000	$4,235,000	$4,235,000
MDT Debt Service Fund	$828,000	$828,000	$828,000	$828,000	$828,000	$828,000	$828,000	$828,000	$828,000	$828,000
Transit Reimbursements										
Federal Grant Reimbursements	-$69,031,000	-$70,756,000	-$72,526,000	-$75,086,000	-$77,339,000	-$75,122,000	-$75,874,000	-$76,632,000	-$77,398,000	-$78,173,000
State Grant Reimbursements	-$21,097,000	-$21,308,000	-$21,521,000	-$21,736,000	-$21,953,000	-$22,173,000	-$22,395,000	-$22,619,000	-$22,845,000	-$23,073,000
Capital Fund Reimbursements	-$8,167,000	-$8,167,000	-$8,167,000	-$8,167,000	-$8,167,000	-$8,167,000	-$8,167,000	-$8,167,000	-$8,167,000	-$8,167,000
CILOGIT Reimbursements	-$19,549,000	-$19,842,000	-$20,140,000	-$20,140,000	-$20,140,000	-$20,140,000	-$20,140,000	-$20,140,000	-$20,140,000	-$20,140,000
STS/JARC Reimbursement	-$4,894,000	-$4,894,000	-$4,894,000	-$4,894,000	-$4,894,000	-$4,894,000	-$4,894,000	-$4,894,000	-$4,894,000	-$4,894,000
Total Expenses	**$410,367,000**	**$425,425,000**	**$440,280,000**	**$455,360,000**	**$471,508,000**	**$490,505,000**	**$507,160,000**	**$524,469,000**	**$542,439,000**	**$559,003,000**

Source: Transit Pro Forma FY 2017

8.2 Transit Capital Expenditures and Funding Sources

8.2.1 Planned Capital Expenditures

The Department's planned transit capital budget for the period FY 2019 to FY 2028 is summarized in Table 8-6. Large capital projects or ongoing projects during FY 2019 – FY 2028 (such as bus acquisition and replacement), may be funded by a combination of debt proceeds and cash.

Many of the projects listed in the following table, such as the rail vehicle replacement, will greatly improve the quality and longevity of the existing DTPW transit system. However, most of the projects in Table 8-6 are scheduled for completion on or before 2023. After 2023, the capital program consists only of scheduled bus acquisitions, rail vehicle replacement, and the Infrastructure Renewal Program (IRP), which is the agency's long-term projection of future rehabilitation and replacement needs throughout the transit system.

Table 8-6: DTPW Capital Transit Budget (FY 2018 - FY 2023) ($000s)

Project	FY 18-19		FY 19-20		FY 20-21		FY 21-22		FY 22-23		Future		Total*		
	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	Total
Bus and Bus Facilities	$3,200	$2,550	$3,200	$0	$3,200	$0	$3,200	$0	$0	$0	$0	$0	$15,350	$12,800	$2,550
Bus Enhancements	$717	$6,157	$6,860	$947	$0	$419	$0	$0	$0	$0	$0	$0	$15,100	$7,577	$7,523
Bus Related Projects	$0	$190,000	$0	$181,000	$0	$200,000	$0	$220,000	$0	$242,000	$0	$266,840	$1,299,840	$0	$1,299,840
Federally-Funded Projects	$70,591	$20,667	$72,330	$20,915	$74,115	$20,915	$76,689	$20,915	$78,948	$20,915	$0	$0	$477,000	$372,673	$104,327
Infrastructure Renewal Plan (IRP)	$12,500	$0	$12,500	$0	$12,500	$0	$12,500	$0	$12,500	$0	$12,500	$0	$75,000	$75,000	$0
Lehman Yard	$2,625	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,625	$2,625	$0
Metromover Improvement Projects	$25,304	$5,219	$16,158	$5,488	$23,167	$0	$3,100	$0	$0	$0	$0	$0	$78,436	$67,729	$10,707
Metrorail Stations and Systems Improvements	$35,272	$545	$8,640	$1,035	$8,130	$490	$7,910	$500	$0	$0	$0	$0	$62,522	$59,952	$2,570
Metrorail Track and Guideway Projects	$20,451	$0	$15,006	$0	$13,020	$0	$10,106	$0	$10,106	$0	$68,106	$0	$136,795	$136,795	$0
Metrorail Vehicle Replacement	$93,682	$0	$18,587	$0	$1,777	$0	$1,793	$0	$1,811	$0	$9,170	$0	$126,820	$126,820	$0
Metrorail and Metromover Projects	$6,776	$2,206	$6,776	$3,555	$6,776	$3,555	$6,776	$3,569	$2,776	$3,583	$0	$0	$46,348	$29,880	$16,468
Park and Ride Transit Projects	$2,371	$2,674	$7,407	$977	$6,340	$0	$210	$0	$0	$0	$0	$0	$19,979	$16,328	$3,651
Strategic Miami Area Rapid Transit Plan (SMART) Phase 1	$3,666	$2,334	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,000	$3,666	$2,334
The Underline	$0	$8,424	$0	$8,170	$0	$0	$0	$0	$0	$0	$0	$0	$16,594	$0	$16,594
Transit Operations System (TOS) Replacement Project	$154	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$154	$154	$0
Transit Signage And Communication Projects	$3,209	$2,088	$1,189	$637	$1,189	$0	$1,189	$0	$1,190	$0	$0	$0	$10,691	$7,966	$2,725
SUBTOTAL	**$280,518**	**$242,864**	**$168,653**	**$222,724**	**$150,214**	**$225,379**	**$123,473**	**$244,984**	**$107,331**	**$266,498**	**$89,776**	**$266,840**	**$2,335,836**	**$891,851**	**$1,443,985**
TOTAL		**$523,382**		**$391,377**		**$375,593**		**$368,457**		**$373,829**		**$356,616**			

Source: DTPW Capital Book, F2 (revenue) and F5 (expense) Reports
* Project totals do not reflect prior year funds

8.2.2 Summary of Capital Plan

Revenue sources for capital projects are presented in Table 8-7 for the ten-year period from FY 2019 to FY 2028. All projected capital expenditures could be funded with either PTP surtax debt proceeds or on a pay-as-you-go basis, depending on the availability of funds. This capital budget is achieved by aggressive borrowing against the PTP surtax (ultimately requiring the inclusion of additional LOGT and general funds in DTPW's budget, as described above, to guarantee debt coverage).

This capital budget is based upon the budgetary assumptions applied within the FY 2017 Pro Forma and these assumptions are subject to change correspondingly in line with the finalization of the DTPW's Transit Budget and Capital Operating Plan resulting in a different budgetary outcome than presented in this TDP.

Table 8-7: Projected "Cash" Revenue Sources for Transit Capital Projects (FY 2019 - FY 2028) ($000s)

Funding Source	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Future	Total
BBC GOP Financing	$53,008	$8,740	$6,433	$5,000	$5,000	$5,052	$1,867	**$85,100**
Capital Improvements Local Option Gas Tax	$49,195	$20,665	$20,707	$20,408	$20,104	$20,104		**$151,183**
Charter County Transit System Surtax	$37,812	$500	$500	$500	$500	$0	$0	**$39,812**
City of Miami Beach Contribution	$5,105	$167	$0	$0	$0	$0	$0	**$5,272**
City of Miami Contribution	$250	$167	$0	$0	$0	$0	$0	**$417**
City of Miami Park Impact Fees	$0	$1,963	$1,571	$0	$0	$0	$0	**$3,534**
FDOT Funds	$111,494	$13,837	$10,010	$4,007	$4,007	$4,007	$0	**$147,362**
FTA 5339 Bus & Bus Facility Formula	$18,871	$8,366	$5,311	$4,791	$4,911	$5,034	$5,160	**$52,444**
FTA 5307/5309 Formula Grant	$243,170	$85,538	$83,128	$78,588	$80,772	$82,546	$0	**$653,742**
Lease Financing - County Bonds/Debt	$161,054	$185,440	$176,326	$195,209	$215,089	$236,966	$260,840	**$1,430,924**
People's Transportation Plan Bond Program	$907,678	$232,630	$106,505	$79,649	$42,784	$25,607	$89,776	**$1,484,629**
People's Transportation Plan Capital Reserve Fund	$35,390	$3,499	$0	$0	$0	$0	$0	**$38,889**
Road Impact Fees	$405,933	$65,422	$66,031	$64,223	$64,226	$0	$31,822	**$697,657**
Secondary Gas Tax	$49,684	$15,981	$15,981	$15,981	$15,981	$15,981	$0	**$129,589**
Stormwater Utility	$16,849	$5,330	$2,950	$2,950	$2,450	$2,450	$0	**$32,979**
Total:	**$2,095,493**	**$648,245**	**$495,453**	**$471,306**	**$455,824**	**$397,747**	**$389,465**	**$4,953,533**
Expenditure Commitments	$2,054,144	$692,330	$523,230	$505,929	$470,211	$403,707	$412,672	**$5,062,223**
Capital Funding Surplus/Deficit	**$41,349**	**-$44,085**	**-$27,777**	**-$34,623**	**-$14,387**	**-$5,960**	**-$23,207**	**-$108,690**

Source: DTPW FY 2017-18 Proposed Budget and Multi-Year Capital Plan Volume 2, Page 150

8.3 Total Unfunded Transit Need

DTPW's FY 2019 – FY 2028 TDP Annual Update is based upon initiatives as identified by DTPW that are currently unfunded, which represent important areas of need to include:

- Bus route service improvements, including modifications to existing routes and the introduction of new routes, which have both a capital cost component and an operating cost component;
- Additional Capital Improvement Program (CIP) projects that represent selective improvements to the existing transit network as identified under the Infrastructure Renewal Program.

DTPW's total unfunded need between FY 2019 – FY 2028 – covering bus service improvements, capital investment in priority travel corridors, and CIP projects – is $636 million. The unfunded need is calculated as the sum of the capital cost of Table 6-5 – Unfunded Transit Projects FY 2019 – 2028 and the unfunded portion of Table 6-4 – Partially Funded Transit Projects FY 2019 – 2028. A portion of the unfunded need identified may be programmed in a LRTP priority and are eligible to receive funding as additional funds become available.

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APPENDIX

APPENDIX A.1


MIAMI-DADE TRANSIT
AHEAD
2019
2028
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
MIAMI-DADE COUNTY

A.1 Department of Transportation and Public Works Table of Organization

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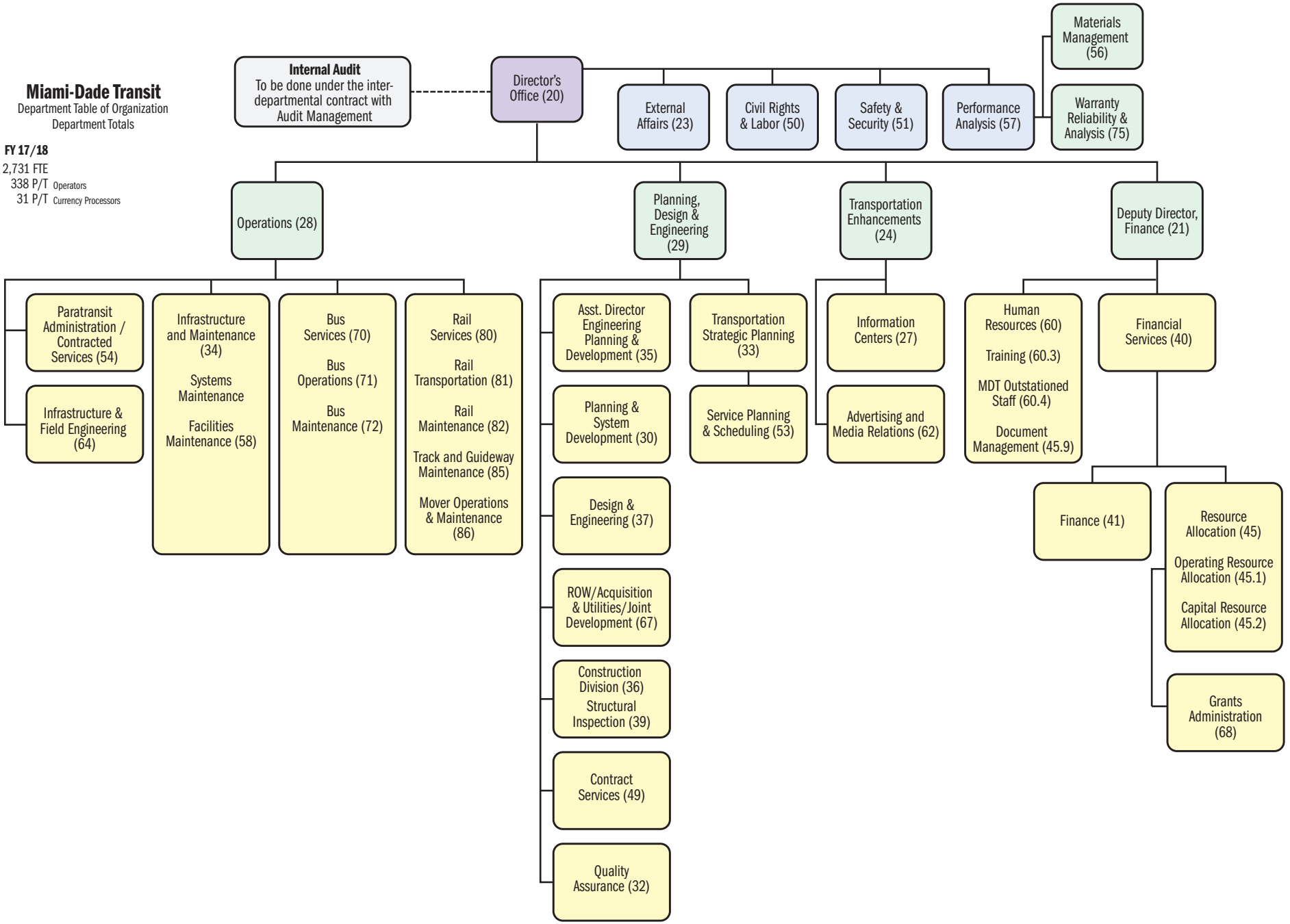
Miami-Dade Transit

Department Table of Organization
Department Totals

FY 17/18

2,731 FTE
338 P/T Operators
31 P/T Currency Processors



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APPENDIX A.2

A.2 Service Characteristics (December 2017)

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MDT METROBUS ROUTE HEADWAYS (Updated: December 2017)

ROUTE BRANCHES	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
1	40	40	n/a	n/a	40	40
2						
NW 2 Avenue / NW 79 Street	20	20	30	n/a	20	30
163rd Street Mall	60	60	50	n/a	n/a	n/a
3	20	20	30	60	15	20
7						
East of NW 44 Avenue	15	20	30	n/a	20	30
MIA Metrorail Station	30	40	60	n/a	40	40
Dolphin Mall	30	40	60	n/a	40	40
8						
East of SW 82 Avenue	15	20	30	n/a	20	30
Westchester	30	40	30	n/a	20	30
FIU via SW 8 Street	30	40	n/a	n/a	n/a	n/a
FIU via Coral Way	30	40	30	n/a	n/a	n/a
9						
163rd Street Mall	12	30	30	n/a	30	30
Aventura Mall	24	30	40	n/a	30	30
10	30	30	30	n/a	30	30
11						
East of 79 Avenue	10	15	20	60	15	20
Mall of the Americas	20	30	40	60	30	40
FIU-University Park Campus	20	30	40	60	30	40
12	30	30	45	n/a	40	40
16	30	30	30	n/a	24	30
17						
Vizcaya	30	30	60	n/a	30	30
South of NW 95 Street & north of W. Flagler Street	15	30	60	n/a	30	30
NW 7 Avenue/105 Street	30	n/a	n/a	n/a	n/a	n/a
Norwood	30	30	60	n/a	30	30
19	24	24	40	n/a	n/a	n/a
21	30	30	60	n/a	40	40
22						
North of West Flagler Street	15	30	60	n/a	30	30
Coconut Grove Station	30	60	60	n/a	60	60
24 Coral Way Limited						
Westchester	20	20	30	n/a	30	30
FIU-University Park Campus	30	40	40	n/a	60	60
SW 137 Avenue/26 Street	48	40	40	n/a	60	60
SW 147 Avenue/26 Street	40	n/a	n/a	n/a	n/a	n/a
27						
South of 183 Street	15	15	30	60	20	30
Calder via NW 27 Avenue	30	30	60	n/a	40	60
Calder via NW 37 Avenue	30	30	60	60	40	60
29	50	50	n/a	n/a	n/a	n/a

MDT METROBUS ROUTE HEADWAYS (Updated: December 2017)

ROUTE BRANCHES	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
31 (Busway Local)	15	30	40	n/a	30	30
32	30	30	60	n/a	40	60
33	30	30	60	n/a	30	30
34 Express						
34A Florida City	10	n/a	n/a	n/a	n/a	n/a
34B South Dade Gov't Center	15	n/a	n/a	n/a	n/a	n/a
35	40	40	60	n/a	60	60
36						
East of NW 57 Avenue	20	30	40	n/a	30	30
Doral Center	20	60	n/a	n/a	60	60
Miami Springs Circle	60	60	60	n/a	60	60
Dolphin Mall	60	60	50	n/a	n/a	n/a
37	30	30	30	n/a	30	30
38 (Busway MAX)	10	15	15	60	15	20
40						
East of SW 127 Avenue	15	30	50	n/a	60	60
SW 8 Street/SW 129 Avenue	20	60	50	n/a	n/a	n/a
Miller Drive/SW 152 Avenue	30	60	45	n/a	60	60
42						
MIA Metrorail Station	30	30	60	n/a	40	60
Opa-locka Tri-Rail Station	60	60	n/a	n/a	40	60
46 (Liberty City Connection)	60	n/a	n/a	n/a	n/a	n/a
51 (Flagler MAX)	15	30	30	n/a	n/a	n/a
52	30	45	60	n/a	45	60
54						
Hialeah Gardens	30	30	24	n/a	30	40
Miami Gardens Drive/NW 87 Avenue	50	60	n/a	n/a	n/a	n/a
56	60	60	n/a	n/a	n/a	n/a
57	60	60	n/a	n/a	n/a	n/a
62	30	30	60	n/a	20	30
70						
South Dade Government Center	30	60	60	n/a	60	60
Saga Bay	n/a	n/a	n/a	n/a	n/a	60
71	30	60	45	n/a	60	60
72						
East of SW 137 Avenue	30	30	40	n/a	60	60
Miller Square	60	60	40	n/a	60	60
SW 162 Avenue/Kendall Drive	60	60	n/a	n/a	60	60
73	30	40	60	n/a	60	60
75	30	30	60	n/a	60	60
77						

MDT METROBUS ROUTE HEADWAYS (Updated: December 2017)

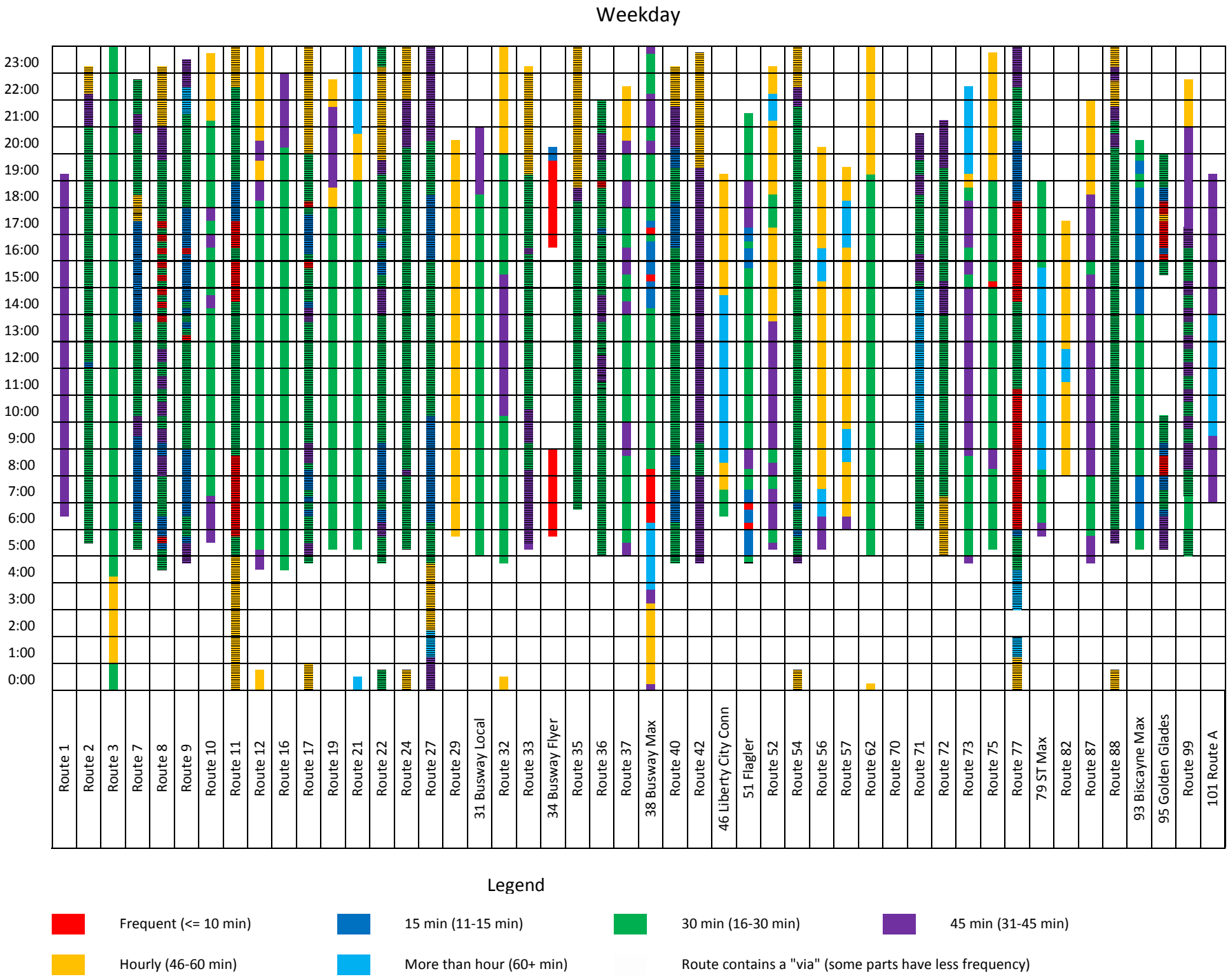
ROUTE BRANCHES	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
South of NW 183 Street	8	12	30	n/a	15	30
NW 199 Street	15	24	30	n/a	30	60
79 (79 Street MAX)	24	n/a	n/a	n/a	n/a	n/a
82 (Westchester Circulator)	60	60	n/a	n/a	n/a	n/a
87						
Doral	30	45	60	n/a	45	60
Palmetto Station	30	45	60	n/a	n/a	n/a
88	20	30	30	n/a	30	30
93 (Biscayne MAX)	15	30	n/a	n/a	n/a	n/a
95 Express						
Downtown	5	n/a	n/a	n/a	n/a	n/a
Miami Gardens Dr./Carol City	35	n/a	n/a	n/a	n/a	n/a
Aventura Mall	20	n/a	n/a	n/a	n/a	n/a
Civic Center	15	n/a	n/a	n/a	n/a	n/a
Earlington Heights / Doral *	*	n/a	n/a	n/a	n/a	n/a
99						
East of NW 47 Avenue	30	30	45	n/a	40	40
Miami Gardens Dr / NW 73 Ave	60	60	60	n/a	40	40
101 (Route A)	35	n/a	n/a	n/a	35	35
102 (Route B)						
East of Harbor Drive	8/15	30	30	n/a	30	30
Cape Florida State Park	10/20	60	30	n/a	60	60
Mashta Drive	60	60	n/a	n/a	60	60
103 (Route C)	30	30	45	n/a	30	45
104	30	45	60	n/a	60	60
105 (Route E)	30	45	30	n/a	60	60
107 (Route G)	30	30	60	n/a	35	35
108 (Route H)	30	30	30	n/a	30	30
110 (Route J)	20	30	30	n/a	30	30
112 (Route L)						
Northside Station	12	15	30	60	15	20
Amtrak Station	24	30	50	n/a	sel	sel
Hialeah Station	24	30	30	n/a	30	40
113 (Route M)	45	60	60	n/a	60	60
115 (Mid-North Beach Connection)	50	50	50	n/a	50	50
119 (Route S)	15/12	15	15	60	15	15
120 (Beach MAX)						
South of Collins Avenue/Haulover Park Entrance	12	12	40	n/a	15	30
Haulover Park Marina	24	24	n/a	n/a	30	n/a
Aventura Mall	24	24	40	n/a	30	30
132 (Tri-Rail Doral Shuttle)	70/60	n/a	n/a	n/a	n/a	n/a
135						
East of LeJeune Road	30	30	30	n/a	60	60
Hialeah Station	50	60	70	n/a	60	60
Miami Lakes	50	60	70	n/a	n/a	n/a
136	40	n/a	n/a	n/a	n/a	n/a
137 (West Dade Connection)	30	45	60	n/a	45	45
150 (Miami Beach Airport Flyer)	20	20	20	n/a	20	20

MDT METROBUS ROUTE HEADWAYS (Updated: December 2017)

ROUTE BRANCHES	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
183	15	15	30	n/a	20	30
195 (95 D-B Express Broward Blvd.)	15	n/a	n/a	n/a	n/a	n/a
196 (95 D-B Express Sheridan St.)	15	n/a	n/a	n/a	n/a	n/a
200 (Cutler Bay Local)	60	60	n/a	n/a	50	n/a
202 (Little Haiti Connection)						
West of NW 5 Avenue	60	45	n/a	n/a	60	60
Biscayne Plaza	n/a	45	n/a	n/a	n/a	n/a
204 (Killian KAT)	8½	n/a	30	n/a	n/a	n/a
207 (Little Havana Connection CW)	15	20	20	n/a	20	20
208 (Little Havana Connection CCW)	15	20	20	n/a	20	20
210 (Skylake Circulator)	30	30	30	n/a	30	30
211 (Overtown Circulator)	n/a	45	n/a	n/a	n/a	n/a
212 (Sweetwater Circulator)	n/a	30	n/a	n/a	n/a	n/a
217 (Bunche Park Circulator)	30	30	n/a	n/a	n/a	n/a
238 (East-West Connection)	45	60	n/a	n/a	n/a	n/a
246 (Night Owl)	n/a	n/a	n/a	60	60 ovn	60 ovn
249 (Coconut Grove Circulator)	30	30	30	n/a	25	25
252 (Coral Reef MAX)						
Zoo Miami	n/a	n/a	n/a	n/a	60	60
Country Walk	25/20	60	50	n/a	60	60
254 (Brownsville Circulator)	n/a	30	n/a	n/a	n/a	n/a
267 (Ludlam Limited)	25	n/a	n/a	n/a	n/a	n/a
272 (Sunset KAT)	20	n/a	n/a	n/a	n/a	n/a
277 (NW 7 Avenue MAX)	24	n/a	n/a	n/a	n/a	n/a
286 (North Pointe Circulator)	48	48	n/a	n/a	48	n/a
287 (Saga Bay MAX)	30	n/a	n/a	n/a	n/a	n/a
288 (Kendall Cruiser)						
East of SW 127 Ave	7½	n/a	n/a	n/a	n/a	n/a
West Kendall Transit Terminal	15	n/a	n/a	n/a	n/a	n/a
SW 127 Avenue P&R Lot	15	n/a	n/a	n/a	n/a	n/a
295 (95 D-B Express to Civic Center Broward Blvd.)	30	n/a	n/a	n/a	n/a	n/a
296 (95 D-B Express to Civic Center Sheridan St.)	30	n/a	n/a	n/a	n/a	n/a
297 (27th Avenue Orange MAX)	15	30	n/a	n/a	n/a	n/a
338 (Weekend Express)	n/a	n/a	n/a	n/a	60	60
344	60	60	n/a	n/a	n/a	n/a
500 (Midnight Owl)	n/a	n/a	n/a	60	60 ovn	60 ovn

Notes:

1) Gray shaded cells are branches to routes
2) n/a = no service available or not applicable
3) sel = selected trips only
4) ovn = overnight service only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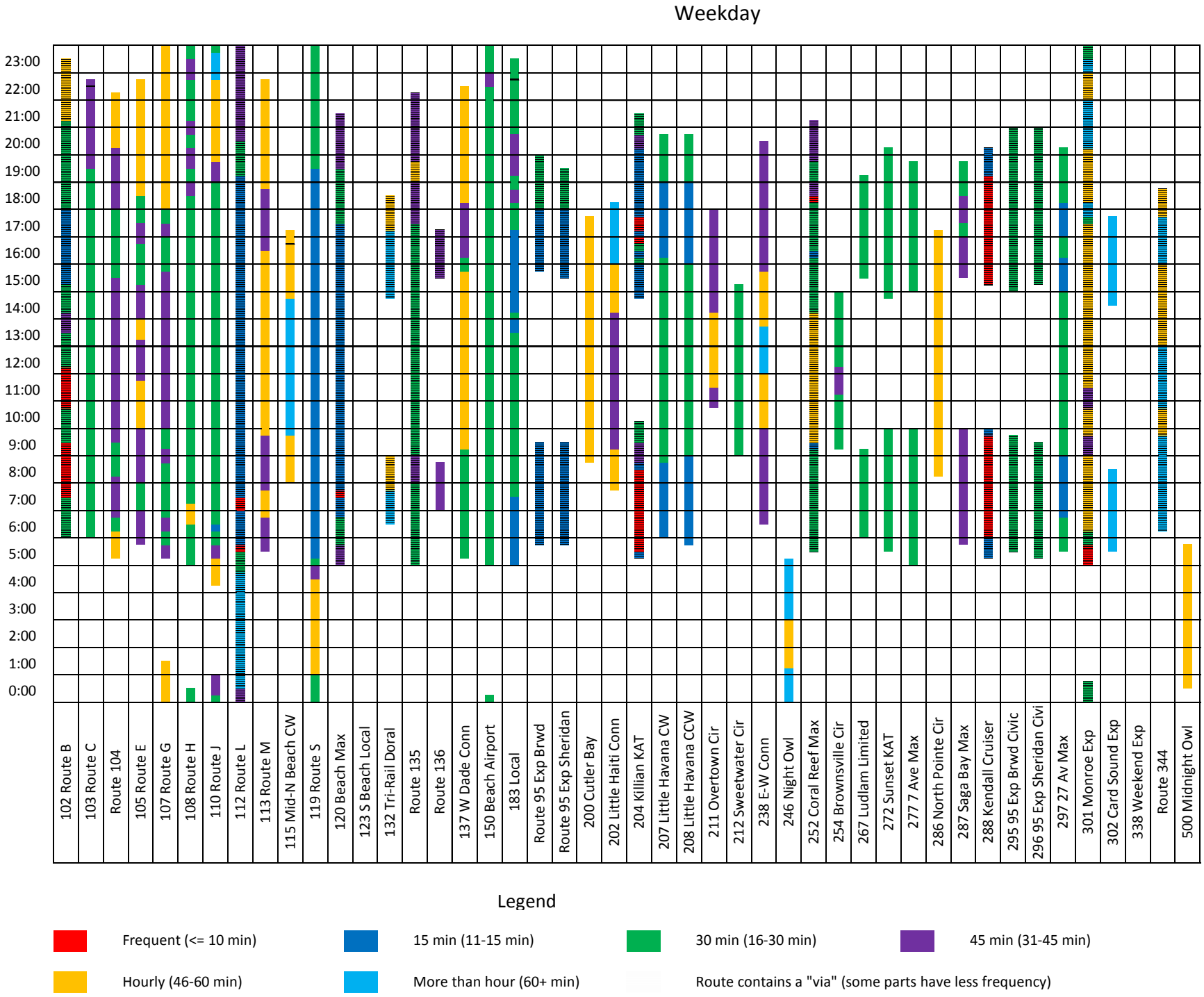
Route 16
Route 17
Route 19
Route 21
Route 22
Route 24
Route 27
Route 29
31 Busway Local
Route 32
Route 33
34 Busway Flyer
Route 35
Route 36
Route 37
38 Busway Max
Route 40
Route 42
46 Liberty City Conn
51 Flagler
Route 52
Route 54
Route 56
Route 57
Route 62
Route 70
Route 71
Route 72
Route 73
Route 75
Route 77
79 ST Max
Route 82
Route 87
Route 88
93 Biscayne Max
95 Golden Glades
Route 99
101 Route A
Legend
Frequent (<= 10 min)
15 min (11-15 min)
30 min (16-30 min)
45 min (31-45 min)
Hourly (46-60 min)
More than hour (60+ min)
Route contains a "via" (some parts have less frequency)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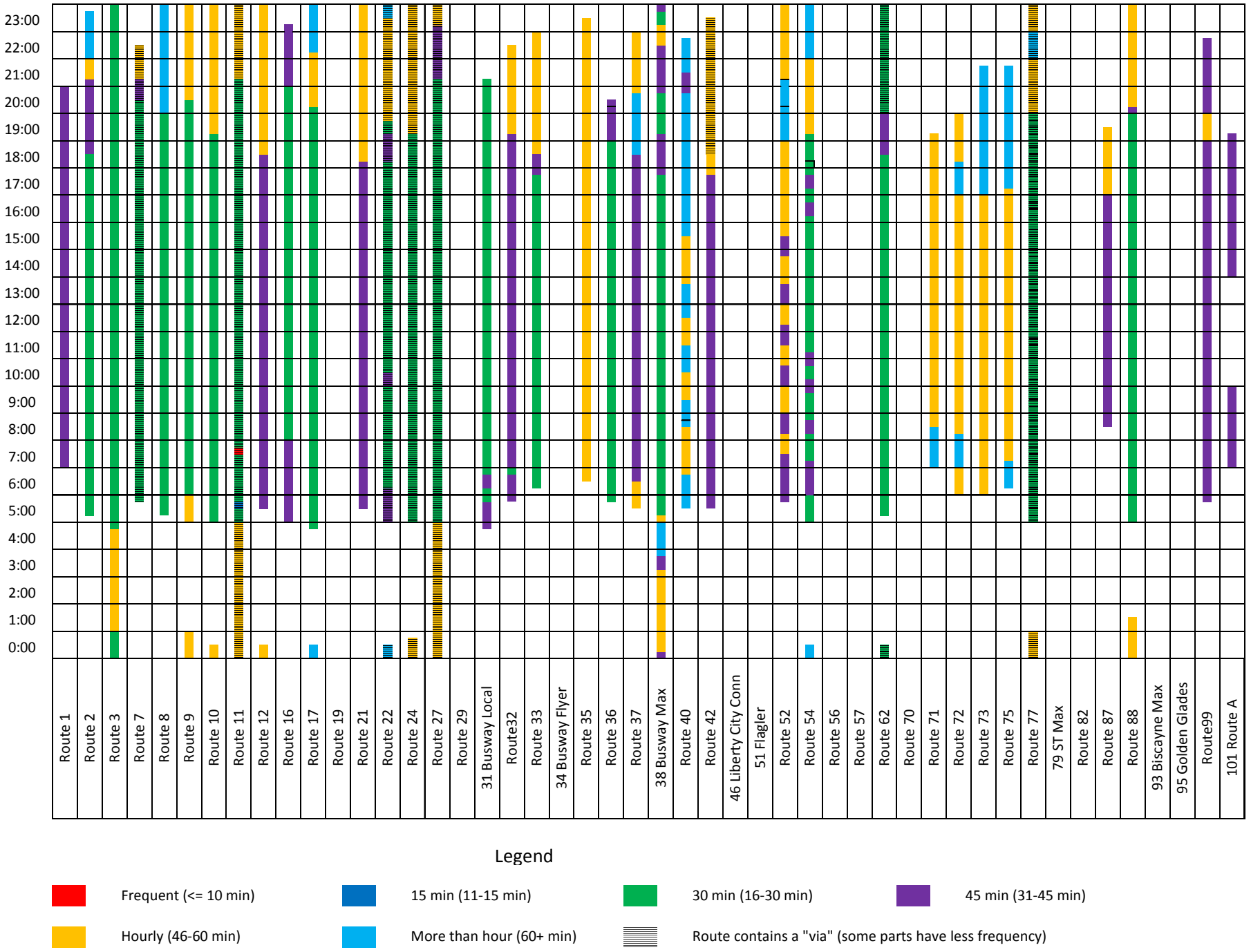
102 Route B
103 Route C
Route 104
105 Route E
107 Route G
108 Route H
110 Route J
112 Route L
113 Route M
115 Mid-N Beach CW
119 Route S
120 Beach Max
123 S Beach Local
132 Tri-Rail Doral
Route 135
Route 136
137 W Dade Conn
150 Beach Airport
183 Local
Route 95 Exp Brwd
Route 95 Exp Sheridan
200 Cutler Bay
202 Little Haiti Conn
204 Killian KAT
207 Little Havana CW
208 Little Havana CCW
211 Overtown Cir
212 Sweetwater Cir
238 E-W Conn
246 Night Owl
252 Coral Reef Max
254 Brownsville Cir
267 Ludlam Limited
272 Sunset KAT
277 7 Ave Max
286 North Pointe Cir
287 Saga Bay Max
288 Kendall Cruiser
295 95 Exp Brwd Civic
296 95 Exp Sheridan Civi
297 27 Av Max
301 Monroe Exp
302 Card Sound Exp
338 Weekend Exp
Route 344
500 Midnight Owl
Legend
Frequent (<= 10 min)
15 min (11-15 min)
30 min (16-30 min)
45 min (31-45 min)
Hourly (46-60 min)
More than hour (60+ min)
Route contains a "via" (some parts have less frequency)

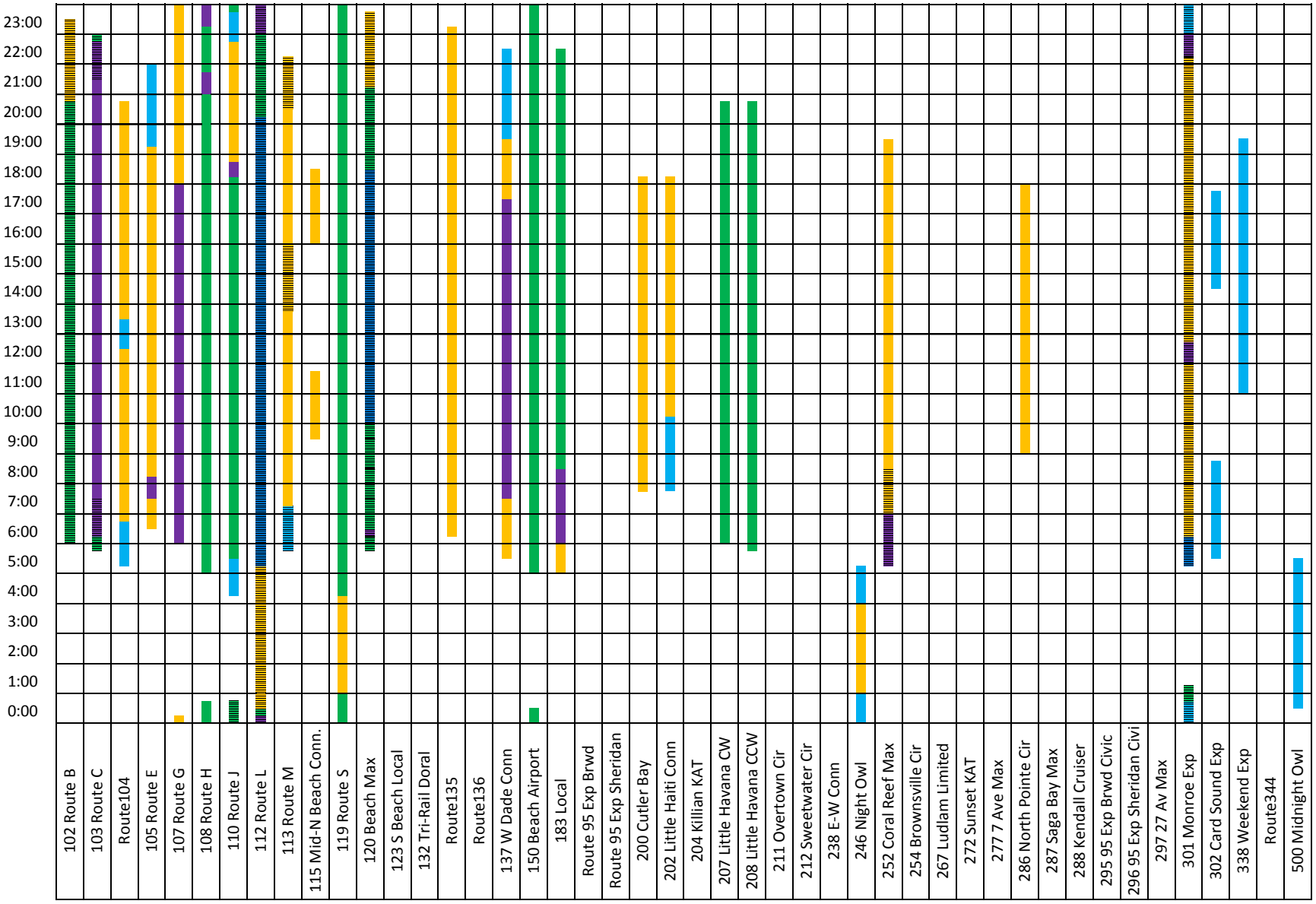
Saturday



Legend

- Frequent (<= 10 min)
- 15 min (11-15 min)
- 30 min (16-30 min)
- 45 min (31-45 min)
- Hourly (46-60 min)
- More than hour (60+ min)
- Route contains a "via" (some parts have less frequency)

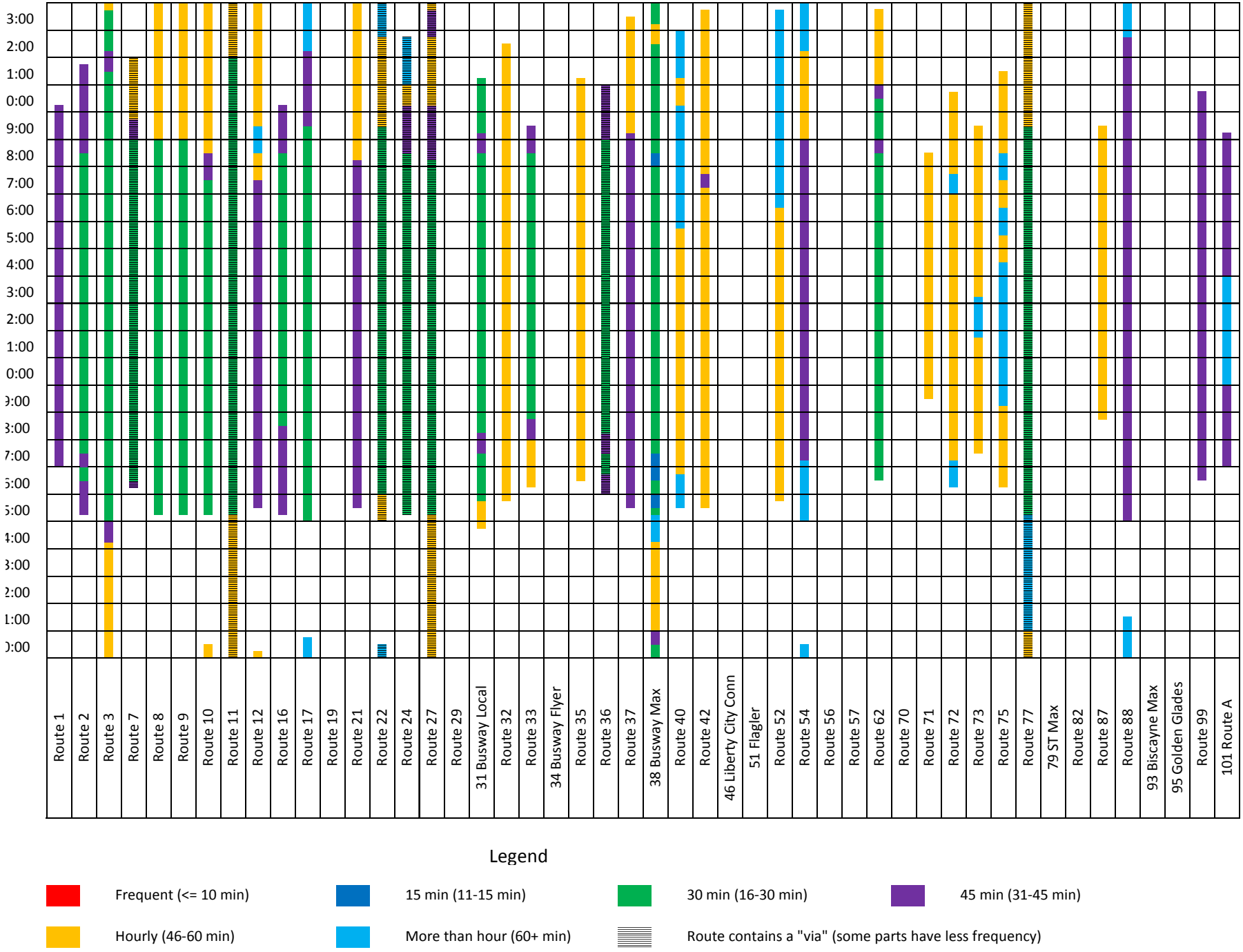
Saturday



Legend

- Frequent (<= 10 min)
- 15 min (11-15 min)
- 30 min (16-30 min)
- 45 min (31-45 min)
- Hourly (46-60 min)
- More than hour (60+ min)
- Route contains a "via" (some parts have less frequency)

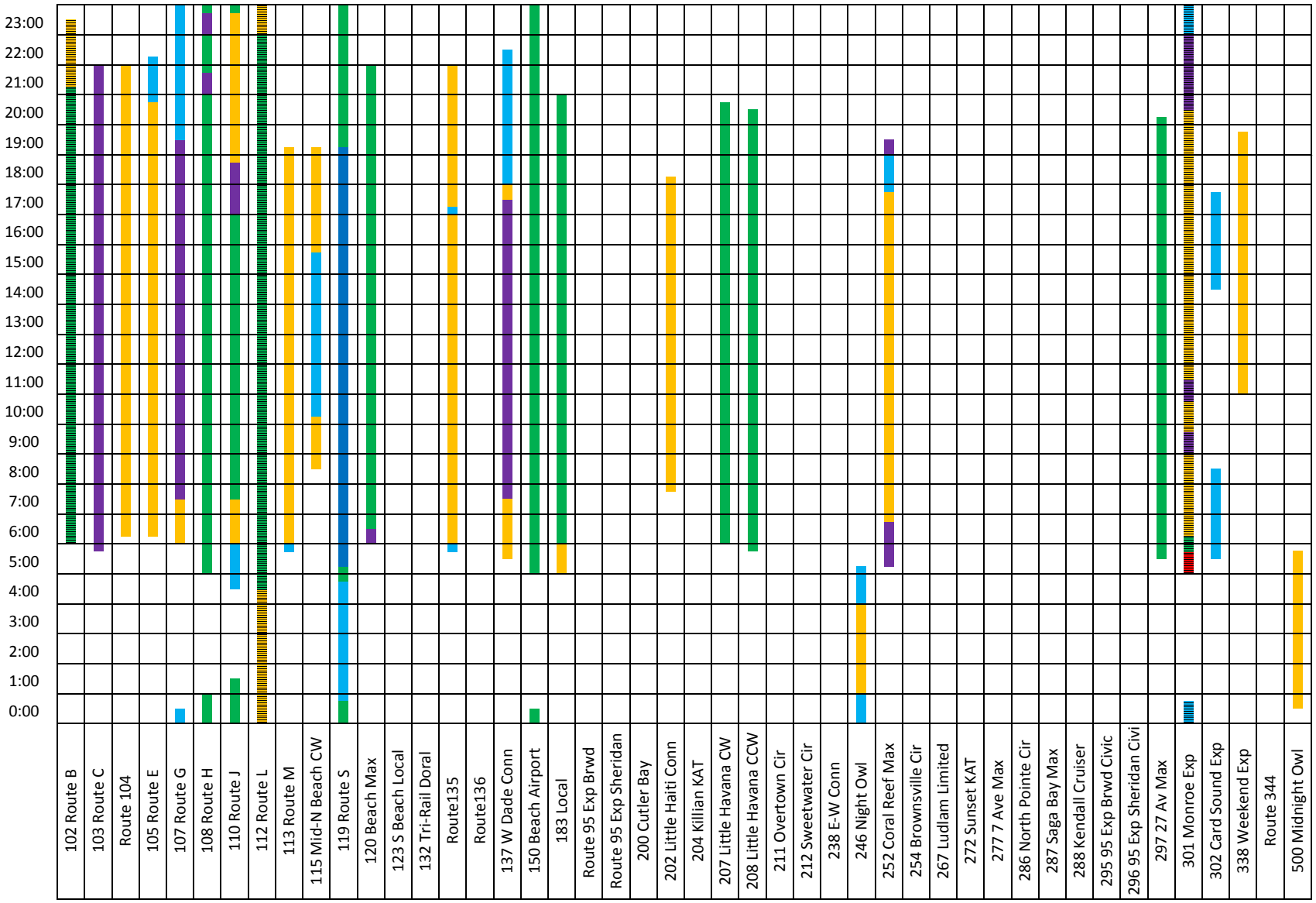
Sunday



Legend

- Frequent (<= 10 min)
- 15 min (11-15 min)
- 30 min (16-30 min)
- 45 min (31-45 min)
- Hourly (46-60 min)
- More than hour (60+ min)
- Route contains a "via" (some parts have less frequency)

Sunday



Legend

- Frequent (<= 10 min)
- 15 min (11-15 min)
- 30 min (16-30 min)
- 45 min (31-45 min)
- Hourly (46-60 min)
- More than hour (60+ min)
- Route contains a "via" (some parts have less frequency)

APPENDIX A.3


MIAMI-DADE TRANSIT
AHEAD
2019
2028
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
M-DADE COUNTY

A.3 Municipal Transit Services

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Municipal Transit Services

Municipality	Service Operator	Website Address
City of Aventura	Contractor	http://www.cityofaventura.com/index.aspx?page=121
Village of Bal Harbour	Contractor	http://cdn.trustedpartner.com/docs/library/TownofBayHarborIslands2015/Content/SHUTTLEBUS-BUS-INFO.pdf
Village of Bay Harbor Islands	Contractor	http://www.bayharborislands.org/town-shuttle-service
Village of Biscayne Park	N/A	
City of Coral Gables	Contractor	http://www.coralgables.com/index.aspx?page=325
Town of Cutler Bay	DTPW	http://cutlerbay-fl.gov/your-community/town-circulator-bus
City of Doral	Contractor	https://www.cityofdoral.com/all-departments/public-works/doral-trolley/
Village of El Portal	N/A	
City of Florida City	N/A	
Town of Golden Beach	N/A	
City of Hialeah	Contractor	http://www.hialeahfl.gov/index.php?option=com_content&view=article&id=141&Itemid=409&lang=en
City of Hialeah Gardens	ILA with Hialeah	http://cityofhialeahgardens.com/cohg2/index.php?option=com_content&view=article&id=63&Itemid=1
City of Homestead	Contractor	http://www.cityofhomestead.com/index.aspx?NID=374
Village of Indian Creek	N/A	
Village of Key Biscayne	Contractor	http://keybiscayne.fl.gov/index.php?submenu=_depts&src=gendocs&ref=FreeBee_OnDemandShuttleService
Town of Medley	Municipality	http://www.townofmedley.com/
City of Miami	Contractor	http://www.miamigov.com/trolley/
City of Miami Beach	DTPW	http://web.miamibeachfl.gov/transportation/default.aspx?id=80881
City of Miami Gardens	Contractor	http://www.miamigardens-fl.gov/publicworks/express.html

Municipal Transit Services

Town of Miami Lakes	Contractor	http://miamilakes-fl.gov/index.php?option=com_content&view=article&id=65&Itemid=410
Village of Miami Shores	Contractor	http://www.miamishoresvillage.com/miami-shores-village/shores-shuttle-information.html
City of Miami Springs	Contractor	http://www.miamisprings-fl.gov/community/free-bee-shuttle-route-and-schedule-changes-feb-24-2014
City of North Bay Village	Municipality	http://www.nbvillage.com/Pages/NorthBayFL_WebDocs/Minibus
City of North Miami	Contractor	http://www.northmiamifl.gov/Departments/publicworks/transportation.aspx
City of North Miami Beach	Municipality	http://www.citynmb.com/index.asp?Type=B_BASIC&SEC={F5855F6B-71D6-496D-ACFD-5F00349C448A}
City of Opa Locka	South Florida Regional Transportation Authority (SFRTA)	http://opalockafl.gov/index.aspx?nid=239
Village of Palmetto Bay	Municipality	http://www.palmettobay-fl.gov/content/ibus-bus-circulator-service#Bus_Schedule_and_Route_Map
Village of Pinecrest	Contractor	http://www.pinecrest-fl.gov/index.aspx?page=503
City of South Miami	Contractor	https://www.southmiamifl.gov/DocumentCenter/View/2841/Bus-Shuttle-Flyer
City of Sunny Isles Beach	Municipality	http://www.sibfl.net/transportation/
Town of Surfside	Contractor	http://www.townofsurfsidefl.gov/Pages/SurfsideFL_WebDocs/miscdocumentsandforms/Shuttleinfo.pdf
City of Sweetwater	Municipality	http://cityofsweetwater.fl.gov/transit.html
Village of Virginia Gardens	ILA with Miami Springs	http://www.virginiagardens-fl.gov/
City of West Miami	Municipality	http://cityofwestmiamifl.com/index.asp?SEC=C9863CB6-1E5C-4866-8827-ED8E82058ABC&Type=B_BASIC

Note: ILA = Interlocal Agreement

Legend: **Total 34 municipalities**

Existing municipal service	27
Future municipal service	0
No current or planned service	5

APPENDIX A.4

A.4 MDT10Ahead Outreach Activities

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2017 Golden Passport Outreach Schedule

	Date	Hours	Location	Address	Requested By	Staff Assigned	Customers Assisted
1	January 27, 2017	12:00pm - 7:00pm	Marlins Park	501 Marlins Way, Miami, FL 33125		Sonia Romero	
2	January 28, 2017	10:00am - 6:00pm	Marlins Park	501 Marlins Way, Miami, FL 33125		Sonia Romero	
3	January 28, 2017	5:00am - 10:00am	Miami Marathon	Varioust Metrorail Stations		Various Staff - 2 per station	
4	February 15, 2017	10:00am - 2:00pm	Deco Gardens Health Fair	2902 NW 2nd Avenue, Miami, FL 33127	Dotty Vazquez	Mike Boohit	38
5	February 18, 2017	10:00am - 6:00pm	Coconut Grove Arts Festival	2700 S. Bayshore Drive, Miami, FL 33133	Bobbie Crichton	Sonia Romero	
6	February 19, 2017	10:00am - 6:00pm	Coconut Grove Arts Festival	2700 S. Bayshore Drive, Miami, FL 33133	Bobbie Crichton	Sonia Romero	
7	February 20, 2017	10:00am - 5:00pm	Coconut Grove Arts Festival	2700 S. Bayshore Drive, Miami, FL 33133	Bobbie Crichton	Sonia Romero	
8	February 22, 2017	9:00am - 12:00pm	DA Dorsey Technical College	7100 NW17th Ave, Miami, FL 33147	Victoria Goss	Sylvia Jones	31
9	March 10, 2017	10:00am - 12:00pm	Miami Wellness Group	551 E 49 Street, Hialeah, FL 33013	Dotty Vazquez	Yolanda Guillen	39
10	March 24, 2017	9:00am - 12:00pm	Sweetwater Towers	10750 SW 4 Street, Miami, FL 33174	Dotty Vazquez	Yolanda Guillen	0
11	April 6, 2017	10:00 am - 12:00pm	Key Biscayne Community Center	10 Village Green Way, Key Biscayne, FL	Dotty Vazquez	Yolanda Guillen	59
12	April 28, 2017	9:00 am - 11:00 am	De Hostos Senior Center	2902 NW 2nd Avenue, Miami, FL 33127	Vincent Delgado	Yolanda Guillen	62
13	May 12, 2017	1:00 pm - 4:00 pm	Gran Via Health Fair	12700 SW 8th Street, Miami, FL 33184	Dotty Vazquez	Yolanda Guillen	8
14	May 18, 2017	10:00 am - 12:00pm	Allapattah Senior Center	2257 N. River Drive, Miami, FL 33127	Dotty Vazquez	Pierre Honorant	52
15	May 19, 2017	9:30 am - 1:30 pm	De Hostos Senior Center	2902 NW 2nd Avenue, Miami, FL 33127	Vincent Delgado	Pierre Honorant	29
16	May 23, 2017	10:00 am - 1:00 pm	Leon Medical Center	12515 SW 88 Street Miami, FL 33186	Dotty Vazquez	Yolanda Guillen	119
17	May 24, 2017	10:00 am - 1:00 pm	Leon Medical Center	7950 NW 2 Street, Miami, Fl 33126	Dotty Vazquez	Yolanda Guillen	46
18	May 25, 2017	10:00 am - 1:00 pm	Leon Healthy Living Center	6450 W 21 Avenue Miami, FL 33016	Dotty Vazquez	Yolanda Guillen	83
19	May 26, 2017	10:00 am - 1:00 pm	Leon Healthy Living Center	2285 W Flagler Street, Miami, FL 33135	Dotty Vazquez	Yolanda Guillen	64
20	May 31, 2017	10:00 am - 1:00 pm	Leon Medical Center	445 E 25 Street Hialeah, FL 33013	Dotty Vazquez	Yolanda Guillen	124
21	June 1, 2017	10:00am - 12:00pm	Village of Pinecrest	5585 Killian Drive Pinecrest, FL 33156	Isabel Dossul	Mike Boohit	29
22	June 2, 2017	1:15 pm - 2:30pm	South Dade YMCA	9355 SW 134 Street, Miami, FL 33176	Fabian King	Mike Boohit	61

2017 Golden Passport Outreach Schedule

	Date	Hours	Location	Address	Requested By	Staff Assigned	Customers Assisted
23	June 6, 2017	10:00 am - 1:00 pm	Leon Medical Center	12515 SW 88 Street Miami, FL 33186	Dotty Vazquez	Yolanda Guillen	54
24	June 7, 2017	10:00 am - 1:00 pm	Leon Medical Center	7950 NW 2 Street, Miami, Fl 33126	Dotty Vazquez	Yolanda Guillen	71
25	June 8, 2017	10:00 am - 1:00 pm	Leon Medical Center	6450 W 21st Avenue Miami, FL 33016	Dotty Vazquez	Yolanda Guillen	96
26	June 9, 2017	10:00 am - 1:00 pm	Leon Healthy Living Center	2285 W Flagler Street, Miami, FL 33135	Dotty Vazquez	Yolanda Guillen	61
27	June 14, 2017	10:00 am - 1:00 pm	Palm Medical Center	1251 NW 36 Street Miami, FL 33142	Erica Perez 786-717-9619	Yolanda Guillen	63
28	June 16, 2017	10:00 am - 1:00 pm	Palm Medical Center	16795 NW 67 Avenue Miami Lakes, FL 33015	Erica Perez 786-717-9619	Yolanda Guillen	31
29	June 21, 2017	9:00 am - 12:00 pm	St. Monica Gardens	3425 NW 189 Street, Miami, FL 33056	Wanda Torres-Cantres	Yolanda Guillen	35
30	June 29, 2017	10:00am - 12:00pm	DCF AND You Legislative	1611 NW 12 Avenue, Room 259 Miami, FL		Mike Boohit	12
31	July 11, 2017	10:00 am - 1:00pm	Leon Medical Center	12515 SW 88 Street Miami, FL 33186	Dotty Vazquez	Yolanda Guillen	55
32	July 12, 2017	10:00 am - 1:00pm	Leon Medical Center	7950 NW 2 Street, Miami, Fl 33126	Dotty Vazquez	Yolanda Guillen	69
33	July 13, 2017	10:00 am - 1:00pm	Leon Medical Center	6450 W 21st Avenue Miami, FL 33016	Dotty Vazquez	Yolanda Guillen	85
34	July 14, 2017	10:00 am - 1:00pm	Leon Healthy Living Center	2285 W Flagler Street, Miami, FL 33135	Dotty Vazquez	Yolanda Guillen	55
35	July 18, 2017	10:00 am - 1:00pm	Leon Medical Center	445 E 25 Street Hialeah, FL 33013	Dotty Vazquez	Yolanda Guillen	93
36	July 21, 2017	11:00 am - 3:00pm	Miami-Dade Police Dept South District Neighborhood Resource	10800 SW 211 Street Cutler Bay, FL 33189	Officer Smiley	Mike Boohit	32
37	July 21, 2017	10:00 am - 1:00pm	Postmaster Apts	8800 SW 8 Street, Miami, FL 33174	John Montes	Yolanda Guillen	34
38	July 29, 2017	10:00 am - 1:00pm	Safe Summer Back to School Charles Hadley Park	1300 NW 50 Street, Miami, FL 33142	Angie Dawkins-Stinson	Sonia Romero	67
39	August 4, 2017	10:00 am -12:30pm	Miami Wellness Group	551 E 49 Street, Hialeah, FL 33013	Dotty Vazquez	Yolanda Guillen	2
40	August 6, 2017	10:00 am - 1:00pm	Sedano's	8601 Bird Road, Miami, FL 33155	John Montes	Yolanda Guillen	5
41	August 8, 2017	10:00 am - 1:00pm	Leon Medical Center	12515 SW 88 Street Miami, FL 33186	Dotty Vazquez	Sonia Romero	20
42	August 9, 2017	10:00 am - 1:00pm	Leon Medical Center	7950 NW 2 Street, Miami, Fl 33126	Dotty Vazquez	Sonia Romero	50
43	August 10, 2017	10:00 am - 1:00pm	Leon Medical Center	6450 W 21st Avenue Miami, FL 33016	Dotty Vazquez	Sonia Romero	42
44	August 11, 2017	10:00 am - 1:00pm	Leon Healthy Living Center	2285 W Flagler Street, Miami, FL 33135	Dotty Vazquez	Sonia Romero	19

2017 Golden Passport Outreach Schedule

	Date	Hours	Location	Address	Requested By	Staff Assigned	Customers Assisted
45	August 12, 2017	10:00 am - 2:00pm	Olinda Park	2101 NW 51 Street Miami, FL 33142	Marta Martinez	Lynn Manning	12
46	August 19, 2017	12:00 pm - 4:00 pm	Live Like Bella Park	29305 Illinois Road Miami, FL 33033	Officer Wanda Dallas	Sonia Romero	10
47	August 22, 2017	10:00 am - 1:00pm	University Health Care	1695 SW 107 Ave, Miami ,FL 33165	Jose Garito	Yolanda Guillen	79
48	September 19, 2017	10:00 am - 1:00pm	Leon Medical Center	445 E 25 Street Hialeah, FL 33013	Dotty Vazquez	Yolanda Guillen	37
49	September 23, 2017	9:30am -1:00pm	Mary Collins Center	15151 NW 82 Avenue, Miami Lakes, FL 33016	Lenna Borges	Yolanda Guillen	5
50	September 25, 2017	10:00am - 1:00pm	Goodlet Senior Center	900 W 44th Place Hialeah, FL 33016	Lenna Borges	Yolanda Guillen	56
51	September 28, 2017	10:30am - 12:30pm	East Ridge	19301 SW 87 Avenue Cutler Bay, FL 331567	Dotty Vazquez	Mike Boohit	1
52	September 29, 2017	9:30 am - 1:00 pm	Sedano's	8601 Bird Road, Miami, FL 33155	John Montes	Mike Boohit	0
53	October 6, 2017	10:00am - 12:00pm	Sedano's	8601 Bird Road, Miami, FL 33155	John Montes	Yolanda Guillen	8
54	October 9, 2017	10:00 am - 3:30 pm	United States Coast Guard Auxillary	14750 NW 44 Court, Opa Locka, FL 33054	Julio Garcia	Yolanda Guillen	12
55	October 13, 2017	10:00am - 12:00pm	Leon Healthy Living Center	2285 W Flagler Street, Miami, FL 33135	Dotty Vazquez	Yolanda Guillen	64
56	October 17, 2017	10:00 am - 2:00pm	Thedore Gibson Park	350 NW 13 Street, Miami FL 33128	Virginia Bentley	Sonia Romero	6
57	October 18, 2017	10:00am - 12:00pm	Leon Medical Center	7950 NW 2 Street, Miami, Fl 33126	Dotty Vazquez	Yolanda Guillen	74
58	October 19, 2017	10:00am - 12:00pm	Leon Medical Center	6450 W 21st Avenue Miami, FL 33016	Dotty Vazquez	Yolanda Guillen	62
59	October 20, 2017	10:00am - 12:00pm	Puerta del Sol	1765 W 42 place, Hialeah, FL 33012	Dotty Vazquez	Yolanda Guillen	17
60	October 24, 2017	10:00am - 12:00pm	Leon Medical Center	445 E 25 Street Hialeah, FL 33013	Dotty Vazquez	Yolanda Guillen	59
61	October 25, 2017	10:00am - 12:00pm	Leon Medical Center	12515 SW 88 Street Miami, FL 33186	Dotty Vazquez	Yolanda Guillen	72
62	November 3, 2017	8:30 am - 2:00 pm	Sweetwater Towers	10750 SW 4 Street, Miami, FL 33174	Dotty Vazquez	Yolanda Guillen	0
63	November 9, 2017	11:00 am - 2:00pm	US Coast Guard Auxillary	14750 NW 44 Court, Opa Locka, FL 33054	Julio Garcia	Yolanda Guillen	7
64	November 17, 2017	10:00 am - 1:00 pm	Village of Pinecrest	5855 Killian Drive Pincrest, FL	Isabel Dossul	Mike Boohit	21

Event	Event Date	Location and Time	Type
CIC MiamiLand	1/21/2017	1951 NW 7th Ave, Miami, FL 33136	Community Outreach
Coconut Grove Art Festival	2/18-20/2017	Coconut Grove	Community Outreach
Radio Actualidad	2/24/2017	Government Center 8 a.m.	Onsite PodCast
Bike 305	3/3/2017	Coconut Grove Metrorail Station 8 a.m.	Press Conference / Community Outreach
Bike 305 / bike the Underline Underlounge	3/11/2017	"Bike ride Dadeland to Brickell station 11 a.m. - Noon Underlounge Festival Brickell Station Noon - 4 p.m. "	Bike 305/Bike the Underline / Underlounge at Brickell
TPO 40th Anniversary "Celebrating Partnership"	3/23/2017	SPCC - Lobby 8:30 am – 1 pm	Transportation fair
Cut Group Mover Map	4/4/2017	Brickell City Center	Community Survey
Miami Zine Fair	4/22/2017	The Lowe Art Museum at University of Miami 11:00am 5:00pm	Florida's largest expo of indie publishers
Farm Share	4/29/2017	Joe Hall Elementary School	Farm Share event
Underline	4/29/2017	Brickell Underline	Yoga
Rail Rodeo and Family Day	4/29/2017	Lehman Center	
Miami Fashion Week	04/31 - 05/04/2017	Ice Palace	"Miami Fashion Week ""Ride in Style"""
GMCC Resilience Committee SLR Summit	5/5/2017	Delivered to 29th floor	Community Outreach
Cut Group Mover Map	5/8/2017	Brickell City Center	Community Survey
Spring Into Wellness Fair	5/12/2017	SPCC 11 a.m. -6 p.m.	Community Outreach
Taste Of Haiti	5/13/2017	Miami Dade College North	Food Event - Provided Comm. Monstime's office with collateral & swag
High School Career Day	5/23/2017		Career Day

Event	Event Date	Location and Time	Type
IMPACT Goals	6/7/2017	MIACC 9:30 a.m.	Transit Conference
Ride & Read Early Learning Coalition	6/8/2017	Starting at DSL - Press conference at Government Center	Community Outreach
Senior Advocate Office of the Mayor	6/8/2017	Different locations	Community Outreach
127 Ave Park & Ride	6/19/2017	SW 127 ave & N. Kendall Drive	Community Outreach
2017 ASCE Tri-County Workshop	6/29/2017	Long Key Natural Area 7:30 a.m.	Transit Conference
COMTO National Meeting & Training Conference	6/29/2017	Detroit, MI	Community Outreach
Think Forum	7/11/2017	Marriott Biscayne Bay 7:00 a.m.	Transit Conference
Transit Town Hall Meeting	7/12/2017	Julius Littman Theater 6:00 pm - 8:00 p.m.	Town Hall Meeting - Community Outreach
UM Back to school	7/12/2017	UM Parking & Transportation	Back to school
SMART Plan Beach Corridor Kick off	7/25/2017	Culmer Community Action Center 3:00 PM	Beach Corridor Outreach
Back to School Community Fair - Commissioner Monestime	8/4/2017	Oak Grove Park	Back to School
Back to School Fun Day/ Health and Info Fair - Commissioner Edmonson	8/12/2017	Olinda Park 10 am - 2 pm	Back to school and health fair
Fast Track	8/24/2017	SPCC 8 a.m. - 3 p.m.	Transit Workshop
Transit Talk - Jon Orcutt	9/27/2017	Miami Dade College - Wolfson Campus	Transit Talk
United Way	10/31/2017	United Way Office	United Way Women Empowerment
Miami Book Fair	11/ 16-19/2017	Miami Dade College - Wolfson Campus	Community Outreach

Brochure Outreach				
Location No.	**Date**	**Location Name**	**Time**	**Commission District - Commissioner**
1	Wednesday 6/27/18	Aventura Bus Terminal	7AM – 9AM; 4PM – 6PM	District 4 Sally A. Heyman
2	Wednesday 6/27/18	Government Center	7AM – 9AM; 4PM – 5PM	District 5 Eileen Higgins
3	Wednesday 6/28/18	Omni Terminal	7AM – 9AM; 4PM – 6PM	District 3 Audrey M. Edmonson
4	Thursday 6/28/18	Golden Glades	7AM – 9AM; 4PM – 6PM	District 1 Barbara J. Jordan
5	Thursday 6/28/18	Airport Station	7AM – 9AM; 4PM – 6PM	District 6 Rebeca Sosa

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APPENDIX A.5

A.5 MDT Major Trip Generator Maps

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DTPW MAJOR TRIP GENERATORS (December 2017)

ID	MAJOR GENERATORS	ROUTES					COMMENTS
	Special Attractors						
1	Adrienne Arsht Center	3	9	10	16	32	Service on adjacent roadways
		93	103 (C)	113 (M)	119 (S)	120	
		101 (A)	Mover				Service on local roadways
2	American Airlines Arena	3	93	103 (C)	119 (S)		Service on adjacent roadways
		9	120	Mover			Service on local roadways
3	The Cloisters of the Ancient Spanish Monastery	3	75	93	105	108 (H)	Service on local roadways
4	Watsco Center (Formerly Bank United Center)	56	500	Rail			Service on adjacent roadways and within walking distance of University station
5	Barnacle Historic State Park						No service to Barnacle Historic State Park
6	Bass Museum of Art	123					Service on adjacent roadways
		103 (C)	112 (L)	113 (M)	115	119 (S)	Service on local roadways
		120	143				
7	Calder Race Course/Casino	99					Service on adjacent roadways
8	Coconut Grove	22	Rail				Service on local roadways
9	Coral Castle	31	34	38	287		Service on local roadway and the Busway
10	Coral Gables Merrick House	24					Service on adjacent roadway
11	Downtown Miami	2	3	7	9	11	Service on local roadways and within walking distance of Government Center and Historic Overtown/Lyric Theatre stations and various Metromover stations
		21	51	77	93	95	
		103 (C)	119 (S)	120	195	196	
		207	208	211	246	277	
		500	Mover	Rail			
12	Flagler Kennel Club-Magic City Casino	7	37	238			Service on adjacent roadways
13	Haulover Beach	108 (H)	119 (S)	120			Service on adjacent roadway
14	Hialeah Race Track	29	37	54	112	135	Service on local roadways
		Rail					
15	Fillmore Miami Beach at the Jackie Gleason Theater	103 (C)	112 (L)	113 (M)	115	119 (S)	Service on local roadways
		120	123	150			
16	Joseph Caleb Community Center	22	57	246	254		Service on adjacent roadways
17	Jungle Island/Miami Children's Museum	103 (C)	113 (M)	119 (S)	120		Service on adjacent roadways
18	Key Biscayne	120 (B)					Service on adjacent roadways

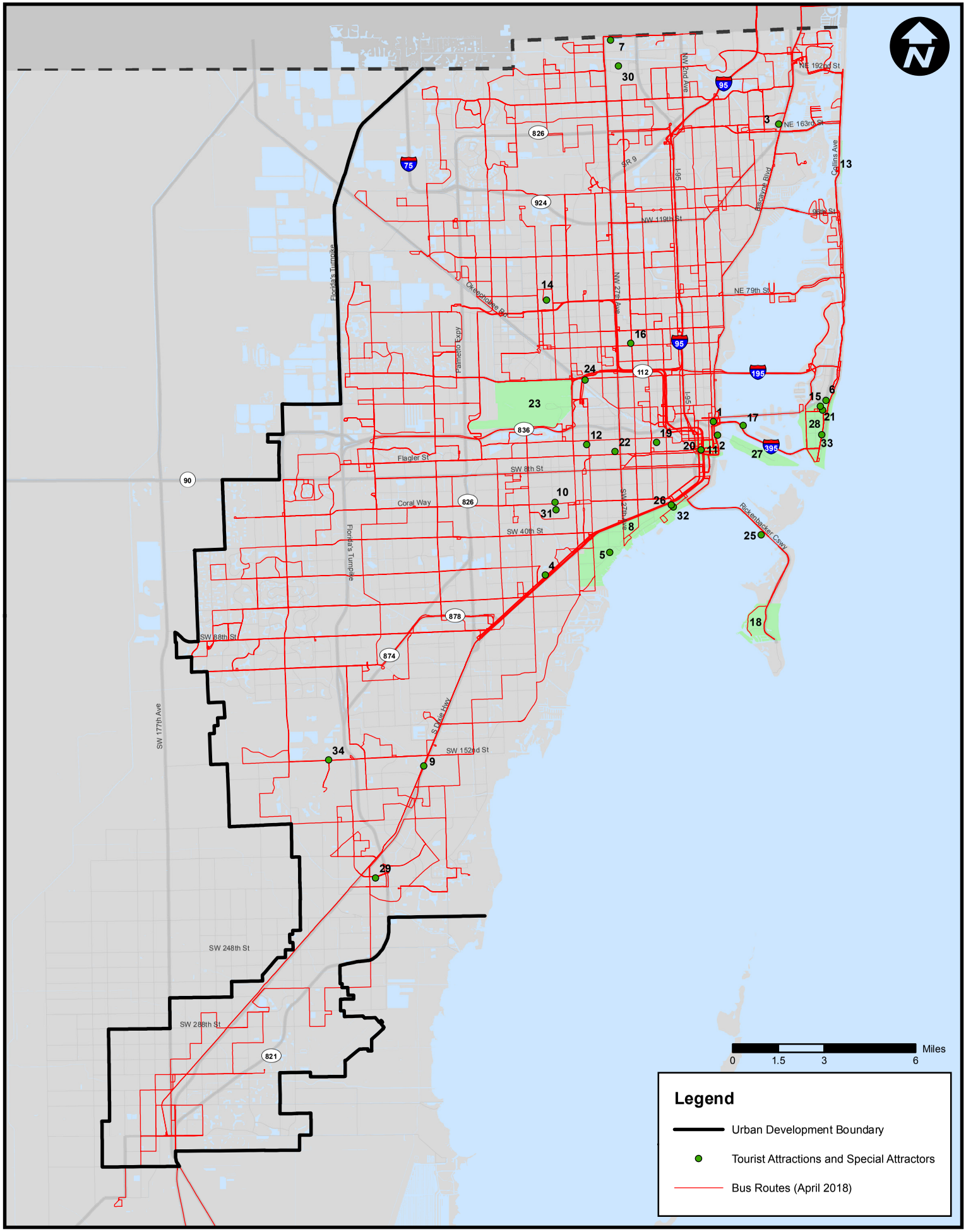
Source: DTPW, 2017

Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.

DTPW MAJOR TRIP GENERATORS (December 2017)

	MAJOR GENERATORS	ROUTES					COMMENTS
19	Marlins Park	7	17				Service on adjacent roadways
		11	12	51	208		Service on local roadways
20	Perez Art Museum Miami	3	93	103 (C)	119 (S)		Service on local roadways
		Mover					
21	Miami Beach Convention Center	115	123	143			Service on adjacent roadways
		103 (C)	112 (L)	113 (M)	119 (S)	120	Service on local roadways
		150					
22	Miami-Dade County Auditorium	11	27	51			Service on adjacent roadway
23	Miami International Airport	7	37	42	57	110	Routes restructured to serve MIC; from MIC
		150	238	297	338	Rail	use MIA Mover to access Airport
24	Miami Jai-Alai	36	110 (J)				Service on adjacent roadway
25	Miami Seaquarium	115 (B)					Service on adjacent roadway
26	Frost Museum of Science	3	93	103 (C)	119 (S)		Service on adjacent roadway
		Mover					Service on local roadway
27	PortMiami						No DTPW service to PortMiami
28	South Beach	103 (C)	113 (M)	120	123	150	Service on local roadways
29	South Miami-Dade Cultural Arts Center	1	31	34	35	38	Service on adjacent roadways
		52	70	137	200		
30	Hard Rock Stadium (Formerly Sunlife Stadium)	27	99	297			Service on local roadways
31	Venetian Pool	24					Service on local roadway
32	Vizcaya	12	14	24	Rail		Service on adjacent roadway
33	The Wolfsonian - FIU Museum	103 (C)	120	123	150		Service on adjacent roadway
34	Zoo Miami	252					On-site service to entrance

Source: DTPW, 2017
Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.



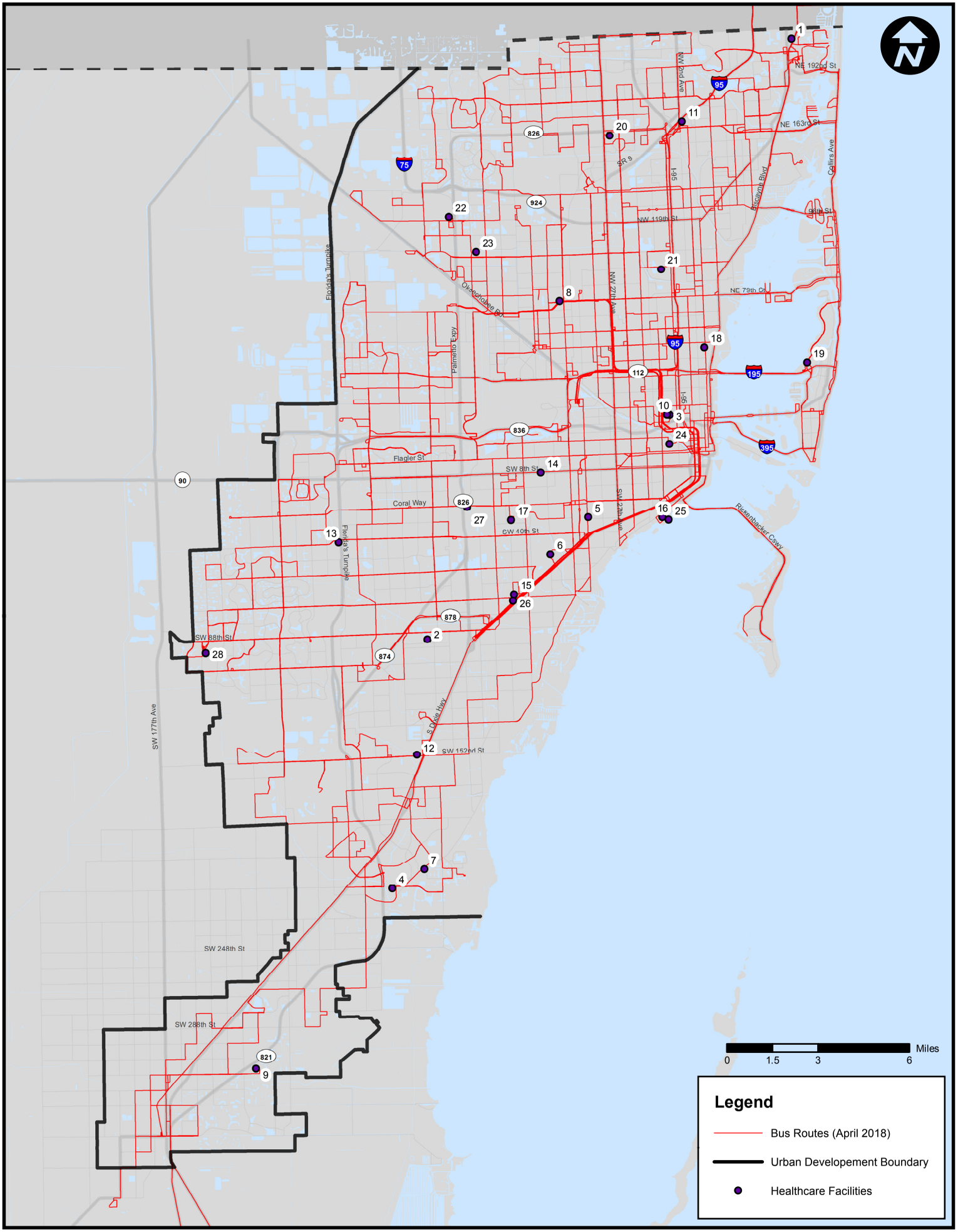
Tourist Attractions and Special Attractors. Source: Miami-Dade Transit, December 2017

DTPW MAJOR TRIP GENERATORS (December 2017)

ID	MAJOR GENERATORS	ROUTES					COMMENTS
ID	**Health Care Facilities**						
1	Aventura Hospital	105 (E)					Service on adjacent roadway
2	Baptist Hospital	88	104				Service on adjacent roadways
3	Bascom Palmer Eye Institute/Ann Bates Leach Eye Hospital	113 (M)	21	246	Rail		Service on adjacent roadways and within walking distance from Civic Center station
		12 295	32 296	77	95	277	Service on local roadways
4	Community Health Center of South Dade (Doris Ison Health Center)	35	52	70	287		On-site service and service on adjacent roadways
5	Coral Gables Hospital	37					Service on adjacent roadways
6	Doctors' Hospital	56					Service on adjacent roadway
7	HealthSouth Rehabilitation Hospital of Miami	70	200				Service on adjacent roadway
8	Hialeah Hospital	112 (L)	42	Rail			Service on adjacent roadways
9	Homestead Hospital (Baptist)	35					Service on adjacent roadway
10	Jackson Memorial / U.M. / V.A. Hospital	12 246	21 295	32 296	95 Rail	113 (M)	Service on adjacent roadways and within walking distance from Civic Center station
11	Jackson North Medical Center	105 (E)	22	246			Service on adjacent roadways
12	Jackson South Community Hospital	52	252				Service on adjacent roadways
		31	34	38	57	287	Service on local roadways
13	Kendall Regional Medical Center	40					Service on adjacent roadway
14	Kindred Hospital South Florida - Coral Gables	8					Service on adjacent roadway
15	Larkin Community Hospital	37	72				Service on adjacent roadway
		57	500	Rail			Service on local roadways
16	Mercy Hospital	12					On-site service with shelters
17	Miami Children's Hospital	56					On-site service with shelters
18	Miami Jewish Home & Hospital for the Aged	9	10	202			Service on adjacent roadway
		54					Service on local roadway
19	Mount Sinai Medical Center	103	113	115			On-site service
		62	110 (J)	143	150		Service on adjacent roadway
20	North Dade Health Center	107 (G)					On-Site Service
		27	297				Service on local roadways
21	North Shore Medical Center	33					Service on adjacent roadways
22	Palmetto General Hospital	29					On-site service with shelters
23	Palm Springs General Hospital	33	54				On-site service with shelters
		29					Service on adjacent roadways
24	Selected Specialty Hospital	7					Service on adjacent roadway
		11	12	51	208		Service on local roadway
25	Sister Emmanuel Hospital	12					On-site service with shelters
26	South Miami Hospital	37	57	72	500	Rail	Service on adjacent roadways and within walking distance from South Miami station
27	Westchester General Hospital	24					Service on adjacent roadway
28	West Kendall Baptist Hospital	72 288	88	104	204	272	Service on adjacent roadway

Source: DTPW, 2017

Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.



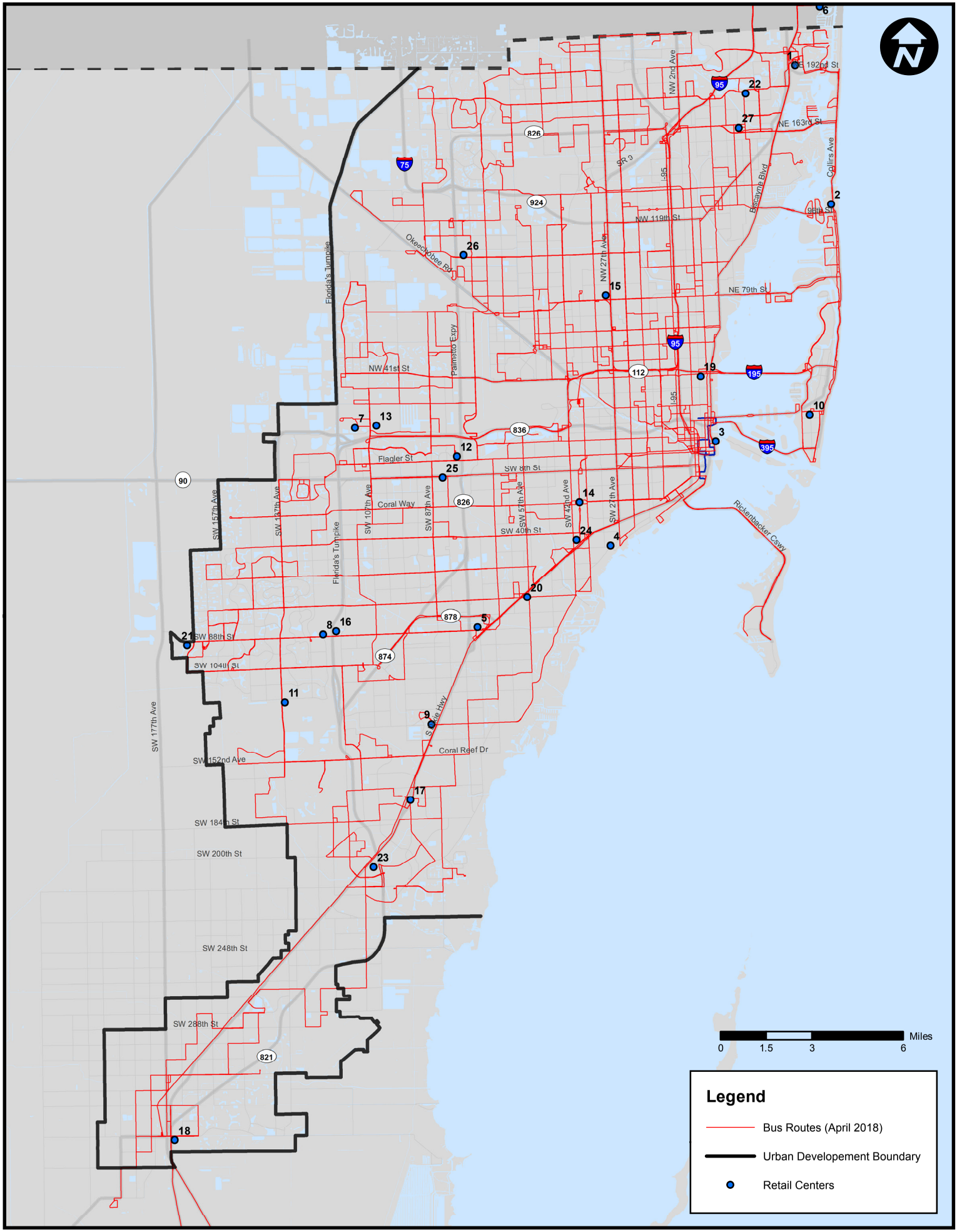
Healthcare Facilities. Source: Miami-Dade Transit, December 2017

DTPW MAJOR TRIP GENERATORS (December 2017)

ID	MAJOR GENERATORS	ROUTES					COMMENTS
	Retail Centers						
1	Aventura Mall	3 105 (E)	9 119 (S)	93 120	95 183	99	On-site service
2	Bal Harbour Shops	108 (H)	119 (S)	120			Service on adjacent roadways
3	Bayside Market Place	3	93	103 (C)	119 (S)	Mover	Service on adjacent roadways
		9	120				Service on local roadways
4	Coco Walk/ Mayfair in the Grove						No service to Coco Walk
5	Dadeland Mall	73	87	88	104		Service on adjacent roadways.
		204	272	500	Rail		
6	Diplomat Mall	105 (E)					Service on adjacent roadway
7	Dolphin Mall	7 338	36	71	137	238	On-site terminal with shelters
8	Kendall Village	88	288				Service on adjacent roadway
9	(The) Falls	31 252	34 287	38	52	136	Service on adjacent roadway and at Busway Station at SW 136 Street
10	Lincoln Road Mall	103 (C) 120	112 (L) 123	113 (M) 143	115 150	119 (S)	Service on adjacent roadways
11	London Square	136	137				Service on adjacent roadways
12	Mall of the Americas	7	11	51	87		On-site service with shelters
13	Miami International Mall	7 338	36	71	137	238	Service on adjacent roadways
14	Miracle Mile	24	37	42	56		Service on adjacent roadways
15	Northside Shopping Plaza	12 297	21 Rail	27	79	112 (L)	On-site and adjacent roadway service
16	Palms at Town and Country	88	288				Service on adjacent roadways
17	Perrine Plaza	1	52				Service on adjacent roadways
		31	34	38			Service on local Busway (park & ride lot at SW 168 St.)
18	Florida Keys Outlet Center	35 344	38	70	301	302	Service on adjacent roadways
19	Shops at Midtown Miami	9 202	10 36	36	110 (J)	143	Service on adjacent roadways
20	Shops at Sunset Place	37	57	72	500	Rail	On-site and adjacent roadway service
21	Shops at Paradise Lake	104	204				Service on adjacent roadways
22	Skylake Mall	9	10	95	108 (H)	183	Service on adjacent roadways
23	Southland Mall	1 52	31 70	34 137	35 200	38	Service on adjacent roadways
24	Village at Merrick Park	37 500	40 Rail	42	56	136	Service on adjacent roadways and within walking distance of Douglas Road station
25	Westchester Shopping Center	8	87				Service on adjacent roadways
26	Westland Mall	29	33	54			Service on adjacent roadways
27	163rd Street Mall	2 19 246	3 22	9 75	10 105 (E)	16 108 (H)	Service on adjacent roadways and off-site terminal

Source: DTPW, 2017

Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.



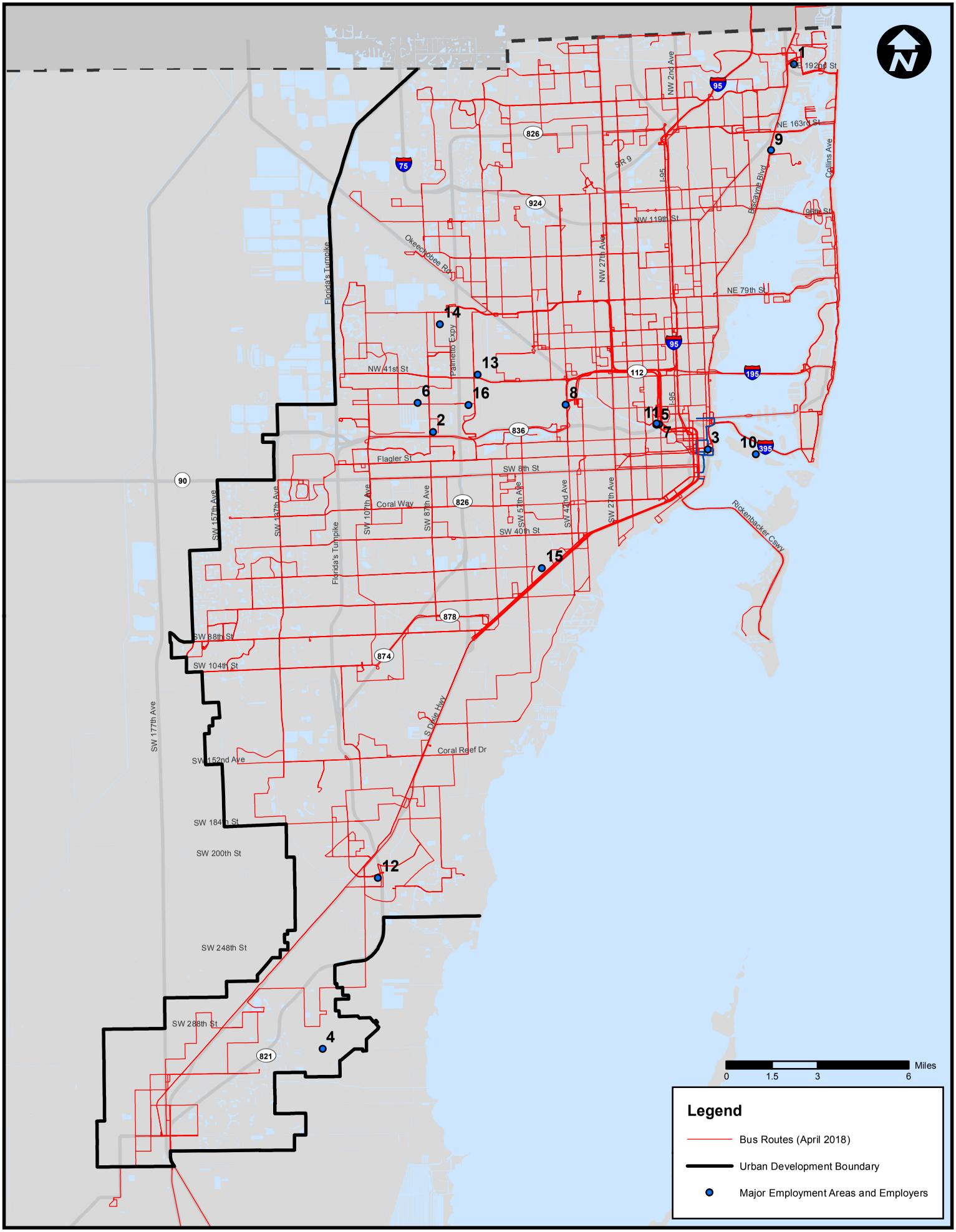
Retail Centers. Source: Miami-Dade Transit, December 2017

DTPW MAJOR TRIP GENERATORS (December 2017)

ID	MAJOR GENERATORS	ROUTES					COMMENTS
	Major Employment Areas and Employers						
1	Aventura Mall	3 105 (E)	9 119 (S)	93 120	95 183	99	On-site service
2	Doral - Warehouse Area	87	95	238			Service on adjacent roadways
3	Downtown Miami	2 21 103 (C) 207 Mover	3 51 119 (S) 208 Rail	7 77 120 211	9 93 195 246	11 95 196 277	Service on local roadways and within walking distance of Government Center and Historic Overtown/Lyric Theatre stations and various Metromover stations
4	Homestead Air Reserve Base						No service to Homestead Air Reserve Base
5	Miami-Dade Pre-Trial Detention Center	12 295	95 296	113 (M) Rail	211	246	Service on local roadways and located within walking distance of Civic Center station
6	Miami-Dade Police Department	95	238				Service on adjacent roadway
7	Miami Dade State Attorney's Office	12 295	95 296	113 (M) Rail	211	246	Service on local roadways and located within walking distance of Civic Center station
8	Miami International Airport	7 150	37 238	42 297	57 338	110 (J) Rail	Routes restructured to serve MIC; from MIC use MIA Mover to access Airport
9	North Dade Justice Center	3	75	93	135		Service on adjacent roadways
10	Port of Miami						None
11	Richard E. Gerstein Justice Building	12 295	95 296	113 (M) Rail	211	246	Service on local roadways and located within walking distance of Civic Center station
12	South Miami-Dade Government Center	1 70	31 137	34 200	35	52	Service on adjacent roadway
13	Turner-Guilford Knight Correctional Center	36	73	95	132		Service on adjacent roadways
14	Unincorporated Miami-Dade County Area bounded by NW 74 St. to the North, NW 58 St. to the South between SR-826 and NW 87 Ave.	87					Service on adjacent roadway
15	University of Miami	56	500	Rail			Service on adjacent roadways and within walking distance of University station
16	U.S. Post Office- General Mail Facility	73	238				Service on adjacent roadways

Source: DTPW, 2017

Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.



Major Employment Areas and Employers. Source: Miami-Dade Transit, December 2017

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DTPW MAJOR TRIP GENERATORS (December 2017)

ID	MAJOR GENERATORS	ROUTES					COMMENTS
ID	**Educational Centers**						
1	Barry University - Main Campus	2	9	10			Service on adjacent roadways
2	Barry University - Kendall Campus	71					Service on adjacent roadway
		88	288				Service on local roadway
3	Carlos Albizu University	95	238				Service on local roadway
4	City College	31 88 Rail	34 136	38 252	52 287	73 500	Within walking distance of Dadeland South Station and route 252.
5	College of Business and Technology - Cutler Bay	31	34	35	38	200	Service on adjacent roadway
6	College of Business and Technology - Flagler	11	51	87			Service on adjacent roadway
		7					Service on local roadway
7	College of Business and Technology - Miami Gardens	32					Service on local roadways
8	FIU - Center for Engineering & Applied Sciences	11	51	137	212		Service on adjacent roadways
9	FIU - Modesto A. Maidique Campus	8	11	24	71	82	On-site terminal with shelters
10	FIU - Biscayne Bay	75	135				On-site service
11	FIU - The Metropolitan Center	102 (B)					Service on adjacent roadways
		6	Mover				Service on local roadways
12	FIU - The Wolfsonian	103 (C)	120	123	150		Service on adjacent roadway
13	Florida Career College - Miami	8	11	24	71	82	Service on adjacent roadway
14	Florida Career College - Hialeah	29					Service on local roadways
15	Florida Career College - Kendall	88	288				Service on local roadways
16	Florida Memorial University	32					Service on adjacent roadway
17	Florida National College - South Campus	24	40	51			Service on adjacent roadways
18	International Fine Arts College (Miami International University of Art & Design)	3 101 (A) Mover	10 103 (C)	16 113 (M)	32 119 (S)	93 120	Service on adjacent roadways
		9					Service on local roadways
19	Johnson & Wales University	3	16	93			Service on adjacent roadway
20	Jones College	88	288				Service on adjacent roadway

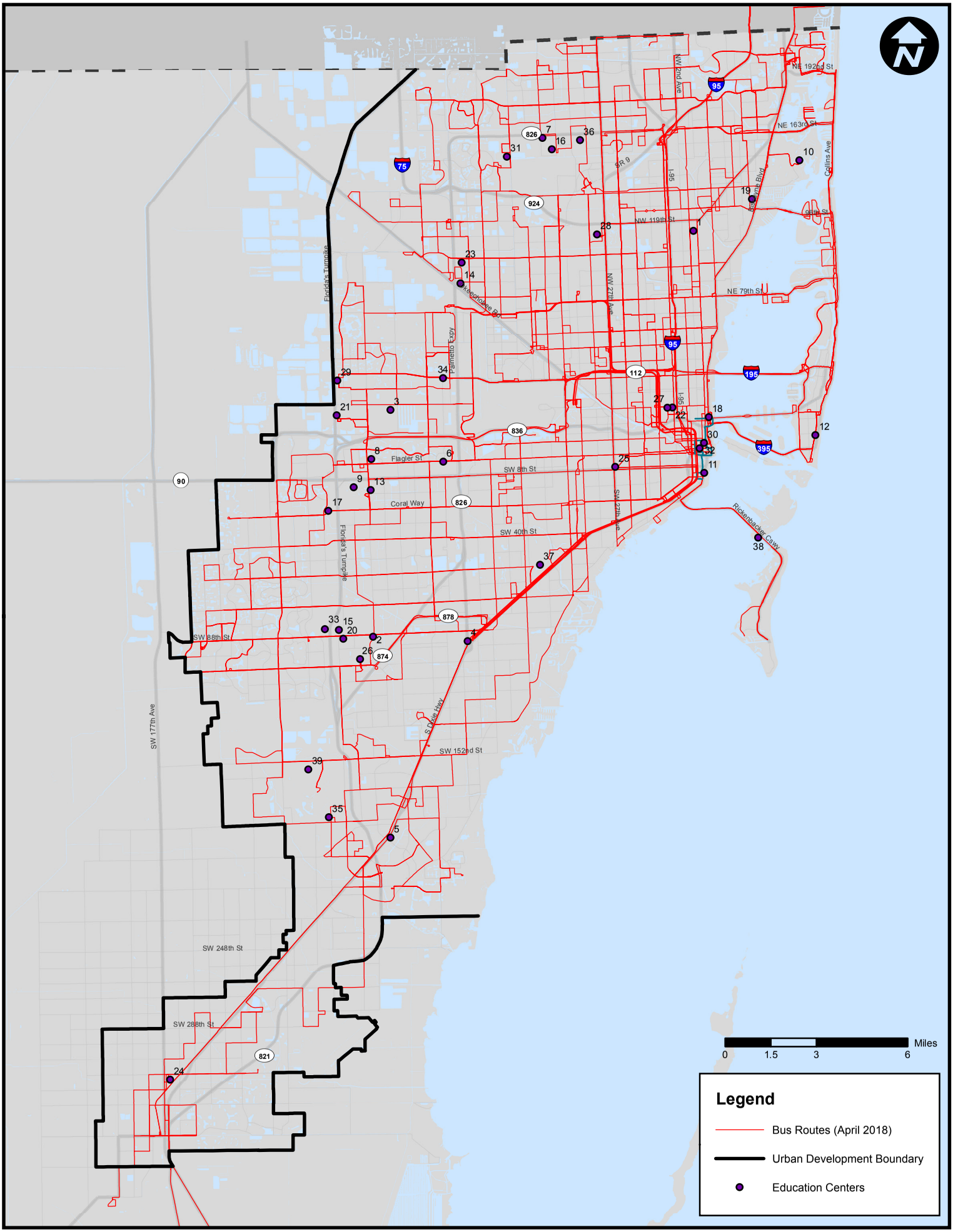
Source: DTPW, 2017

Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.

DTPW MAJOR TRIP GENERATORS (December 2017)

	MAJOR GENERATORS	ROUTES					COMMENTS
21	Keiser University	7	36	71	137	238	Service on local roadways
		338					
22	Lindsey Hopkins Technical Education Center	32	77	277			Service on adjacent roadways
		21	113	246			Service on local roadways
23	MDC - Hialeah	29	33	54			Service on adjacent roadway
24	MDC - Homestead	34	35	38	344		Service on adjacent roadways
		70					Service on local roadways
25	MDC - Interamerican	8	27	207	208		Service on adjacent roadways
26	MDC - Kendall	35	71	104	204		On-site service with shelters
27	MDC - Medical Center	21	32	113 (M)			Service on adjacent roadways
		77	246	277			Service on local roads
28	MDC - North	19	27	32	297		On-site terminal with shelters
29	MDC - West	36					Service on adjacent roadway
30	MDC - Wolfson Campus	3	7	9	93	103 (C)	Service on adjacent roadways
		119 (S)	120	Mover			
		2	11	51	77	95	Service on local roadways
		195	196	207	208	246	
31	Miami Lakes Education Center	29	75				Service on adjacent roadway
32	New World School of the Arts	3	9	11	77	93	Service on adjacent roadways
		103 (C)	119 (S)	120			
		2	21	51	95	195	Service on local roadways
		196	207	208	246	277	
		500	Mover	Rail			
33	Nova Southeastern University - Kendall Campus	88	288				Service on local roadway
34	Polytechnic University of Puerto Rico	36	95	132			Service on adjacent roadway
35	Robert Morgan Educational Center	52					Service on adjacent roadways
		137					Service on local roadway
36	St. Thomas University	32					Service on adjacent roadway
37	University of Miami	56	500	Rail			Service on adjacent roadways and within walking distance of University station
38	University of Miami - Marine Campus	102 (B)					Service on adjacent roadway
39	University of Miami - South Campus	252					Service on adjacent roadway

Source: DTPW, 2017
Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.



Educational Centers. Source: Miami-Dade Transit, December 2017

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DTPW MAJOR TRIP GENERATORS (December 2017)

ID	MAJOR GENERATORS	ROUTES					COMMENTS
ID	**County Parks**						
1	Amelia Earhart Park	37	135				Service on adjacent roadway
		42					Service on local roadway
2	Bal Harbour Beach	H	S	120			Service on adjacent roadway
		G					Service on local roadway
3	Biscayne Trail (East Side of Canal)	70	200	287			Service on intersecting roadway
4	Black Creek Trail (Along C1 Canal)	1	31	34	35	38	Service on intersecting roadway
		52	70	137	200	287	
5	Briar Bay Linear Park	136					Service on adjacent roadway
6	Chapman Field Park	136					Service on local roadway
7	Crandon Park	102 (B)					Service on local roadway
8	East Greynolds Park	93	105 (E)	108 (H)			Service on adjacent roadway
9	Greynolds Park	3	9	93	95	183	Service on adjacent roadways
10	Haulover Beach	108 (H)	119 (S)	120			Service on adjacent roadways
11	Haulover Park	108 (H)	119 (S)	120			Service on adjacent roadways
12	Homestead Air Reserve Park	70					Service on adjacent roadway
13	Ives Estates Park	99					Service on local roadway
14	Lakes by the Bay Park	70	200	287			Service on local roadways
15	Larry & Penny Thompson Park	137					Service on adjacent roadway
		52					Service on local roadway
16	Martin Luther King Jr. Memorial Park	32	62				Service on adjacent roadway
17	Matheson Hammock Park	136					Service on local roadway
18	Miami Beach (from South Beach to NW 86 ST)	112 (L)	119 (S)	120			Service on adjacent roadway
		62	79	103 (C)	108 (H)	110 (J)	Service on local roadways
		113 (M)	115	123	150		
19	Model Cities Trail	12	21	22	54	62	Service on intersecting roadways
		79	112	246	254		
20	North South Trail (South Dade Trail)	34	35	38	70		Service on adjacent roadway
		31	52	137	200	344	Service on local roadways
21	Old Cutler Bike Path	37	70	136	200	287	Service on intersecting roadway
22	Pinewoods Park	136					Service on local roadway
23	Snake Creek Trail	77	99				Service on intersecting roadways
24	Snapper Creek Trail	24	40	56	71	72	Service on intersecting roadways
		272					
25	Southridge Park	1					Service on adjacent roadway
		52					Service on local roadway
26	Sunny Isles Beach	105 (E)	108 (H)	119 (S)	120		Service on adjacent roadway
27	Surfside Beach	107 (G)	108 (H)	115	119 (S)	120	Service on adjacent roadway
28	Tamiami Park	8	11	24	71	82	Service on adjacent roadway
29	Tropical Park	40	56	82			Service on adjacent roadway
30	Virginia Key	102 (B)					Service on local roadway
31	West Kendall District Park						None
32	Winston Linear Park	72	272				Service on adjacent roadway
		88	137	288			Service on local roadway
33	A. D. Barnes Park	40					Service on adjacent roadway

Source: DTPW, 2017

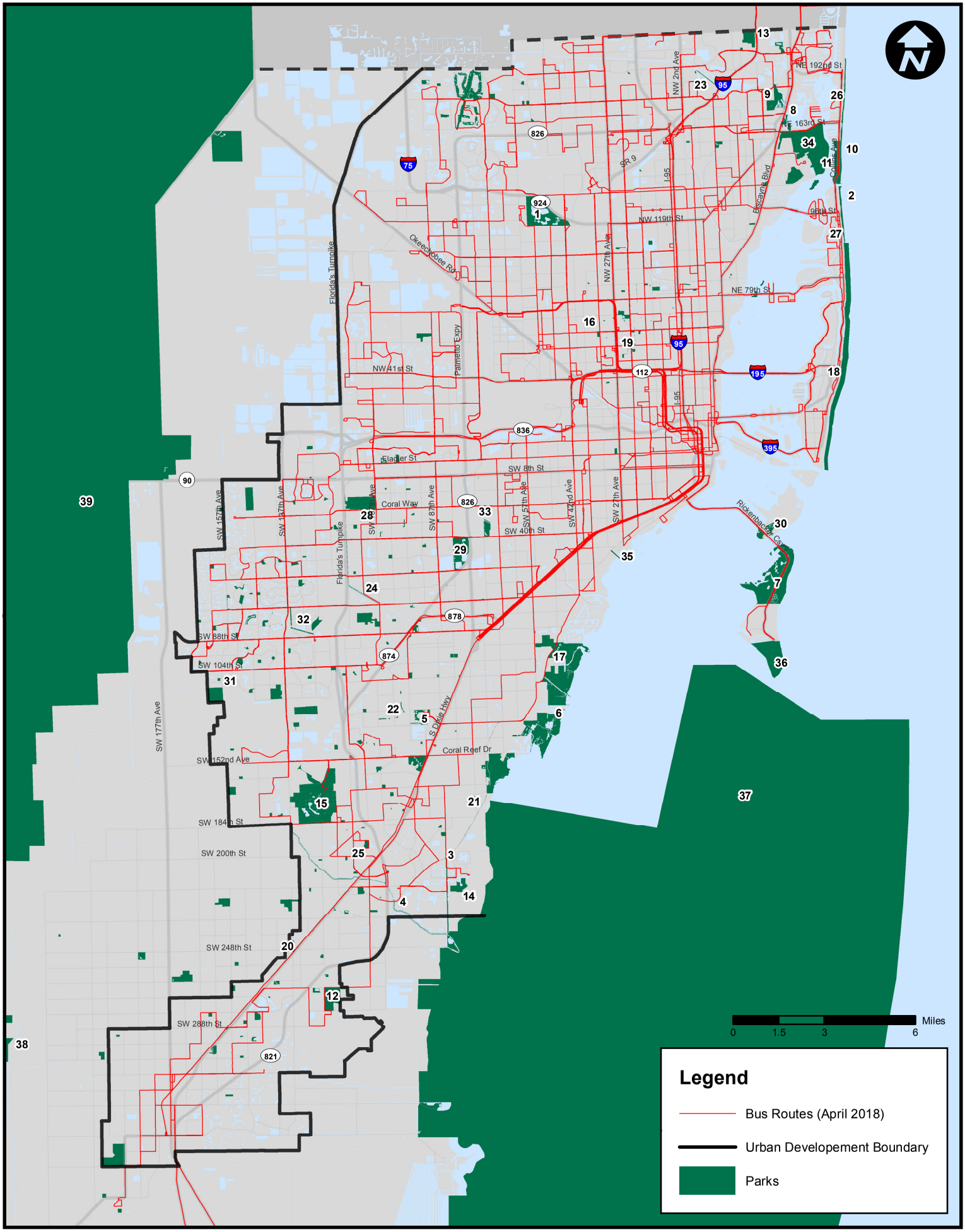
Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.

DTPW MAJOR TRIP GENERATORS (December 2017)

ID	MAJOR GENERATORS	ROUTES	COMMENTS
ID	**National and State Parks**		
34	Oleta River State Park	105 108	Service on adjacent roadway
35	The Barnacle Historic State Park		Served by Miami Trolley Coconut Grove Rte.
36	Bill Baggs Cape Florida State Park	102	Service on intersecting roadway
37	Biscayne National Park*		
38	Everglades National Park*		
39	Everglades Water Conservation Area*		

* Park is located outside the Urban Development Boundary where transit services can not be provided

Source: DTPW, 2017
Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.



National, State, and County Parks. Source: DTPW, December 2017

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APPENDIX A.6

A.6 MDT Bus Replacement Plan

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BUS PROCUREMENT / REPLACEMENT	2018	2019	2020	2021	2022	2023	2024
Total number of small buses required 30 LFW diesel hybrid	0	2	0	0	0	0	3
Total number required 40ft Electric	0	**33**	0	0	0	0	0
Total number of 40 Ft buses required 40 LFW CNG	100	150	231	93	5	0	0
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	0	0	0	25	0	0	0
Total Buses	**100**	**185**	**231**	**118**	**5**	**0**	**3**

Source: Metrobus Fleet Management Plan, 2018 Revision

BUS PROCUREMENT / REPLACEMENT	2025	2026	2027	2028	2029	2030	2031
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	2
Total number required 40ft Electric	0	0	0	0	0	0	**33**
Total number of 40 Ft buses required 40 LFW CNG	0	35	15	0	5	100	150
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	0	0	43	11	10	0	0
Total Buses	**0**	**35**	**58**	**11**	**15**	**100**	**152**

Source: Metrobus Fleet Management Plan, 2018 Revision

BUS PROCUREMENT / REPLACEMENT	2032	2033	2034	2035	2036	2037	2038
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	3	0	0
Total number required 40ft Electric	0	0	0	0	0	0	0
Total number of 40 Ft buses required 40 LFW CNG	231	93	5	0	0	0	35
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	0	25	0	0	0	0	0
Total Buses	**231**	**118**	**5**	**0**	**3**	**0**	**35**

Source: Metrobus Fleet Management Plan, 2018 Revision

APPENDIX A.7

A.7 MDT10Ahead Survey Results

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MDT10Ahead Survey

Section 1 - Introduction

A survey administered by MDT was conducted from April to July 2018 in order to collect information on demographics, travel behavior, and service needs of current transit riders. Two survey instruments were used for surveying transit riders, a web-based digital survey and a mail-in paper, totaling 26- or 15-questions in length, respectively. Spanish and Creole versions of the survey also were available for riders with limited English proficiency. A copy of the survey instrument is provided in Section 4 of this appendix.

In total, 1,419 surveys and comment cards have been collected. Of the total response pool, 1,068 surveys (75%) were collected through the electronic survey and 351 were collected through comment cards.

Passenger travel characteristics and behaviors were identified by questions including:

- Current reason for riding transit
- Current method for reaching transit
- Travel time to nearest/preferred transit station
- Number of days a week which include transit trips
- Payment type used
- If transfers are made

Demographic information was identified by questions including:

- Household vehicle availability
- Age
- Gender
- Race/ethnic origin
- Household income
- ZIP code of primary residence
- Household size and age composition

Transit priorities/preferences were identified by questions including:

- Ranking 10-year priorities with respect to services, stops/stations, and parking
- Identifying a top corridor for premium transit service
- Willingness to pay for increased fares and parking fees
- Support for a proposed increase in the local sales tax to support transit
- Preference for receiving information about MDT services
- Recommendations for service area improvements
- Satisfaction with overall MDT bus service

Table 1 provides the response rate by question. On average, 67 percent of questions were completed, when excluding two optional, open-ended questions. A summary of all survey results is provided in Section 3.

Table 1: Rate of Responses Received by Question

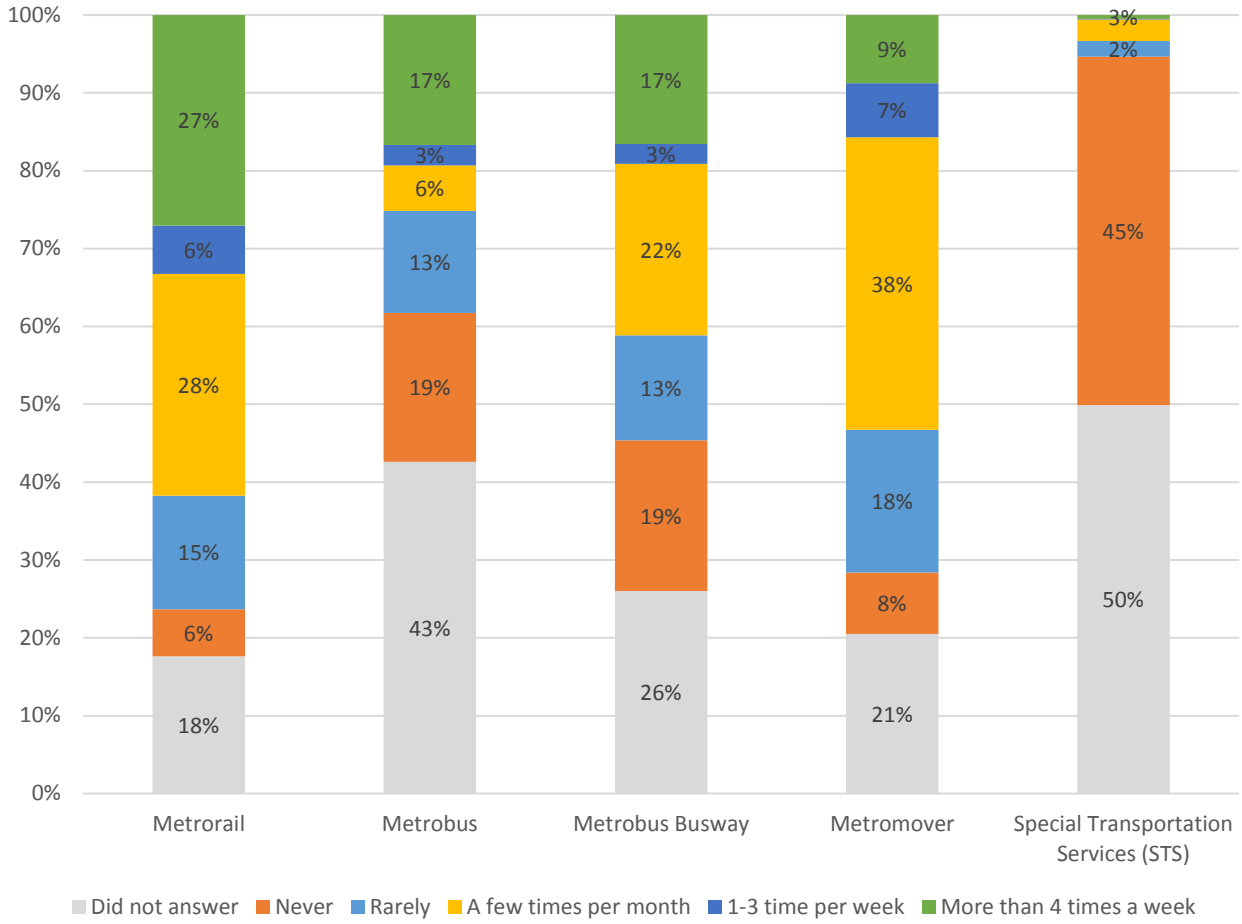
Question	Responses Received	
1	1169*	82.38%
2	858	60.47%
3	851	59.97%
4	1147*	80.83%
5	865	60.96%
6	855*	60.25%
7	1208*	85.13%
8	1167*	82.24%
9	1101*	77.59%
10	836	58.91%
11	851	59.97%
12	850	59.90%
13	1031*	72.66%
14	820	57.79%
15	810	57.08%
16	813*	57.29%
17	1118*	78.79%
18	815	57.43%
19	1102*	77.66%
20	1073*	75.62%
21	1121*	79.00%
22	1109*	78.15%
23	1092*	76.96%
24	830*	58.49%
25	835*	58.84%
26	200	14.09%

** Question also part of Comment Card*

Section 2 - Overview

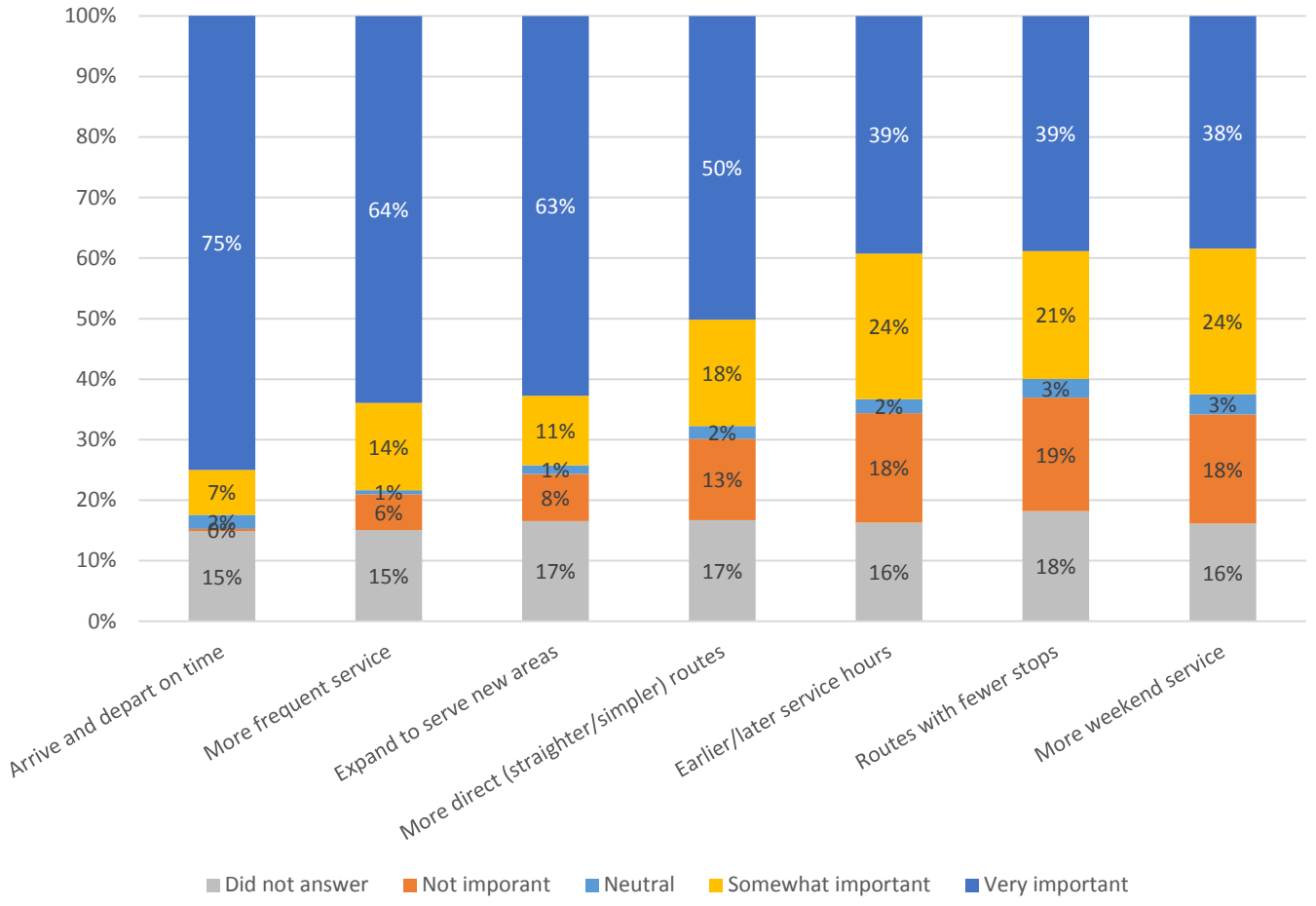
Figure 1 examines the frequency and mode characteristics of survey respondents. Approximately 33 percent of the electronic survey and comment card respondents are weekly users of Metrorail, and roughly 19 percent use Metrobus weekly.

Figure 1: How Often Do You Use Miami-Dade Transit Service?



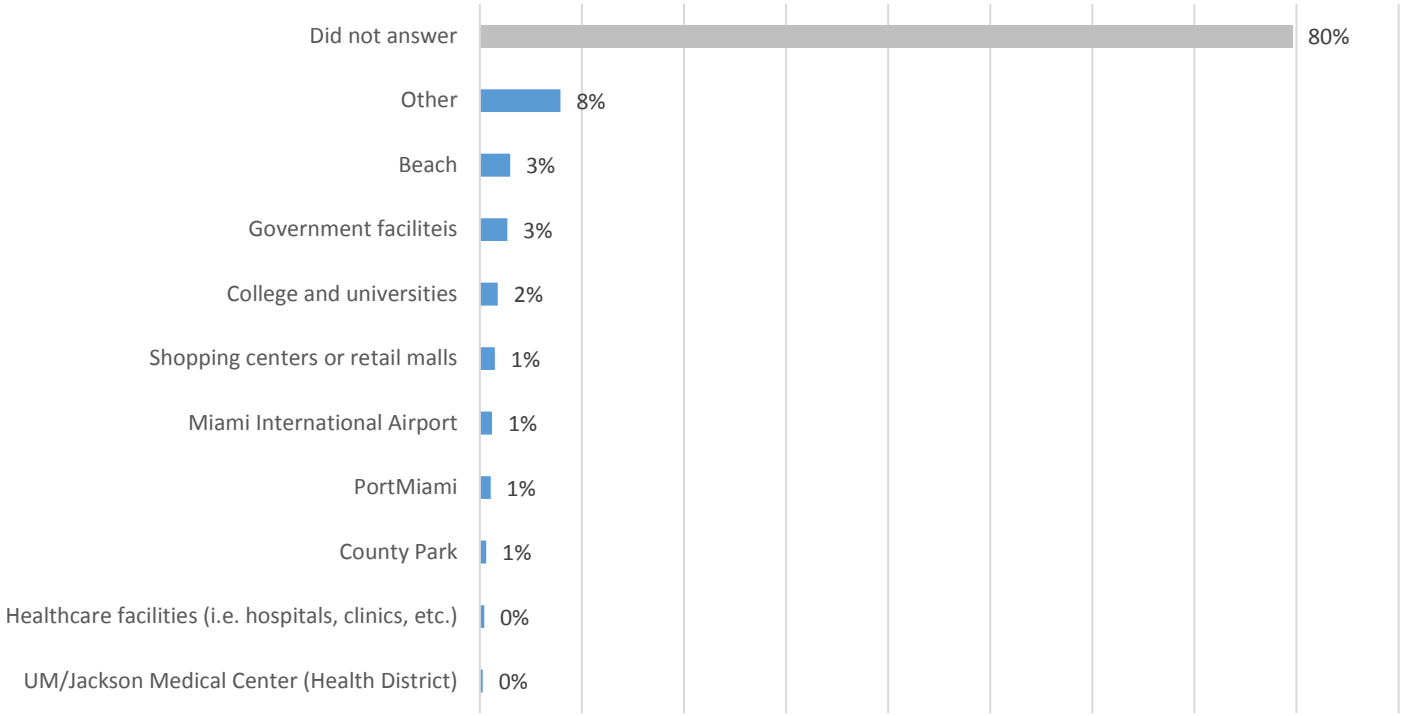
When asked about prioritization of service needs, the most important need noted by respondents is on-time performance as shown in Figure 2. On-time performance is followed by more frequent service and expanding to new service areas.

Figure 2: What Should MDT's Priorities Be for the Next Ten Years?



When asked about what destinations MDT could serve better, the most popular answer was “Other” followed by the Beach and Government facilities. Figure 3 displays the full results from this question. For those who answered “Other”, the most popular responses were for Homestead, western Miami-Dade County, South Dade and South Miami, Kendall and West Kendall, Florida City, Doral, Florida International University campus, and sporting arenas/concert venues/cultural destinations.

Figure 3: Which of the Following Destinations Could Miami-Dade Transit Serve Better?



Section 3 – Survey Results

In total, 1,419 surveys and comment cards have been collected as shown in Table 2. Of the total response pool, 1,068 surveys (75%) were collected through the electronic survey and 351 were collected through comment cards. The results of the surveys are provided in the following figures. Questions included on the electronic survey and the shorter comments cards are noted. If not otherwise noted, the question was only asked on the electronic survey. It should also be noted some graphics may not sum precisely to 100 percent due rounding.

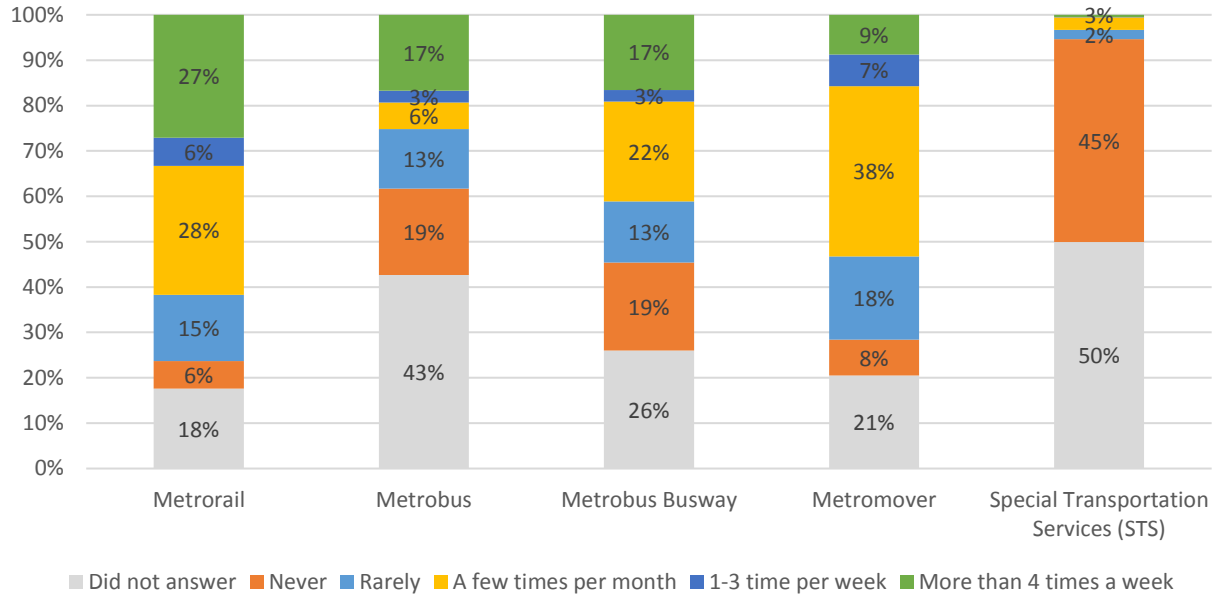
Table 2: Completed Survey Summary

Survey Type	Responses Received	
Electronic Survey	1,068	75%
Comment Card	351	25%
Total	**1,419**	**100%**

TRANSIT USE

Figure 4 provides insight into the types of transit being used by respondents. This question was on the electronic survey, as well as the comment card. Approximately 27 percent of the respondents use Metrorail more than four times per week. Meanwhile, approximately 17 percent use the Metrobus Busway more than four times per week. Just about five percent of respondents were occasional Special Transportation Services (STS) users.

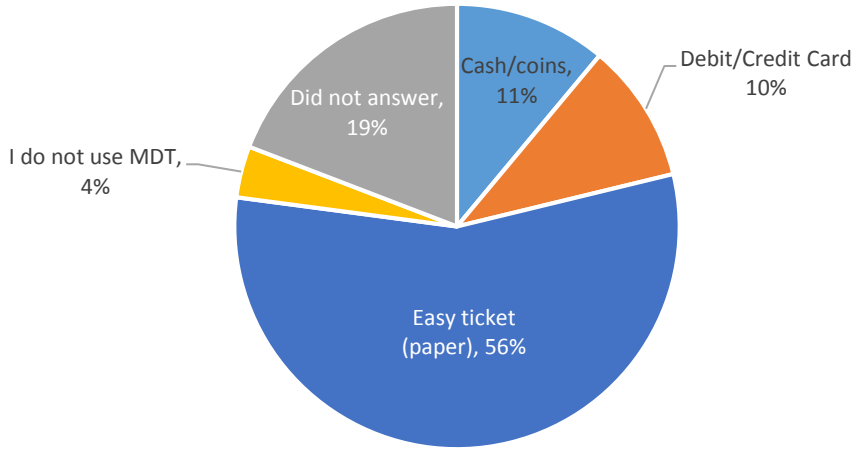
Figure 4: How Often Do You Use Miami-Dade Transit Services?



FARE PAYMENT

As shown in Figure 5, respondents on both the electronic survey and the comment card were asked how they paid for transit fares. Approximately 56 percent of respondents use the EASY card to pay their transit fares. Another 11 percent use cash to pay for their fares, and only 10 percent use credit card. *Note:* the answer choice of "Credit Card" was not offered on the comment cards for this question.

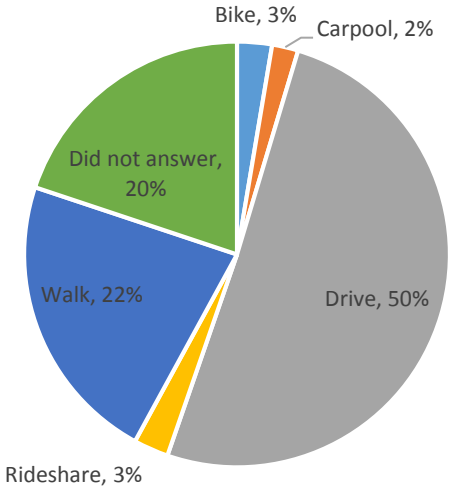
Figure 5: How Do You Pay for Transit Fares?



STATION ARRIVAL

When respondents were asked about how they regularly arrive at their local transit station, the majority indicated they reach the stop by driving (50%), while 22 percent indicated they walk to the station. Figure 6 shows the full list of responses.

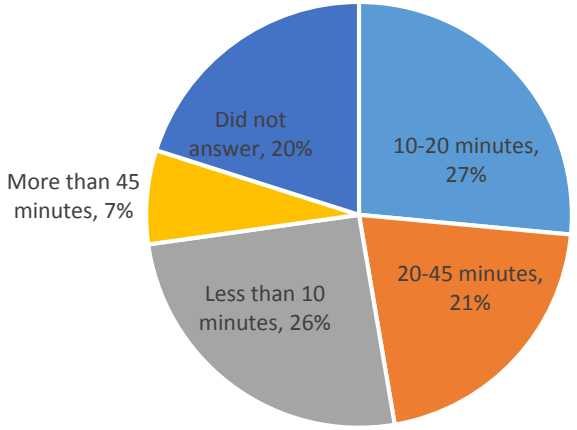
Figure 6: How do you arrive at your transit station?



TRAVEL TIME

The results of a question which asked respondents how long it takes them to arrive at their nearest transit station were mixed. 10-20 minutes was the time indicated by most respondents (27%), and less than 10 minutes was identified as the second most common travel time (26%). Figure 7 includes the full set of responses.

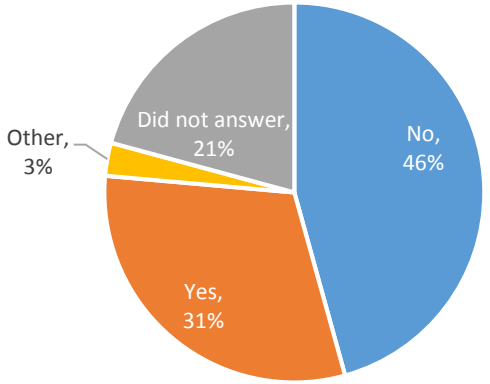
Figure 7: How long does it take you to get to your nearest/preferred transit station?



TRANSFER USE

Regarding typical travel choices, respondents were asked if they use transfers on the MDT system. About 46 percent indicated they do not transfer when they travel. Results are shown in Figure 8.

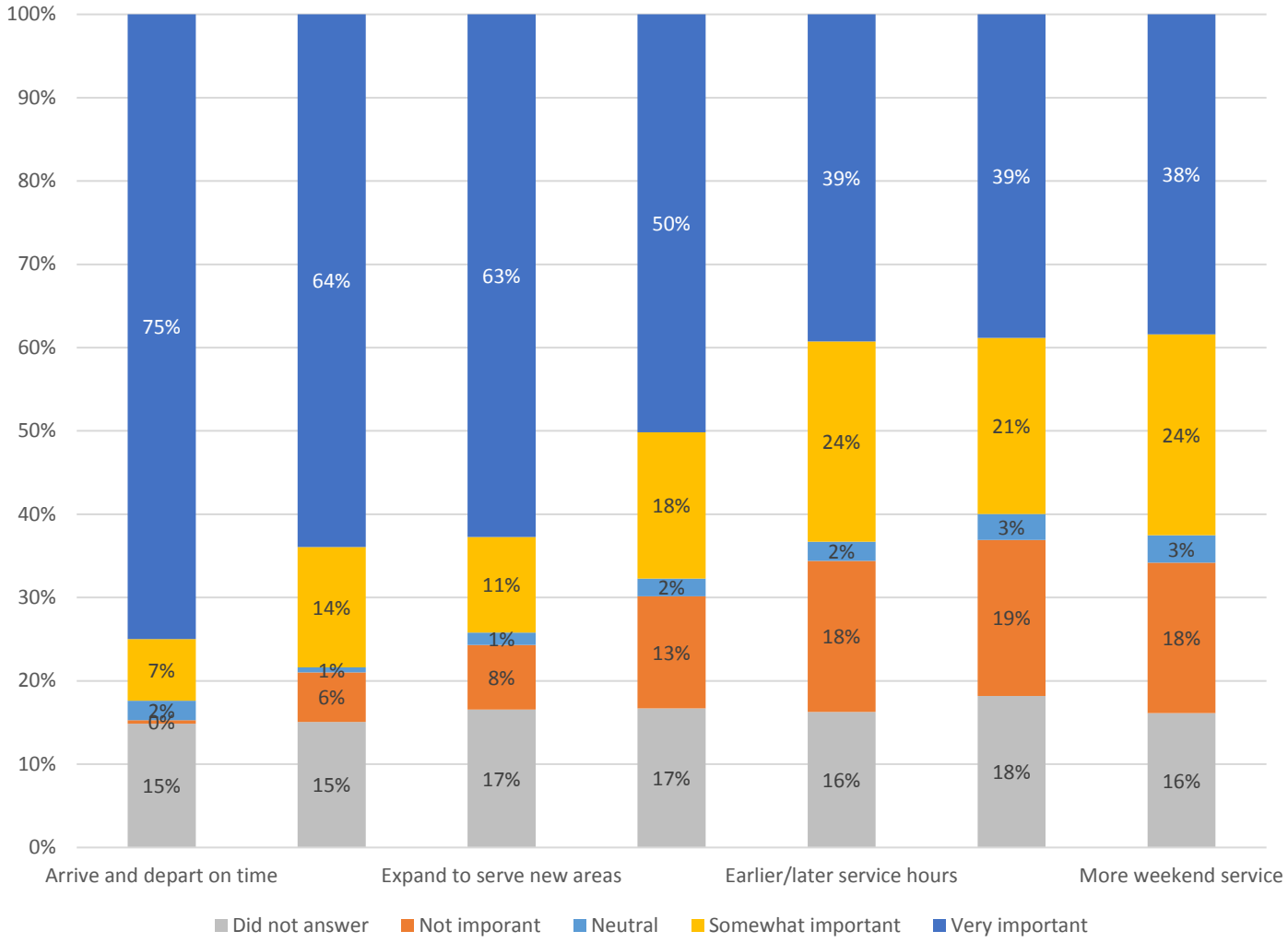
Figure 8: Do you transfer?



SERVICE PRIORITIES

When asked about service priorities, respondents on both the electronic survey and comment cards indicated on-time performance was the most important service priority, followed by more frequent service, and expanding service to new areas. Figure 9 shows the total breakdown of all service priorities.

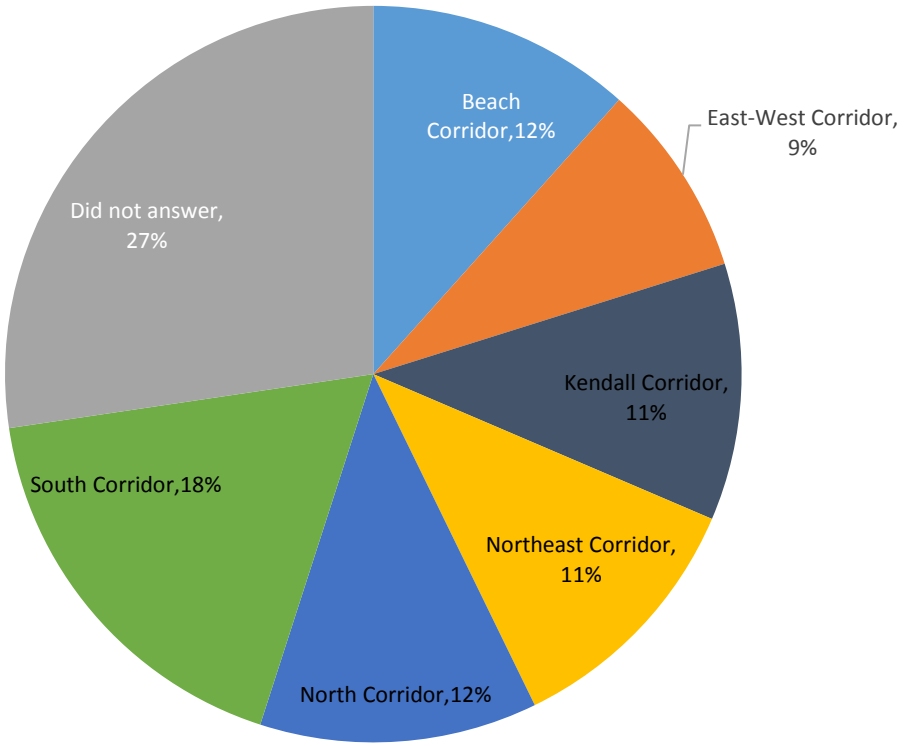
Figure 9: What Should MDT's Priorities Be for the Next Ten Years?



PREMIUM TRANSIT PRIORITIES

Respondents of the electronic survey and comment cards were also asked their preferences about the corridors currently under consideration to receive premium transit service. Approximately 18 percent of respondents indicated the South Dade Transitway would be the corridor they would use the most if implemented. The North Corridor was indicated to be the second most popular (12 percent).

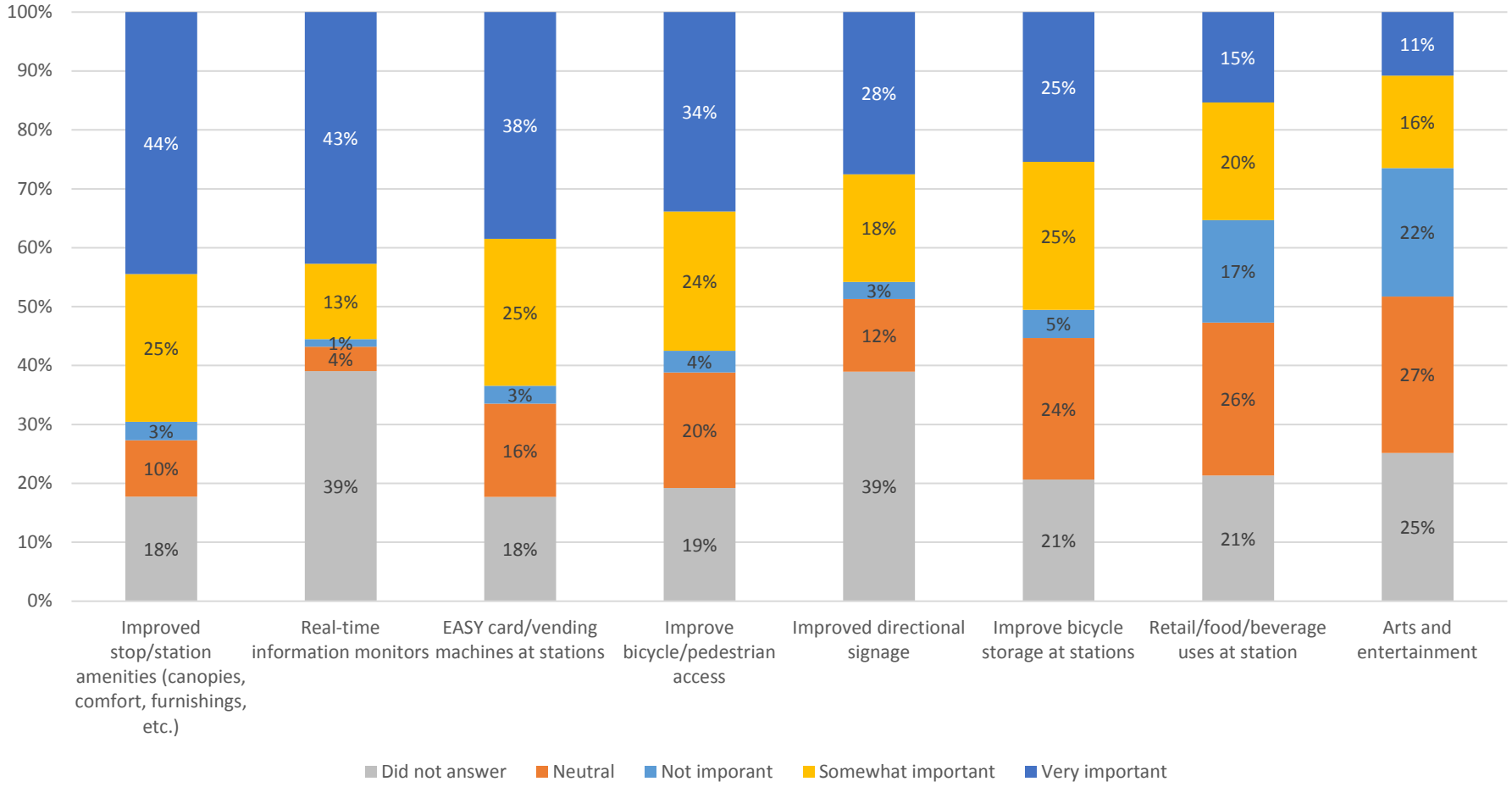
Figure 10: Of the six corridors in the Strategic Miami Area Rapid Transit (SMART) Plan which are being considered for premium transit service, which corridor would you most use?



STOP/STATION PRIORITIES

When asked about priorities for stations and stops, electronic survey and comment card respondents indicated the two most important priorities were adding real-time information monitors and improved stop/station amenities. It is important to note the comment cards did not ask about the "Real-time information monitors" option. A full summary of respondent priorities are displayed in Figure 11.

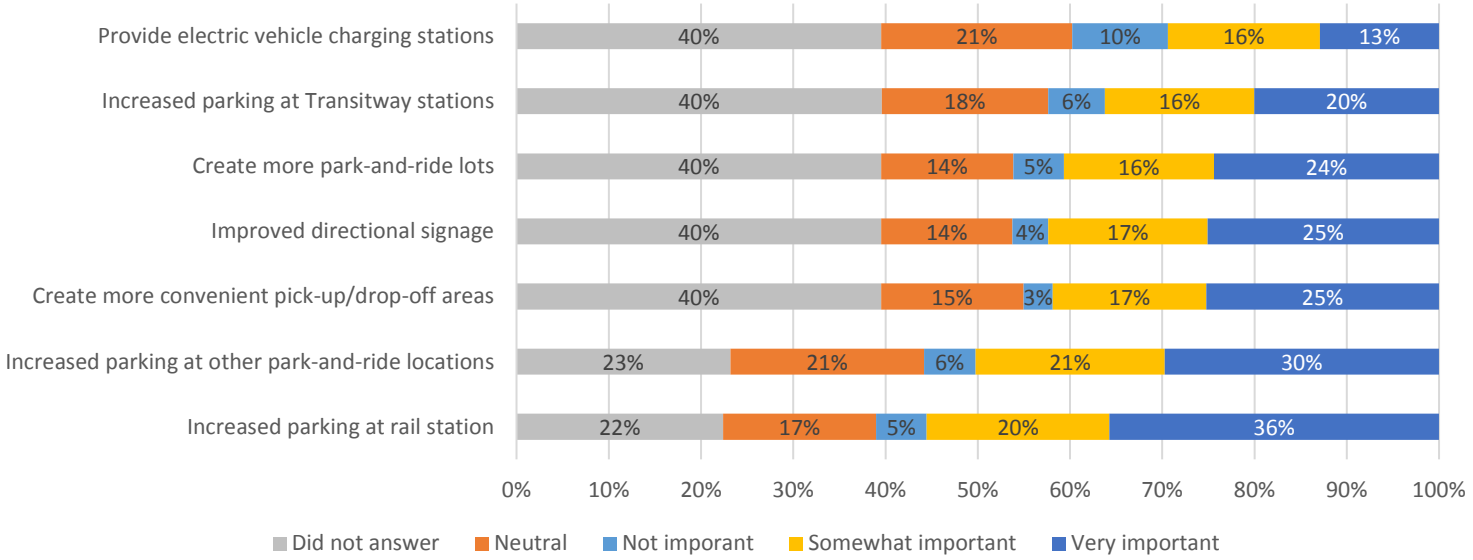
Figure 11: What Should MDT's Priorities Be for the Next Ten Years?



PARKING PRIORITIES

Asked of both electronic and comment card respondents, increasing parking spaces at rail stations received the highest priority ranking for parking facilities. It is important to note the comment cards did not ask about the "Create more convenient drop-off areas," the "Provide electric vehicle charging stations," or the "Create more park-and-ride lots" options. Figure 12 displays the results for parking priorities.

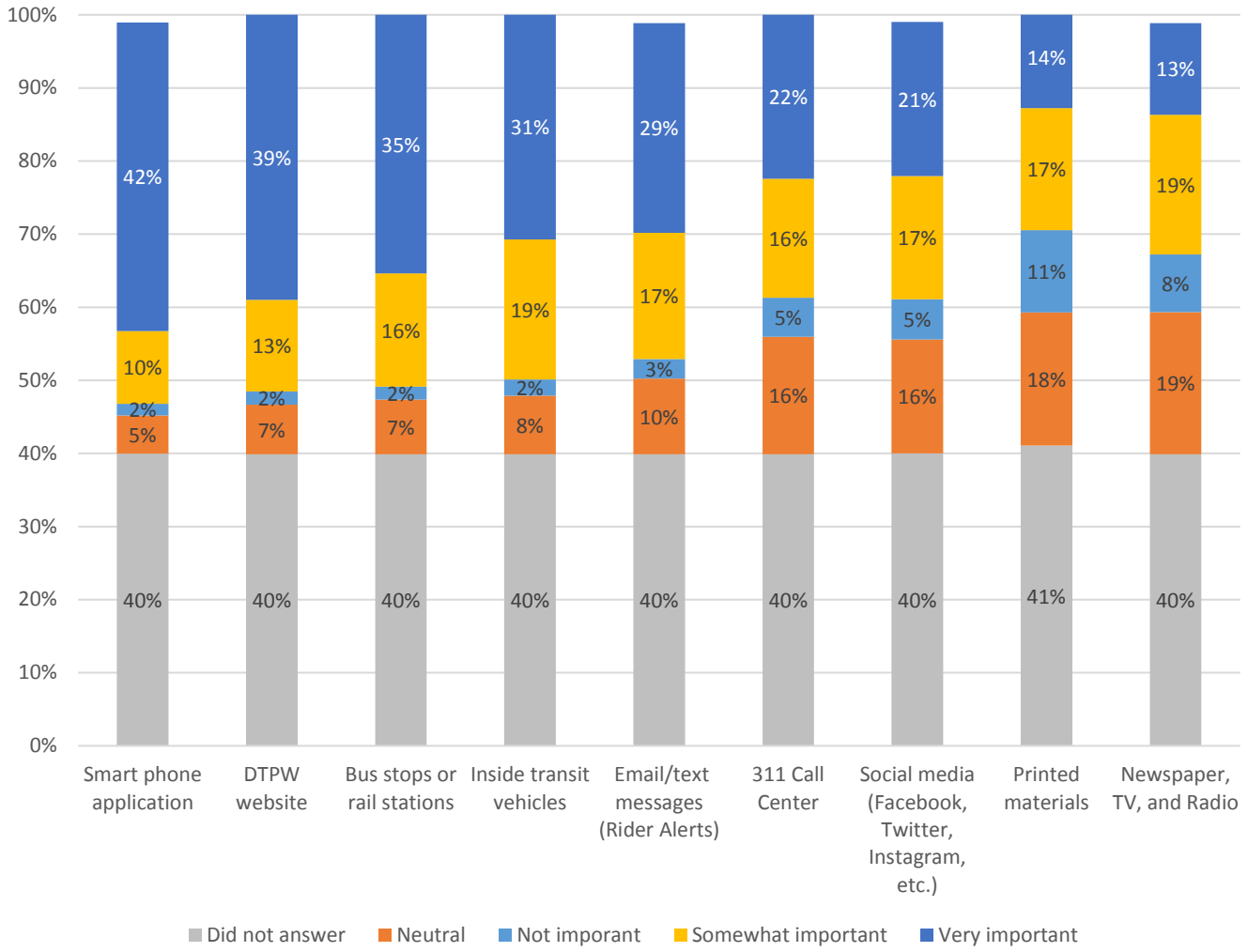
Figure 12: What Should MDT's Priorities Be for the Next Ten Years?



TRANSIT INFORMATION

MDT asked respondents through the electronic survey about the different formats which transit materials are available in. Figure 13 shows 42 percent indicated the smart phone app was very important, and 39 percent indicated the MDT website.

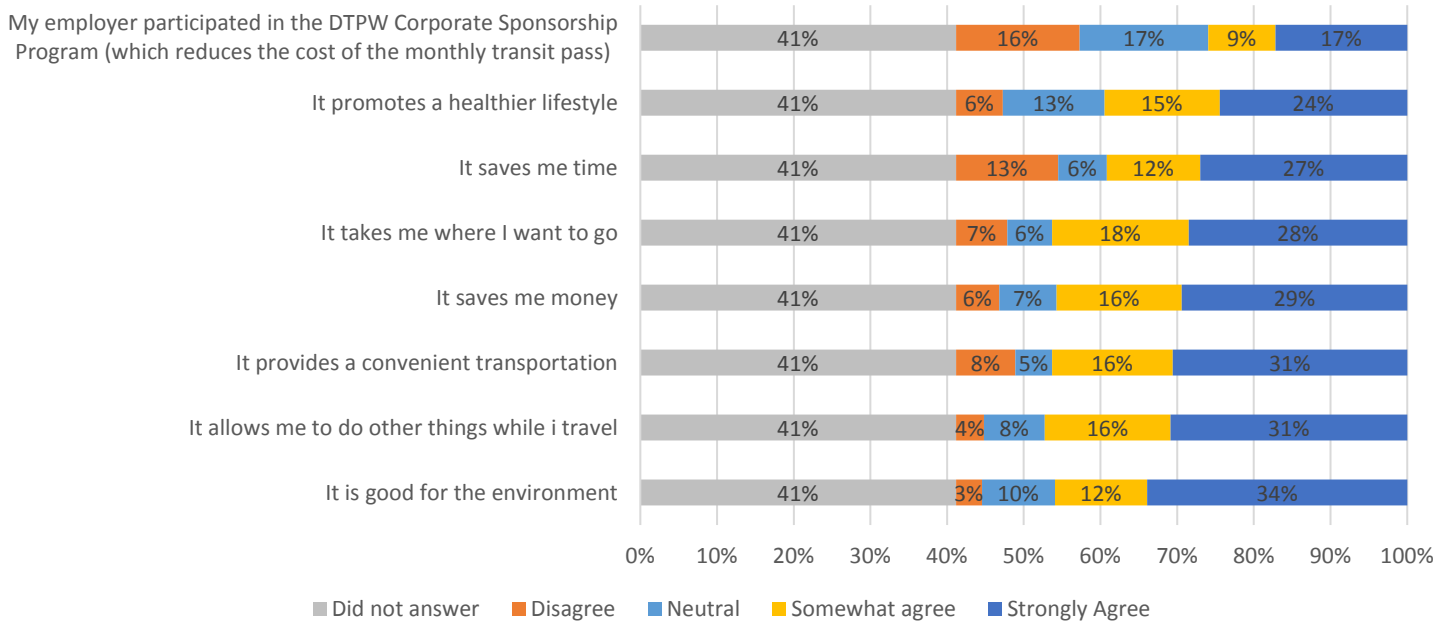
Figure 13: How Important Is It to Get Transit Materials in the Following Formats?



REASON FOR TRANSIT USE

When asked why they use transit, the most popular response by electronic survey respondents was that it is good for the environment, followed closely by allowing riders to do other things while traveling and provides a convenient transportation option. Figure 14 shows why respondents choose to use transit services provided by MDT or the reasons a non-user might use transit. Some of the open-ended responses fell within the realm of wanting service expanded to new areas, faster and more frequent service, cleaner and better quality facilities and vehicles, and preferring to avoid traffic/vehicle costs.

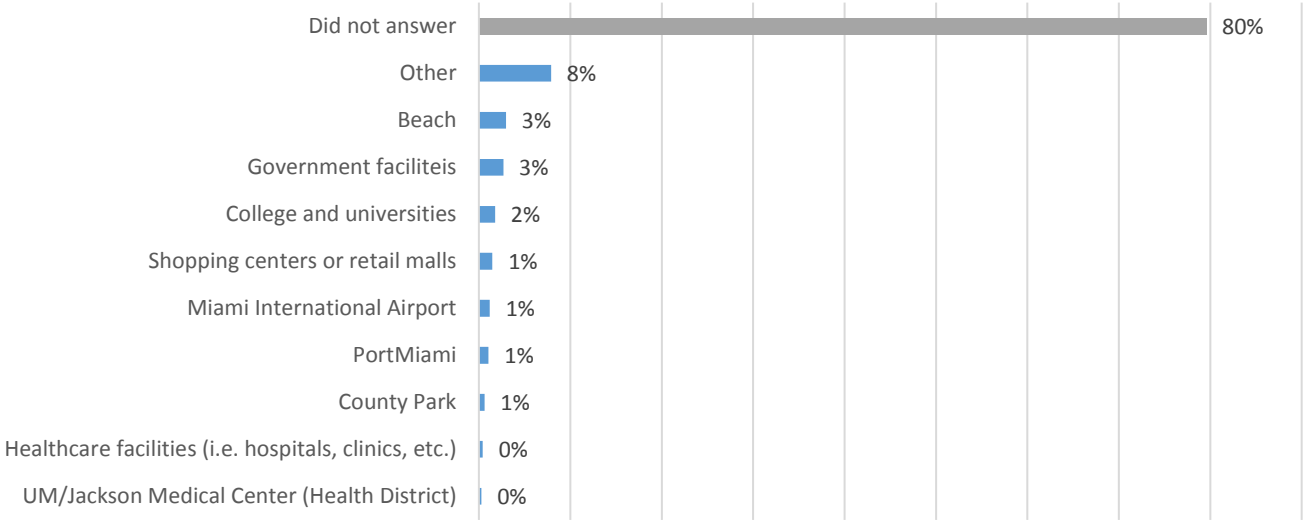
Figure 14: I Use Transit Because Or Would Use Transit If…



DESTINATIONS

Figure 15 provides insight into what types of destinations respondents would like to travel to. The number one response was to provide service to Other followed closely by the Beach. For those who indicated “Other” as a response, the two most popular were sports stadiums and tourist attractions.

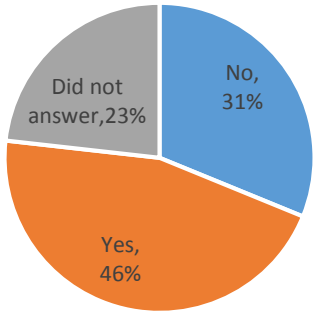
Figure 15: Which of the Following Destinations Could Miami-Dade Transit Serve Better?



FARE INCREASE

As displayed in Figure 16, when asked about the tradeoff between better service and higher fares, 46 percent of respondents indicated they would be willing to pay more for better service.

Figure 16: Would You Be Willing To Pay Increased Transit Fares For Improved Transit Services?



PARKING FEE INCREASES

Figure 17 shows that of the respondents from the electronic survey, 24 percent are willing to pay increased fees for parking at stations. Figure 18 shows most respondents (46%) indicated they would not pay an increased parking fee if they were given the option to reserve a parking space in advance.

Figure 17: Would You Be Willing To Pay Increased Parking Fees At Rail Stations Or New Parking Fees At Bus Stations For More Parking Spaces?

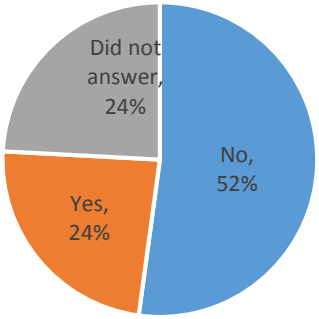
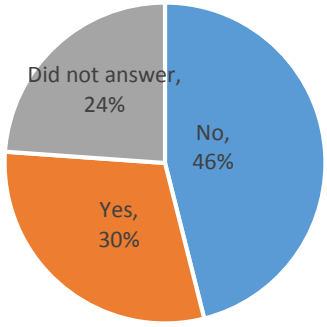


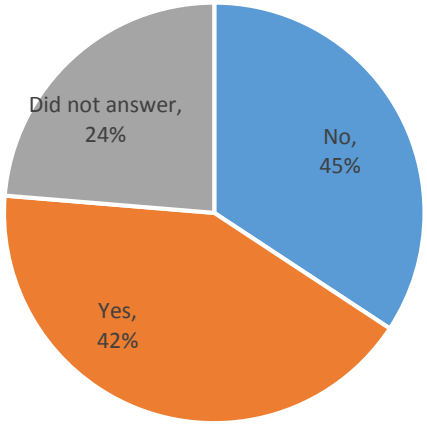
Figure 18: Would You Be Willing To Pay Increased Parking Fees At Rail Stations Or New Parking Fees At Bus Stations For An Option To Reserve A Parking Space In Advance?



SALES TAX SUPPORT

Figure 19 provides an overview of the responses from a question asking users whether they would support a referendum for an additional ½-cent sales tax which would support improved/expanded transit services. Approximately 42 percent indicated they would support a referendum for transit.

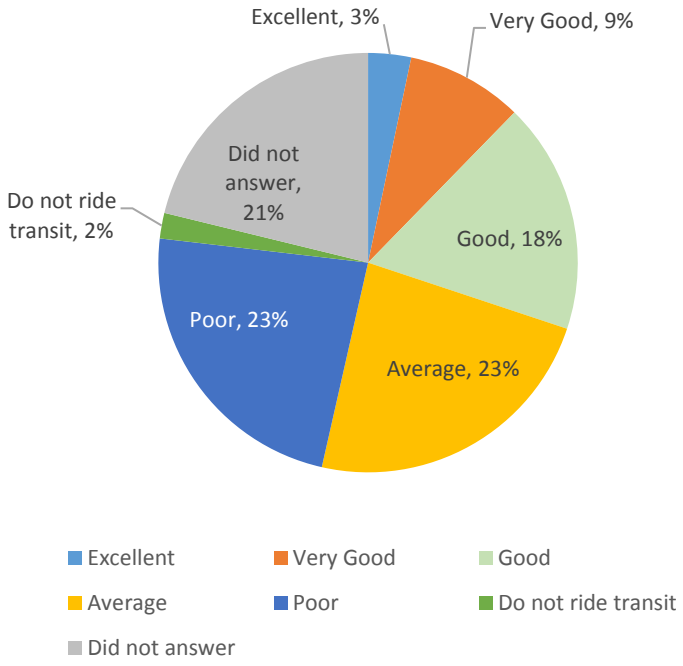
Figure 19: Would you support a referendum for an additional 1/2 cent sales tax for improved/expanded transit services?



SATISFACTION

Figure 20 provides an overview of the electronic and comment card response to a question which asked users to rate MDT's services. Almost 23 percent of all respondents noted they would rate their experience with MDT as poor or average. However, approximately 30 percent indicated they are satisfied with MDT's services.

Figure 20: Rate Your Overall Experience with Miami-Dade Transit



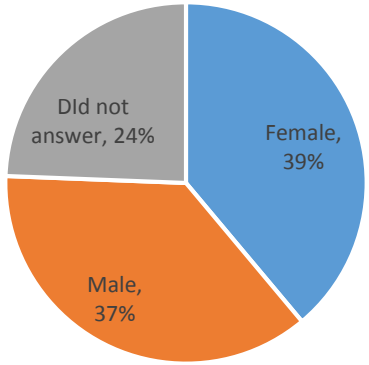
DEMOGRAPHIC INFORMATION

The remainder of this report provides demographic information of those taking the survey.

Gender

As shown in Figure 21, 24 percent of respondents did not indicate their gender. Of those who did indicate their gender, there was a slight skew towards female (2 %).

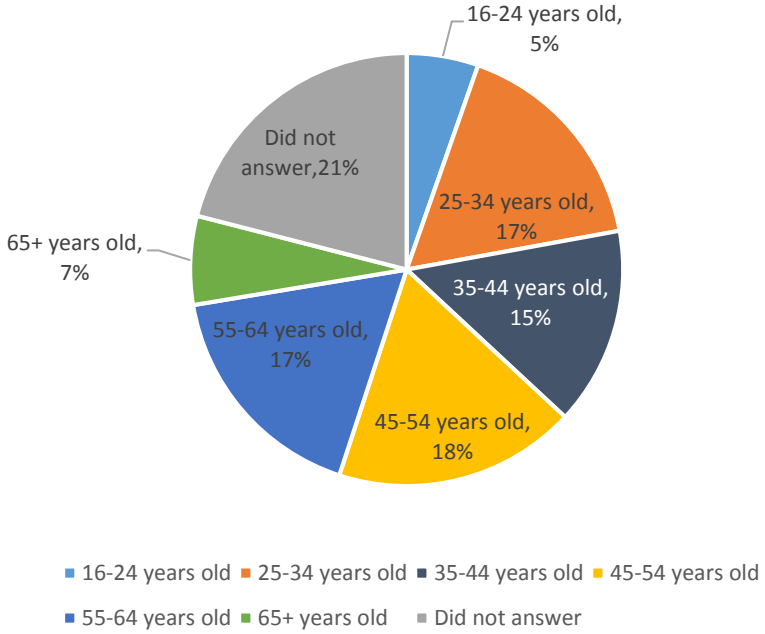
Figure 21: What Is Your Gender?



Age

Respondents are categorized by age group in Figure 22. The largest cohort is between 45 and 54 years old.

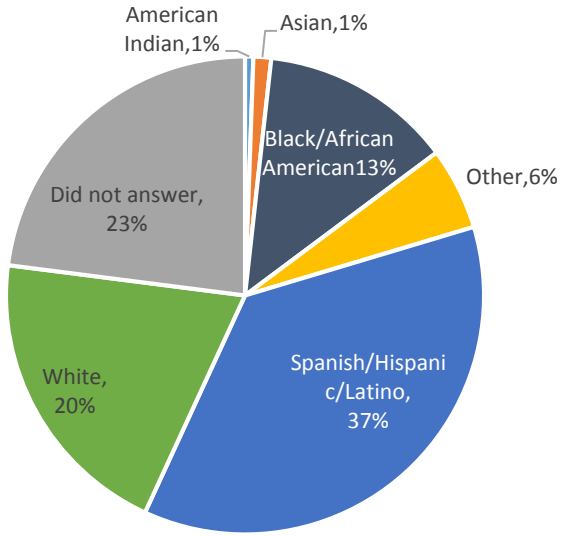
Figure 22: What Is Your Age Group?



Race/Ethnicity

Figure 23 provides information on the race and/or ethnicity of electronic survey and comment card respondents. The two largest groups to complete the survey were Spanish/Hispanic/Latino and White with 37 percent and 20 percent, respectively.

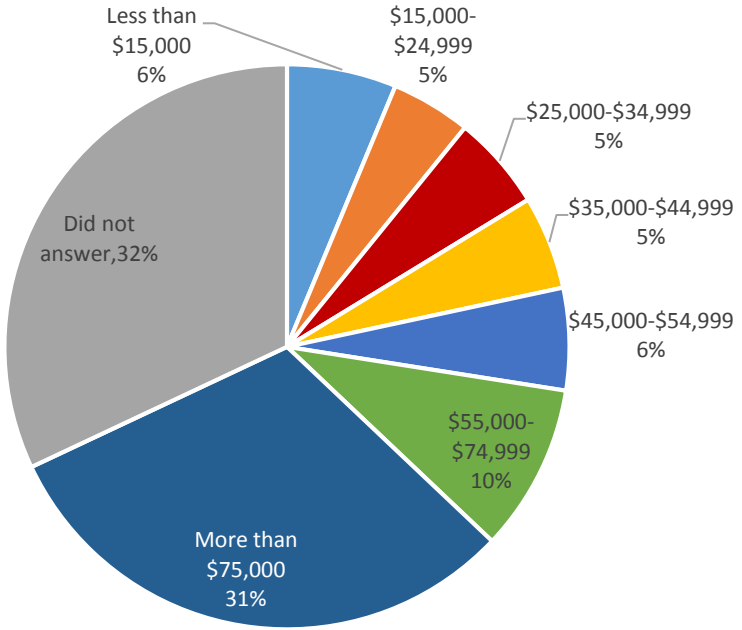
Figure 23: Which Best Describes Your Race/Ethnic Group?



Annual Income

Figure 24 displays the income levels of respondents. The largest group of electronic survey and comment card respondents make at least $75,000 annually. Approximately six percent of respondents have an annual income less than $15,000.

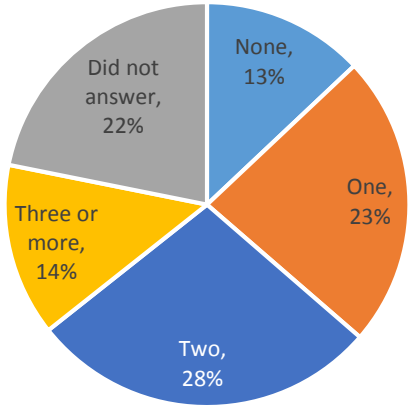
Figure 24: What Is Your Household's Approximate Total Income?



Household Vehicles

As shown in Figure 25, approximately 13 percent of electronic survey and comment card respondents do not have a working vehicle at home. Approximately 28 percent have two working vehicles.

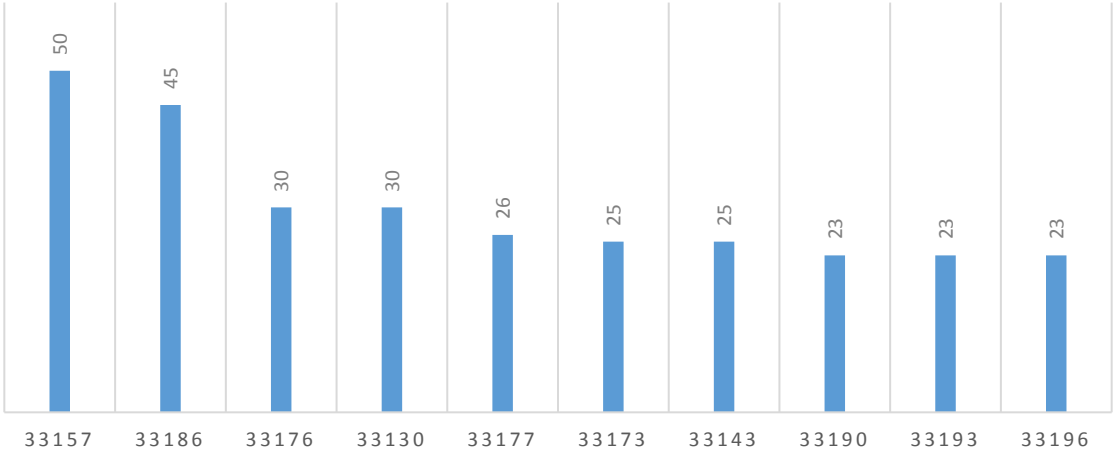
Figure 25: How Many Working Motor Vehicles Are Available In Your Household?



Zip Code

Figure 26 lists the top ten most frequently reported zip codes among survey respondents to both the electronic survey and comment card.

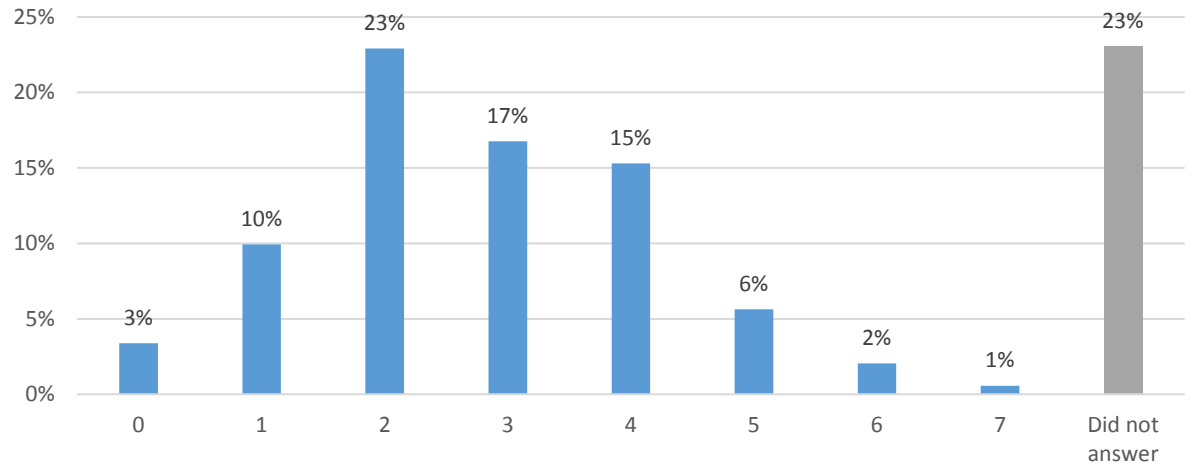
Figure 26: What is your home Zip Code?



Household Size

Figure 27 shows the distribution of electronic survey and comment card respondent's households by household size. The most commonly reported household size was two persons.

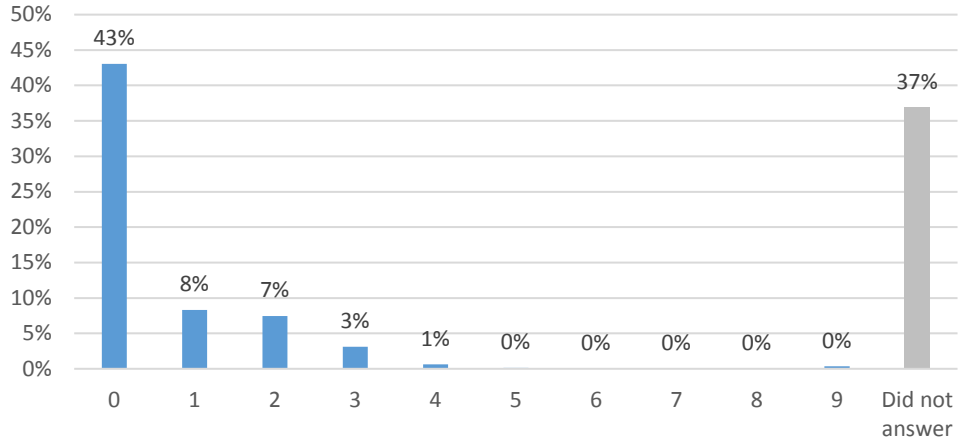
Figure 27: Including you, how many people live in your house?



Household Youths

Figure 28 shows the distribution of electronic survey and comment card respondent's households by the number of youths living in the residence. The most commonly reported number of youths was none, and if there were any youth, one youth household members was the most common response (8%)

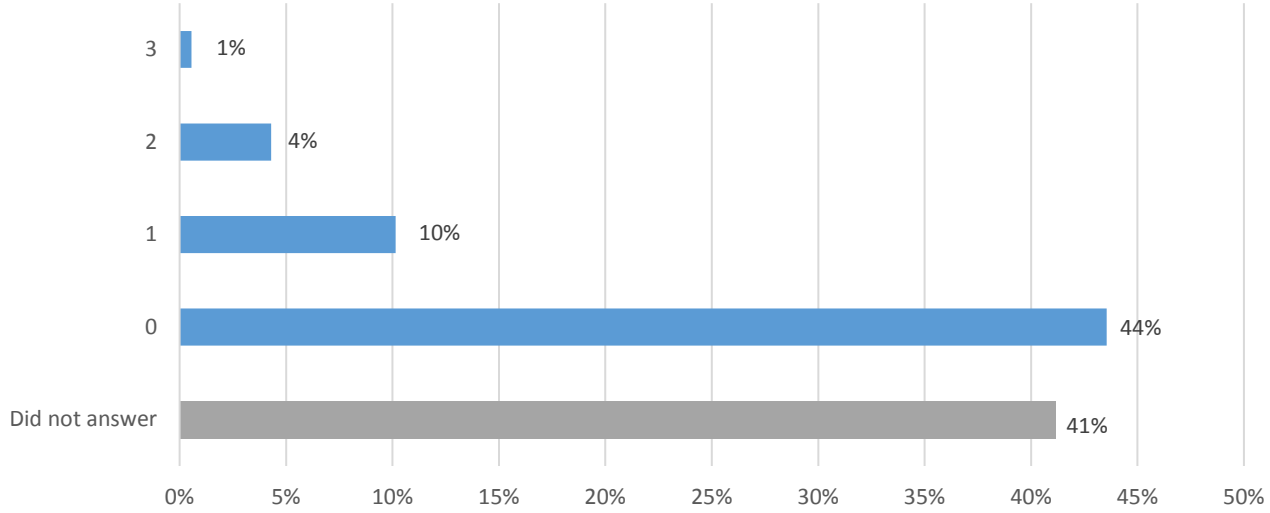
Figure 28: Including you, how many people are less than 16 years old?



Household Elderly

Figure 29 shows the distribution of electronic survey and comment card respondent's households by the number of elderly individuals living in the residence. The most commonly reported number of elderly individuals was none. If a household contained any elderly people, it was twice as likely that they were the only elder in the household, rather than living with other elderly individuals.

Figure 29: Including you, how many people are more than 65 years old?



GENERAL COMMENTS

When asked if there were any other comments respondents would like to share with MDT, many respondents chose to do so. The following themes were noted:

- Disfavor with Sales Tax Results: Respondents generally disagree with the idea that the prior sales tax referendum was used to improve service. Additionally many respondents voiced concerns over how these funds were allocated, and some even suggested voters were defrauded.
- Service Expansions: Respondents were supportive of expansions in service area, particularly for rail service in the northern and southern parts of the county. Furthermore, respondents advocated new service expansions should carefully select the activity centers stations/stops are to be located near, as the current impression is these facilities are not located appropriately.
- Improve Service Reliability: Many respondents voiced concerns over the lack of reliable service due to technical and operational issues. Furthermore, a lack of transit alternatives sometimes leaves many travelers waiting for hours due to the delays
- Cleaner Buses and Trains: Other respondents voiced their support for improved maintenance services on trains and buses.
- Improve On-time Performance: By improving the ability for transit services to remain on schedule, respondents agreed travel would be much easier for riders.
- Security Enhancements: Riders expressed a need for improved station security, at parking facilities and on transit vehicles themselves.
- Other Key Themes, less commonly expressed, yet still reported by at least a dozen respondents include:
    - The need for more rail, not buses, because it avoids traffic
    - New trains should be purchased because the current ones are deteriorating
    - Resources should be devoted to improving peak-hour frequencies
    - Facility improvements including more reliable elevators/escalators, adding air conditioning/fans, fixing bus announcement and signage, as well as adding public restrooms

What is MDT10Ahead?

The Fiscal Year 2019-2028 Transit Development Plan (TDP), is a ten-year strategic vision for Miami–Dade Department of Transportation and Public Works (DTPW) to promote the operation of an efficient, reliable and financially sustainable transit system.

The Bottom Line: The TDP assesses DTPW's existing transit system, identifies existing and future service improvements and capital investments, prioritizes transit needs, and presents a financial plan based upon available funding sources.

Performance Evaluation: Based upon TDP objectives established in the 2014 Major update, key performance measures are evaluated to assess DTPW's performance.

Recommended Service Plan: The ten year implementation plan guides decisions about existing and future service. The plan is based on service standards, citizen input, and stakeholder coordination.

Capital Improvement Plan: This plan prioritizes investments in buses, stations, infrastructure, and equipment needed to preserve and expand the transit system. This plan is dependent on the Recommended Service Plan.

Financial Plan: The financial plan identifies all available financial resources and determines financial needs based on the Recommended Service Plan and the Capital Improvement Plan.

Be a Part of the Solution: You can...

- Fill out and mail the short Q&A on this pamphlet – we pay for the stamp.
- Submit your comments to **MDT10Ahead@miamidade.gov**
- Fill out our online survey at **https://www.miamidade.gov/transit/mdt10-ahead.asp**
- Look for one of our community events.
- Mail your suggestions to:
  Department of Transportation and Public Works
  MDT10Ahead
  701 NW 1st Court, 15th Floor, Miami, FL 33136
- More at **www.miamidade.gov/transit**

Miami-Dade County provides equal access and equal opportunity in employment and does not discriminate on the basis of disability in its programs or services. Auxiliary aids and services for communication are available with five days' advance notice. For material in alternate format (audiotape, Braille or computer disk), a sign language interpreter or other accommodations, please contact: Miami-Dade Department of Transportation and Public Works, Office of Civil Rights and Labor Relations, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Attention: Marcos Ortega. Telephone: 786-469-5225, Fax: 786-469-5589. E-mail: mo7225@miamidade.gov

How often do you use DTPW services?

	BUS	TRANSITWAY (f.k.a. Busway)	RAIL	MOVER	STS
4+ times a week	○	○	○	○	○
1–3 times a week	○	○	○	○	○
A few times a month	○	○	○	○	○
Rarely	○	○	○	○	○
Never	○	○	○	○	○

ABOUT YOURSELF (optional)

How do you pay for your transit fare?

○ Cash ○ Credit Card
○ EASY Card/Corporate Card ○ I do not ride Transit

What is your zip code? _____

What is your gender? ○ Female ○ Male

What is your age group?

○ Less than 16 ○ 16 - 24 ○ 25 - 34
○ 35 - 44 ○ 45 – 54 ○ 55 – 64 ○ 65 +

Which best describes your race/ethnic group?

○ American Indian ○ Asian ○ Black/African American
○ Spanish/Hispanic/Latino ○ White ○ Other

ABOUT YOUR HOUSEHOLD (Including yourself)

· How many people live in your household? _____
· How many people are less than 16 years old? _____
· How many people are over 65 years old? _____

Approximate total household's annual income?

○ Less than $15,000 ○ $45,000 – $54,999
○ $15,000 – $24,999 ○ $55,000 – $74,999
○ $25,000 – $34,999 ○ $75,000 – $99,999
○ $35,000 – $44,999 ○ $100,000 +

Working motor vehicles in your household?

○ One ○ Two ○ Three or more ○ None

Enter your email address to receive transit updates:

Email: _____

AFTER COMPLETING THE SURVEY, SEAL THE BROCHURE AND DROP IT IN THE MAIL BEFORE JULY 31, 2018

What should DTPW's priorities be for the next ten years?

	VERY IMPORTANT	SOMEWHAT IMPORTANT	NEUTRAL	NOT IMPORTANT
SERVICE				
Arrive and depart on time	4	3	2	1
Earlier/later service hours	4	3	2	1
More frequent service	4	3	2	1
More weekend service	4	3	2	1
Expand to serve new areas	4	3	2	1
More direct (straighter/simpler) routes	4	3	2	1
Routes with fewer stops	4	3	2	1
STOPS/STATIONS/TERMINALS				
Improve amenities	4	3	2	1
EASY Card vending machines	4	3	2	1
Retail/food/beverage uses	4	3	2	1
Improve pedestrian/bicycle access	4	3	2	1
Improve bicycle storage	4	3	2	1
Arts & Entertainment	4	3	2	1
PARKING				
Increased parking at rail stations	4	3	2	1
Increased parking at Transitway stations	4	3	2	1
Increased parking at other Park-and-Ride locations	4	3	2	1

These six corridors are being considered in the Strategic Miami Area Rapid Transit (SMART) Plan, which corridor would you most use?

- ◯ **North Corridor** (NW 27th Avenue between MLK Jr Metrorail Station and Broward County Line)
- ◯ **Northeast Corridor** (Downtown Miami to Aventura generally along US-1)
- ◯ **Beach Corridor** (Downtown Miami to Miami Beach generally along I-395)
- ◯ **East-West Corridor** (Miami Intermodal Center to FIU generally along SR-836)
- ◯ **Kendall Corridor** (SW 88th Street between Dadeland North Metrorail Station and SW 162 Avenue)
- ◯ **South Corridor** (Dadeland South Metrorail Station to SW 344 Street along the Transitway)

RATE YOUR OVERALL EXPERIENCE WITH TRANSIT SERVICES

◯ EXCELLENT ◯ VERY GOOD ◯ GOOD ◯ AVERAGE ◯ POOR ◯ I DO NOT RIDE TRANSIT

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 29 MIAMI, FL

POSTAGE WILL BE PAID BY ADDRESSEE

MIAMI-DADE DEPT OF TRANSPORTATION
AND PUBLIC WORKS
701 NW 1ST CT FL 15
MIAMI FL 33136-9809

MIAMI-DADE TRANSIT
AHEAD
2019 2028
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

BE A PART OF THE SOLUTION

MIAMI-DADE COUNTY'S TRANSIT DEVELOPMENT PLAN

MIAMI-DADE COUNTY

¿Qué es MDT10Ahead?

El Plan de Desarrollo de Tránsito del año fiscal 2019-2028 (TDP) es una visión estratégica de diez años para el Departamento de Transporte y Obras Públicas de Miami-Dade (DTPW) para promover la operación de un sistema de tránsito eficiente, confiable y financieramente sustentable.

El resultado final: El TDP evalúa el sistema de tránsito existente de DTPW, identifica las mejoras de servicio existentes y futuras y las inversiones de capital, prioriza las necesidades de tránsito y presenta un plan financiero basado en fuentes de financiación viables.

Evaluación de desempeño: En base a los objetivos de TDP establecidos en la actualización principal de 2014, se evalúan las principales medidas de desempeño para evaluar el desempeño de DTPW.

Plan de servicio recomendado: El plan de implementación de diez años guía las decisiones sobre el servicio existente y futuro. El plan se basa en los niveles del servicio, los comentarios de los ciudadanos y la coordinación de las partes interesadas.

Plan de Mejoras de Capital: Este plan prioriza las inversiones en autobuses, estaciones, infraestructura y equipos necesarios para preservar y expandir el sistema de tránsito. Este plan depende del Plan de Servicio Recomendado.

Plan financiero: El plan financiero identifica todos los recursos financieros disponibles y determina las necesidades financieras en función del Plan de Servicio Recomendado y el Plan de Mejoras de Capital.

Sea parte de la solución: Puede...

- Completar y enviar por correo las preguntas y respuestas en este folleto – pagamos por el sello.
- Envíe sus comentarios a: **MDT10Ahead@miamidade.gov**
- Complete nuestra encuesta en línea en: **https://www.miamidade.gov/transit/mdt10-ahead.asp**
- Busque uno de nuestros eventos comunitarios.
- Envíe sus sugerencias a:
  Department of Transportation and Public Works MDT10Ahead
  701 NW 1st Court, 15th Floor, Miami, FL 33136
- Más en **www.miamidade.gov/transit**

El Condado de Miami-Dade ofrece igualdad de acceso y de oportunidades en el empleo y no practica la discriminación por discapacidad, en sus programas o servicios. Los dispositivos y servicios de ayuda auditiva para la comunicación están disponibles previa solicitud, con cinco días de anticipación. Para obtener materiales en formato alternativo (cinta de audio, Braille o disco de computadora), para solicitar un intérprete del lenguaje de las señas u otros servicios similares sírvase llamar a: Departamento de Transporte y Obras Públicas de Miami-Dade, Oficina de Derechos Civiles y Relaciones Laborales, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atención: Marcos Ortega. Teléfono: 786-469-5225, Fax: 786-469-5589. Correo electrónico: mo7225@miamidade.gov

¿Con qué frecuencia usa los servicios del DTPW?

	BUS	TRANSITWAY (Busway)	RAIL	MOVER	STS
4+ veces por semana	○	○	○	○	○
1–3 veces por semana	○	○	○	○	○
Aglunas veces al mes	○	○	○	○	○
Escasamente	○	○	○	○	○
Nunca	○	○	○	○	○

HÁBLENOS DE USTED (opcional)

¿Cómo paga usted la tarifa de transporte público?

○ Efectivo/Monedas ○ Tarjeta de Crédito
○ EASY Card/Corporate Card ○ No uso transporte público

¿Cuál es su Zona Postal? _____

¿Cuál es su género? ○ Femenino ○ Masculino

¿Cuál es su grupo de edad?

○ Menos de 16 ○ 16 - 24 ○ 25 - 34
○ 35 - 44 ○ 45 – 54 ○ 55 – 64 ○ 65 +

¿Cuál describe mejor su raza o grupo étnico?

○ Indio Norteamericano ○ Asiático ○ Afro-Americano
○ Español/Hispano/Latino ○ Blanco ○ Otro

HÁBLENOS DE SU HOGAR (Usted incluido)

· ¿Cuántas personas viven en su casa? _____
· ¿Cuántos son menores de 16 años? _____
· ¿Cuántos son mayores de 65 años? _____

Ingreso annual aproximado.

○ Menos de $15,000 ○ $45,000 – $54,999
○ $15,000 – $24,999 ○ $55,000 – $74,999
○ $25,000 – $34,999 ○ $75,000 – $99,999
○ $35,000 – $44,999 ○ $100,000 +

Vehículos de motor activos

○ Uno ○ Dos ○ Tres o más ○ Ninguno

Escriba su dirección de correo electrónico para recibir información actualizada:

Email: _____

AL COMPLETAR LA ENCUESTA, SELLE EL FOLLETO Y LLÉVELO AL CORREO ANTES DEL 31 DE JULIO DEL 2018

¿Cuáles deberían ser las prioridades del DTPW en los próximos diez años?

	MUY IMPORTANTE	DE ALGUNA IMPORTANCIA	NEUTRAL	NO IMPORTANTE
SERVICIO				
Llegar y salir a tiempo	4	3	2	1
Horario más temprano /más tarde	4	3	2	1
Servicio más frecuente	4	3	2	1
Mayor servicio los fines de semana	4	3	2	1
Expandir el servicio en áreas nuevas	4	3	2	1
Rutas más directas / sencillas	4	3	2	1
Menor cantidad de paradas	4	3	2	1
PARADAS/ESTACIONES/TERMINALES				
Mejorar los servicios / instalaciones	4	3	2	1
Máquinas de EASY Cards en paradas /estaciones	4	3	2	1
Ventas de comida y bebidas	4	3	2	1
Mejorar acceso de peatones/bicicletas	4	3	2	1
Mejorar estacionamiento de bicicletas	4	3	2	1
Artes y Entretenimiento	4	3	2	1
ESTACIONAMIENTO				
Aumentar la capacidad en estaciones de Metrorail	4	3	2	1
Aumentar la capacidad en estaciones del Transiway	4	3	2	1
Aumentar la capacidad en lotes de Park & Ride	4	3	2	1

De los seis corredores en el Plan Estratégico de Tránsito Rápido para el Área de Miami (SMART). ¿Cuál de los corredores usaría usted más?

- ◯ **North** (NW 27 Avenue entre MLK Jr Metrorail Station y Broward County Line)
- ◯ **Northeast** (Downtown Miami a Aventura generalmente por la US-1)
- ◯ **Beach Corridor** (Downtown Miami to Miami Beach generally along I-395)
- ◯ **East-West** (Miami Intermodal Center to FIU generally along SR-836)
- ◯ **Kendall** (SW 88th St entre Dadeland North Metrorail Station y SW 162 Ave)
- ◯ **South** (Dadeland South Metrorail Station a SW 344 Street por el Transitway)

EVALÚE SU EXPERIENCIA EN GENERAL CON NUESTRO SERVICIO

◯ EXCELENTE ◯ MUY BUENA ◯ BUENA ◯ REGULAR ◯ MALA ◯ NO USO EL SERVICIO

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MIAMI-DADE TRANSIT
AHEAD
2019 2028
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

SE PARTE DE LA SOLUCIÓN

PLAN DE DESARROLLO DEL TRANSPORTE PÚBLICO DEL CONDADO DE MIAMI-DADE

MIAMI-DADE COUNTY

Ki sa ki MDT10Ahead?

Ane Fiskal 2019-2028 Plan Devlopman Transpo Piblik (TDP), se yon vizyon estratejik dis ane pou Depatman Transpò ak Travay Piblik Miami-Dade (DTPW) pou ankouraje operasyon yon sistèm transmisyon efikas, serye, ak finansyèman dirab.

Rezilta final la: TDP evalye sistèm transpò piblik ki egziste deja nan DTPW, idantifye amelyorasyon sèvis ki la deja ak lavni ak envèstisman kapital yo, priyorite bezwen transpò piblik yo, epi prezante yon plan finansye ki baze sou sous finansman ki egziste.

Evalyasyon Pèfòmans: Dapre objektif TDP etabli nan Gwo aktyalizasyoon 2014 lan, mezi kle pèfòmans yo itilize pou evalye pèfòmans DTPW.

Plan Sèvis Rekòmande: Plan Ekzekisyon dis lane gide desizyon sou sèvis ki la deja ak sak nan lavni. Se plan sa a ki baze sou sèvis nòmal, opinyon sitwayen, ak kowòdinasyon moun ki gen enterè.

Plan de Mejoras de Capital: Este plan prioriza las inversiones en autobuses, estaciones, infraestructura y equipos necesarios para preservar y expandir el sistema de tránsito. Este plan depende del Plan de Servicio Recomendado.

Plan Amelyorasyon Kapital: plan sa met an priyorite envèstisman nan otobis, estasyon, enfrastrikti, ak ekipman bezwen pou prezève ak elaji sistèm transpò piblik la. Plan sa a depann de plan sèvis rekòmande a.

Plan finansye: plan finansye a idantifye tout resous finansye ki disponib epi li detèmine bezwen finans ki baze sou Plan Sèvis Rekòmande a ak Plan Amelyorasyon Kapital la.

Fè yon pati nan solisyon an: Ou ka ...

- Ranpli epi poste ti bout Q & A sou ti liv sa a - nou peye pou stanmp pou w poste l la
- Soumèt kòmantè ou yo bay **mdt10Ahead@miamidade.gov**
- Ranpli ankèt sou entènèt nou an nan **https://www.miamidade.gov/transit/mdt10-ahead.asp**
- Chèche youn nan evènman kominote nou yo
- Voye sigjesyon ou yo

  Department of Transportation and Public Works MDT10Ahead
  701 NW 1st Court, 15th Floor, Miami, FL 33136
- Plis nan **www.miaimdade.gov/transit**

El Condado de Miami-Dade ofrece igualdad de acceso y de oportunidades en el empleo y no practica la discriminación por discapacidad, en sus programas o servicios. Los dispositivos y servicios de ayuda auditiva para la comunicación están disponibles previa solicitud, con cinco días de anticipación. Para obtener materiales en formato alternativo (cinta de audio, Braille o disco de computadora), para solicitar un intérprete del lenguaje de las señas u otros servicios similares sírvase llamar a: Departamento de Transporte y Obras Públicas de Miami-Dade, Oficina de Derechos Civiles y Relaciones Laborales, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atención: Marcos Ortega. Teléfono: 786-469-5225, Fax: 786-469-5589. Correo electrónico: mo7225@miamidade.gov

Konbyen fwa ou itilize sèvis Transpò Miami-Dade?

(CHWAZI TOUT BON REPONS YO)	BIS	TRANSWAY	TREN	MOVER	STS
+ 4 fwa pa semèn	○	○	○	○	○
1–3 fwa pa semèn	○	○	○	○	○
Kèk fwa nan yon mwa	○	○	○	○	○
Raman	○	○	○	○	○
Jamè	○	○	○	○	○

SOU TÈT OU (si ou vle)

Kijan ou peye pou tikèt transpò a?

○ Lajan Kach/Pyès monnen ○ Kat Kredi
○ EASY Card/Corporate Card ○ Mwen pa itilize transpò piblik

Ki Kod Postal ou? _____

Ki sèks ou? ○ Fi ○ Gason

Nan ki kategori laj ou ye?

○ Mwen pase 16 ○ 16 - 24 ○ 25 - 34
○ 35 - 44 ○ 45 – 54 ○ 55 – 64 ○ 65 +

Ki ras/etnisite ou?

○ Endyen Ameriken ○ Azyatik ○ Nwa/Afriken Ameriken
○ Panyòl/Ispanik/Latinoo ○ Blan ○ Lòt

SOU LAKAY OU (ki gen ladan tèt ou)

· Konbyen moun ki ap viv nan kay ou? _____
· Konbyen moun ki gen mwens pase 16 ane fin vye a? ____
· Konbyen moun ki gen plis pase 65 ane fin vye a? _____

Revni anyèl Genyen apeprè swivan kay manm lan?

○ Mwens pase $15,000 ○ $45,000 – $54,999
○ $15,000 – $24,999 ○ $55,000 – $74,999
○ $25,000 – $34,999 ○ $75,000 – $99,999
○ $35,000 – $44,999 ○ $100,000 +

Konbyen veyikil amotè ki mache ki lakay ou?

○ Youn ○ De ○ Twa oswa plis ○ Pa genyen

Make adrès imèl ou la kapab resevwa mizajou konsènan transpò:

Imèl: _____

APRE W FIN RANPLI SONDAJ LA, PLIYE FÈY LA POU FÈMEN LI EPI METE L NAN YON BWAT POU LÈT LAPÒS JULY 31, 2018

Etandone resous li ki limite, ki priyorite Miami-Dade Transit ta dwe genyen pou pwochen dis (10) ane?

	TRÈ ENPÒTAN	ENPÒTAN IMPORTANT	NET (pa gen opinyon)	PA ENPÒTAN
SÈVIS				
Rive epi derape alè	4	3	2	1
Orè sèvis pi bonè /pi ta	4	3	2	1
Plis sèvis	4	3	2	1
Plis sèvis pandan wikenn	4	3	2	1
Pwolonje pou ale nan nouvo zòn	4	3	2	1
Wout ki pi dirèk (pi dwat/pi senp)	4	3	2	1
Wout ak mwens arè	4	3	2	1
ARÈ / ESTASYON				
Amelyore enstalasyon arè / estasyon	4	3	2	1
Machin pou vann EASY Card nan arè / estasyon otobis	4	3	2	1
Kafeterya pou van manje/bwason	4	3	2	1
Amelyore aksè pou pyeton/bisiklèt	4	3	2	1
Amelyore estokaj bisiklèt nan estasyon	4	3	2	1
Atizay ak amizman	4	3	2	1
Amelyore direksyon signalisation	4	3	2	1
PAKING				
Plis paking nan estasyon	4	3	2	1
Plis paking nan estasyon otobis	4	3	2	1
Plis paking nan lòt kote Park-and-Ride (Pake ak Vwayaje)	4	3	2	1
Amelyore direksyon signalisation	4	3	2	1

Nan sis koridò yo nan plan an pou transpò piblik rapid estratejik zòn Miami (SMART) yo konsidere pou sèvis transpò piblik prim, ki koridò ou ta pli itilize.

- ◯ **Nò Koridò** NW 27yèm Avenue ant Estasyon Metrorail MLK Jr. rive liy demakasyon Konte Broward la (Broward County Line)
- ◯ **Nòdès Koridò** (Anbalavil Miami rive Aventura jeneralman sou US-1)
- ◯ **Beach Koridò** (Anbalavil Miami rive Miami Beach jeneralman sou I-395)
- ◯ **East – lwès koridò** (Miami Intermodal Center rive FIU jeneralman sou SR-836)
- ◯ **Kendall koridò** (SW 88 St ant Estasyon Dadeland North ak SW 167 Ave)
- ◯ **Sid koridò** (Estasyon Dadeland South rive SW 344 St. sou wout Transway la)

AN GENERAL. KÒMAN OU TROUVE SÈVIS TRANSPÒ PIBLIK LA?

◯ Li trè trè bon ◯ Li trè bon ◯ Li bon ◯ Li pasab ◯ Li pa bon ◯ Mwen pa itilize transpò piblik

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FÈ YON PATI NAN SOLISYON AN

MIAMI-DADE COUNTY'S TRANSIT DEVELOPMENT PLAN

MIAMI-DADE COUNTY

2018 DTPW TDP Survey

Rebuilding for a brighter future. The Department of Transportation and Public Works (DTPW) wants to work with you to develop a vision and action plan for the public transportation system in our community. Given our limited resources, help us define what our priorities should be for the next ten years.

Get involved and share your suggestions by completing this quick survey. You will have the opportunity to add specific comments in Question 19.

DTPW is committed to provide accessible material to its patrons and the public. This survey is compliant with Section 508 of the Rehabilitation Act of 1973. Section 508 is a federal law that outlines standards that make online information and services accessible to users with disabilities. Should you encounter any accessibility issue with this survey, please contact Marcos Ortega, Departmental ADA Coordinator at Marcos.Ortega@miamidade.org or 786-469-5225.

In addition to this survey, you can also provide comments on the Transit Development Plan through our MDT10Ahead email address (MDT10Ahead@miamidade.gov) or via telephone through the Miami-Dade County Community Information and Outreach Center (3-1-1, 305-468-5900, 888-311-DADE, or TTY 305-468-5402).



2018 DTPW TDP Survey

DTPW Transit Development Plan Survey

1. How often do you use DTPW services?

	More than 4 times per week	1-3 times per week	A few times per month	Rarely	Never
Metrobus	○	○	○	○	○
Metrobus Transitway	○	○	○	○	○
Metrorail	○	○	○	○	○
Metromover	○	○	○	○	○
Special Transportation Services (STS)	○	○	○	○	○

2. How do you arrive at your transit station?

- ○ Walk
- ○ Bike
- ○ Drive
- ○ Ride Share (Uber, Lyft, etc.)
- ○ Carpool/vanpool

3. How long does it take you to get to your nearest/preferred transit station?

- ○ Less than 10 minutes
- ○ 10-20 minutes
- ○ 20-45 minutes
- ○ Over 45 minutes

4. How do you pay for transit fares?

- ◯ Cash
- ◯ EASY Card/Corporate Card
- ◯ Credit card
- ◯ I do not use transit

5. How do you pay for parking at Metrorail Stations?

- ◯ Decal/tag
- ◯ Digital decal
- ◯ Monthly pass
- ◯ Other
- ◯ N/A (Don't park at Metrorail Stations)

6. Do you transfer?

- ◯ Yes
- ◯ No

If yes, where do you transfer?

*** 7. SERVICE: What should DTPW's priorities be for the next ten years?**

	Very important	Somewhat important	Neutral	Not important
Arrive and depart on time	◯	◯	◯	◯
Earlier/later service hours	◯	◯	◯	◯
More frequent service	◯	◯	◯	◯
More weekend service	◯	◯	◯	◯
Expand to serve new areas	◯	◯	◯	◯
More direct (straighter/simpler) routes	◯	◯	◯	◯
Routes with fewer stops	◯	◯	◯	◯

*** 8. STOPS/STATIONS: What should DTPW's priorities be for the next ten years?**

	Very important	Somewhat important	Neutral	Not important
Improved stop/station amenities (canopies, comfort, furnishings, etc.)	○	○	○	○
EASY card/vending machines at stations	○	○	○	○
Retail/food/beverage uses at stations	○	○	○	○
Improve pedestrian/bicycle access	○	○	○	○
Improve bicycle storage at stations	○	○	○	○
Real-time information monitors	○	○	○	○
Arts and entertainment	○	○	○	○
Improved directional signage	○	○	○	○

*** 9. PARKING: What should DTPW's priorities be for the next ten years?**

	Very important	Somewhat important	Neutral	Not important
Increased parking at rail stations	○	○	○	○
Increased parking at Transitway stations	○	○	○	○
Increased parking at other Park-and-Ride locations	○	○	○	○
Create more convenient drop-off areas	○	○	○	○
Provide electric vehicle charging stations	○	○	○	○
Create more park and ride lots	○	○	○	○
Improved directional signage	○	○	○	○

*** 10. How important is it to get transit materials in the following formats?**

	Very important	Somewhat important	Neutral	Not important
Printed materials	○	○	○	○
DTPW website	○	○	○	○
Inside transit vehicles	○	○	○	○
Bus stops or rail stations	○	○	○	○
3-1-1 Call Center	○	○	○	○
Email/text messages (Rider Alerts)	○	○	○	○
Newspaper, TV, and radio	○	○	○	○
Social media (Facebook/Twitter/Instagram)	○	○	○	○
Smart phone application	○	○	○	○

*** 11. I use/would use transit because**

	Strongly agree	Somewhat agree	Neutral	Disagree
It saves me money	○	○	○	○
It saves me time	○	○	○	○
It provides a convenient transportation option	○	○	○	○
It takes me where I want to go	○	○	○	○
It's good for the environment	○	○	○	○
It allows me to do other things while I travel	○	○	○	○
It promotes a healthier lifestyle	○	○	○	○
My employer participated in the DTPW Corporate Sponsorship Program (which reduces the cost of the monthly transit pass)	○	○	○	○

Other (please specify)



2018 DTPW TDP Survey

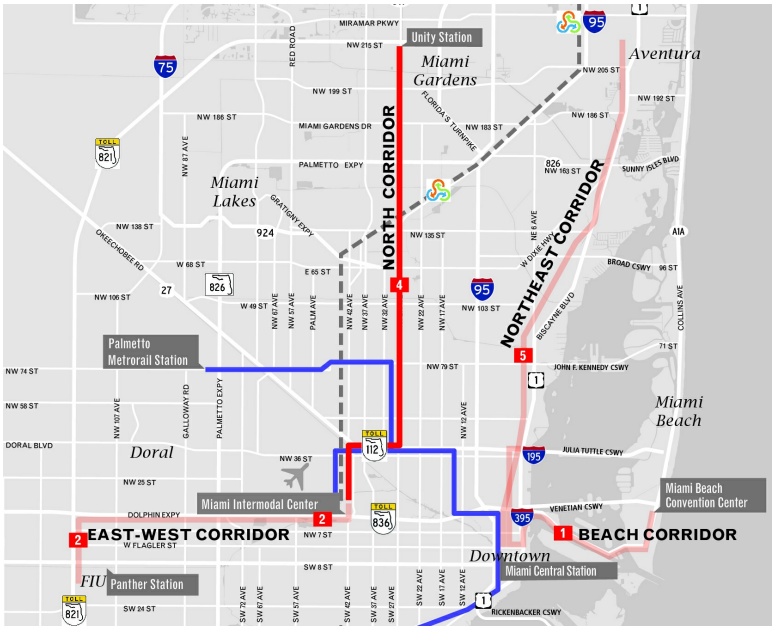
DTPW Transit Development Plan Survey

*** 12. Which of the following destinations could DTPW serve better? Please select all that apply.**

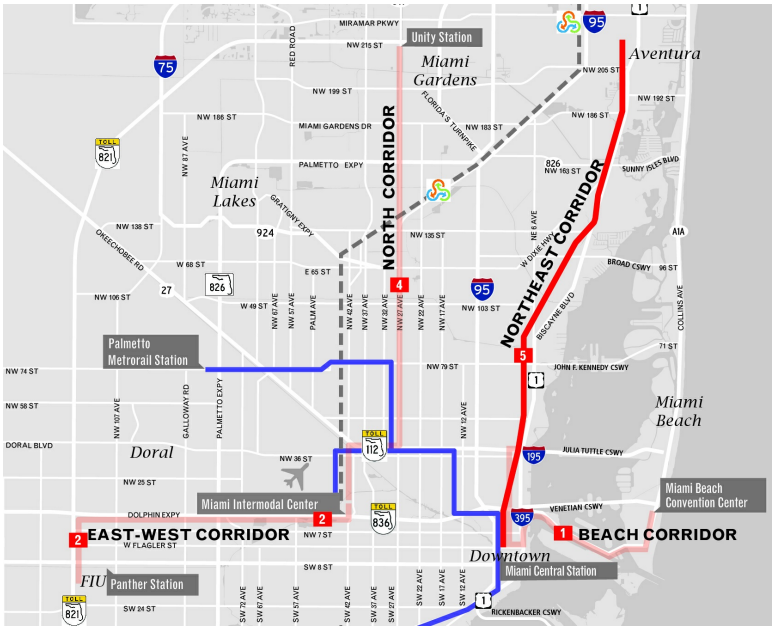
- [ ] County parks
- [ ] Port Miami
- [ ] Miami International Airport
- [ ] UM/Jackson Medical Center (Health District)
- [ ] Healthcare facilities (i.e. hospitals, clinics, etc.)
- [ ] Colleges and universities
- [ ] Other educational facilities (i.e. middle and high schools)
- [ ] Government facilities
- [ ] Shopping centers or retail malls
- [ ] Beach
- [ ] Other (please specify)

13. Of the six corridors in the Strategic Miami Area Rapid Transit (SMART) Plan that are being considered for premium transit service, which corridor would you most use?

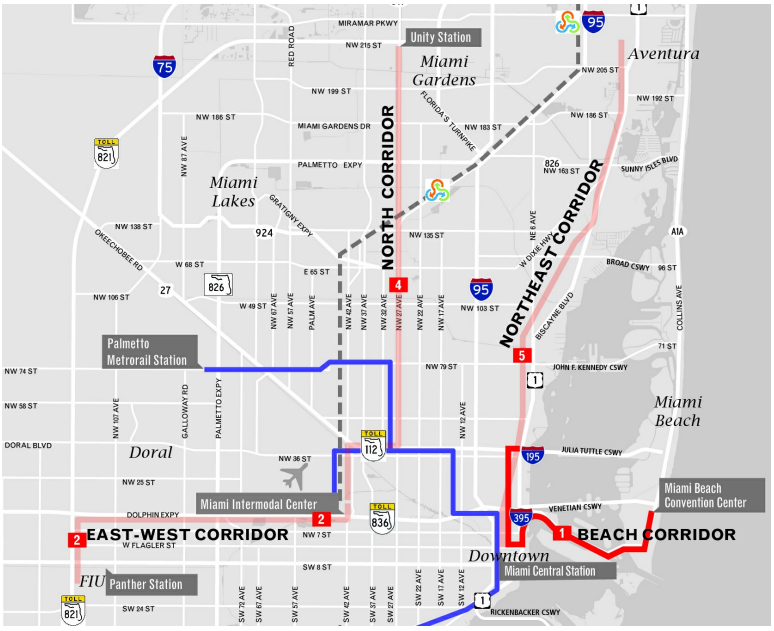
○ North Corridor (NW 27th Avenue between MLK Jr Metrorail Station and Broward County Line)



○ Northeast Corridor (Downtown Miami to Aventura generally along US-1)



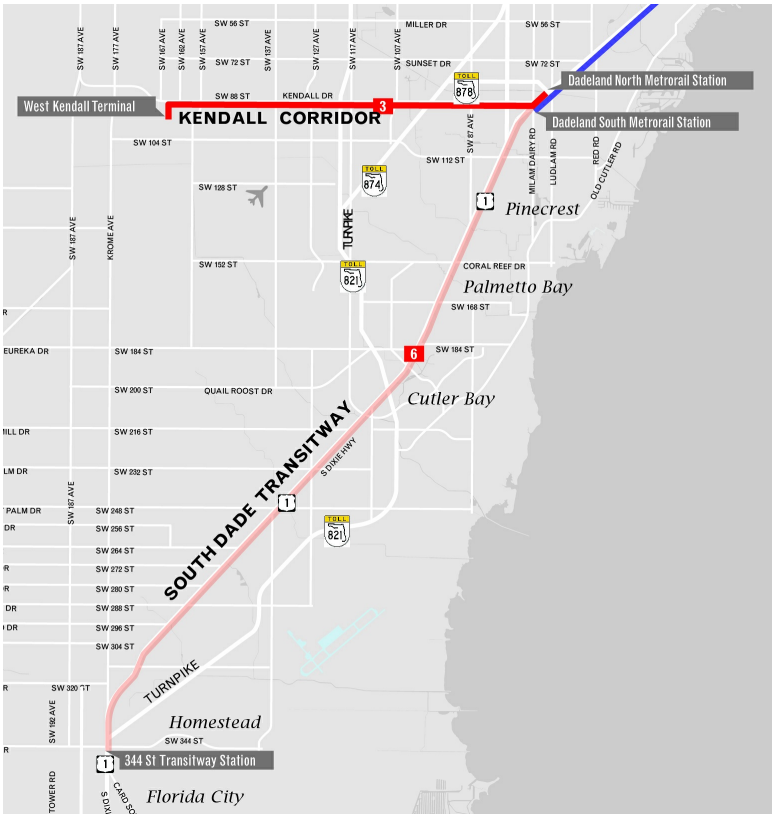
Beach Corridor (Downtown Miami to Miami Beach generally along I-395)



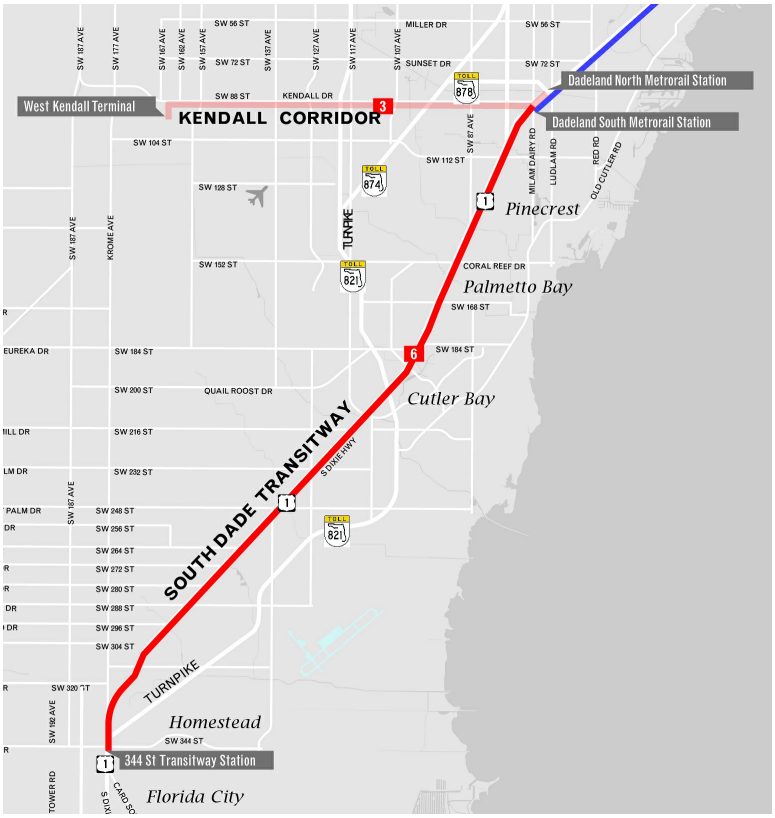
East-West Corridor (Miami Intermodal Center to FIU generally along SR-836)



Kendall Corridor (SW 88th Street between Dadeland North Metrorail Station and SW 167 Avenue)



South Corridor (Dadeland South Metrorail Station to SW 344 Street along the Transitway)



14. Would you be willing to pay increased transit fares for improved transit services?

- ◯ Yes
- ◯ No

15. Would you be willing to pay increased parking fees at rail stations or new parking fees at bus stations for more parking spaces?

- ◯ Yes
- ◯ No

16. Would you be willing to pay increased parking fees at rail stations or new parking fees at bus stations if given the option to reserve your parking space in advance?

- ◯ Yes
- ◯ No

17. Rate your overall experience with DTPW.

18. Would you support a referendum for an additional 1/2 cent sales tax for improved/expanded transit services?

- ◯ Yes
- ◯ No

19. Please list any other comments that you would like DTPW to consider.



2018 DTPW TDP Survey

DTPW Transit Development Plan Survey

*** 20. What is your residential zip code?**

21. What is your gender?

- ◯ Female
- ◯ Male

22. What is your age group?

23. Which best describes your race/ethnic group?

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

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

- ◯ One
- ◯ Two
- ◯ Three or more
- ◯ None

26. Please tell us about your household.

Including you, how many people live in your house?

Including you, how many people are less than 16 years old?

Including you, how many are over 65 years old?

27. Join our email list to receive transit updates. Please enter your email address below.



TRANSIT DEVELOPMENT PLAN

ANNUAL UPDATE

III. L *Miami Dade Transit Service Standards*



MIAMI-DADE TRANSIT

Service Standards

Miami-Dade Transit
Service Planning & Scheduling
701 NW First Court
Miami, FL 33136
www.miamidade.gov/transit

Revised 9/29/09
Adopted 11/04/09

PURPOSE

This document formalizes Miami-Dade Transit's (MDT) service standards, the framework for guiding the decisions on which services are created and evaluated. This framework is applied to best serve the citizens' varied travel needs, as well as achieve our mission of providing the highest possible quality service within the available budgetary resources. MDT's service standards provide consistent and fair evaluation of both existing and proposed services. MDT service standards follow procedures published by the Transportation Research Board's Transit Cooperative Research Program (TCRP) of the National Academies.

These service standards are intended to support the goals and objectives of Miami-Dade County. The objectives and the resources available to attain them can be expected to change over time. Therefore, these service standards will be revised periodically to reflect those changes. Previous period experience as well as changes in Miami-Dade County's goals and objectives, will be used to determine whether any standards can be added or revised.

The overall mission of MDT is "*to meet the needs of the public for the highest quality transit service: safe, reliable, efficient, and courteous.*" These service standards are applied to improve the efficiency of existing routes and address the needs of the community by implementing new bus service. These service changes and implementation must meet the required standards.

The relationship between MDT's Service Standards and the agency budget is dynamic. The level of service MDT provides to patrons has a direct impact on the operating and capital budgets. In turn, service standards affect the amount of service delivered, and the amount of service to be provided within the bounds of existing financial resources. Balancing transit needs and budget constraints is very challenging, and adjustments are required between the costs and benefits of providing transit service.

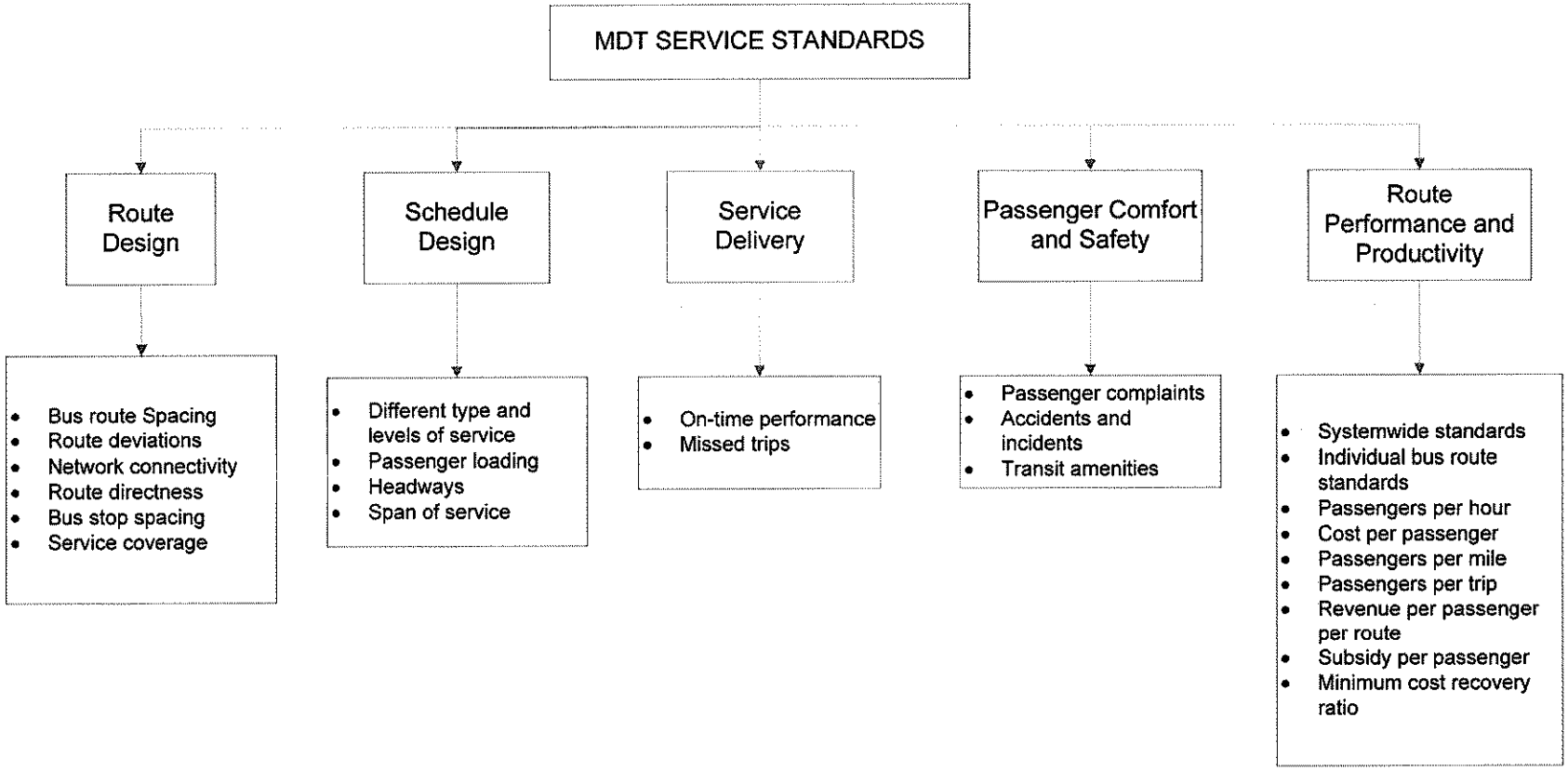
The application of service standards leads to a fair, equitable, and objective comparison of all requests and proposals generated from the general public, elected officials, and

MDT staff. These service standards are maintained and applied to be consistent in the evaluation of service proposals and to ensure that the service being provided represents the most cost-effective use of the Miami-Dade County's resources. MDT service standards establish minimum, maximum, and recommended levels of service. The purpose of MDT's standards is to identify routes which are most in need of service changes, such as restructuring to eliminate lower-productivity segments or branches, adjusting service frequency to better reflect the demand for service, or providing additional promotion of less patronized routes. Routes which do not meet MDT standards are not automatically selected for elimination. Decisions to eliminate a route is only intended as a last resort, when it has been determined that no cost-effective actions are available to improve the productivity of the route. There are two primary applications for the ongoing use of the service standards:

1. The use of standards to evaluate existing services, and
2. Use of standards to evaluate proposals for new service

The service planning process considers four major divisions within Miami-Dade Transit: Metrobus, Metrorail, Metromover, and Special Transportation Services (STS). Metrobus standards include information on the design and redesign of routes and schedules, and a process for route performance evaluation. For Metrorail, service schedule design standards are the only guiding factors since the route follows a set alignment. The operating plan forms the basis for the Metromover service standards. Finally, Special Transportation Services standards include performance and productivity Demand-Response.

The numerical values of these service standards will be evaluated yearly, using the most recent twelve-month period for which data is available. The evaluation compares the current values of productivity standards versus those from the previous year. Operating cost data for the previous year is examined to account for system-wide increases or decreases in expenditures.


MDT SERVICE STANDARDS
Route Design
Schedule Design
Service Delivery
Passenger Comfort and Safety
Route Performance and Productivity
• Bus route Spacing
• Route deviations
• Network connectivity
• Route directness
• Bus stop spacing
• Service coverage
• Different type and levels of service
• Passenger loading
• Headways
• Span of service
• On-time performance
• Missed trips
• Passenger complaints
• Accidents and incidents
• Transit amenities
• Systemwide standards
• Individual bus route standards
• Passengers per hour
• Cost per passenger
• Passengers per mile
• Passengers per trip
• Revenue per passenger per route
• Subsidy per passenger
• Minimum cost recovery ratio

SERVICE PLANNING PROCESS

MDT's service planning process starts by using its service standards to evaluate current service. Many planning and design elements are taken into account when considering a service change. MDT's service changes address issues of route efficiency, cost effectiveness, operational feasibility, and the availability of resources.

MDT applies its service standards to:

- Improve route productivity while keeping customer impact to a minimum
- Assure that service is provided in a fair, consistent, and equitable manner, considering transit-dependent areas / regions
- Provide a baseline for service planning of bus route alignments, and scheduling frequencies for all transit modes

Data collected on MDT service is compared against the service standards to determine whether or not existing services perform at acceptable levels. Remedial action plans are developed to bring the service up to standards, when they are not acceptable. Ridership data is collected using Automatic Passenger Counters (APC), and via manual ride checks. As part of the process this data is evaluated to perform the following remedial actions:

- Enhance/Reduce per-route service span
- Increase/Decrease frequency
- Modify/Eliminate duplicative service
- Modify/Eliminate low ridership route segments
- Modify/Eliminate weekend service (Saturday, Sunday or both)
- Modify/Eliminate off-peak service
- Modify/Eliminate low productivity trips
- Market/Promote low ridership routes

The service planning process identifies and documents service deficiencies. If continued remedial actions cannot bring a service up to MDT's service standards, it may be an indication of changes in demand or travel patterns. Reallocating the resources may be the only alternative to resolve such service deficiencies.

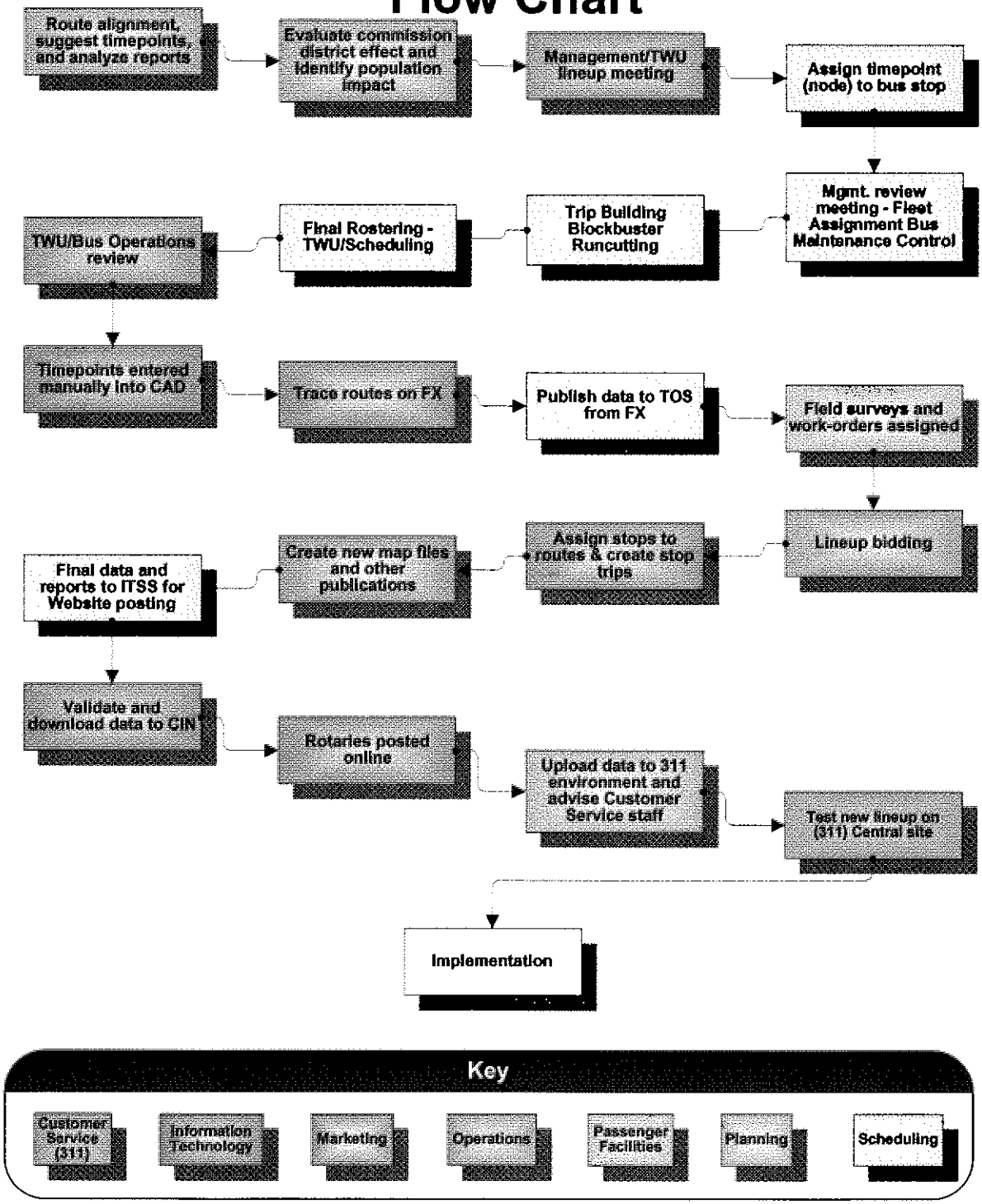
MDT continuously evaluates the performance of its services, analyzing data and developing recommendations for service changes as justified through the use of service delivery standards. Applying a service standard process assures that available resources are deployed in the most effective manner. Although the service routes and schedules are evaluated continuously, major service changes are implemented in June or November of each calendar year, per the Collective Bargaining Agreement with the Transport Workers Union.

Minor recommended changes to service, as defined by Section 2-150 of the County Code, can be implemented as required with the approval of the Administration. Minor changes are defined as modifications affecting less than a quarter (25%) of a route. Major recommended changes, those above the 25% threshold, require approval by the Board of County Commissioners after a public hearing.

The service planning process targets only short-range plans, which are six to eight months into the future. Long-range plans, such as the Transportation Improvement Program (TIP), the Transit Development Plan (TDP), and the Long-Range Transportation Plan (LRTP), are incorporated into the short-range planning process in order to align long-term visions with short-term goals.

MDT works towards the implementation of route and scheduling service changes with input and collaboration from other divisions within the department. These divisions assist in the planning, scheduling, and implementation of the various modes of transit service. Each division works as a team to plan design and deliver optimal transit services to its community.

Planning & Scheduling Flow Chart



SERVICE COVERAGE

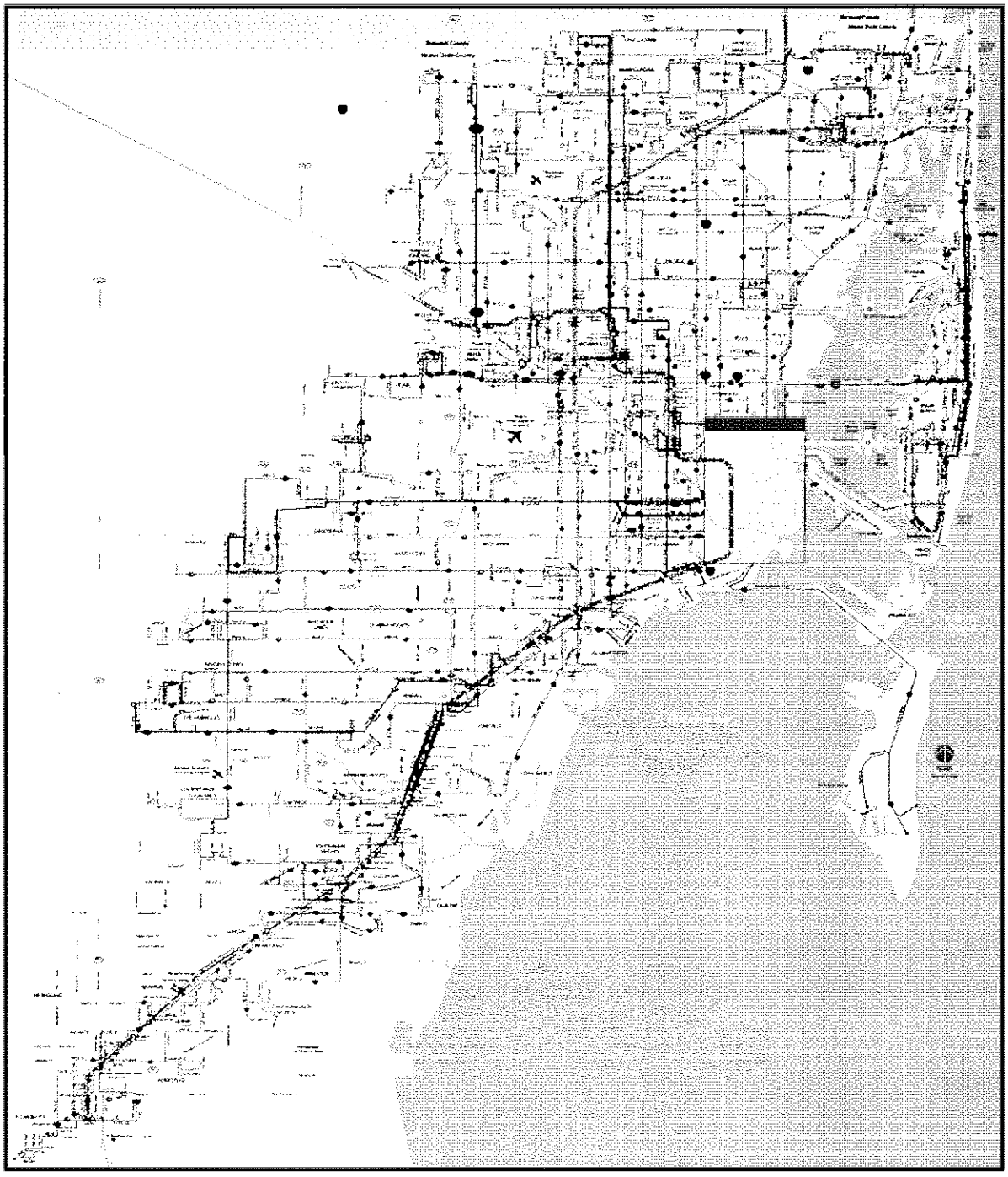
Miami-Dade County's policy establishes that ninety percent (90%) of the County population within the Urban Development Boundary (UDB) shall be provided with transit service. The Mass Transit sub-element of the Comprehensive Development Master Plan (October 2006 edition) adopted by Miami-Dade County establishes the following minimum service levels:

> *The minimum peak-hour mass transit level of service shall be that all areas within the Urban Development Boundary (UDB) of the Land Use Plan which have a combined population and work force of 10,000 persons per square mile shall be provided with public transit having a minimum headway of 30 minutes and average route spacing of one mile provided that:*
>
> *The average combined population and employment density along the corridor between the existing network and the area of expansion exceeds 4,000 persons per square mile, and the corridor is 0.25 miles on either side of any necessary new routes or route extensions to the area of expansion.*
> *Areas with lower density will be provided with lower-frequency peak only bus service, or have access to park-and-ride lots within 15 miles*

Service will be provided along major arterials at a route spacing of one mile and one-half mile space for the urban core. The urban core or "the mainland" is defined as, inclusive of NW/NE 79 Street on the north, NW/SW 42 Avenue (Le Jeune Road) on the west, Coral Way on the south and Biscayne Bay on the east, including the area south of 96 Street on Miami Beach.

Geographic coverage may not always be achieved due to constraints such as street network restrictions, or the infeasibility of modifying existing routes without negatively affecting their overall performance. In some cases, it may not be economically feasible to implement and/or modify service coverage. Careful consideration is exercised when such cases arise.

Miami-Dade Transit's Coverage Area



ROUTE DESIGN

MDT uses route design standards to design or redesign of a pathway on which a bus route operates. The factors considered in developing or modifying a route include service area characteristics (population, employment, transit-dependency), route type (express, limited, local), route spacing, travel directness, bus stop spacing, and bus stop amenities.

Bus Service Type

Trunk Routes

MDT designs local trunk bus service in Miami-Dade County to collect and distribute high-turnover ridership along developed arterials radiating to and from the area commonly referred to as the Miami Central Business District (CBD). This service is characterized by frequent stops, short passenger trips, and slow average bus speeds.

Feeder Routes

MDT uses local feeder routes mainly to link trunk routes, though many feeders also serve high density corridors with internal travel markets. This type of service provides travel opportunities linking the feeder routes with other local bus service provided by municipalities, and/or Metrorail and/or Metromover stations. MDT feeder routes also include those which do not directly enter the Miami CBD.

Circulator

MDT uses a circulator, or shuttle bus, for a short route connecting two transportation centers, or as a feeder to another service. For MDT, these routes include the Tri-Rail commuter rail stations in Miami-Dade County, and short area-specific routes.

Limited

MDT uses limited-stop service to serve a limited number of specific bus stops along a route. The MAX routes serve stops at major transfer points or approximately every one-half mile (in the system core and CBD) to one mile (in the non-urban or suburban areas) along the route. This type of route has characteristics of both express and local service.

With fewer stops, the limited routes have significantly increased operating speeds when compared to local service.

Busway

MDT's South Miami-Dade Busway is an exclusive, dedicated two-lane corridor dedicated solely for bus service along U.S. 1 from SW 344th St in South Miami-Dade to the Metrorail Station at Dadeland South. The Busway has bus stop stations along the corridor, with preferential signal phasing provided for the buses at each intersection. Several bus routes currently operate on the Busway. Most of these routes are considered limited-stop service, or have portions that offer limited service, due to the nature of the Busway service and the number of stops.

Express

MDT uses express service as service that has fewer stops and operates at a higher speed than local service. Express routes serve outlying areas (serving designated park-and-ride lots or shopping centers), some with direct service to the CBD. They usually operate along a freeway or major arterial road to increase the operating speed.

Special Transportation Service (STS)

MDT has STS available for people with disabilities who cannot ride Metrobus, Metrorail, or Metromover. STS offers shared-ride, door-to-door travel in accessible vehicles throughout most of Miami-Dade County, in some parts of South Broward County, and in Monroe County Upper to Middle Keys. STS operates 24 hours a day, seven days a week, including most holidays. STS is used for trips to medical appointments, school, work, shopping, business, or recreation. Air-conditioned minivans, small buses, lift-equipped vans, and sedans transport passengers with disabilities safely in a clean, smoke-free environment.

Bus Route Spacing

The average distance between parallel routes is referred to as route spacing. A high level of accessibility enhances the attractiveness of transit. As such, MDT service is

designed to provide all segments of the population with reasonable access from residential areas to areas of employment and essential services. A strong measure of accessibility is the distance between transit routes. A trade-off must be made between an acceptable walking distance and the frequency of service provided in these areas. Nonetheless, it may be necessary to duplicate service where routes merge such as at a Metrorail station, shopping center, or in the Central Business District.

Factors affecting route spacing include geographical conditions, population concentrations, and trip generators and attractors. MDT's standard is to provide service along major arterials at a spacing of one mile; with one-half mile in the urban core, where densities and transit dependency are typically high.

During late night and overnight hours, route spacing will be based on demand along major travel arterials.

Development Characteristics	Distance between Routes *
Urban core	1/2 mile
Suburban and Major Arterials	1 mile
Low Density (Residential/Undeveloped)	As needed

Bus Route Directness

MDT route alignments are as direct as possible to maximize average speed and minimize travel time and miles of operation. Deviations from a direct path from start to end of a route shall not exceed 125% of the direct start to end travel time of a route.

Route deviations are evaluated to determine if the total additional travel time for all through passengers does not exceed five minutes for each rider boarding or alighting along the deviation.

$$\frac{P(t) * VTT}{P(d)} \leq 5 \text{ minutes}$$

where: P(t) = number of through passengers

VTT = additional vehicle one-way travel time,

P(d) = number of passengers served by the deviation

Occasionally, it may be reasonable that MDT deviate a route to a trip generator location, such as a mall or employer site, where there is no alternative transit service to that location. When a deviation is evaluated, the total additional travel time for all through passengers shall not exceed five minutes for each rider boarding or alighting along the deviation. The decision to deviate considers the impact the deviation will have to its existing on-board customers and weigh it against the potential gains in new ridership. When considering a deviation, MDT looks at the gain in convenience to those passengers who are boarding or alighting during the deviation must be balanced against the additional travel time for the passengers traveling through to their final destination.

Bus Stop Spacing

The spacing of bus stops has a major impact on the performance of MDT system. Bus stop spacing affects the riders' overall travel time and, as a result, the demand for transit service. In general, MDT analyses the trade-off between close stops with shorter walking distances but more frequent stops (resulting in longer bus trips for riders), and stops placed further apart with longer walking distances, but less frequent stops (resulting in shorter bus trips). When MDT evaluates locations for Metrobus stops, it is important to strike a balance among passenger convenience, effect on average speed, and safety. The spacing of stops is determined by the nature of the adjacent development. Locations of critical need, such as locations with a high population or the elderly or persons with disabilities, have modified spacing to allow for better accessibility to these patrons with special needs and limited mobility.

MDT uses the following standards for bus stop spacing:

Density	Stops per mile
High density, CBD, shopping centers, special needs	5
Medium density, fully developed residential area	4
Low density, residential	3
Rural	2

Service Type	Stops
Local	Average 5 stops per mile
Limited / Busway	1-2 stops per mile Stops at all major transfer points
Express	Closed door service for at least 50% of the total route length
Circulator	Local or as needed
STS	Door-to-door

SCHEDULE DESIGN

MDT uses criteria for schedule design to establish or re-establish the scheduled interval between buses, and the hours during which a route operates. Factors influencing frequency of boarding are the use of clock-face headways and loading guidelines.

Span of Service

The time between the first and last trip operated on a route defines the span of service. In addition, service span specifies the minimum period of time service will operate at any point in the system. This gives customers confidence that direct and connecting service will be provided during the span hours. The minimum hours of operation for Metrobus service vary by day of week and reflect the predominant peak travel flows in the regions. Evening and weekend service and their respective frequencies will be based on the estimated and actual productivity and customer demand.

Express routes operate at minimum during the peak a.m. and p.m. periods of weekday service, though demographic characteristics and work hours of the area may require a different span of service. Some routes may require only midday service due to special rider demands. The following are the MDT standards:

Scheduling Time Periods		
Peak	Morning Peak	6:00 am – 9:00 am
	Afternoon Peak	3:00 pm – 6:00 pm
Off-Peak	Early Morning	5:00 am – 6:00 am
	Midday	9:00 am – 3:00 pm
	Evening	6:00 pm – 9:00 pm
	Late Night	9:00 pm – 12:00 am
	Overnight	12:00 am – 5:00 am
	Weekend	6:00 am – 7:00 pm

Current Service Span		
Service	Weekday	Weekends
Express Service	Peak Hours Only	Peak Hours Only
Busway	24 hours*	24 hours*
Metrobus	24 hours*	24 hours*
Metrorail	5:00am – 12:00am	5:00am – 12:00am
Metromover	5:00am – 12:00am	5:00am –12:00am
STS	24 hours	24 hours

*select routes

Differing Types and Levels of Service

Metrobus Service Type	Maximum Standees
Express	0%
Busway	15%
Limited	30%
Local	45%

Passenger Loading

The intent of loading standards is to balance safety, passenger comfort and operating efficiency. The frequency of service provided on a route is at least equal to the maximum headway to accommodate changing passenger loads. MDT's vehicle load standards define acceptable passenger loads at different times of the day to help ensure acceptable levels of passenger comfort and operating efficiency. Loading standards are applied and the service is adjusted through the continuous monitoring of the performance measures.

The maximum passenger load factor for a single trip will not exceed 160%. Premium service refers to limited and express routes. Loading standards are at the maximum load point during a 30 minute interval of service. When elderly ridership exceeds 20% of the ridership of a route, the loading standard will not exceed 100%, except during the peak hours where the standard is 110%. When the standing time on a trip is of short duration (less than or equal to 10 min.) such as school trippers with low elderly ridership, the maximum load for a single trip can be 160%.

Average Maximum Loading Standards by Time Period for Bus				
Headway (min.)	Peak	Midday/Weekend	Night	Premium
1 – 15	160%	120%	110%	120%
16 – 30	130%	110%	100%	100%
31 – 60	110%	100%	100%	-NA-

The standards for Metrorail passenger loading is for normal scheduled service at the peak load point during a 30 minute interval of service. When loading standards are exceeded, additional cars are added, if possible, prior to decreasing headways.

Average Maximum Loading Standards by Time Period for Rail			
Headway (min.)	Peak	Midday/Weekend	Night
1 – 10	145%	125%	100%
11 – 30	130%	110%	100%

Average Maximum Loading Standards by Time Period for Mover			
Headway (min.)	Peak	Midday/Weekend	Night
1.5 – 3	75%	75%	75%

Headway

Headway is the interval of time between two vehicles running in the same direction on the same route.

Maximum Bus Headways

Maximum Metrobus Headway (minutes)				
Operating Period	Express	Limited	Local	Circulator
Peak	20	30	60	30
Midday	-NA-	30	60	45
Evening	-NA-	-NA-	60	60
Overnight	-NA-	-NA-	60	60
Weekends	-NA-	-NA-	60	30

Maximum Rail Headways

Maximum Metrorail Headway	
Operating Period	Headway (min.)
Peak	7.5
Midday	15
Early Evening	15
Late Evening	30
Weekend	30

Maximum Mover Headways

Maximum Metromover Headway	
Operating Period	Headway (min.)
Peak	1.5
Midday	3
Early Evening	3
Late Evening	3
Weekend	3

ROUTE PERFORMANCE AND PRODUCTIVITY

Systemwide Standards

If minimum systemwide productivity standards are not met, MDT will conduct a thorough evaluation of all routes to identify areas of opportunity to achieve improved productivity and efficiency.

Minimum Systemwide (Boardings per Hour)			
Mode	Weekday	Saturday	Sunday
Metrobus	30	25	25
Metrorail	60	60	50
Metromover	- NA -	- NA -	- NA -

Individual Bus Route Standards

MDT's operation of transit services must be balanced between its public service function and fiscal responsibility. Because of this need, MDT's evaluation of routes is based on two measures of productivity standards, rather than just one. MDT uses the following two productivity standards for individual bus routes:

- Passengers per revenue hour
- Net cost (subsidy) per passenger

The number of "Passengers per revenue hour" denotes the number of passenger boardings in one revenue hour of service. This measure is a very strong indicator of the effectiveness of service consumption. MDT uses the number of riders per hour as a productivity standard for bus routes.

The net cost (subsidy) per passenger is the route's total costs minus farebox revenues, divided by its number of passenger trips. This standard is utilized by MDT for route productivity. The net cost per rider reflects both the efficiency with which service is delivered, and the market demands for the service. Routes that do not meet the net

cost per passenger standard are evaluated to determine if a high percentage of passengers are Golden Passport or Patriot Pass holders. If an MDT bus route fails to meet both the boarding per revenue hour and net cost per passenger standards, the route is considered substandard and corrective action is exercised by MDT, which includes route modification or elimination.

MDT Standards:

Passengers per Mile: Number of passengers carried in one bus mile, with a minimum of 0.7 passengers per vehicle mile or minimum of 70% systemwide average passengers per vehicle mile.

Passengers per Trip: All bus route trips that exceed a one-way trip time of one hour shall not have less than 8 boarding's on any trip.
If the route is shorter than a one hour one-way trip, the minimum acceptable boarding's for the trip is a rate of five passengers per hour.

Minimum 15 passengers average load for all routes
Minimum Average load on express trips is 30 passengers

Any trips not meeting the minimum ridership level for an individual trip (for mature routes > 2 years) shall be considered for elimination unless the trip cannot be modified because it would result in an ineffective or inefficient schedule.

Minimum Cost Recovery Ratio: Minimum of 0.20 ratio and Minimum of 1.0 ratio for express-type service.

Passengers per Revenue Hour	
	Service Average
Pass	> 60% of average
Watch	50% - 60% of average
Fail	< 50% of average

Bus Route Indicators	
Net cost (subsidy) per passenger	$4.40
Passengers per hour	Minimum 15
Cost per passenger	Route cost divided by Ridership
Passengers per mile	70% of systemwide average passenger vehicle mile
Passengers per trip	Trip greater than one hour, no less than 8 passengers on any given trip. Trip less than an hour, no less than 5 passengers on any given trip.
Revenue per passenger per route	Revenue collected divided by total boardings
Minimum cost recovery ratio	Min. 0.15 ratio and max. of 1.0 ratio for express-type service

SERVICE DELIVERY

On-Time Performance

On-time performance is the time deviation of actual operating time from the published schedule. MDT buses are considered on-time if the scheduled time is no more than 59 seconds before actual departure and no more than 4 minutes and 59 seconds (the on-time window) past the scheduled time of departure. On-time performance is measured monthly by comparing the actual departure times at all time points using the Automatic Vehicle Locator System (AVL) with the corresponding scheduled departure times, excluding first and last time points for each trip.

Metrorail on-time performance window is no more than 59 seconds before and no more than 4 minutes and 59 seconds past the scheduled time. Metrorail 5 minute on-time performance is calculated using the following formula:

$$\text{5-Minute Reliability} = \frac{(\text{Total Trips - Total Vehicle caused Late Trip})}{(\text{Total Trips})} * 100$$

STS is on-time from 0 to 30 minutes late from scheduled pick-up time. As with bus, any departure before scheduled time (early) is not on-time. On-time performance for all modes is shown below.

Systemwide On-Time Performance Standards	
Metrobus	75%
Metrorail	95%
STS	90%

Missed Trips is defined as trips that are either added to, or removed from, the daily schedule, other than routine schedule changes. Daily operations are dynamic, and although there is an established predetermined schedule, often scheduled trips are either missed (e.g., due to mechanical failure or inordinate driver absences), or trips are added (e.g., bus bridges or extraordinary events – these are commonly called extras). Maximum allowed 5% of trips.

PASSENGER COMFORT AND SAFETY

MDT's passenger comfort and safety is evaluated by the following standard:

Comfort and Safety Standards	
Passenger Complaints	Rail – Max. 1.5 complaints / 100,000 boardings Bus – Max. 11 passengers per 100,000 passengers Mover – Max. 0.5 passengers per 100,000 passengers STS – Max 2% of total trips in a month
Accidents and Incidents	Bus – Max. 6 accidents per 100,000 vehicle miles

Transit Amenities

Amenities selectively placed at bus stops can increase the demand for transit by increasing the passenger's comfort, perception of safety, and image of the attractiveness of the system. For example, seating and/or shelters reduce the inconvenience of waiting at the stop, while lighting can make the passenger feel safer when utilizing the system at night. In addition, amenities such as route maps, permanent structures, or bus bays convey the stability of the system and its presence in the community to both current and potential riders.

MDT uses the following standards:

Metrobus Amenities	Minimum Requirement for New Bus Stops
Future Real Time Information	More than 100 boardings per day and major transfer points
Bench	All stops without a shelter with sufficient right-of-way
* Shelter	All stops with greater than 100 boardings per day with sufficient right-of-way
Litter Bins	All MDT bus stops with benches or bus shelters

*Municipalities install shelters within their own jurisdiction.

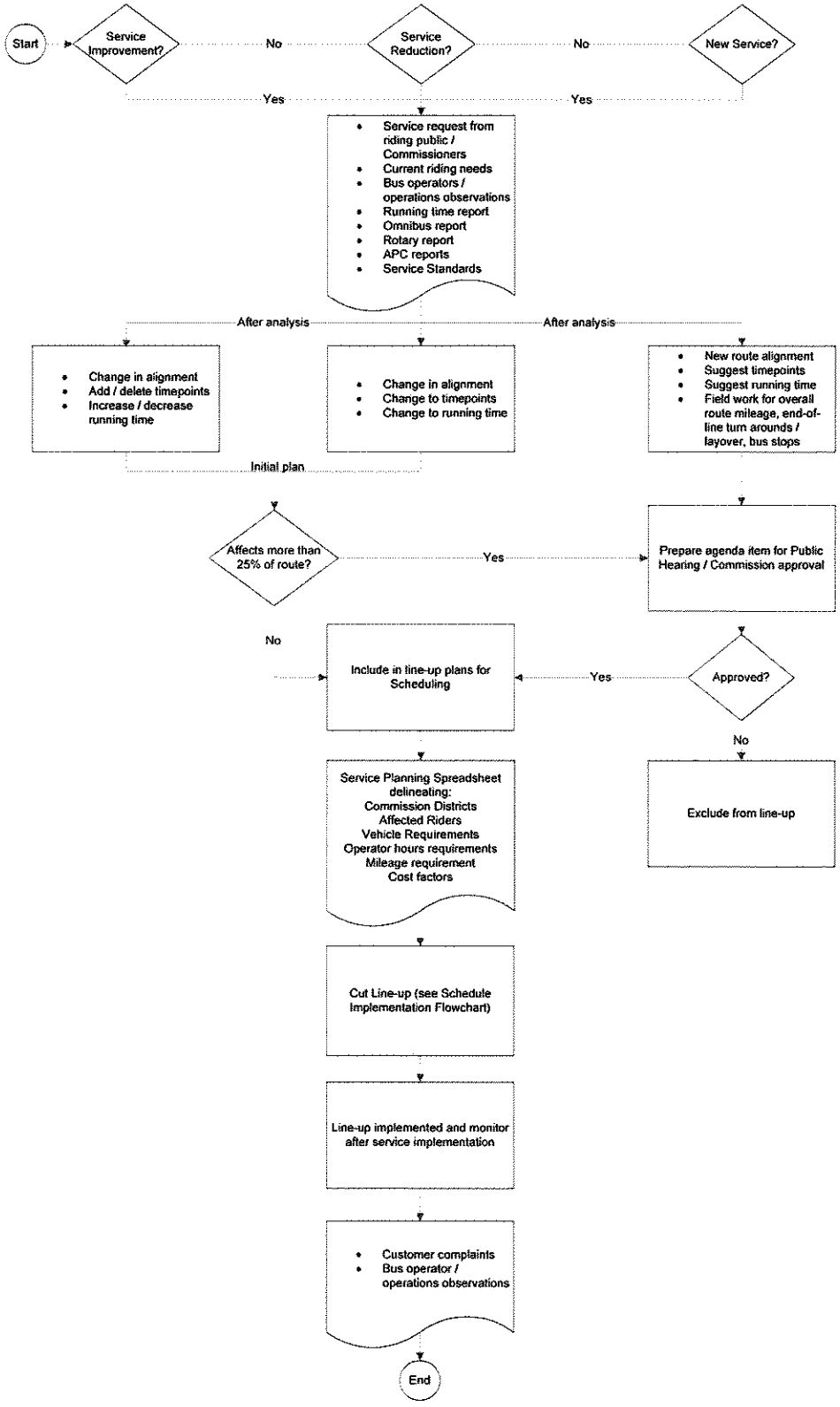
Metrorail Amenities	Minimum Requirement for Rail Station
Information	Passenger information case with a system map and individual route schedules that service that particular station
Litter Bins	At all Metrorail Stations
Emergency Phone	At all Metrorail Stations

New Service Implementation Process

New service recommendations are reviewed based on the following: These requests are evaluated against MDT's service standards. If the request is within the stipulated standards, it is ranked and considered for implementation dependent on funding. New service is implemented during service line-up, which occurs at least twice a year.

New service is implemented as demonstration service. A new bus route is given 24 months to mature and reach the minimum productivity standards. The route will be re-evaluated every six months during this period to check progress and consider potential changes to improve service, including changes to route alignment, schedule, stop spacing, promotional activities or other issues. However, if after 12 months the route has failed to reach the halfway point of the minimum standards, Miami-Dade Transit will make a recommendation to the Commission to restructure or eliminate the route.

Service Planning Flowchart



GLOSSARY OF TERMS

Americans With Disabilities Act Of 1990 (ADA): The law passed by Congress in 1990 which makes it illegal to discriminate against people with disabilities in employment, services provided by state and local governments, public and private transportation, public accommodations and telecommunications.

AM Peak: The weekday time period between 6:00 a.m. and 9:00 a.m.

APC Obs: The number of automatic passenger counts obtained during the reporting period. The number of samples used in estimated boarding rides and load information.

Arterial Street: A major thoroughfare, used primarily for through traffic rather than for access to adjacent land, that is characterized by high vehicular capacity and continuity of movement.

Automatic Passenger Counters (APC): A technology installed on transit vehicles that counts the number of boarding and alighting passengers at each stop while also noting the time. Passengers are counted using either pulse beams or step treadles located at each door. Stop location is generally identified through use of either global positioning systems (GPS) or signpost transmitters in combination with vehicle odometers.

Automatic Vehicle Location (AVL): A smart technology that monitors the real-time location of transit vehicles (generally non-rail modes) through the use of one or more of the following: global positioning systems (GPS), Loran-C, or signpost transmitters in combination with vehicle odometers. Most installations include integration of the AVL system with a geographic information system (GIS or computer mapping system). The monitoring station is normally located in the dispatch/radio communications center.

Average Maximum Load: The average maximum passenger load of all trips within the defined category.

Average Minutes Late: The average minutes a vehicle departs a scheduled time point. Excludes the ending location of a trip.

Base Period (off-peak period.): The period between morning and evening peak periods when transit service is generally scheduled on a constant interval or non-rush periods of the day when travel activity is generally lower and less transit service is scheduled.

Base Fare: The price charged to one adult for one transit ride; excludes transfer charges, zone charges, express service charges, peak period surcharges and reduced fares.

Branch: One of multiple route segments served by a single route.

Boarding Rides: The number of trips taken on a transit line, group of lines, or entire system, where a transfer is considered as the start of a new trip.

Crosstown Route: A route which does not operate to the city center and, unlike a feeder route, serves primarily non-downtown travel in urban neighborhoods.

Deadhead: The movement of a transit vehicle without passengers aboard.

Downtime: A period during which a vehicle is inoperative because of repairs or maintenance.

Dwell Time: The scheduled time a vehicle or train is allowed to discharge and take on passengers at a stop, including opening and closing doors.

Early: The percentage a vehicle departs a scheduled time point more than 59 early of the published scheduled time. This percentage excludes the ending location of a trip.

Early AM: The weekday time period before 6:00 a.m.

Excess Wait Time (EW): The excess wait time passengers experience as a consequence of unreliable service. As headway variation grows and departures are more variable, passengers are forced to arrive at stops earlier or wait longer and thus experience increased wait times.

Express Service: Express service is deployed in one of two general configurations:

1) A service generally connecting residential areas and activity centers via a high speed, non-stop connection. e.g., a freeway, or exclusive right-of-way such as a dedicated bus way with limited stops at each end for collection and distribution.- Residential collection can be exclusively or partially undertaken using park-and-ride facilities.

2) Service operated non-stop over a portion of an arterial in conjunction with other local services. The need for such service arises where passenger demand between points on a corridor is high enough to separate demand and support dedicated express trips.

Feeder Route: A route connecting neighborhoods (usually suburban) with a transit center and usually having timed connections at the latter point with a trunk line to the city center.

Fare Box Recovery Ratio: Measure of the proportion of operating expenses covered by passenger fares; found by dividing **fare box revenue** by total **operating expenses** for each mode and/or systemwide.

Fare Box Revenue: Value of cash, tickets, tokens and pass receipts given by passengers as payment for rides; excludes charter revenue.

Fare Elasticity: The extent to which ridership responds to fare increases or decreases.

Garage: The place where revenue vehicles are stored and maintained and from where they are dispatched and recovered for the delivery of scheduled service.

Headway: The interval of time between two vehicles running in the same direction on the same route, usually expressed in minutes. See also "frequency." Frequency is the inverse of headway: a headway of 10 minutes is equivalent to a frequency of one bus every ten minutes or six buses per hour.

Headway Adherence: The percentage of the time the actual headway is between 0.5 and 1.5 of the scheduled headway. (i.e. scheduled headway = 15 minutes. If the actual headway is between 7 ½ minutes and 22 ½ minutes, then it meets the adherence criteria.)

Headway CV (Coefficient of Variation): Illustrates the variability in actual headways. The coefficient of variation (CV) is simply the standard deviation of actual headways divided the mean of the actual headway. The coefficient of variation (CV) standardizes the variation in headways in a way that allows comparison across routes, times and indicators.

Interlining (Through Routes Interlock Routes Interlocking): Interlining is used in two ways: Interlining allows the use of the same revenue vehicle and/or operator on more than one route without going back to the garage. Interlining is often considered as a means to minimize vehicle requirements as well as a method to provide transfer I enhancement for passengers. For interlining to be feasible, two (or more) routes must share a common terminus or be reasonably proximate to each other (see DEADHEAD).

Kiss and Ride: A place where commuters are driven and dropped off at a station to board a public transportation vehicle.

Late: The percentage a vehicle departs a scheduled time point more than 5 minutes late of the published scheduled time. This percentage excludes the ending location of a trip.

Layover Time (Recovery Time): Time built into a schedule between arrival at the end of a route and the departure for the return trip, used for the recovery of delays and preparation for the return trip.

Limited Service: Higher speed arterial service that serves only selected stops. As opposed to express service; there is not usually a significant stretch of non-stop operation.

Linked Passenger Trips: A linked passenger trip is a trip from origin to destination on the transit system. Even if a passenger must make several transfers during a one-way journey, the trip is counted as one linked trip on the system. Unlinked passenger trips count each boarding as a separate trip regardless of transfers.

Load Factor: The ratio of passengers actually carried versus the total passenger capacity of a vehicle.

Max Load: The largest number of passengers on board a vehicle at any given point along the trip.

Maximum Load Point: The location(s) along a route where the vehicle passenger load is the greatest. The maximum load point(s) generally differ by direction and may also be unique to each of the daily operating periods. Long or complex routes may have multiple maximum load points.

Max Load Factor: The maximum number of passengers on board a vehicle divided by the vehicle's seating capacity; expressed as a percentage (e.g. 100% = a full seated load with no standees).

Median Recovery Time: The median (50th percentile) time a bus or light-rail car sits at the end of the trip.

Median Run Time: The median (50th percentile) time it takes a bus (or rail car) to travel over a given route segment.

Median Speed: The median (50th percentile) travel speed (total run time / total distance). Includes dwell time for boarding and alighting passengers.

Midday: The weekday time period between 9:00 a.m. and 3:00 p.m. On most lines, headways remain fairly constant during this period of the day.

Missed Trip: A schedule trip that did not operate for a variety of reasons including operator absence, vehicle failure, dispatch error, traffic, accident or other unforeseen reason.

Network Connectivity – Minimum of 1 to 3 routes that intersect a given route (Transfer point).

Night: The weekday time period after 6:00 p.m.

On Time: The percentage a vehicle departs a scheduled time point within 1 minutes (early) and –5 minutes (late) of the published scheduled time. This percentage excludes the ending location of a trip.

Operating Assistance: Financial assistance for transit operating expenses (not capital costs); such aid may originate with federal, local or state governments.

Operating Deficit: The difference of operating expenses and operating revenues.

Operating Expense: Money paid in salaries, wages, materials, supplies and equipment in order to maintain equipment and buildings, operate vehicles, rent equipment and facilities and settle claims.

Operating Revenue: Receipts derived from or for the operation of transit service, including fare box revenue, revenue from advertising, interest and charter bus service and operating assistance from governments.

Passenger Check (Tally): A check (count) made of passengers arriving at, boarding and alighting, leaving from, or passing through one or more points on a route. Checks are conducted by riding (ride check) or at specific locations (point check). Passenger checks are conducted in order to obtain information on passenger riding that will assist in determining both appropriate directional headways on a route and the effectiveness of the route alignment. They are also undertaken to meet FTA Section 15 reporting requirements and to calibrate revenue-based ridership models.

Passenger Miles: The total number of miles traveled by passengers on transit vehicles; determined by multiplying the number of unlinked passenger trips times the average length of their trips. This calculation is required by the Federal Transit Administration's (FTA) National Transit Database (NTD) for the transit industry.

Peak Period: Morning and afternoon time periods when transit riding is heaviest.

Peak/Base Ratio: The number of vehicles operated in passenger service during the peak period divided by the number operated during the base period.

Peak Express Route: A route which provides express (limited stops) service between an outlying area to the city center.

Percent Due To Headway: The percentage of over capacity trips where the actual headway ratio was greater than 1.4. This figure indicates the percentage of over capacity trips caused by a large gap in the actual headway.

Percent Over Capacity: The percentage of trips greater than the scheduled capacity.

Pick (Bid, Mark-up, Line-up, Shake-up, Sign-up): The selection process by which operators are allowed to select new work assignments, i.e., run or the Extra Board in the next (forthcoming) schedule.

PM Peak: The weekday time period between 3:00 p.m. and 6:00 p.m.

Pull-In Time (Turn-In Time, Deadhead Time, Run-off Time): The non-revenue time assigned for the movement of a revenue vehicle from its last scheduled terminus or stop to the garage.

Pull-Out Time (Deadhead Time Run-on Time): The non-revenue time assigned for the movement of a revenue vehicle from the garage to its first scheduled terminus or stop.

Radial Route: A route which serves the city center (but does not operate entirely within the city center).

Recovery Time (Layover Time): Recovery time is distinct from layover, although they are usually combined together. Recovery time is a planned time allowance between the arrival time of a just completed trip and the departure time of the next trip in order to allow the route to return to schedule if traffic, loading, or other conditions have made the trip arrive late. Recovery time is considered as reserve running time and typically, the operator will remain on duty during the recovery period.

Recovery CV (Coefficient of Variation): Illustrates the variability in actual recoveries. The coefficient of variation (CV) is simply the standard deviation divided the mean of the actual recovery times. The coefficient of variation (CV) standardizes the variation in recovery times in a way that allows comparison across routes, times and indicators.

Recovery Ratio: The median recovery time divided by scheduled recovery time; expressed as a percentage (e.g. 100% = actual recovery is equal to scheduled recovery time).

Revenue Hours: The total amount of time a bus or light-rail car is operating on a publicly advertised route, and is available to transport, pick up and discharge passengers. Recovery (layover) and deadhead times are excluded.

Revenue per Passenger per Route*:* Revenues collected on a route divided by total boardings equal revenue per passenger

Revenue Service: When a revenue vehicle is in operation over a route and is available to the public for transport.

Ridership: The number of rides taken by people using a public transportation system in a given time period.

Route (Line): An established series of streets and turns connecting two terminus locations.

Running Time (Travel Time): The time assigned for the movement of a revenue vehicle over a route, usually done on a [route] segment basis by various time of day.

Run Time CV: (Coefficient of Variation): Illustrates the variability in actual run times. The coefficient of variation (CV) is simply the standard deviation divided the mean of the actual run times. The coefficient of variation (CV) standardizes the variation in run times in a way that allows comparison across routes, times and indicators.

Run Time Ratio: The median running time divided by scheduled running time; expressed as a percentage (e.g. 100% = actual run time is equal to scheduled run time).

Schedule (Headway, Master Schedule Timetable, Operating Schedule Recap/Supervisor's Guide): From the transit agency (not the public time table), a document that, at a minimum, shows the time of each revenue trip through the designated time points. Many properties include additional information such as route descriptions, deadhead times and amounts, interline information, run numbers, block numbers, etc.

Schedule Efficiency: The ratio of revenue hours to vehicle hours. A measure of the degree to which deadhead and recovery time are kept from consuming too high a proportion of total vehicle hours.

Scheduled Recovery Time: The scheduled time a bus or light-rail car sits at the end of the trip in order to provide schedule restoration and allow the operator a break. It often referred to as "layover time."

Scheduled Running Time: The scheduled time it takes a bus (or rail car) to travel over a given route segment.

Service Area: The square miles of the agency's operating area. Service area is now defined consistent with ADA requirements.

Service Span (Span of Service, Service Day): The span of hours over which service is operated.

Service Hours: Includes revenue hours plus recovery (layover) time. It excludes deadhead time.

Standard Minutes Late: The standard deviation of average minutes late.

Timed Transfer (Pulse Transfer, Positive Transfer): A point or location where two or more routes come together at the same time to provide positive transfer connections. A short layover may be provided at the timed transfer point to enhance the connection. Timed transfers have had increasing application as service frequencies have been reduced below 15 to 20 minutes and hub-and-spoke network deployment has grown.

Total Miles: The total miles includes revenue, deadhead, and yard (maintenance and servicing) miles.

Total Wait Time: The total excess wait time experienced by all passengers during the defined time period. (Excess Wait Time * Boarding Rides). See EXCESS WAIT TIME for more information.

Transfer Center: A fixed location where passengers interchange from one route or vehicle to another.

Travel Time (Relief Time, Travel Allowance): The time allowed for an operator to travel between the garage and a remote relief point.

Trip (Journey , One-Way Trip): The one-way operation of a revenue vehicle between two terminus points on a route. Trips are generally noted as inbound, outbound, eastbound, westbound, etc. to identify directionality when being discussed or printed.

Trips Sampled: The percentage of trips having at least one automatic passenger counter observation during the defined report period.

Vehicle Hours: The total hours of travel by bus, including both revenue service and deadhead travel.

Vehicle Miles: The total miles of travel by bus, including both revenue and deadhead travel.

Wait Time Per Trip: The total excess wait time per trip of all passengers during the defined time period. (Total Wait Time / Trips). See EXCESS WAIT TIME for more information.



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ROUTE	CATEGORY		Service Miles Provided in MINORITY Area	Service Miles Provided in NON-MINORITY Area	Service Miles Provided in POVERTY Area	Service Miles Provided in NON-POVERTY Area	Round Trip Miles
1	MINORITY	POVERTY	5.60	9.19	5.36	9.43	14.79
2	MINORITY	POVERTY	23.85	3.30	25.40	1.75	27.15
3	NON-MINORITY	POVERTY	7.47	26.60	27.16	6.91	34.07
7	MINORITY	POVERTY	27.32	3.62	18.78	12.16	30.94
8	MINORITY	POVERTY	22.60	2.70	12.58	12.72	25.30
9	MINORITY	POVERTY	19.20	19.06	29.89	8.37	38.26
10	MINORITY	POVERTY	18.09	9.19	24.95	2.33	27.28
11	MINORITY	POVERTY	25.62	0.71	15.01	11.32	26.33
12	MINORITY	POVERTY	19.51	4.95	21.44	3.02	24.46
16	MINORITY	POVERTY	9.76	13.82	19.45	4.13	23.58
17	MINORITY	POVERTY	42.11	0.42	31.74	10.79	42.53
19	MINORITY	POVERTY	14.86	1.20	16.06		16.06
21	MINORITY	POVERTY	18.90		18.90		18.90
22	MINORITY	POVERTY	40.03	5.55	39.15	6.43	45.58
24	MINORITY	NON-POVERTY	22.51	10.43	8.66	24.28	32.94
27	MINORITY	POVERTY	39.76		31.76	8.00	39.76
29	MINORITY	POVERTY	21.12	4.68	18.29	7.51	25.80
31	MINORITY	POVERTY	6.47	12.81	6.47	12.81	19.28
32	MINORITY	POVERTY	45.73		41.74	3.99	45.73
33	MINORITY	POVERTY	20.23	3.99	14.76	9.46	24.22
34/39	NON-MINORITY	POVERTY	9.92	29.70	25.84	13.78	39.62
35/70	MINORITY	POVERTY	39.44	21.21	43.98	16.67	60.65
36	NON-MINORITY	POVERTY	12.15	24.76	14.14	22.77	36.91
37	MINORITY	POVERTY	25.38	14.65	24.16	15.87	40.03
38	MINORITY	POVERTY	15.11	28.96	28.55	15.52	44.07
40	MINORITY	NON-POVERTY	14.03	16.24	4.60	25.67	30.27

42	MINORITY	POVERTY	25.07	8.41	23.20	10.28	33.48
46	MINORITY	POVERTY	9.58		9.58		9.58
48	NON-MINORITY	POVERTY	4.82	16.26	7.85	13.23	21.08
51	MINORITY	POVERTY	34.47	0.29	15.56	19.20	34.76
52	MINORITY	POVERTY	32.15	15.54	19.99	27.70	47.69
54	MINORITY	POVERTY	35.27	5.93	26.48	14.72	41.20
56	NON-MINORITY	NON-POVERTY	6.44	36.94		43.38	43.38
57	NON-MINORITY	NON-POVERTY	6.00	33.33	12.50	26.83	39.33
62	MINORITY	POVERTY	14.17	12.59	21.64	5.12	26.76
71	NON-MINORITY	POVERTY	7.91	17.53	8.44	17.00	25.44
72	NON-MINORITY	NON-POVERTY	8.04	20.28	4.67	23.65	28.32
73	MINORITY	POVERTY	29.96	16.32	20.08	26.20	46.28
75	MINORITY	POVERTY	25.65	12.47	21.86	16.26	38.12
77	MINORITY	POVERTY	31.46		24.78	6.68	31.46
79	MINORITY	POVERTY	9.99	7.08	14.43	2.64	17.07
82	MINORITY	NON-POVERTY	8.76	1.98	3.26	7.48	10.74
87	NON-MINORITY	NON-POVERTY	9.69	22.58	1.72	30.55	32.27
88	NON-MINORITY	NON-POVERTY	3.80	18.79	4.70	17.89	22.59
93	NON-MINORITY	POVERTY	7.59	21.45	21.22	7.82	29.04
95	MINORITY	POVERTY	203.12	46.28	220.50	28.90	249.40
99	MINORITY	NON-POVERTY	19.94	16.89	8.90	27.93	36.83
101	NON-MINORITY	POVERTY	0.33	7.63	5.51	2.45	7.96
102	NON-MINORITY	NON-POVERTY		17.40	1.76	15.64	17.40
103	MINORITY	POVERTY	9.58	12.50	17.06	5.02	22.08
104	NON-MINORITY	NON-POVERTY	1.24	29.15	3.15	27.24	30.39
105	NON-MINORITY	POVERTY	8.35	32.58	18.49	22.44	40.93
107	MINORITY	POVERTY	14.88	6.95	18.30	3.53	21.83
108	NON-MINORITY	POVERTY	1.59	28.91	21.49	9.01	30.50
110	MINORITY	POVERTY	13.28	9.27	16.70	5.85	22.55

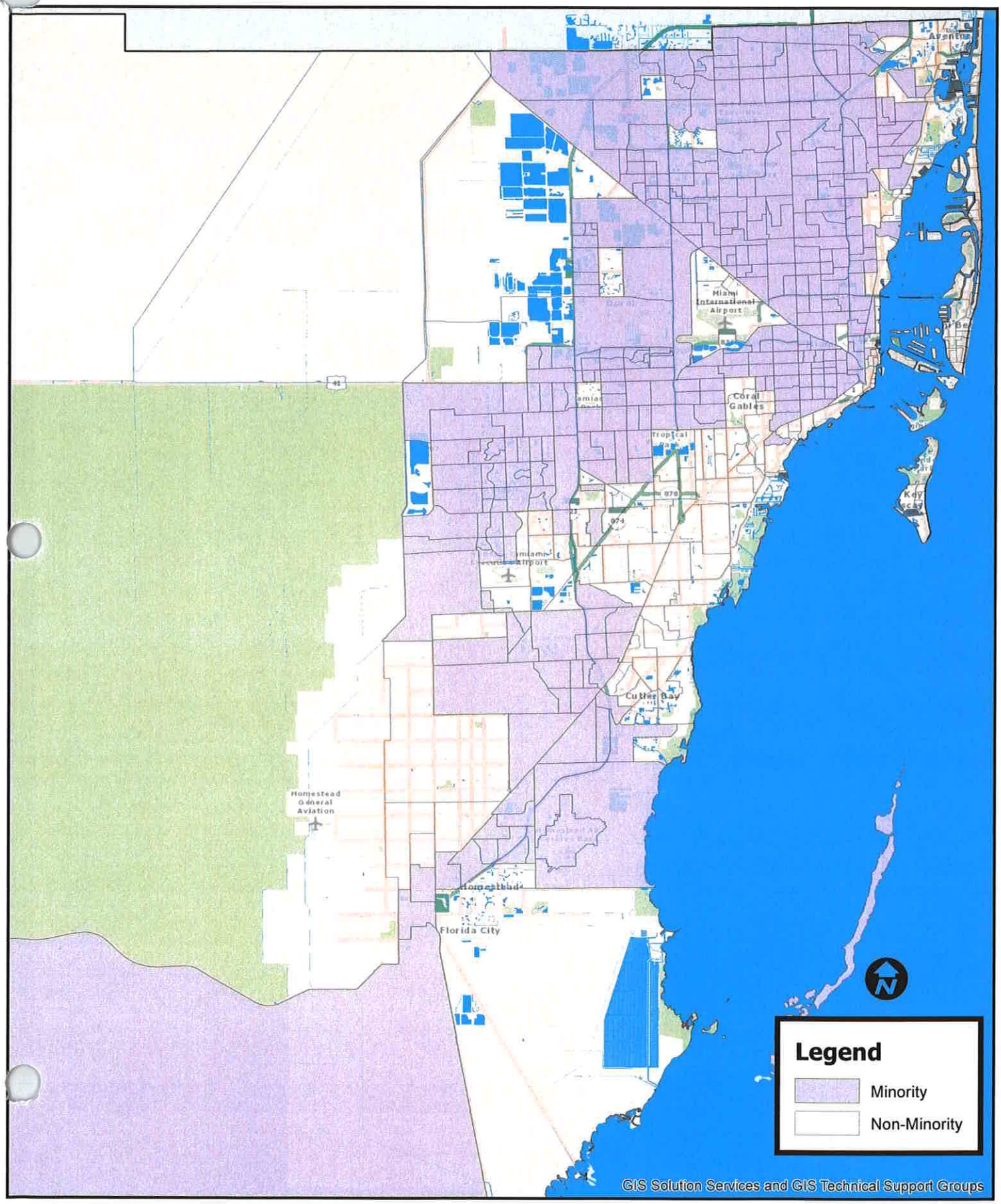
112	MINORITY	POVERTY	17.10	16.21	25.17	8.14	33.31
113	MINORITY	POVERTY	14.40	14.64	25.49	3.55	29.04
115	NON-MINORITY	POVERTY		31.62	16.74	14.88	31.62
119	NON-MINORITY	POVERTY	9.57	33.09	21.79	20.87	42.66
120	NON-MINORITY	POVERTY	8.26	32.87	22.07	19.06	41.13
132	NON-MINORITY	NON-POVERTY	3.01	11.16	4.32	9.85	14.17
135	MINORITY	POVERTY	23.91	5.49	26.37	3.03	29.40
136	NON-MINORITY	NON-POVERTY	2.24	36.47	2.55	36.16	38.71
137	MINORITY	NON-POVERTY	32.68	17.25	4.69	45.24	49.93
150	NON-MINORITY	POVERTY		27.20	16.06	11.14	27.20
155	MINORITY	POVERTY	2.16		2.16		2.16
170	MINORITY	POVERTY	15.06	5.53	12.80	7.79	20.59
183	MINORITY	POVERTY	17.65	10.28	11.03	16.90	27.93
195	MINORITY	POVERTY	26.73	26.48	26.73	26.48	53.21
196	MINORITY	POVERTY	20.98	20.33	20.98	20.33	41.31
200	NON-MINORITY	NON-POVERTY		14.41		14.41	14.41
202	MINORITY	POVERTY	12.27	2.54	14.81		14.81
204	NON-MINORITY	NON-POVERTY		26.87	6.15	20.72	26.87
207	MINORITY	POVERTY	6.53	0.61	7.14		7.14
208	MINORITY	POVERTY	7.01	0.30	7.31		7.31
210	MINORITY	NON-POVERTY	4.61	6.45	3.27	7.79	11.06
211	MINORITY	POVERTY	5.75		5.75		5.75
212	MINORITY	POVERTY	4.27		3.39	0.88	4.27
217	MINORITY	POVERTY	8.69		8.69		8.69
238	MINORITY	POVERTY	15.57	21.22	25.84	10.95	36.79
246	MINORITY	POVERTY	36.85	1.84	37.77	0.92	38.69
252	MINORITY	NON-POVERTY	11.65	19.23	2.04	28.84	30.88
254	MINORITY	POVERTY	12.44		12.44		12.44
267	MINORITY	POVERTY	13.69	5.80	7.56	11.93	19.49

272	NON-MINORITY	NON-POVERTY	6.05	17.37	0.54	22.88	23.42
277	MINORITY	POVERTY	22.58		22.58		22.58
286	MINORITY	NON-POVERTY	5.68	1.77		7.45	7.45
287	NON-MINORITY	NON-POVERTY		24.40		24.40	24.40
288	NON-MINORITY	NON-POVERTY	4.85	18.49	2.56	20.78	23.34
295	MINORITY	POVERTY	26.28	24.62	26.28	24.62	50.90
296	MINORITY	POVERTY	20.28	18.38	20.28	18.38	38.66
297	MINORITY	POVERTY	28.94	3.31	25.81	6.44	32.25
301	NON-MINORITY	NON-POVERTY		161.27	3.39	157.88	161.27
302	NON-MINORITY	NON-POVERTY		39.65	0.80	38.85	39.65
338	NON-MINORITY	POVERTY		20.03	8.83	11.20	20.03
344	NON-MINORITY	POVERTY	0.78	18.99	11.85	7.92	19.77
500	MINORITY	POVERTY	13.61	8.33	14.64	7.30	21.94
System wide	MINORITY	POVERTY	1,612.03	1,487.57	1,681.31	1,418.29	3,099.60

III. M-1 ***Department of Transportation and Public Works Map of Miami Dade County Minority Population and Chart***

Department of Transportation and Public Works

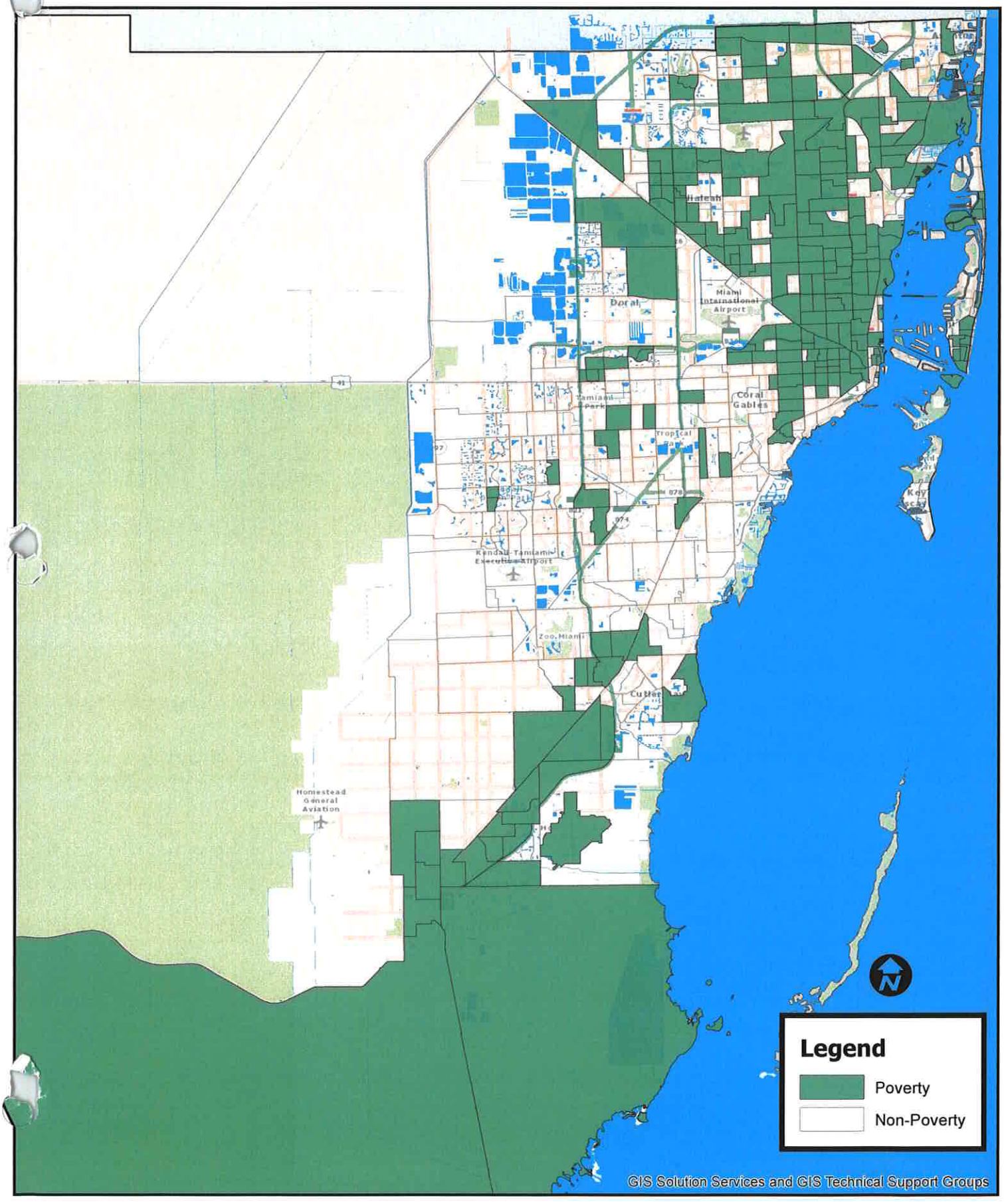
Minority



III. M-2 *Department of Transportation and Public Works Poverty Map*

Department of Transportation and Public Works

Poverty



FINAL REPORT: SURVEY IMPLEMENTATION AND SUMMARY OF RAW DATA

Origin-Destination Surveys

for Local Bus Service (South Garage)

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION





WORK ORDER #

GPC V-22





Kimley»Horn

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Origin-Destination Surveys for Local Bus Service (South Garage)

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Final Report: Survey Implementation and Summary of Raw Data

Prepared for:

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

Prepared by:

Kimley»Horn

June 2015

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Appendix A. Transit Passenger Survey

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Appendix C. Trip Origin-Destination Maps By Route

1. Introduction

The Miami-Dade County Metropolitan Planning Organization (MPO) is conducting a series of transit ridership on-board surveys in Miami-Dade County to support the regional transit modeling efforts. The current Origin-Destination Surveys for Local Bus Service – South (Coral Way) Garage Study is the fifth and final effort needed to complete on-board surveys for the entire Miami-Dade Transit (MDT) system. The MPO has previously completed the following survey studies:

- Miami-Dade Metrorail Transit Survey (2009),
- Origin Destination Study for the 95 Express (2012),
- Origin-Destination Surveys for Local Bus Service – Northeast Garage (2012),
- Origin-Destination Surveys for Local Bus Service – Central Garage (2013).

These surveys are intended to obtain more accurate ridership characteristics, such as origin-destination patterns trip purpose, and mode of access and egress. A survey instrument was developed in consultation with the MPO and MDT to ensure the collection addresses their specific data needs, including information on socioeconomic characteristics, including household size, household income, and age, and transit travel patterns of current transit riders. The survey questions were targeted to provide insight into trip purpose, modes of travel including transfers between different transit types, origin-destination patterns, modes of payment, and other demographic information. The survey data will be used to update and validate the Southeast Regional Planning Model (SERPM) and will be used in developing the Activity Based Model for the region. The ridership survey data serves to improve regional travel demand model forecasts based upon accurate and useful data on the existing characteristics and travel patterns of transit riders.

1.1 Miami-Dade Transit Local Bus Routes

On-board surveys were conducted primarily over a two-week period in October 2014 and additional surveys were subsequently conducted over a two-week period in April 2015 to supplement the survey results. A total of 31 bus routes originated out of the MDT South (Coral Way) Garage; however, due to funding constraints for the data collection not all routes could be surveyed. Therefore, the route ridership was analyzed to determine the routes with highest ridership to collect data from the largest number of riders possible in order to meet a goal of intercepting five percent (5%) of the total ridership for the South (Coral Way) Garage. Based on the budget and ridership a total of 18 local bus routes served by the South (Coral Way) Garage were surveyed which represented approximately 90 percent (90%) of the total ridership out of the MDT South (Coral Way) Garage (61,774 / 69,366 riders). This survey effort excluded local bus and circulator routes that had less than 1,500 average daily boardings. An exception was Route 288 – Kendall Cruiser that operates as the limited stop service to Route 88 and had an average daily boarding of 949. Route 288 was included to capture the impact of the limited stop route on the collected data. A table of the bus routes and survey schedule is included in Table 1. The data collection for the past Local Bus Service surveys completed in 2012 and 2013 was conducted in April to account for a broad range of typical riders, in advance of the end of the school year. However, the majority of data collection for the South (Coral Way) Garage was conducted during the month of October. MPO staff reviewed historical monthly ridership data and

determined that October ridership was comparable to April; and therefore, would be an acceptable month to conduct the surveys. The surveys were conducted mid-week generally between the hours of 6 am and 7 pm.

1.2 Survey Project Scope

The project scope focused primarily on using the previous Northeast Garage survey methodology which was subsequently updated for the Central Garage based on "lessons learned". The survey instrument and database development were maintained to provide consistency with previous years' bus surveys. The final product is a database containing the collected survey data. An initial raw data set was compiled and a preliminary geocoding effort was completed based on the raw data. A revised shapefile and dataset was prepared based on an additional review and cleanup effort. The subsequent geocoding effort is documented by a map series located in *Appendix C (Trip Origin-Destination Maps By Route)* of this summary report.

The following summary report outlines general findings and summary results. The survey effort does not include data expansion, correction of biases, if any, or conversion of origin-destination format to a productions and attractions format. Additional future data processing and editing is expected to be required.

2. Survey Design

2.1 Survey Plan

The survey was conducted primarily over the course of two weeks in October 2014 and supplemented in April 2015 on Tuesday, Wednesday, and Thursday generally between 6 am and 7 pm. As stated in section 1.1, MPO staff reviewed historical monthly ridership data and determined that October and April ridership were comparable; therefore combining the results from the separate months of data was determined to be acceptable. The survey accounted for inbound and outbound directional service (i.e., northbound, southbound, eastbound, and westbound). A sampling target was set at surveying five percent (5%) of daily ridership for the combined surveyed routes. Survey teams completed round-trips along the surveyed bus routes originating from the South (Coral Way) Garage, Dadeland North Metrorail Station, or Dadeland South Metrorail Station. Survey teams completed inbound and outbound surveys for routes throughout the day, capturing the AM peak, PM peak, and off-peak periods. Table 1 summarizes the survey dates, days of the week, and survey teams.

Table 1: Survey Dates

Route #	Route Name	Survey Date	Day of the Week	# Survey Teams	Total # Surveyors
8	8	Oct 7 & 8 2014; Apr 15 2015	Tue & Wed; Wed	4	11
11	11	Oct 7, 8th, 14, & 15 2014; Apr 22 2015	Tue & Wed, Tue & Wed; Wed	5	14
24	24	Oct 9 2014	Thurs	1	3
31	Busway Local	Oct 8 2014	Wed	1	2
34	Busway Flyer	Oct 16 2014	Thurs	1	2
35	35	Oct 9 2014	Thurs	1	3
38	Busway MAX	Oct 14 & 16 2014; Apr 21 2015	Tue & Thurs; Tue	3	7
40	40	Oct 14 2014	Tue	1	2
51	Flagler MAX	Oct 8 2014	Wed	1	3
52	52	Oct 9 2014	Thurs	1	2
70	70	Oct 14 2014	Tue	1	2
73	73	Oct 9 2014	Thurs	1	3
87	87	Oct 7 2014	Tue	1	2
88	88	Oct 15 2014; Apr 16 2015	Wed; Thurs	2	5
104	104	Oct 7 & 16 2014	Tue & Thurs	2	3
137	West Dade Connection	Oct 16 2014	Thurs	1	2
204	Killian KAT	Oct 15 2014	Wed	1	2
288	Kendall Cruiser	Oct 15 2014	Wed	1	2

2.2 Survey Questionnaire

The survey questionnaire was consistent with the 2013 Central Garage and 2012 Northeast Garage survey instruments which were developed in coordination with the MPO and MDT, and provided to FDOT for review. The Central and South (Coral Way) Garage surveys were modified slightly from the Northeast Garage survey based on comments related to FDOT's ongoing SERPM model efforts. The changes included slight modification to the wording of questions, and adjusting the order of a few questions.

The survey included questions that were intended to provide a comprehensive information base for several different categories:

- Travel patterns (origin and destination)
- Trip purpose
- Mode of access
- Trip characteristics
- Travel behavior
- Frequency of transit use
- Fare payment method
- Household characteristics
- Passenger demographics
- Gender
- Language

Based on past experiences in acquiring quality survey data in Miami-Dade County, the surveys were completed through one-on-one, on-board transit rider interviews by a multilingual survey team using iPads. The personal interviews were used to improve the response rate, quality and consistency of data, and better survey the diversity of transit riders. The survey team included English, Spanish, and Creole speaking staff.

The iPads each contained a unique identifier, and were reflected in the electronic surveys. Each device was entered in a daily log that enabled correlating survey devices with specific survey team members, routes, and schedules. The electronic survey data included date and time stamps, with the corresponding iPad device numbers.

As a result of the effectiveness of conducting surveys using the electronic tablets and using multilingual staff (Spanish, Creole), no printed paper surveys were generated for these surveys. Screenshots of the electronic survey are located in Appendix A.

2.3 Methodology

The data collection effort focused on entering transit rider survey interview responses. Advance planning and survey preparation was critical to the project success. MDT bus rotaries and passenger count data summaries were analyzed to develop an initial survey work plan. The survey work plan was prepared to determine the appropriate level of staffing needed for each route based on estimated ridership, anticipated response rates, and bus schedules. The work plan was prepared to intercept five percent (5%) of the total average daily

ridership for the routes surveyed. The 5% ridership goal was determined based on a sample size for a statistically significant survey. Based on the previous two (2) on-board surveys (Northeast Garage and Central Garage) the percent of completed surveys was anticipated to be 40 percent (40%) of intercepted riders. A 40% completion rate for 5% of the total ridership would result in 1,387 completed surveys which would provide a confidence interval between 2% and 3% at a 95% confidence level. The Northeast Garage utilized a ten percent (10%) ridership goal based on 99,533 daily riders and the Central Garage utilized an eight percent (8%) target rate based on 94,452 daily riders; however, these target rates were not feasible due to the lower overall ridership for the South (Coral Way) Garage (69,366 daily riders) and budget limitations. Utilizing the 5% ridership goal still resulted in a statistically significant sample size; therefore, was considered to be acceptable. Electronic survey data results were reviewed regularly during the survey period and allowed for adjustment and reallocation of survey teams to better meet survey target rates.

The survey included multiple choice responses and manual data entry fields. The initial set of questions was mandatory and addressed key pieces of data required for this study, including:

- Trip origin – type of place and address or intersection
- Trip purpose
- Trip sequence
- Mode of access/egress
- Parking or park-and-ride locations
- Bus boarding and alighting location
- Trip destination – type of place and address or intersection

The remaining questions were designed to acquire additional data on trip characteristics, bus rider profile, and demographic information. The response rate was dependent upon the time available and their willingness to respond.

All transit riders surveyed participated willingly and were asked to provide consent prior to conducting the interview. Transit rider survey participation was noted as part of the electronic survey to be able to compute response rates.

3. Implementation

3.1 Training

A training session was held on Thursday October 2, 2014 at the Miami-Dade Transit offices in Overtown Transit Village North for the team leaders and the survey team. The training session was conducted to familiarize the entire survey team with the project objectives, survey format, survey methods, and to provide hands-on instruction, informational materials, and to answer questions. While some of the team members had prior surveying experience, most did not.

The training consisted of several parts:

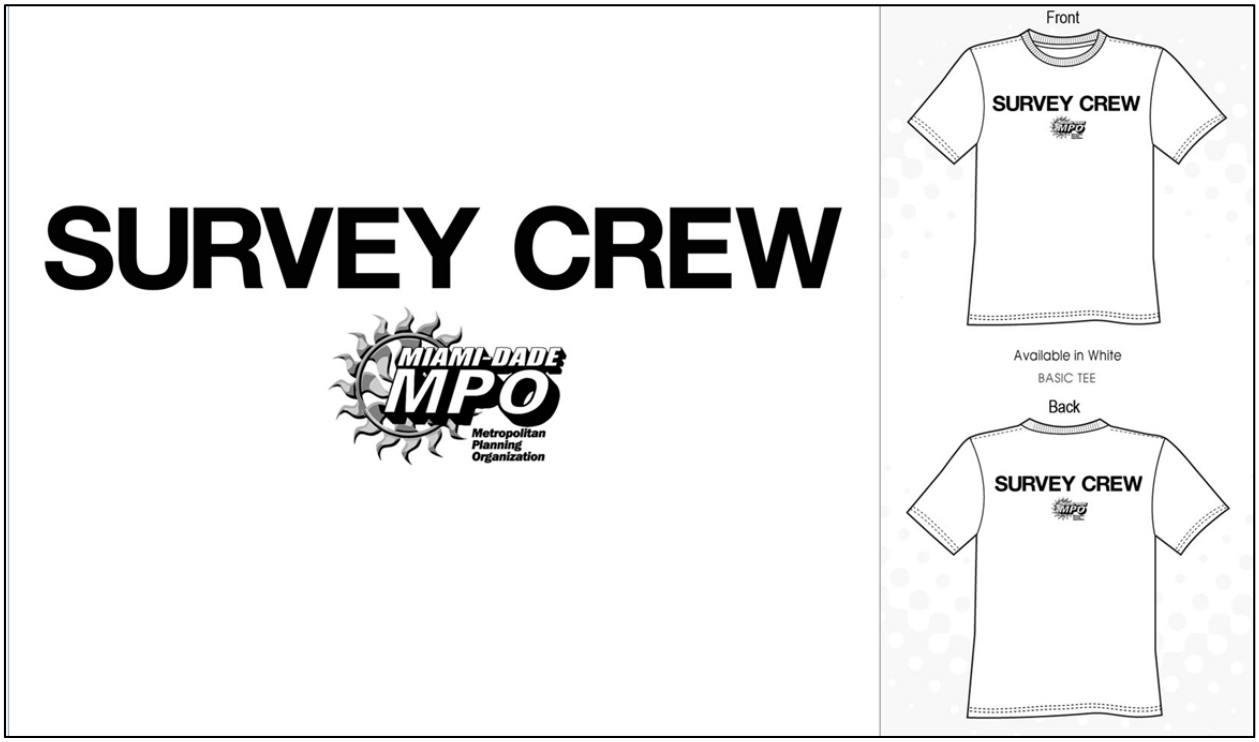
- Project Overview
- Instructions & Key Factors
- Sample Survey Exercise using iPad
- Assignment Logistics

The project overview was a brief introduction to the project, including the purpose of the survey, an explanation of the questions, and description of past surveys. The instructions and key factors were explained to the team members. The expectations of the behavior were presented and discussed. A mock survey was completed with the iPad to help the team members familiarize themselves with the technology, survey questions, and survey techniques. Logistics such as meeting times and locations were also explained.

3.2 Survey Implementation

The survey was staffed using up to four (4) on-board survey teams. Each survey team was led by a professional from Kimley-Horn and Associates, Inc. (KHA) or sub-consultant, CTS Engineering, Inc., who served as team leader, and supported by a team of approximately seven (7) temporary staff. Each survey team leader was accompanied by approximately one to two staff. The survey team was distinguished by an identification badge and a t-shirt with the MPO logo and labeled with “Survey Crew.” A sample image of the survey shirt is included in Figure 1.

Figure 1: Sample Image of Survey Team Uniform



This survey was administered on October 7-9, 2014; October 14-16, 2014; April 15-16, 2015; and April 21-22, 2015. Teams were distributed on pre-selected routes and runs on each of the designated survey days.

Survey teams were pre-assigned to specific routes and bus runs covering the survey schedule. Survey team members met at a designated central location before proceeding to and boarding the assigned bus. Typically the meeting place at the South (Coral Way) Garage, but the Dadeland North Metrorail Station and the Dadeland South Metrorail Station were also utilized if the bus schedules prohibited boarding a bus at the South (Coral Way) Garage at a manageable time. For the October 2014 surveys, all teams were positioned on a bus to capture riders in transit. For the supplemental April 2015 surveys, a three person team was utilized each day with one surveyor assigned to a specific bus route, one person assigned to a bus transfer station (i.e. Brickell Station, Dadeland North, Dadeland South, or Government Center) to capture riders waiting at multiple bus routes, and the third person was assigned to the bus during the morning hours and the transfer station during the afternoon hours.

The survey team members were each assigned their iPads with a unique identifier that was recorded in a daily log. The teams boarded the bus and the team leaders positioned the team throughout the bus to best survey the riders.

Before beginning the interview, the survey team would enter the bus route number, the direction (inbound/outbound) that the bus was travelling, the date, and the time the survey was beginning. The survey

team was trained to avoid interviewer selection bias; however, in practice, the buses were sufficiently staffed so that the survey team interviewed or requested an interview from most or all transit riders on the bus.

The surveyors actively engaged as many bus patrons as they could to complete the maximum amount of valid surveys possible. The survey team asked the potential participant if they would be willing to answer a few questions. Following verbal consent to be interviewed, the survey team would conduct the survey and enter responses into the iPad. If the person did not wish to participate in the survey, the negative response would be recorded to complete the survey and the survey team would proceed to approach a new transit rider. The negative responses were recorded in addition to the positive responses to record the total number of riders intercepted.

The iPads were collected by the team leaders at the end of every survey day, and the information was uploaded to the survey database to be organized and analyzed at a future date.

4. Minimizing and Mitigating Non-Response Bias

4.1 Survey Instrument

Survey instruments play a crucial role in reducing non-response bias. The use of an iPad as the survey instrument and using trained survey interviewers served to increase the response rate and to improve the quality and validity of survey data. The electronic survey instrument was prepared in English, but the multilingual survey team administered the survey in English, Spanish, and Creole, and recorded the answers directly into the iPads.

4.2 Implementation

To mitigate non-response bias for this project, the project methodology included:

1. Developing an easy-to-use survey instrument with simple to understand questions
2. Selecting survey team members with prior survey experience
3. Providing at least one (1) bilingual surveyor on every bus
4. Selecting and training survey team members to effectively conduct the survey
5. Directly engaging transit riders to take the survey
6. Actively managing survey teams to engage transit riders
7. Adequately staffing bus routes depending on anticipated ridership
8. Making staffing adjustments to address non-performing survey team staff

Several of the team members were selected based upon experience conducting similar surveys in the past, their grasp on what was necessary to complete a successful survey, and their ability to perform. A training session was completed prior to the actual on-board surveys. Team members were instructed during the training on how to approach people, present themselves, and conduct the surveys. They were provided with background information and simple sample statements to use, and they participated in a trial survey exercise using all of the survey materials. The team was provided a target goal of the number of people to approach for a survey for each day. The team leaders managed their teams and conducted interviews with transit riders.

The time spent completing the survey interview generally ranged from 5 minutes to 15 minutes for each transit rider.

Table 2 summarizes the percent of daily ridership surveyed by route number.

Table 2: Percentage Surveyed of Daily Ridership by Route Number

Route Number	Average Daily Ridership	Targeted Number of Intercepted Riders (5%)	Actual No. of Riders Intercepted	% Daily Ridership Intercepted
8	7,936	397	783	9.9%
11	12,513	626	1,249	10.0%
24	2,869	143	198	6.9%
31	2,113	106	182	8.6%
34	1,802	90	89	4.9%
35	3,147	157	163	5.2%
38	8,085	404	590	7.3%
40	2,470	124	124	5.0%
51	3,683	184	233	6.3%
52	1,948	97	151	7.8%
70	1,541	77	249	16.2%
73	2,713	136	208	7.7%
87	2,151	108	180	8.4%
88	2,673	134	618	23.1%
104	1,508	75	178	11.8%
137	2,319	116	189	8.2%
204	1,354	68	162	12.0%
288	949	47	116	12.2%
Total	***69,366***	***3,468***	***5,662***	***8.2%***

Source: Miami-Dade Transit Ridership Ridership Technical Reports, July 2013 – June 2014

5. Survey Response

5.1 Overall Response

Of the 5,662 passengers that were approached by the survey teams during the eight (8) survey days, 2,366 transit riders elected to participate in the survey and completed the minimum nine origin-destination questions. A response rate of approximately 42% was calculated by dividing the number of survey responses by the number of people approached to complete the survey.

The 2,366 completed surveys make up the data set in use for this report. Table 3 depicts the breakdown of surveys by bus route.

Table 3: Survey Response Rate by Bus Route

Route Number	Intercepted Riders	Completed Surveys	Percent Completed
8	783	426	54.4%
11	1,249	404	32.3%
24	198	77	38.9%
31	182	78	42.9%
34	89	22	24.7%
35	163	66	40.5%
38	590	225	38.1%
40	124	63	50.8%
51	233	113	48.5%
52	151	80	53.0%
70	249	71	28.5%
73	208	98	47.1%
87	180	85	47.2%
88	618	291	47.1%
104	178	90	50.6%
137	189	68	36.0%
204	162	57	35.2%
288	116	52	44.8%
Total	**5,662**	**2,366**	**41.8%**

During the October 2014 surveys approximately 38 percent (38%) of the intercepted riders agreed to participate in the survey and during the supplemental April 2015 surveys approximately 53 percent (53%) of the intercepted riders agreed to participate in the survey.

6. Data Editing and Processing

6.1 Data Compilation

The electronic survey data was compiled on the survey application website and downloaded in a Microsoft Excel format file. The survey application database was prepared and tested prior to conducting the on-board surveys to ensure proper compilation, reporting, and data formatting. The electronic survey eliminated the additional requirement for data entry of paper surveys; no paper surveys were requested or completed.

The data was uploaded each night from the iPads to the survey website, compiled, reviewed, and evaluated to determine the response rate by route. Following the completion of the surveys, the compiled data was downloaded and reviewed to identify overall errors and prepared for minor cleanup. The data file is organized with rows representing separate surveys and columns organizing each question and the corresponding responses. Additional survey data fields include the iPad device number, date and time stamp for each entry, as well as survey team entered data (i.e., bus route and direction of travel).

6.2 Preliminary Data Results

As part of initial data compilation and review, the route numbers were verified by cross referencing the iPad device number, data and time of entry, and survey schedule to ensure that the surveys reflected the correct bus route and travel direction. A nominal number of surveys required that the entry for the bus route be revised, but a larger percentage required adjusting inbound and outbound entries; direction of travel was not critical but this information provides some insight into origin-destination travel patterns.

An initial geocoding effort was prepared using the raw data. The initial maps provided a quick glance of travel patterns for each bus route. However, the results illustrated the need for some data clean-up. While the electronic surveys reduced secondary data entry error from transcribing paper surveys, they did not preclude the transit rider from providing misleading responses or errors, or eliminate data entry errors from survey team members. Upon review of the raw data file, data errors included incorrect typographical spelling for street names, providing two street names that did not intersect, and other similar factors.

Upon initial data review and geocoding of the data collected in October 2014, it was determined that the response rate percentage and valid geocoded map responses were not as high as in previous years. The response rate for the Northeast and Central Garages were approximately 48 percent (48%) and 41 percent (41%), respectively, while the initial response rate for the South (Coral Way) Garage was approximately 38 percent (38%). Therefore, four (4) additional days of data were collected in April 2015 to increase the total number of responses. With the addition of the supplemental April 2015 data, a response rate of approximately 42 percent (42%) was achieved, an increase of four percent (4%). Additionally, the survey team members were provided additional training on collecting valid location data to increase the valid geocoded data. The survey teams were instructed to pay particular attention to cross streets to verify that respondents were providing valid cross streets (i.e. NW 10th Avenue and NW 100th Street and not NW 10th Avenue and SW 100th Street).

6.3 Data Review and Revision

A data review and revision effort was prepared on the completed surveys to improve data quality and validity of surveys. A series of subsequent geocoding efforts were completed to correct data entries and map the revised data.

The origin and destination locations were reviewed and revised based on:

- Documented origin and destination locations (name of place, business, or attraction)
- Street name description
- Street and block number
- Logical directional attribute compared to street name
- Bus route and relative geographic location
- Logical trip sequence
- Boarding and alighting locations
- Reference and address verification using online maps

While transit riders were often apprehensive in providing their home or work addresses, the block number or nearest major intersection was often provided or entered. Survey respondents may not have accurately provided origin, destination, boarding, and/or alighting locations, which may need to be further verified. Data revisions completed during the data verification process were limited to origin and destination intersections and addresses, and did not include the boarding and alighting data.

Appendix C of this report contains the origin and destination data maps. Of the 2,366 completed surveys, 1,694 (70%) provided Origin locations that were able to be mapped and 1,492 (62%) provided Destination locations that were able to be mapped. Reasons that locations were not able to be mapped included invalid/incomplete text entries and/or non-corresponding cross streets (i.e. NW 10th Avenue and SW 100th Street).

7. Summary of Raw Data

7.1 Survey Data

The following section presents a table and pie chart for each question quantifying the frequency of stated responses received for the total of all of bus routes. Questions with qualitative answers were not included in this section. Each tabulated summary maintains a total 2,366 responses and indicates the quantity of invalid or no response to avoid providing an extrapolated generalized trend. However, the figures included in Section 7.2 include a percentage breakdown of the categories for the information captured (i.e. does not include "No Response" answers).

The following consists of the final list of questions and serve as the basis of this summary:

1. Where did you come from? Where did you begin this one-way trip?
2. What is the address or intersection where you began this one-way trip?
3. Please list all the bus routes and trains you will use during this one-way trip?
4. How did you get to the first transit stop?
5. Where did you get on this bus?
6. Where will you get off this bus?
7. Where are you going? Where will you end this one-way trip?
8. What is the address or intersection of the place where you are going to end your one-way trip?
9. How will you get to the final destination at the end of your one-way trip?
10. How many days per week do you make this trip?
11. What is the average time it takes to make a one-way trip from door to door?
12. Gender?
13. How old are you?
14. Do you have a valid driver's license?
15. Is there a car / vehicle available you can use for this trip?
16. How many working, registered motor vehicles (cars, motorcycles, trucks) are owned by members of your household?
17. Including you, how many people live in your house?
18. Including you, how many are less than 16 years old?
19. Including you, how many are over 65 years old?
20. Including you, work outside of your house?
21. What is you household's approximate total annual income?
22. What is your current employment status?
23. What is the highest level of education you have completed?
24. Are you a student?
25. What is the fare type that you used for this one-way trip?
26. My race is best described as?
27. Can you provide a phone number, in case we need to clarify your responses?

7.2 Data Summary

While questions one through nine were mandatory and each have a 100 percent (100%) response rate, the remaining questions continued to have strong response rates, which likely corresponds to the use of a personal interview survey process. For the remaining questions, a response rate of over 65 percent (65%) was achieved for all questions except Household Income which had a response rate of approximately 48 percent (48%). Riders were either unwilling to answer the Household Income question or did not know the income for other residents within the household.

Based on the tabulated results, the following observations can be made:

Origin-Destination

- Trip origins tend to be home-based since more than 57% of survey trips originate from home locations and 20% from work locations.
- Trip destinations have a greater distribution with surveyed trips ending either at home representing 35% or at work representing 33%, respectively.

Ride Characteristics

- Approximately 93% of transit riders walked or biked to access transit and of those about 64% walked or biked less than one quarter mile to their first or from their last transit stop.
- 50% of transit trips are made without a transfer (i.e. using only one (1) transit route), while 36% of trips are made with one (1) transfer and 14% of trips are made with two (2) or more transfers.
- 67% of respondents traveled up to 70 minutes for a one-way trip.
- 68% of respondents used cash or a cash value fare card for payment.

Transit Dependency

- 57% of respondents indicated they did not possess a valid driver's license.
- 78% of respondents did not have a vehicle available for their trip.

Demographic/Economic Data

- 43% of respondents were between the ages of 16 and 34 years of age, while 10% of respondents were 65 years of age or older and 2% was under the age of 16.
- 17% of respondents identified themselves as Black / African-American and 71% identified themselves as Spanish / Hispanic / Latino. This is consistent with the 2010 US Census which summarizes Miami-Dade County as 19% Black or African American and 65% Hispanic or Latino of any race.
- While about one-half surveyed did not provide income level information, about 22% of those who did respond reported an annual household income less than $16,500 and another 17% earned between $16,500 and $22,000. About 5% of respondents earned over $75,000 per year.

The tables and figures on the following pages summarize the survey responses. The tables tabulate the total number of responses received as well as document the number of surveys where a response was not provided. The figures illustrate the percent of responses received for each valid answer.

Table 4: (Q1) Where did you begin this one-way trip?

Description	Frequency	AM Peak	PM Peak	Off Peak
Your Workplace	471	42	240	189
Your Home	1,362	611	107	644
Shopping	106	3	23	80
School (K-12)	88	2	28	58
College/University (Students Only)	96	3	20	73
Medical / Health Care	94	6	19	69
Social / Recreational	83	6	18	59
Other	66	7	14	45
Total	2,366	680	469	1,217

Figure 2: (Q1) Where did you begin this one-way trip?

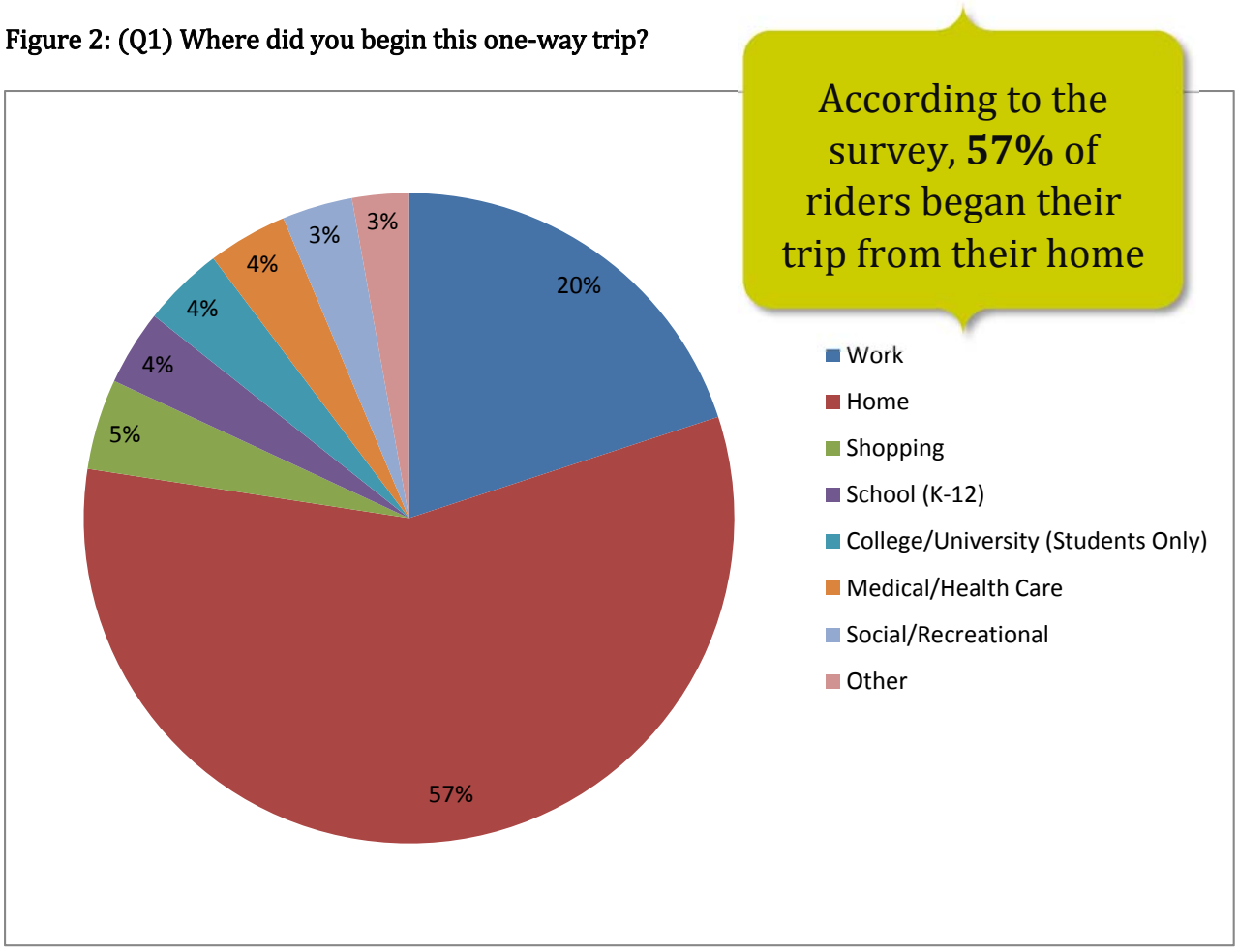


Table 5: (Q3) How many bus transfers will you make during this one-way trip?

Description	Frequency
No Transfers	1,178
One Transfer	855
Two Transfers	266
Three Transfers	67
Total	2,366

50% of the respondents did not make any transfers during this one-way trip

Figure 3: (Q3) How many bus transfers will you make during this one-way trip?

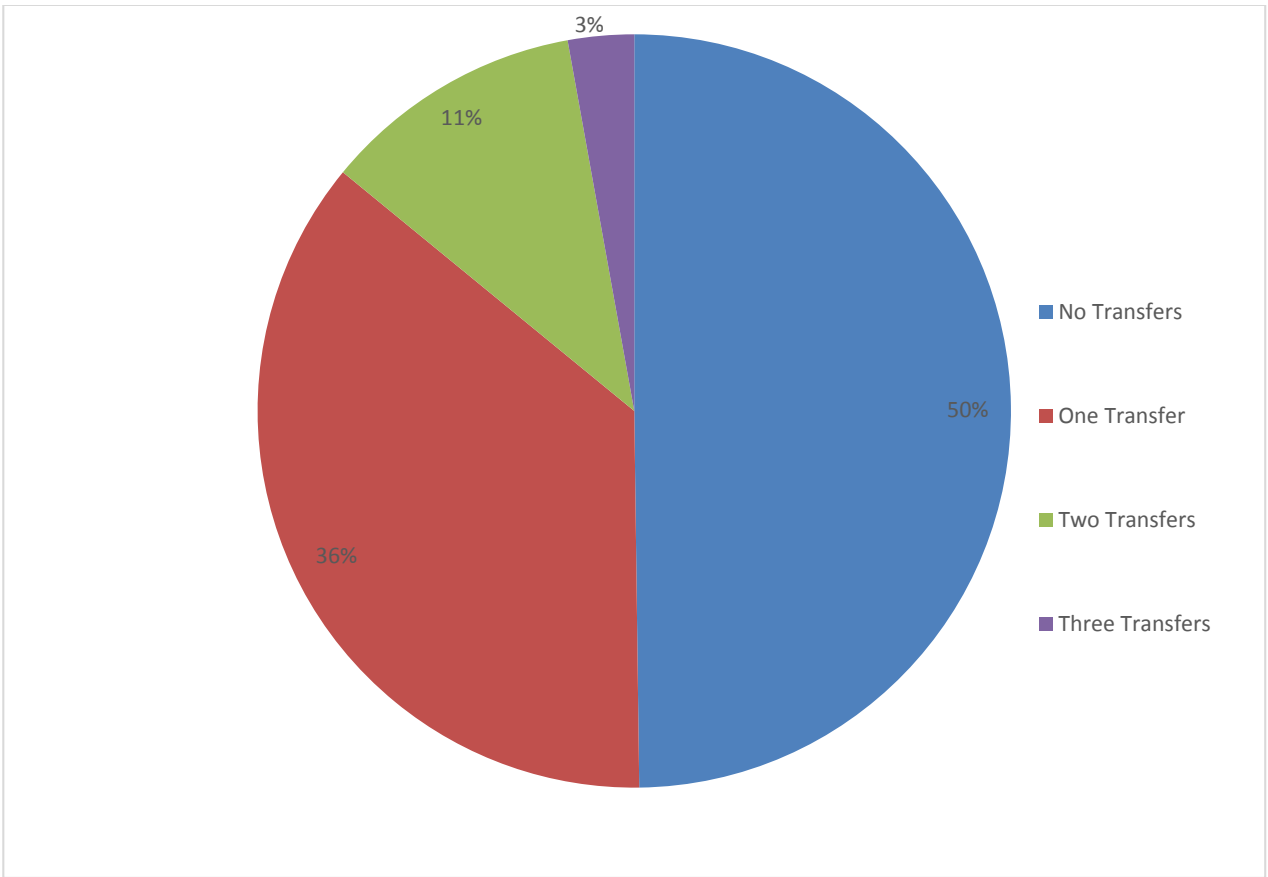


Table 6: (Q4) How did you get to the first transit stop?

Description	Frequency
Walked	2,130
Biked	31
Drove a vehicle and parked	48
Dropped off by someone in a car	113
Rode with someone who parked their car	1
Other	43
Total	2,366

91% of transit riders surveyed walked or biked to the first stop.

Figure 4: (Q4) How did you get to the first transit stop?

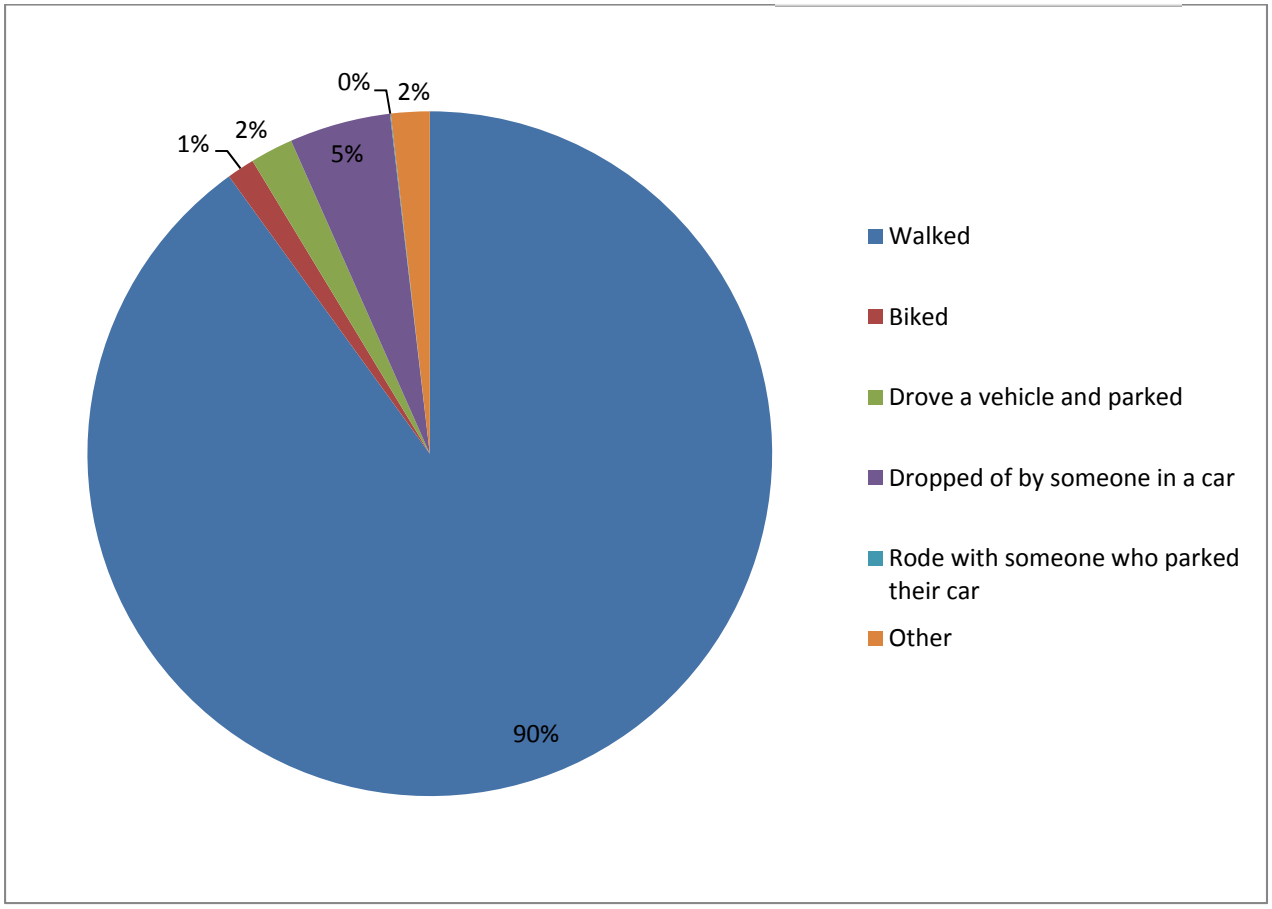


Table 7: (Q4) If you walked or biked, how far did you travel to get to the first stop?

Distance	Frequency
Up to 1/4 mile (0-2 blocks)	1,380
1/4 - 1/2 mile (3-4 blocks)	449
1/2 - 3/4 mile (5-6 blocks)	178
3/4 - 1 mile (7-8 blocks)	75
1 - 2 miles (9-16 blocks)	65
More than 2 miles (17+ blocks)	14
Didn't walk or bike	205
Total	2,366

Of the people who walked or biked, **64%** traveled up to ¼ mile to their first transit stop

Figure 5: (Q4) If you walked or biked, how far did you travel to get to the first stop?

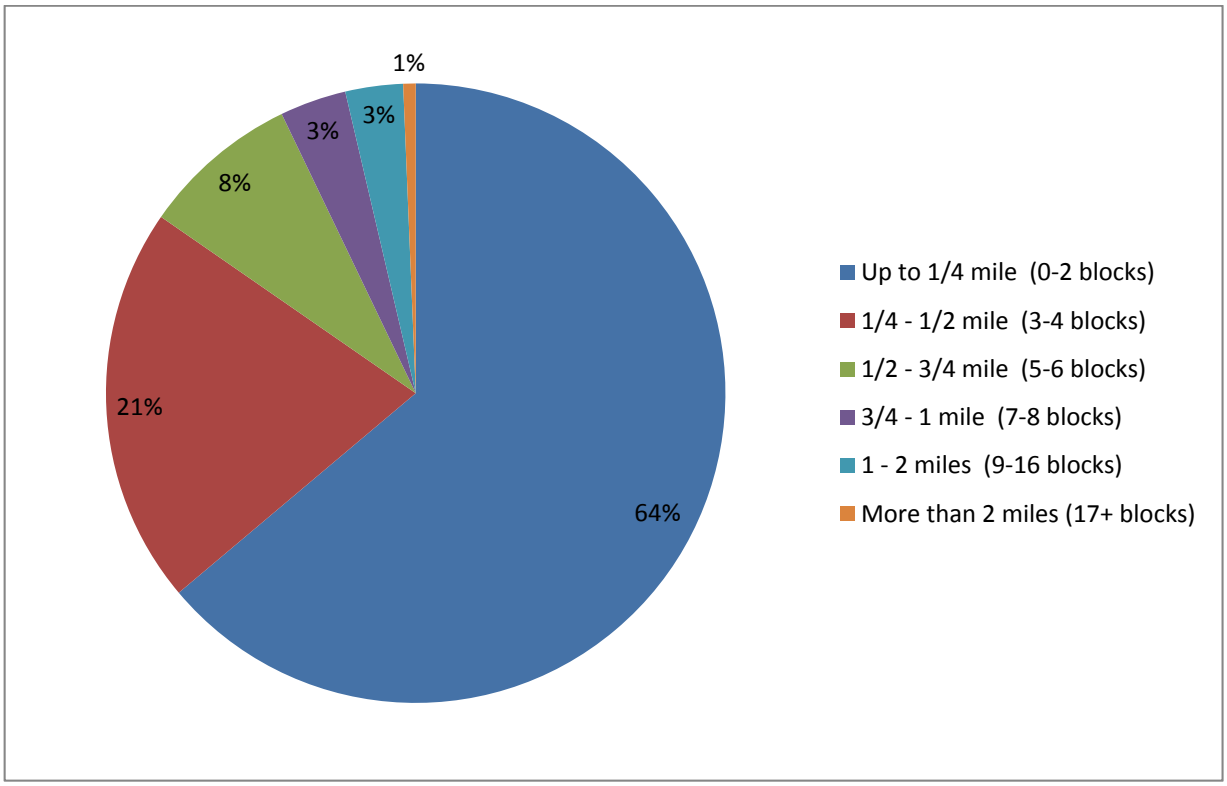


Table 8: (Q7) Where will you end this one-way trip?

Description	Frequency	AM Peak	PM Peak	Off Peak
Your Workplace	787	396	47	344
Your Home	833	59	331	443
Shopping	140	21	24	95
School (K-12)	74	34	8	32
College / University (students only)	179	75	17	87
Medical / Health Care	98	41	1	56
Social / Recreational	146	34	20	92
Other	109	20	21	68
Total	2,366	680	469	1,217

68% of riders will end at either their workplace or their home

Figure 6: (Q7) Where will you end this one-way trip?

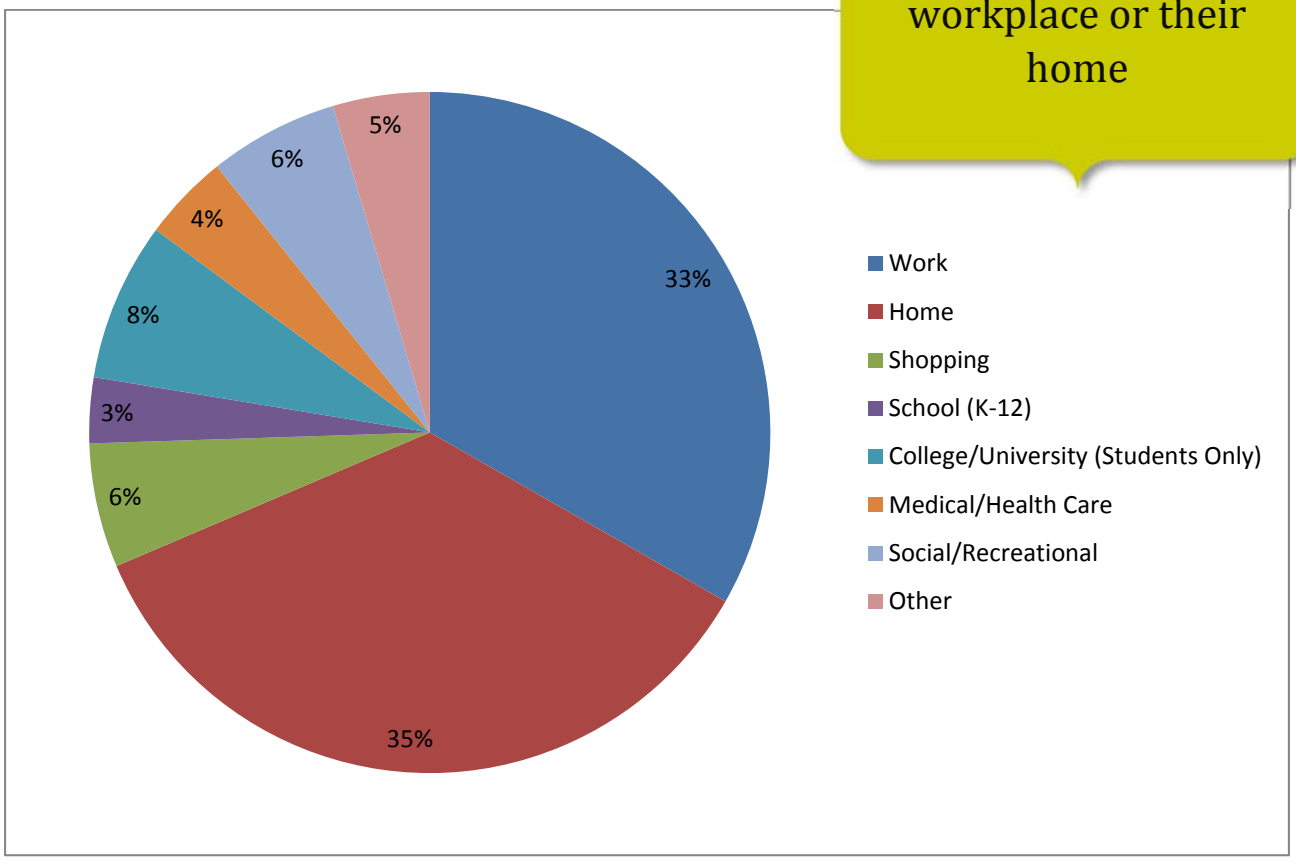


Table 9: (Q9) After your last transit trip, how will you get to the end of your one-way trip?

Description	Frequency
Walk	2,228
Bike	31
Drive a vehicle parked at a location	16
Will be picked up by someone	49
Ride with someone who parked	3
Other	39
Total	2,366

An overwhelming majority of people walked or biked to their final destination: **95%**

Figure 7: (Q9) After your last transit trip, how will you get to the end of your one-way trip?

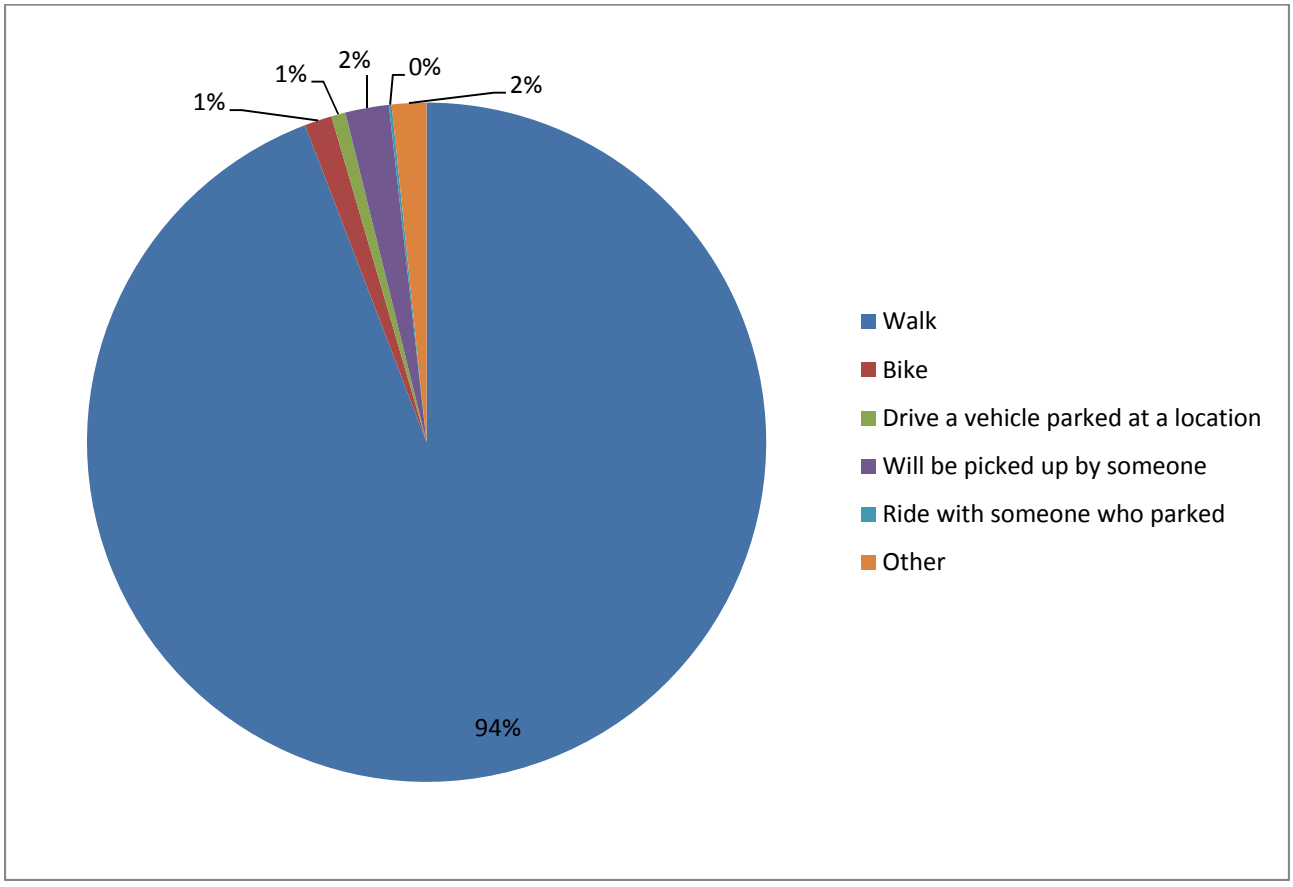


Table 10: (Q9) If you walked or biked, how far did you travel to get to the end of your one-way trip?

Description	Frequency
Up to 1/4 mile (0-2 blocks)	1,460
1/4 - 1/2 mile (3-4 blocks)	460
1/2 - 3/4 mile (5-6 blocks)	174
3/4 - 1 mile (7-8 blocks)	91
1 - 2 miles (9-16 blocks)	65
More than 2 miles (17+ blocks)	9
Didn't walk or bike	107
Total	2,366

65% of riders walked or biked ¼ of a mile or less to get to their final destination

Figure 8: (Q9) If you walked or biked, how far did you travel to get to the end of your one-way trip?

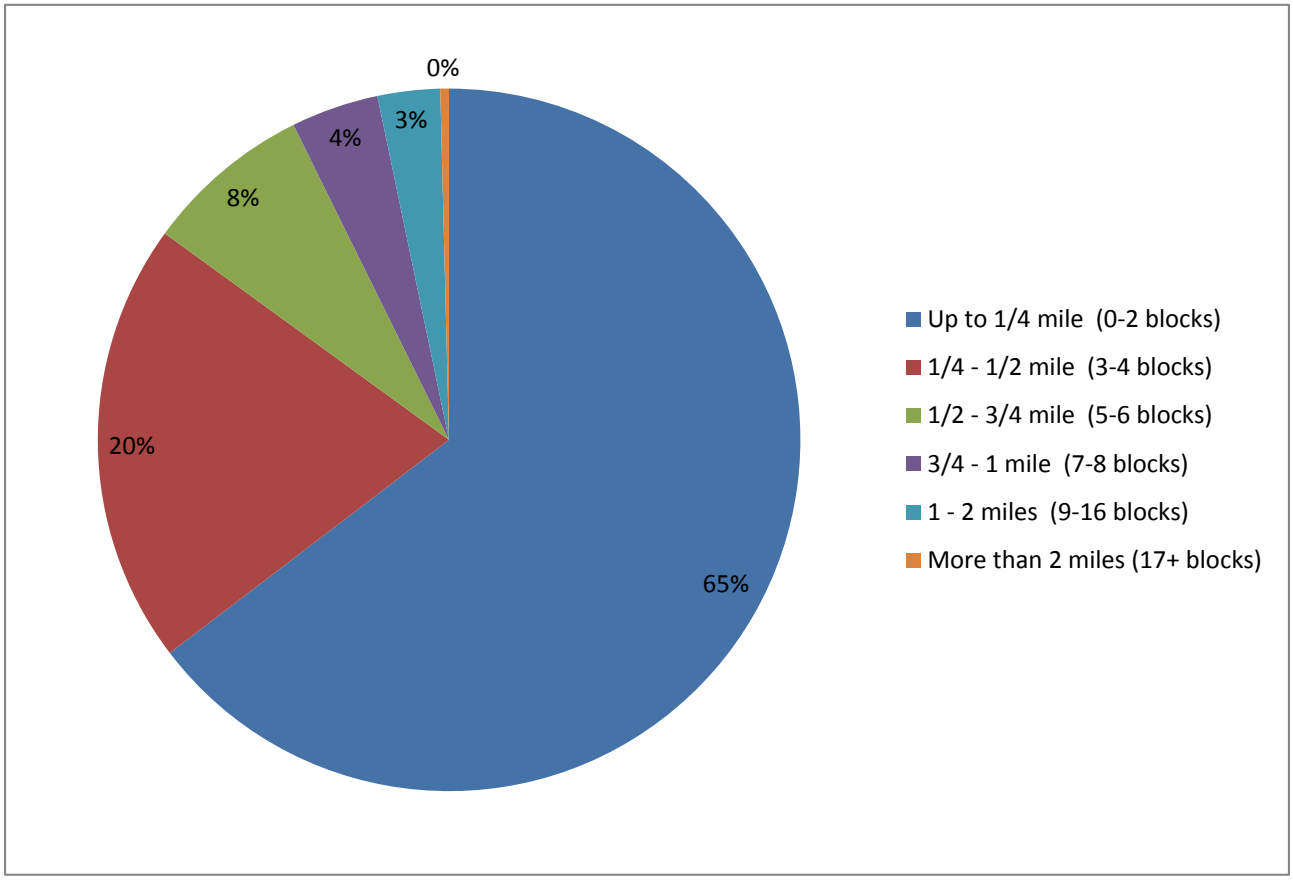


Table 11: (Q10) How many days per week do you make this trip?

Description	Frequency
7 days a week	121
6 days a week	187
5 days a week	1,055
4 days a week	189
3 days a week	221
2 days a week	178
1 day a week	167
Less than 1 day a week	189
No Response	59
Total	2,366

While there was a relatively even distribution among most of the options, **46%** of people made their trip 5 days a week

Figure 9: (Q10) How many days per week do you make this trip?

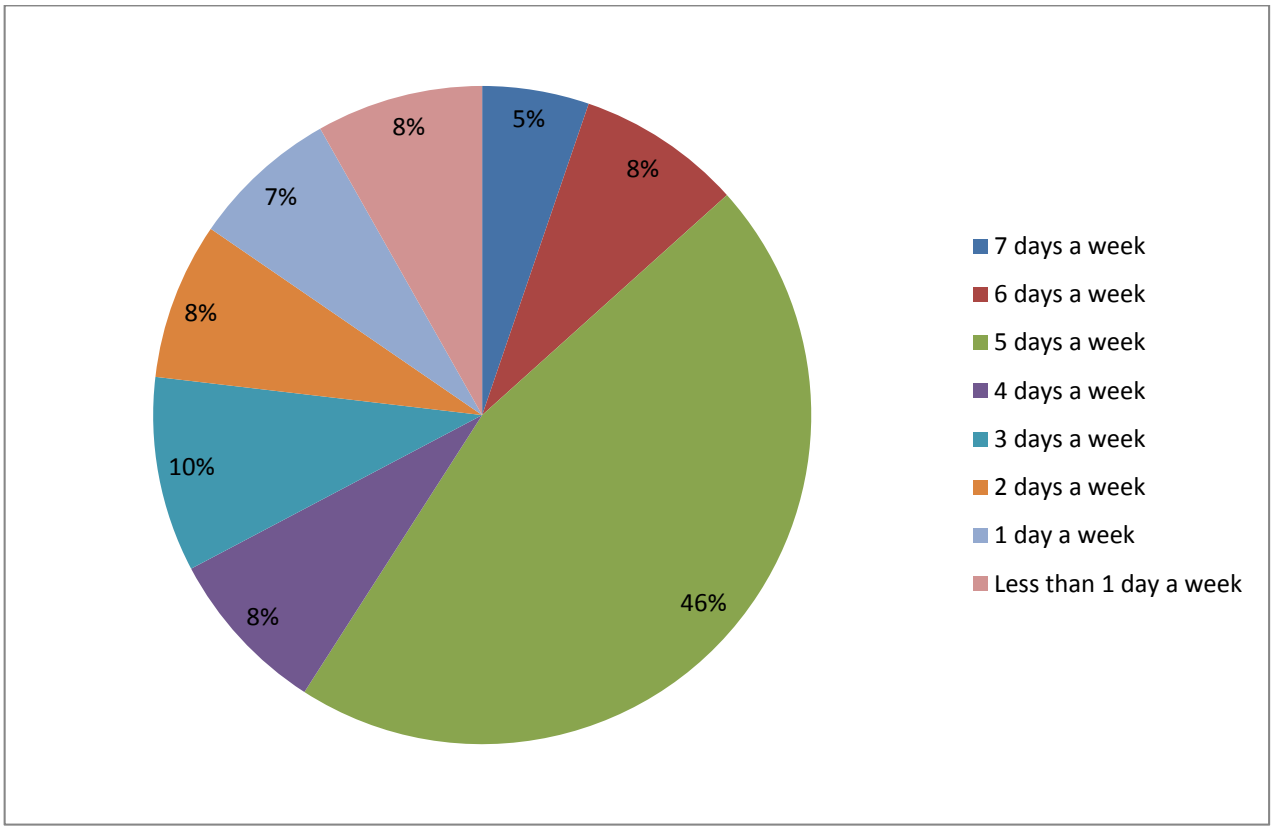


Table 12: (Q11) What is the average time it takes to make a one-way trip from door to door?

Description	Frequency
Less than 10 minutes	21
10 to 40 minutes	711
40 to 70 minutes	838
70 to 100 minutes	383
100 to 130 minutes	242
130 to 160 minutes	49
Greater than 160 minutes	68
No Response	54
Total	2,366

67% of survey respondents spend somewhere between 10 and 70 minutes on their one-way trip

Figure 10: (Q11) What is the average time it takes to make a one-way trip from door to door?

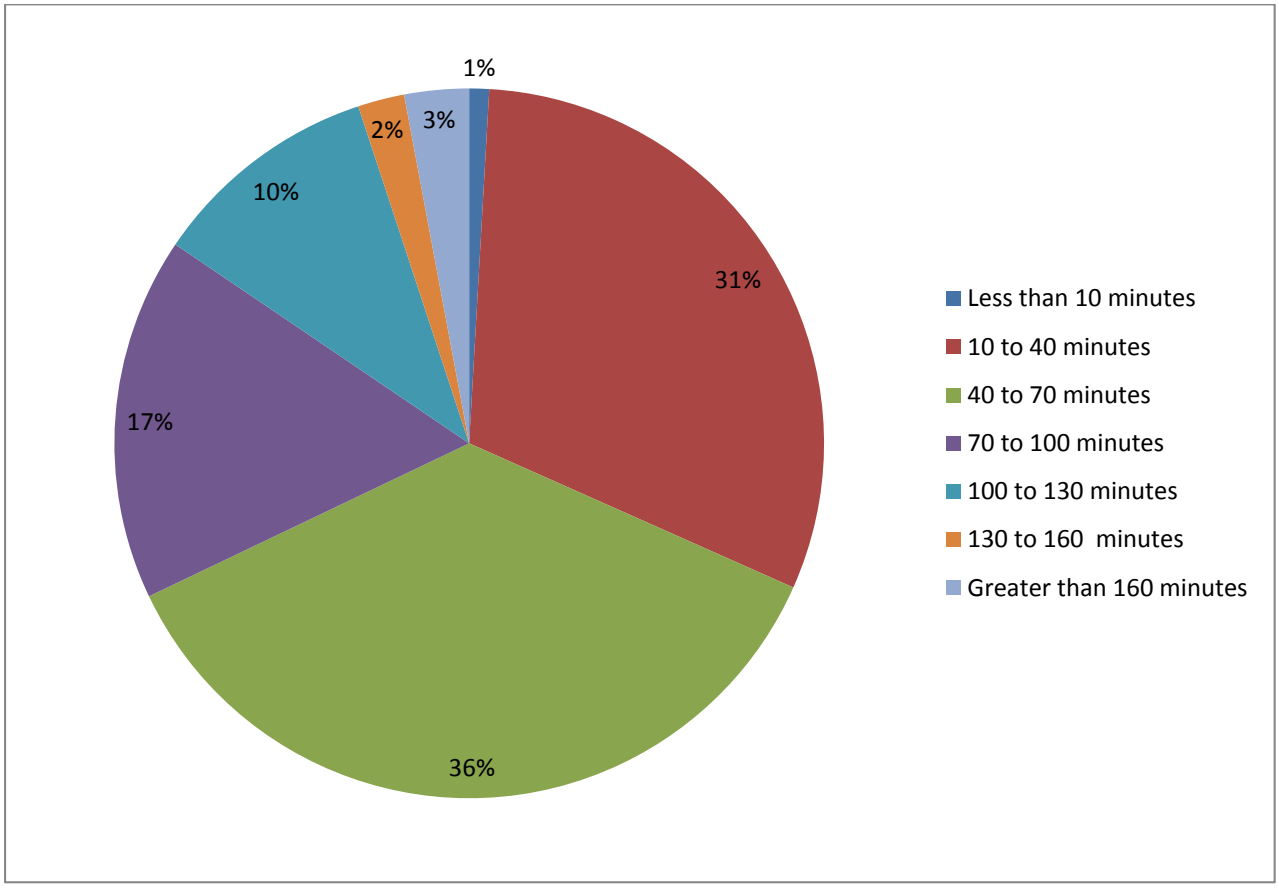


Table 13: (Q12) What is your gender?

Description	Frequency
Male	1,085
Female	1,281
Total	2,366

The gender split slightly skewed to female – there were **196 more female respondents** than male respondents

Figure 11: (Q12) What is your gender?

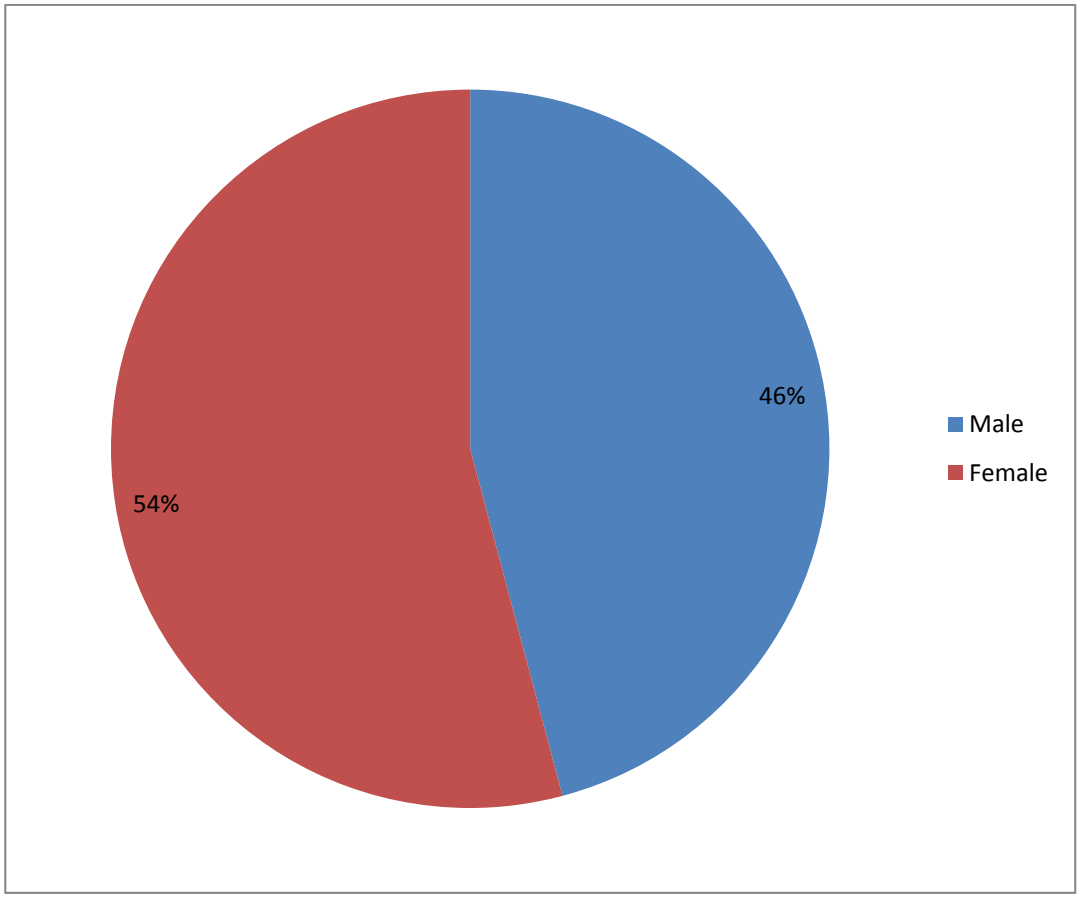


Table 14: (Q13) How old are you?

Description	Frequency
Less than 16	37
16-24	497
25-34	395
35-44	306
45-54	363
55-64	268
65+	213
No Response	287
Total	2,366

43% of the riders surveyed were between the ages of 16 and 34

Figure 12: (Q13) How old are you?

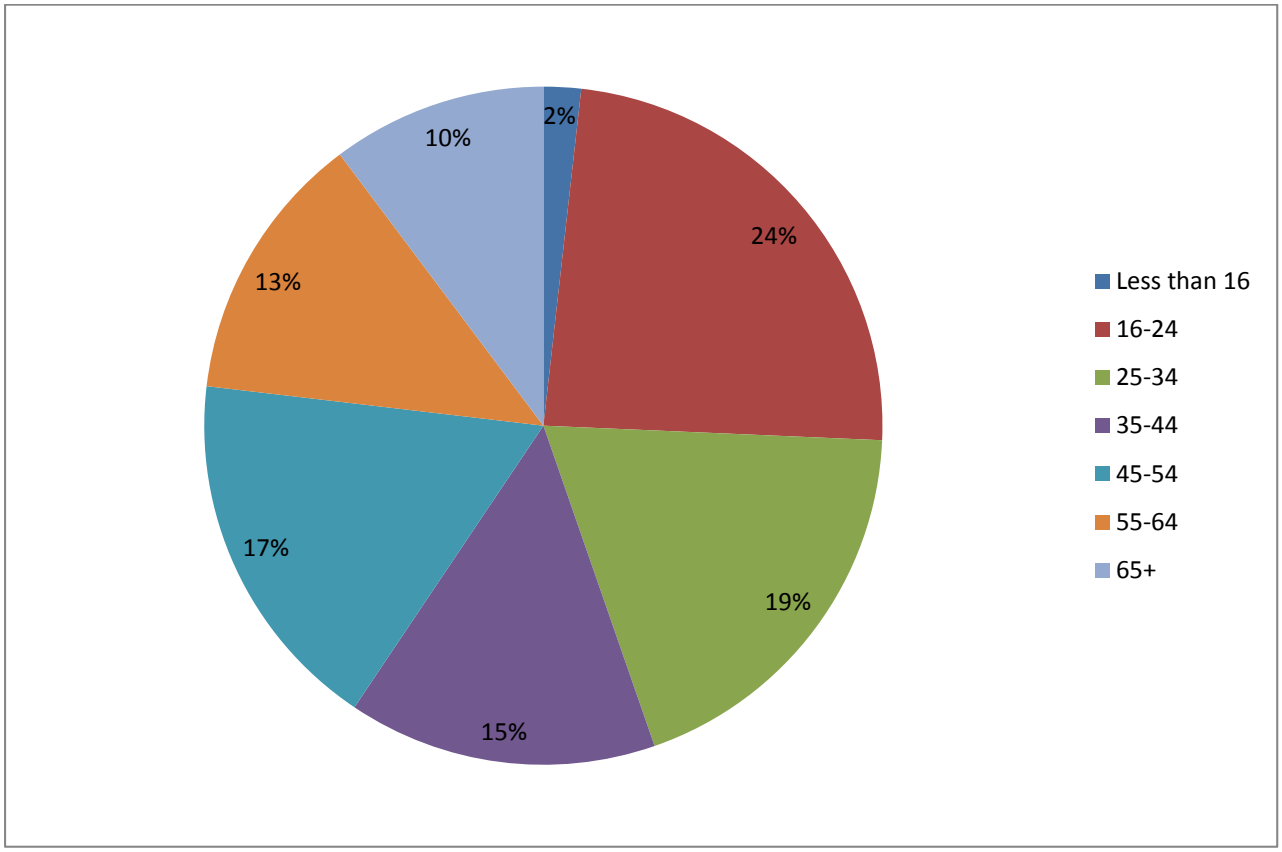


Table 15: (Q14) Do you have a valid driver's license?

Description	Frequency
Yes	864
No	1,150
No Response	352
Total	2,366

Of the people who answered this question, **57%** responded that they did not have a valid driver's license. These people likely depend on transit to get around.

Figure 13: (Q14) Do you have a valid driver's license?

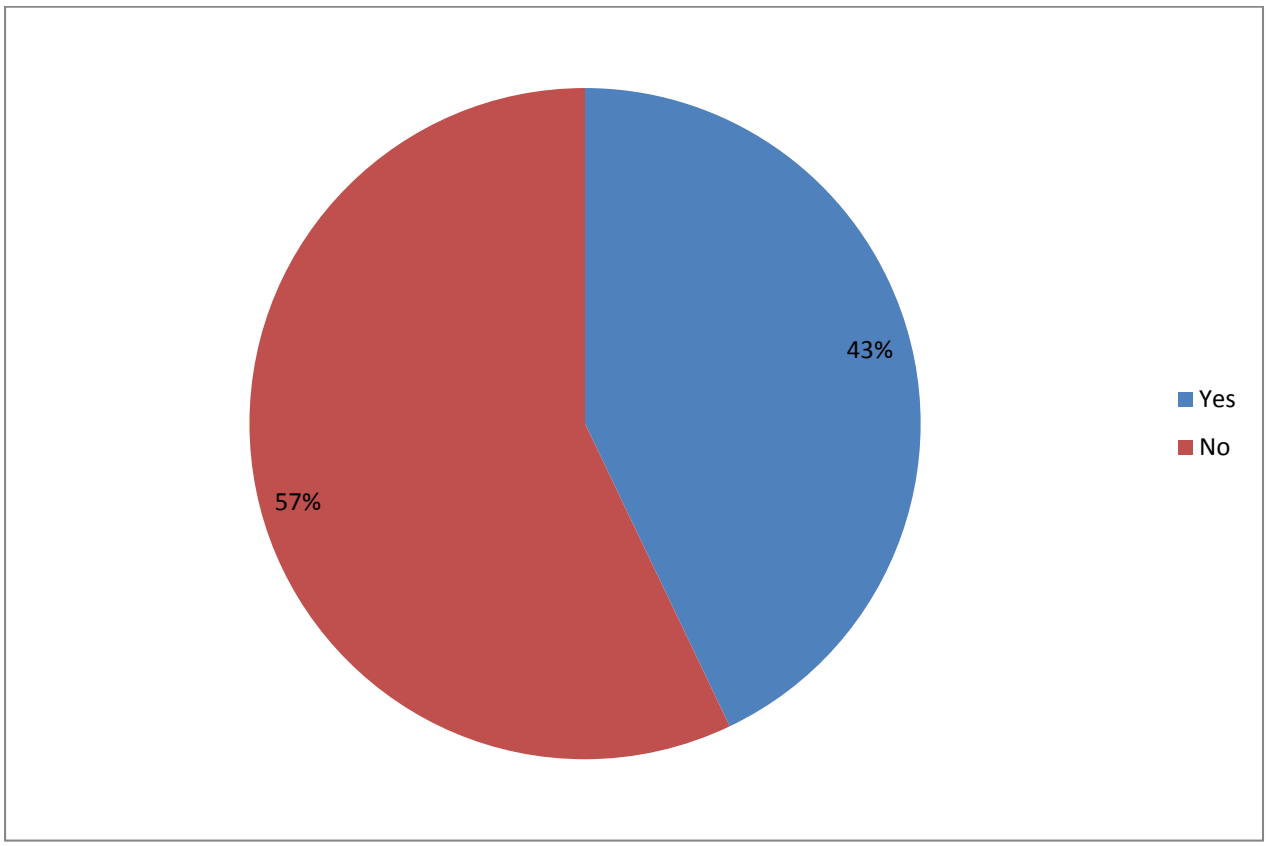


Table 16: (Q15) Is there a car/vehicle available you can use for this trip?

Description	Frequency
Yes	435
No	1,539
No Response	392
Total	2,366

78% of survey respondents that they did not have access to a vehicle

Figure 14: (Q15) Is there a car/vehicle available you can use for this trip?

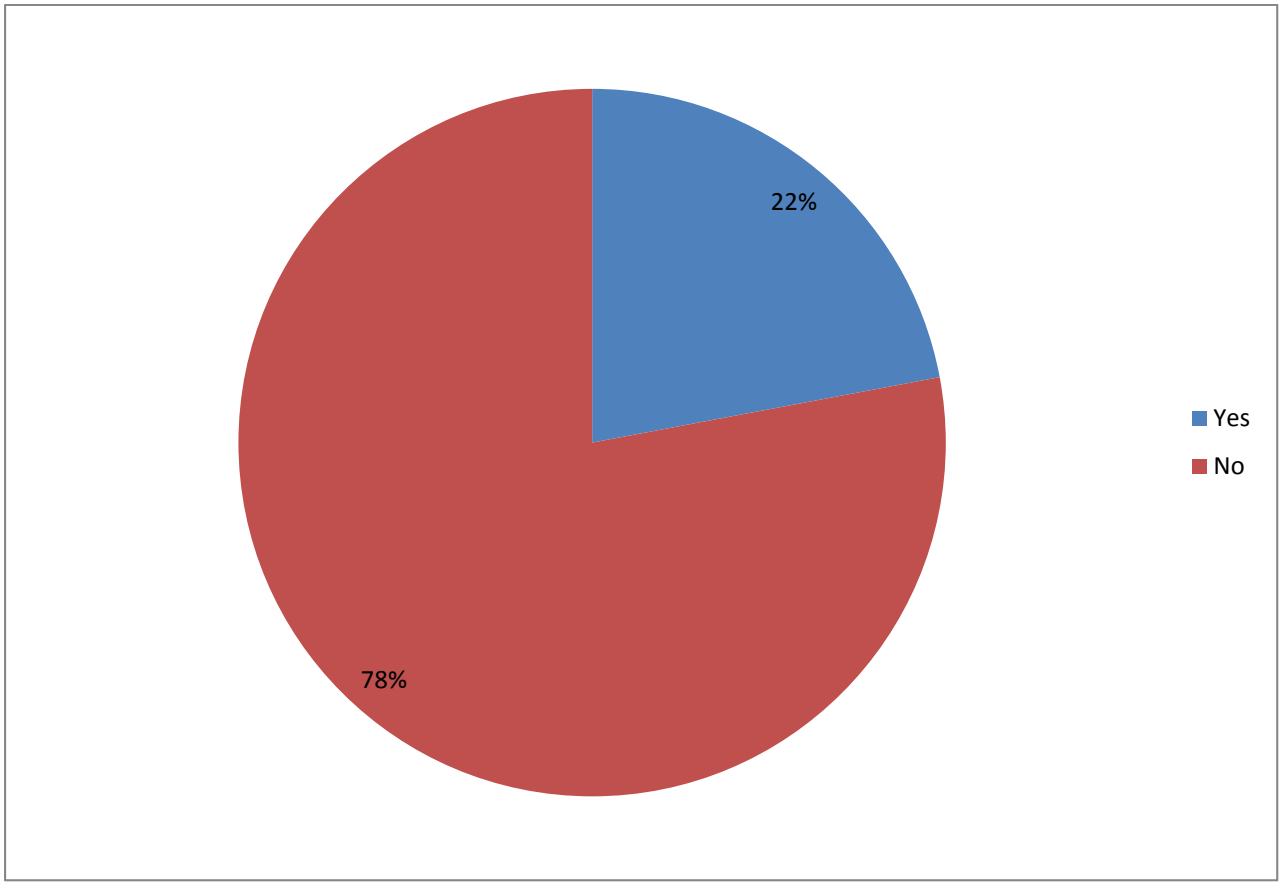


Table 17: (Q16) How many working, registered motorized vehicles are owned by members of your household?

Description	Frequency
0	655
1	500
2	342
3	119
4	28
5 +	8
No Response	714
Total	2,366

Of those who responded to this question, **40%** reported that there were 0 motorized vehicles in their household.

Figure 15: (Q16) How many working, registered motorized vehicles are owned by members of your household?

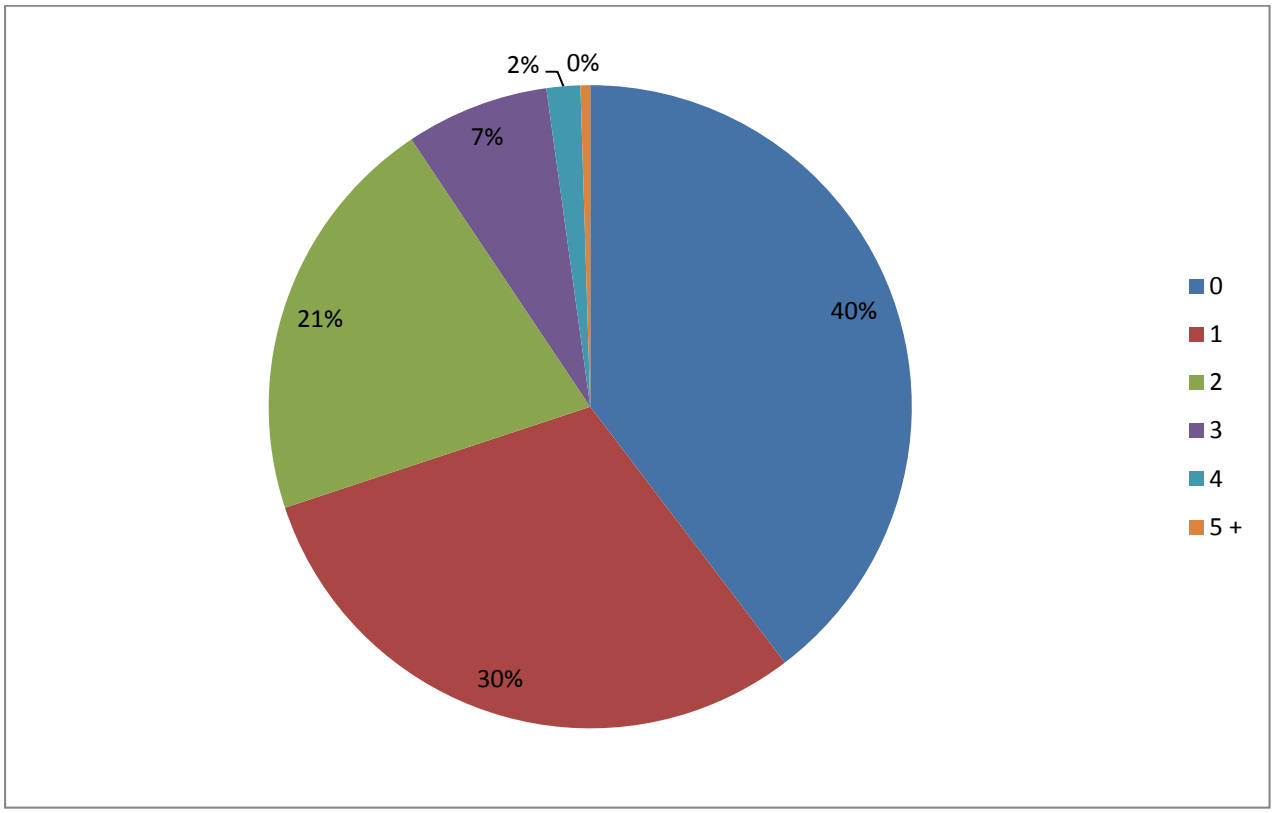


Table 18: (Q17) Including you, how many people live in your house?

Description	Frequency
1	286
2	385
3	340
4	292
5	177
6	85
7	22
8	14
9	6
10+	9
No Response or invalid	750
Total	2,366

Of those with a valid response, **81%** of survey respondents have between 1 and 4 people living in their house

Figure 16: (Q17) Including you, how many people live in your house?

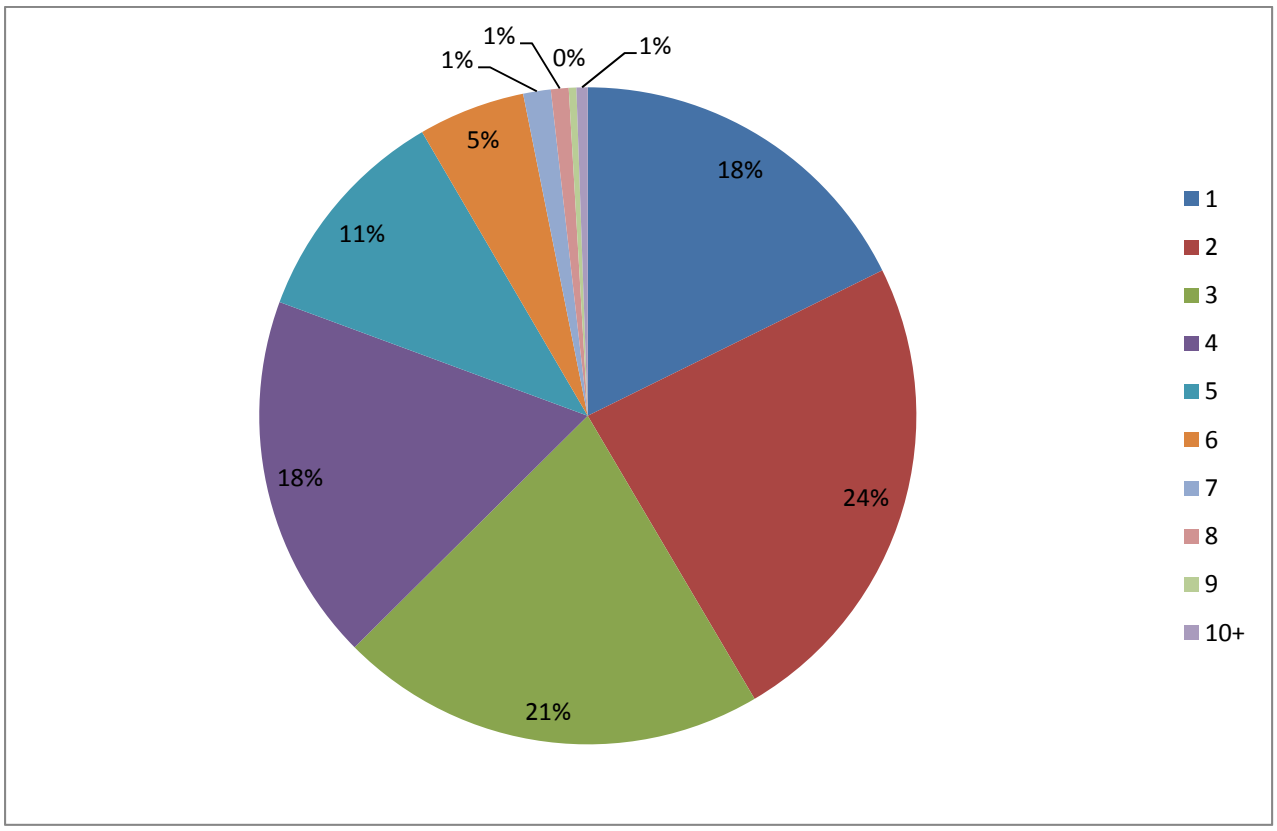


Table 19: (Q18) What is your household's approximate total annual income?

Description	Frequency
Less than $16,500	363
$16,500 - $22,000	196
$22,000 - $28,000	143
$28,000 - $33,500	119
$33,500 - $39,500	79
$39,500 - $45,000	74
$45,000 - $75,000	92
$75,000 +	61
No Response	1,239
Total	2,366

Over 52% of those surveyed chose not to respond to this question. Of those that responded **49%** reported an income of **less than $22,000** annually.

Figure 17: (Q18) What is your household's approximate total annual income?

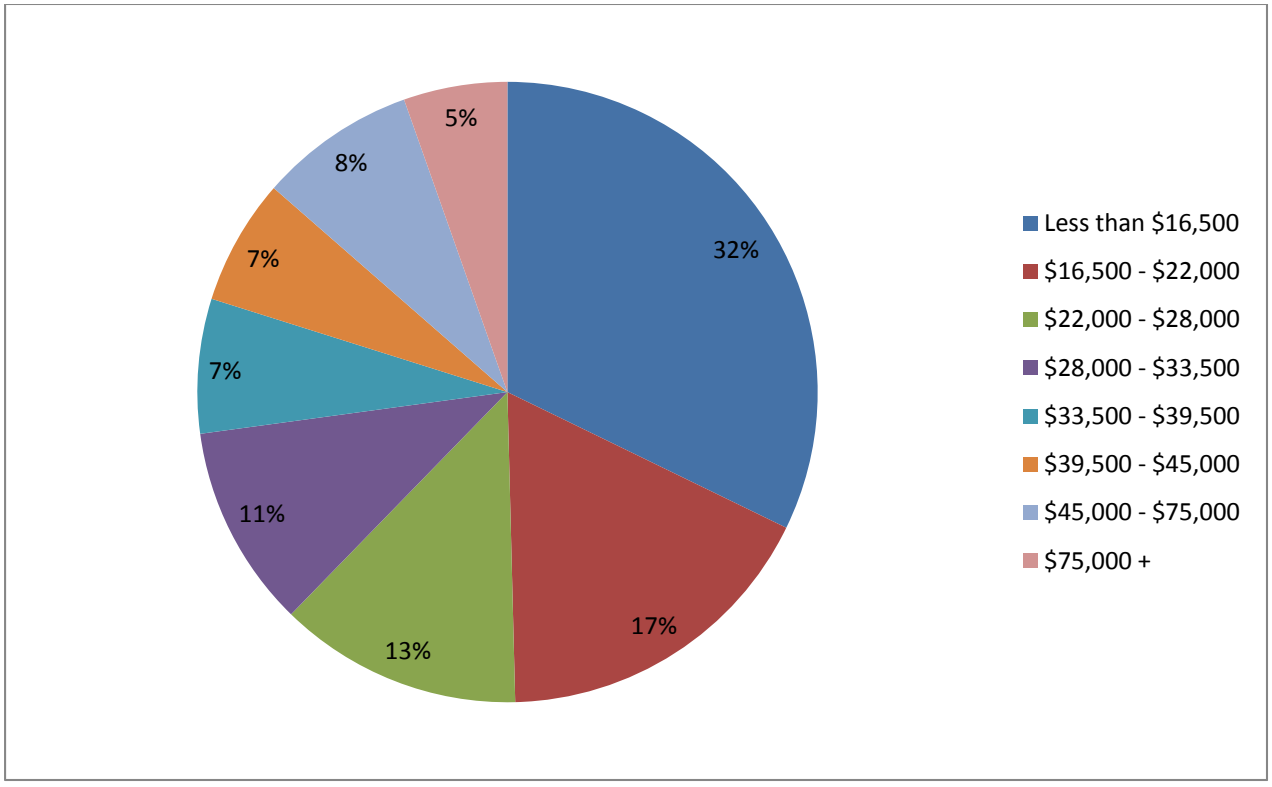


Table 20: (Q19) What is your current employment status?

Description	Frequency
Working Full Time	929
Working Part Time	460
Not Working / Unemployed	585
No Response	392
Total	2,366

47% of survey respondents reported that they were working full time

Figure 18: (Q19) What is your current employment status?

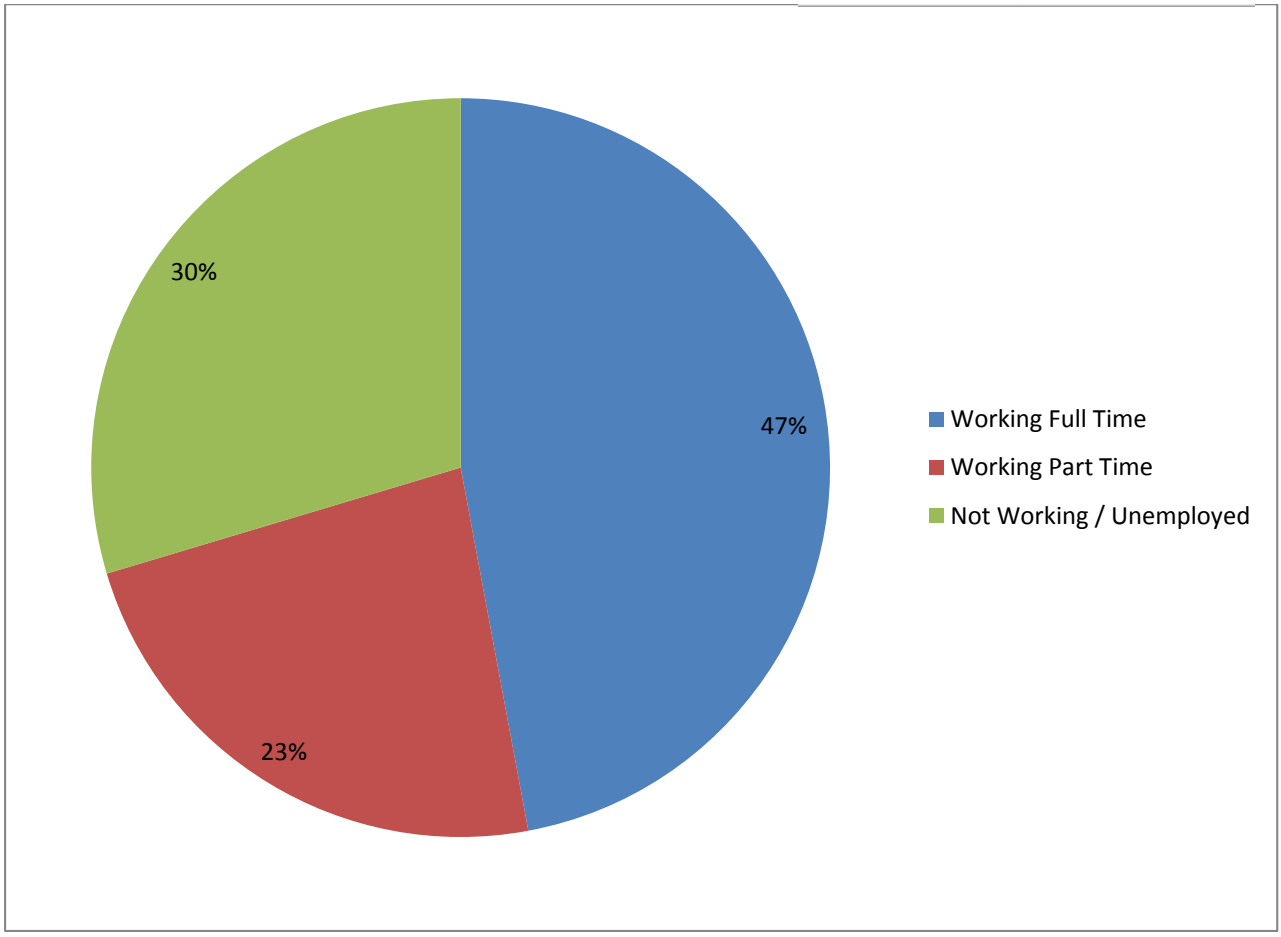


Table 21: (Q20) What is the highest level of education you have completed?

Description	Frequency
Grade School	62
Middle/Junior High School	208
High School/GED	904
Vocational / Technical School	169
College / University - Undergraduate Degree	447
College / University -Graduate Degree	110
No Response	466
Total	2,366

62% of survey respondents possessed a high school level of education or below

Figure 19: (Q20) What is the highest level of education you have completed?

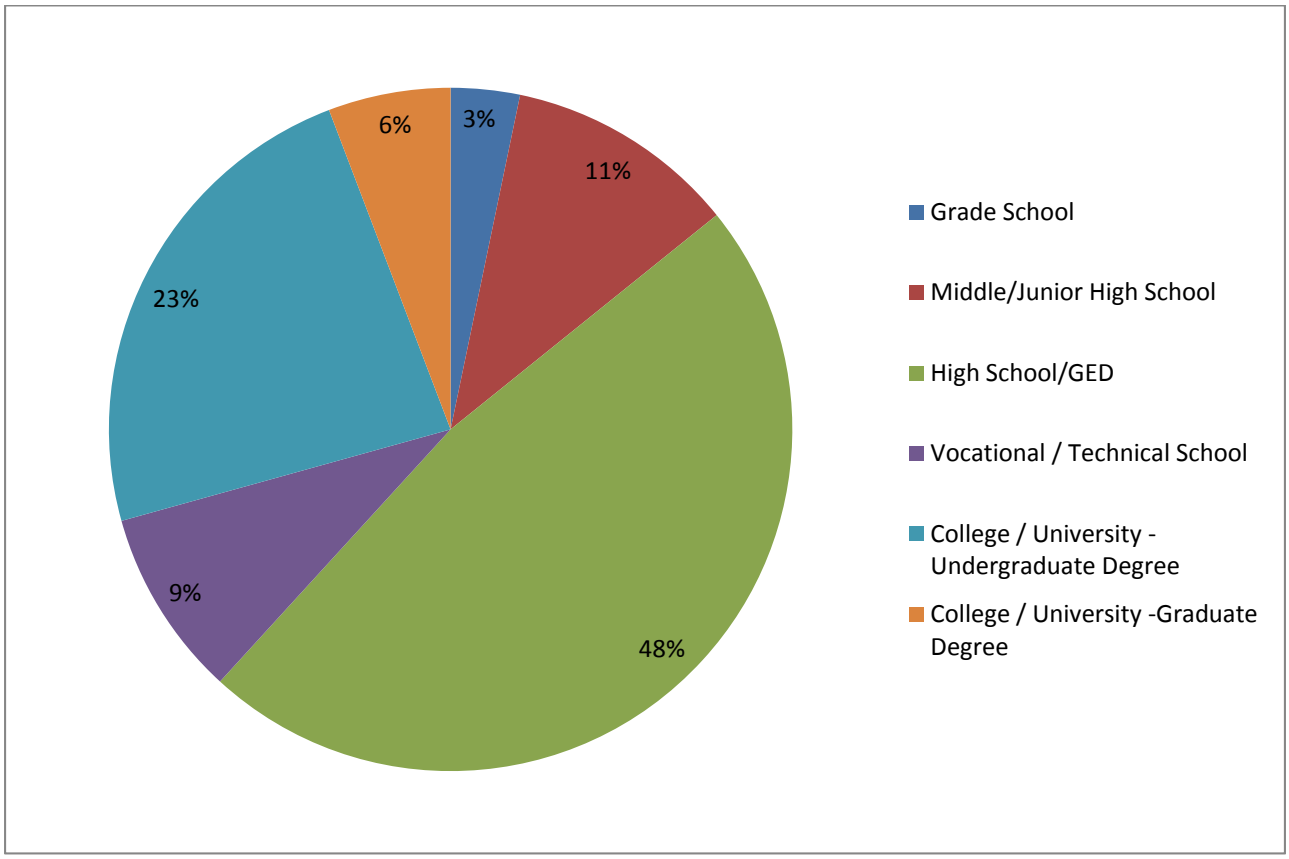


Table 22: (Q21) Are you a student?

Description	Frequency
No	1,106
K-12 Student	110
Part Time Vocational/Technical/College Student	163
Full Time Vocational/Technical/College Student	213
No Response	774
Total	2,366

30% of survey respondents identified themselves as students

Figure 20: (Q21) Are you a student?

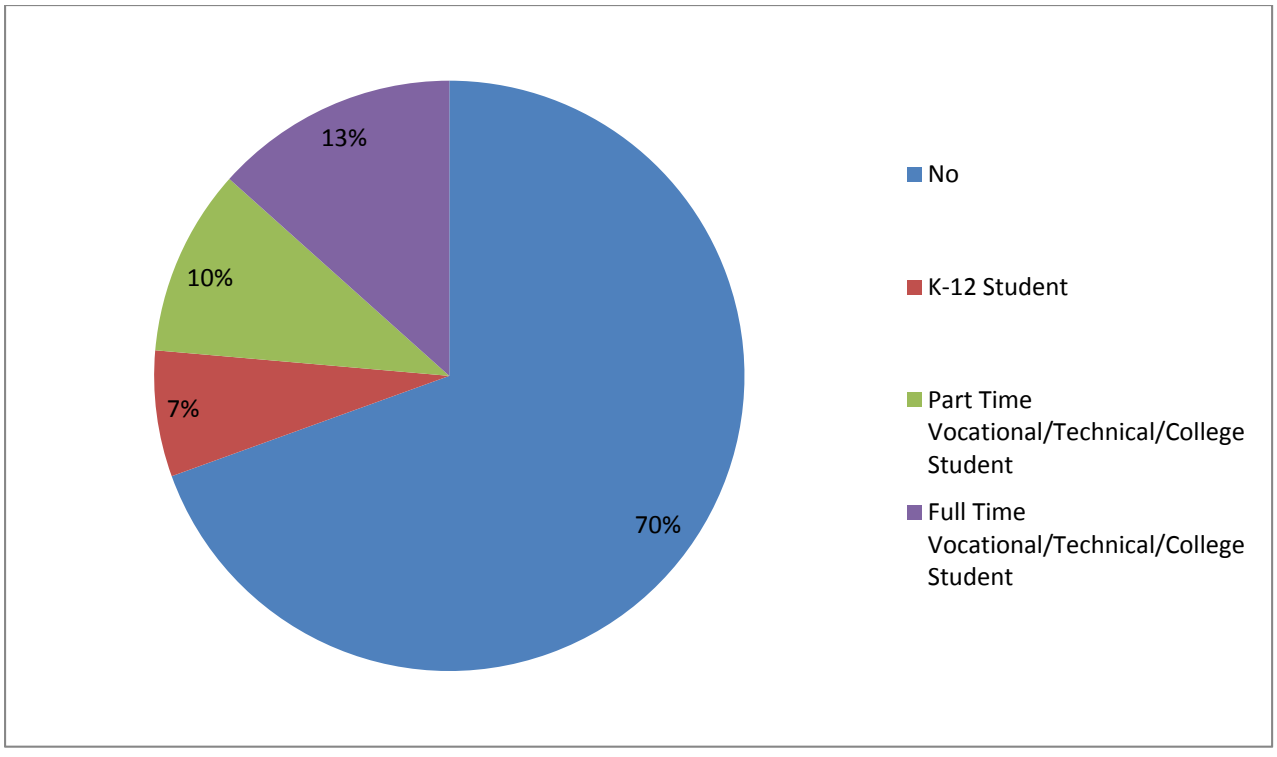


Table 23: (Q22) What is the fare type that you used for this one-way trip?

Description	Frequency
Cash	543
EZ Card Cash Value Fare	877
Reduced Fare Permit	41
Golden / Patriot Passport	273
Day Pass	126
Monthly Pass	208
Bus Transfer	4
Tri-Rail Transfer	2
Other	25
No Response	267
Total	2,366

EZ Card Cash Value Fare is the favored type of payment, followed by Cash

Figure 21: (Q22) What is the fare type that you used for this one-way trip?

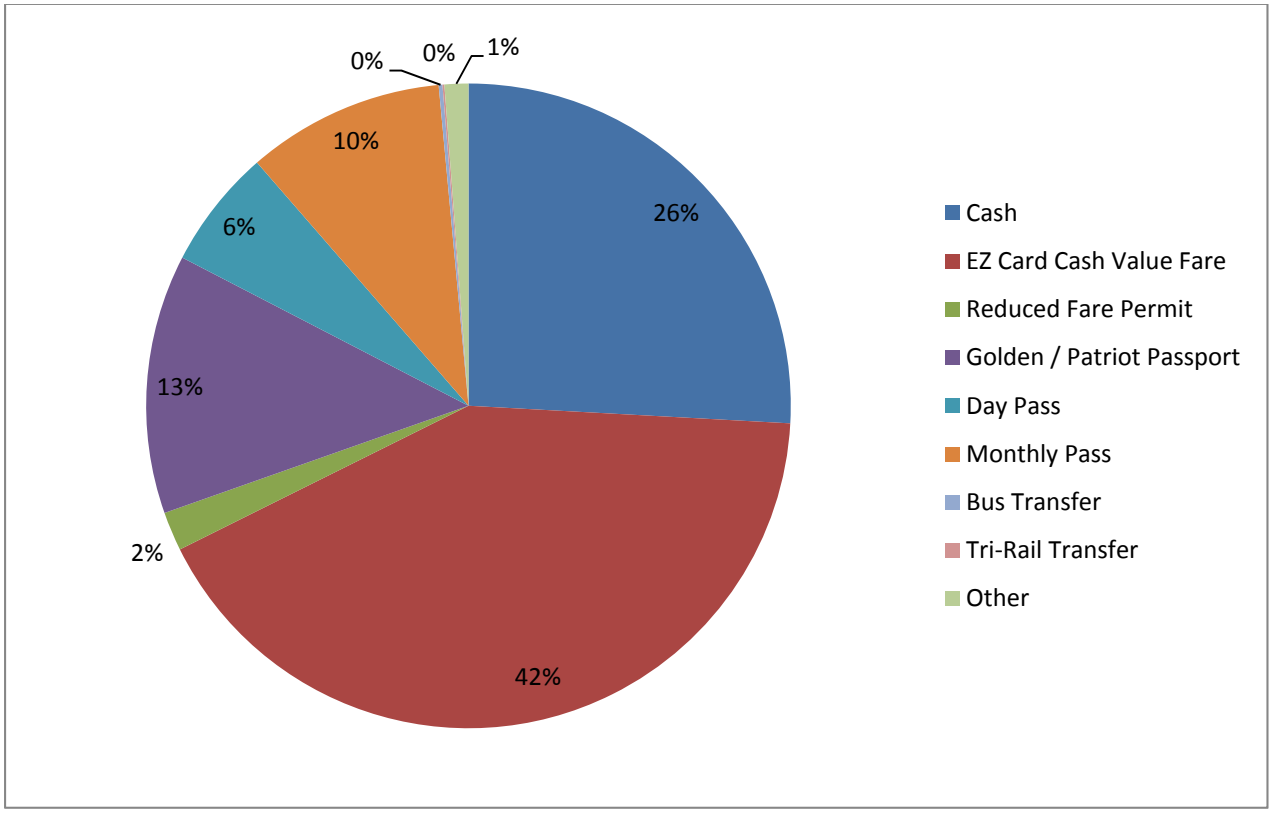
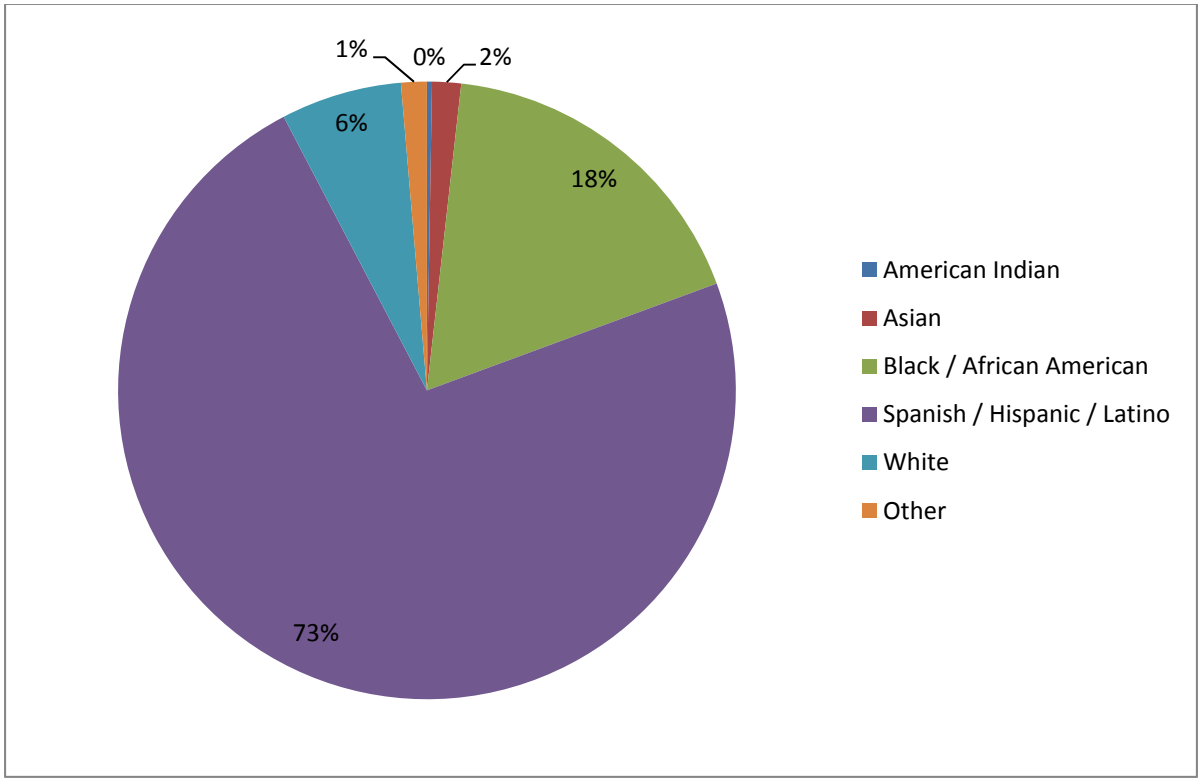


Table 24: (Q23) My race is best described as:

Description	Frequency
American Indian	6
Asian	35
Black / African American	406
Spanish / Hispanic / Latino	1,683
White	146
Other	31
No Response	59
Total	2,366

71% of survey respondents classified their race as Spanish/Hispanic/Latino

Figure 22: (Q23) My race is best described as:



8. Trip Origin and Destination Maps by Route

The Origin and Destination Maps included in Appendix C represent geocoded survey data illustrating the origin and destination locations by bus route. These locations are based upon addresses and intersection survey data provided during the survey, and were updated based on the data review and revision process outlined in Section 6. Significant attention was placed to accurately represent the surveys, while cleaning up the data to retain a strong level of valid surveys.

A separate map was prepared for origin and destination locations by route, and these maps consolidate all route data regardless of the time period or day that the surveys were conducted.

An intensity "heat" map was prepared to illustrate the relative concentration of surveys located within proximity of a single point, bus stop, or location. Since the number of surveys represented by each map varies by route, the intensity map is intended to describe a relative concentration of transit rider trip origin and destination locations as compared to an absolute number of surveys. A darker red color represents a higher concentration of origins and destinations as compared to the less intense green color. Single dots represent surveyed origin and destination locations. For some maps, the total number of data points plotted were not sufficient to provide a heat map; therefore, just the data points were plotted.

Since the majority of passengers surveyed only used one bus, origin and destination location distribution is generally clustered within walking distance of the bus routes.

Certain attractions/activity centers, such as Downtown Miami, Florida International University (FIU), Dadeland North, Dadeland South, Dolphin Mall, and surrounding employment centers exhibit high concentrations of origin and destination locations.

8.1 Survey Response Distribution

The following tables provide insight into the transit rider travel patterns by illustrating the direction of travel by route and time period. Tables 25 and 27 provide a summary of actual number of completed surveys and attempted surveys by route, direction, and time period. Tables 26 and 28 illustrate the corresponding percentage of surveys. These tables illustrate that the travel distribution for the completed surveys generally correspond to the attempted surveys.

Table 25: Survey Count by Route, Direction and Time Period (Completed Surveys)

Route	AM Peak 6:30-9:30 AM		PM Peak 3:30-6:30 PM		Off Peak		Total
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	
8	63	71	44	41	86	121	426
11	50	54	28	36	85	151	404
24	8	17	8	6	24	14	77
31	11	13	10	8	24	12	78
34	6	0	0	12	4	0	22
35	11	11	8	4	14	18	66
38	31	22	22	17	64	69	225
40	5	10	5	8	14	21	63
51	6	21	15	20	20	31	113
52	12	16	10	6	24	12	80
70	10	7	9	10	10	25	71
73	16	9	17	2	0	54	98
87	7	15	11	8	17	27	85
88	68	22	18	14	85	84	291
104	14	8	13	10	26	19	90
137	6	11	8	6	22	15	68
204	11	8	11	11	8	8	57
288	15	15	5	8	2	7	52
TOTAL	**680**		**469**		**1,217**		**2,366**

Table 26: Percent of Completed Surveys by Route, Direction and Time Period

Route	AM Peak 6:30-9:30 AM		PM Peak 3:30-6:30 PM		Off Peak	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
8	47%	53%	52%	48%	42%	58%
11	48%	52%	44%	56%	36%	64%
24	32%	68%	57%	43%	63%	37%
31	46%	54%	56%	44%	67%	33%
34	100%	0%	0%	100%	100%	0%
35	50%	50%	67%	33%	44%	56%
38	58%	42%	56%	44%	48%	52%
40	33%	67%	38%	62%	40%	60%
51	22%	78%	43%	57%	39%	61%
52	43%	57%	63%	38%	67%	33%
70	59%	41%	47%	53%	29%	71%
73	64%	36%	89%	11%	0%	100%
87	32%	68%	58%	42%	39%	61%
88	76%	24%	56%	44%	50%	50%
104	64%	36%	57%	43%	58%	42%
137	35%	65%	57%	43%	59%	41%
204	58%	42%	50%	50%	50%	50%
288	50%	50%	38%	62%	22%	78%

Table 27: Survey Count by Route, Direction and Time Period (Attempted Surveys)

Route	AM Peak 6:30-9:30 AM		PM Peak 3:30-6:30 PM		Off Peak		TOTAL
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	
8	106	113	81	84	165	234	783
11	139	159	105	102	317	427	1,249
24	17	38	20	10	65	48	198
31	15	24	20	27	54	42	182
34	30	2	1	40	13	3	89
35	18	27	23	14	33	48	163
38	87	60	70	58	142	173	590
40	17	17	10	12	27	41	124
51	13	40	32	36	46	66	233
52	18	34	20	9	43	27	151
70	33	55	22	37	31	71	249
73	41	34	39	4	0	90	208
87	20	33	26	18	37	46	180
88	111	46	41	32	174	214	618
104	32	14	25	19	50	38	178
137	23	24	22	15	62	43	189
204	22	23	28	48	17	24	162
288	39	34	11	19	4	9	116
8	106	113	81	84	165	234	783
11	139	159	105	102	317	427	1,249
24	17	38	20	10	65	48	198
31	15	24	20	27	54	42	182
TOTAL	**1,558**		**1,180**		**2,924**		**5,662**

Table 28: Percent of Attempted Surveys by Route, Direction and Time Period

Route	AM Peak 6:30-9:30 AM		PM Peak 3:30-6:30 PM		Off Peak	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
8	48%	52%	49%	51%	41%	59%
11	47%	53%	51%	49%	43%	57%
24	31%	69%	67%	33%	58%	42%
31	38%	62%	43%	57%	56%	44%
34	94%	6%	2%	98%	81%	19%
35	40%	60%	62%	38%	41%	59%
38	59%	41%	55%	45%	45%	55%
40	50%	50%	45%	55%	40%	60%
51	25%	75%	47%	53%	41%	59%
52	35%	65%	69%	31%	61%	39%
70	38%	63%	37%	63%	30%	70%
73	55%	45%	91%	9%	0%	100%
87	38%	62%	59%	41%	45%	55%
88	71%	29%	56%	44%	45%	55%
104	70%	30%	57%	43%	57%	43%
137	49%	51%	59%	41%	59%	41%
204	49%	51%	37%	63%	41%	59%
288	53%	47%	37%	63%	31%	69%

Appendix A – Transit Passenger Survey

Miami-Dade Transit Passenger Survey

Survey Serial No: _____

The information you provide about your trip will help plan for public transit needs.
Please take a few minutes to complete this important survey.

All information will be kept strictly confidential.

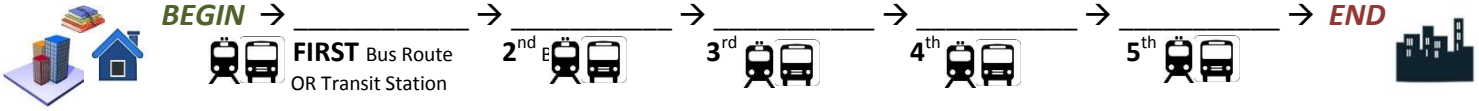
MDT will not sell or provide your information to any other company or organization.



1. **Where did you come from? Where did you BEGIN this one-way trip? (Check ONE only)**
   - a. Your **Workplace**
   - b. Your **Home**
   - c. Shopping
   - d. School (K-12)
   - e. College / University (students only)
   - f. Medical / Health Care
   - g. Social / Recreational
   - h. Other _____ (airport, hotel, etc.)

2. **What is the address or intersection where you BEGAN this one-way trip?**
   - a. **Exact Street Address** (123 **NW** 1st **Street**): _____
     Or ONLY if street address is not known: _____ (**NW** 1st **Street**) & _____ (**NE** 2nd **Avenue**)
   - b. **What is the name of the place** (Walmart, Metrocenter): _____

3. **Please list all the bus routes and trains you will use during this one-way trip?**



4. **How did you get to the FIRST transit stop? (Check ONE only)**
   - a. Walk
     - ☐ Up to ¼ mile (0-2 blocks)
     - ☐ ¼ -1/2 mile (3-4 blocks)
     - ☐ 1/2- ¾ mile (5-6 blocks)
     - ☐ ¾-1 mile (7-8 blocks)
     - ☐ 1-2 miles (9-16 blocks)
     - ☐ More than 2 miles (>17 blocks)
   - b. Bicycle
   - c. Drove a vehicle I parked @ _____
   - d. Dropped off by someone @ _____
   - e. Rode with someone who parked @ _____
   - f. Other: _____

5. **Where did you GET ON THIS bus?**
   Cross Street: _____ (**NW** 1st **Street**) & _____ (**NE** 2nd **Avenue**) or Transit Center: _____

6. **Where will you GET OFF THIS bus?**
   Cross Street: _____ (**NW** 1st **Street**) & _____ (**NE** 2nd **Avenue**) or Transit Center: _____

7. **Where are you going? Where will you END this one-way trip? (Check ONE only)**
   - a. Your **Workplace**
   - b. Your **Home**
   - c. Shopping
   - d. School (K-12)
   - e. College / University (students only)
   - f. Medical / Health Care
   - g. Social / Recreational
   - h. Other _____ (airport, hotel, etc.)

8. **What is the address or intersection of the place where you are going now to END your one-way trip?**
   - a. **Exact Street Address** (123 **NW** 1st **Street**): _____
     ONLY if street address is not known: _____ (**NW** 1st **Street**) & _____ (**NE** 2nd **Avenue**)
   - b. **What is the name of the place** (Walmart, Metrocenter): _____

9. After your last transit trip, how will you get to the END of your one-way trip? (Check ONE only)

a. Walk



- ☐ Up to ¼ mile (0-2 blocks)
- ☐ ¼ -1/2 mile (3-4 blocks)
- ☐ 1/2- ¾ mile (5-6 blocks)
- ☐ ¾-1 mile (7-8 blocks)
- ☐ 1-2 miles (9-16 blocks)
- ☐ More than 2 miles (>17 blocks)



b. Bicycle



c. Drive a vehicle I parked @ _____

d. Will be picked up by someone @ _____

e. Ride with someone who parked @ _____

f. Other: _____

10. How many days per week do you make this trip?

☐ 7 ☐ 6 ☐ 5 ☐ 4 ☐ 3 ☐ 2 ☐ 1 ☐ < 1

11. What is the average time it takes to make a ONE-WAY trip from door to door? _____ Minutes

12. Gender ☐ Male ☐ Female

13. How old are you? (Check ONE only)

a. Less than 16
b. 16 - 24
c. 25 - 34
d. 35 - 44
e. 45 - 54
f. 55 - 64
g. 65 +

14. Do you have a valid driver's license?

☐ Yes ☐ No

15. Is there a car / motor vehicle available you can use for this trip?

☐ Yes ☐ No

16. How many working, registered motor vehicles (cars, motorcycles, trucks) are owned by members of your household? (Check ONE only)

☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 +

17. Including you, how many people live in your house? _____ (# of people), and of those,
how many are less than 16 years old? _____ (# of people)
how many are over 65 years old? _____ (# of people)
work outside of your house? _____ (# of people)

18. What is you household's approximate total annual income? (Check ONE only)

a. Less than $16,500
b. $16,500 - $22,000
c. $22,000 - $28,000
d. $28,000 - $33,500
e. $33,500 - $39,500
f. $39,500 - $45,000
g. $45,000 - $75,000
h. $75,000 +

19. What is your current EMPLOYMENT status? (Check ONE only)

a. Working Full Time
b. Working Part Time
c. Not Working / Unemployed

20. What is the HIGHEST level of education you have completed? (Check ONE only)

a. Grade School
b. Middle / Junior High School
c. High School / GED
d. Vocational / Technical School
e. College / University – Undergraduate Degree
f. College / University – Graduate Degree

21. Are you a STUDENT? (Check ONE only)

a. No
b. K-12 Student
c. Part-Time Student (College/Vocational/Technical)
d. Full-Time Student (College/Vocational/Technical)

22. What is the FARE TYPE that you used for this one-way trip? (Check ONE only)

a. Cash
b. Reduced Fare Permit
c. Golden / Patriot Passport
d. Day Pass
e. Monthly Pass
f. Bus Transfer
g. Tri-Rail Transfer

23. My RACE is best described as? (Check ONE only)

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

24. Can you provide a PHONE NUMBER, in case we need to clarify your responses? _____

Appendix B – Electronic Survey Screen Views

6:33 PM 84%

Miami-Dade Transit Passenger Survey.

The information you provide will be used to help plan for public transit needs. All information will be kept strictly confidential.

Touch the Start button to continue…

Start

MIAMI-DADE COUNTY

iPad 12:34 PM

Back | Enter Route | Next

What is the Bus Route Number?

- 8
- 11
- 24
- 31 - Busway Local
- 34 - Busway Flyer

MIAMI-DADE COUNTY

iPad 12:34 PM

Back | Run Direction | Next

Survey Team: This information is critical to transit service planning in Miami-Dade County. Please place special attention to entering LOCATION, DIRECTION and PLACE names. For any questions, please contact a survey team leader.

In case of emergency, contact 904-290-1385 or 954-535-5100 for assistance.

What is the date? Thu Jun 11 11:01:23 ~~GMT-0400 2015~~

What is the time? Thu Jun 11 11:01:23 ~~GMT-0400 2015~~

What direction is this bus traveling? (Check with your Team Leader)

- Inbound
- Outbound

Run Direction

ARE YOU WILLING TO ANSWER SOME SURVEY QUESTIONS? All your information will be kept completely CONFIDENTIAL.

MIAMI-DADE COUNTY

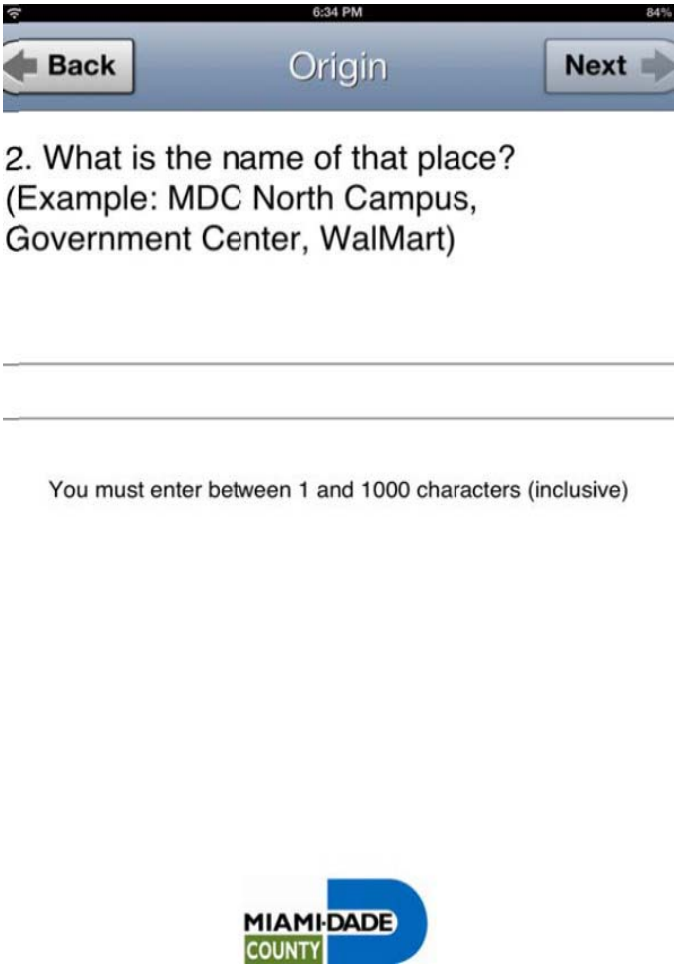
6:33 PM 84%

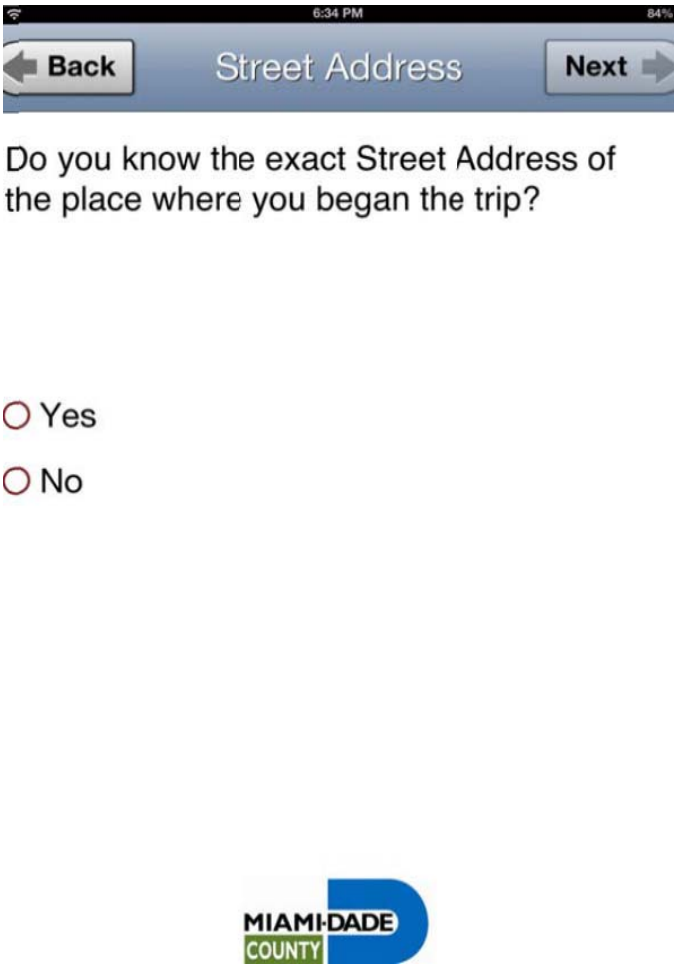
Back | Origin | Next

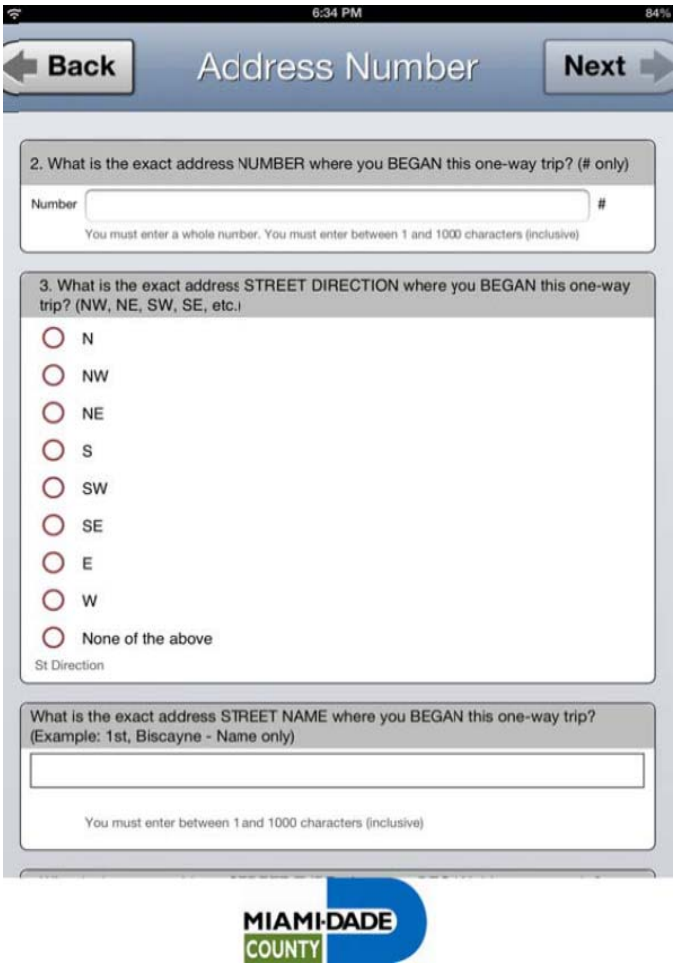
1. Where did you COME FROM? Where did you BEGIN this one-way trip?

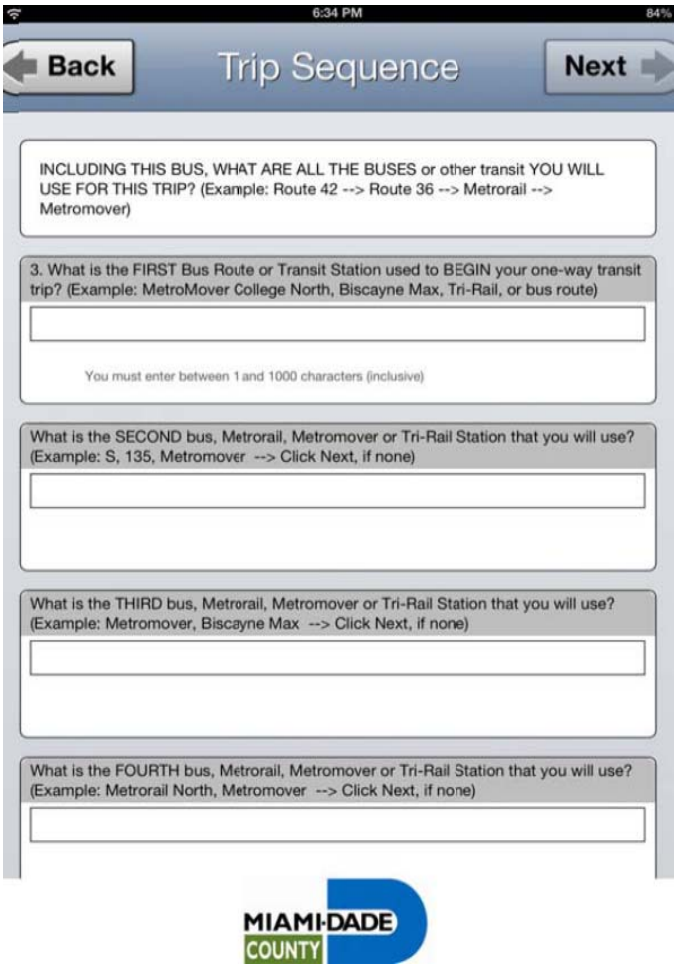
- a. Your Workplace
- b. Your Home
- c. Shopping
- d. School (K-12)
- e. College / University (Students Only)
- f. Medical / Health Care
- g. Social / Recreational
- h. Other (airport, hotel, etc.)

MIAMI-DADE COUNTY


6:34 PM
84%
Back
Origin
Next
2. What is the name of that place? (Example: MDC North Campus, Government Center, WalMart)
You must enter between 1 and 1000 characters (inclusive)
MIAMI-DADE COUNTY


6:34 PM
84%
Back
Street Address
Next
Do you know the exact Street Address of the place where you began the trip?
Yes
No
MIAMI-DADE COUNTY

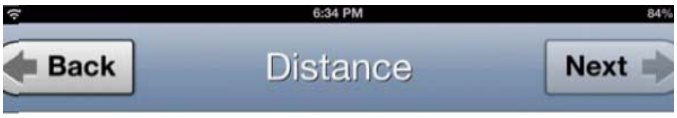

6:34 PM
84%
Back
Address Number
Next
2. What is the exact address NUMBER where you BEGAN this one-way trip? (# only)
Number
#
You must enter a whole number. You must enter between 1 and 1000 characters (inclusive)
3. What is the exact address STREET DIRECTION where you BEGAN this one-way trip? (NW, NE, SW, SE, etc.)
N
NW
NE
S
SW
SE
E
W
None of the above
St Direction
What is the exact address STREET NAME where you BEGAN this one-way trip? (Example: 1st, Biscayne - Name only)
You must enter between 1 and 1000 characters (inclusive)
MIAMI-DADE COUNTY


6:34 PM
84%
Back
Trip Sequence
Next
INCLUDING THIS BUS, WHAT ARE ALL THE BUSES or other transit YOU WILL USE FOR THIS TRIP? (Example: Route 42 --> Route 36 --> Metrorail --> Metromover)
3. What is the FIRST Bus Route or Transit Station used to BEGIN your one-way transit trip? (Example: MetroMover College North, Biscayne Max, Tri-Rail, or bus route)
You must enter between 1 and 1000 characters (inclusive)
What is the SECOND bus, Metrorail, Metromover or Tri-Rail Station that you will use? (Example: S, 135, Metromover --> Click Next, if none)
What is the THIRD bus, Metrorail, Metromover or Tri-Rail Station that you will use? (Example: Metromover, Biscayne Max --> Click Next, if none)
What is the FOURTH bus, Metrorail, Metromover or Tri-Rail Station that you will use? (Example: Metrorail North, Metromover --> Click Next, if none)
MIAMI-DADE COUNTY



4. How did you get to the FIRST transit stop?

- ○ Walk
- ○ Bike
- ○ Drove a vehicle and parked
- ○ Dropped of by someone in a car
- ○ Rode with someone who parked their car
- ○ Other



4.a. How many blocks?

- ○ Up to 1/4 mile (0-2 blocks)
- ○ 1/4 - 1/2 mile (3-4 blocks)
- ○ 1/2 - 3/4 mile (5-6 blocks)
- ○ 3/4 - 1 mile (7-8 blocks)
- ○ 1 - 2 miles (9-16 blocks)
- ○ More than 2 miles (17+ blocks)



5. Where did you GET ON THIS Bus? (Ask for for Bus Stop INTERSECTION, otherwise Station Name)

- ○ Bus Stop
- ○ Metrorail or Metromover or TriRail Station



At WHAT BUS STOP did you GET ON THIS Bus? What INTERSECTION? What is the FIRST STREET DIRECTION? (NW, NE, SW, SE, etc.)

- ◉ N
- ○ NW
- ○ NE
- ○ S
- ○ SW
- ○ SE
- ○ E
- ○ W
- ○ None of the above

Intersection

What is the FIRST STREET NAME? (Example: 2nd, Brickell, etc.)

You must enter between 1 and 1000 characters (inclusive)

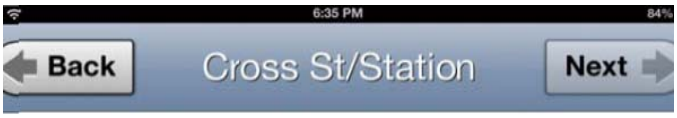
What is the FIRST STREET TYPE?

- ○ Street
- ○ Avenue



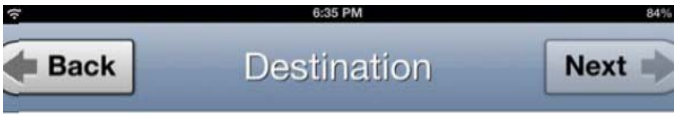
Where will you GET OFF THIS Bus? (Ask for for Bus Stop INTERSECTION, otherwise Station Name)

- ○ Bus Stop
- ○ Metrorail or Metromover or Tri-Rail Station



6. Where will you GET OFF THIS Bus? (Example: Metrorail Overtown/Lyric Theater Station - or - Opa-Locka Metrorail Station)

You must enter between 1 and 1000 characters (inclusive)



7. Where ARE YOU GOING? Where will you will END this one-way trip?

- ○ Your Workplace
- ○ Your Home
- ○ Shopping
- ○ School (K-12)
- ○ College / University (students only)
- ○ Medical / Health Care
- ○ Social / Recreational
- ○ Other



What is the exact Address NUMBER of WHERE YOU ARE GOING? where you will END this one-way trip? (# only)

Number

You must enter a whole number. You must enter between 1 and 1000 characters (inclusive)

What is the exact address STREET DIRECTION? (NW, NE, SW, SE, etc.)

- ○ N
- ○ NW
- ○ NE
- ○ S
- ○ SW
- ○ SE
- ○ E
- ○ W
- ○ None of the above

Direction Prefix

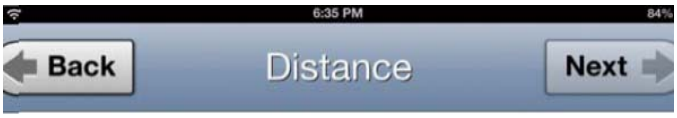
What is the exact address STREET NAME?

You must enter between 1 and 1000 characters (inclusive)



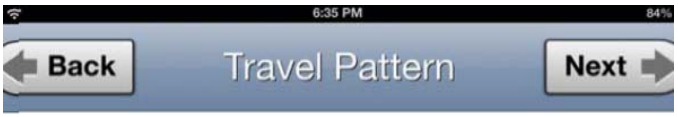
9. How will you get to the final DESTINATION at the END of your one-way trip?

- ○ Walk
- ○ Bike
- ○ Drive a vehicle parked at a location
- ○ Will be picked up by someone
- ○ Ride with someone who parked
- ○ Other



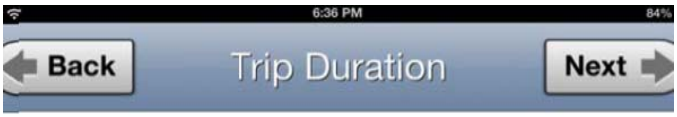
How many blocks?

- ○ Up to 1/4 mile (0-2 blocks)
- ○ 1/4 - 1/2 mile (3-4 blocks)
- ○ 1/2 - 3/4 mile (5-6 blocks)
- ○ 3/4 - 1 mile (7-8 blocks)
- ○ 1 - 2 miles (9-16 blocks)
- ○ More than 2 miles (17+ blocks)



10. How many DAYS PER WEEK do you make this trip?

- ○ 7
- ○ 6
- ○ 5
- ○ 4
- ○ 3
- ○ 2
- ○ 1
- ○ Less than 1



11. What is the average time it takes to make a ONE-WAY trip from door to door? (minutes)

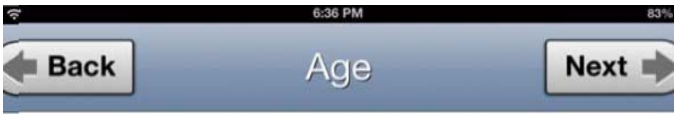
Your Answer Minut



12. Gender

- ○ Male
- ○ Female

MIAMI-DADE COUNTY



13. How old are you?

- ○ a. Less than 16
- ○ b. 16 - 24
- ○ c. 25 - 34
- ○ d. 35 - 44
- ○ e. 45 - 54
- ○ f. 55 - 64
- ○ g. 65 +

MIAMI-DADE COUNTY



14. Do you have a valid driver's license?

- ○ Yes
- ○ No

MIAMI-DADE COUNTY



15. Is there a car / motor vehicle available for this trip?

- ○ Yes
- ○ No

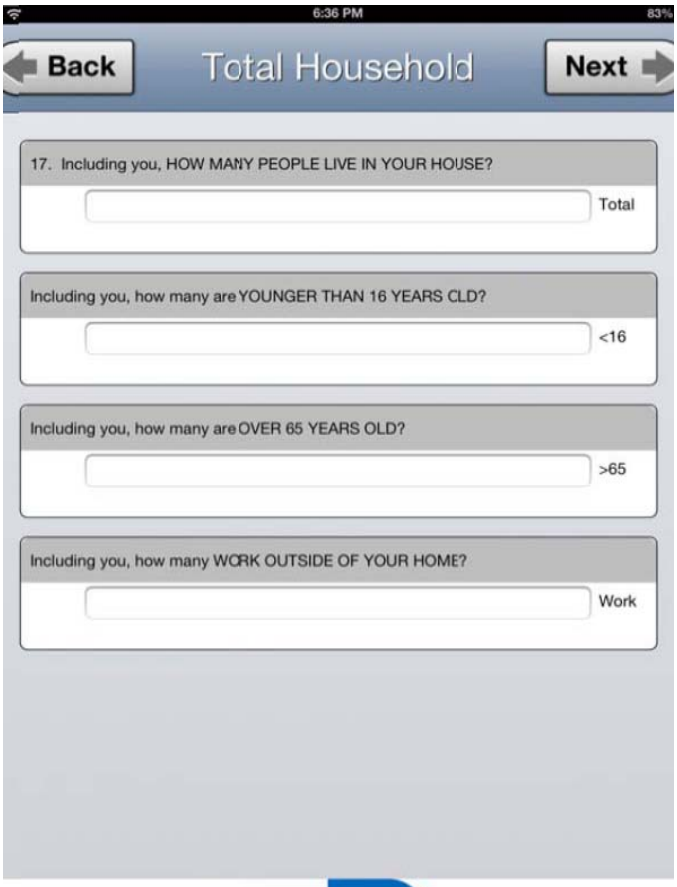
MIAMI-DADE COUNTY



16. How many working, registered motor vehicles (cars, motorcycles, trucks) are owned by members of your household?

Your Answer #

MIAMI-DADE COUNTY



MIAMI-DADE COUNTY



18. What is your approximate TOTAL HOUSEHOLD ANNUAL INCOME?

- ○ a. Less than $16,500
- ○ b. $16,500 - $22,000
- ○ c. $22,000 - $28,000
- ○ d. $28,000 - $33,500
- ○ e. $33,500 - $39,500
- ○ f. $39,500 - $45,000
- ○ g. $45,000 - $75,000
- ○ h. $75,000 +

MIAMI-DADE COUNTY



19. What is your current EMPLOYMENT status?

- ○ a. Working Full Time
- ○ b. Working Part Time
- ○ c. Not Working / Unemployed

MIAMI-DADE COUNTY

6:36 PM 83%

Back | Education | Next

20. What is the HIGHEST level of education you have completed?

- ○ a. Grade School
- ○ b. Middle / Junior High School
- ○ c. High School / GED
- ○ d. Vocational / Technical School
- ○ e. College / University – Undergraduate Degree
- ○ f. College / University – Graduate Degree

MIAMI-DADE COUNTY

6:36 PM 83%

Back | Student Status | Next

21. Are you a STUDENT?

- ○ a. No
- ○ b. K-12 Student
- ○ c. Part Time Student (College/Vocational/Techincal)
- ○ d. Full Time Student (College/Vocational/Techincal)

MIAMI-DADE COUNTY

6:37 PM 83%

Back | Fare Type | Next

22. What is the FARE TYPE that you used for this one-way trip?

- ○ a. Cash
- ○ b. EZ Card Cash Value Fare
- ○ c. Reduced Fare Permit
- ○ d. Golden / Patriot Passport
- ○ e. Day Pass
- ○ f. Monthly Pass
- ○ g. Bus Transfer
- ○ h. Tri-Rail Transfer

MIAMI-DADE COUNTY

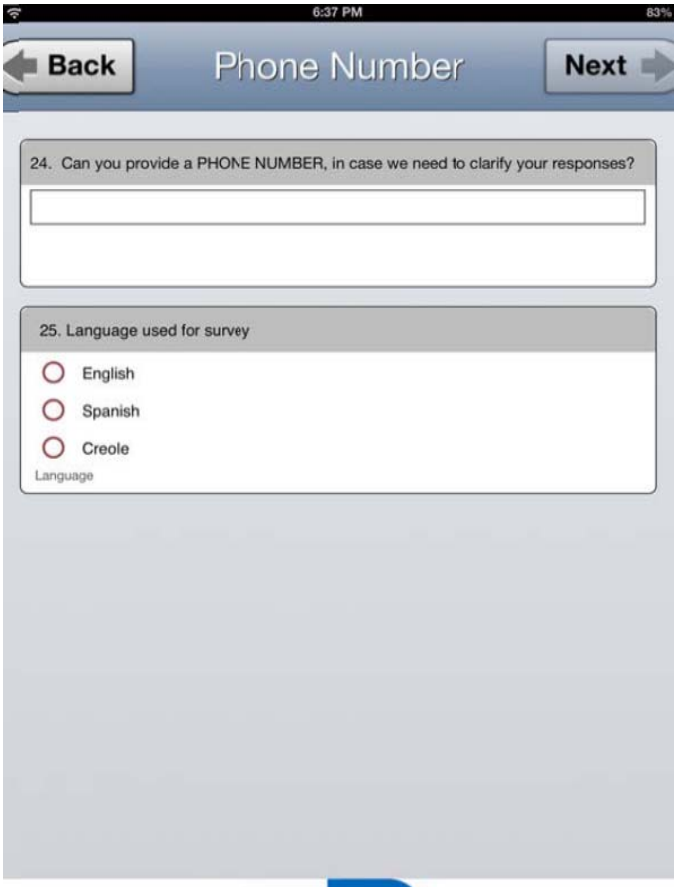
6:37 PM 83%

Back | Race / Ethnicity | Next

23. My race is best described as:

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

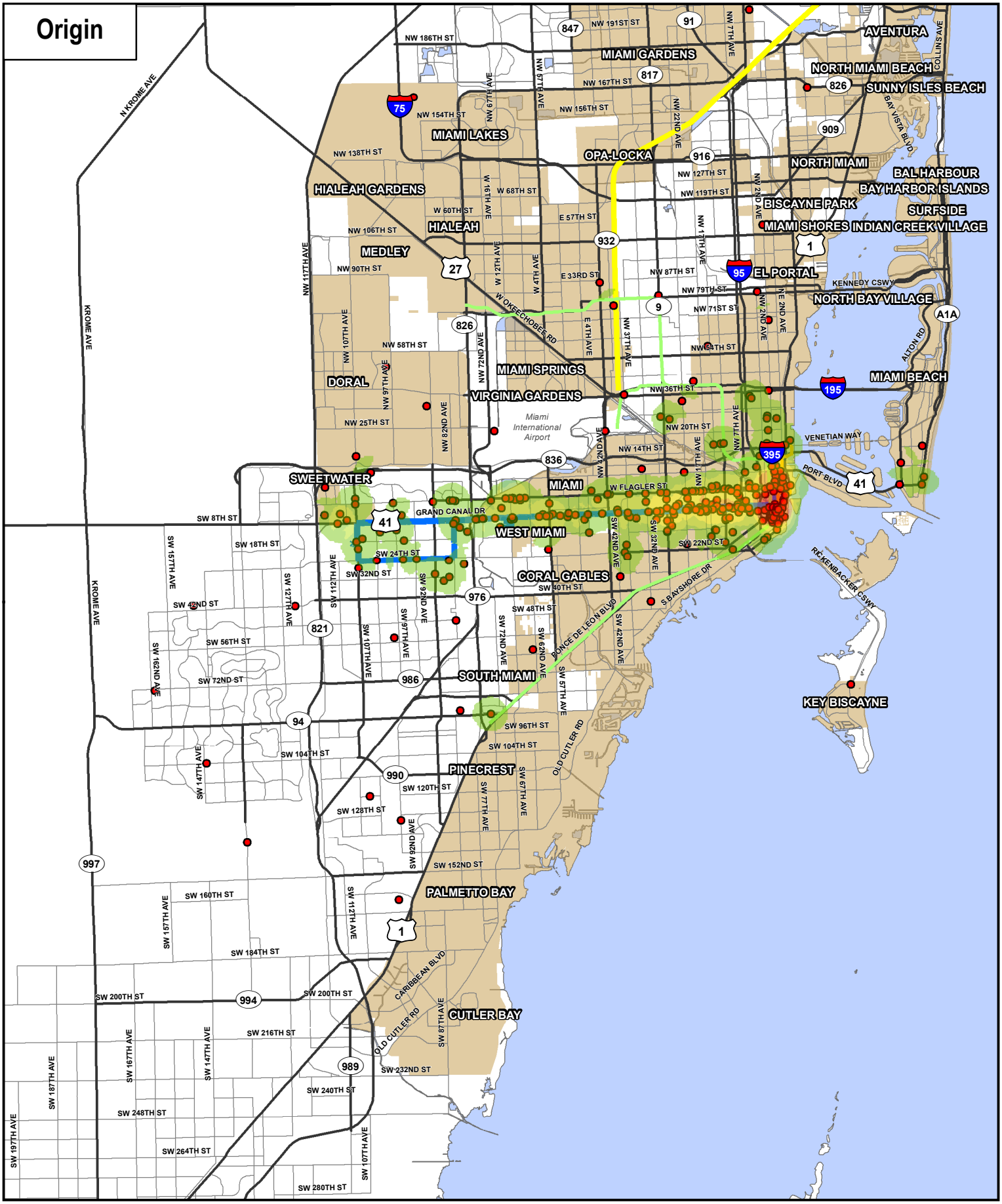
MIAMI-DADE COUNTY



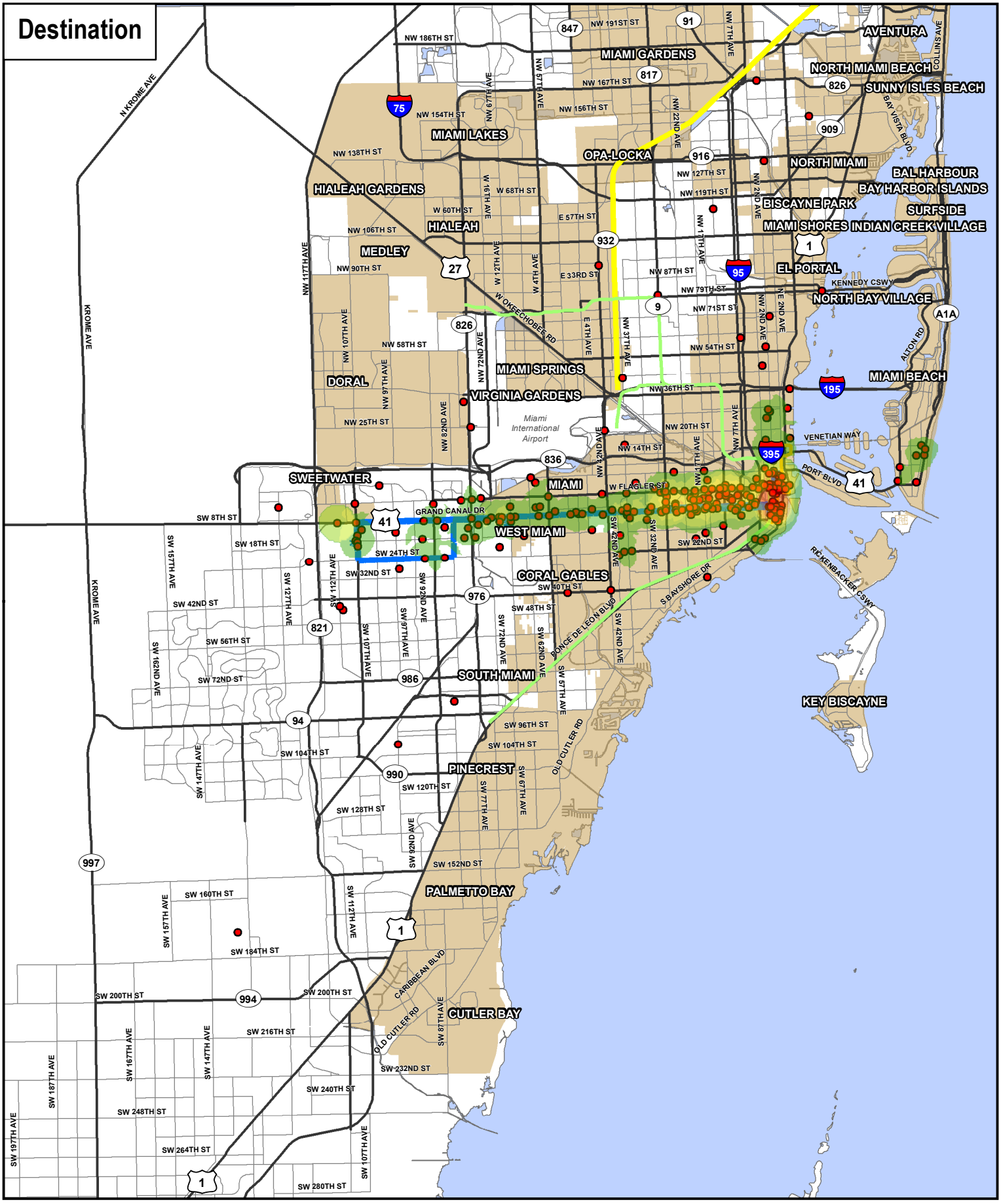
MIAMI-DADE COUNTY

Appendix C – Origin-Destination Maps By Route

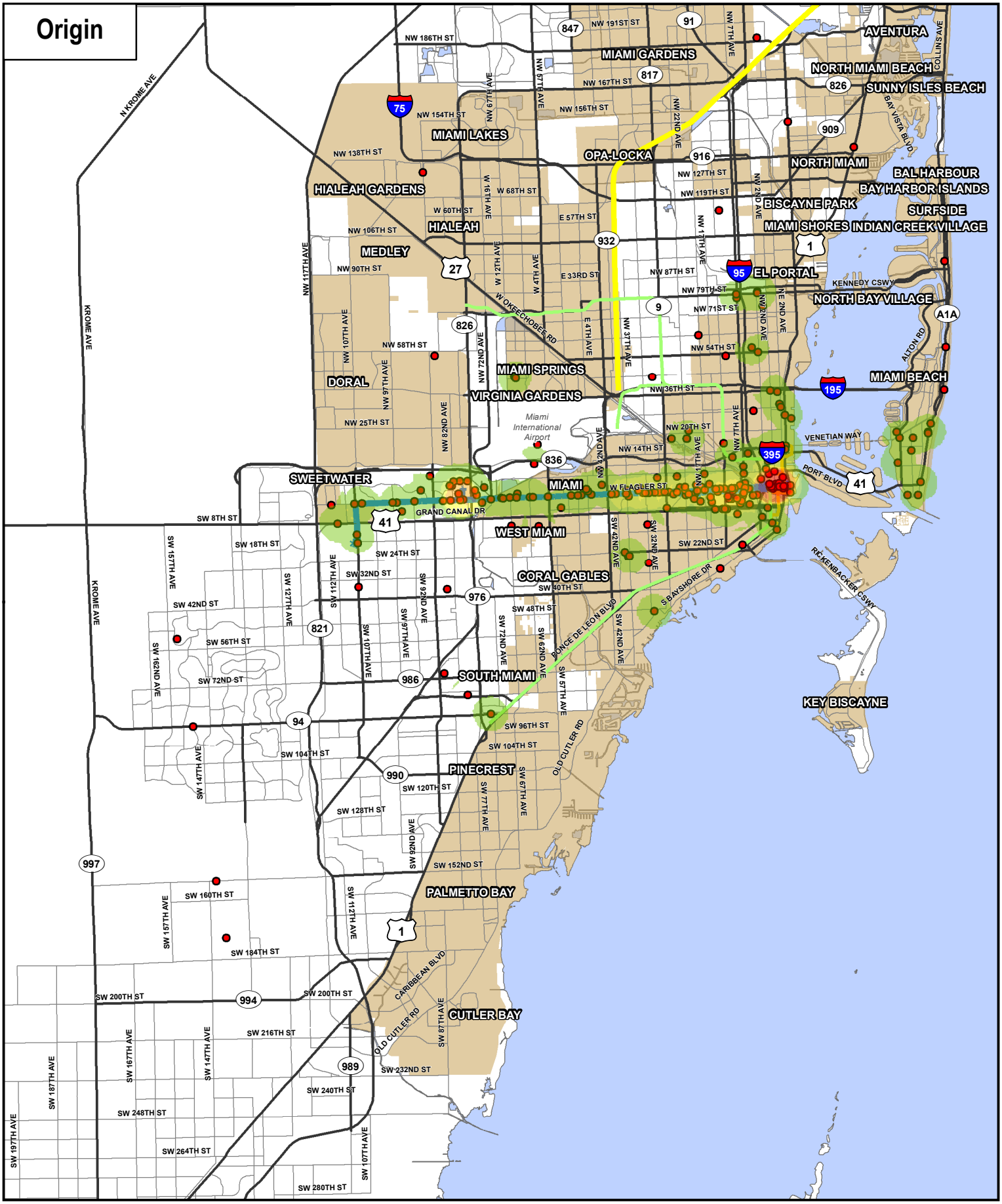
Miami-Dade MPO Origin-Destination Survey - Bus Route 8



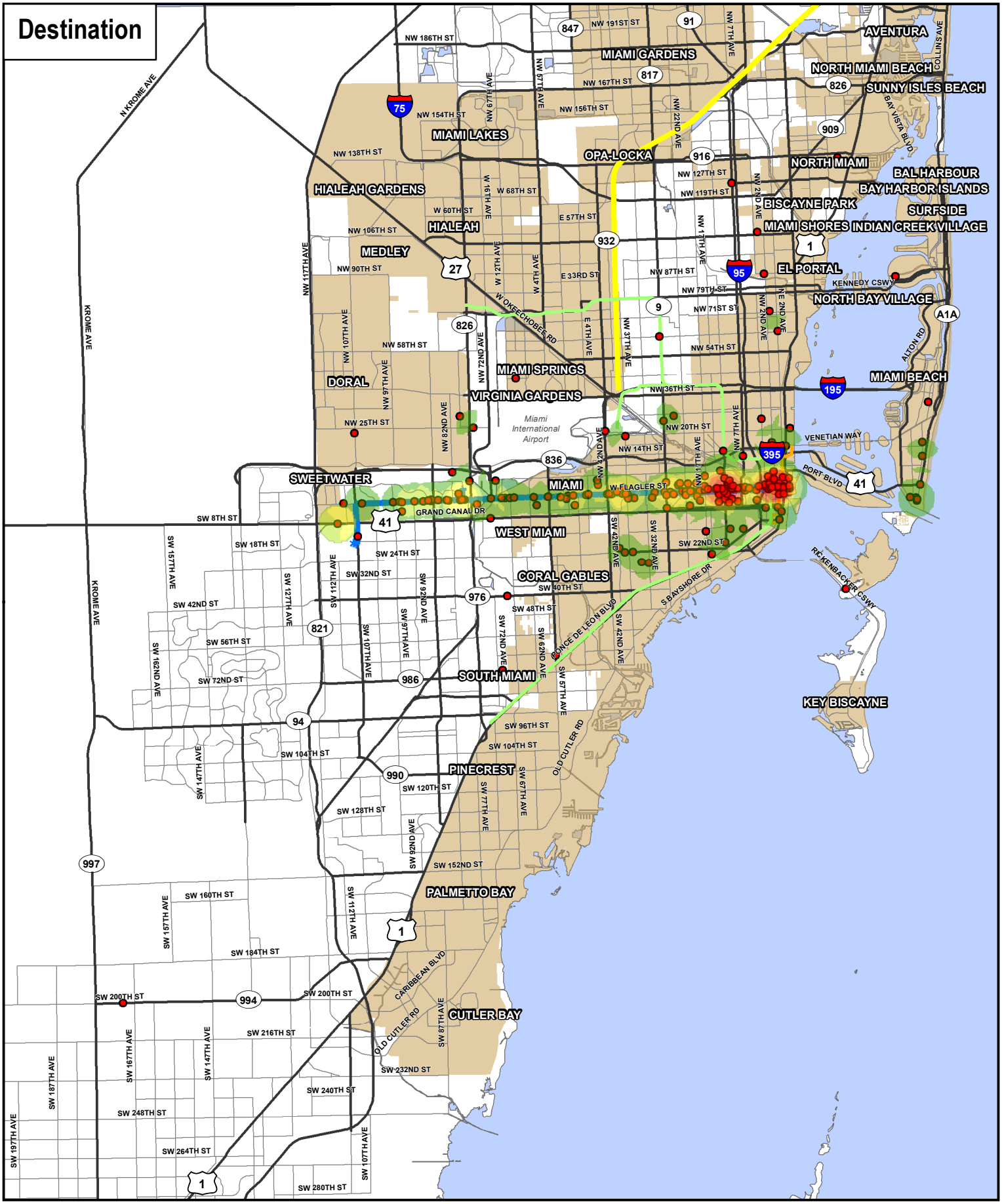
Miami-Dade MPO Origin-Destination Survey - Bus Route 8


Destination
AVENTURA
MIAMI GARDENS
NORTH MIAMI BEACH
SUNNY ISLES BEACH
MIAMI LAKES
OPA-LOCKA
NORTH MIAMI
BAL HARBOUR
BAY HARBOR ISLANDS
HIALEAH GARDENS
HIALEAH
BISCAYNE PARK
SURFSIDE
MIAMI SHORES
INDIAN CREEK VILLAGE
MEDLEY
EL PORTAL
NORTH BAY VILLAGE
DORAL
MIAMI SPRINGS
MIAMI BEACH
VIRGINIA GARDENS
Miami International Airport
SWEETWATER
MIAMI
WEST MIAMI
CORAL GABLES
SOUTH MIAMI
KEY BISCAYNE
PINECREST
PALMETTO BAY
CUTLER BAY
NW 191ST ST
NW 186TH ST
NW 167TH ST
NW 154TH ST
NW 138TH ST
NW 127TH ST
NW 119TH ST
NW 106TH ST
NW 90TH ST
NW 87TH ST
NW 79TH ST
NW 71ST ST
NW 58TH ST
NW 54TH ST
NW 36TH ST
NW 25TH ST
NW 20TH ST
NW 14TH ST
W FLAGLER ST
SW 8TH ST
SW 18TH ST
SW 24TH ST
SW 32ND ST
SW 42ND ST
SW 56TH ST
SW 72ND ST
SW 96TH ST
SW 104TH ST
SW 120TH ST
SW 128TH ST
SW 152ND ST
SW 160TH ST
SW 184TH ST
SW 200TH ST
SW 216TH ST
SW 232ND ST
SW 240TH ST
SW 248TH ST
SW 264TH ST
SW 280TH ST
NW 7TH AVE
NW 22ND AVE
NW 2ND AVE
NE 2ND AVE
NW 17TH AVE
NW 27TH AVE
NW 37TH AVE
NW 42ND AVE
NW 57TH AVE
NW 67TH AVE
NW 72ND AVE
NW 82ND AVE
NW 97TH AVE
NW 107TH AVE
NW 117TH AVE
W 4TH AVE
W 16TH AVE
W 68TH ST
W 60TH ST
E 57TH ST
E 33RD ST
E 4TH AVE
SW 42ND AVE
SW 32ND AVE
SW 22ND ST
SW 40TH ST
SW 48TH ST
SW 62ND AVE
SW 72ND AVE
SW 87TH AVE
SW 97TH AVE
SW 107TH AVE
SW 112TH AVE
SW 127TH AVE
SW 147TH AVE
SW 157TH AVE
SW 167TH AVE
SW 177TH AVE
SW 187TH AVE
SW 197TH AVE
SW 67TH AVE
SW 77TH AVE
SW 92ND AVE
SW 162ND AVE
NW 12TH AVE
NW 42ND AVE
NW 77TH AVE
NW 82ND AVE
NW 97TH AVE
NW 107TH AVE
NW 117TH AVE
SW 57TH AVE
SW 42ND AVE
SW 32ND AVE
SW 22ND AVE
SW 112TH AVE
SW 157TH AVE
SW 147TH AVE
SW 87TH AVE
SW 67TH AVE
SW 92ND AVE
SW 162ND AVE
SW 147TH AVE
SW 157TH AVE
SW 167TH AVE
SW 177TH AVE
SW 187TH AVE
SW 197TH AVE
SW 107TH AVE
SW 97TH AVE
SW 72ND AVE
SW 62ND AVE
SW 42ND AVE
SW 57TH AVE
SW 67TH AVE
SW 77TH AVE
SW 92ND AVE
SW 112TH AVE
SW 127TH

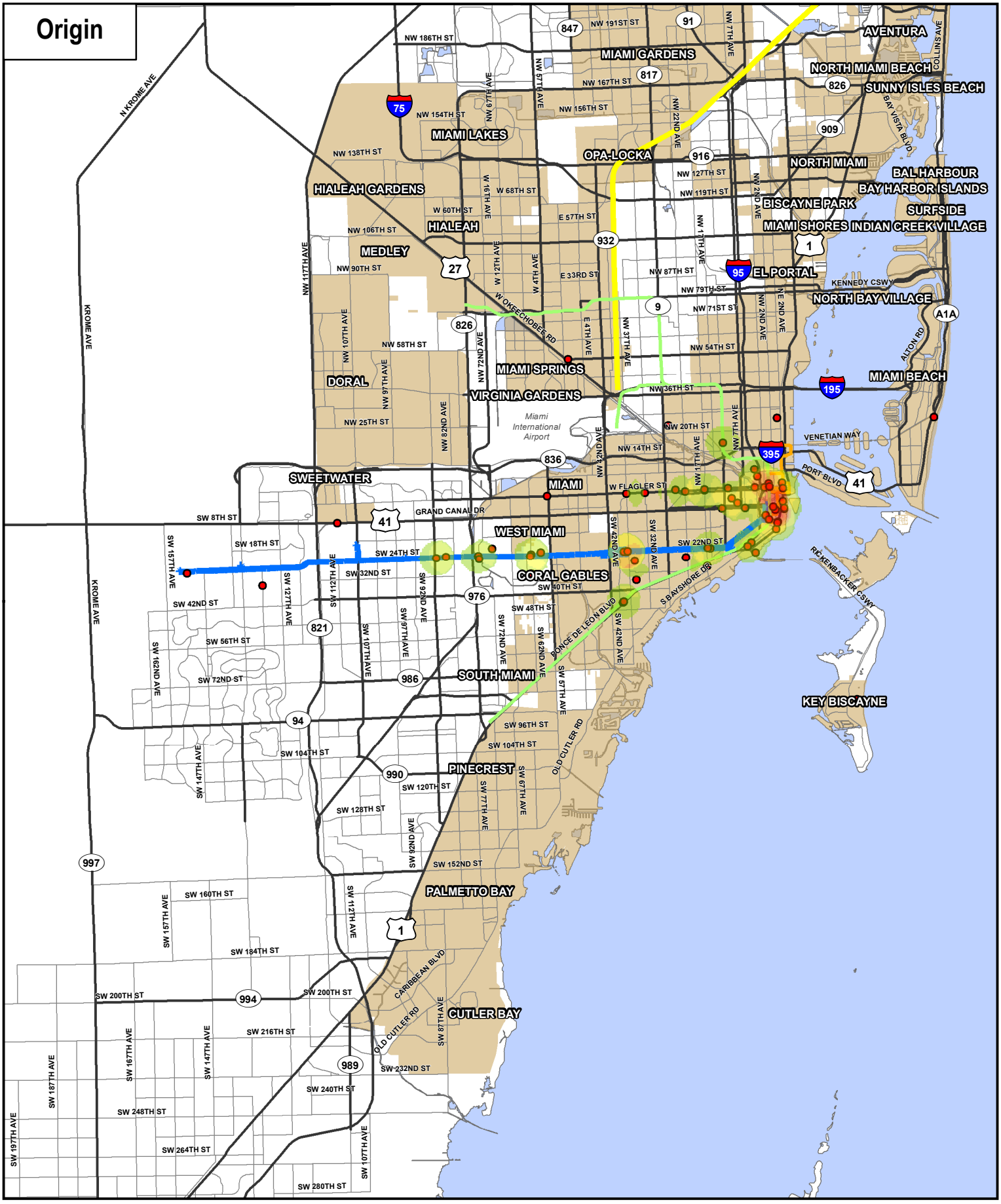
Miami-Dade MPO Origin-Destination Survey - Bus Route 11



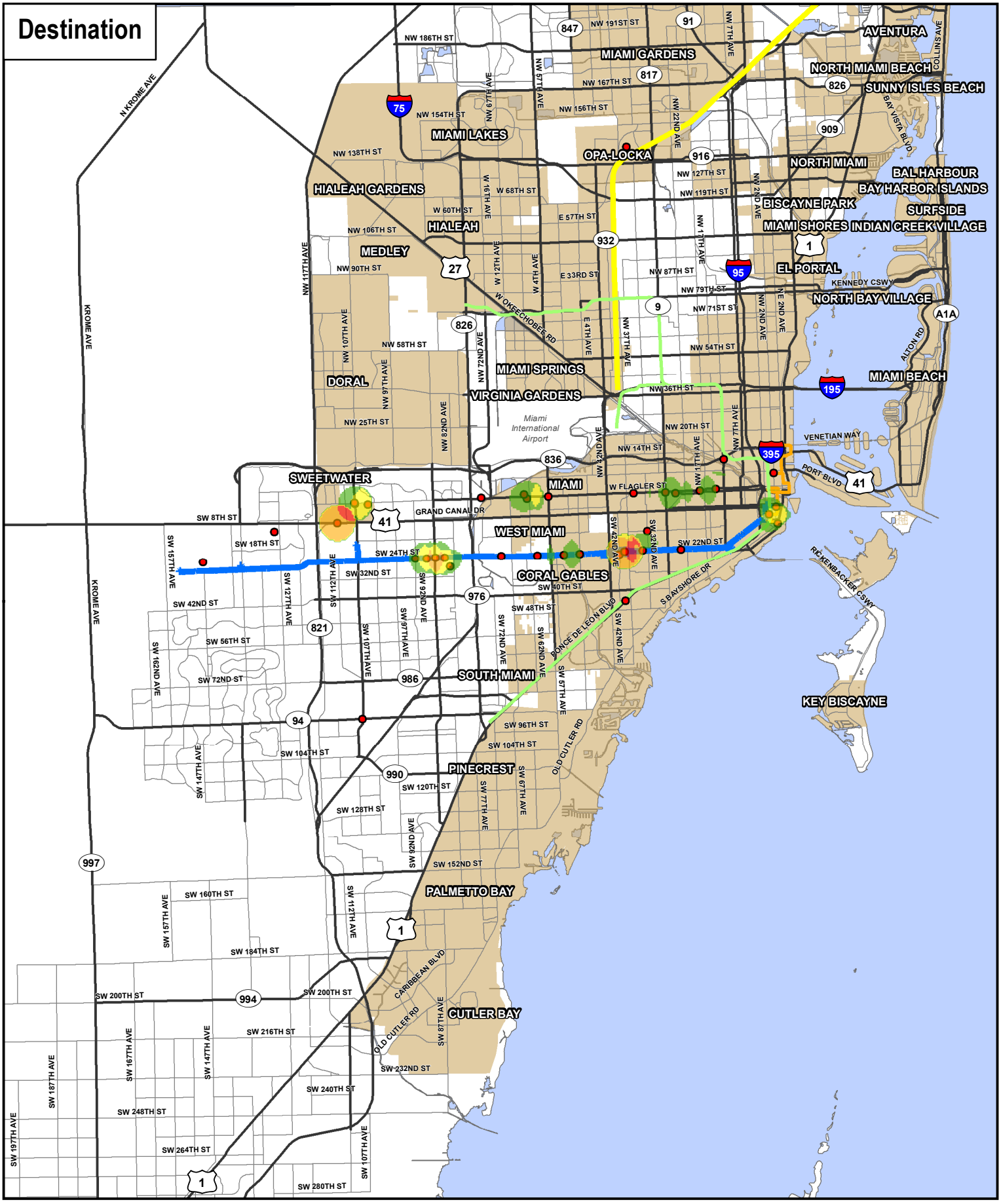
Miami-Dade MPO Origin-Destination Survey - Bus Route 11



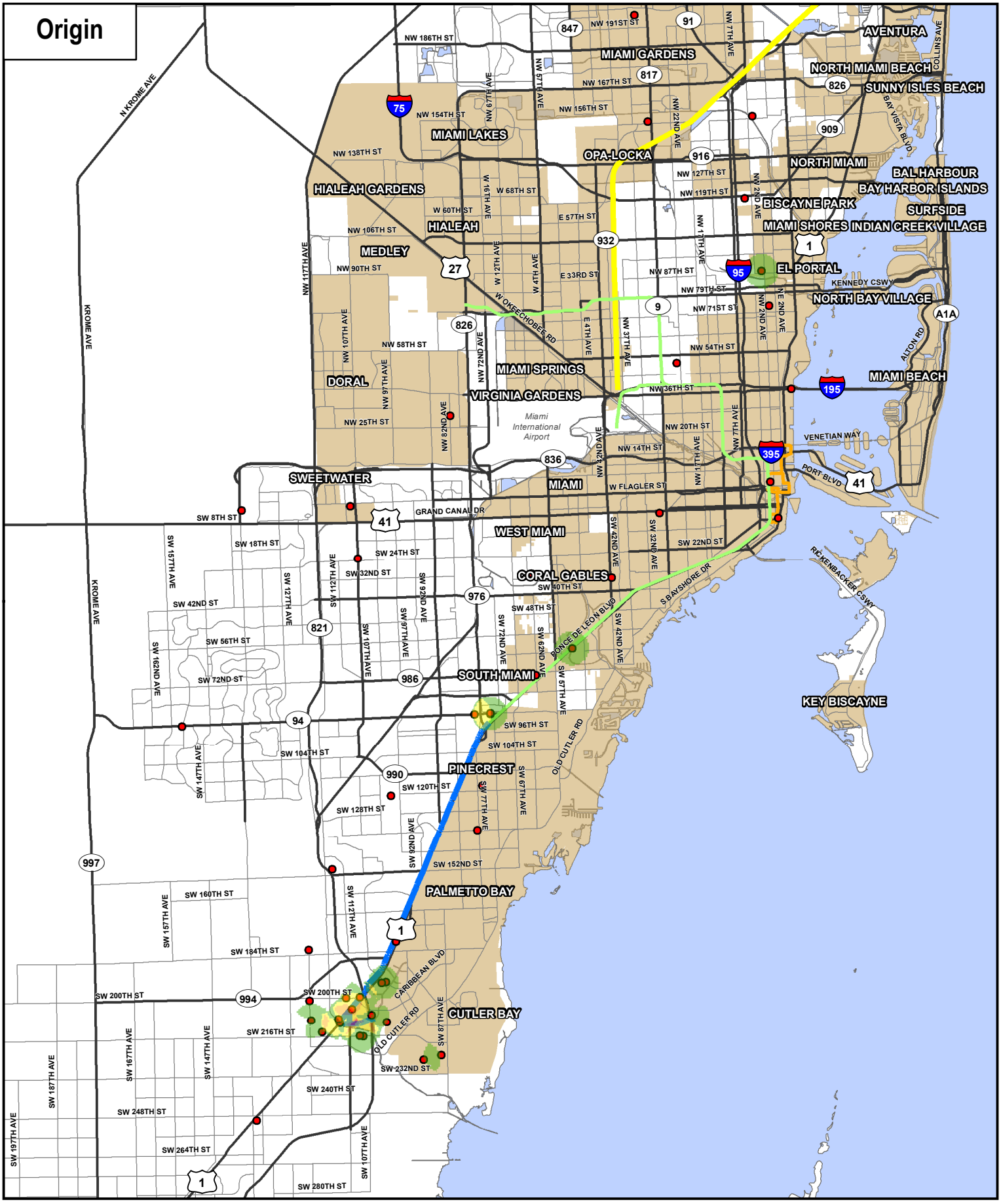
Miami-Dade MPO Origin-Destination Survey - Bus Route 24



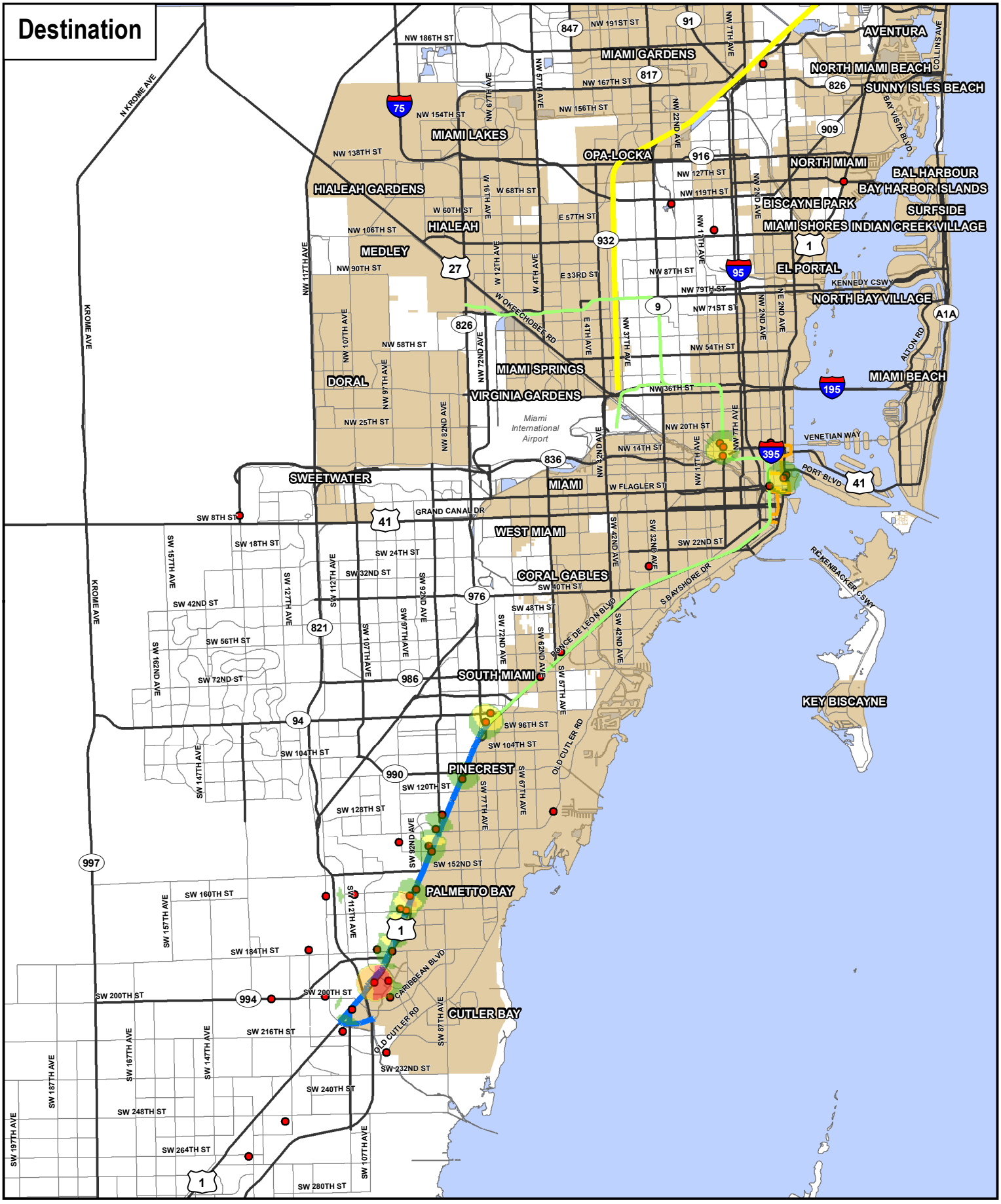
Miami-Dade MPO Origin-Destination Survey - Bus Route 24



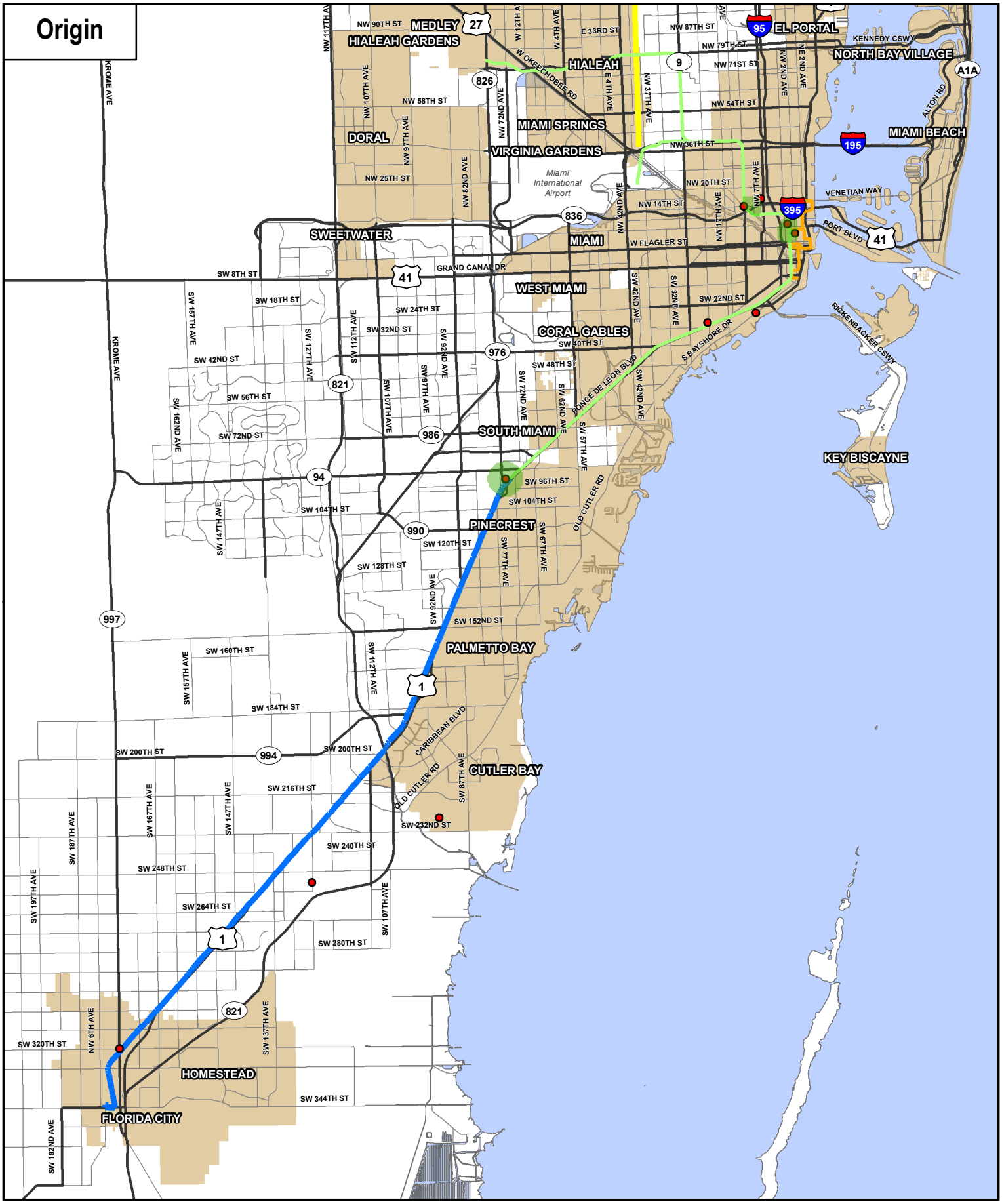
Miami-Dade MPO Origin-Destination Survey - Bus Route 31



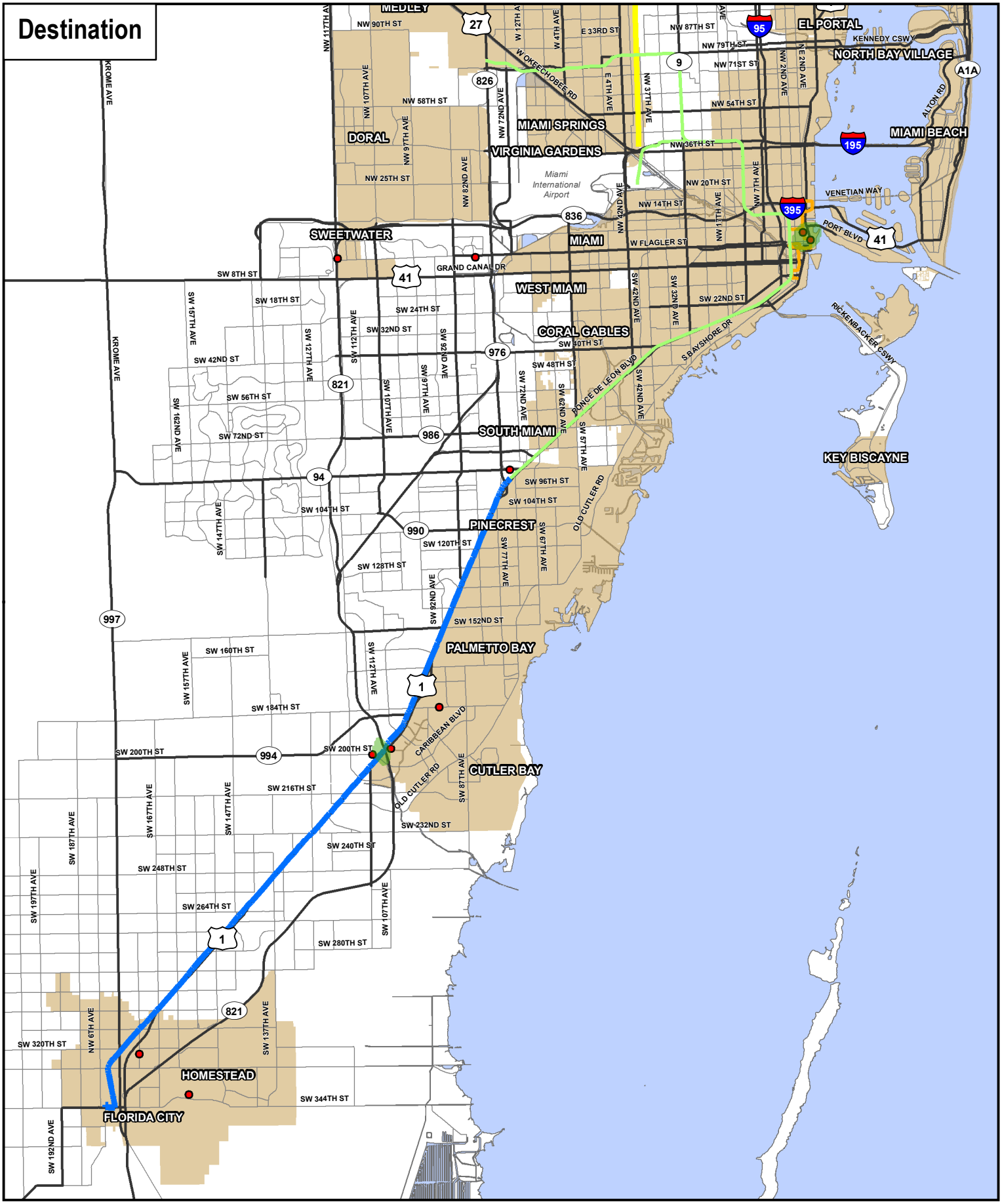
Miami-Dade MPO Origin-Destination Survey - Bus Route 31



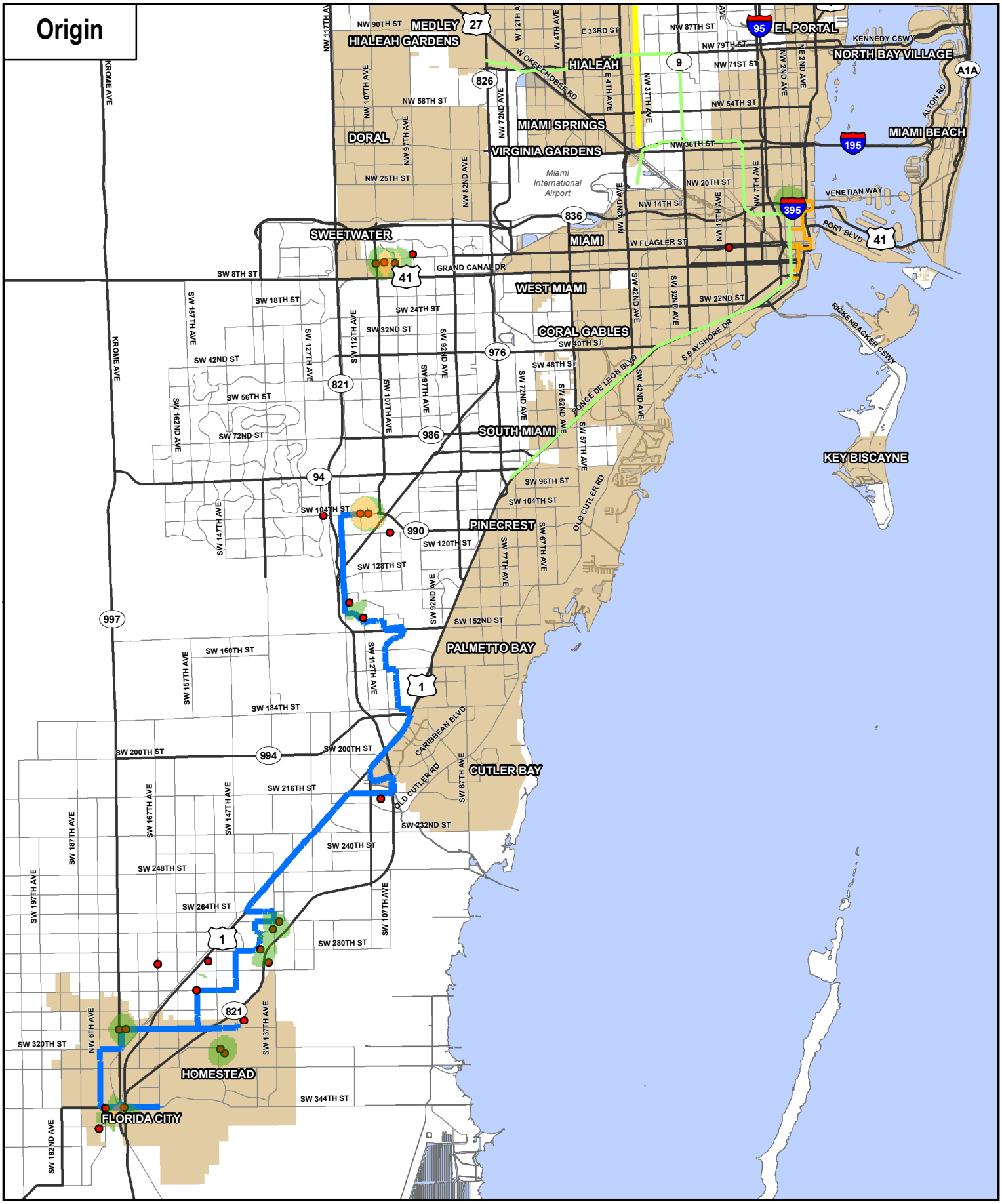
Miami-Dade MPO Origin-Destination Survey - Bus Route 34



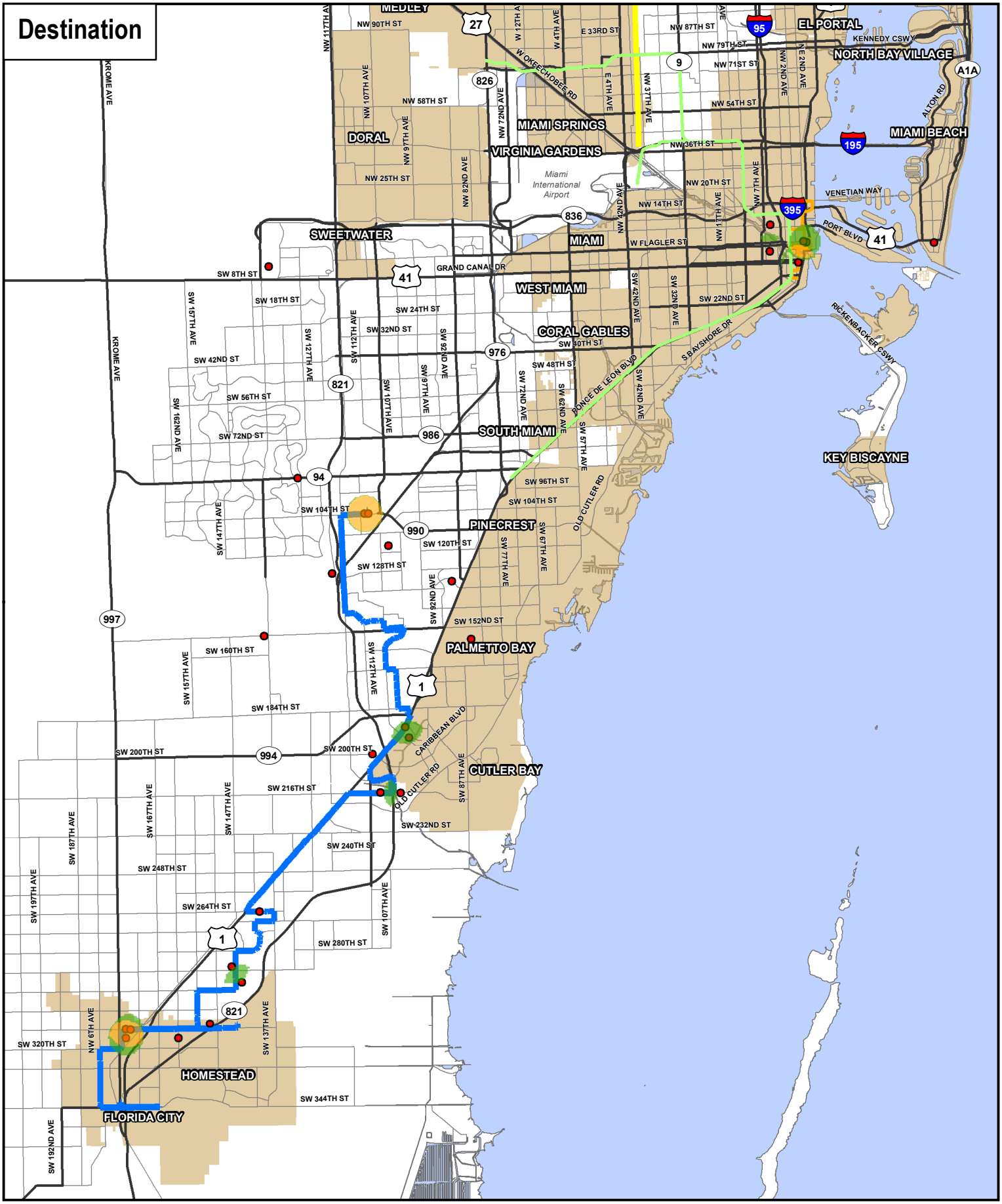
Miami-Dade MPO Origin-Destination Survey - Bus Route 34



Miami-Dade MPO Origin-Destination Survey - Bus Route 35



Miami-Dade MPO Origin-Destination Survey - Bus Route 35



Legend

- Origin/Destination
- Bus Route
- Metrorail
- Metromover
- TriRail
- Major Roads
- Municipality
- Unincorporated Miami-Dade County

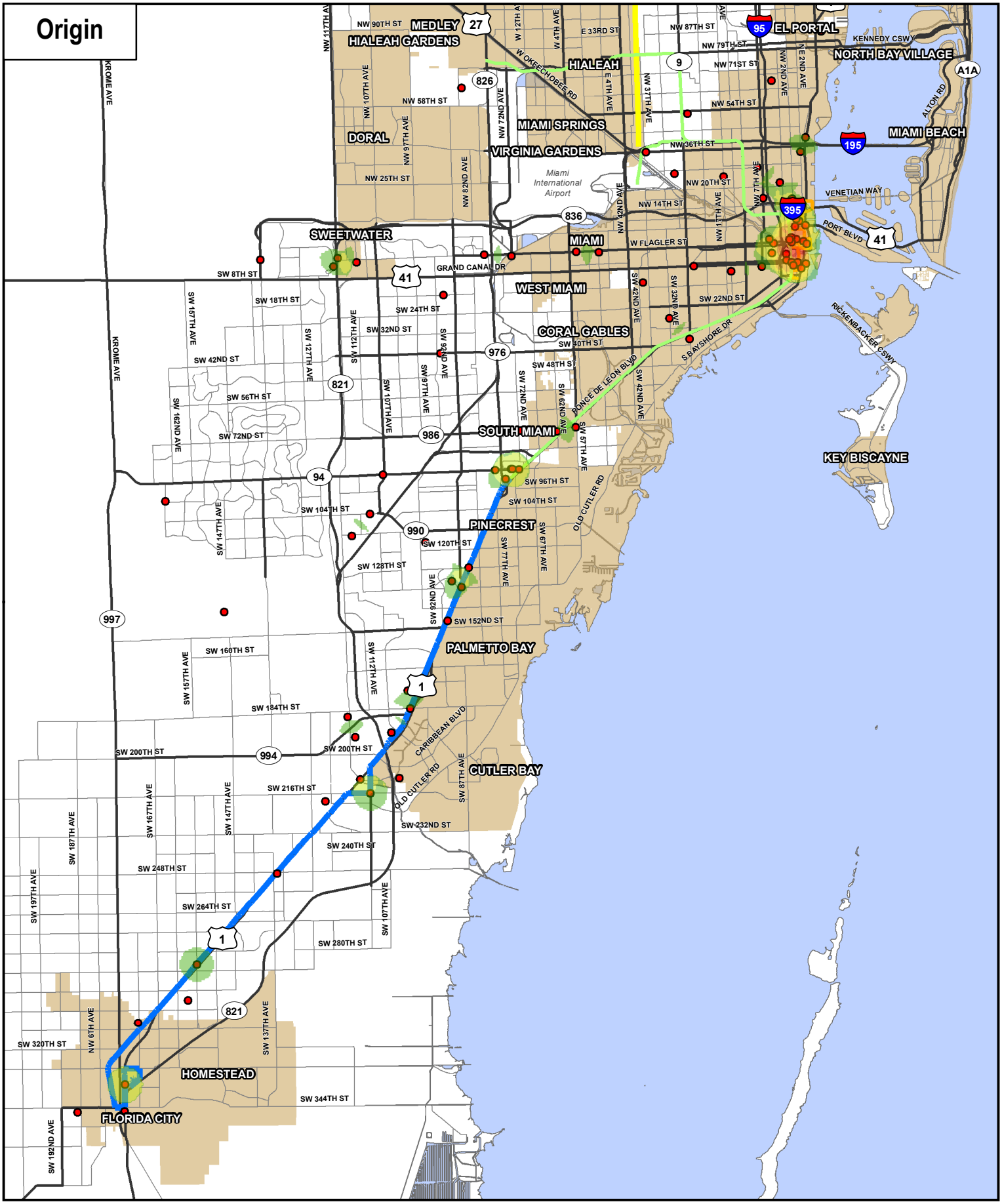
Density Assessment

- High Concentration of Trips
- Medium Concentration of Trips
- No Trip Recorded/Low Trip Concentration

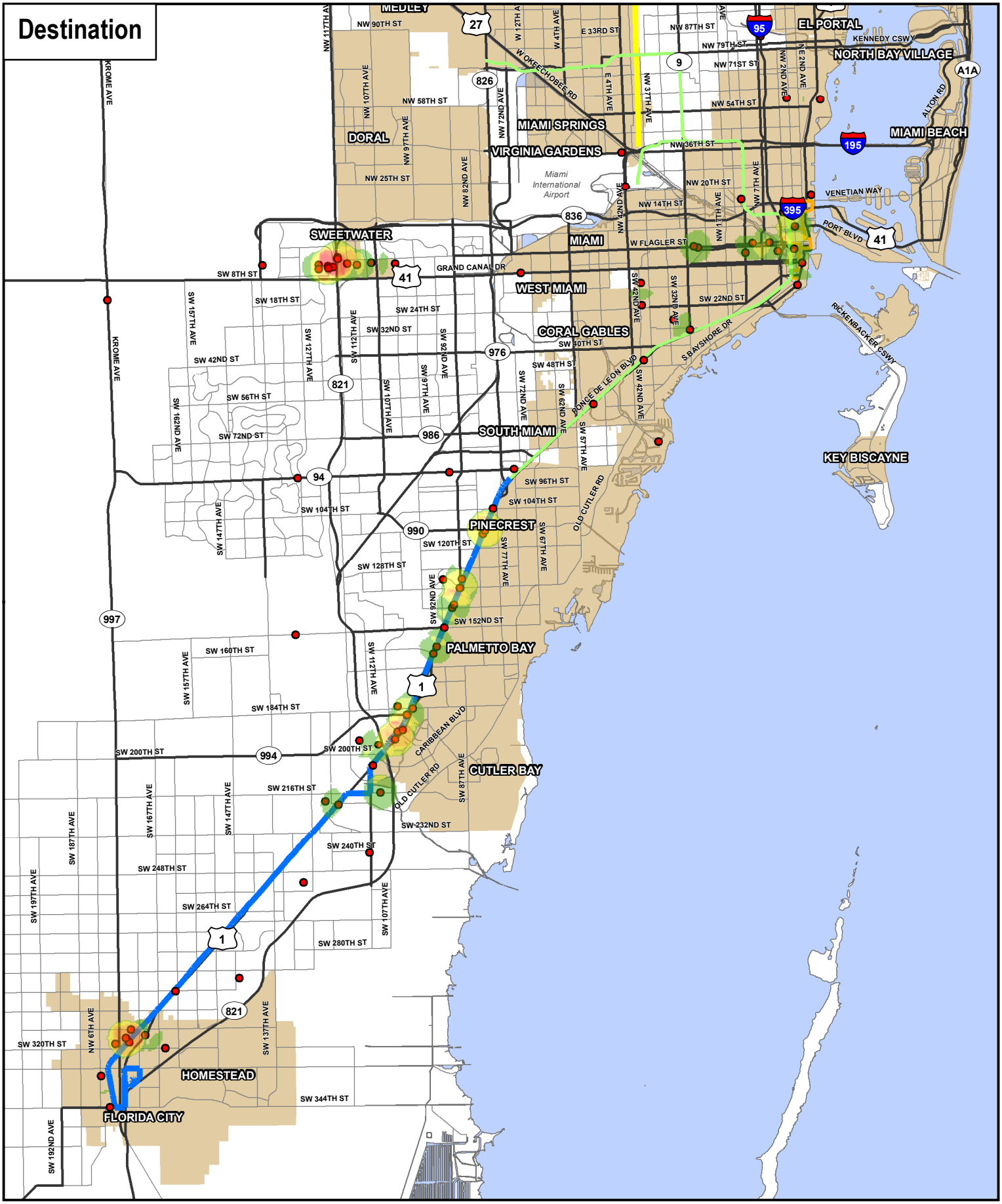
0 0.5 1 2
Miles

Kimley»Horn

Miami-Dade MPO Origin-Destination Survey - Bus Route 38



Miami-Dade MPO Origin-Destination Survey - Bus Route 38



Legend

- Origin/Destination
- Bus Route
- Metrorail
- Metromover
- TriRail
- Major Roads
- Municipality
- Unincorporated Miami-Dade County

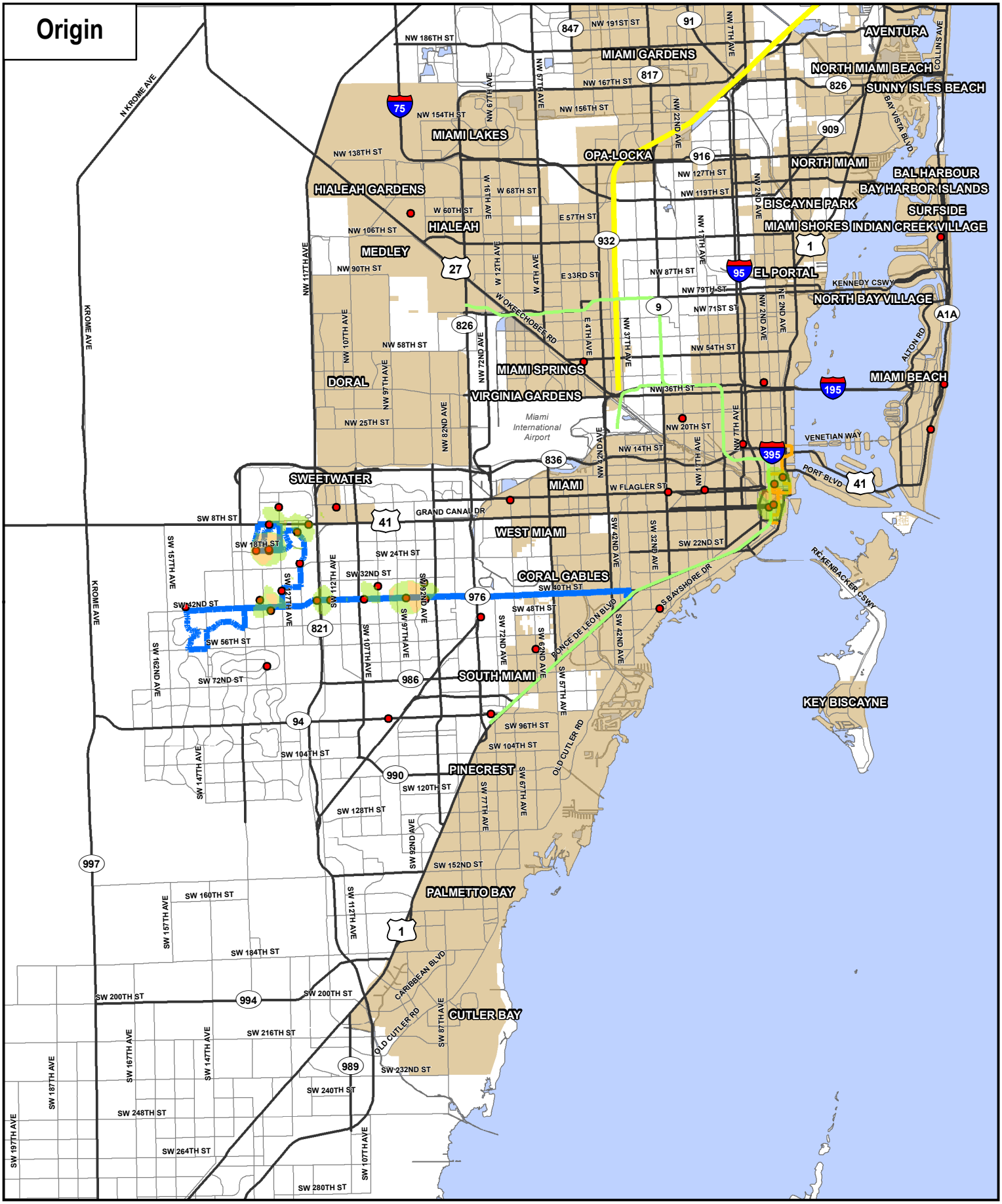
Density Assessment

- High Concentration of Trips
- Medium Concentration of Trips
- No Trip Recorded/Low Trip Concentration

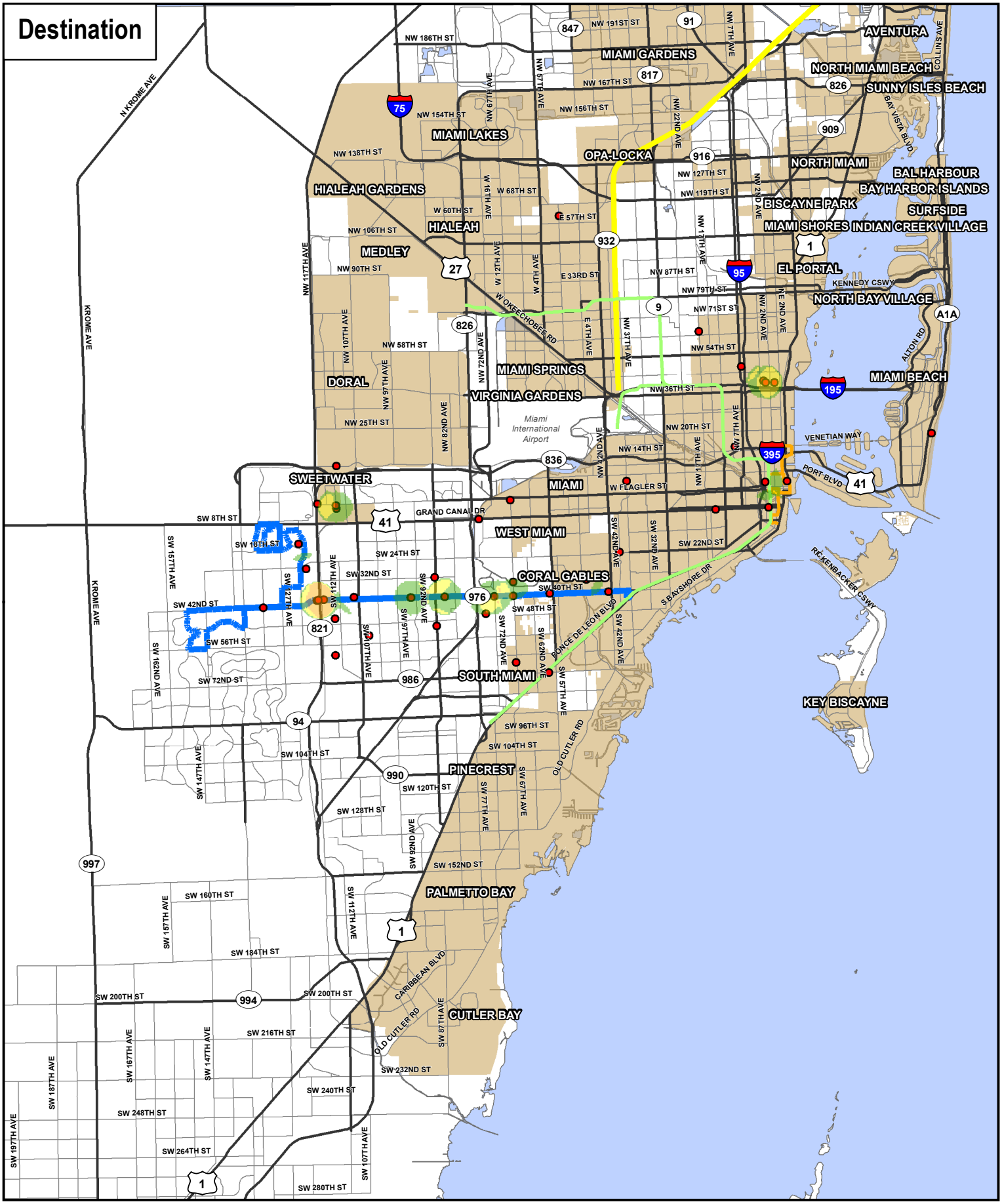
0 0.5 1 2
Miles

Kimley»Horn

Miami-Dade MPO Origin-Destination Survey - Bus Route 40



Miami-Dade MPO Origin-Destination Survey - Bus Route 40



Legend

- Origin/Destination
- Bus Route
- Metrorail
- Metromover
- TriRail
- Major Roads
- Municipality
- Unincorporated Miami-Dade County

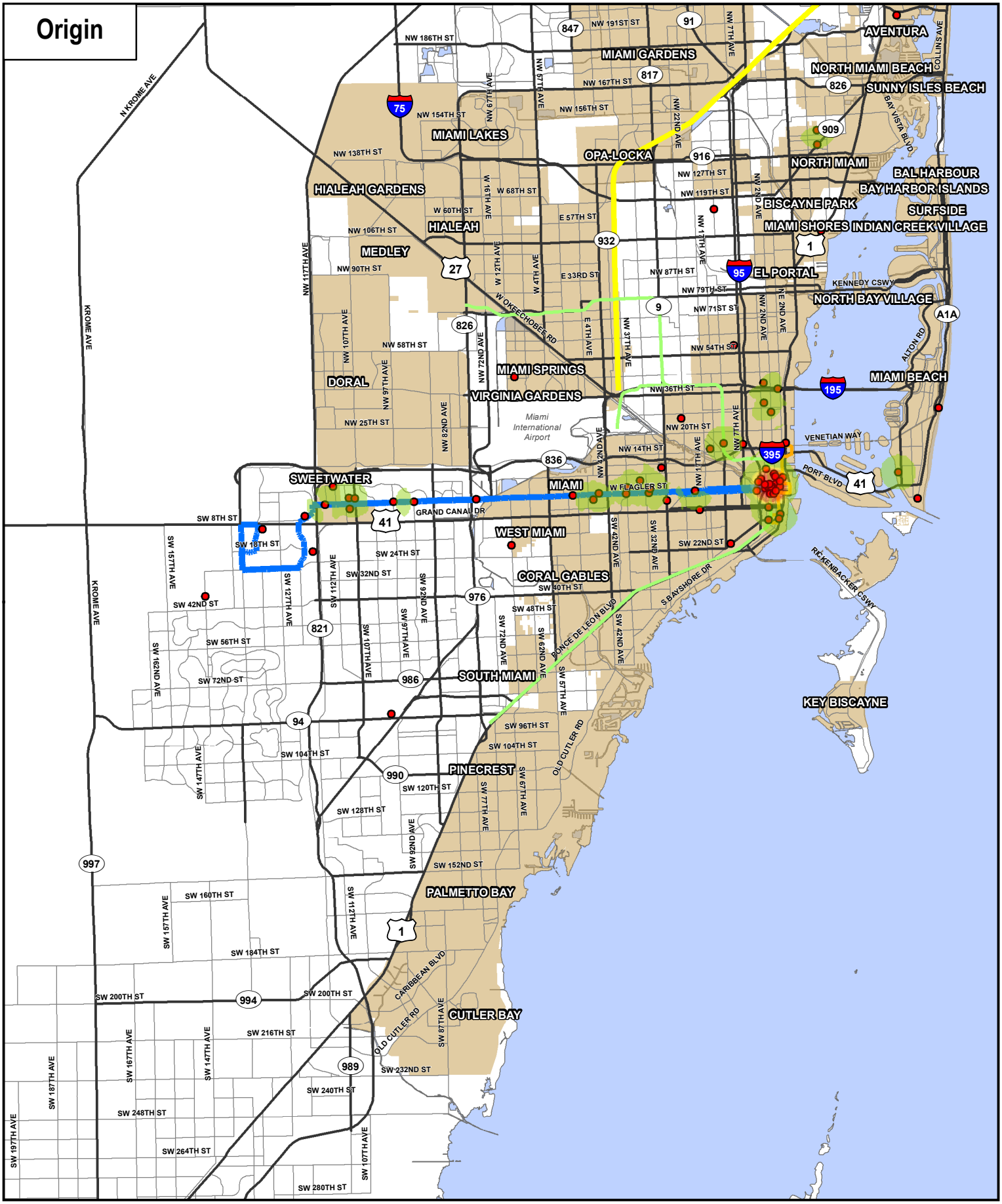
Density Assessment

- High Concentration of Trips
- Medium Concentration of Trips
- No Trip Recorded/Low Trip Concentration

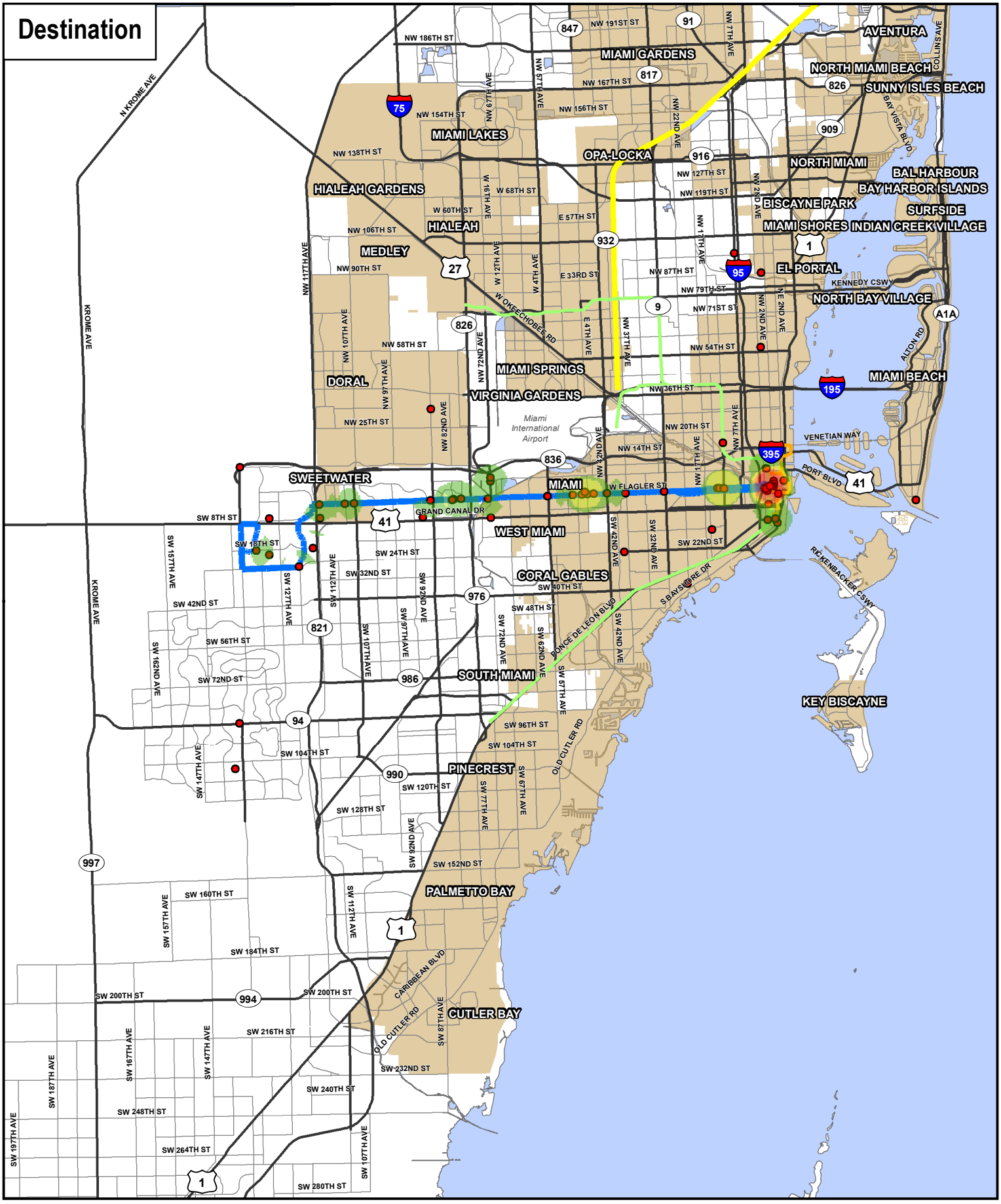
0 0.5 1 2
Miles

Kimley»Horn

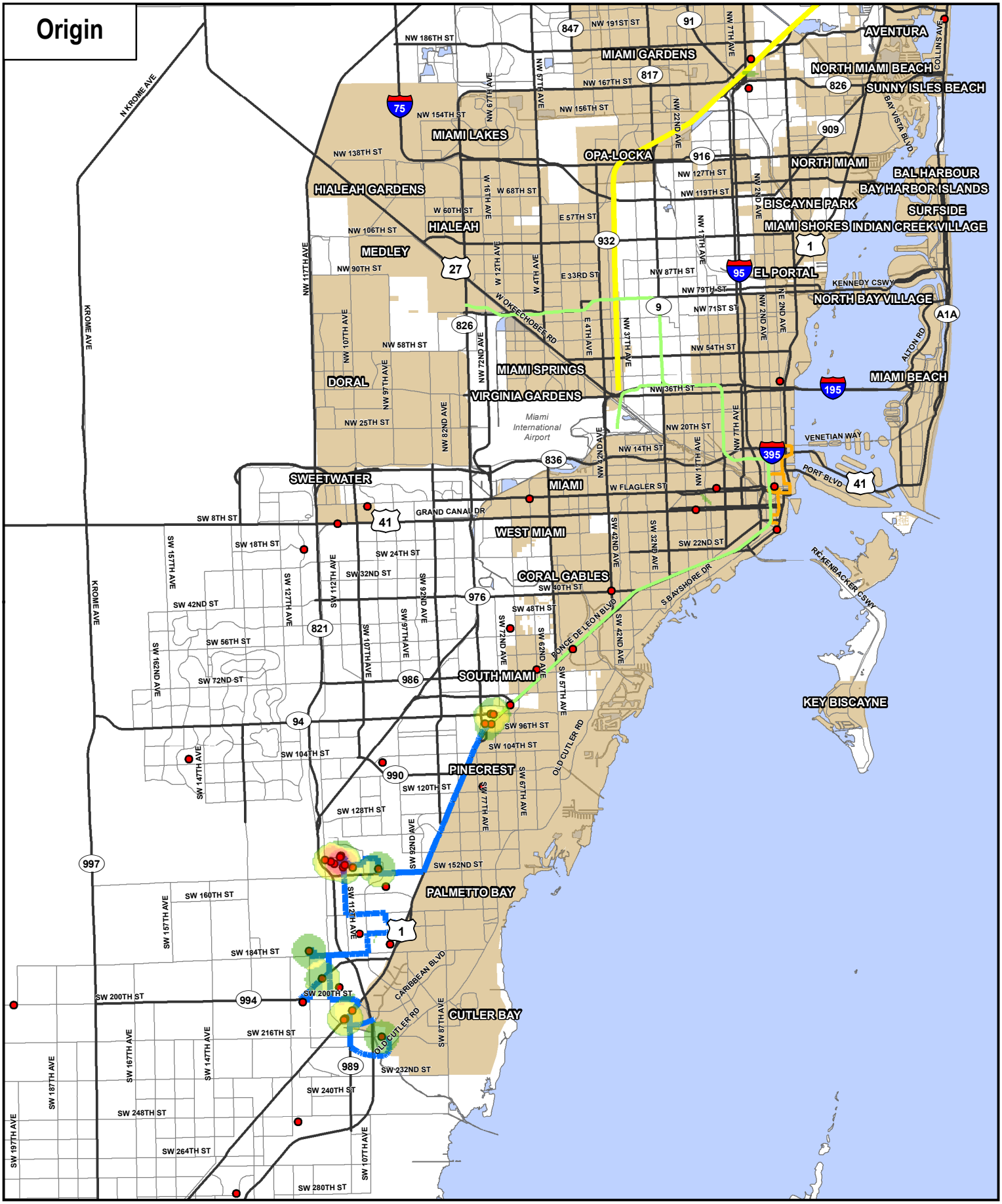
Miami-Dade MPO Origin-Destination Survey - Bus Route 51



Miami-Dade MPO Origin-Destination Survey - Bus Route 51



Miami-Dade MPO Origin-Destination Survey - Bus Route 52



Legend

- Origin/Destination
- Bus Route
- Metrorail
- Metromover
- TriRail
- Major Roads
- Municipality
- Unincorporated Miami-Dade County

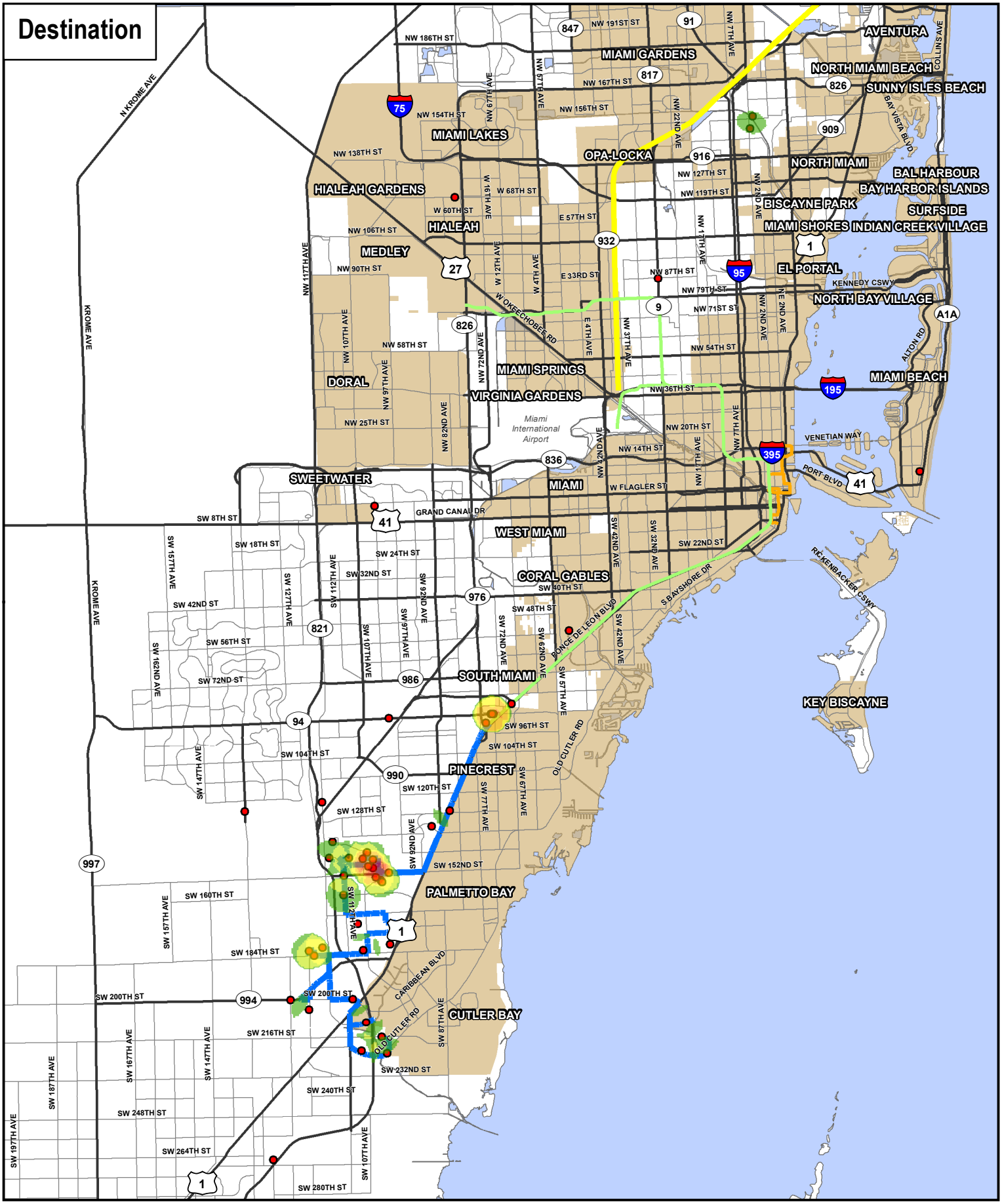
Density Assessment

- High Concentration of Trips
- Medium Concentration of Trips
- No Trip Recorded/Low Trip Concentration

0 0.5 1 2
Miles

Kimley»Horn

Miami-Dade MPO Origin-Destination Survey - Bus Route 52



Legend

- Origin/Destination
- Bus Route
- Metrorail
- Metromover
- TriRail
- Major Roads
- Municipality
- Unincorporated Miami-Dade County

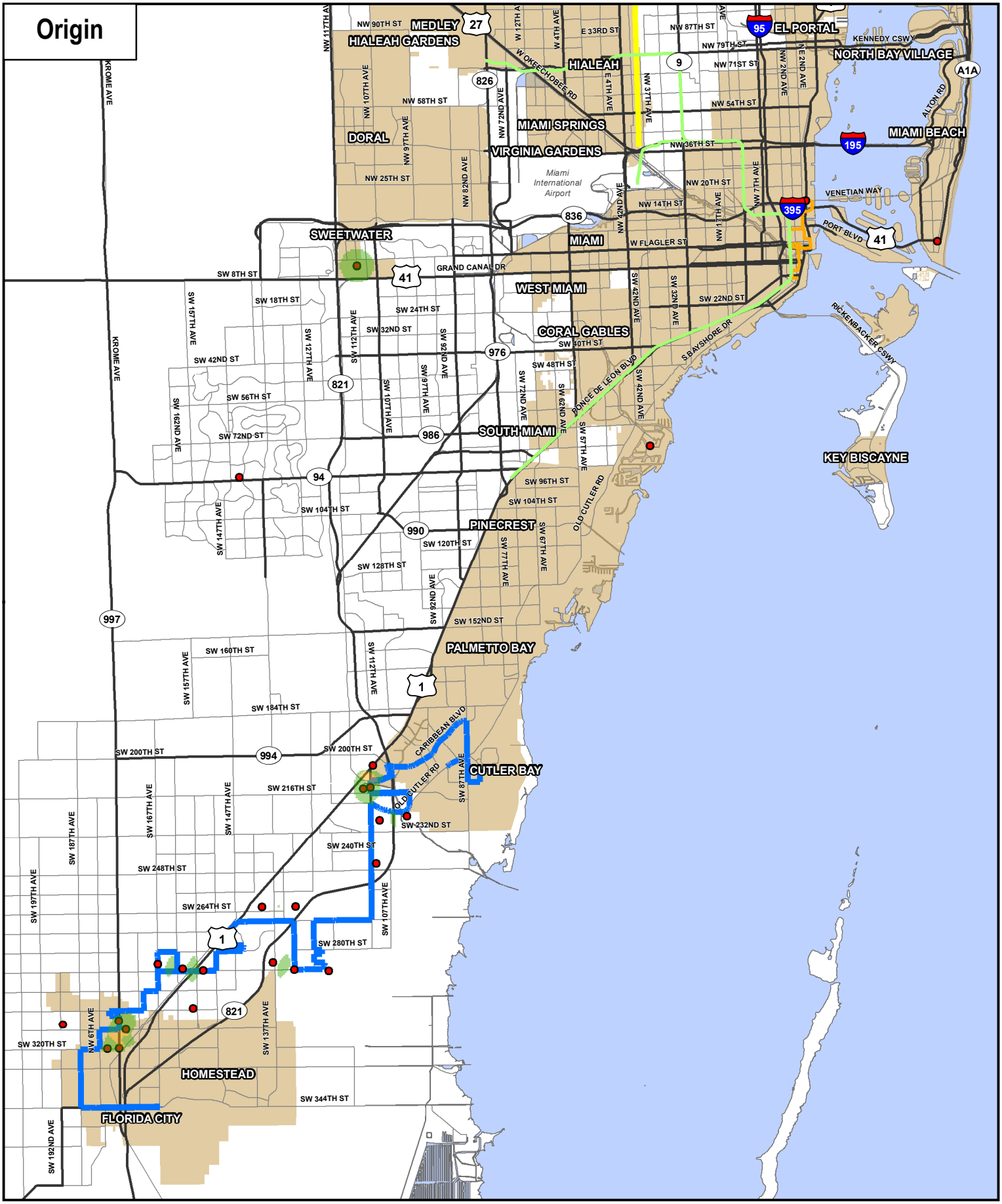
Density Assessment

- High Concentration of Trips
- Medium Concentration of Trips
- No Trip Recorded/Low Trip Concentration

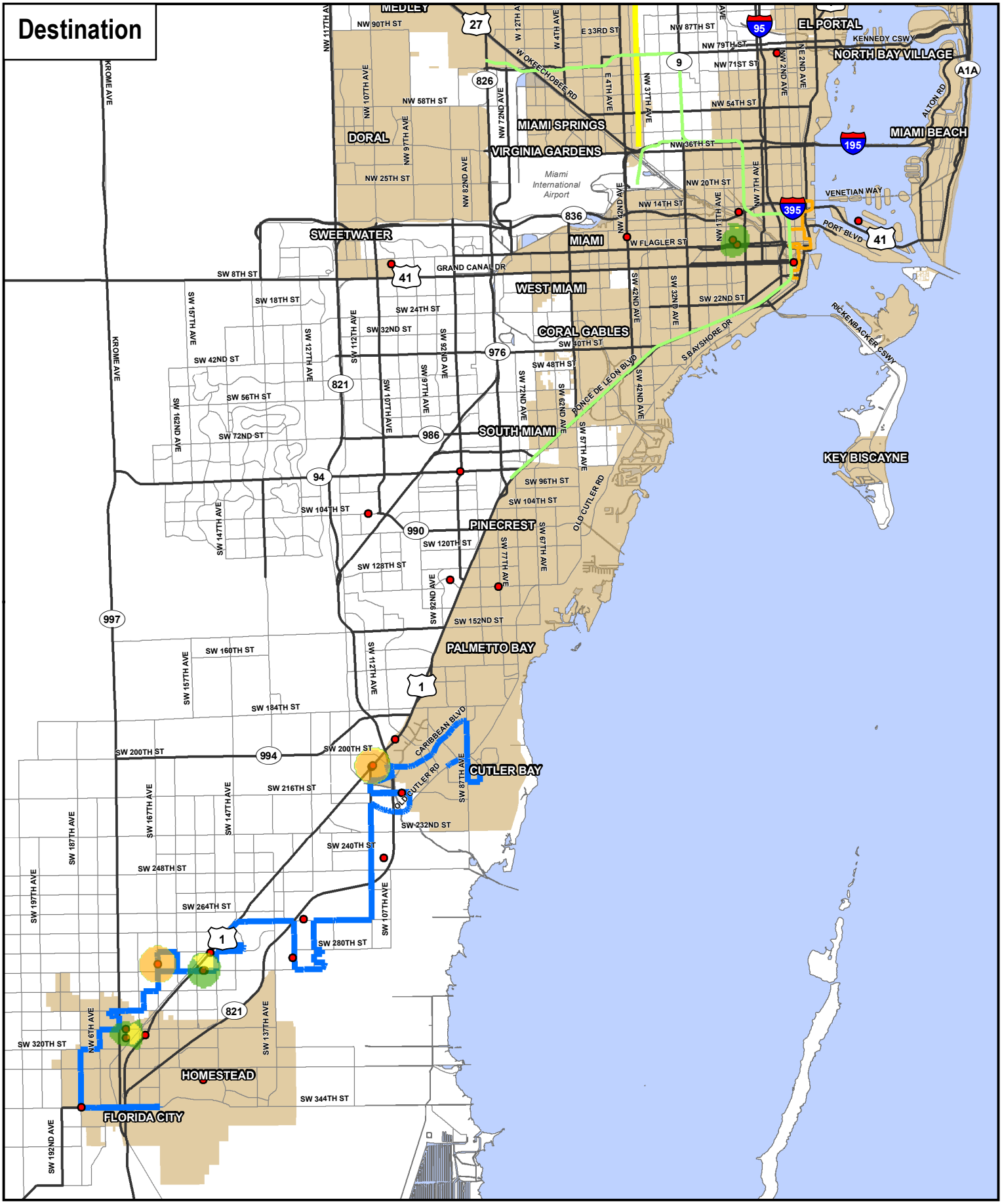
0 0.5 1 2
Miles

Kimley»Horn

Miami-Dade MPO Origin-Destination Survey - Bus Route 70



Miami-Dade MPO Origin-Destination Survey - Bus Route 70



Legend

- Origin/Destination
- Bus Route
- Metrorail
- Metromover
- TriRail
- Major Roads
- Municipality
- Unincorporated Miami-Dade County

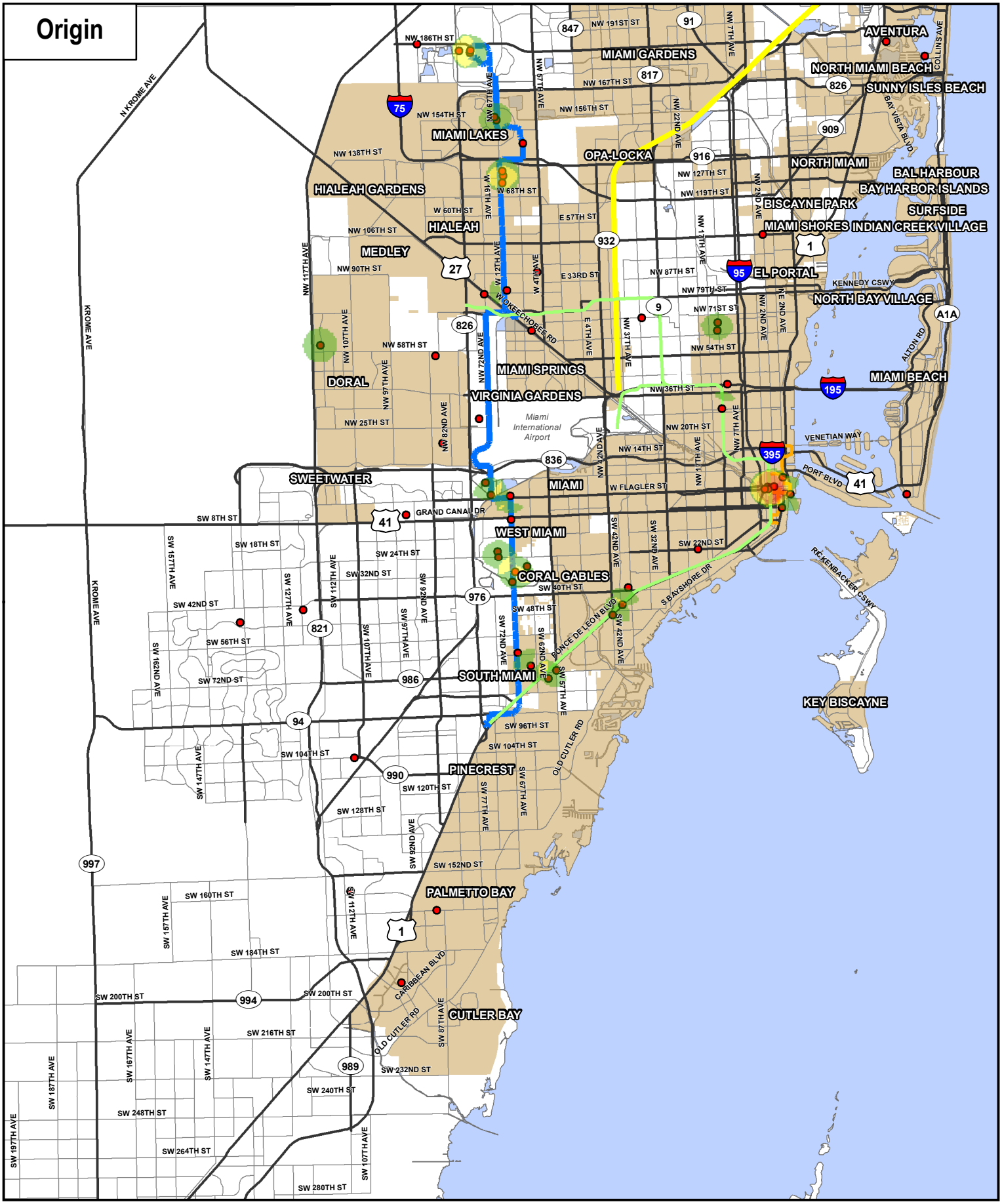
Density Assessment

- High Concentration of Trips
- Medium Concentration of Trips
- No Trip Recorded/Low Trip Concentration

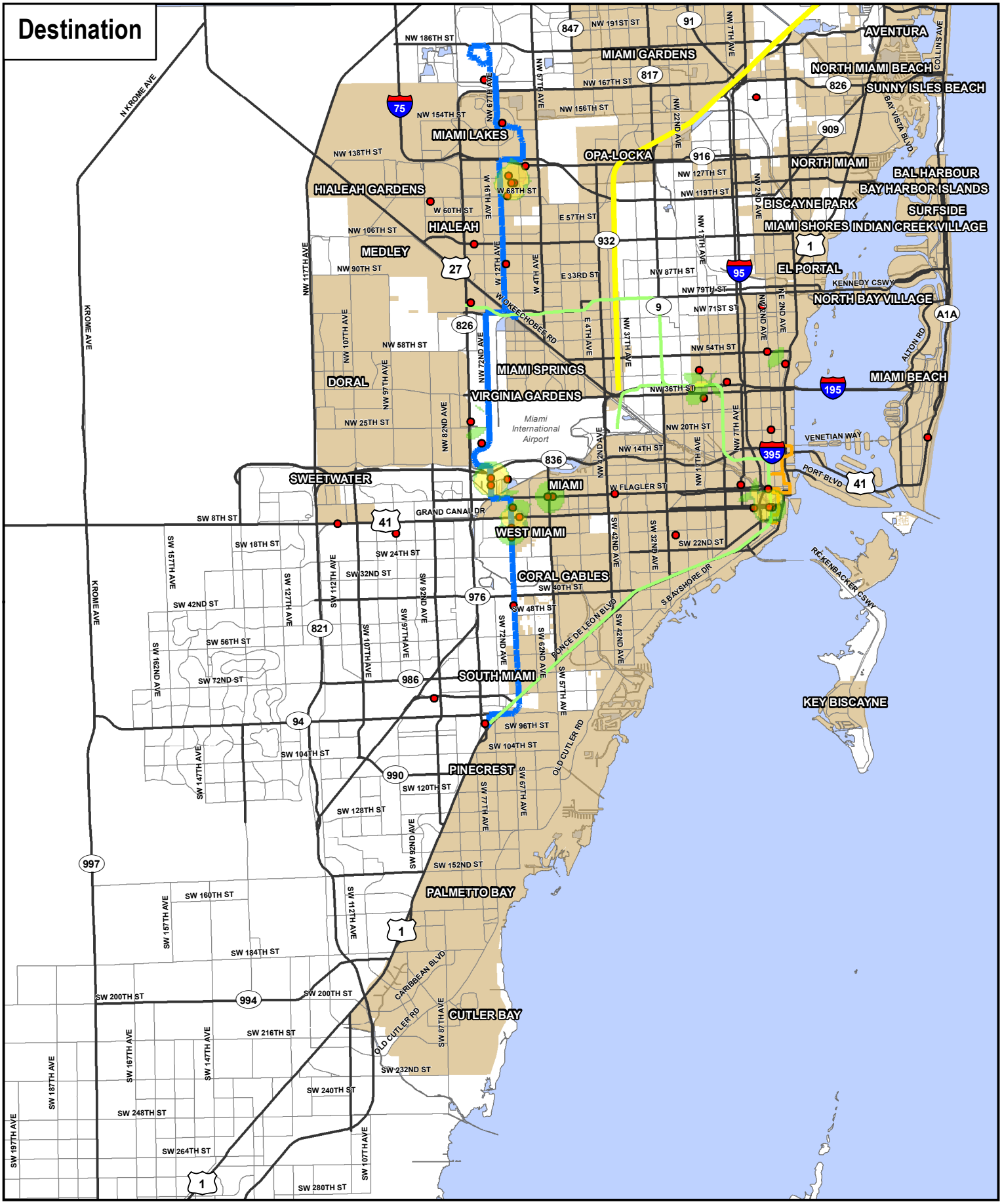
0 0.5 1 2
Miles

Kimley»Horn

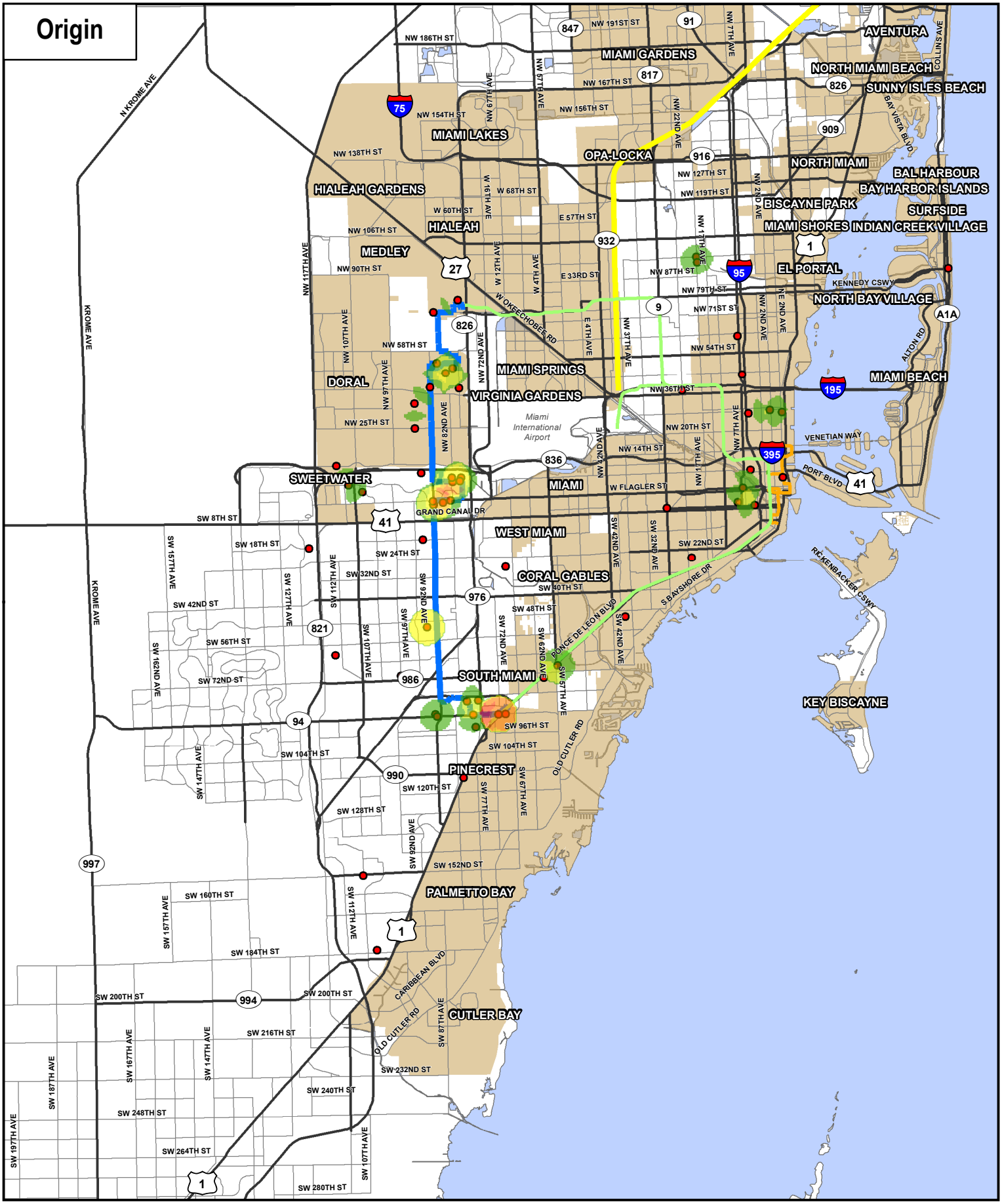
Miami-Dade MPO Origin-Destination Survey - Bus Route 73



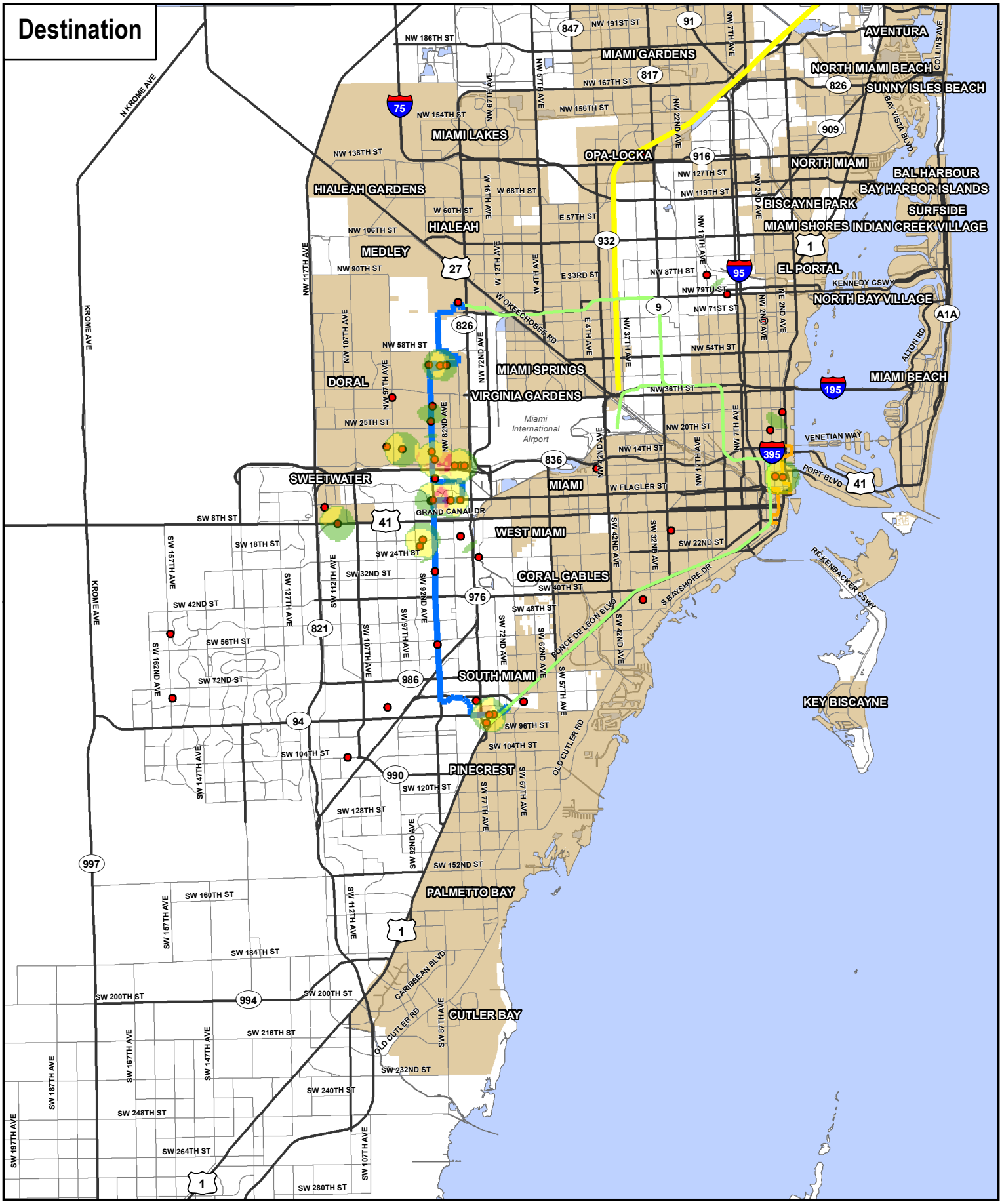
Miami-Dade MPO Origin-Destination Survey - Bus Route 73



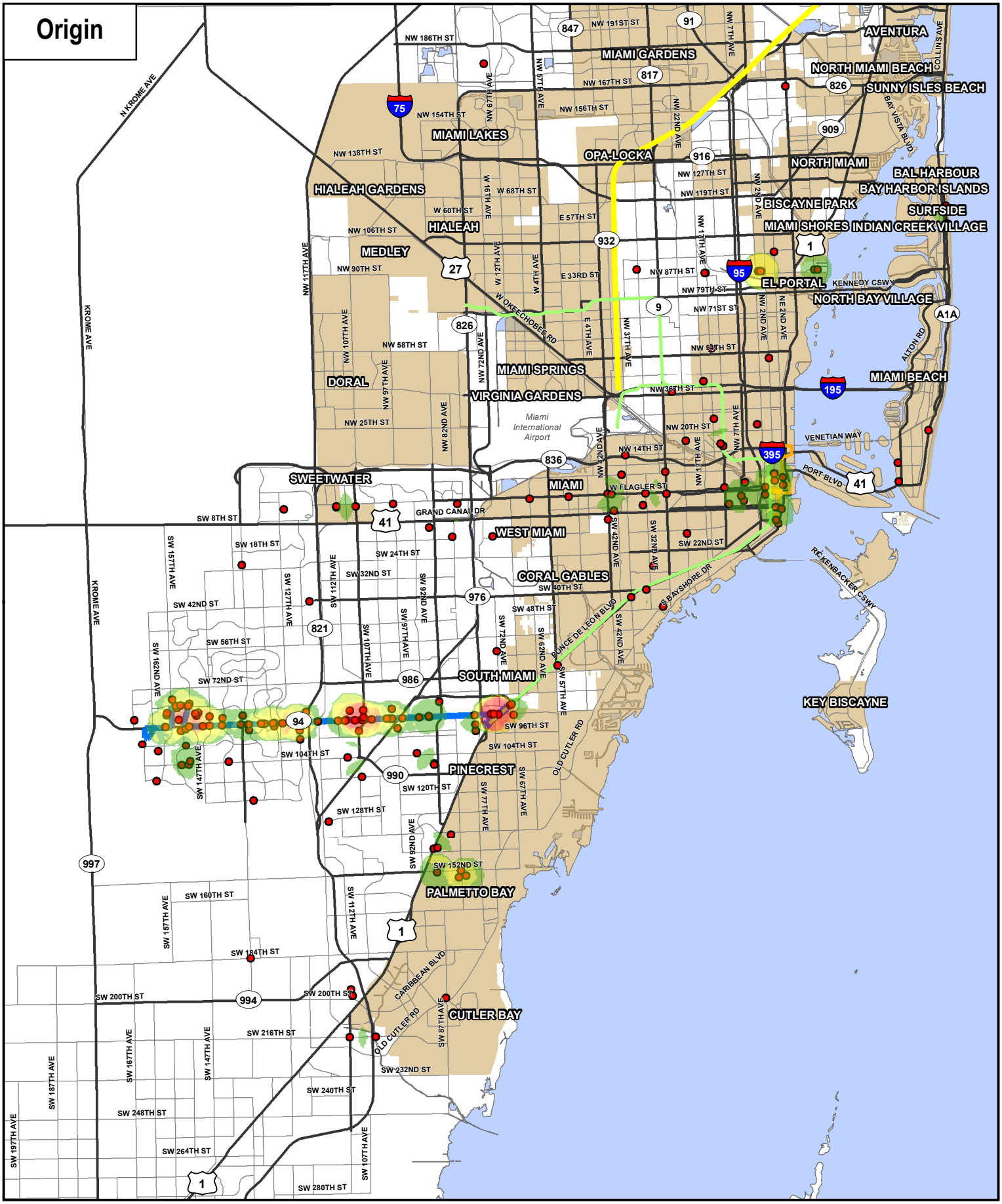
Miami-Dade MPO Origin-Destination Survey - Bus Route 87



Miami-Dade MPO Origin-Destination Survey - Bus Route 87



Miami-Dade MPO Origin-Destination Survey - Bus Route 88



Legend

- Origin/Destination
- Bus Route
- Metrorail
- Metromover
- TriRail
- Major Roads
- Municipality
- Unincorporated Miami-Dade County

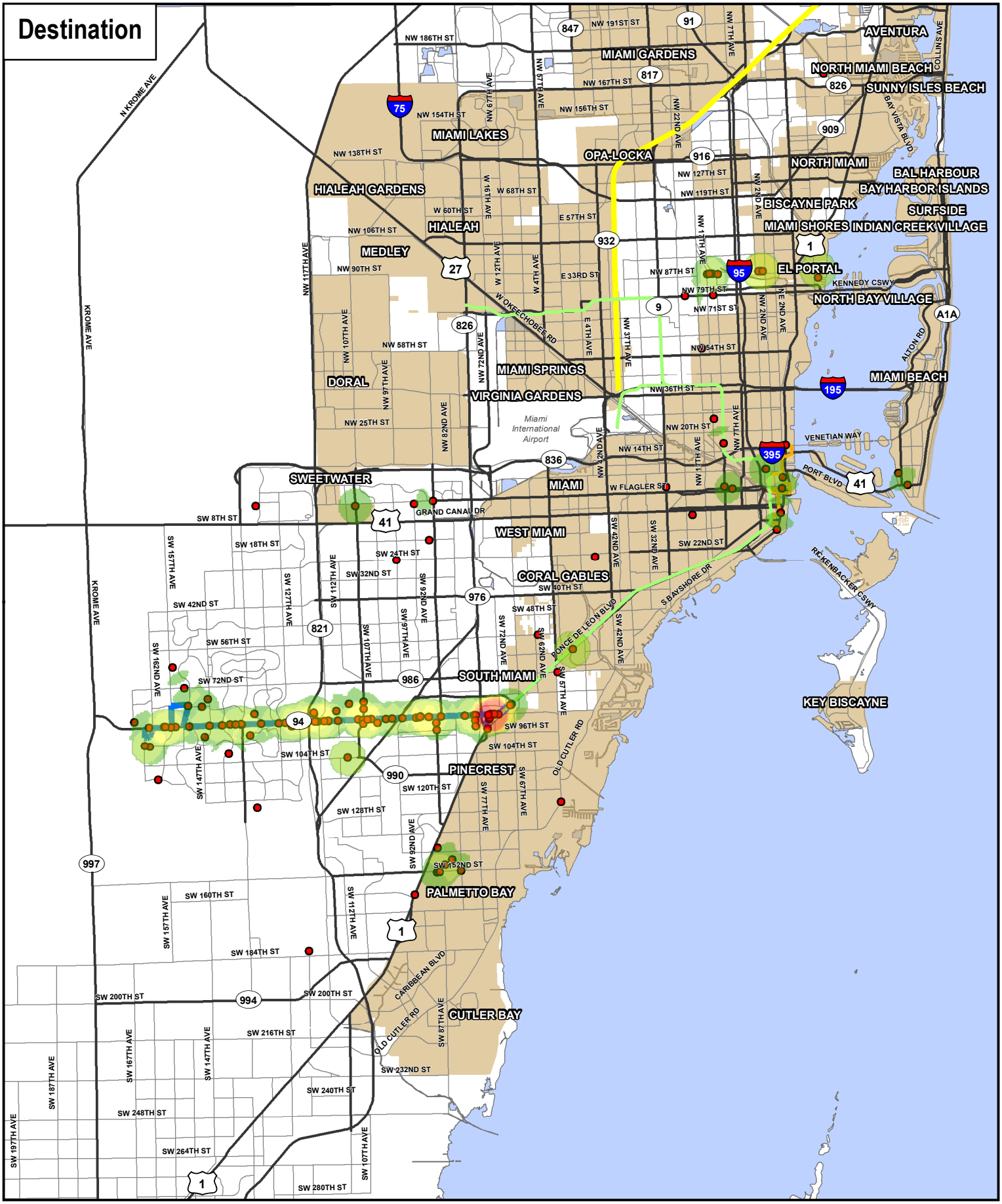
Density Assessment

- High Concentration of Trips
- Medium Concentration of Trips
- No Trip Recorded/Low Trip Concentration

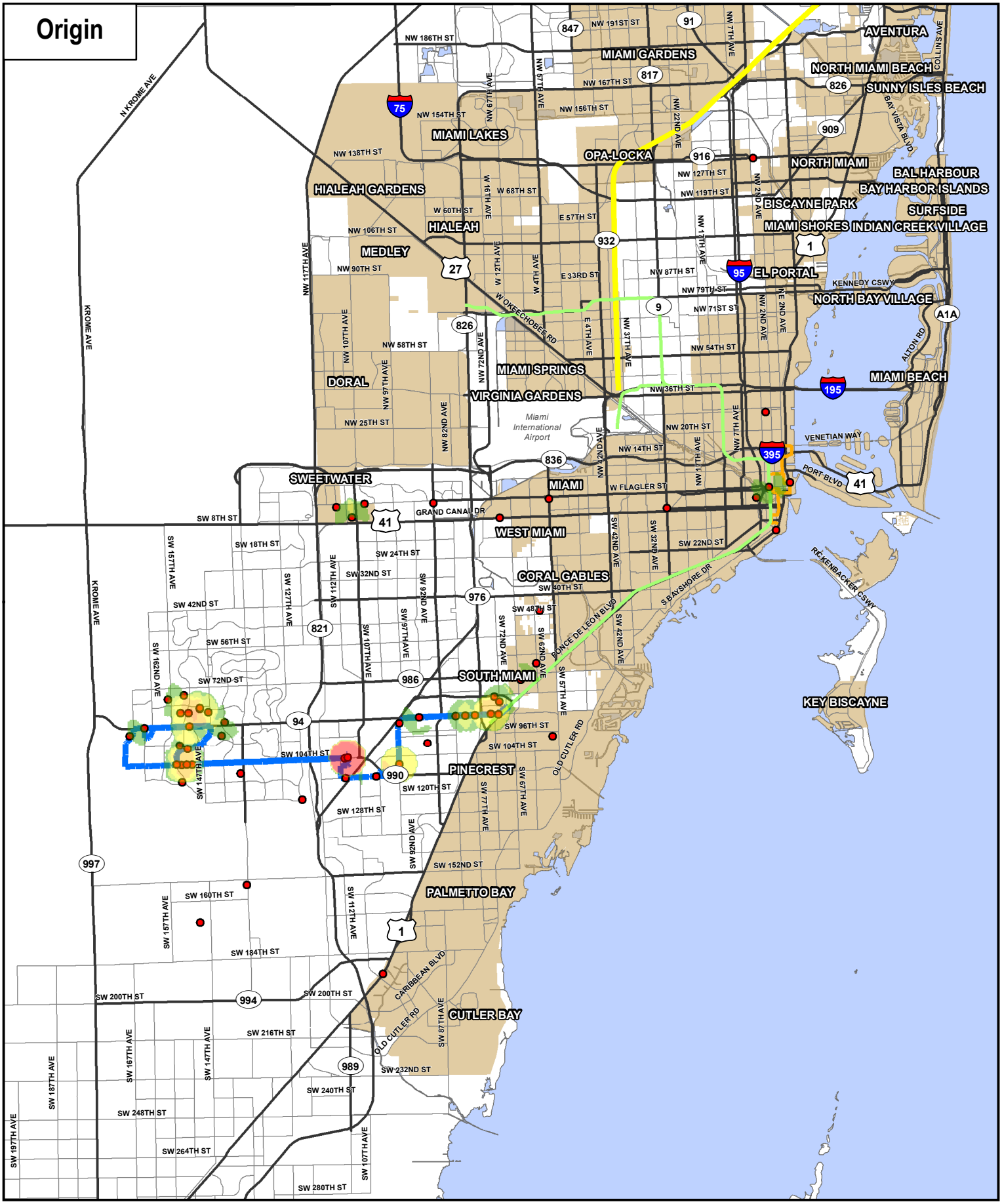
0 0.5 1 2
Miles

Kimley»Horn

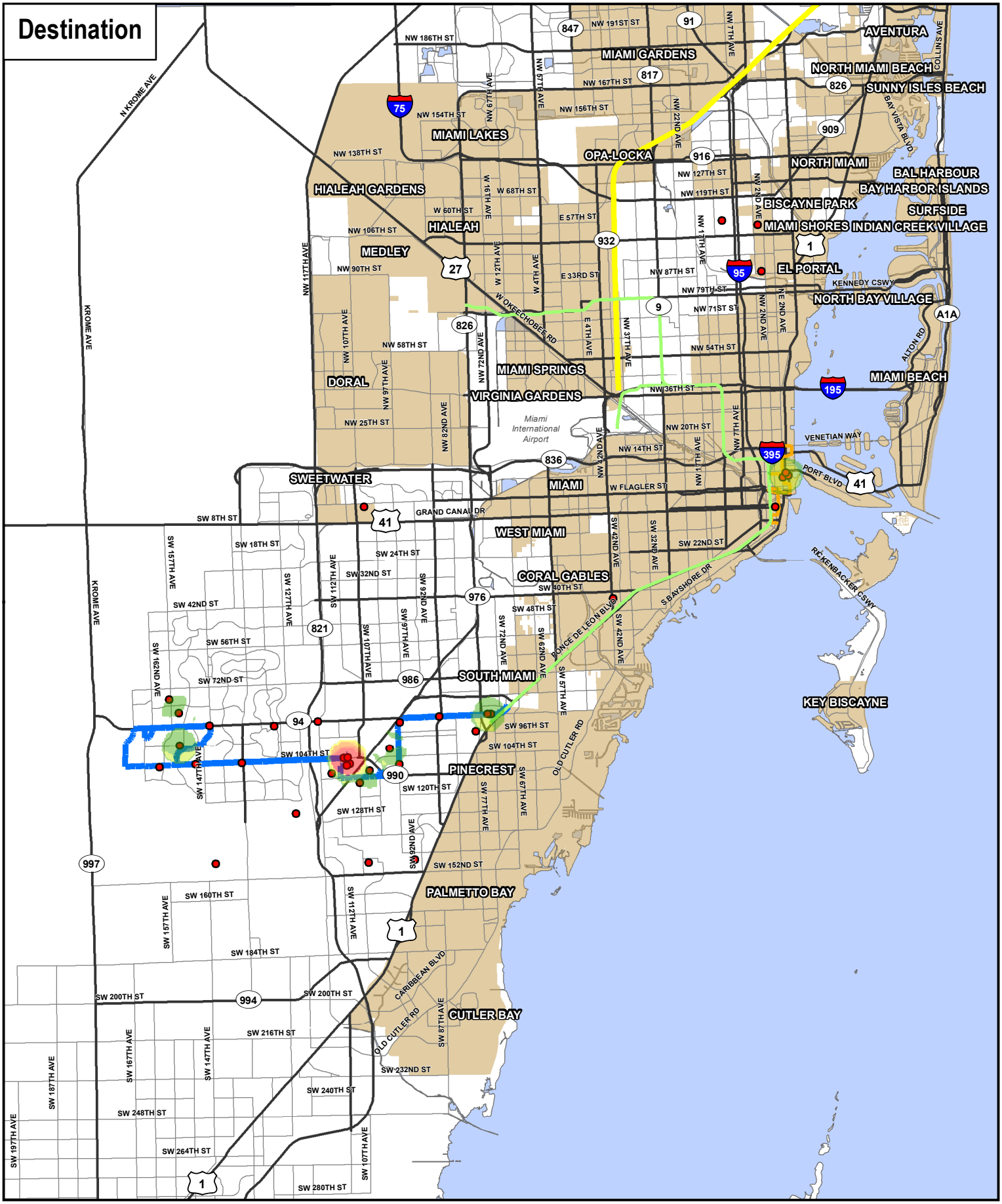
Miami-Dade MPO Origin-Destination Survey - Bus Route 88



Miami-Dade MPO Origin-Destination Survey - Bus Route 104



Miami-Dade MPO Origin-Destination Survey - Bus Route 104



Legend

- Origin/Destination
- Bus Route
- Metrorail
- Metromover
- TriRail
- Major Roads
- Municipality
- Unincorporated Miami-Dade County

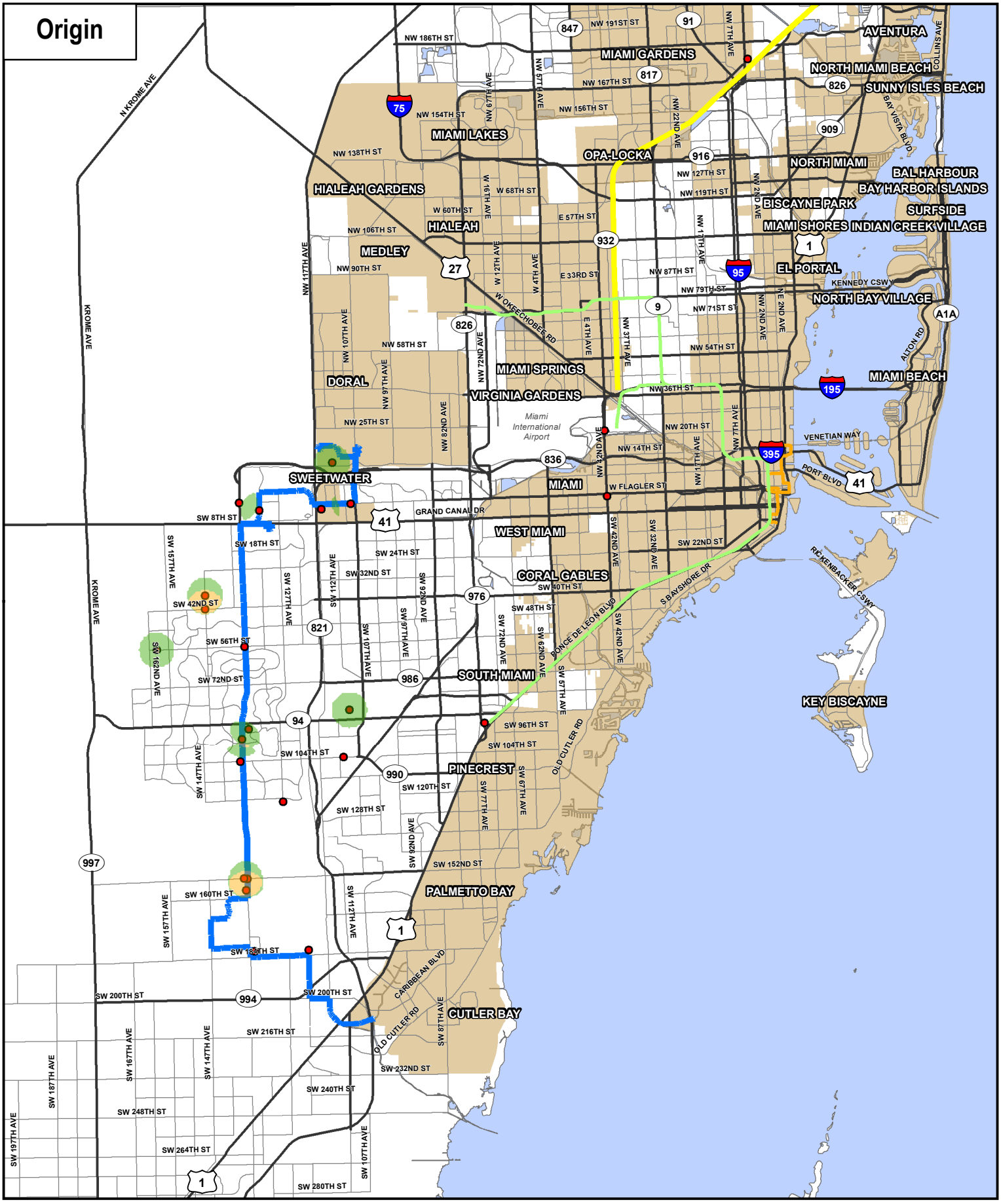
Density Assessment

- High Concentration of Trips
- Medium Concentration of Trips
- No Trip Recorded/Low Trip Concentration

0 0.5 1 2
Miles

Kimley»Horn

Miami-Dade MPO Origin-Destination Survey - Bus Route 137



Legend

- Origin/Destination
- Bus Route
- Metrorail
- Metromover
- TriRail
- Major Roads
- Municipality
- Unincorporated Miami-Dade County

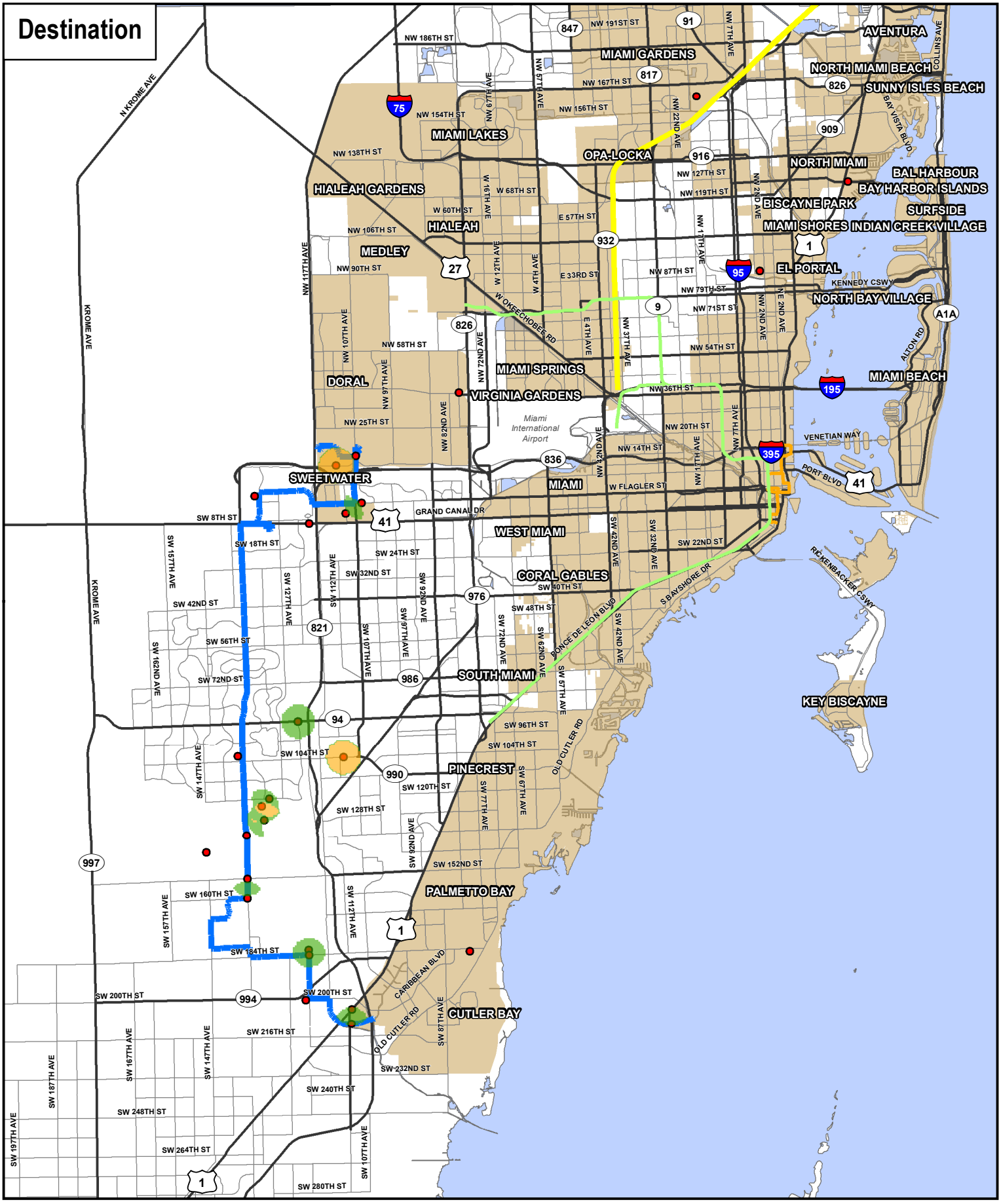
Density Assessment

- High Concentration of Trips
- Medium Concentration of Trips
- No Trip Recorded/Low Trip Concentration

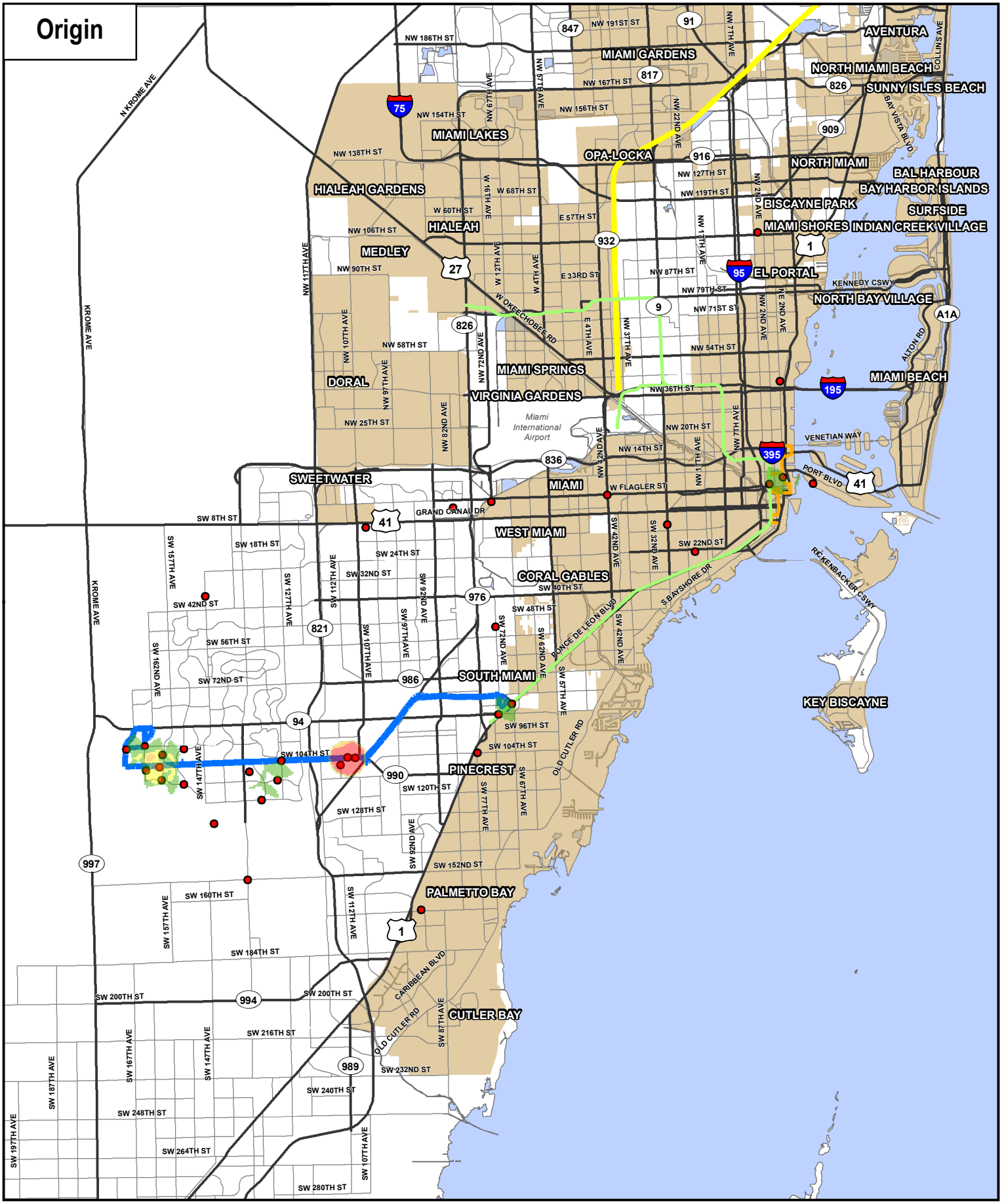
0 0.5 1 2
Miles

Kimley»Horn

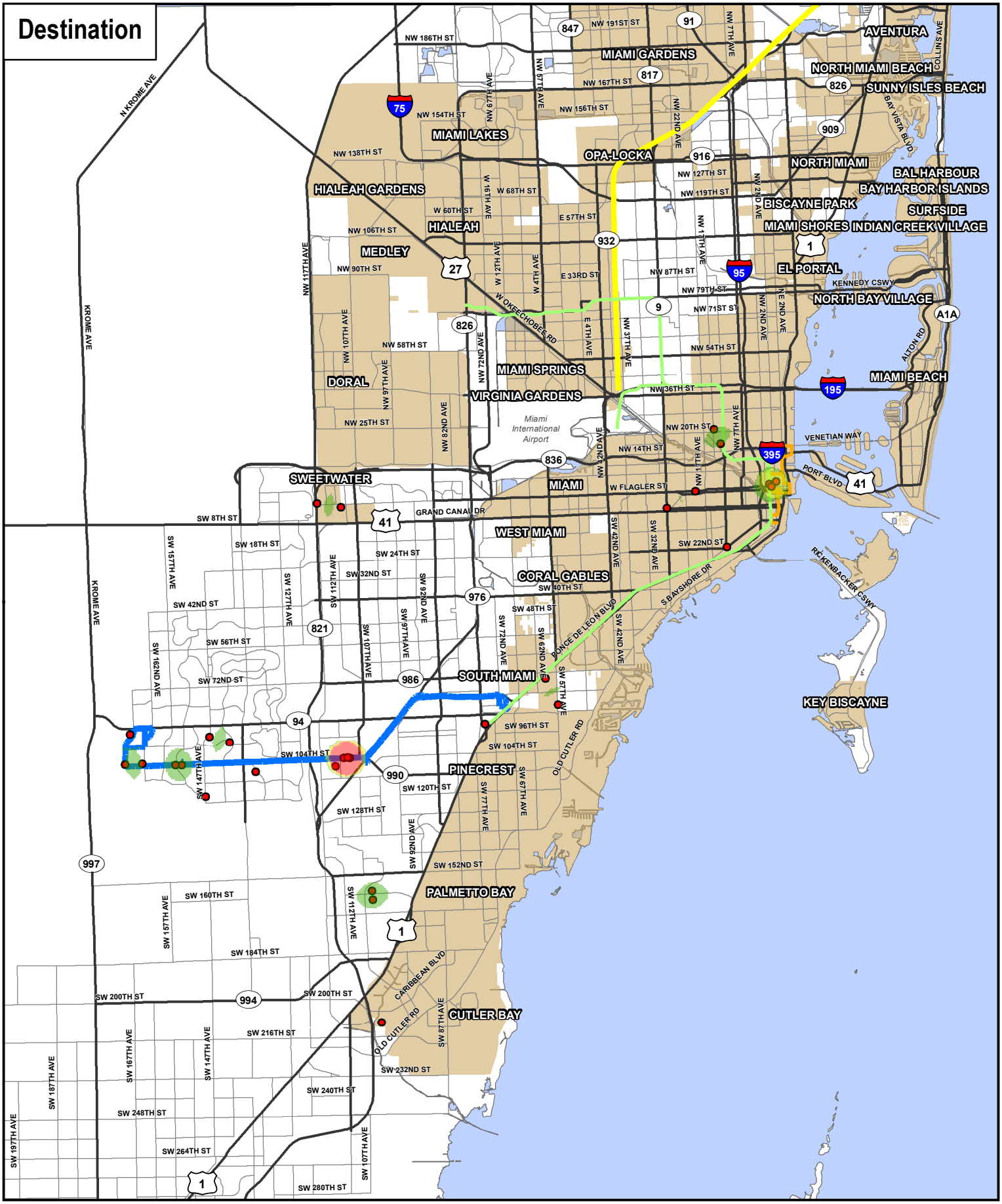
Miami-Dade MPO Origin-Destination Survey - Bus Route 137



Miami-Dade MPO Origin-Destination Survey - Bus Route 204



Miami-Dade MPO Origin-Destination Survey - Bus Route 204


Destination
AVENTURA
MIAMI GARDENS
NORTH MIAMI BEACH
SUNNY ISLES BEACH
MIAMI LAKES
OPA-LOCKA
NORTH MIAMI
BAL HARBOUR
BAY HARBOR ISLANDS
HIALEAH GARDENS
HIALEAH
BISCAYNE PARK
SURFSIDE
MIAMI SHORES
INDIAN CREEK VILLAGE
MEDLEY
EL PORTAL
NORTH BAY VILLAGE
MIAMI SPRINGS
MIAMI BEACH
DORAL
VIRGINIA GARDENS
Miami International Airport
SWEETWATER
MIAMI
WEST MIAMI
CORAL GABLES
SOUTH MIAMI
KEY BISCAYNE
PINECREST
PALMETTO BAY
CUTLER BAY
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NW 167TH ST
NW 154TH ST
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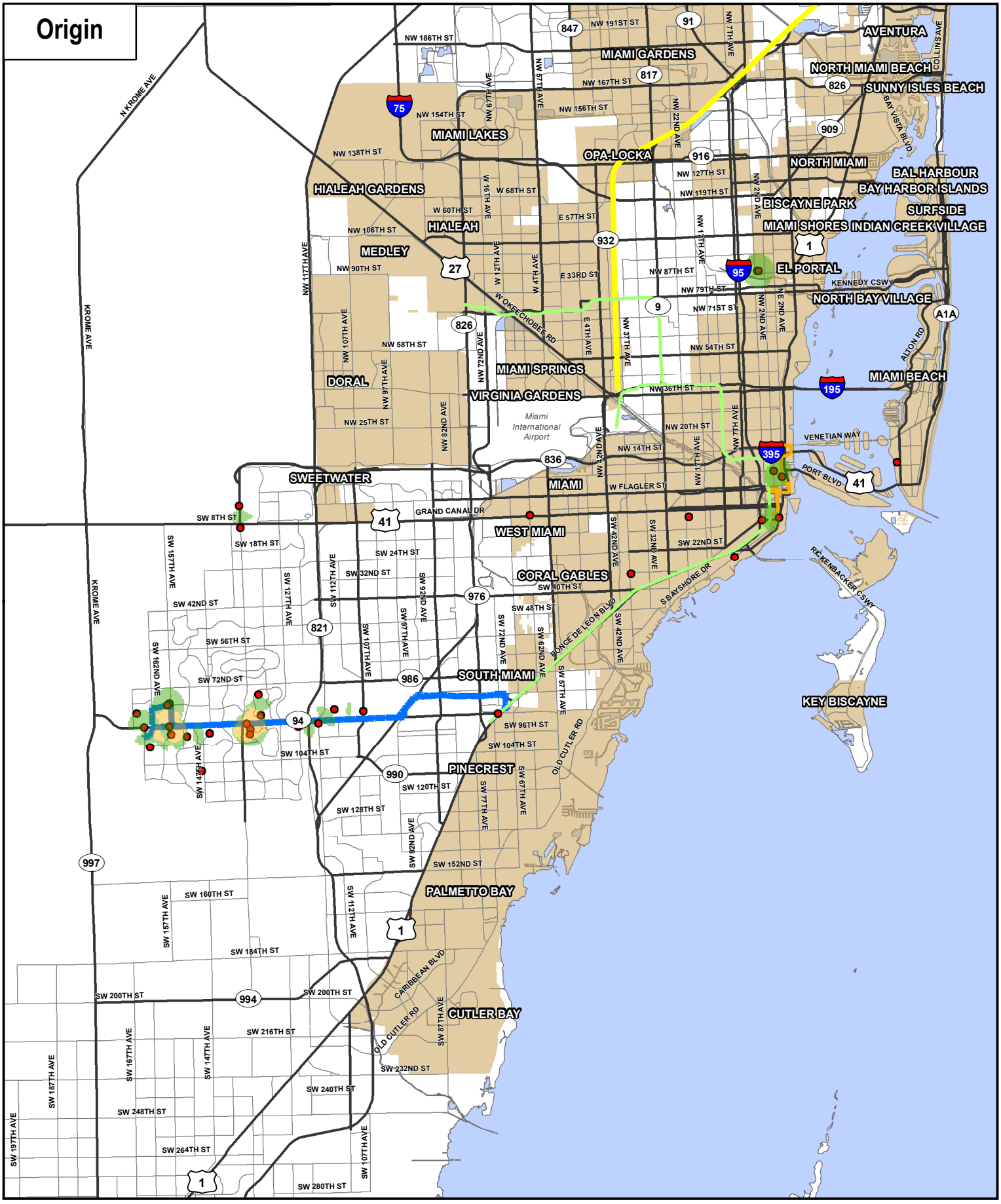
Miami-Dade MPO Origin-Destination Survey - Bus Route 288



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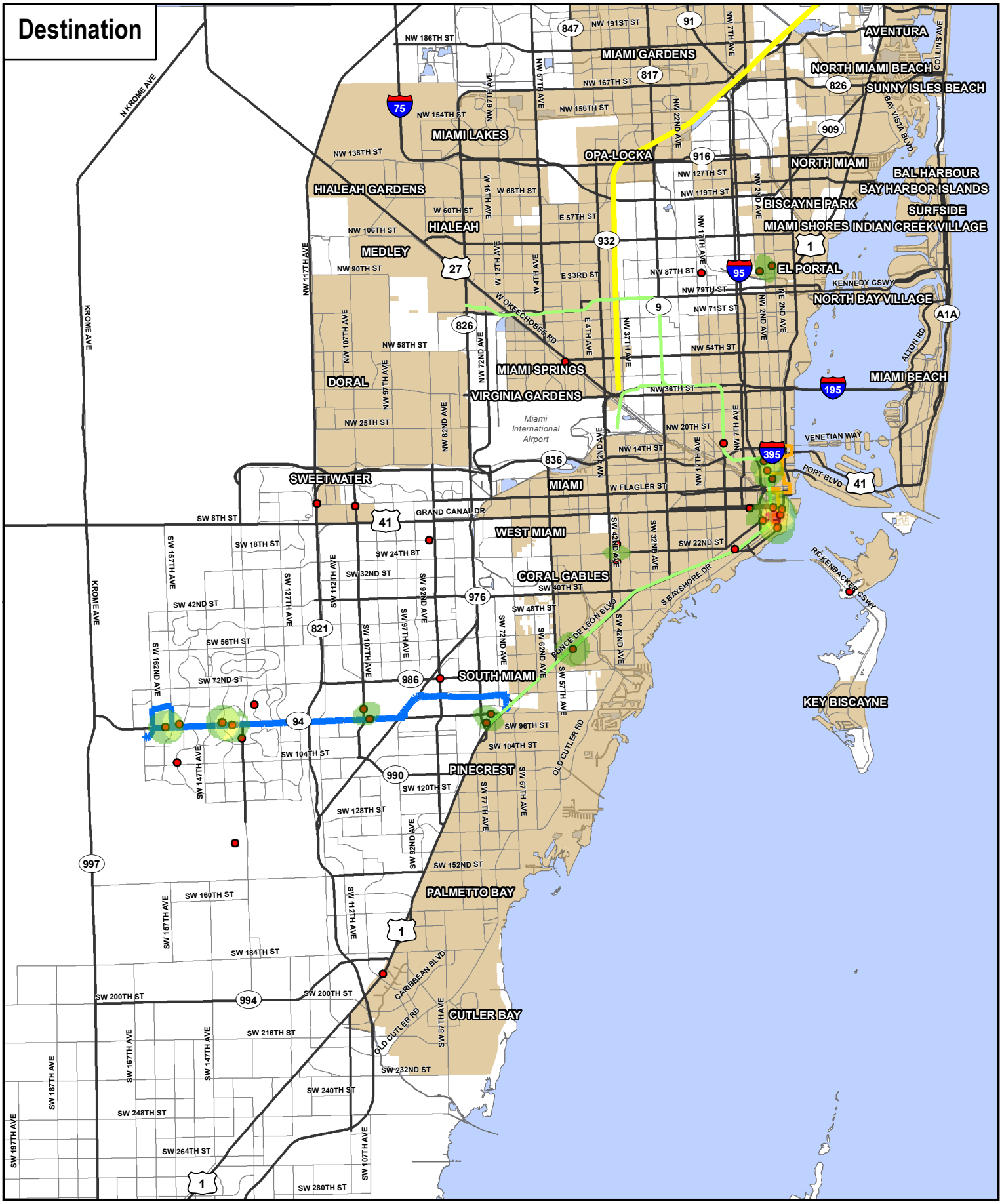

Better
Bus
Project

Transit Choices Report

For Miami-Dade County and Transit Alliance

JARRETT WALKER + ASSOCIATES

MIAMI-DADE COUNTY

TransitAlliance

July 2019

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1 Introduction

Why this Choices Report?

What is the Better Bus Project?

The Better Bus Project is an advocacy-led and community-driven bus system redesign, led by Miami-Dade Department of Transportation & Public Works and Transit Alliance Miami. The county's fleet of over 750 buses, serve two out of every three transit trips in Miami. Buses are the most flexible component of a transit system and have the highest potential for immediate improvement.

A bus system redesign is a collaborative planning effort to decide where today's bus service should go, when it should run, and how frequently it should operate, starting from a clean slate. The Better Bus Project will focus on the Miami-Dade Transit (MDT) bus network, which carries most bus riders in the county, but will also look at improvements to trolley services in the cities of Miami, Miami Beach, and Coral Gables, which account for 70% of trolley ridership in the county.

Redesigning Miami-Dade's bus network is an opportunity to review existing and potential transit demand, and to design a network that meets those demands most efficiently. Redesign does not mean changing every bus route and stop. The key point is that thinking is not constrained by the existing network. Where the analysis suggests that existing service patterns make sense, those elements would be retained. Ultimately, the goal is a network designed for the city and region of today and tomorrow, not one based on the past.

What is a "Choices Report"?

This Choices Report is the first step in the Better Bus Project, through which Miami-Dade Transit and its partners will:

- Assess the existing network and the geometry of Miami-Dade today;
- Engage the public, stakeholders and elected officials in a conversation about the goals of transit in Miami-Dade County;
- Develop recommendations for changing the transit network in the future.

This Choices Report lays out relevant facts about transit and development in Miami-Dade, and draws the reader's attention to difficult choices that these facts force us to consider.

This is called a "Choices Report" to make clear that it contains no recommendations. The Better Bus Project will require difficult decisions about how to balance competing goals, and these decisions will be made by Miami-Dade based on input from stakeholders and the public.

What is the Purpose of Transit?

Transit can serve many different goals. But different people and communities value these goals differently. It is not usually possible to excel towards all of these goals at the same time.

Understanding which goals matter most in Miami-Dade is a key step in updating the transit network.

Possible goals for transit include:

- Economic: transit can give businesses access to more workers, and workers access to more jobs, and give students more access to education and training.
- Environmental: increased transit use can reduce air pollution and greenhouse gas emissions. Transit can also support more compact development and help conserve land.
- Social: transit can help meet the needs of people who are in various situations of disadvantage, providing lifeline access to services and jobs.
- Health: transit can be a tool to support physical activity by walking. This is partly because most riders walk to their bus stop, but also because riders will tend to walk more in between their transit trips.
- Personal Liberty: By providing people the ability to reach more places than they otherwise would, a transit system can be a tool for personal liberty, empowering people to make choices and fulfill their individual goals.

Some of these goals are served by high transit ridership. For example, the environmental benefits of transit only arise from many people riding the bus rather than driving. Subsidy per rider is lower when ridership is maximized. We call such goals "ridership goals" because they are achieved through high ridership.

Other goals are served by the mere presence of transit. A bus route through a neighborhood provides residents insurance against isolation, even if the route is infrequent, not very useful, and few people ride it. A route may fulfill political or social obligations, for example by getting service close to every taxpayer or into every political district. We call these types of goals "coverage goals" because they are achieved in part by covering geographic areas with service, regardless of ridership.



Figure 1: Is an empty bus failing? That depends entirely on why you are running it in the first place.

High Ridership is Not the Only Goal

If Miami-Dade Transit (MDT) wanted to maximize transit ridership, it would focus its service only on routes useful to many potential riders. MDT would be thinking like a business, focusing on places where its service is competitive for a large number of people.

Businesses are under no obligation to operate where they would spend a lot of money to reach few customers.

For example, McDonald's is under no obligation to provide a restaurant within 1/2 mile of everyone in Miami-Dade County. If it were, then the company would have to add hundreds of additional locations, some serving just a handful of homes, and most operating at a loss because of the few customers nearby.

People understand that rural areas will naturally have fewer McDonald's locations than urban areas. We don't describe this as McDonald's being *unfair* to rural or suburban areas; they are just acting like a private business. McDonald's has no obligation to cover all areas with its restaurants.

Transit agencies are not private businesses, and most transit agencies decide that they do have some obligation to cover their service area. The elected officials who ultimately make public transit decisions hear their constituents say things like *"We pay taxes too"* and *"If you cut this bus line, I will be stranded"* and they decide that coverage, even in low-ridership places, is an important transit outcome.

Transit agencies are often accused of failing to maximize ridership, as if that were their only goal. In fact, they are intentionally operating "coverage services" that are not expected to generate high ridership. Agencies must balance the competing goals of high ridership and coverage. The balance they choose depends on the values of the agency and the region.

Limitations of Space

Public transit is essential to a place the size and density of Miami-Dade, because there is simply not enough room for everyone's car on the road, and ever larger parking garages are extremely expensive. Like most dense places, many parts of Miami-Dade presents features that make transit essential, and require that it be highly efficient:

- **Severe road space limitations.** Across much of the core of Miami-Dade, especially in the cities of Miami, Miami Beach, and Coral Gables, the road-width is fixed and will never be wider. Efforts at widening roads or creating double-decker highways in built-up areas are extremely costly, frequently destructive, and counterproductive. Curb space is also limited and cannot be readily expanded.
- **Intensification of land use.** In response to growing demands for housing and commercial space, both central and outlying areas are growing more dense. More and more people are living within the same limited area. Also, Miami-Dade is growing, and growing more dense, thus the space limitations are only going to get more severe.

These two factors combined mean that more and more people are competing for a fixed amount of road space. If they are all in cars, they simply do not fit in the space available. The result is congestion, which cuts people off from the freedom of opportunity and strangles economic growth.

Figure 2 shows that buses and bikes use exponentially less space than cars. Even autonomous cars will not change this basic geometric challenge, as they take up almost the same amount of space as today's cars and even carrying three to four persons per car, they cannot be anywhere near as space efficient as buses or bicycles.

The only alternative to congestion is for a larger share of the public to rely on public transit and other alternative modes that carry many people in few vehicles.
This requires services that most efficiently respond to the city's changing needs, as well as corridor improvements to give buses a level of priority over cars that reflect the vastly larger numbers of people on each bus.

Transit and bikes are two of the most space-efficient modes and are essential in dense places, where there is very little road space per person.

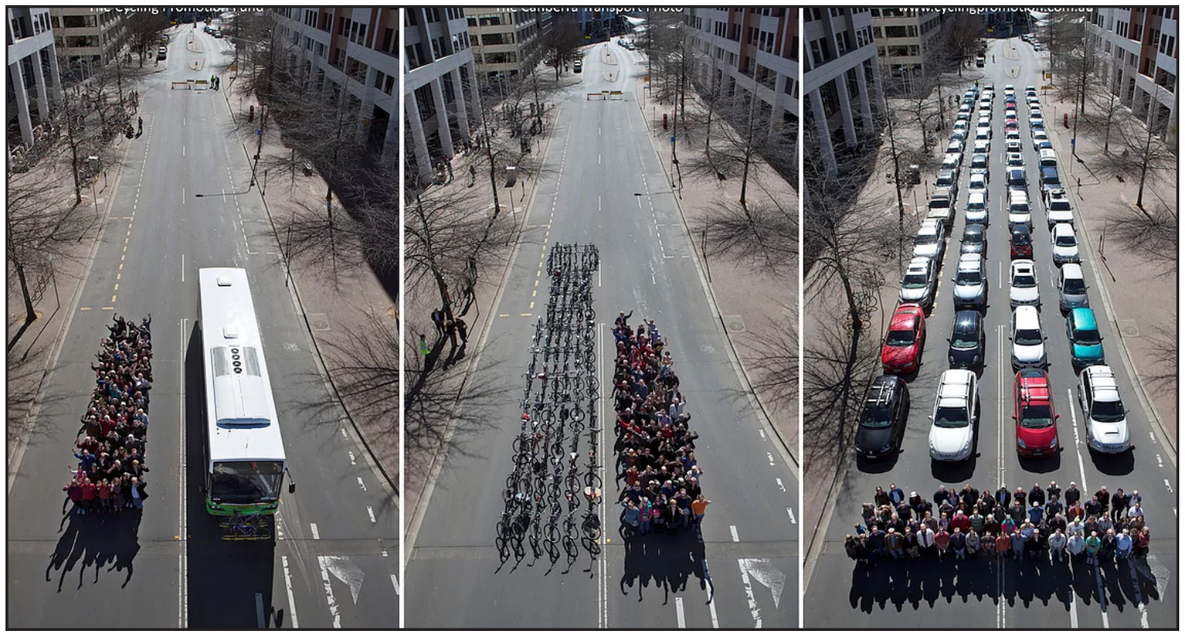


Figure 2: The road space required to move the same number of people using public transit, bicycles, and cars.

Photo copyright We Ride Australia

Ridership Has Declined on County Routes

Ridership and Service Trends

Over the last 25 years, ridership on Miami-Dade buses has risen and fallen, seeing large declines in the last four years. Figure 3 shows the trends in total annual ridership from 1994 to 2017. From 1996 to 2003, ridership rose slightly from about 62 million annual trips to about 65 million. Ridership rose dramatically from 2003 to 2008, in part because service increased dramatically, peaking at about 85 million annual riders. Ridership dropped dramatically from 2008 to 2010, again following to cuts to service, but bounced back a little through 2013. From 2013 to 2017, ridership declined from about 79 million annual riders to about 58 million in 2017.

Ridership can bounce up and down for a variety of reasons unrelated to what the transit agency does. But often, increasing or decreasing service can have a significant effect on ridership, and most of the dramatic swings in ridership from 2002 to 2013 can be explained by changes in total service hours. A service hour is one bus operating for one hour.

More service per person means more transit is available for people to ride. Because so much of transit's operating cost relates to human labor, and humans are generally compensated based on their time, the bulk of transit operating cost arises from hours of service (rather than distance, or the size of vehicles, or other factors).

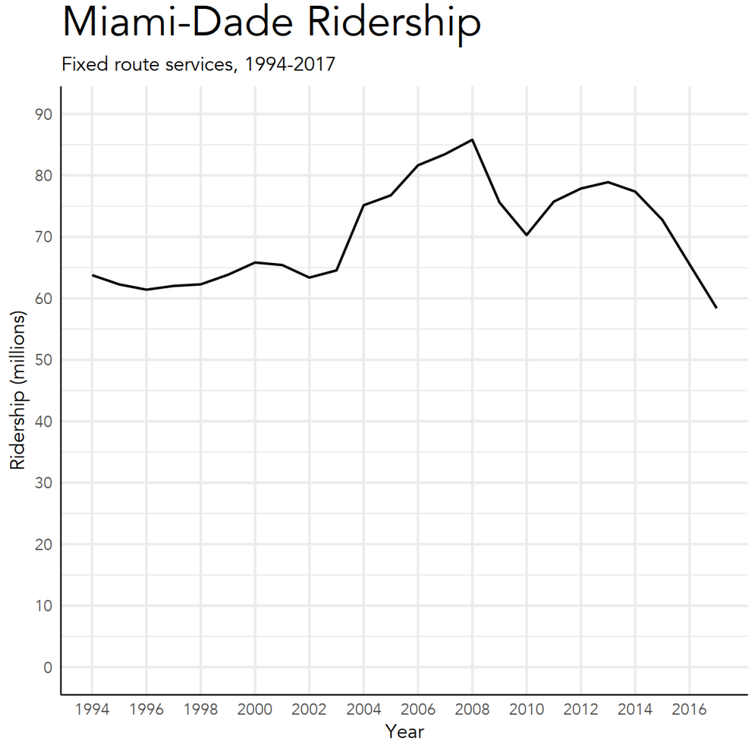
Thus **service hours** describes the sheer quantity of transit service provided, without consideration for how much it costs the agency to deliver each hour of service. The service hours required to operate any given route will increase if:

- The length of the route increases.
- The frequency of the route increases.
- The span (hours of operation) of the route increases.

Figure 4 shows the percent change in ridership per person and service hours per person from 1994 to 2017. Ridership tracks closely with the big increases in service hours from 2001 to 2006, with ridership increases lagging a year or two behind service increases. Ridership drops dramatically when service is cut dramatically from 2006 to 2010. Since 2010, service hours have been flat or increasing, while ridership bounced back slightly and then declined dramatically.

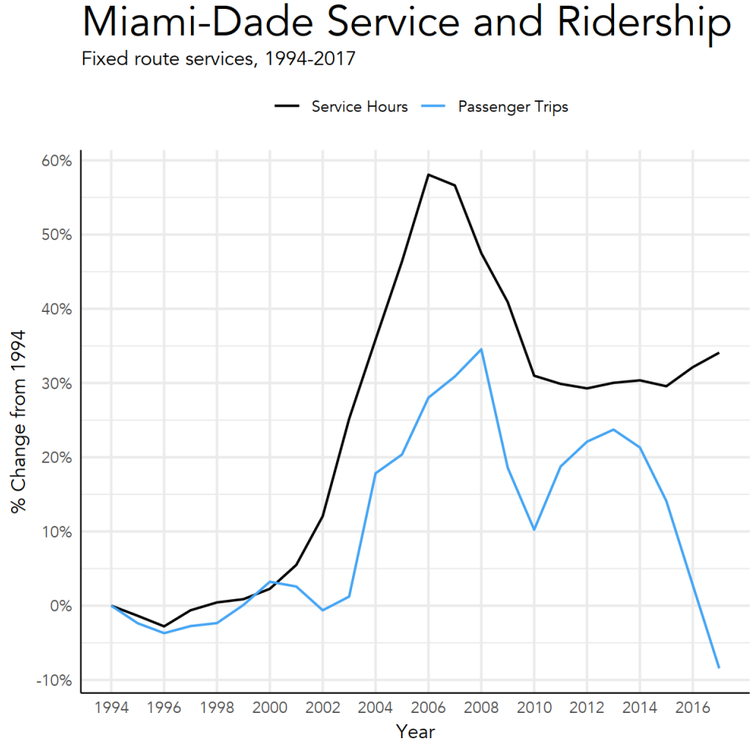
The more recent declines in ridership suggest that the big expansions and contractions in service over the last 20 years may have left Miami-Dade Transit with a network that does not work well for the communities it serves. Or other recent changes may be causing Miami-Dade to have a less useful transit network, independent of the total amount of transit service.

Figure 3: Ridership on Miami-Dade Transit Buses, 1994-2017



Service cuts explain part of the decline in ridership since 2008. Yet since 2013, ridership has declined while the quantity of bus service has increased.

Figure 4: Change in Ridership and Service Hours for Miami-Dade Transit, 1994-2017



Ridership Has Increased on Trolleys

National research suggests that transit ridership in many cities has been declining due to:

- The very low costs of purchasing and driving cars, from a combination of historically-low interest rates and low gas prices.
- Competition by Uber and Lyft for more affluent riders and for the most time-sensitive trips, especially at night and on weekends when some cities' transit networks become thin.
- The distances between jobs and housing continue to grow, as many regions (including Miami) continue to sprawl outward. Longer distances force transit agencies to offer less-frequent or more expensive services, which are less attractive to potential riders.
- Increasing desirability, property values and rents in pre-war inner city neighborhoods have forced lower income residents to move farther from the center of transit networks. Some of the people with the greatest incentive to try transit therefore live far from the most useful transit.

These trends were all in force in 2013 when the ridership of transit in Miami-Dade County began slipping despite increases in transit service.

Municipal Trolleys

Many of the dozens of municipalities in Miami-Dade operate their own transit services, usually in the form of city trolley routes. These services are funded mostly from a portion of the half-penny sales tax enacted in 2002. To operate trolley routes, each municipality must have an inter-local agreement and coordinate with MDT on route planning.

The relationship between county routes and trolley routes has sometimes developed in a complementary way. For example, on Coral Way, MDT runs a limited stop service on Route 24 where the City of Miami runs a trolley service, creating a more complementary service.

Yet, in many cases, trolley routes are highly duplicative of county routes. To develop a bus network that is most liberating and expands opportunity for more people would require changing trolley routes and county routes to reduce duplication and make the two services more complementary across more of the county.

The Cities of Miami, Miami Beach, and Coral Gables operate some of the highest ridership trolley routes in the county and have agreed to participate in the Better Bus Project to consider changes to their trolley networks in tandem with the county network changes. Other municipalities may decide to become more involved as the network planning process moves forward and the more that do, the greater the chances that the Better Bus Project can result in an overall network that expands liberty and opportunity for more people.

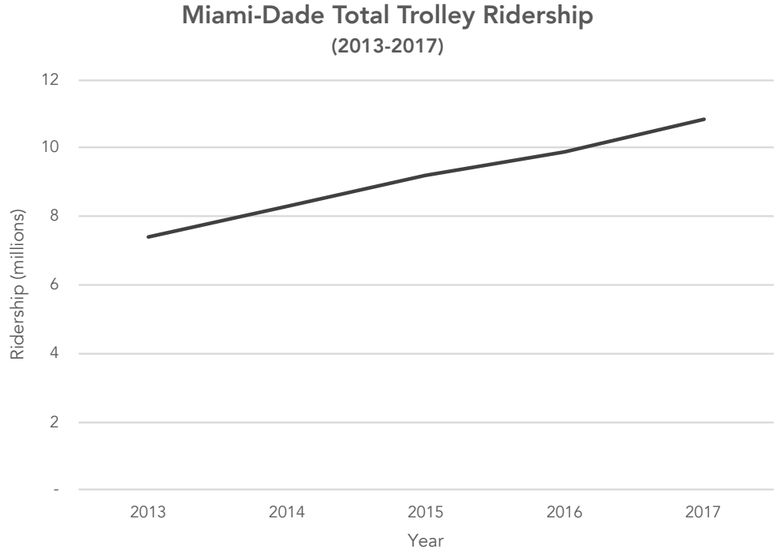
A key trend that is critical to understanding the decline in ridership on MDT routes in recent years is the expansion of municipal trolley service and ridership. Figure 5 shows the trends in trolley ridership on all municipal trolleys in Miami-Dade from 2013 to 2017. During this period, municipal trolley ridership rose from about 7.4 million rides to about 10.8 million rides, annually, an increase of about 3.5 million. During this same time, MDT routes lost about 21 million annual rides. So up to 15% of the decline in MDT ridership may be explained by the increase in trolley ridership from 2013 to 2017.

Yet, we do not know for sure that all trolley ridership is diverted from MDT routes. Some trolley ridership may not have happened without the existence of trolley routes. Given the level of duplication between trolley routes and MDT routes, as discussed on page 52, it is likely that a large portion of trolley ridership is diverted from MDT routes. Many riders may be willing to wait for a free trolley, instead of having to pay for an MDT service.

This report will describe some of the ways that municipal trolley services and MDT can coordinate to create a seamless network that maximizes the overall access and freedom of all potential transit riders. **This report will also describe how MDT, municipal trolleys, and any transit agency in any city, and in any situation, can increase the ridership they achieve within their fixed budgets.**

Ridership trends suggest that many riders have switched from county routes to free municipal trolleys.

Figure 5: Municipal Trolley Ridership in Miami-Dade, 2013-2017



The Network

Introducing the Network

The maps on this and the following pages introduce a style used throughout this report, in which **colors primarily represent frequency of service**. Red lines are frequent service, which means that they run every 15 minutes or better, in the midday and peak periods. Purple lines run about every 20 minutes. Dark blue lines run about every 30-40 minutes and light blue lines are the least frequent, 41-60 minutes.

We use this style because frequency is a critical element of service, and a network can only be fully understood if the patterns of frequency are apparent. We have categorized each route based on its midday frequency, which is the typical frequency of service between 10 am and 3 pm. The frequency of service on most routes is higher in the peak periods (generally 6 am to 9 am and 3 pm to 6 pm).

The Miami-Dade bus network covers nearly all developed parts of the county. During the midday there are only a few high frequency bus routes mostly serving Miami and Miami Beach. **Only five Miami-Dade routes or corridors are frequent (15-minutes or better) at midday.** Trolley routes operated by municipalities are shown with a dark outline. Only five trolley routes are frequent at midday.

The lack of frequent routes on most of the grid is remarkable when compared to other Sun Belt cities like Los Angeles, Houston, or Phoenix. In these cities, numerous frequent routes cover the dense parts of the core, creating a relatively easy grid of connecting lines. That grid of connecting lines means that travel across that core area by bus relatively easy. Miami-Dade, by contrast, only has one frequent north-south line on the mainland.

Also shown on the map is the Metrorail line in black, with stations marked with dots. The Orange and Green lines each run at 15 minute frequency during the day and combine for 7.5 minute frequency east and south of Earlington Heights station.

The map to the right is not meant to be readable in detail. Instead, it is meant to provide a high level view of the overall network within the county. The goal is to help the reader see the overall picture of frequent and infrequent service available across the county and the overall design of the network. The maps on the next few pages provide more detail on the exact location of routes on particular streets and in each part of the county.

The existing bus network in Miami-Dade mostly follows the grid pattern of major streets, but frequency is relatively low, making connections hard.

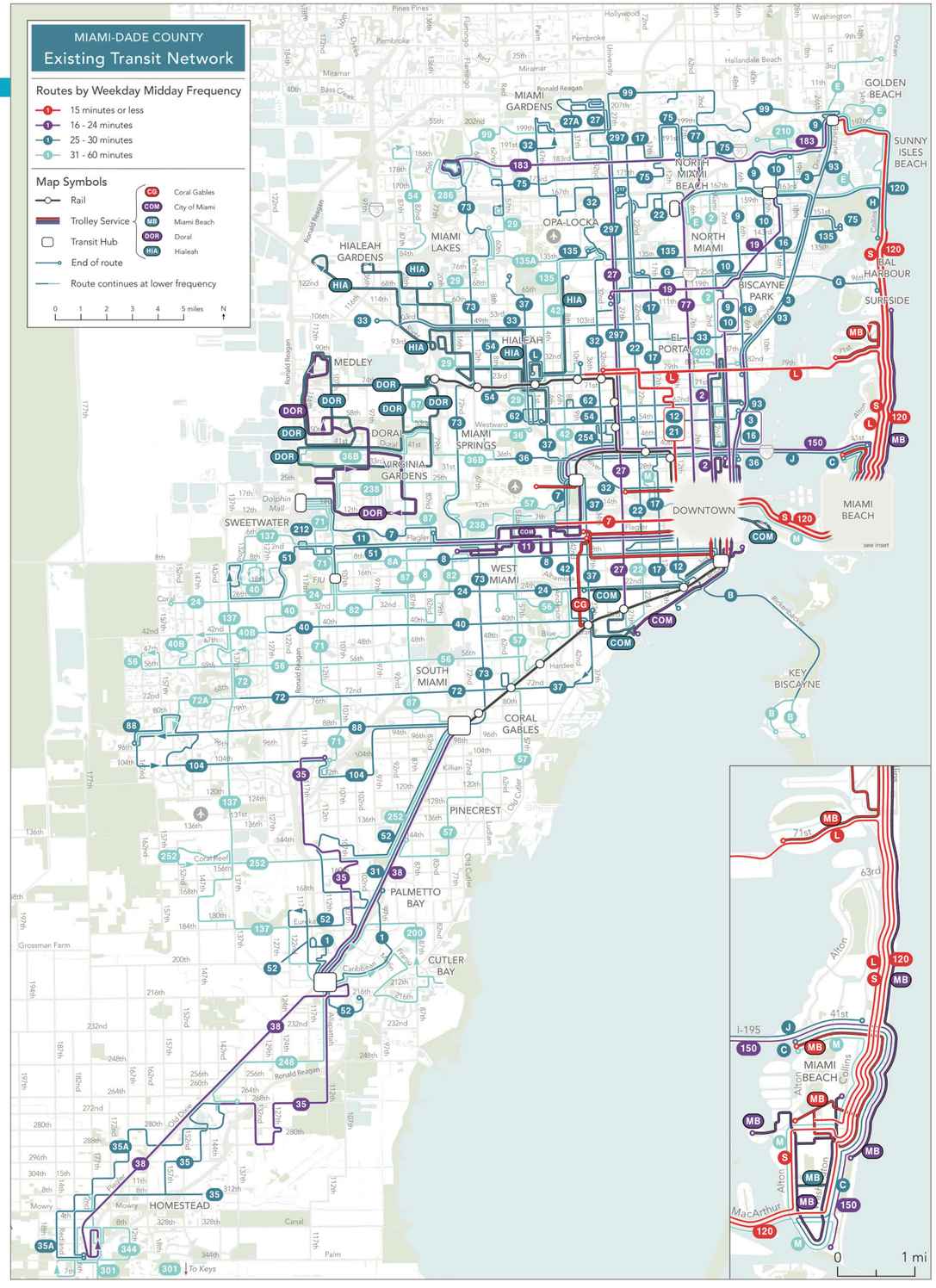


Figure 6: Existing Transit Network in Miami-Dade

Figure 7: Existing Transit Network in Miami, Miami Beach, Hialeah, and North Dade

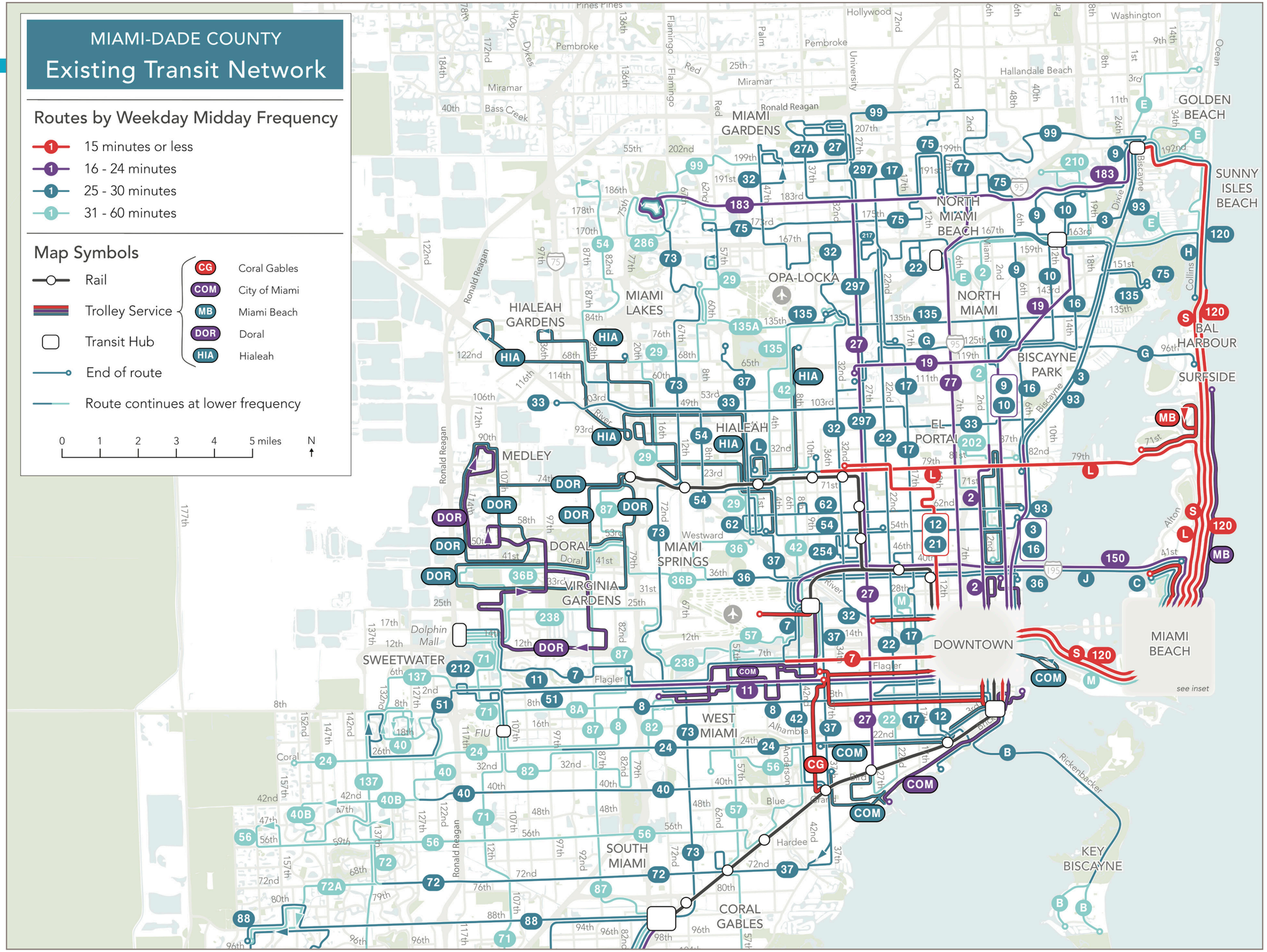
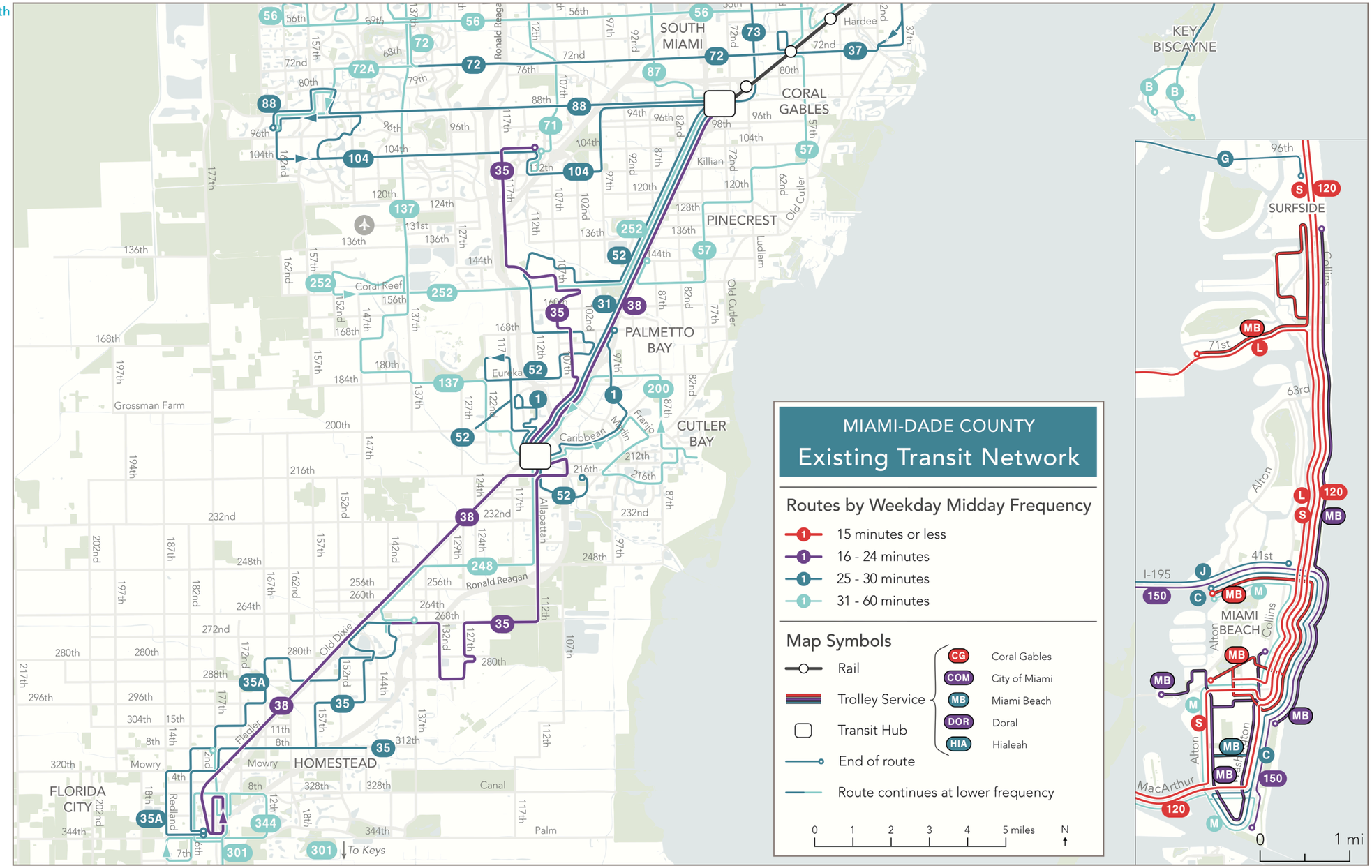


Figure 8: Existing Transit Network in South Dade and Miami Beach details



Why Focus on the Bus Network?

The Better Bus Project will focus on redesigning the bus and trolley network, though it will be considering the important role that Metrorail plays in the overall connectivity of the transit system.

Why focus on buses?

- Buses provide most of the transit service in Miami-Dade: about 85% of all service hours provided my Miami-Dade Transit are provided by buses.
- Buses serve most transit riders in Miami-Dade: more than 2/3 of all transit trips in Miami-Dade are taken on a bus.
- Finally, the bus network can be changed and improved *soon*. Implementing the Better Bus Project bus network redesign can be done within a year or two. Thus, buses are the only tool that can efficiently serve most of the county, soon.

Even in cities like New York, where a majority of the population is within a half-mile of a subway station, enormous numbers of people travel by bus. Bus service is much less expensive to operate than rail, bus vehicles are cheaper and easier to procure than rail vehicles, and bus service does not require lengthy and costly construction projects. **For moving large numbers of people across a large urban area at a reasonable cost, rail cannot compete with buses.**

Redesigning the Miami-Dade bus network does not mean every route or stop would change. It does mean, however, that everyone involved in this plan need not be constrained by the existing network. If there are routes and service patterns that are meeting the region's goals today, they are likely to be retained by the Better Bus Project. If there are routes and patterns that are artifacts of history and no longer make sense, they can be revised.[1]

Local Leadership is Critical

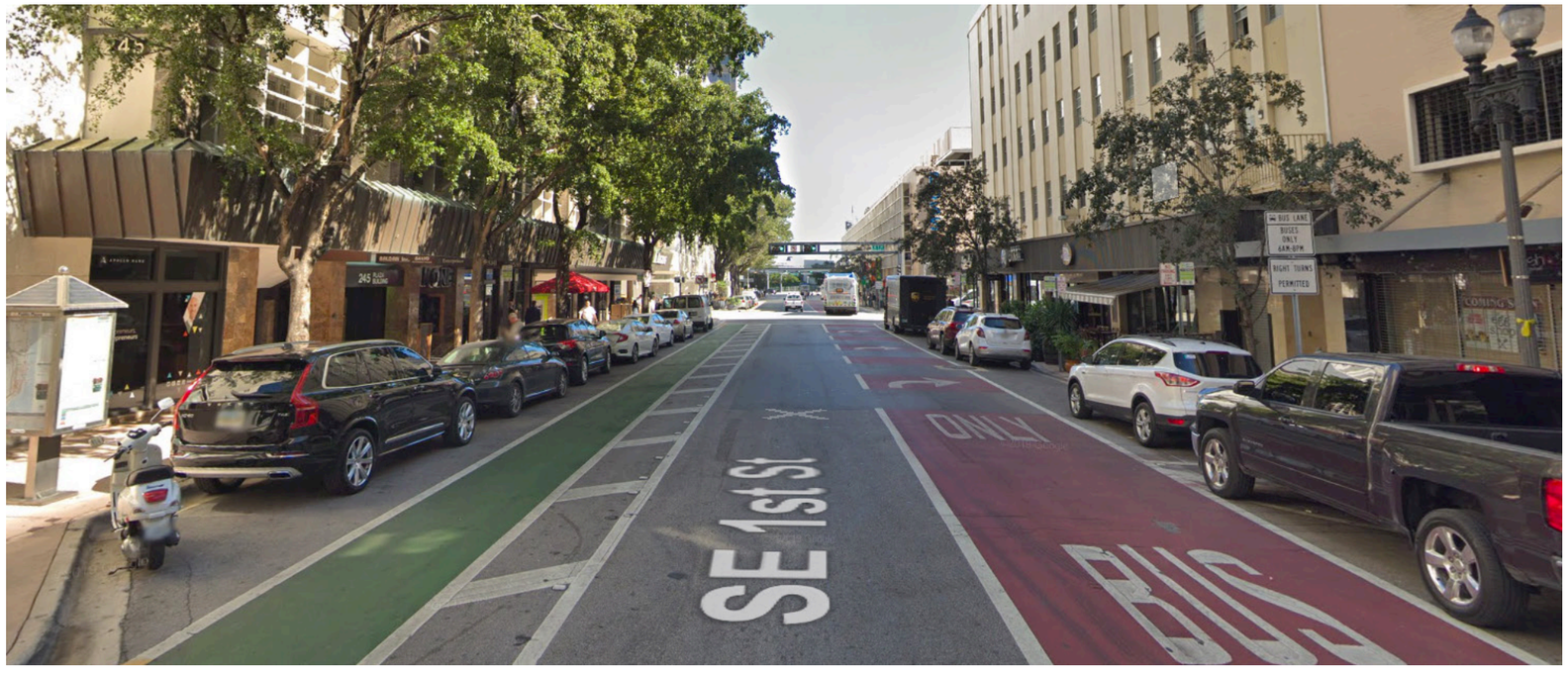
This process will focus on the design and operation of the bus network, which is largely under the control of Miami-Dade County. However, other authorities like municipalities, the State, and the Miami-Dade Transportation Planning Organization (TPO) control the success of the transit system as much as MDT, because of two enormous powers:

- Land use authority: Most of Miami-Dade county is within a municipal boundary. Cities, therefore, decide whether more people and jobs will locate in places where they can be served by transit that is both cost-effective and useful.
- Street Design: The state controls many of the busiest streets and highways on which buses operate. Most speed and reliability problems are related to delays caused by traffic. Other regions are addressing this problem through various kinds of transit priority, including signal improvements and bus lanes. The County manages some major streets and highways and has some control over this challenge, but must coordinate with the state, cities, and TPO to add transit priority lanes or transit priority signals.

Much can be learned from the success of the City of Seattle, which in 2004 became the first city to publish its own Transit Master Plan, even though it did not operate any transit itself. This was the first step of many, as Seattle has taken a leadership position on transit planning, transit-oriented development, and most recently in raising transit funding. The original Transit Master Plan (since updated), and the on-going municipal leadership, are probably the biggest reasons that Seattle is one of only two cities in the U.S. where transit ridership has grown, rather than fallen, in recent years.

Municipal transit plans for cities in Miami-Dade County can guide each city's actions in planning and expediting transit, and help city leaders align their land use, development and street design actions around their own goals for transit. And those plans can help inform regional choices by the TPO and state in deciding how to allocate funding and how to prioritize space on state highways.

Figure 9: Local leadership was critical to create the 1st Street Bus Lane



1 This is not to say that bus service patterns are *temporary*. Sometimes, in advocating for the use of rail vehicles, people argue that bus service is temporary, whereas rail is *permanent*. This is obviously not true, since for a few decades in the late 19th and early 20th centuries U.S. cities were full of trolleys and streetcars running on rails, nearly all of which were ripped out, proving their impermanence. Bus service isn't permanent either, in that sense.

What is very permanent, however, is a *high ridership transit market* and the *transit service patterns* that arise from it. The most frequent and high-ridership bus lines in the center of any U.S. city are likely to have been served by horse-drawn bus in the 1800's, streetcars in the early 1900's, and diesel or electric buses since then. For example, streetcars once operated to Miami Beach and along Coral Way, both productive and high ridership corridors today that are now operated by buses. Transit technologies come and go, but ***a high-ridership transit market is permanent***.

What else is in this report?

In Chapter 2, we summarize the basic principles of transit geometry, how they affect the access and opportunities that transit can provide to residents, workers, and visitors, and how the underlying geometry forces every city or region to grapple with some key value trade-offs in the design of its transit system.

In Chapter 3, we assess the markets for transit in Miami-Dade, the potential for high ridership in the city, and the areas where the need for transit is high but the density of demand is not.

In Chapter 4, we review the existing network and describe its frequency and key outcomes, like how many people are near any service and how many jobs a rider can reach from different origins around the county.

In Chapter 5, we analyze the fixed route transit network performance including the productivity of service. We also assess some key challenges and opportunities for improving transit service in the county.

Key choices for the future of transit in Miami-Dade

In the final chapter of this report, we present some key choices that the public, stakeholders, and elected officials need to consider to guide the next steps in the Better Bus Project. These choices are suggested by the existing conditions and geometry of development in Miami-Dade, as well as how transit service is currently provided in the county. Most importantly, these choices are value questions that do not have technically correct answers and require the community to weigh important, but competing priorities.

Balancing ridership and coverage goals

In every transit system, a basic trade-off must be made between doing things that increase ridership (such as concentrating service into more frequent routes) and doing things that increase geographic coverage.

How should Miami-Dade balance ridership and coverage goals in its network?

Role of the municipal operators

Currently there are many places where county bus routes and municipal trolley routes duplicate each other. Also, the use of high floor vehicles with one door suggests that the trolleys will be limited to low-ridership areas where the operating challenges of such vehicles causes fewer delays.

A higher ridership network would involve separating out services, either onto different streets or into different operating patterns, so that each the county and each municipality maximized its productivity and the productivity of the entire network. It would also require that trolley operators reconsider their current vehicle types.

How should Miami-Dade balance the roles of county routes and the municipal operators?

Stop Spacing

In every transit system, a basic trade-off must be made between easier walk access to transit with closer stop spacing and faster bus speeds and quicker overall trips with wider stop spacing.

How should the Miami-Dade balance access and speed goals in its network through stop spacing standards?

Peak or All-day Service

Demand for transit service tends to be higher at peak periods during weekday mornings and evenings. These peak periods occur at similar times of day as peak traffic on major streets and highways. Yet, providing more service at the peaks comes with extra costs.

What is more important: fully serving higher demand at peak hours, or providing a useful level of transit service all day, everyday?

What's Next

This Choices Report will inform public and stakeholder outreach as part Better Bus Project. Transit Alliance will be conducting surveys and other outreach efforts during the summer of 2019. That outreach process will include the key choices highlighted here and responses from the public and stakeholders will guide the overall direction on the next steps of the redesign process.

With direction from the public and stakeholders, the study team will design two conceptual networks that can help everyone see more clearly what a more ridership or more coverage-oriented network would look like for Miami-Dade. Maps of those networks and measures like job access change, proximity to service, and speed of service will be summarized in a report for the public and stakeholder to review in the fall. The concepts will then be the center of another public conversation to determine the direction for the redesign of the Miami-Dade bus network.

Your voice matters! Contact the project team and take the Better Bus Project survey at www.betterbus.miami

PHASE 1

Evaluation

June – August

We are evaluating the current bus system and will release a report in early July.

We are surveying riders across the bus system on the key choices that will help determine the design of the new bus network.

PHASE 2

Concepts

September – November

We will release two different network concepts for discussion and debate.

We will hold a series of workshops to determine how to shape the final network plan.

PHASE 3

Final

December – January

The final network plan will be voted on by the Board of County Commissioners.

If the plan is approved, we will hold information sessions ahead of the plan being implemented in 2020.

Figure 10: This Choices Report is part of Phase 1 of the Better Bus Project

2 Geometry of Transit

Access and Freedom

Public transit can be described from many points of view, but there are some basic geometric facts about how transit works and how it interacts with the layout of a city. This chapter explains these key ideas, which provide important context for understanding the material that follows.

Public transit ridership arises from the combination of three things:

- Access (or Freedom). Where can you get to on public transit in a reasonable amount of time, compared to your alternatives?
- Pricing. What does transit cost given its alternatives?
- Preferences. These include everything else, all the subjective factors that govern decisions about how to travel, as well as reactions to other aspects of the transit experience.

Network design and planning mostly determine access, so let's look at that concept in more detail.

Access (or Freedom)

Wherever you are, there is a limited number of places you could reach in a given amount of time. These places can be viewed on a map as a blob around your location. Figure 11 shows an example of this type of visualization of transit access for Little Havana.

Think of this blob as "the wall around your life." Beyond this limit are jobs you can not hold, places you can not shop, and a whole range of things you can not do because it simply takes too long to get there. The technical term for this is accessibility, but it's also fair to call it freedom, in the physical sense of that word. The extent of this blob determines what your options are in life: for employment, school, shopping, or whatever places you want to reach. If you have a bigger blob, you have more choices, so in an important sense you are more free.

Access is a Matter of Geometry

The way these factors combine to determine the access from each point is purely a matter of geometry. That's because freedom is about what you could do, not what we predict you will do. Access is a basic part of what determines ridership, but it also represents something that many people will see as a worthy goal in itself. For example:

- **Access to jobs** is a key concern for keeping people employed.
- **Access from a particular location** is something that gives a location value. Real estate firms routinely study where you can get to by car from a particular parcel, and this is the same analysis for transit. In dense cities, transit access can be an important factor in land value.
- Access describes an outcome in terms that many people will care about. If you are deciding where to live based on whether you'll be able to get to your job, school, or relatives, you are asking a question about access.

From Access to Ridership

Ridership arises from the combination of access and human behavior. Human behavior is heavily impacted by pricing, and also by many other features that psychologists and social scientists study.

So while access is not, in itself, a prediction of ridership, it is a foundation of it. It is also the aspect of ridership that transportation planning mostly influences, and it can be described geometrically in a way that gives us a high degree of confidence. Finally, it's directly relevant to a range of other issues, such as unemployment and real estate value. This is why we recommend focusing on it as a useful measure of transit's outcomes.

How Transit Expands Access

On transit, the extent of access is determined by:

- **A network**, including transit lines with their frequency, speed, and duration. These features determine how long it takes to get from any point on the network to any other point.
- **The layout of the city**. For each transit stop on the network, this determines how many useful destinations are located there or within easy walking distance.[1] For example, if density is higher, that means there are more people or useful destinations at a given stop, which means that good access from that point is of more value to more people.

Building Access: The Network and Frequency

A transit network is a pattern of routes and services, in which each line has:

- a path;
- a duration, or span—what hours and days it runs;
- an average speed; and
- a frequency—how often a transit vehicle serves a stop, which determines how long a riders waits for a vehicle.

A high-access network consists of high frequency deployed in patterns that connect many residents to many jobs and activities.

1 There are other ways to get to transit other than walking, but walking is by far the most common, so we use it here for simplicity as we explain the basic concepts.

How far can I travel in 30, 45, and 60 minutes from

Little Havana - Flagler & 17th Ave

at noon on a weekday?

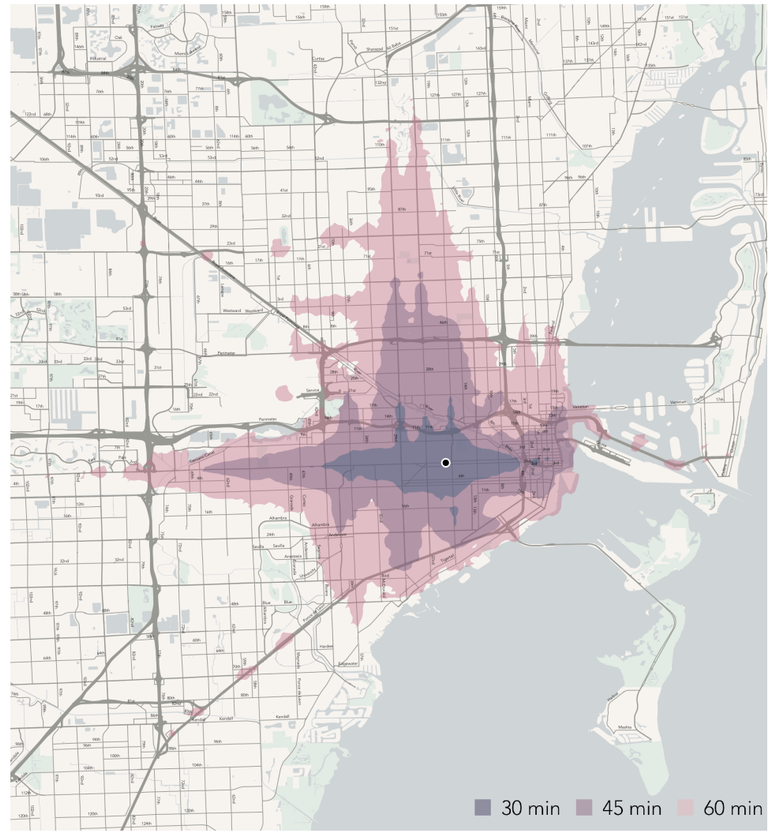


Figure 11: The blobs on this map effectively show the liberty and opportunity available to someone living in Little Havana if they rely on walking and transit.

The easy grid connections of the bus network in the core of Miami are visible in the tendrils of access that stretch in all directions from Little Havana.

Frequency is Critical to Access and Freedom

Frequency is the key factor for transit and the one that needs the most explanation. It is often invisible and easy to forget, and yet it is usually the dominant element of travel time, and hence of where you can go in a given amount of time.

Frequent service provides several linked benefits for customers:

- **Short Waits.** The average wait time for a 15 minute service is just 7.5 minutes.
- **Fast Connections.** The ability to change from one vehicle to another is the essence of how you get to many places that are not on the line you happen to be on. Connections are the glue that combines a pile of lines into a network. Frequency makes connections easy, because the next bus is always coming soon.
- **Easier Recovery** from disruption. Frequent service is more reliable because if a bus breaks down, the next bus is always coming soon.
- **Spontaneity.** Rather than building your life around a bus schedule, customers can turn up at the stop and go.

In total, these benefits mean that when high frequency transit is placed where it connects many residents with jobs and major destinations, more people can reach more jobs and opportunities. Therefore, more people have more access and freedom.

Because these benefits are independent of each other, it is not surprising that the payoffs of frequency are non-linear, with the highest ridership benefit usually being found in frequencies of 5 to 15 minutes. Figure 12 plots the frequency and productivity of each route operated by 24 transit agencies across North America. MDT routes are plotted with red dots. The x-axis is frequency (better frequency is a low number, so more frequent service is to the left). The y-axis is productivity—ridership divided by quantity of service provided. Each hexagon is shaded by the number of unique routes occupying that point on the graph.

Quantity of service is a close proxy for the cost of service and when frequency doubles, the denominator of the y-axis (cost) doubles. Thus if a transit agency doubled frequency and ridership doubled then productivity would remain the same. Figure 12 shows that ridership relative to cost rises with frequency even though the cost of frequency pulls the productivity ratio down.

How much frequency is enough? Two points should be noted:

- For most urban purposes, **a frequency of 15 minutes or better has a chance of being useful** for someone whenever they have to travel. At frequencies of this level, the nonlinear payoff begins to appear.

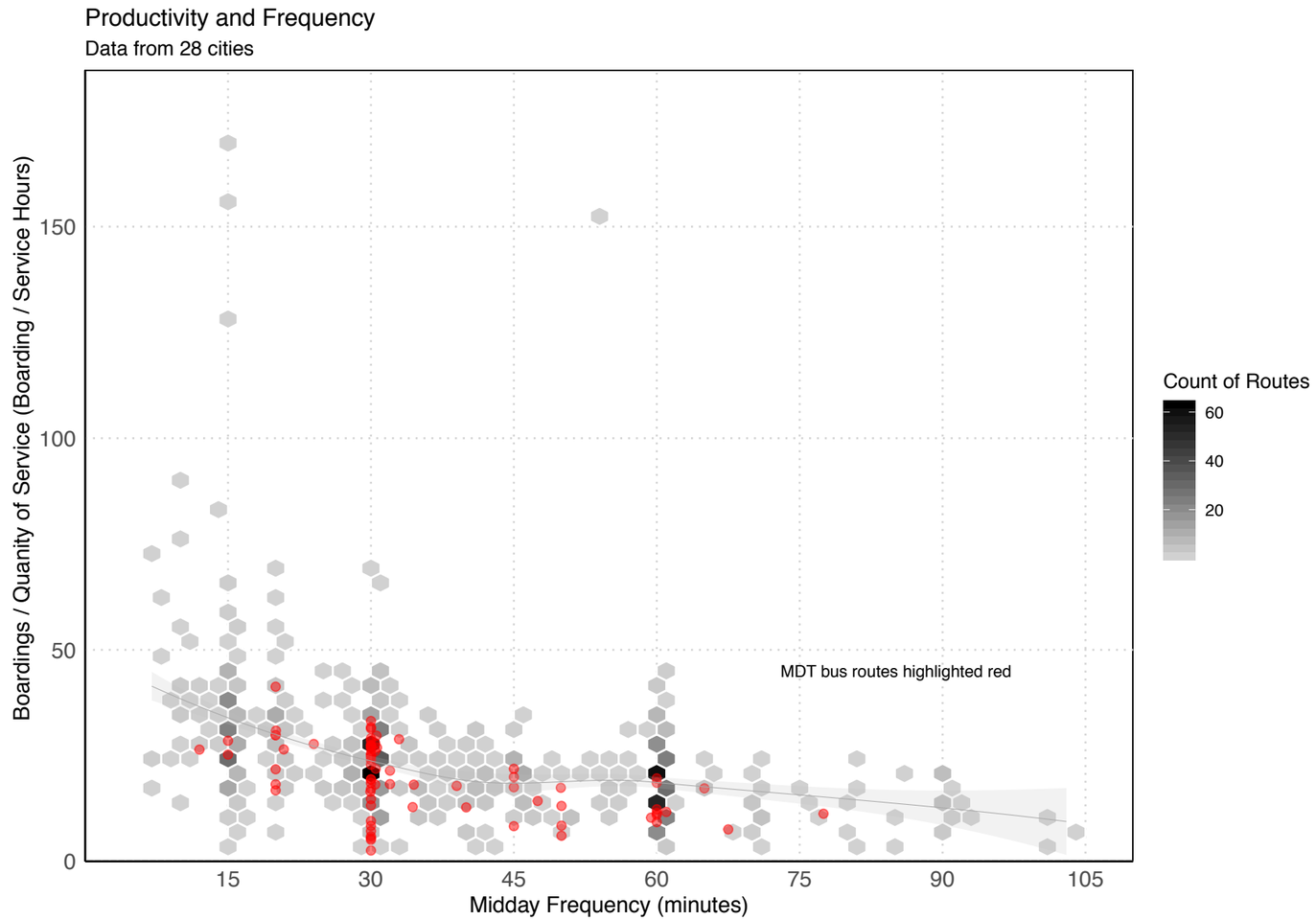


Figure 12: Transit Productivity and Frequency

- **Adequate frequency depends on average trip length**, because it doesn't make sense to wait long to go a short distance. Very short downtown circulators, for example, often don't make sense unless they can be run at frequencies well under 10 minutes. If the bus isn't coming very soon, it's probably quicker to walk the whole way.

Takeaway

High frequency service is strongly correlated with high ridership relative to cost.

Urban Form Governs Transit Outcomes

Because frequency is expensive, it can't be offered everywhere. The greatest access benefit arises from focusing frequency on the places where it will benefit the most people. It comes down to two questions:

- **How many residents or useful destinations can be easily reached from each transit stop?** The answer to that question is density and walkability. High density means more people will find a stop useful, and high walkability means that people over a larger area will be find the stop easy to walk to.
- **Are stops with high demand concentrated along a logical line?** The answer to that question is linearity (can the line be straight?) and proximity (does the line have to cross empty gaps with no demand?).

These geometric facts help us see why transit planning is always politically difficult, and why all transit plans make some people unhappy. Imagine that Mrs. Smith lives in an apartment downtown (dense, walkable, linear, proximate) while Mrs. Jones lives in a large house in a cul-de-sac on a peninsula on the edge of the city (not dense, not walkable, not linear, not proximate). The objective fact is that it would cost much more to serve Mrs. Jones than to serve Mrs. Smith. Is it fair to give them the same level of service regardless? Or is it fair to spend the same amount serving each of them, which would mean very little service for Mrs. Jones? It depends on transit's goals.

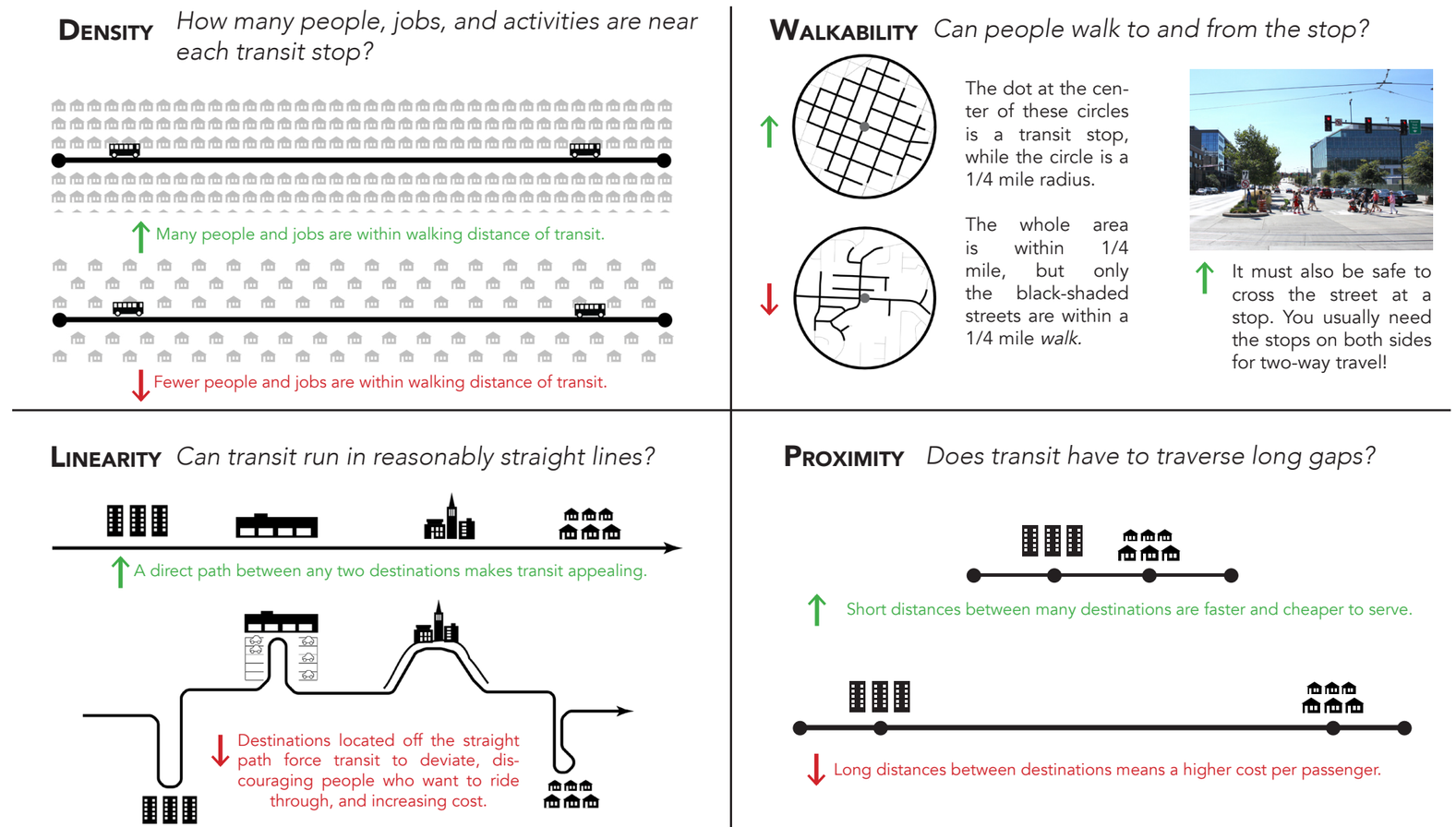


Figure 13: How Urban From Governs Ridership

Goals of Transit

Transit can serve many different goals. But different people and communities value these goals differently. And it's not usually possible to serve all of them well all the time.

Understanding which goals matter most in Miami-Dade is a key step in thinking about the role of transit in the county.

Possible goals for transit include:

- **Economic:** transit can give businesses access to more workers, and give workers access to more jobs. Transit can also help attract certain industries, new residents, tourists, or other economic contributors.
- **Environmental:** increased transit use can reduce air pollution and greenhouse gas emissions. Transit can also support more compact development and help conserve land.
- **Social:** transit can help meet the needs of people who are in various situations of disadvantage, providing lifeline access to services and jobs.
- **Health:** transit can be a tool to support physical activity by walking. This is partly because most riders walk to their bus stop, but also because transit riders will tend to walk more in between their transit trips.
- **Personal Liberty:** By providing people the ability to reach more places than they otherwise would, a transit system can be a tool for personal liberty, empowering people to make choices and fulfill their individual goals.

Some of these purposes are served only when transit has high ridership. The environmental benefits of transit only arise from many people riding the bus rather than driving, taking a taxi, or otherwise getting a ride in a private vehicle. And subsidy per rider is lower when ridership is maximized. We call these **ridership goals**.

Other goals are served by the fact that transit is available in a given area. A bus stop in a neighborhood gives residents insurance against isolation, even if the service is infrequent, not very useful, and few people ride it each day. Or that same service helps fulfill political equality; the desire to provide some service to all political wards within a city or town. We call these **coverage goals**.

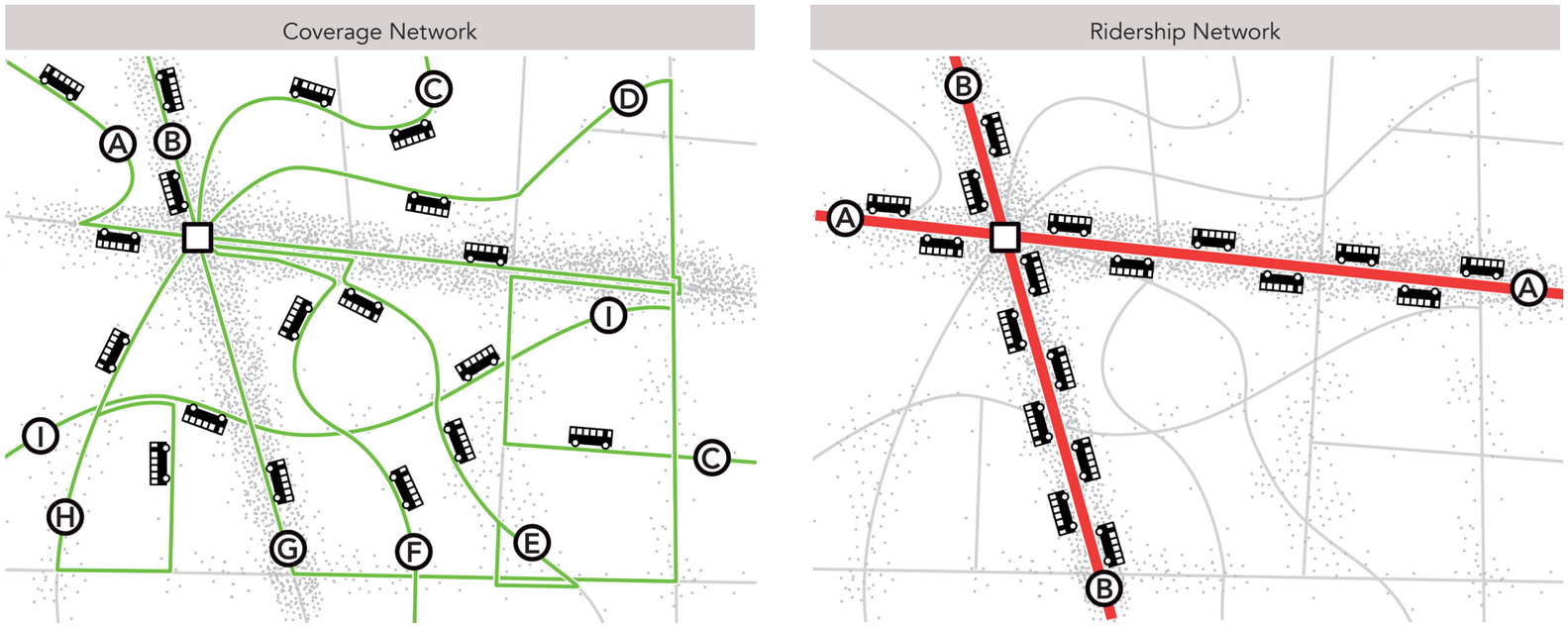


Figure 14: The Ridership / Coverage Trade-off

Ridership and Coverage Goals are in Conflict

Ridership and coverage goals conflict. **Within a fixed budget, if a transit agency wants to do more of one, it must do less of the other.**

Consider the fictional neighborhood in Figure 14. The little dots indicate dwellings, commercial buildings and other land uses. The lines indicate roads. As in many neighborhoods, most activity is concentrated around a few roads.

A transit agency pursuing only ridership would run all its service on the main streets, since many people are nearby, and buses can run direct routes. A high ridership network allocates frequent service to areas with favorable urban development patterns, forming a connected network. This would result in a network like the one at top-right.

If the transit agency were pursuing only coverage, it would spread out so that every street had some service, as in the network at top-left. All routes would then be infrequent, even on the main roads.

These two scenarios require the same number of buses and cost the same amount to operate, but deliver very different outcomes. To run buses at higher frequency on the main roads, neighborhood streets will receive less coverage, and vice versa.

An agency can pursue ridership and provide coverage within the same budget, but not with the same dollar. The more it does of one, the less it does of the other.

These illustrations also show a relationship between coverage and complexity. Networks offering high levels of coverage – a bus running down every street – are naturally more complex.

The choice between maximizing ridership and maximizing coverage is not binary. All transit agencies spend some portion of their budget pursuing each type of goal. A particularly clear way for cities and transit agencies to set a policy balancing ridership and coverage goals is to **decide what percentage of their service budget should be spent in pursuit of each.**

The "right" balance of ridership and coverage goals is different in every community. It can also change over time as the values and ambitions of a community change.

3 Market and Needs

Market: Residents

Residential Density

Most of people's daily travel behavior begins and ends at home, for this reason residential density is a key metric to assess the strength of transit markets. A transit system designed to achieve a ridership goal will seek to offer very useful services in places where most people live, thus high residential density areas. On the other hand, coverage services will seek to reach all or most of the inhabited residential area, offering a minimum service for all, even if the development pattern is such that few people live near any given stop.

Figure 12 shows the density of residents in Miami-Dade County by Census Block Groups. The median density in the county is around 9,000 people per square mile, however in some areas the densities can reach more than 100,000, particularly in the urban core around Downtown Miami, Brickell, and South Beach. Most of the high density is concentrated in the City of Miami and its surroundings, particularly the northern and eastern portions of the county such as Hialeah along Okeechobee Road (from Miami to Hialeah Gardens), Sweetwater, and North Miami Beach. The corridor along Flagler Street from downtown Miami to Sweetwater stands out as one of consistently high residential density in a linear pattern, suggesting it is a high ridership corridor for transit.

Most areas in South Dade have relatively lower densities compared to the rest of the region. For example Pinecrest, Palmetto Bay, and Princeton have much lower density levels. Pockets of higher residential density are found in South Dade, particularly in Kendall West, but these pockets tend to be long distances from other high density areas of the region, creating a problem of proximity.

The density of the city of Miami is the result of its urban footprint characterized by multi-story buildings, connected through a cohesive street pattern. On the other hand, the high residential density in Hialeah Gardens or Kendall West, is the product of clusters of single unit houses in areas with less connected streets.

Lower density neighborhoods are characterized by single family homes and large lots in places like Pinecrest, Palmetto Bay, and Miami Lakes. These neighborhoods have more greenspace and water features, and more circuitous local street networks, sometimes within private residential communities.

While density is a critical feature of high-ridership transit markets, the strongest markets are those where that density is located in walkable places that do not require circuitous walks to reach a bus stop and do not require onerous deviations by a bus route to reach lots of riders.

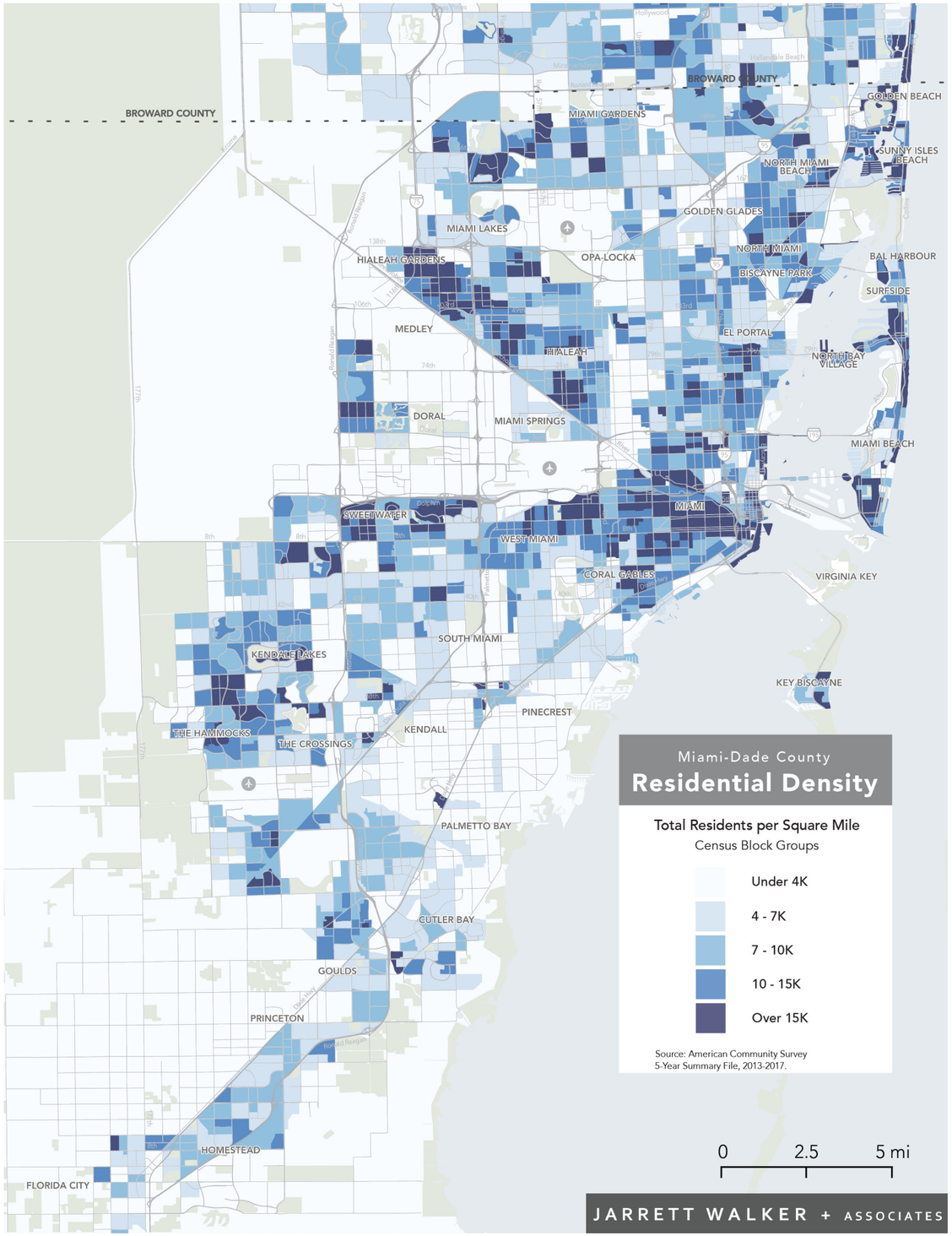


Figure 15: Miami-Dade Residential Density by Block Group

Market: Jobs

Employment Density

Employment density helps us understand important destinations people travel to. Employment doesn't just tell us about where people might be going to work. Particularly in the retail and service sectors, high employment density also indicates places that are likely to have a high density of customers or visitors.

This map shows that locations of employment are geographically dispersed across the region, with key labor centers in the core of the county. Half of the Census Blocks Groups hold less than 1,000 jobs; however the main key centers have more than 10,000 jobs. The densest employment areas in Miami-Dade are:

- Downtown Miami and its surrounding areas, feature major activity centers for local government, tourism, retail, and education. Multiple international and national major companies are headquartered in Miami due to its location, making it a major center of commerce and international business.
- Miami Beach, particularly South Beach, is a dense residential and employment hub in the region. It attracts a significant number of workers and customers every day. It features relatively continuous storefront commercial development, interspersed with larger activity centers. It accounts for more than half of tourism to Miami-Dade County, including more than 20,000 jobs in the tourism industry or related to it.
- In Doral, the cluster of jobs located between Ronald Reagan Turnpike and NW 42 Avenue hosts multiple businesses, industries, commercial malls, such as Dolphin Mall in addition to the Miami International Airport. This area features a challenging pedestrian environment due to its lack of sidewalks and wide intersections, which are mostly designed for fast vehicle movement. This area is bisected by the Dolphin Expressway and Ronald Reagan Turnpike, making it difficult for people to walk from the north and west side of this employment cluster.
- There is a long commercial strip along Dixie Highway from Miami to Coral Gables along the Metrorail line to Dadeland South. This corridor features commercial and retail thus attracting workers, shoppers, and visitors. Since this cluster of jobs developed in an auto-oriented way with development of Dixie Highway, walking here is challenging due to the lack of connectivity and pedestrian infrastructure.
- Smaller commercial nodes can be found near Miami Executive Airport, southwest of Kendall. There is a cluster of industries and commercial development between SW 136th and SW 120th Streets with more than 1,000 jobs.

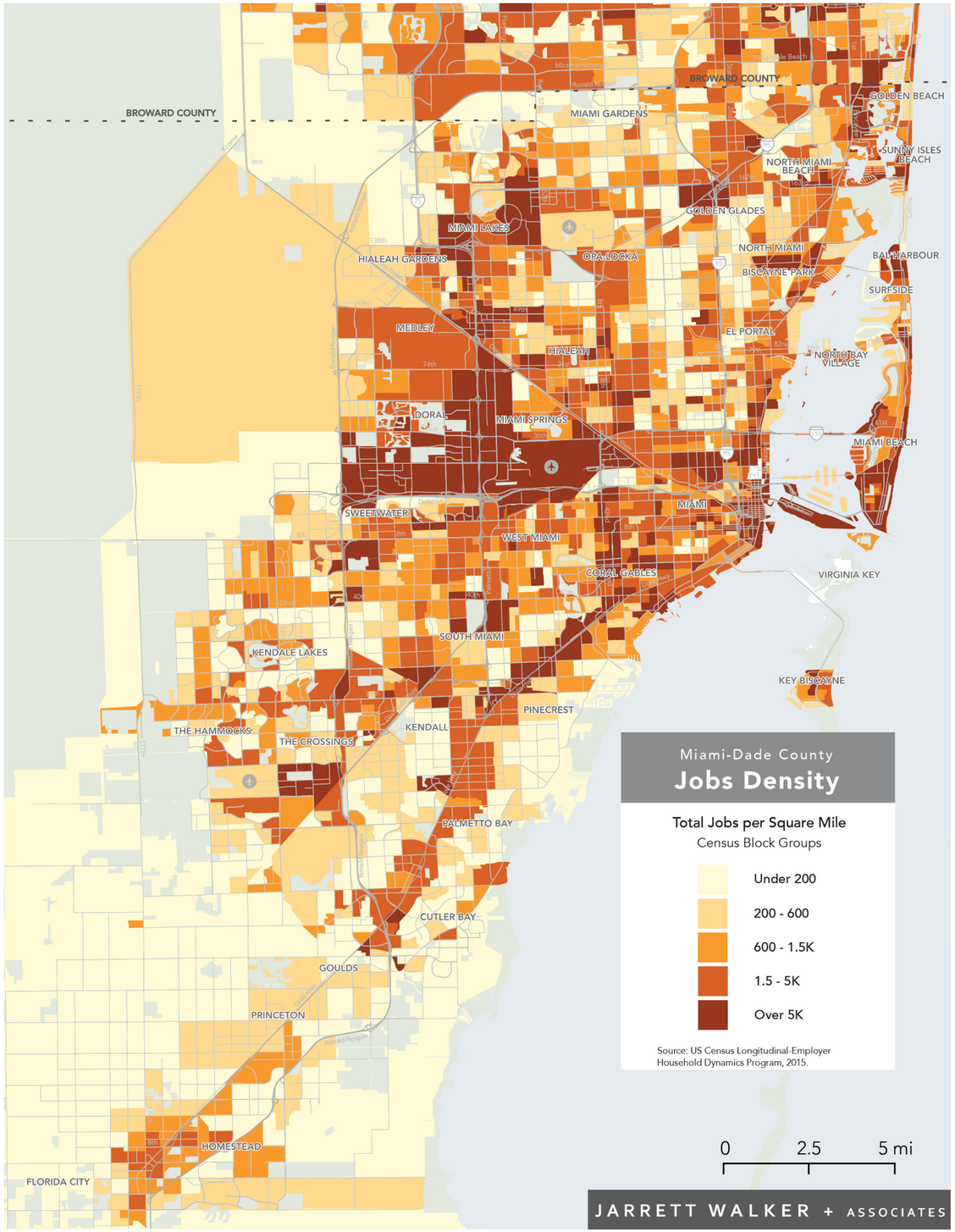


Figure 16: Miami-Dade Jobs Density by Block Group

Market: Mixed Uses

Activity Density

The last two maps showed residential and job density separately. This map combines them, to highlight places with both jobs and residents. As the legend shows, blue means residential and yellow means jobs, while red indicates a high density of both residents and jobs in the same place.

Places with high density of both residents and jobs tend to generate high ridership flowing both ways along a line, which means more people can be served with less crowding. By contrast, where jobs and residents are separate, buses often run full in one direction but empty in the other. Figure 14 visualizes the mixture of uses (jobs and people) in Miami-Dade, referred to here as activity density.

On this map, places that are predominately residential are shown in increasingly saturated shades of blue. Employment is shown in yellow. Orange, purple and red signify places with varying degrees of mixed residential and employment density levels.

Overall this map shows that most of the region consists of moderately mixed uses, especially in the urban cores. The City of Miami and Miami Beach are the densest and most mixed-use parts of the county, combining both very high-density residential development and a large number of offices, retail, and government jobs. There are three sizeable areas of mixed use and dense development outside the central core: Hialeah, with high density of retail and residential density, North Miami Beach, and Sweetwater.

Elsewhere in the city, densities are lower, but areas of mixed uses are widespread. Many areas along Dixie Highway have some mixture of use, due to the integration of the continuous commercial corridor with the moderately dense neighborhoods nearby.

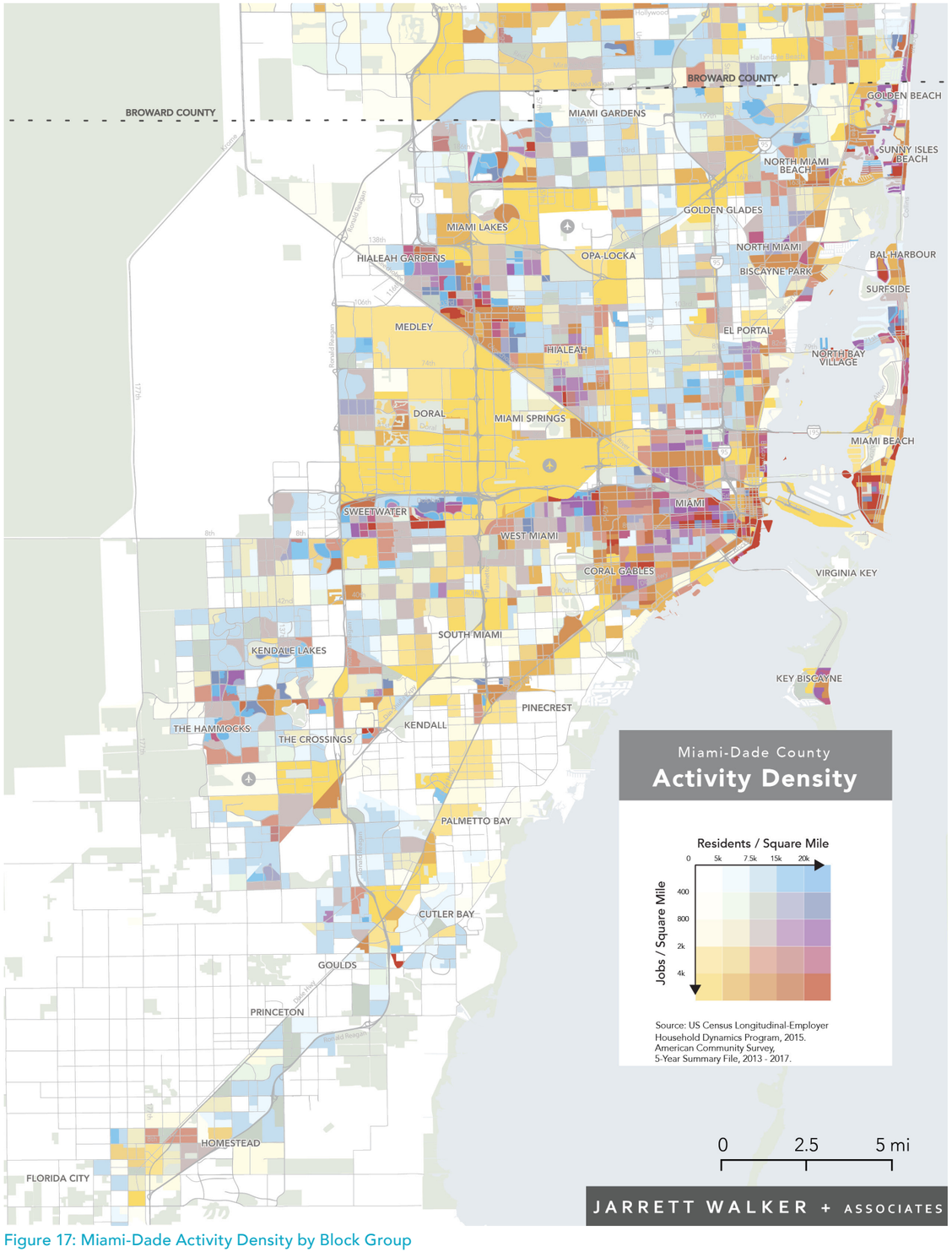


Figure 17: Miami-Dade Activity Density by Block Group

Market: Density and Ridership

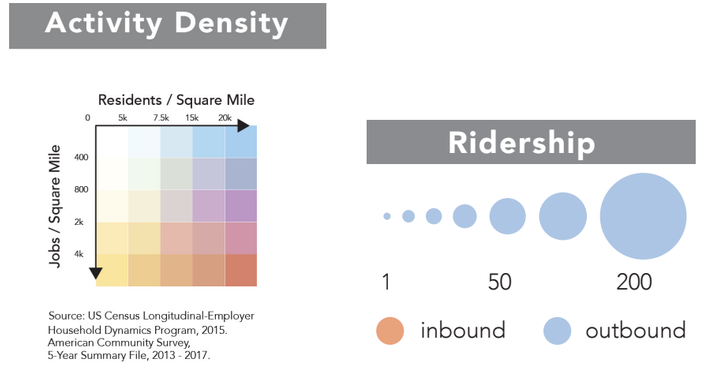
Density Drives Ridership

Route 24 presents an typical example of the relationship between density of activity and ridership potential. Figure 18 shows both the activity density (seen previously in Figure 17) and the number of weekday boardings at each stop on MDT Route 24 as it runs west from Vizcaya Metrorail station through Coral Way, Coral Gables, and Coral Terrace.

From Vizcaya Metrorail station to SW 42nd Ave, Route 24 traverses a relatively high density part of the City of Miami in the Coral Way neighborhood, as shown by the darker red and yellow areas on the map. Here the larger dots show that about 30-50 people board each weekday at each stop.

Around Granada Boulevard, in the western half of Coral Gables, the density drops dramatically, as shown by the much lighter colors in that part of the map. In this area average boardings at each stop are around 3-10 per weekday. Farther west, the density increases in Coral Terrace and average weekday boardings are about 10-30 per weekday at each stop.

The relatively high number of boardings at stops in the Coral Way neighborhood is also impressive given that the City of Miami runs a free trolley at about the same frequency as Route 24 from Ponce de Leon Boulevard into Downtown Miami. Thus ridership within Coral Way is even higher than what is shown in Figure 18, but it cannot be mapped since the City of Miami does not currently have complete data on ridership by stop.



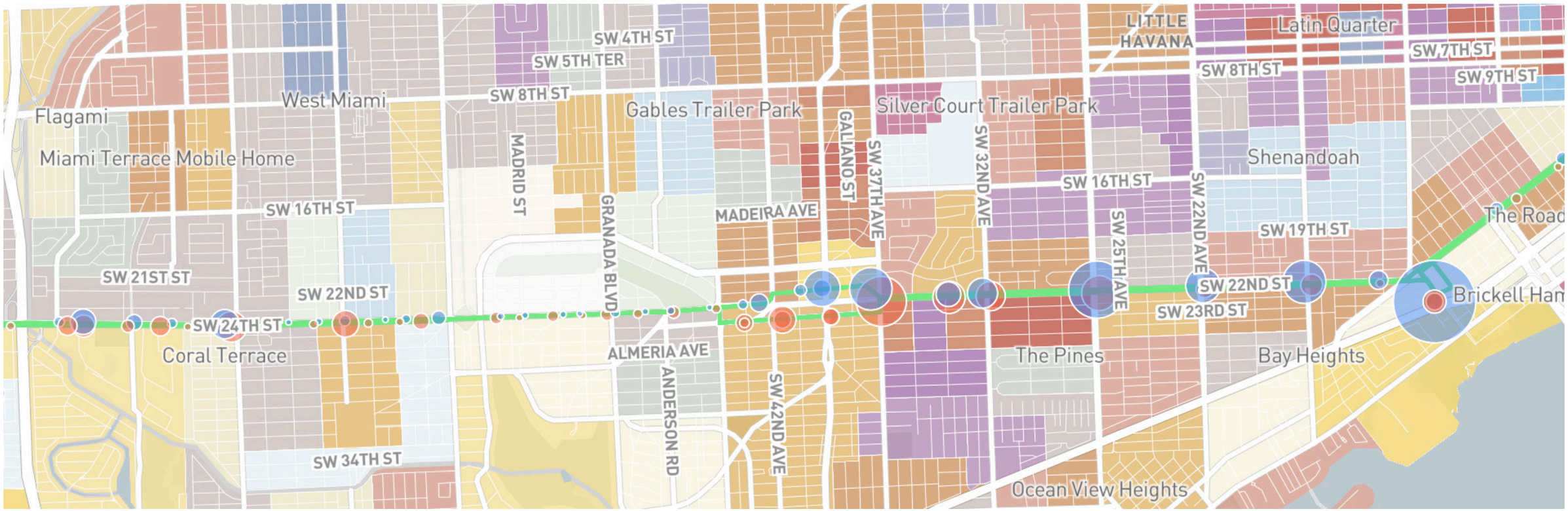


Figure 18: Route 24 through Coral Way, Coral Gables, and Coral Terrace with boardings by stop and activity density.

Market: Walking Access

Street Connectivity Is Essential to Walk Access

Density indicates how many people are in the fixed area around a transit stop, but walkability determines how many can actually walk to the stop. If you are near a stop but can't walk to it, often because of barriers such as roads that are unsafe or impossible to cross or disconnected streets, you might as well not have service at all. When the pedestrian environment is unsafe or walk paths are long and circuitous, transit is often required to make long deviations to reach the places where people are trying to travel, increasing the cost of operating the service and the length of trips for anyone riding through.

Walkability has several components:

- Connectivity of the street network;
- Availability of safe crossing points for major roadways, and signal timing of pedestrian crossings;
- Quality of pedestrian infrastructure and suitability for people with different levels of personal mobility.

The most straightforward of these to evaluate without conducting time-intensive data collection is the first: connectivity of the street network. The direct market of a transit stop is often described in terms of the half-mile radius around the stop. Yet not all places within a 1/2-mile radius circle of a bus stop can be accessed within a 1/2 mile distance along the street network. The design of the street network forces you to walk along the edge of blocks around buildings, around disconnected residential cul-de-sacs, or around large shopping centers. And thus you may only be able to reach 50% of the area of the circle within a 1/2-mile walk. We measure the actual area that you can reach within a 1/2-mile walk and call this measure the "effective walk radius" of a stop.

Figure 19 provides an illustration of this measure of walkability for a selection of locations in Miami-Dade. In locations with well-connected streets in a grid network, a characteristic diamond-shaped walkable area appears, for example from Government Center Metrorail station or from downtown Coral Gables. In these places, up to 70% of the area of the 1/2 mile circle is actually accessible within a 1/2-mile walk.

In other areas, where the street network is less connected, a much smaller portion of the 1/2-mile circle area is actually accessible within a 1/2-mile walk. For example, it is impossible to walk west of Biscayne Boulevard from Aventura Mall because the railroad corridor blocks access.

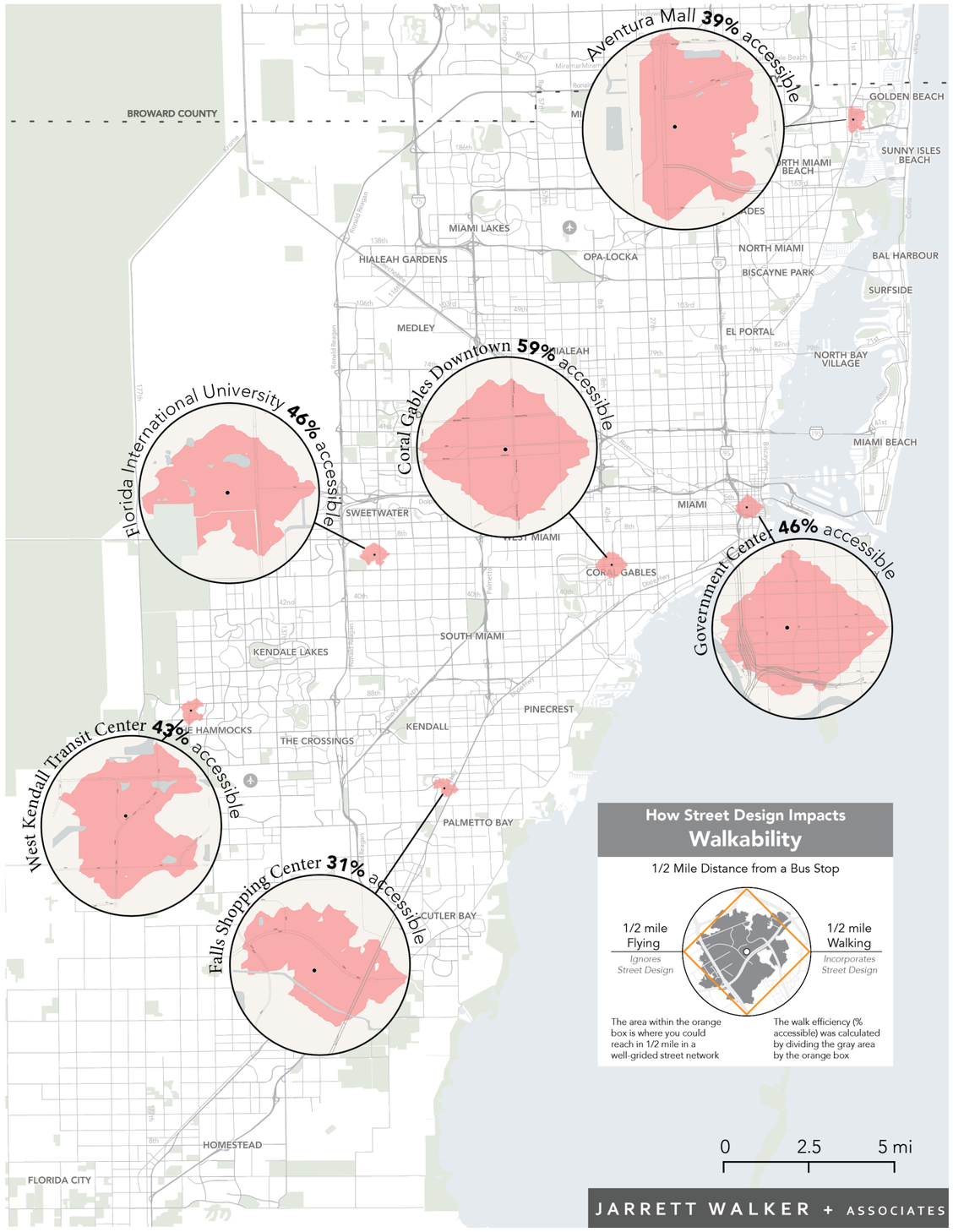


Figure 19: Walkability in Miami-Dade

Market: Walking Connectivity

Where is walk connectivity high or low?

While the map on the previous page illustrated transit access walksheds for a selection of locations around Miami-Dade, the map shown at right uses the same method to evaluate the connectivity of the street network for all areas in the county. From the center of each hexagon on the map shown in Figure 12, the effective 1/2-mile walk area was calculated. The hexagons are shaded by the portion of 1/2-mile radius covered by the resulting walkshed. On this map, the darker the hexagon is, the more the street connectivity makes walking distances shorter; the lighter, the more likely it is that walking distances are longer due to disconnected streets. This methodology does not capture other factors that may affect walkability, like safe crossings and the quality of the built environment.

Connectivity is highest and most continuous in the well-connected, grid street network in the City of Miami and adjacent cities and neighborhoods. The small block length and complete grid combine to produce the walk area that resemble the "diamond-shaped" images shown on the last page, where over 60% of the circular 1/2-mile radius can be reached along the street network.

Walkability is lower in outlying smaller cities and suburban neighborhoods, as a result of common features of suburban development, such as circuitous and disconnected streets. Many subdivisions are disconnected from neighboring development or are fragmented by highways, usually because there are simply no streets linking one area to the next one. Some of these areas are penetrable on foot, but the path used to traverse these places is more circuitous than in the better connected core areas of the county.

Three key areas stand out in comparing walkability and density: Kendall, Doral, and Miami Lakes. All three of these areas have relatively high density for outlying suburban areas. Yet each also have relatively low street connectivity. Therefore, while these areas have the density to support higher levels of transit, the lower level of walkability keeps transit from reaching its full ridership potential.

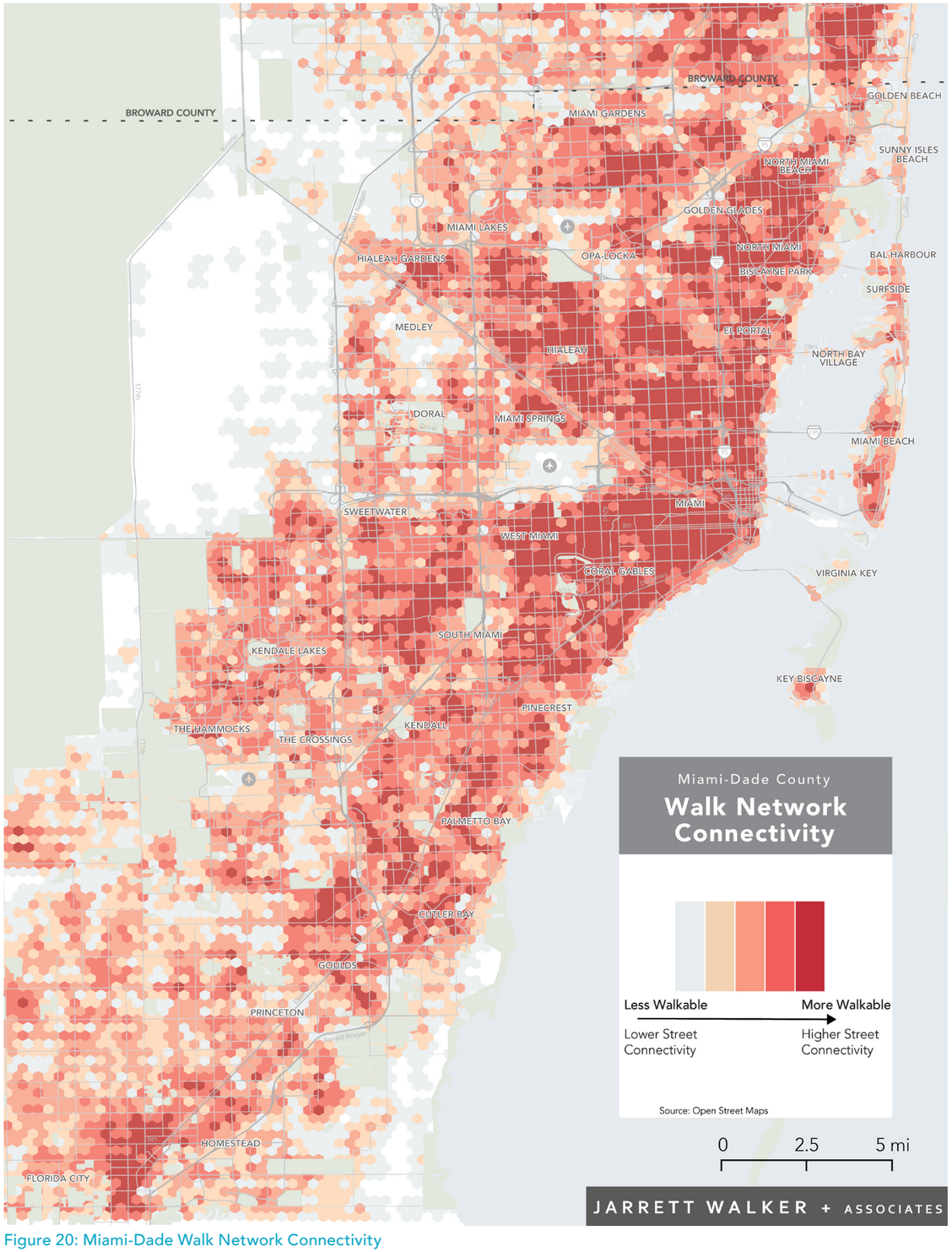


Figure 20: Miami-Dade Walk Network Connectivity

Need: People with Low Incomes

Poverty Density

Income is important to transit on both ridership and equity grounds, as well as for the goal of improving access to jobs. When people from a diverse range of incomes use transit it is a sign of a useful and healthy transit system. Yet, low income people are more likely to find transit a good option in the context of their choices, so it is logical to focus on their needs to a degree, purely in pursuit of ridership. Still, income matters less to ridership than the sheer quantity of people who are near service, which is measured by density and walkability.

In addition, access to low income people can be justified on the grounds of equity, in addition to the widely shared goal of improving access to jobs. Low income people are more likely to struggle to access the opportunities (jobs, education, quality food) that they need in order to prosper.

If transit isn't actually useful for the type of trips people need to make, in a reasonable amount of time, even lower-income people will not use it. If other viable options are available, even if those other options require personal or financial trade-offs, such as driving a worn-out vehicle that breaks down frequently, or relying on friends and family for rides, low-income people will choose those options rather than rely on transit that isn't useful or reliable.

Figure 18 shows the density of households under the 200% Federal poverty level in Miami-Dade. Overall the distribution of poverty is higher north of downtown Miami. This area of the city has a higher concentration of African-American communities living in medium or high density residential areas. Besides this area, the most extensive concentrations of households in poverty are found in Coral Way, Sweetwater, South Miami Heights and Homestead along the Dixie Highway. Most of these areas are served by infrequent routes (25 minutes or more), while affluent areas like Miami Beach are served by more frequent routes. Some areas of dense poverty, such as the areas around Florida International University, have high percentages of relative younger population and college students, who earn little income but may have other means of support.

It is important to notice that most of the areas with high levels of poverty are also areas where there is a high residential density. This represents a key opportunity to offer better transit to a significant number of people while improving the access to jobs and activities of those who need it the most.

In addition, understanding where low-income populations are located is key to adhering to the Federal Transit Administration's Guidance regarding the Executive Order on Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994), referred to as Environmental Justice (EJ). This Executive Order requires transit providers to incorporate environmental justice and non-discrimination principles into transportation planning and decision making processes as well as environmental review for specified initiatives.

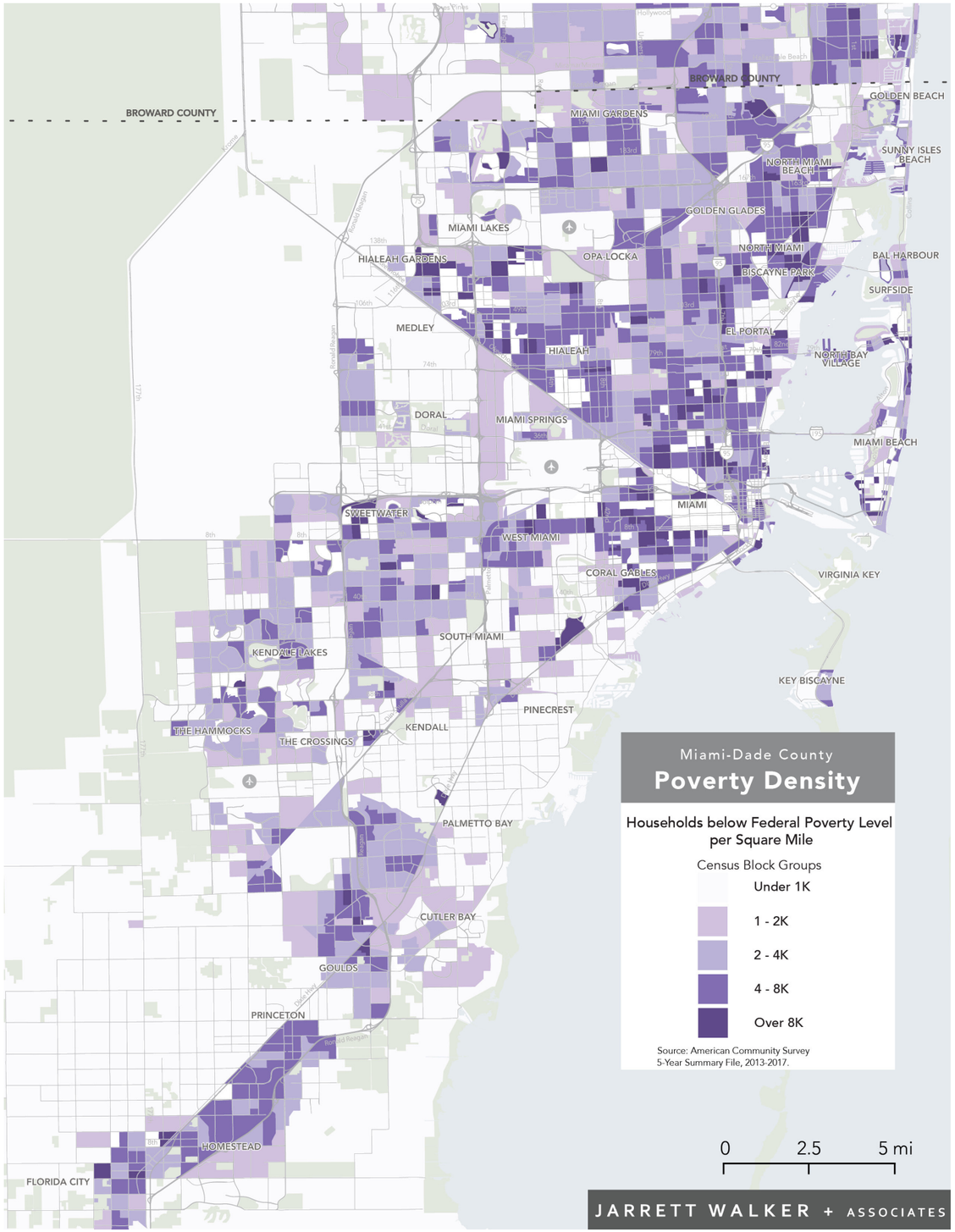


Figure 21: Miami-Dade Density of Households under 200% Federal Poverty Level

Need: People without Cars

Zero-vehicle Household Density

If you don't own a motor vehicle you are more likely to use a range of other options, including transit. This does not mean you are dependent on transit, or that transit agencies should take your ridership for granted. People without cars usually have a range of options for different kinds of trips, including cycling, walking, using ridesharing services, or arranging rides with family and friends. If transit doesn't meet their needs, many can also buy cars, which appears to have been happening in some US cities.

Still, because the pricing of car travel tends to make it cheap to drive once you own a car, people without cars are easier to attract to transit, so it makes sense to care about where these people are. Figure 22 shows where there are concentrations of households without a car. Overall, the concentration of households with zero vehicles is very similar to the concentration of households under the poverty level. Clusters of people with no car are north of downtown Miami, with other clusters in Sweetwater, and Homestead along Dixie Highway.

The cities of Miami and Miami Beach tend to have a high density of people living in a household with zero vehicles. These cities are served by frequent bus service (15 minutes or better), making it easier to live in those areas without needing to own a car. Downtown Miami, Brickell, and South Beach all have high density of households without cars.

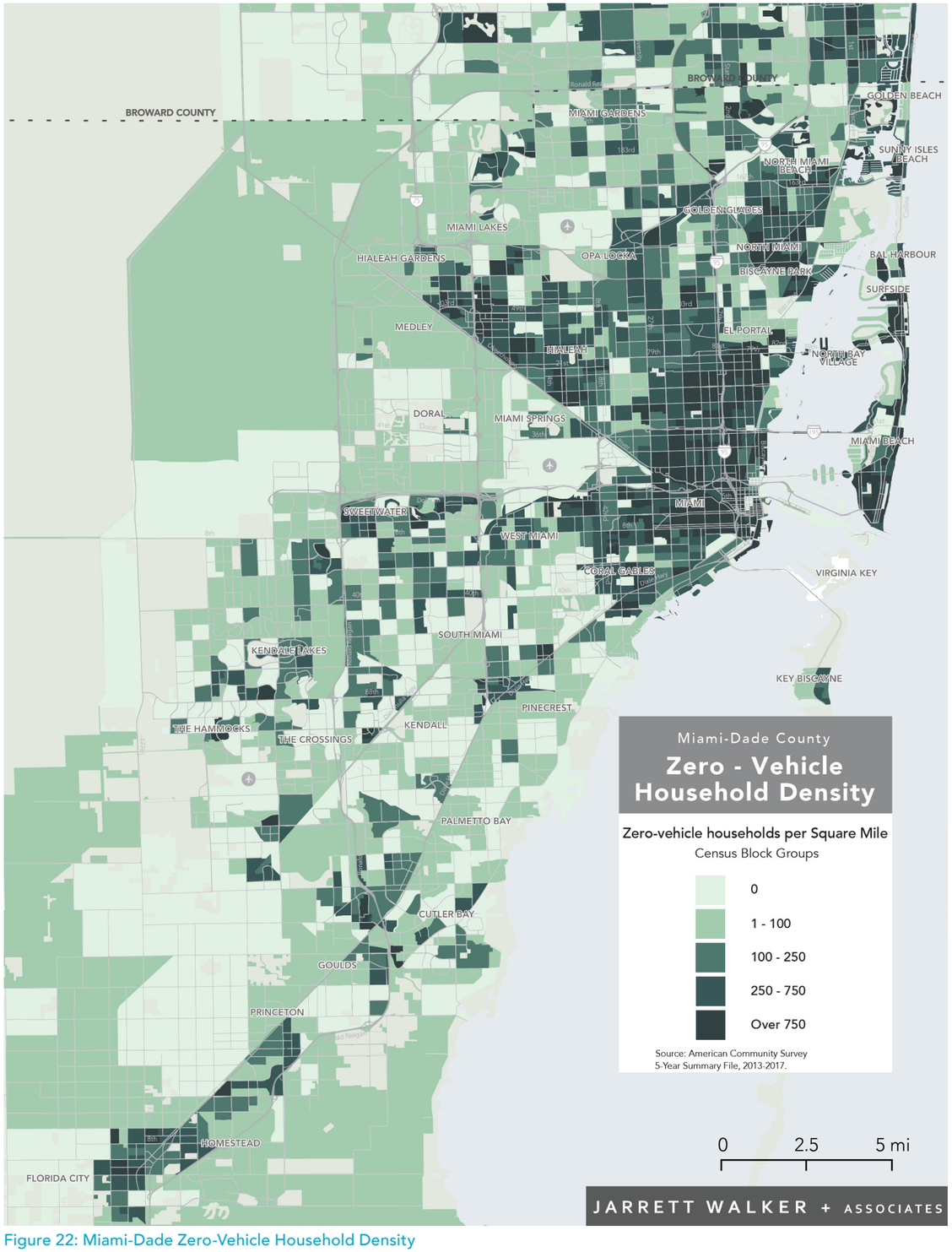


Figure 22: Miami-Dade Zero-Vehicle Household Density

Need: Race and Ethnicity

Racial and Ethnic Concentrations

While information about people's income tells us something about their potential interest in or need for transit, information about ethnicity or race do not alone tell us how likely someone is to use transit. However, avoiding placing disproportionate burdens on people of color, through transportation decisions, is essential to the transit planning process. Transit agencies are also required by Title VI of the Civil Rights Act of 1964 to ensure that services they provide do not discriminate on the basis of race, color or national origin.

Equity-based transit goals are often articulated in terms of improving mobility or transit access for people of color, particularly in places where the existing development patterns and transportation network contribute to disparities in access to jobs and other opportunities.

Miami-Dade shows a diverse distribution of races across the county. Figure 23 shows the distribution of people by race and ethnicity across Miami-Dade. Each dot represents 25 residents. Where many dots are very close together, the overall density of residents is higher. Where dots of a single color predominate, people of a particular race or ethnicity make up most of that area's residents.

The Hispanic population is shown as orange dots and the African-American population in green dots and make up the most significant racial or ethnic concentration throughout the region. 65% of the population identifies as Hispanic, 17% as Black (non-Hispanic) and a 15% as White (non-Hispanic). There is a clear spatial differentiation in the location of these groups: there is a sizeable cluster of African-American communities north of I-195 and east of NW 27th Avenue. The Hispanic population is concentrated in the City of Miami, west and south of downtown, and in Hialeah and Hialeah Gardens. High concentrations of Non-Hispanic White population are found in Miami Beach and the Brickell area of Miami.

2. American Public Transportation Association, "Who Rides Public Transportation", January 2017.

3. US Census American Community Survey, 5-Year Summary File 2017.

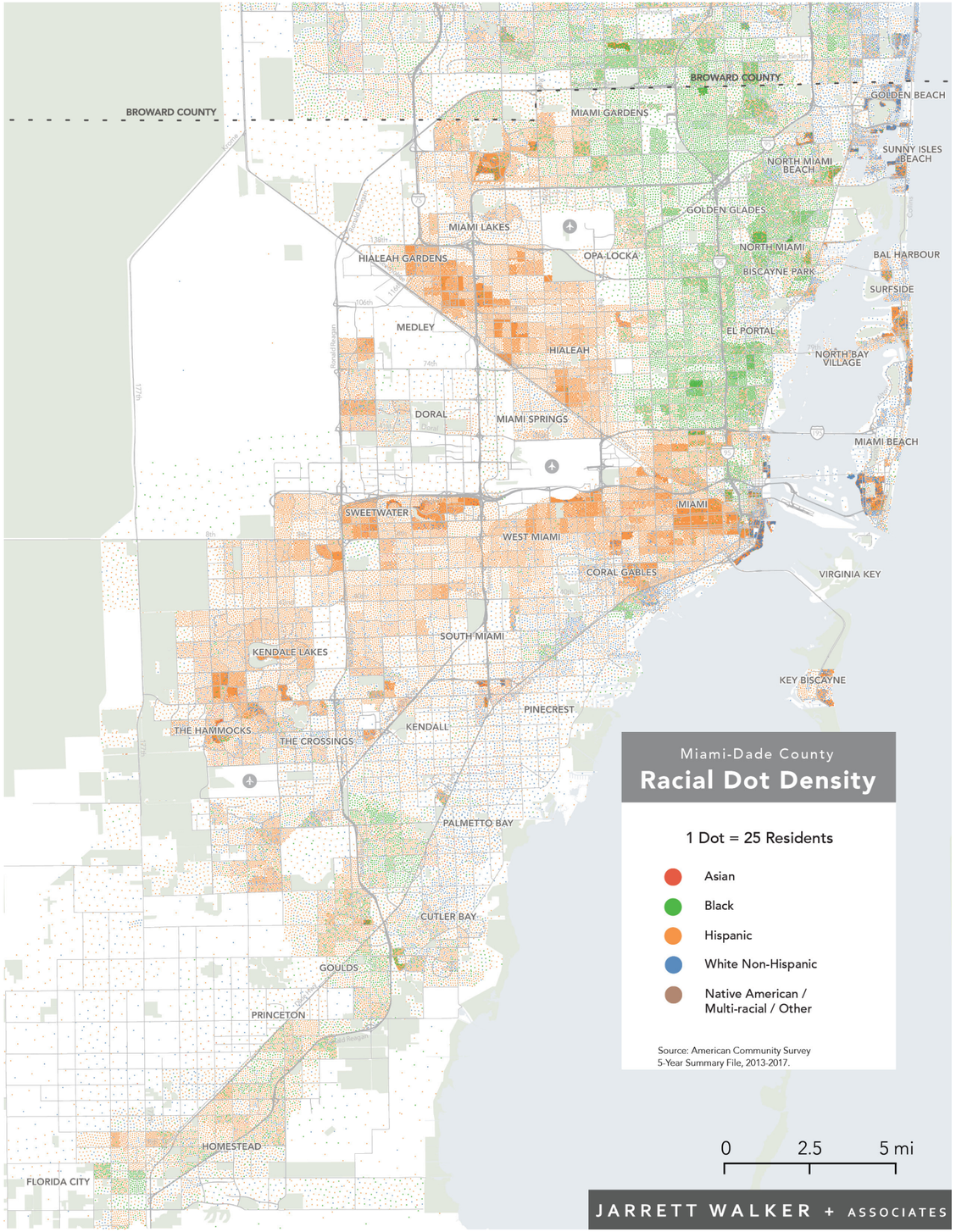


Figure 23: Miami-Dade Racial and Ethnic Dot Density

Need: Seniors

Density of Seniors

Seniors (persons age 65 and above) are an important constituency for transit. Overall, senior-headed households are less likely to own cars than the general population. Furthermore, people over the age of 65 are much more likely to have a disability than the general population, although many disabilities do not necessarily impact the ability to drive.

While seniors are an important constituency for transit, they often express demands that conflict with those of the broader population. The most efficient transit networks rely on customers to walk, and sometimes to change buses. On average, seniors tend to be more dissuaded by these things than other passengers, for understandable reasons.

Seniors constitute around 16% of the total population in Miami-Dade, 4% lower than the State of Florida. There is a high concentration of seniors along the Flagler and SW 8th Street corridors stretching west from downtown Miami. The heaviest concentrations of seniors in the county are located in the City of Miami and Hialeah.

Some of these high senior density areas, such as those along Flagler or SW 8th Street, are proximate to the urban core and along linear paths that are relatively easy to serve with transit. Other areas, like Kendall Lakes, are much farther from the core and difficult to penetrate with transit, due to poor walkability.

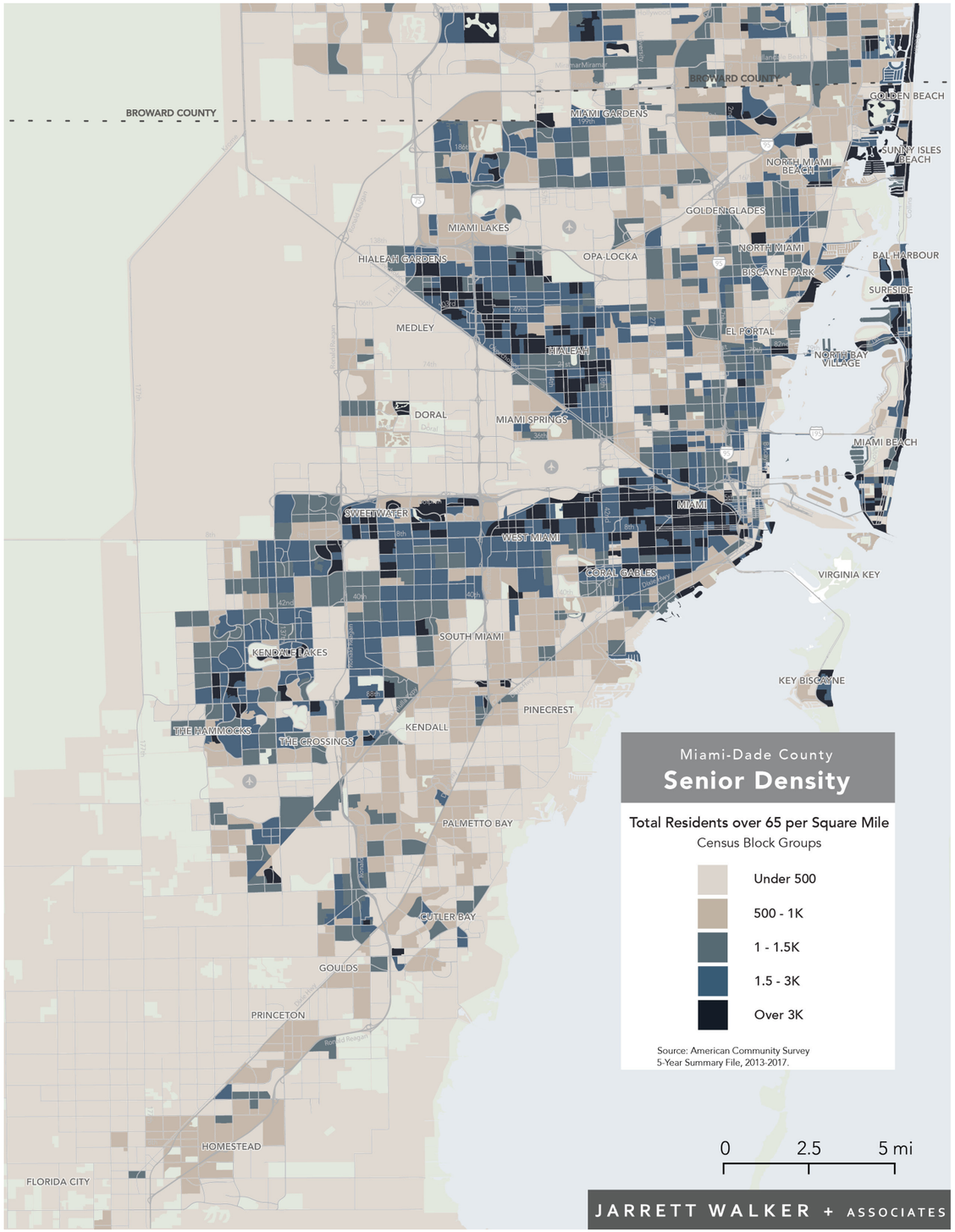


Figure 24: Miami-Dade Density of Residents 65 years or older

4 Existing Network and Outcomes

Existing Network

Figure 26 shows the existing bus network highlighting the frequency of service. Red lines are frequent routes, which means that they run every 15 minutes or better, in the midday and peak periods. Purple lines run about every 20 minutes, dark blue lines about every 30-40 minutes and light blue lines are the least frequent, 41-60 minutes.

We use this style because frequency is a critical element of service, and a network can only be fully understood if the patterns of frequency are apparent. We have categorized each route based on its midday frequency, which is the typical frequency of service between 10 am and 3 pm. The frequency of service on many routes is higher in the peak periods (generally 6 am to 9 am and 3 pm to 6 pm).

The Miami-Dade bus network covers nearly all developed parts of the county. During the midday there are only a few high frequency bus routes mostly serving Miami and Miami Beach. **Only five Miami-Dade routes or corridors are frequent (15 minutes or better) at midday.** Trolley routes operated by municipalities are shown with a dark outline. Only five trolley routes are frequent at midday.

On the mainland, much of the Miami-Dade bus network is designed in a grid pattern, with most bus routes following the major, section-line streets that are about every 1/2 mile. For example, in Little Havana, Routes 7, 11, and 8 each run east-west on while routes 12, 17, 22, and 27 each run north-south. Each of these streets is about 1/2 mile apart, and thus most people and jobs in this area are within 1/4 mile of a bus stop that could take them north-south or east-west.

If a rider wishes to go somewhere along this grid of routes, it *would* be easy to go from nearly any two points on the grid with one transfer, as show in Figure 25, **if the frequency of service were high enough to make these connections quickly and easily**. The grid of routes is not consistent across the whole county, however. West of 27th Avenue and south of SW 8th Street, not all section-line streets have a bus route, so route spacing may increase to every mile or more. Also, north of NE/NW 79th Street, the grid is not as consistent due to gaps in the street or bus network.

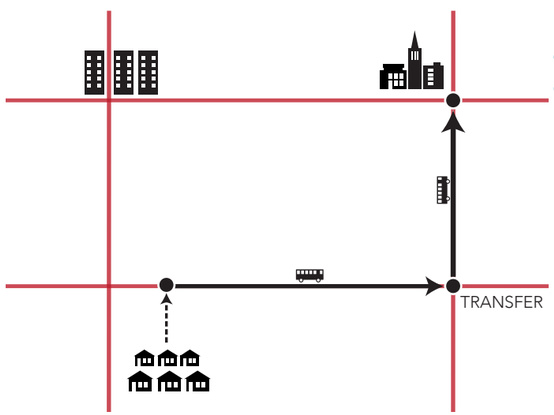


Figure 25: A grid network is a highly efficient way to connect any two destinations across a large area with a multitude origins and destinations.

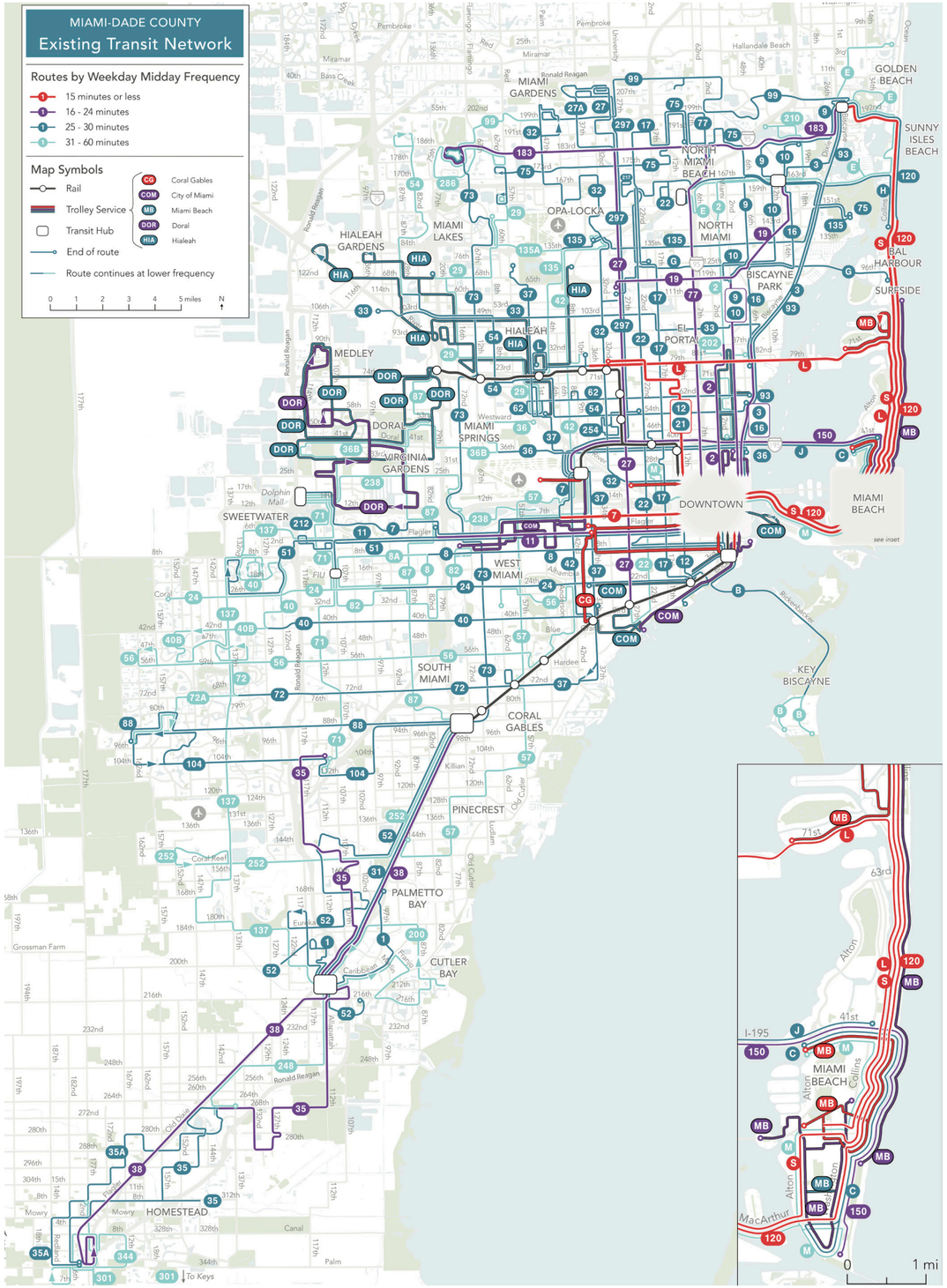
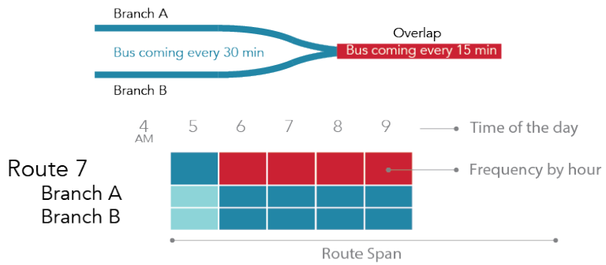


Figure 26: Existing Bus Network in Miami-Dade

Frequency and Span

Figure 27 shows the frequency by time of day for the most frequent routes in the Miami-Dade Transit network and the municipal trolleys. The example below shows how to use the network map and these charts to understand the span and frequency of service for every route.



The example shows a route with a bus every 15 minutes on the "Overlap" portion and a bus every 30 minutes on "Branch A" and "Branch B". The span chart shows how to read the frequency by time of day. In the example, Route 7 starts operating at 5am, with service every 30 minutes on the "Overlap"—the dark blue square under 5am. Each branch operates hourly during this time. At 6am the branches are every 30 minutes and the "Overlap" is every 15 minutes.

For the MDT routes in the high frequency groups on this page, service is provided late into the night, and often overnight, and seven days a week. Many municipal trolley services, however, do not run in the evenings or parts of the weekend.

- Miami's Little Havana and Allapattah trolleys are frequent, but do not run after 8pm on weekdays and the Allapattah trolley does not run Sundays.
- Miami's Biscayne and Brickell trolleys run every 20 minutes, but run weekends and evening hours. The Flagami, Health District, Stadium, and Wynwood trolleys have shorter hours and no Sunday service.
- The Coral Gables Trolley is frequent, and runs weekday evenings, but does not run on Saturday or Sunday.
- Miami Beach Trolleys are primarily every 15 or every 20 minutes and have evening and weekend service.

The lack of consistency in service levels into the evening and on weekends limits the ability of riders to rely on trolley services as dependable parts of the overall transit network.

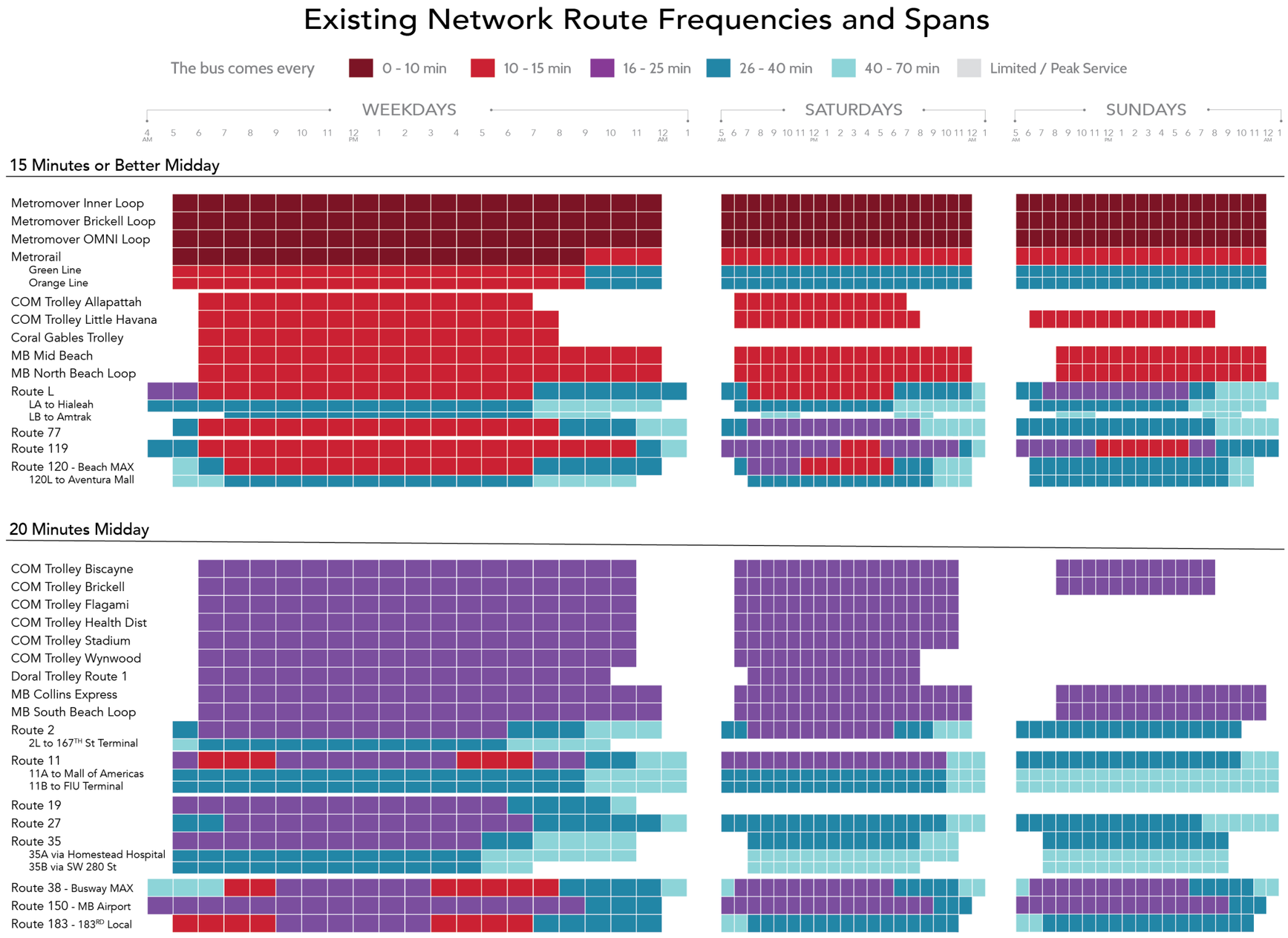


Figure 27: Frequency and Span of Routes with 20 Minute or Better Frequency at Midday

Figure 28 shows the frequency by time of day for routes that operate about every 30 minutes at midday in the Miami-Dade Transit network and the municipal trolleys. Of note is that many routes have higher frequency of service at peaks. As previously noted, this can cause inefficiencies in service delivery due to the extra costs of peak service. Also of note is how the frequency of service declines substantially in the evenings starting at 6pm or 7pm and many trolley routes disappear on weekends.

Evening and weekend service is relatively inexpensive to operate compared to peak period service, and it is also crucial to a large segment of transit riders. People who work in most retail and entertainment sectors have to work on weekends and often late into the evening. Having some transit then is important to making it possible for them to rely on transit at all.

Houston recently had great success with a network redesign that extended evening service and expanded Saturday and Sunday service to be the same level as weekday service, but without the peak period. In the first year of their new network, Saturday ridership increased 13 percent and Sunday ridership increased 34 percent.

We would like to recommend improved frequency in the evening and on weekends for Miami-Dade as part of the Better Bus Project network redesign, but without new resources it would require cutting the weekday network too deeply. Bringing evening and weekend service up to a similar standard to the examples noted above would increase annual costs by about 10–15 percent . Additional evening and weekend service should be a top priority for any new resources.

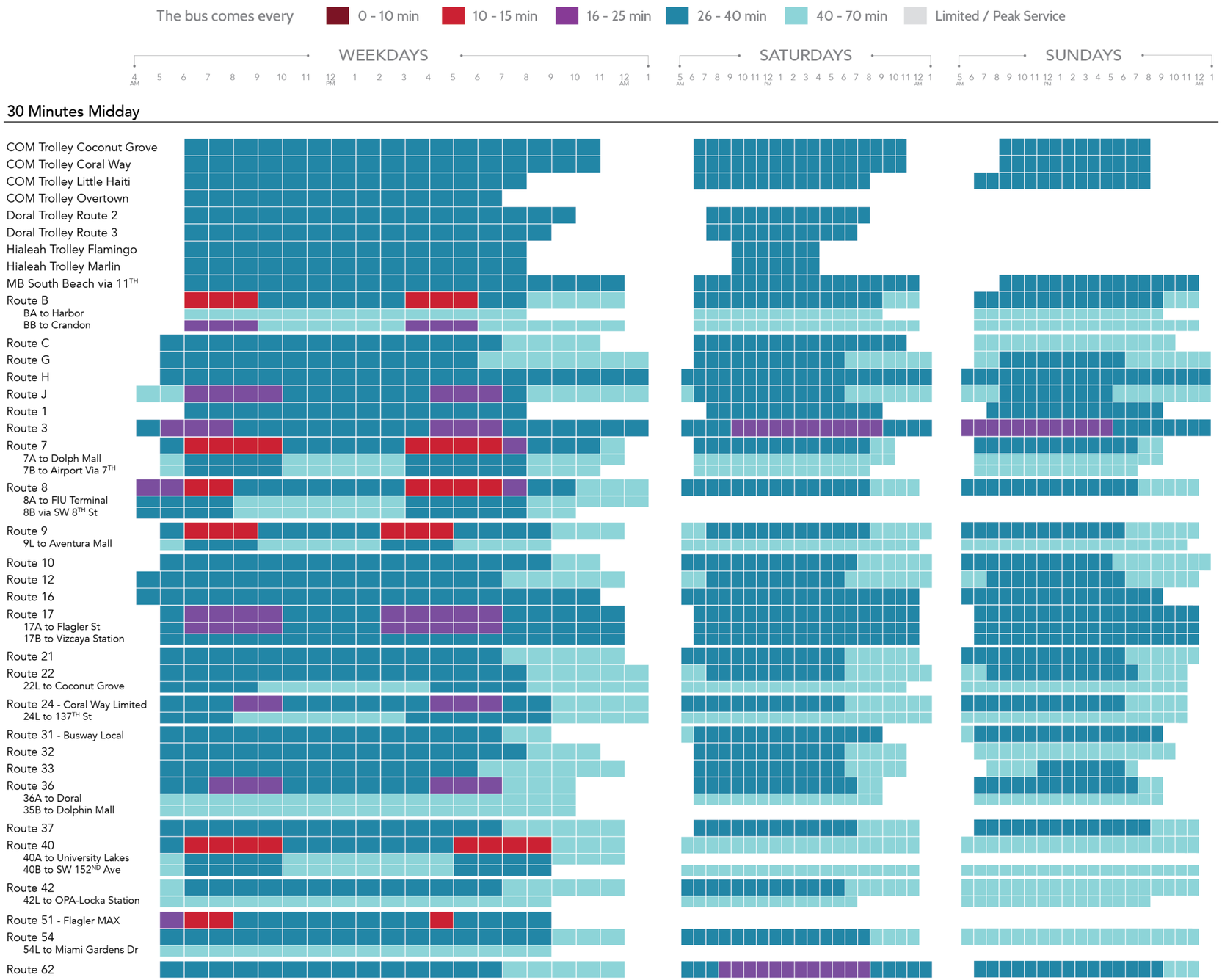


Figure 28: Frequency and Span of Routes with 30-40 Minute Frequency at Midday

Takeaway

Evening and weekend service is less costly than rush hour service and is a proven ridership generator in other cities.

Figure 29 shows the frequency by time of day for routes that operate about every 30 minutes or every 60 minutes at midday in the Miami-Dade Transit network and the municipal trolleys. Of note is that many of the circulator routes in the MDT network, such as routes 155 and 212, do not operate on weekends, making them less useful to many potential riders.

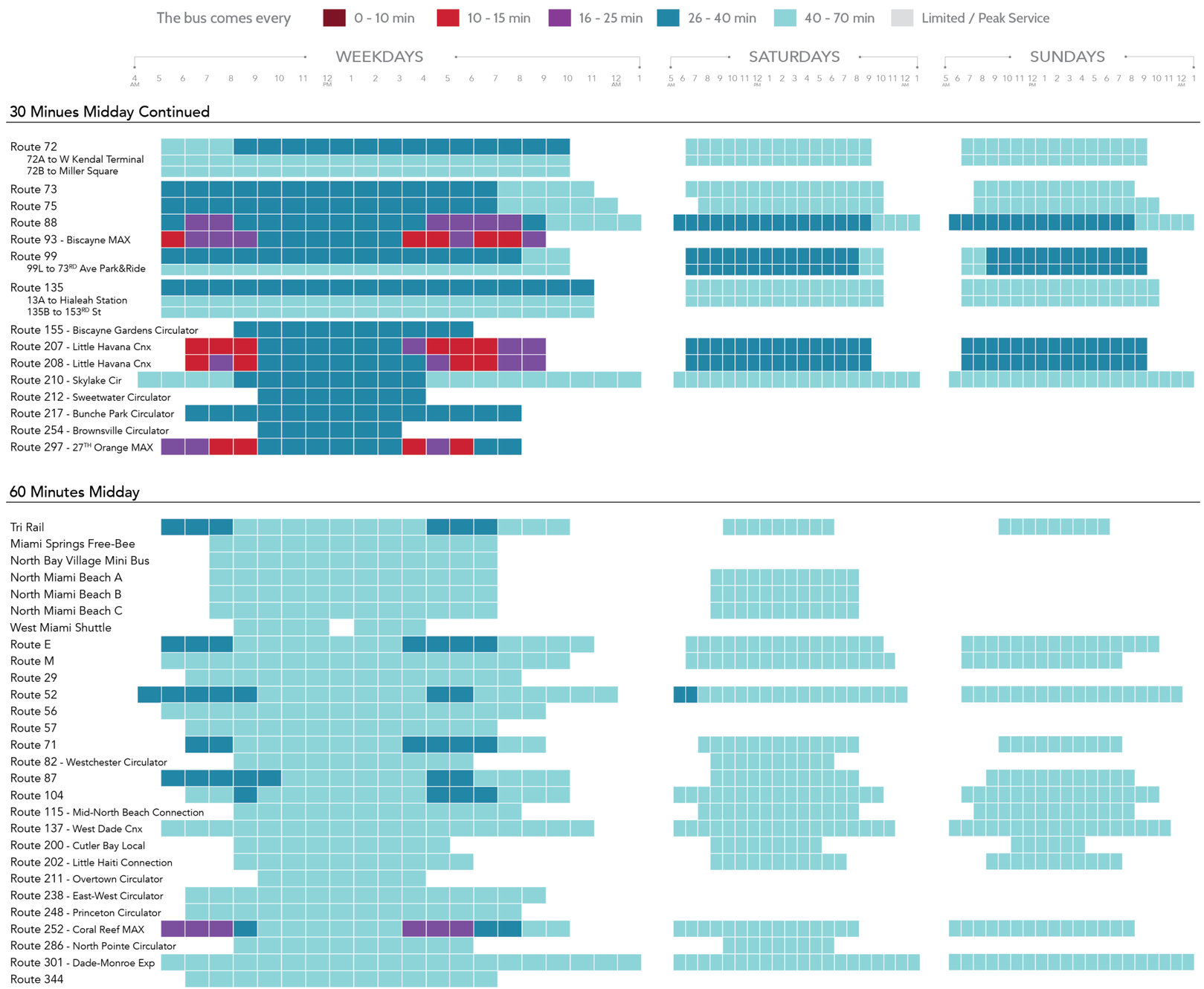


Figure 29: Frequency and Span of Routes with 30-60 Minute Frequency at Midday

Figure 30 shows the frequency by time of day for peak-only or limited trip routes in the Miami-Dade Transit network and the municipal trolleys. Note the many peak-only routes that operate at relatively high frequencies. This requires a lot of resources to be deployed in a relatively inefficient manner, as previously discussed.

The transportation profession has long been focused on the weekday peaks, because those are the times when our road capacity is most-used and congested. Yet people need to travel at all times of day and week.

Service workers tend to work from very early in the morning to midday, or from midday to late at night. Most people working in retail or restaurants are only offered a job if they can commit to work on both weekend days. A route that doesn't exist on weekends is particularly useless to low-income service workers.

In addition, anyone taking an evening class, pursuing a hobby, going to worship, or staying late at work to finish a report needs a bus ride home outside of the traditional 8-to-5 workday. Given the inefficiencies of peak-only service and the broader needs of non-traditional work shifts, it is worth questioning whether the costs of this substantial peak-only service are justified.

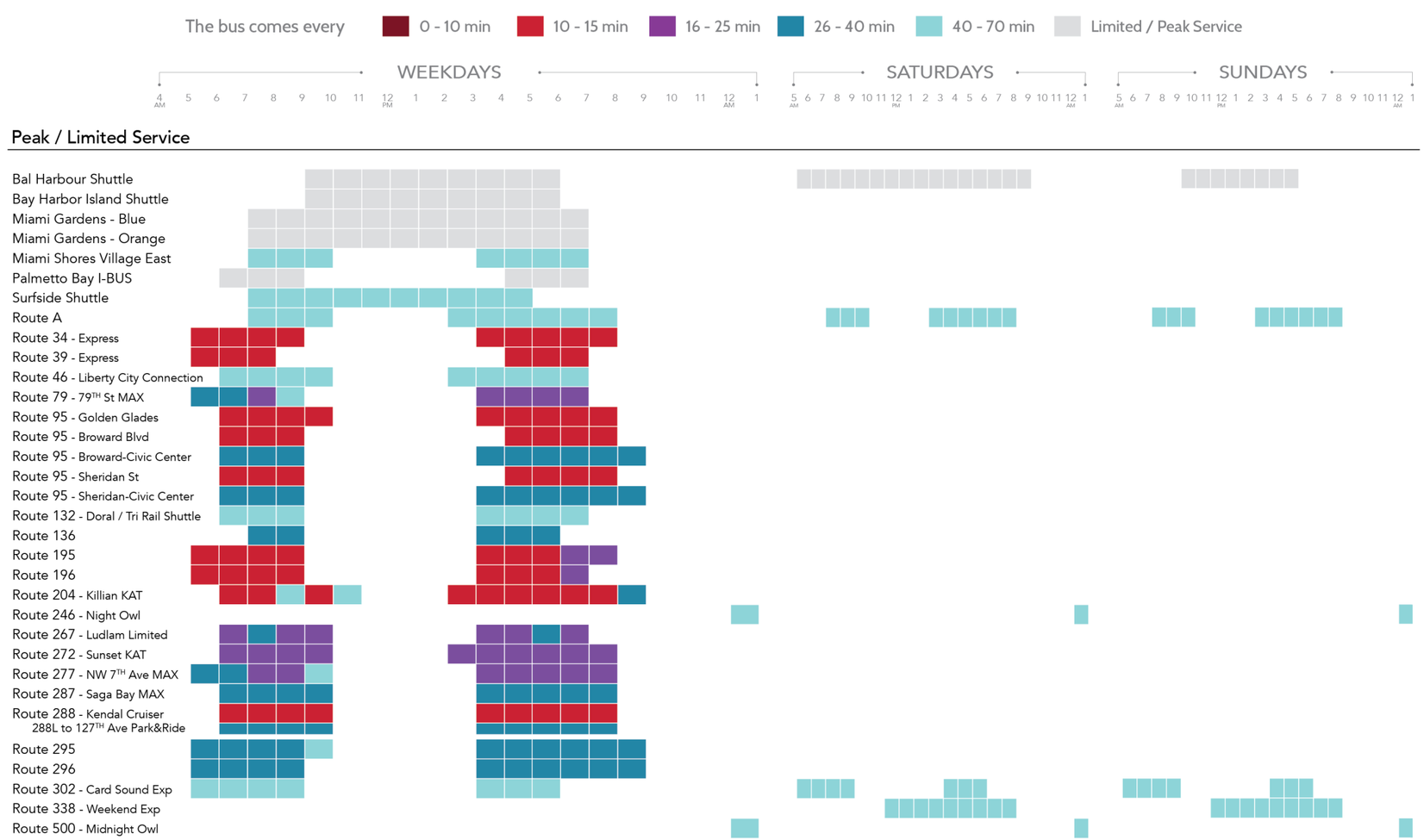


Figure 30: Frequency and Span of Peak-Only and Limited Trip Routes

On-Time Performance Systemwide

Given the low frequency of service in Miami-Dade, being on-time is critical to ensuring that the service that is available is useful. Unfortunately, **on weekdays four out of every ten buses are not on time**. On weekdays 31% of MDT buses are late and 12% are early.

The most common ways to measure bus service reliability is schedule adherence, measured by on-time performance. This measure counts the number of trips that meet the scheduled arrival at each stop within a given window of time, compared to all the trips on that route. MDT buses are considered on-time if the bus actually leaves no more than 1 minute before scheduled departure and no more than 5 minutes past the scheduled time of departure. By this standard, a bus that arrives at a time point 6 minutes late would be counted as late, but a bus that arrives 5 minutes late would be on time. Any bus that arrives early (MDT standard allows up to one minute early before counting an arrival as too early) is considered as not on-time and would count against this metric. This study is limited by the number of days included in the analysis (4 weekdays, 4 Saturdays and 4 Sundays), but helps to illustrate the governing pattern of the transit system reliability and to identify the main problems.

Figure 31 shows on on-time performance for the MDT bus system for weekdays, Saturdays, and Sundays for the period between mid-May and mid-June 2019. MDT performance standards call for buses to achieve a 75% on-time performance. As the figure shows, during a weekday, only 57% of the trips system wide were on time. Out of the 95 routes analyzed, only 2 were consistently on time.

Figure 32 shows performance standards by time of the day. Trips during peak hours tend to be less reliable than trips that run other times of the day. Buses operating during these periods experience variable travel times, resulting in unreliable service for people waiting at a stop.

This raises a critical question in terms of frequent routes. For example, routes 11 and S achieve approximately 60% on-time performance. Yet the route is scheduled to operate at least every 15 minutes or better from 5 a.m. to 10 p.m. Earliness and lateness matter if somebody is really expecting a bus at a specific time, but on high-frequency services nobody has the need to rely on that. They just go out to wait for the next bus and trust that it will be along soon. The customer cares about waiting time, not earliness or lateness.

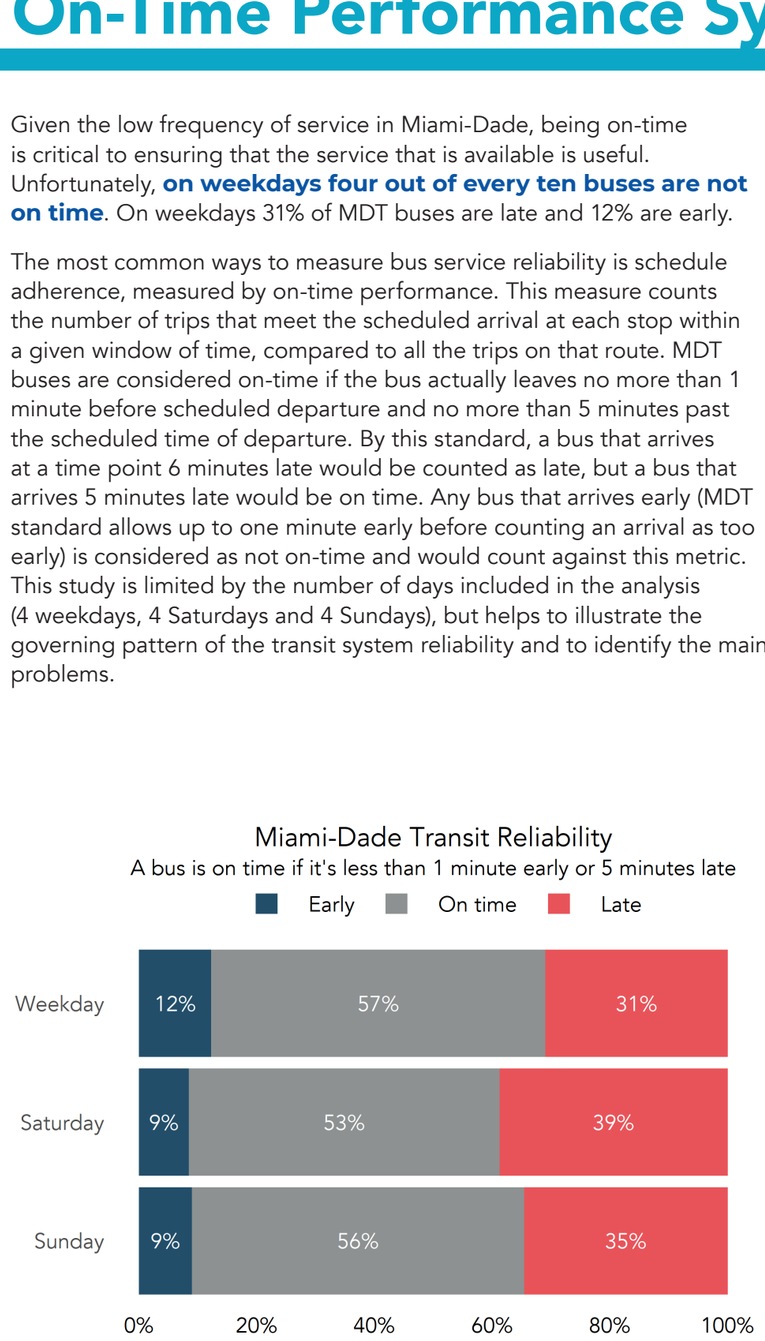


Figure 31: System wide On-time performance by day type

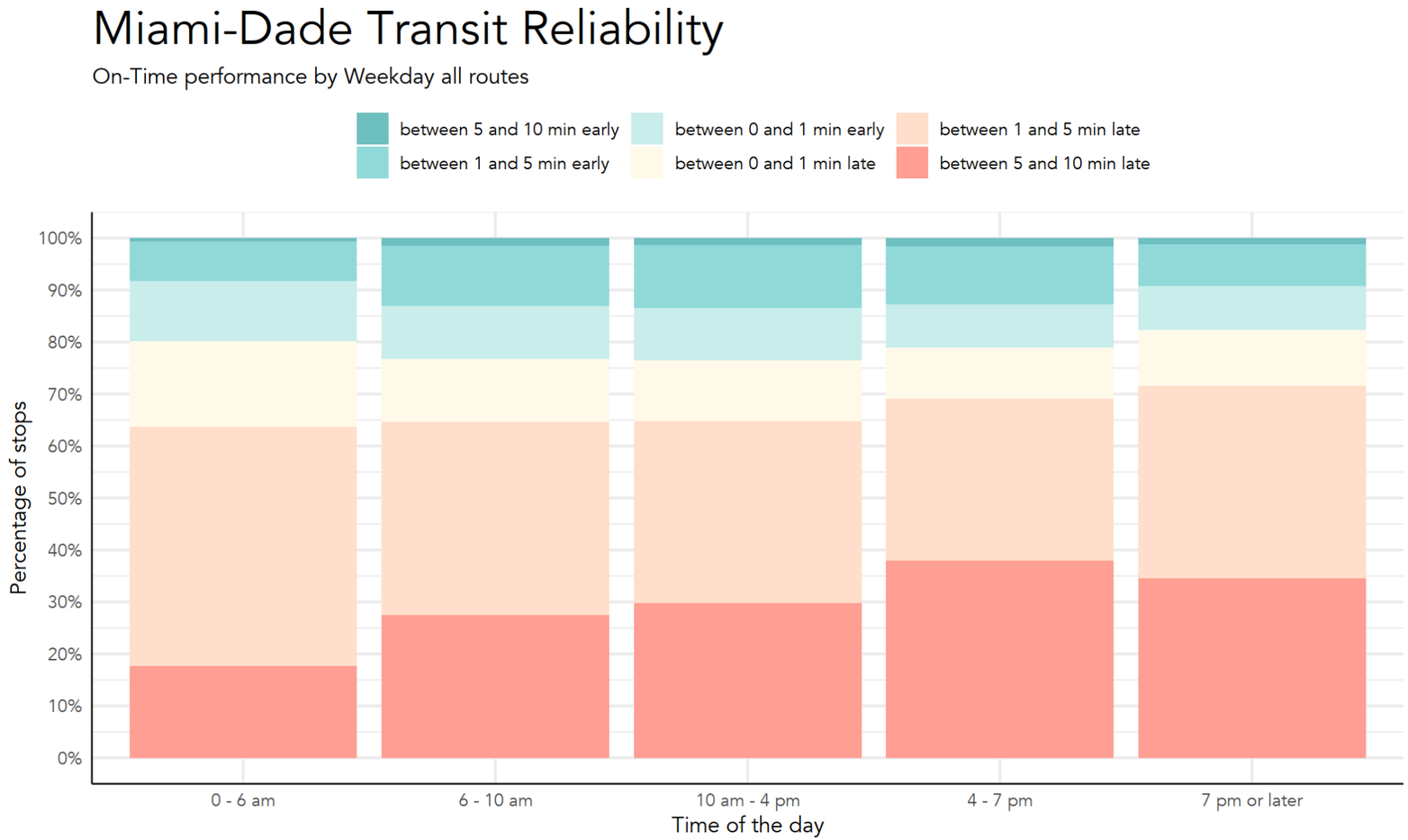


Figure 32: System wide On-time performance by time of the day (only weekday)

On-Time Performance by Route

Figure 33 attempts to measure the level reliability by each route. Overall, the vast majority of the routes don't meet the on-time MDT standards. More than half of the trips or Routes 132, 208, 248, 267, 277, and 297 were late by MDT standards. Most of the problems in these non frequent routes occurred during evening peak hours, when most of the people were traveling out of downtown Miami thus experiencing high levels of congestion. Imagine somebody trying to pickup his or her child after work. This many late pickups would make this person leave earlier so they can avoid missing the bus, adding wasted time to their day.

The routes with the best performance tend to be circulators, short routes and have fewer stops (e.g. 155, 211, 212, 286). On-time performance measures tend to be worse for routes with more stops (although no worse than routes running in peak hour). Long routes are more likely to encounter random delays from traffic, or multiple wheelchair pickups, or simply more passengers than expected. Closer stop spacing can cause delays by creating more opportunities for random delay from pulling in and out of traffic so often.

In a region as large and dense as Miami, the ability of transit to run quickly and reliably is most often the result of things outside the transit agency's control. The County, city, and state governments control multiple policies and enforcement priorities that can dramatically affect the speed and reliability of bus service. Streetscape design, signal timing, safe crossing locations, curb management practices, parking locations, parking enforcement, loading zone locations, and traffic enforcement all have enormous effects on reliable bus service. The County, cities, and the state also manage street priority by allocating lanes among competing uses. Overall, local and state government have as much control, if not more, over the success of transit than transit agencies, particularly in congested downtown places like Downtown Miami or South Beach.

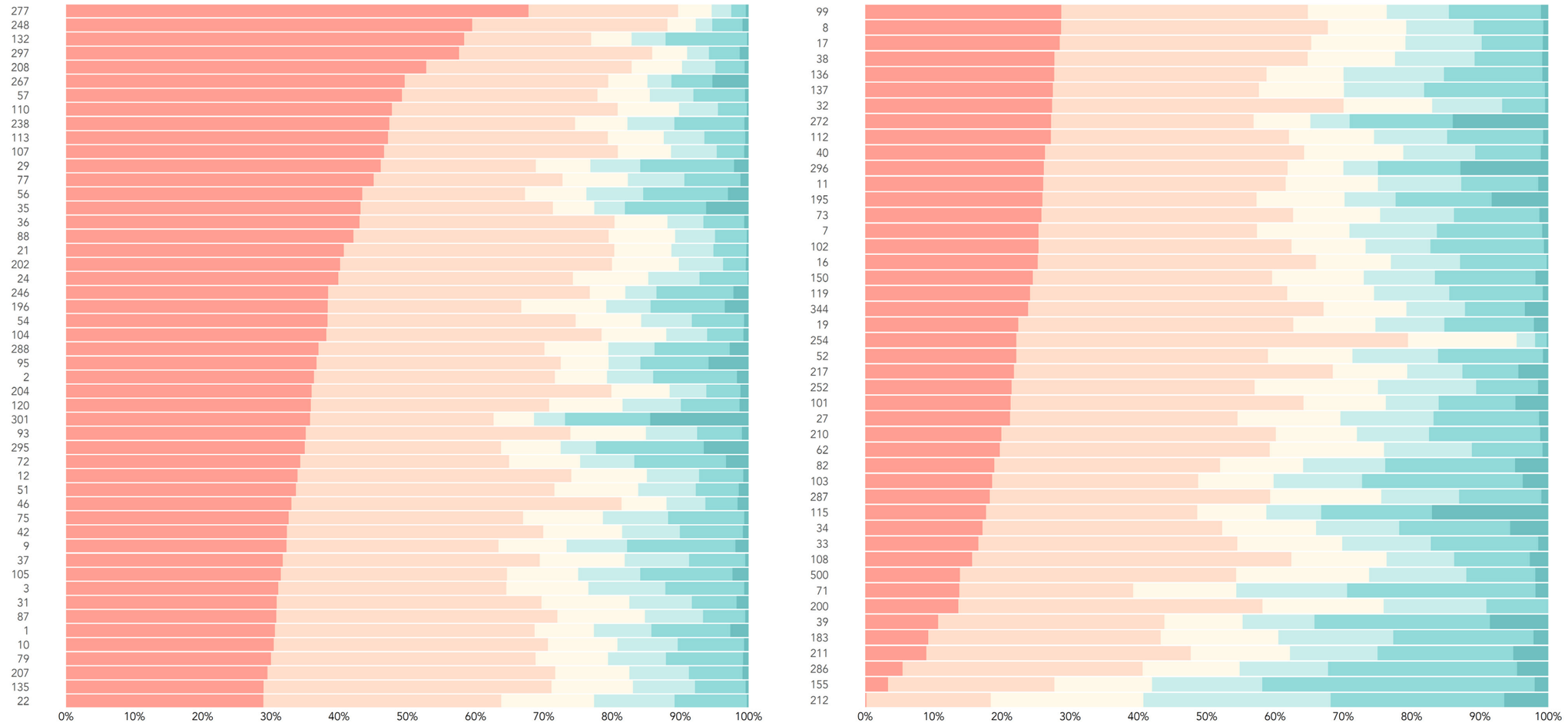


Figure 33: On-time performance by route (only weekday)

Proximity to Transit

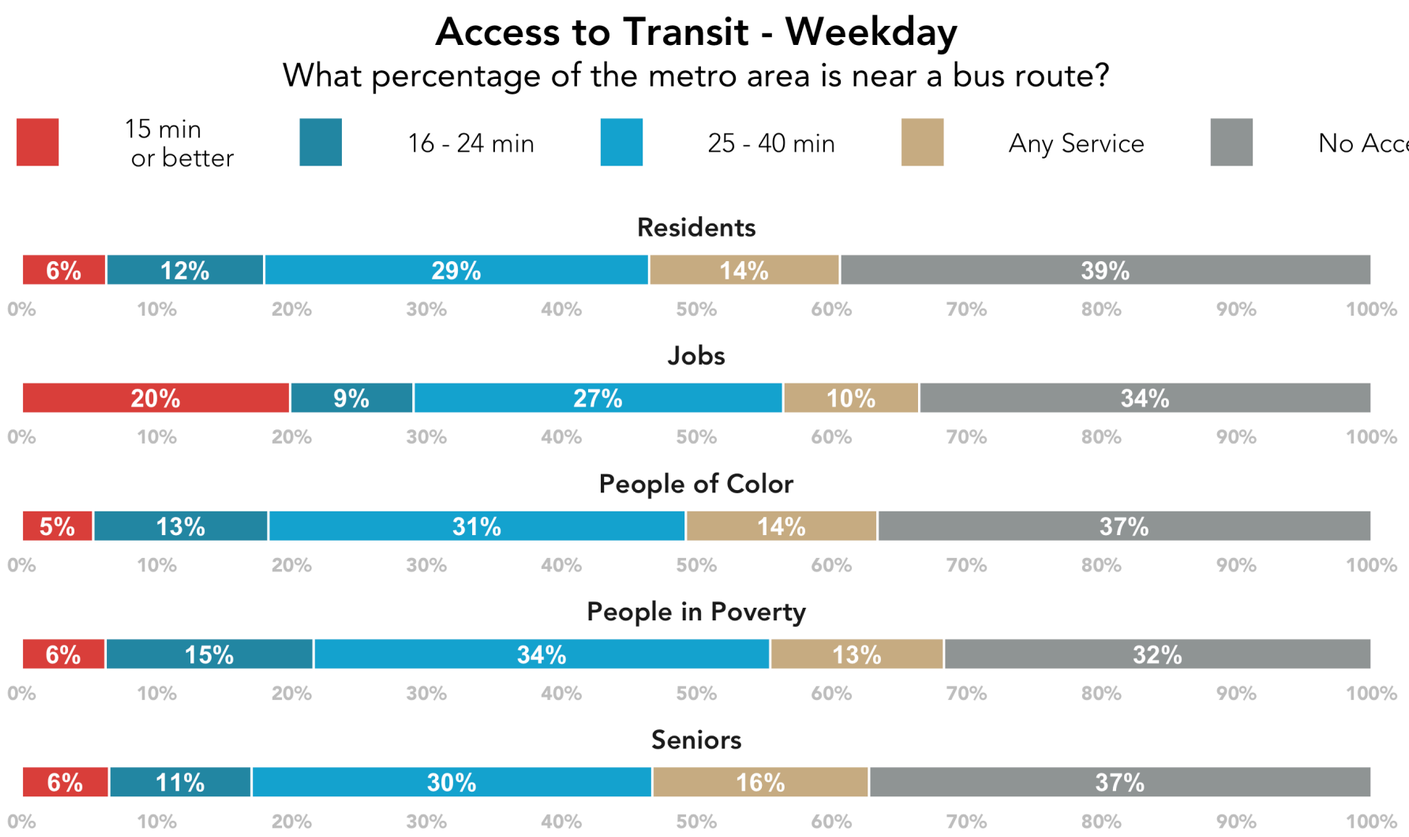
Overall the Miami-Dade transit network reaches most people and most jobs, with 60% of people and 68% of jobs within 1/4 mile of a transit stop. Yet because service is spread so thinly, into so many low frequency routes, only 6% of people are near a frequent route. Since jobs are more concentrated in the core, they are much more likely to be close to frequent service, with 20% of jobs near a frequent bus or train. Figure 35 shows the percentage of residents, people of color, people in poverty, and seniors near any service, and frequent service.

It is encouraging to observe the lack of racial disparity in how the existing network covers Miami-Dade residents. Non-white residents are a little more likely than all residents to be close to some transit service, though they are slightly less likely to be close to frequent transit. Low-income residents are more likely to live close to some service and are just as likely as an resident to be close to frequent service. Seniors are just as likely as an average resident to be close to frequent service or an service.

These conditions are not static and may change in coming years as a result of a changing economy and a changing city. If increasing housing demand near transit and in urban areas is not matched by increases in the supply of housing, then people living on low incomes may move to seek lower rents and property prices. Whether or not this is a consequence of growth and the desirability of urban, walkable areas depends on land use planning, growth permitting and affordable housing policies at local jurisdictions.

Takeaway

About 60% of residents are near any transit service, while only 6% are near frequent service.



Note: Access is measured as being located within 1/4 mile of a bus stop.

Figure 35: Percent of people, jobs, and disadvantaged people near transit service

Freedom and Access

People ride transit if they find it useful. *High* transit ridership results when transit is useful to *large* numbers of people.

A helpful way to illustrate the usefulness of a network is to visualize where a person could go using public transit and walking, from a certain location, in a certain amount of time.

The map at right shows someone's access to and from downtown, near Government Center Metrorail station, at noon on a weekday. Areas they can reach in less than 60, 45 or 30 minutes are shown in pink, red and purple, respectively. The technical term for this illustration is *isochrone.*

A more useful transit network is one in which these isochrones are larger, so that each person is likely to find the network useful for more trips.

In drawing these isochrones, time is allocated for walking to and from bus stops.

Isochrones account for time spent waiting for a bus or train (either at the start of the trip or at the destination), and any time required to make a connection to another line. As described earlier in this report, if someone is transferring to a route that comes every 60 minutes, and the connection is not timed and therefore at random, they will wait on average one-half of the headway: 30 minutes. The average wait for a bus that comes every 20 minutes will be 10 minutes. Thus a great deal of Miami-Dade Transit customers' travel time is used up by waiting for their bus (or waiting at their destination, because the infrequent bus gets them there too early).

Government Center has the best transit access in the region, because it is at the center of the most ***frequent*** parts of the transit network, where many bus routes converge and along the center of the Metrorail Orange and Green lines.

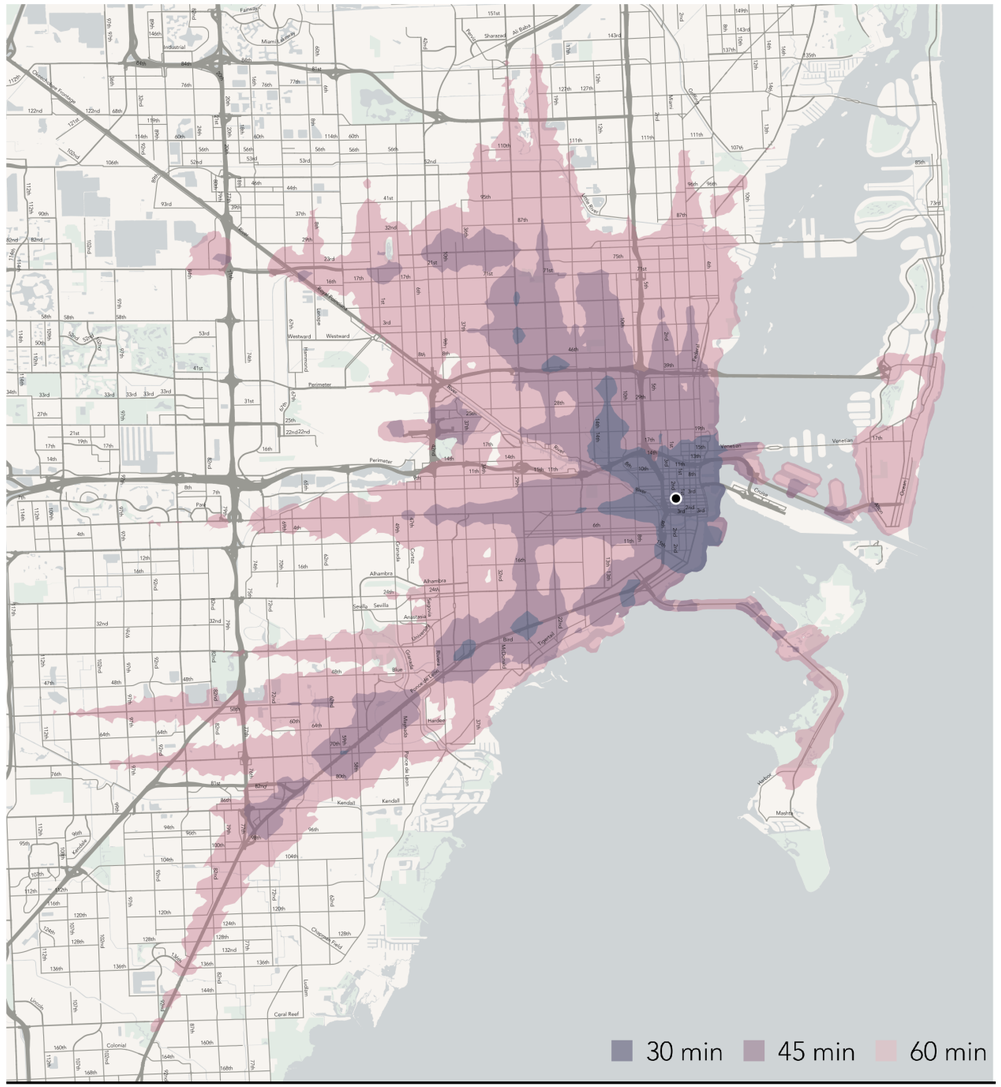
The power of Metrorail's frequency and speed can be seen in this isochrone. The Green Line to the northwest brings many neighborhoods within a 60 minute commute of downtown, with the far edge of the 60 minute area reaching Palmetto station. The same is true to the south, where Dadeland South Station is within 45 minutes.

Similarly, the power of frequent bus lines can be seen in this isochrone. The red "arm" extending down Flagler shows how far someone can get on Route 11, because they don't have to spend much time waiting. The pink blob extending up NW 27th Avenue is because the 20 minute frequency of Route 27 makes waits for a trip north towards Miami Gardens shorter.

How far can I travel in 30, 45, and 60 minutes from

Government Center

at noon on a weekday?



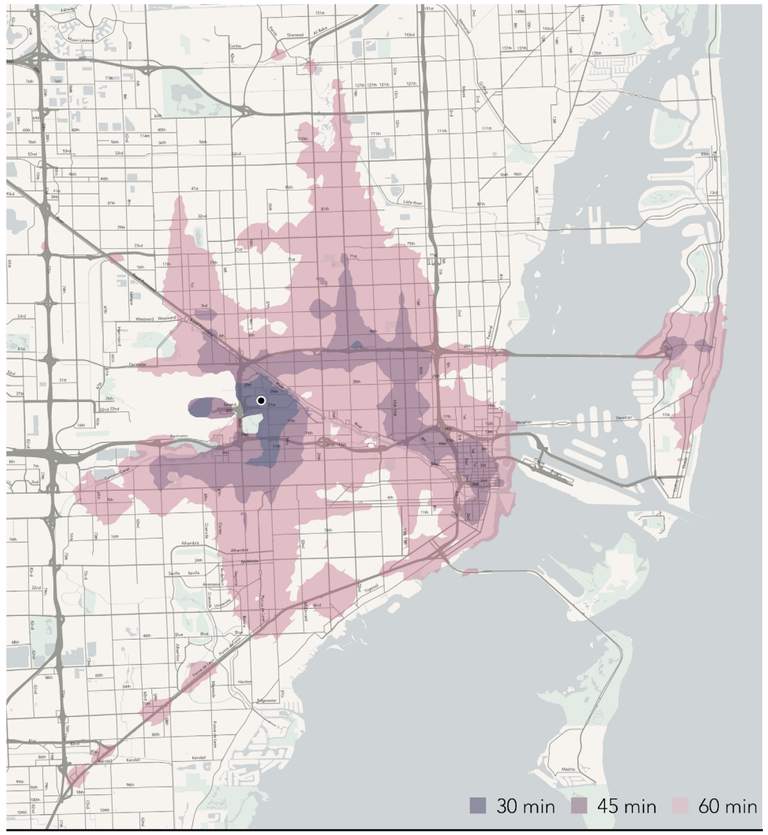
	30 minutes	45 minutes	60 minutes
Jobs Access	156,895	276,473	452,659
Resident Access	71,241	292,261	674,656

Figure 36: An isochrone shows how far someone can go, in a given amount of time, by walking and transit. Access to and from the Government Center within 30, 45 or 60 minutes of travel is illustrated here.

How far can I travel in 30, 45, and 60 minutes from

Miami Intermodal Center

at noon on a weekday?



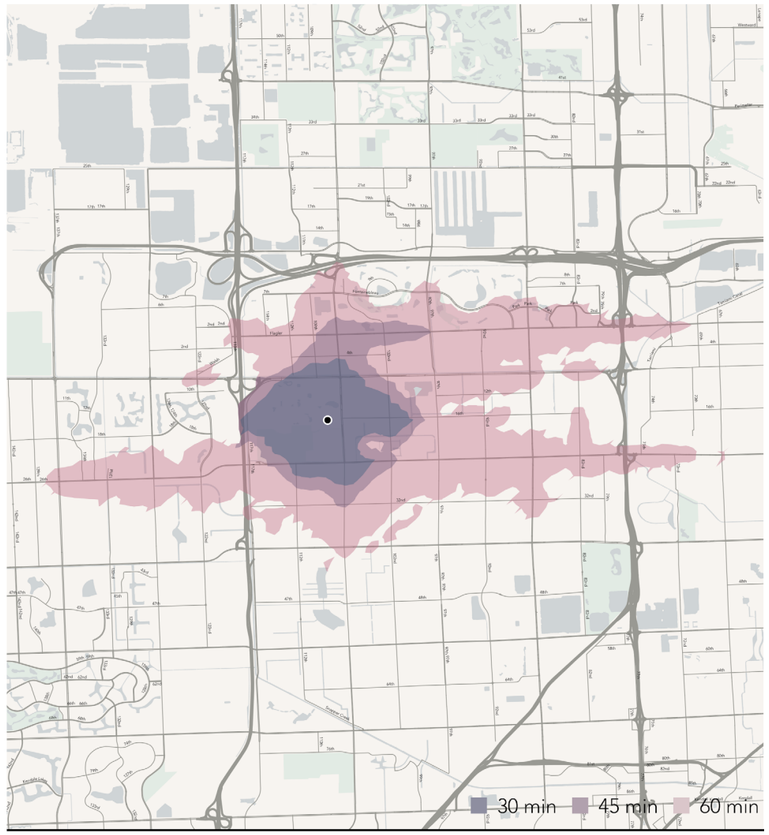
	30 minutes	45 minutes	60 minutes
Jobs Access	4,874	90,368	327,234
Resident Access	5,205	103,399	429,018

Figure 37: Access to and from the Miami Intermodal Center within 30, 45 or 60 minutes of travel.

How far can I travel in 30, 45, and 60 minutes from

Florida International University

at noon on a weekday?



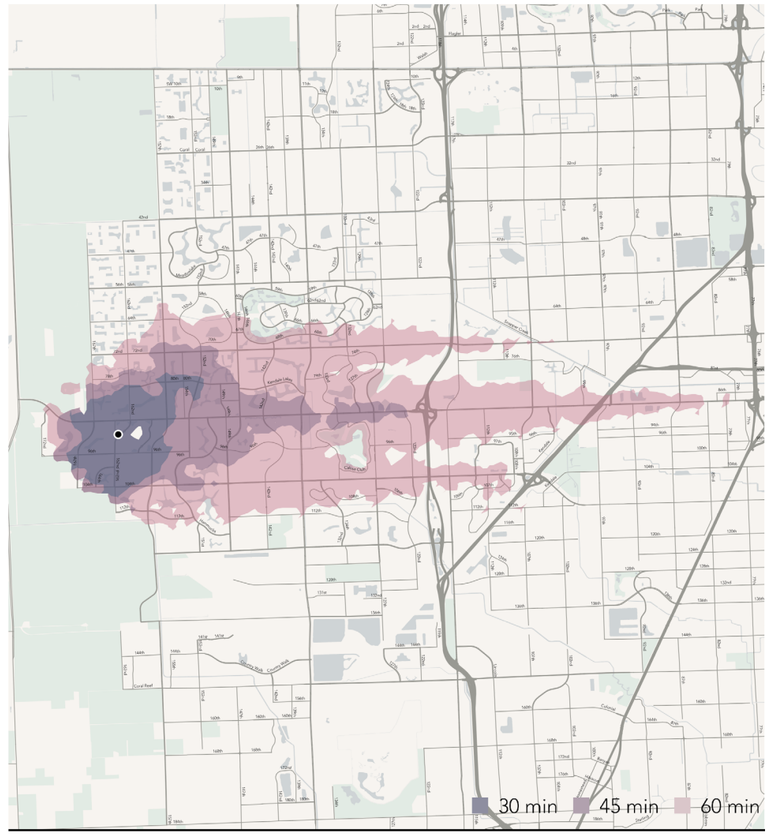
	30 minutes	45 minutes	60 minutes
Jobs Access	6,976	9,447	26,060
Resident Access	9,736	21,264	91,587

Figure 38: Access to and from Florida International University within 30, 45 or 60 minutes of travel.

How far can I travel in 30, 45, and 60 minutes from

West Kendall Transit Terminal

at noon on a weekday?



	30 minutes	45 minutes	60 minutes
Jobs Access	1,517	6,078	23,574
Resident Access	14,882	56,139	134,973

Figure 39: Access to and from Kendall Transit Terminal within 30, 45 or 60 minutes of travel.

Access to Jobs

Isochrones can show us the freedom and access for a given place. To see the total freedom a network provides across the entire county, it is possible to run the isochrone measure for nearly every place and display the results as a heatmap. Figure 41 shows such a result, specifically it shows the number of jobs that can be reached from each hexagon within Miami-Dade County. People who live in the darkest red areas can reach over 200,000 jobs in 45 minutes by walking and transit. In the lightest teal areas, residents can reach 1,000 jobs or fewer.

Much of the core areas of the City of Miami, Miami Beach, and Coral Gables are in the top three groups, where people can reach more than 50,000 jobs in 45 minutes. In South Dade, the power of the Busway can be seen in the relatively high accessibility of the Busway corridor as far south as Cutler Bay. Palmetto and Okeechobee Metrorail stations stand out with the dark red dots in a sea of orange and green. These stations provide high job accessibility to only the immediate area around them because the street connectivity is so poor and the frequency of connecting bus service is relatively low. Areas 1/2 to 1 mile away from these two stations get little to no job access benefit from being close to them.

Figure 40 shows the average jobs accessible for different sub-groups in Miami-Dade. The average resident in Miami-Dade can reach about 90,000 jobs by transit and walking in 60 minutes, as can the average person of color, and the average senior. The average person in poverty can reach about 110,000 jobs in 60 minutes, while the average person with no vehicle can reach about 180,00 jobs. Presumably, many people without vehicles are choosing to live near more frequent and useful transit to maximize their access to opportunities.

If Miami-Dade wishes to maximize its transit ridership, then a key goal would be to increase the number of jobs accessible to the average person, and it would do that by increasing the number of jobs accessible to the areas of the map on the right that have the most people in them.

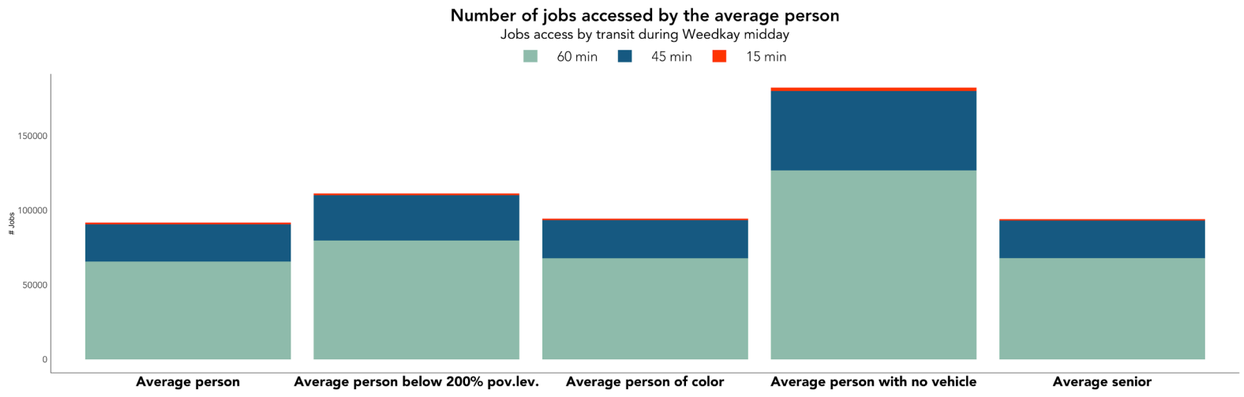


Figure 40: Jobs accessible in 15, 45, and 60 minutes by walking and transit for different groups in Miami-Dade

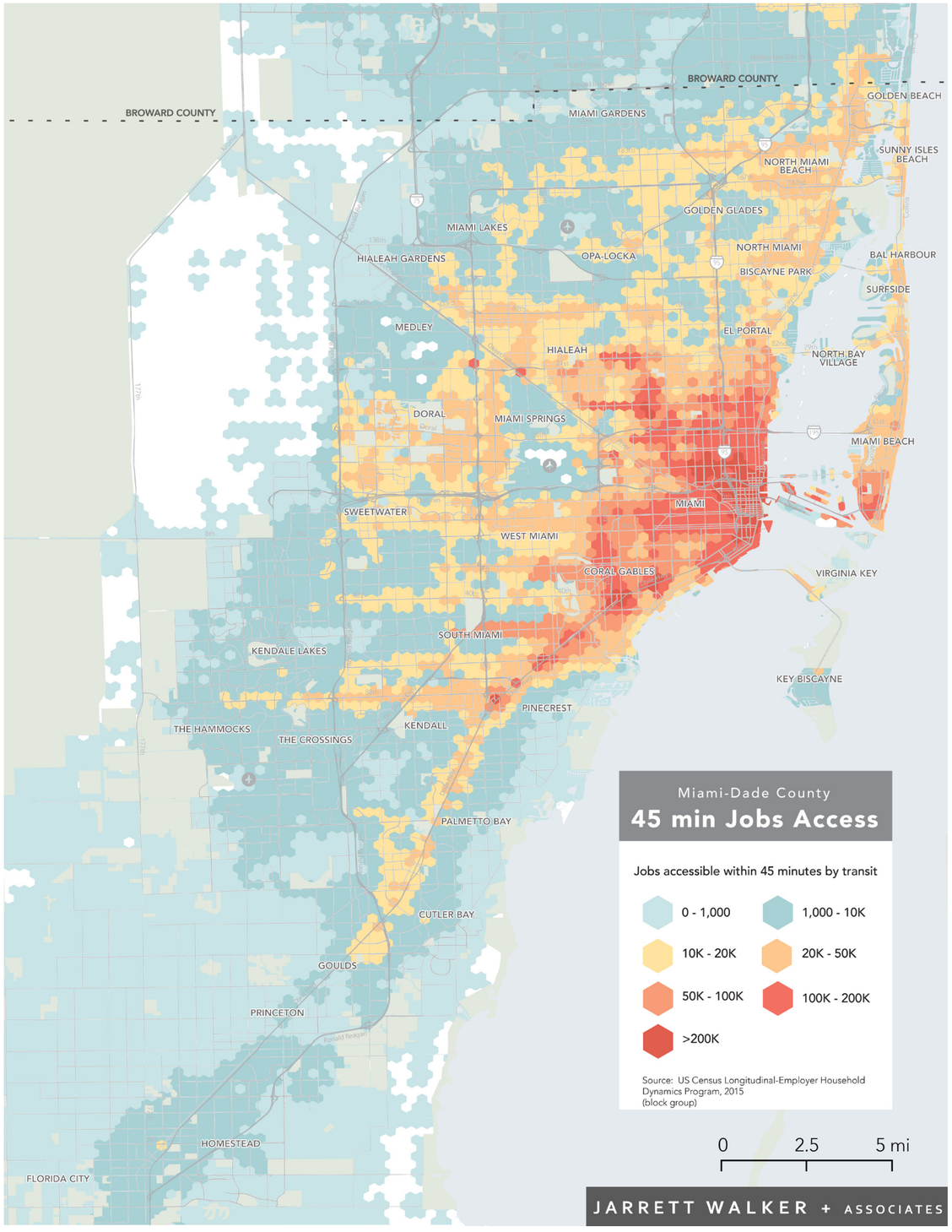


Figure 41: Map of Jobs accessible in 45 minutes by walking and transit for Miami-Dade

5 Transit Challenges and Opportunities

The Power of a Frequent Grid

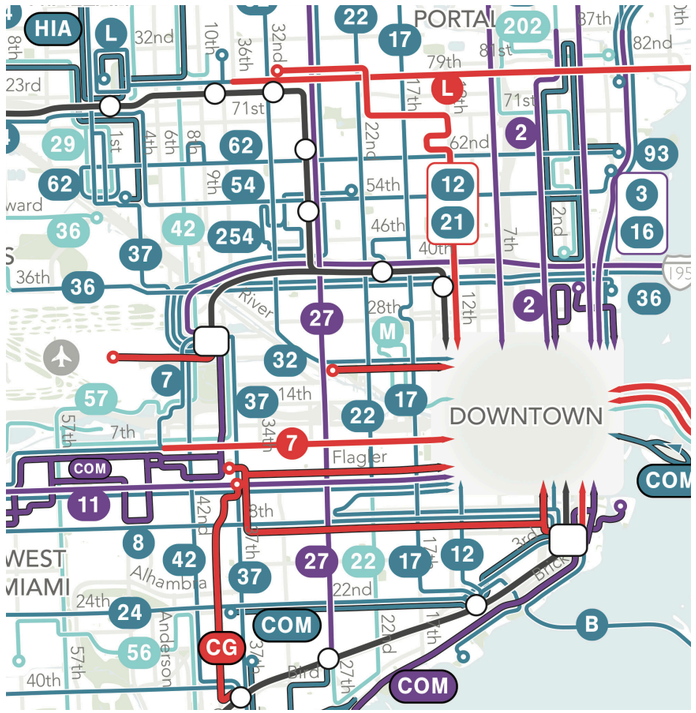
Frequent Grids Expand Access

While Miami-Dade has a network that is mostly designed as a grid, it lacks the frequency to create easy and reliable connections for most transfers between the grid routes. Thus, making connection between grid routes requires a long and uncertain transfers.

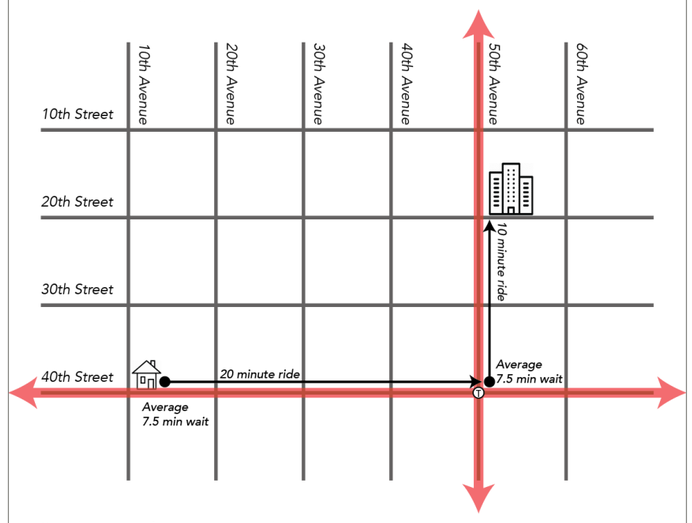
In cities with many centers (such as LA, Chicago or Houston) a frequent grid allows people to travel from-anywhere to-anywhere with a single fast transfer. A frequent grid offers the simplicity and reliability of a street network—you can use it just about anytime, without checking a schedule or making an advanced plan. However, they depend on high frequency, because they depend on transfers.

To maximize the usefulness of the grid in the core of the system, Miami-Dade would need to increase the frequency of service on most of these grid-oriented routes. In order to do that, MDT would have to either cut many routes outside the primary grid in the core, or raise additional revenue for additional service.

Figure 42: The core part of the Miami-Dade network is designed as a grid, but lacks the frequency of service to make grid connections reliable and easy for riders.



Trip from Home to Work requires 2 buses.
Buses take 5 minutes to traverse 10 blocks.
Buses run at a **15 minute frequency**.
Average wait time is 7.5 minutes.



Sample Journey from Home to Work:
7.5 min wait + 20 min ride + 7.5 min wait + 10 min ride = **45 minutes**

- **A 7.5 minute wait at the beginning of the trip** at 40th Street and 10th Avenue. Waiting time is on average half the frequency (or headway). For an every 15 minute route, if a rider walks out to a stop at a random time, their wait is in the range of 0 minutes (if they walk up as soon as the bus arrives) to 15 minutes (if they arrive just after the bus leaves). Thus, on average a rider will wait 7.5 minutes.
- Travel time on the first bus is **20 minutes** to go 40 blocks.
- **Waiting time to transfer is 7.5 minutes** at the intersection of 40th Street and 50th Avenue.
- Travel time on the second bus is **10 minutes** to go 20 blocks.
- Thus **total travel time is 45 minutes** and total waiting time is about one-third of the total trip time.

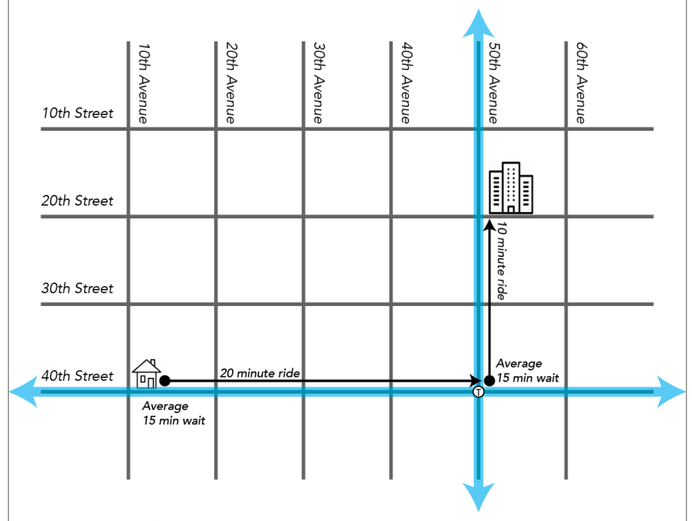
In the bottom example, the only difference is that each route operates every 30 minutes, instead of every 15 minutes. This change has an enormous effect on total travel time, as it doubles waiting time at both the beginning of the trip and at the transfer point.

- Waiting time at the origin and at the transfer point is now 15 minutes each, **increasing total wait time along the trip to 30 minutes**.
- Travel time on the bus is the same.
- Now **total travel time is 60 minutes** and total waiting time is half of the total trip time.

Since most routes in the grid-oriented part of the Miami-Dade bus network consists of 20, 30, 40, or 60 minute routes, wait times to transfer can be long, making travel times across the network much longer than they would be if the frequency of service were higher.

Figure 43: An example trip across a grid network at 30 minute frequency (below) takes 33% longer than the same trip using 15 minute frequency service (above).

Trip from Home to Work requires 2 buses.
Buses take 5 minutes to traverse 10 blocks.
Buses run at a **30 minute frequency**.
Average wait time is 15 minutes.



Sample Journey from Home to Work:
15 min wait + 20 min ride + 15 min wait + 10 min ride = **60 minutes**

Ridership Patterns

Figure 44 shows the number of boardings on an average weekday at every bus stop in the Miami-Dade Transit network. The busiest stops in the network see thousands of boardings per day while some stops see, on average, fewer than one boarding per day. Around the edge of the map, some higher ridership stops on the edge of the network are noted for orientation.

Generally, there are larger boarding dots where grid routes cross. This pattern shows that many people are using the grid to transfer from east-west to north-south routes and vice-versa to complete trips. Thus, despite the relatively low frequency of most of the grid-oriented routes in the Miami-Dade network, the pattern of ridership shows that many people use the grid network to connect across the county.

Another pattern visible here and in the network map is the different network design in South Dade compared to central and northern parts of the county. South of SW 88th Street, the grid pattern of the street network and the bus network begins to change. Because of the diagonal pattern of the shoreline and US 1, and the breakup of the consistent grid street pattern, the bus network changes to better fit the physical characteristics and density pattern of South Dade, such that higher frequency service. Also, in South Dade, the development pattern becomes less consistently dense and continuous, with large single-family residential areas in places like Pinecrest and Palmetto Bay. The activity density map (page 19) shows that density of people and jobs tends to be lower in South Dade, and therefore, higher frequency service is limited to just a few key corridors.

In the southern part of the county, the network transitions into a hybrid design that incorporates more radial network features. This more radial design relies on the South Dade Busway and the southern terminus of the Metrorail line at Dadeland South as central elements of the network. The South Dade Busway provides a much faster travel time for buses than mixed traffic operations on adjacent streets. Therefore, it is a powerful driver of bus ridership in South Dade, as evidenced by the large ridership dots along it all the way to Homestead and Florida City.

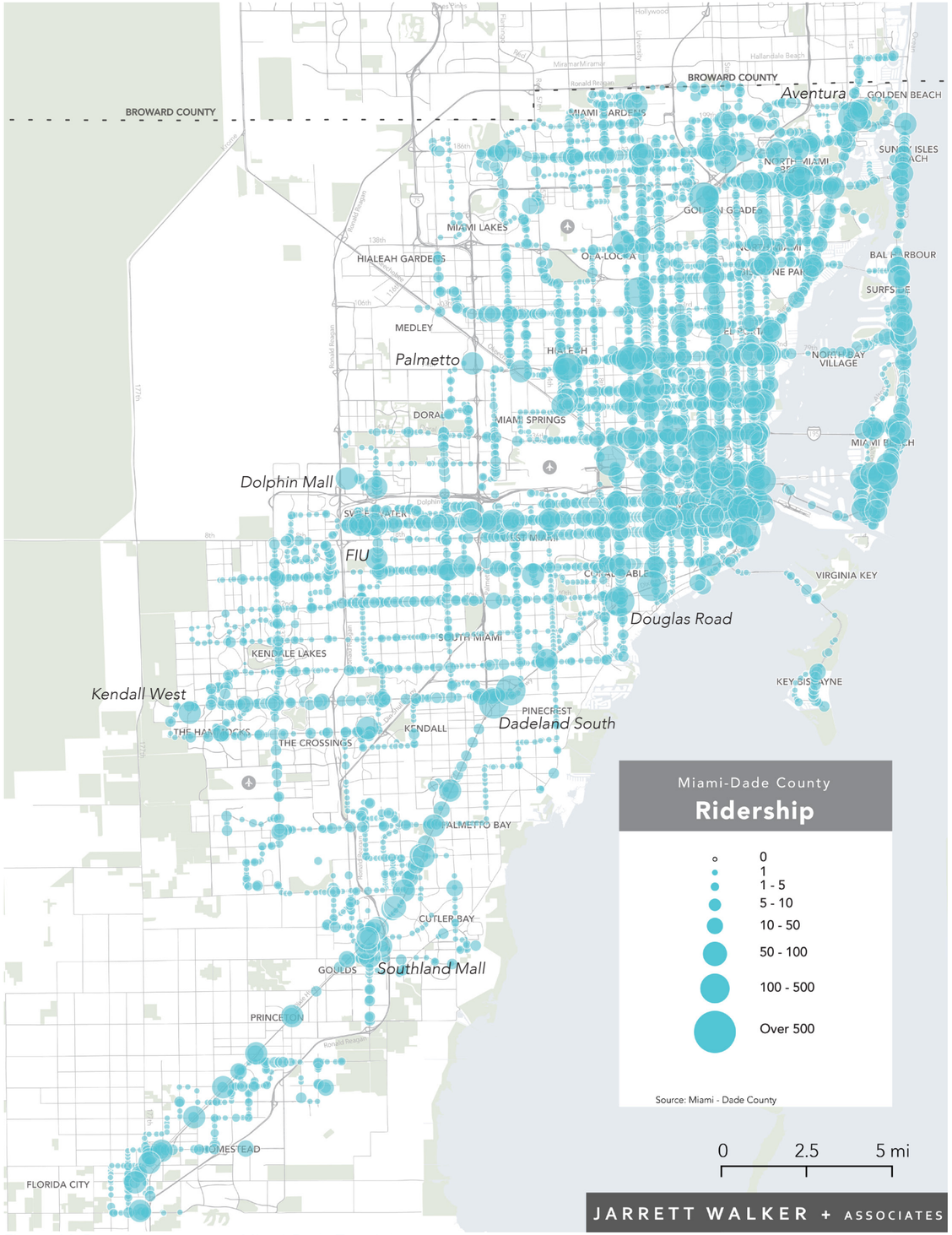


Figure 44: Boardings by stop at Miami-Dade Transit bus stops

Recent Trends Show Declining Productivity

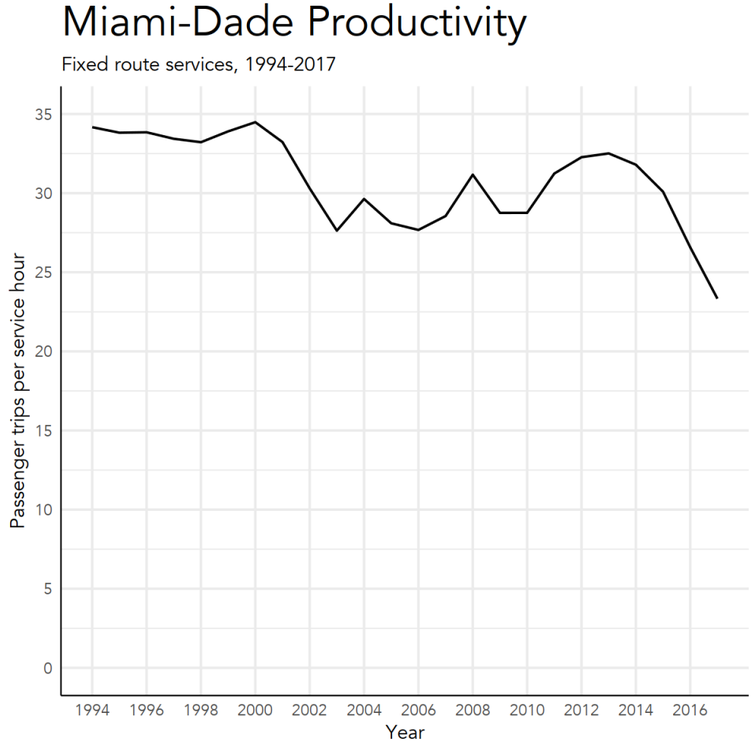
Some transit agencies and cities have adopted a goal of "maximizing ridership." Implicit in this statement, however, is a constraint: there is a limit to how much funding is available to increase ridership. The transit agency cannot spend infinite amounts of money pursuing each additional rider in pursuit of "maximum" ridership.

The more specific way to state this goal is "maximize ridership within a fixed budget." Even if the budget grows, it is and will always be limited.

People who value the environmental, business or development benefits of transit will talk about ridership as the key to meeting their goals. However, because their transit agency is operating under a fixed budget, the measure they should be tracking is not *sheer ridership* but ***ridership relative to cost***. They would not be satisfied simply by a large dot on the boardings map on the previous page until they knew what it cost the transit agency to achieve that large dot.

Ridership relative to cost is called **productivity**. In this report, productivity is measured as boardings per service hour.

Figure 45: Productivity on Miami-Dade Transit Buses, 1994-2017



Productivity = Ridership / Cost = Boardings / Service Hours

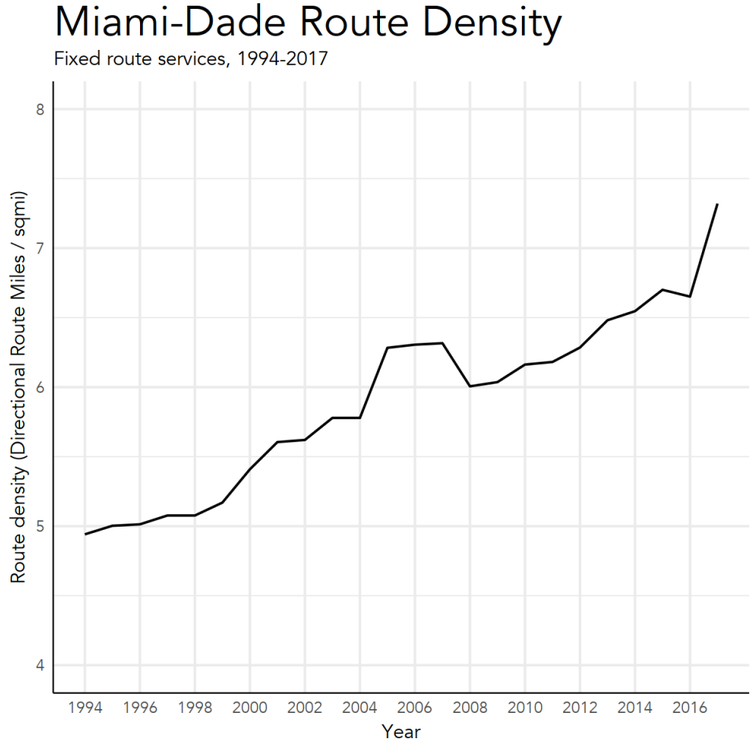
Productivity is strictly a measure of achievement towards a ridership goal. Services that are designed for coverage goals will likely have low productivity. This does not mean that these services are failing or that the transit agency should cut them. It just means that their funding is not being spent to maximize ridership.

System-wide productivity

Looking at Figure 45, bus productivity for Miami-Dade Transit peaked in 2000, and has fallen since then. Despite steep reductions to service from 2006 to 2010, productivity was relatively flat during that period. It rose slightly from 2010 to 2013 as ridership increased and service hours remained flat. Other factors have likely contributed to the more recent decline in productivity: fare increases in 2008 and 2013 likely hurt ridership and the addition of some low-ridership services.

Two clues suggest that increases in low-ridership, coverage-oriented

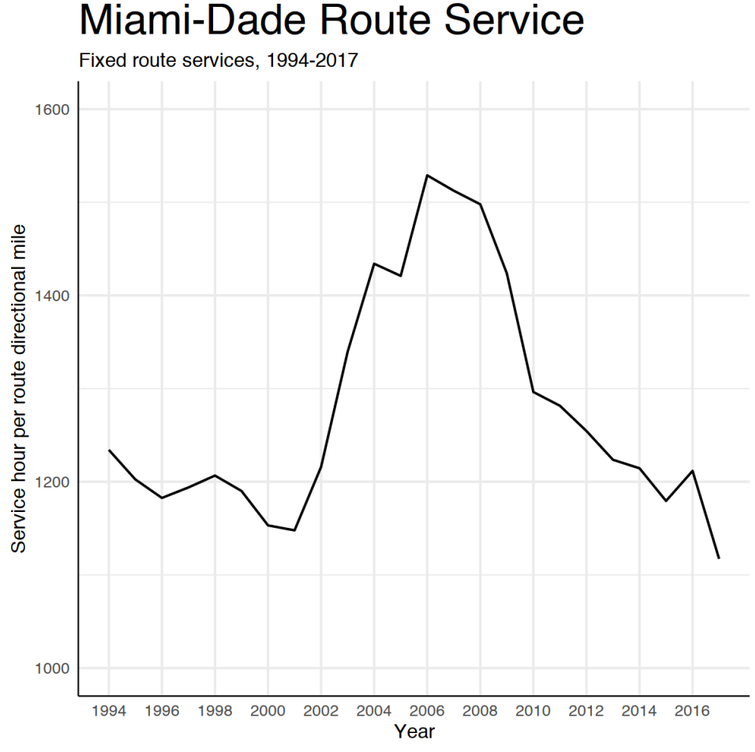
Figure 46: Route Density (route miles per square mile) in Miami-Dade, 1994-2017



services have contributed to the decline in productivity since 2013. Figure 46 shows Route Density, or the number of route miles relative to the overall service area. If the transit agency adds new routes or extends existing routes, the value of this measure goes up. This measure is a rough measure of the change in coverage and duplication. Route density has been increasing consistently since 1994, suggesting that MDT has been consistently growing the coverage or duplication of its network.

Figure 47 shows Route Service, which is the total number of service hours divided by the total number or route miles. If a transit agency increases the frequency of an existing route it has more service hours, but the same number of route miles, and thus this measure would go up. This measure is a rough measure of changes in frequency or span of service. When MDT increased service from 2002 to 2006 it increased Route Service dramatically. Since 2006, Route Service has declined dramatically. Thus, it appears that even in recent years, when total service hours have been flat or slightly increasing, the network has been shifting away from frequency and toward coverage or duplication.

Figure 47: Route Service (service hours per route mile) in Miami-Dade, 1994-2017



More Frequent Routes Are More Productive

The quantity of service provided on any particular route is expressed as the total number of hours that buses operate on a route picking up and dropping off passengers, called **service hours** in transit terminology. The service hours provided by any route, and to any particular stop, will depend on a few factors:

- The length of the route.
- The operating speed of the bus, since a slower operating speed means that covering the same distance takes more time.
- The frequency of service along the route, since higher frequency is created by more buses and drivers working the route simultaneously.
- The span of service along the route each day and each week.

Changing any of these factors for a route will affect the denominator of the productivity ratio. Doubling the frequency of service on a route will double the number of service hours being supplied. This means the denominator of the productivity ratio has been doubled. We would expect that productivity of the route would be cut in half—unless the numerator of the productivity ratio, boardings, were to also increase.

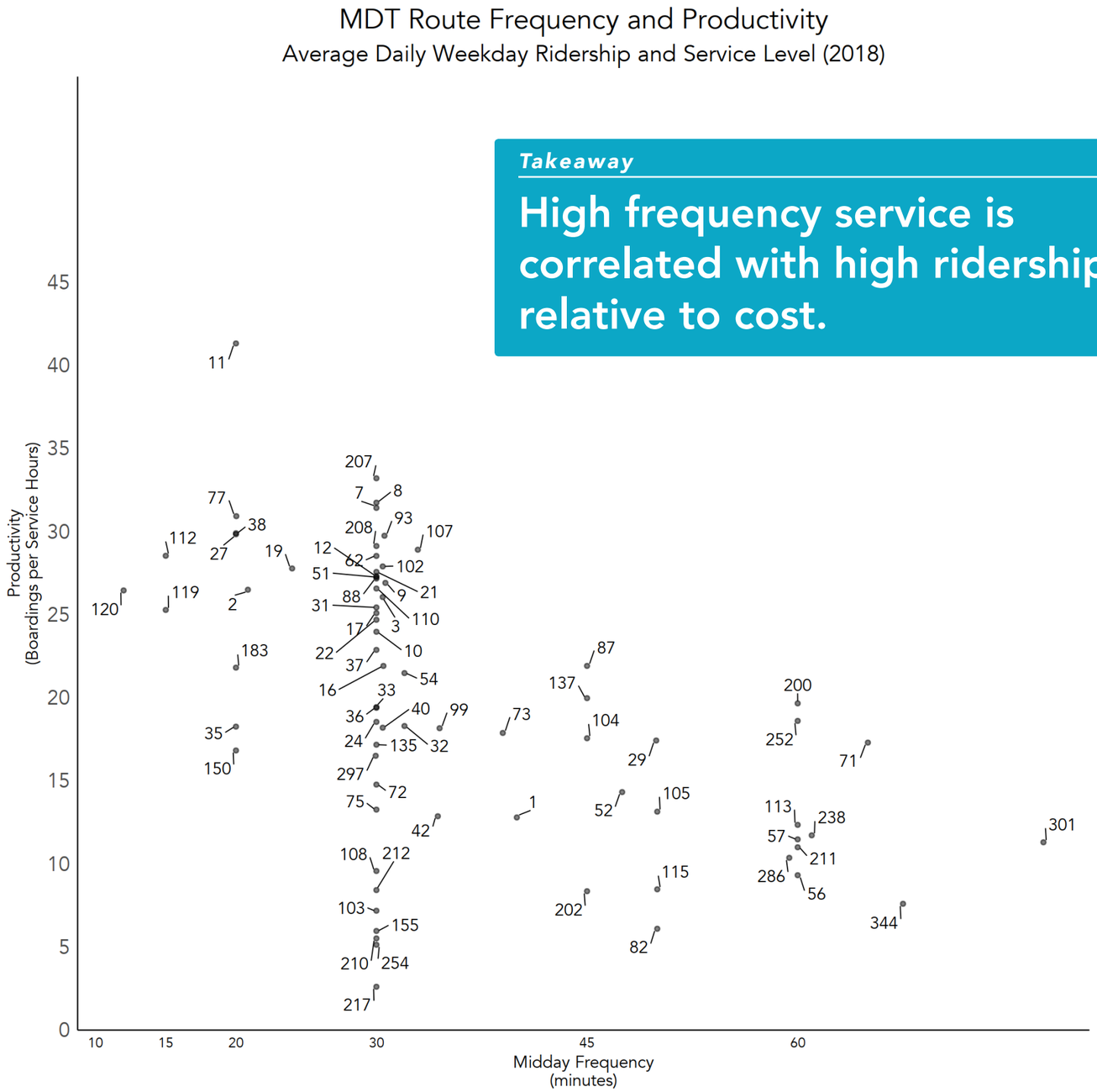
Figure 28, at right, shows the individual MDT bus routes, each plotted according to their frequency (horizontal axis) and their productivity (vertical axis). The data points form a diagonal cloud, up and to the left. More frequent services tend to have higher productivity (ridership per service hour), even though providing high frequency requires spending more service hours. This is true not only in Miami but also all over the world.

However, you can not simply increase the frequency of a route and expect productivity to increase as well. All of the other factors that predict ridership—good density, linearity, walkability and connections among activity centers—must be in place.

While most routes fall roughly in line with the trend, some are outliers.

- Route 11 connects Downtown to Florida International University (FIU) and the Mall of Americas along the dense, linear Flagler Street corridor. It has the highest productivity of any MDT route, averaging over 40 boardings per service hour.
- Routes 155, 210, 217, and 254 are all short "circulator" routes like the Skylake or Brownsville circulators. These routes are generally less than 5 miles long, one-way. They are circuitous and overlap longer and more useful MDT routes. These routes get very low productivity, less than 5 boardings per hour. Their primary function appears to be making connections within neighborhoods where short trips with a transfer between two 30 minute routes would take a long time.

Figure 48: Frequency and Productivity of Transit Service in Miami-Dade



Takeaway

High frequency service is correlated with high ridership relative to cost.

Linearity and Productivity

The principle of linearity from the Ridership Recipe (page 14) tells us that when you run in straight lines connecting multiple destinations, it makes transit more appealing to more potential riders. Destinations located off a straight path force transit to deviate, discouraging people who want to ride through, and increasing cost. **Data on productivity bears out the Ridership Recipe, as most long, straight routes in the Miami-Dade network achieve higher productivity than short, circuitous routes.**

Line drawings of some key example routes are shown below and to the right. The most productive routes, including Routes 11 and L in Figure 49, generally:

- Travel in fairly straight and direct lines with minimal deviations.
- Cover long distances, connecting major destinations that are many miles apart.
- Loop only at the ends, when the bus is likely to be empty. This means that few people have to travel out-of-direction.
- Run at higher frequencies (as shown in the scatterplot on the previous page).
- Operate at least until 11 pm on weekdays, and on both Saturdays and Sundays (as shown in the frequency table on page 29).
- Serve continuous areas of moderate or high density.

In contrast, less productive routes, like Routes 155 and 217 in Figure 50:

- Travel in circuitous paths.
- Deviate repeatedly from the most direct path between destinations.
- Cover very short distances.
- Operate on weekdays-only or have very limited hours on weekends (as shown in the frequency table on page 32).

An extreme example is Route 155. It is only 1 mile long and the crows-fly distance from Golden Pond Apartments to Golden Glades is only 1/4 mile. Route 155 is effectively a sidewalk replacement route for an area with poor street connectivity, unsafe crossings, and poor sidewalk conditions.

Short routes are not, on their own, a poor design choice, but as a route gets shorter, the value of frequency becomes even more important. If a route is only one mile long (one-way), and it only runs every 20 minutes, then if you just miss the bus, an average person could walk to the other end of the route before the next bus arrives at their origin.

Therefore for short routes, or short distances, frequency is the paramount factor in travel time by transit. The short circulator routes in the MDT system that run only every 30 to 60 minutes are not likely to garner high ridership relative to cost, because most people could walk to their destination faster than they could wait for the bus to arrive. Most of these circulator routes are near, or overlap with, longer, more frequent routes. Therefore these routes do not provide unique coverage. Some of these routes may serve very important needs or other coverage purposes, such as providing one-seat rides where a low frequency grid connection would require a long wait.

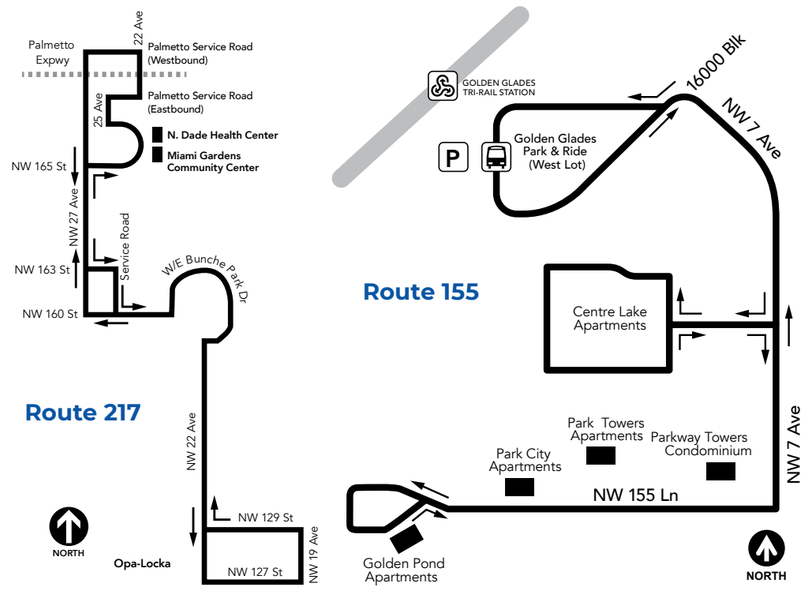


Figure 50: More circuitous routes, like 217 and 155, have lower productivity.

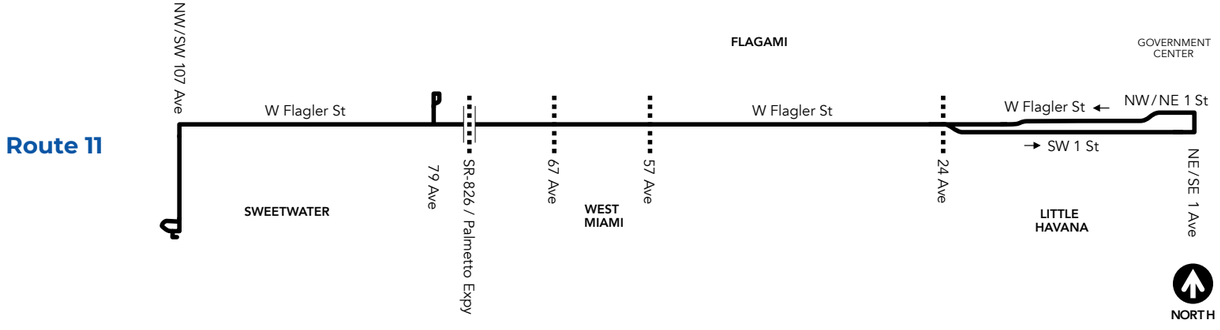
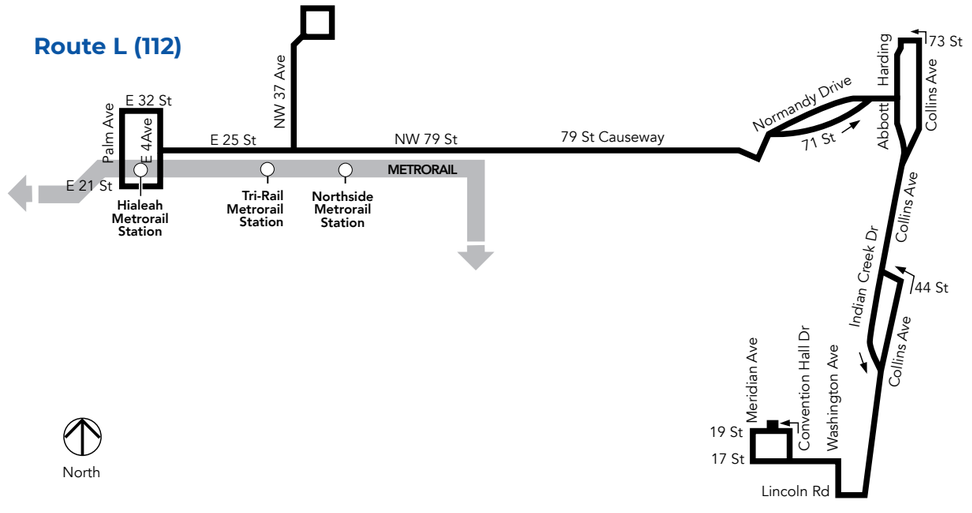


Figure 49: More linear routes, like 11 and L, have higher productivity.



Peak Service Is Less Productive Than Midday

During rush hours, the number of people traveling among certain places increases, and it's normal for service levels to increase in response. Some agencies offer a great deal of extra service during the peak, either in the form of unique rush-hour-only routes, or in the form of higher frequencies. Other agencies offer a largely all-day network, and supplement that network in small ways during rush-hours.

Miami-Dade Transit adds significantly more service during the weekday peaks. This service takes the form of commute express routes (such as the 95 Golden Glades or 34 and 39 South Dade Expresses), higher frequencies on many regular routes, and peak-only limited stop routes like the 277. (The pattern of frequencies through the weekday can be seen in the frequency charts on page 42).

Peaking has some high costs that are often invisible to the public, and some transit agencies even struggle to account for these costs in their internal decision-making:

- Peak services have higher labor cost than service at other hours, specifically for split shifts—where operators work in the morning and evening rush hours with a long break in between. Split shifts can be awful for operators and they can be expensive for a transit agency.[1]
- The agency must maintain a large fleet of buses for the peaks, a fleet that sits idle at all other times. For each extra bus that is run during peak times, the agency had to purchase the bus, find land to store it on, pay people to maintain it.
    - At midday MDT runs 347 vehicles, but at peak they need 584 on the road. Thus, about 40% of the fleet is maintained, stored, and ultimately replaced in order to provide many fewer hours and many fewer riders each week than the rest of the fleet.
- Short peak runs require drivers to go to and from the operating base with a bus twice a day. This time is called **deadhead**, and can cost an agency a great deal of time. The cost of this factor to MDT will be explored further on page 47.

The graph in Figure 51 compares how much bus service MDT puts on the road for each hour of the weekday, compared to how much ridership that service attracts. The productivity by hour is also shown. (All are reported in this graph as a percentage of the daily per-hour average).

The weekday peaks in service that are visible at the top of this graph are what drive MDT's fleet requirement, and cause the increased costs described in this section. For this reason, many agencies decide to ask their consumers to bear with some crowding out of respect for the extra costs of running extra peak service.

In these charts, whenever the red line rises, buses are on average more crowded. Boardings and bus trips both go up significantly in the AM and PM peak periods, but productivity tends to decline. In the weekday in the middle of the day, buses are on average more crowded than they are during the AM or PM peak periods. In fact, **on average, rush hour is not a very productive time of day.** This suggests that shifting service hours from the peak to other times of the day would result in higher ridership relative to cost.

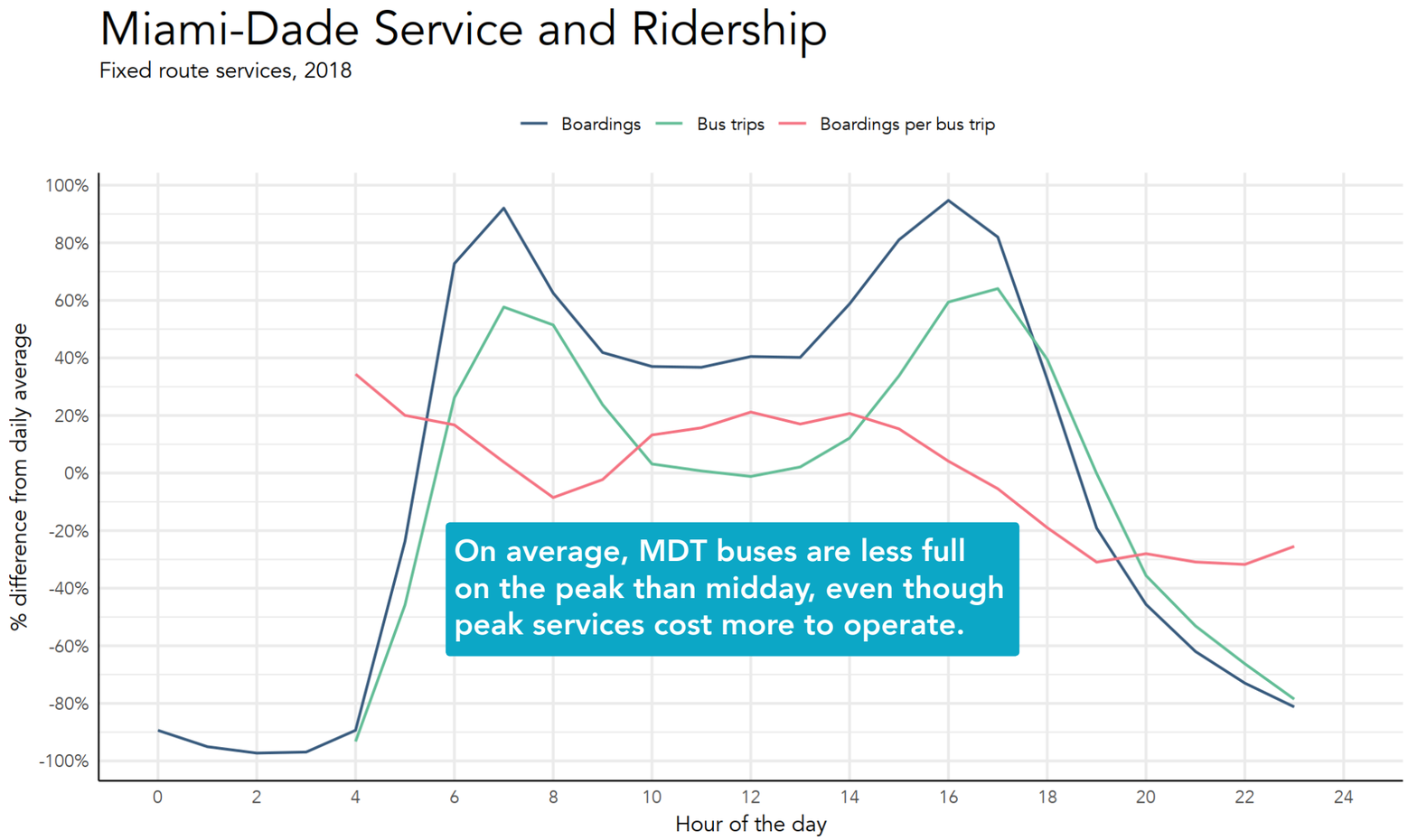


Figure 51: Boardings, Bus Trips, and Boardings per Trip by hour for an average weekday

1 The MDT contract with its operators requires that overtime be paid for any shift with a total of 12 hours of spread—the time from showing up for work until being completely done with work for the day, including break time for a split shift.

Peak-Only Routes Have Low Productivity

People sometimes assume that targeting transit service at the peak of demand, in particular at rush-hours, will be most "efficient." Yet peak-only services have some limitations that leads to lower ridership relative to cost compared to all-day services:

- Peak services tend to be used in only one direction, toward downtown or a major destination, and run empty or nearly empty in the opposite direction. All-day services tend to be used more evenly in both directions.
- Peak services are less useful to low income workers, who tend to work in industries that have less traditional shift times. Thus one of the largest markets for transit is not served well by peak services.
- As noted previously, there are many hidden and obvious extra costs to peak services that reduce their ridership relative to cost.

Figure 52 shows the productivity of each route by frequency, but now with peak-only routes on the right half of the plot. In fact, all but three have lower productivity than the systemwide average of 23 boardings per hour.

The two most productive peak-only routes are Routes 34 and 39, which operate on the South Dade Busway, where buses have a significant speed advantage over private automobiles, where transfers to Metrorail at the north end are easy, and trip distances are relatively long. Therefore, these routes provide competitive trip times compared to the private automobile for a typical peak period commuter.

The next highest productivity peak-only route is the 95 Golden Glades. This route achieves a productivity of about 24 boardings per service hour, just above the systemwide average of 23. Route 277, which is a peak-only, limited stop MAX route that overlays Route 77 at peak times, achieves a productivity of 23 boardings per service hour. The remaining 18 peak-only routes achieve productivity levels lower than the systemwide average of 23 boardings per hour.

Takeaway

Most rush hour services are less productive than all-day routes.

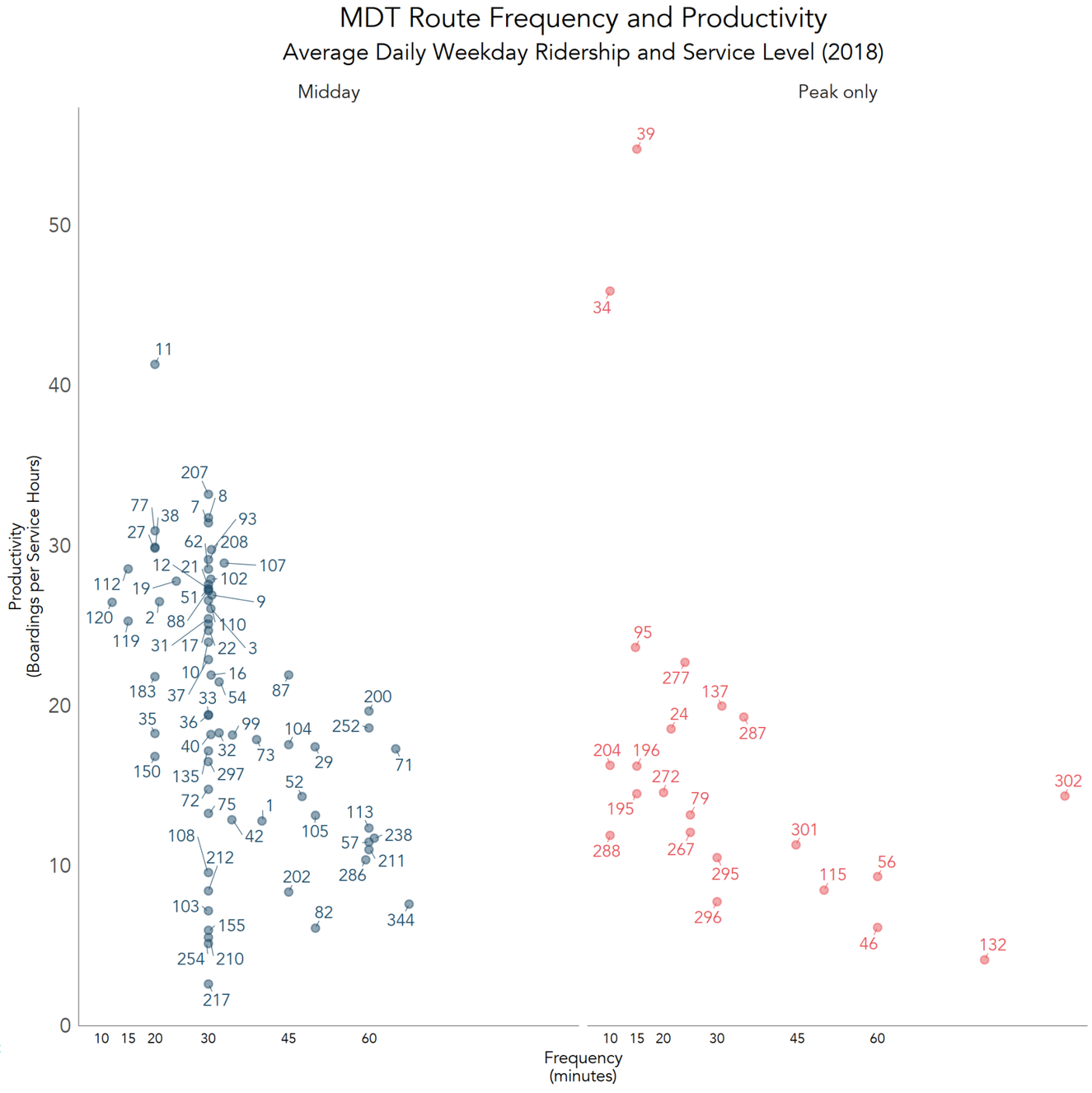


Figure 52: Frequency and Productivity of Transit Service in Miami-Dade with Peak Routes

Deadhead Is Costly for Peak-Only Routes

Deadhead is the time that a bus and driver spend getting from the operating base, or from another piece of work, to the start of a route, or returning from the end of a route to the operating base. The time a driver spends traveling for a lunch break is also considered deadhead.

While every route requires some deadhead, peak-only routes tend to be provided for longer distances, and in a single direction. (For example, nearly all 95 Golden Glades trips are one-way into downtown in the morning, and the reverse in the evening.) This peak-direction-only service can seem efficient to riders, who sit on a reasonably full bus each way. What riders often don't realize is that *the bus and driver have to drive back the other way, empty.* This deadhead time still costs the agency, but doesn't result in any ridership.

Deadhead is one factor that leads to overestimates of the productivity of peak-only routes. Peak-only routes have extra deadhead for two reasons:

- Many of the peak-only routes that MDT operates are peak-direction-only, and so have riderless deadhead time to return to their start.
- Even routes that run in both directions have extra deadhead, because buses and drivers are going to and from the garage at least twice a day, instead of once per day. For a peak-only shift, a driver leaves the garage for their AM shift, incurring deadhead to start their trips, then returns to the garage, incurring deadhead time, before lunch for a midday break. They then depart in the afternoon to begin their PM shift, again incurring deadhead time to start their PM trips, and once the driver finishes their afternoon trips they return to the garage again.

Figure 53 shows the percent of time spent on deadhead by route as a percent of the total service hours provided by route. The dashed line on the graph shows that the systemwide average is about 12%. This means that for every hour a bus is on the street providing service to riders, about 7 minutes is spent on deadhead time. Peak-only routes are highlighted in red and all but one has a higher deadhead percentage than the systemwide average, many much higher.

Some routes have substantially higher deadhead times. **Routes 34 and 95 have about 50% deadhead time relative to service hours. That means that for every hour those routes provide service, 28-30 minutes is spent on deadhead time.** By comparison, only four all-day routes have a deadhead rate of more than 20%, and none has a rate higher than 30%. Among all routes, the top seven in deadhead rates are peak-only routes. Route 95 shows up twice in the graph because different branches of that route are dispatched from different garages and those branches have different deadhead rates.

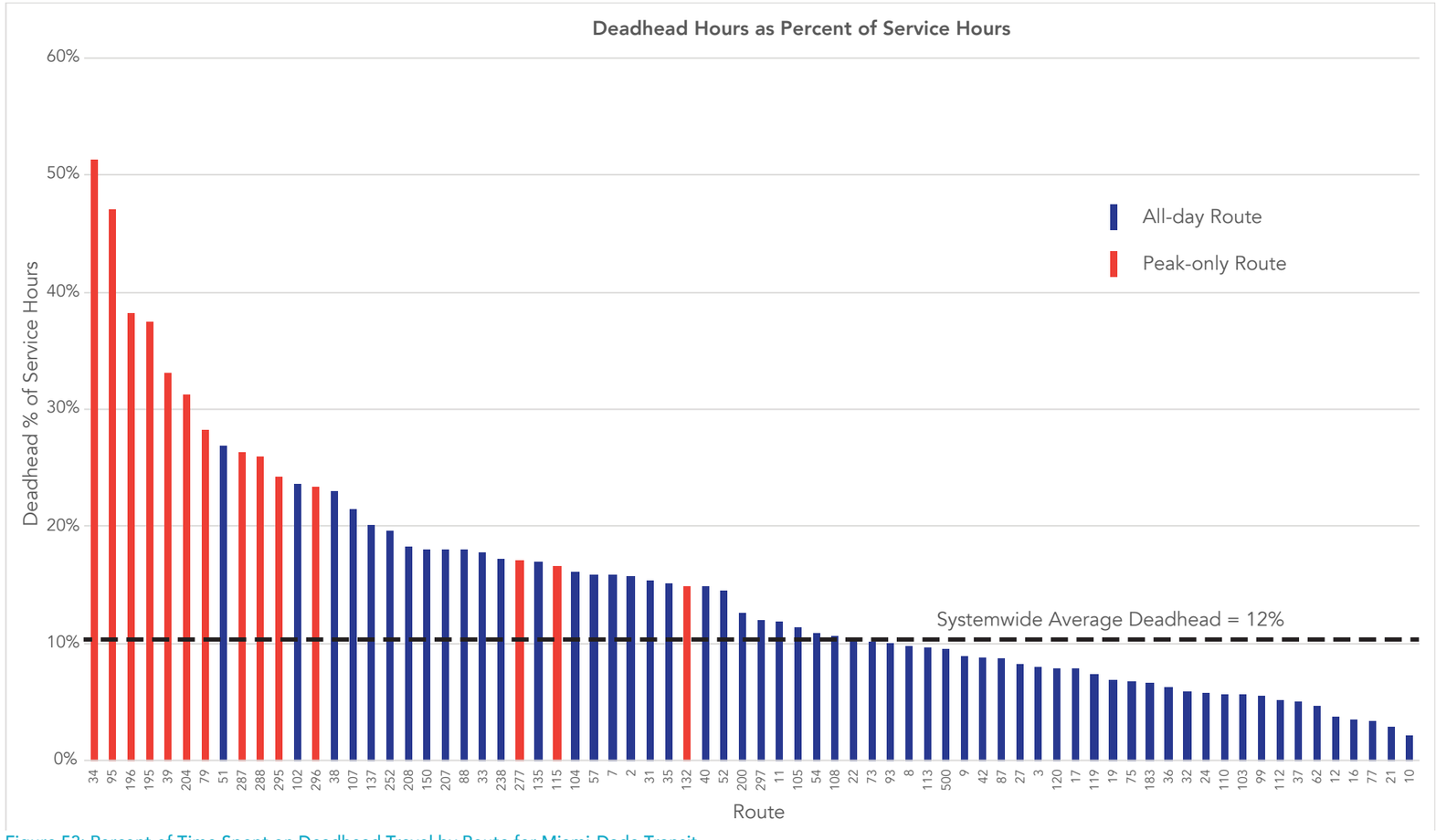


Figure 53: Percent of Time Spent on Deadhead Travel by Route for Miami-Dade Transit

The graph is also telling us that the productivity values for most peak-only routes shown on the previous page should be discounted by about 1/3 to account for the inefficiency of this extra deadhead time. Doing so would mean that all but two peak-only routes would have productivity levels below the systemwide average. If MDT chooses to continue running these peak-only routes, there is no way to avoid the higher costs of providing service over longer distances and the inefficiencies of extra deadhead. Thus, if Miami-Dade is interested in increasing ridership relative to cost, the community should consider reducing investment in peak-only service and extra peak frequency and invest in more productive service such as midday, evening, or weekend service.

Takeaway

Peak-only service is only about 2/3 as productive as it looks, once deadhead cost is accounted for.

MAX Routes Aren't Usually Worth the Wait

Miami-Dade Transit operates nine routes that make limited stops and are branded as MAX routes. Seven of these routes operate as supplemental to a local route that makes stops more often along the same corridor. Rarely is a MAX bus worth waiting for because the frequency of service is too low and the speed advantage is too little.

For example Route 3 is the Biscayne Local and Route 93 is the Biscayne MAX. Both routes start at Government Center and end at Aventura Mall in North Dade, though Route 3 makes a deviation to serve 163rd Street Mall. Route 3 stops about every 850 feet. Route 93 stops about every 1,500 feet, a 2:1 ratio of stop spacing. As a result of the wider stop spacing, Route 93 averages about 12 mph at midday, while Route 3 averages about 10 mph. Thus, for a relatively long trip from NE 123rd Street to Government Center, Route 93 will get there about 8-9 minutes faster.

At midday, both routes run every 30 minutes, so a rider at a stop served by both routes would be better off to catch a Route 3 bus if it arrived first. The long wait for the next Route 93 would likely outweigh the time made up in a faster in-vehicle travel time.

At peak times, Route 93 is every 15 minutes, while Route 3 is every 20 minutes. The higher frequency reduces the average travel time for a rider on Route 93 even more, due to shorter waits. Yet even at peak, if a rider is at a stop served by both routes south of 163rd Street, and a Route 3 bus arrives first, that rider would, on average, reach downtown only a few minutes after a Route 93 bus, given the wait for the next 93 bus.

This pattern holds true for many MAX routes since during middays most MAX routes run at the same or lower frequency than their corresponding local routes and their stop spacing patterns are similar. Even at peak times, some local routes run more frequently than their MAX counterparts. Figure 54 shows the productivity and peak frequency of MAX routes and their corresponding local routes. The following local routes achieve higher productivity results than their corresponding MAX routes: Routes 11, 77, 27, L (112). For these situations, it is worth asking whether adding frequency to the local would provide more useful service to riders than running a separate, limited-stop service.

MAX Routes 120, 93, and 38 have higher productivity than their corresponding local routes (S, 3, and 31). In these cases, the limited-stop may be providing more useful service. In other regions with rapid and local routes that overlay each other the stop spacing ratio is closer to 4:1, suggesting that one reason for the lackluster productivity on MAX routes is that they have too many stops.

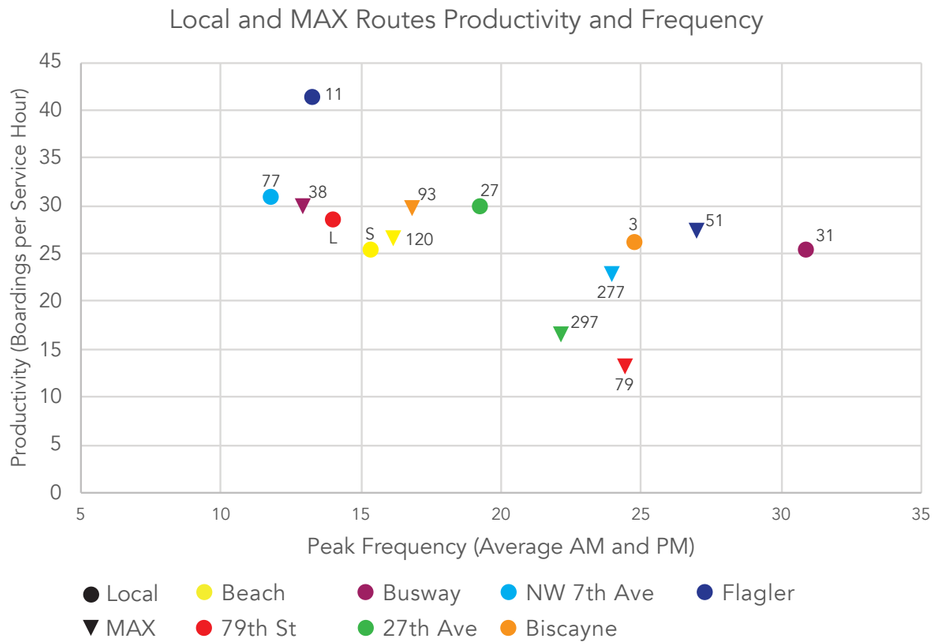
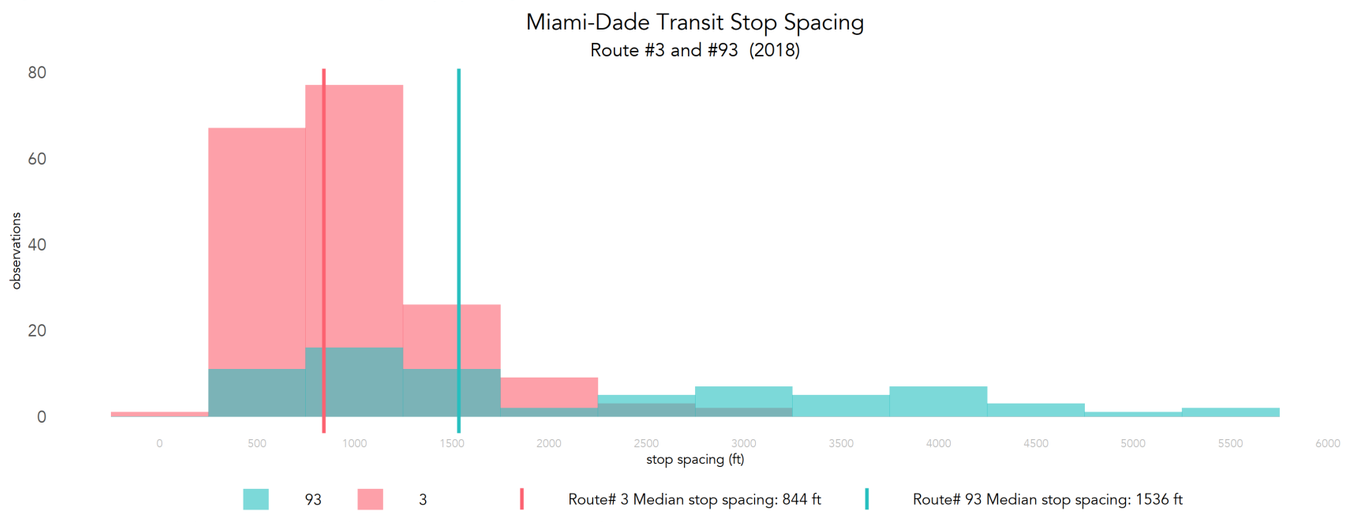


Figure 54: Productivity of Local and MAX Routes on the same Corridors

Figure 55: Distribution, Median, and Average Stop Spacing for Routes 3 and 93



Note: Each observation is measured as the distance between two consecutive stops for each weekday route

Takeaway

The speed benefit of most MAX routes is canceled out by the long waiting time.

Stop Spacing and Speed

Across all routes in the Miami-Dade Transit system, the typical spacing between bus stops (the median stop spacing) is about every 850 feet. Figure 56 shows the distribution of the distance between stops. Express and MAX routes have much higher stop spacing, but most local routes, particularly in the dense, grid portion of the network have a stop about every 600 to 800 feet. In more suburban areas of the county stop spacing is farther apart, due to fewer safe road crossings and destinations that are farther apart.

The typical spacing of stops of every 600-800 feet in the dense core of the network comes about from relatively inconsistent spacing of stops across the grid of streets. Most streets and avenues in Miami are spaced about 660 feet apart, which is 1/8 of a mile. This reflects the subdivision of the county by section-line streets and avenues at every 1/2 mile, and the further subdivision into smaller equal sections. If there were stops at every street and avenue, then typical stop spacing would be every 660 feet. If there were stops at every other street or avenue, then typical stop spacing would be every 1,320 feet.

There is a geometric trade-off between closer stop spacing and faster bus speeds. Figure 57 shows the basic trade-off in conceptual terms. As stops are placed farther apart, buses can travel faster and cover more distance in the same time.

This is because most of the time required at a stop is not proportional to the number of passengers served. When there are many stops, passengers spread themselves out among them, so the bus stops more for the same number of people. When passengers gather at fewer stops, stopping time is used more efficiently, resulting in faster operations.

This increased speed has two benefits. First, riders can get farther faster and reach their destinations sooner. Also, as speeds increase across the entire transit system, more service can be provided for the same cost. Since the primary cost of transit service is the cost for labor which is paid based on time worked, the faster buses operate, the more service that can be provided for the same cost. So, higher frequency can be provided or routes can be extended to go farther for the same cost.

This is why standards for stop spacing in the US are generally in the range of 1,000 to 1,500 feet on high-frequency bus routes, or two typical Miami blocks. Many transit agencies are studying stop-spacing and developing consistent citywide policies, usually in that range.

A 1,300 foot or two block spacing would mean that:

- Buses run noticeably faster, because customers gather at fewer stops where they can board more quickly. Currently, MAX routes operate 10-30% faster than their local counterparts, but their stop spacing is closer to 2,600 feet. We estimate a 5% speed increase is likely possible on most local routes with wider stop spacing.
- Everyone is still within a short walk of one bus stop, but not necessarily two consecutive stops. Of course, riders only need to reach one stop, not two.
- Fewer parking spaces are removed to accommodate bus stops in dense areas with on-street parking, although those that remain will need stronger enforcement.

Stop spacing can be changed, but it requires a clear strategy and public conversation about whether faster operations are valuable. There are two major reasons people defend closely-spaced stops. First, some people have difficulty walking and will be inconvenienced by a longer walk. Seniors and people with disabilities are more likely to feel inconvenienced by this change. Second, as stops are spaced farther apart, transit becomes less useful for very short trips. This is because walking distances at each end of the trip increase to the point that very short trips would be faster by walking or biking. Some cities and agencies view this as a good thing, arguing that the point of transit is to provide an alternative to driving, not an alternative to walking.

As always, the key to a successful revision of stop spacing is for it to be a consistent policy applied in all comparable circumstances, and tied to a clear systemwide benefit in travel times. Many transit agencies have successfully widened stop spacing where these benefits were clear.

Takeaway

Wider stop spacing can increase bus speeds, making trips faster and freeing resources for more frequency or coverage.

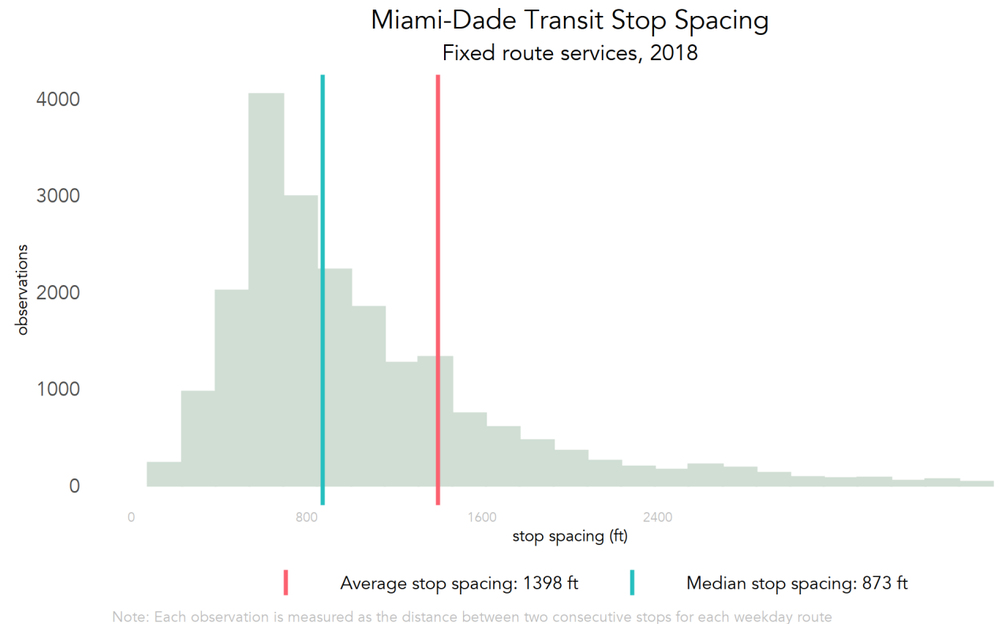
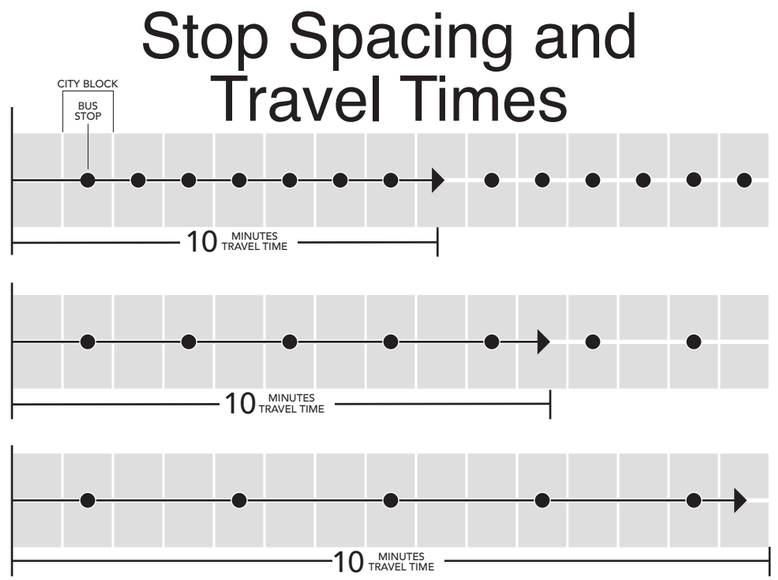


Figure 56: Distribution, Median, and Average Stop Spacing for all stops in Miami-Dade

Figure 57: Trade-off between stop spacing and travel time



Connections versus One-Seat Rides

Most of the Miami-Dade transit network is a grid that encourages riders to make connections to complete trips. Yet there is a natural desire from riders and key interests to ask for special exceptions to the grid to provide a one-seat ride across the grid. Yet, the more that MDT emphasizes one-seat rides, the more it would undermine the usefulness of the grid. In general, **a higher ridership network will consolidate routes to minimize waits and ask people to connect**. Most people will get where they are going faster, even with a transfer, because their wait time is much shorter. This tension is demonstrated in the design of Routes 12 and 21.

Routes 12 and 21 start at the Northside Metrorail Station and go east through Liberty City, eventually turning south and becoming the primary north-south grid route on NW 12th Avenue. Where the two routes run together, they provide a combined 15 minute frequency.

At 20th Street the routes branch and Route 21 goes east through Culmer and Overtown to Government Center in Downtown. Route 12 continues following 12th Avenue through Little Havana to Vizcaya Metrorail Station and then on to Mercy Hospital (see Figure 60). By splitting, each route only has service every 30 minutes at midday south of 20th Street and the combined 15 minute service is only available for trips that begin and end north of 20th Street.

For trips going downtown from points north of 40th Street, most riders would get there sooner by transferring to Metrorail at Allapattah station. The combined frequency of Routes 12 and 21 and the faster speed of service on Metrorail mean that trips between Liberty City and Downtown or Overtown are faster than waiting for the one-seat ride on Route 21. Only trips between Liberty City and the area around NW 3rd Avenue and NW 17th Street in Culmer are faster by the one-seat ride via Route 21 than any other combination of rail and bus.

One complicating factor is that Miami-Dade Transit charges 60¢ for transfers from Metrobus to Metrorail. While this is a small fee, it is still an impediment to the seamless use of the entire transit network as one unit for making trips. Riders will naturally respond by asking for long routes that avoid a Metrorail transfer, to minimize their own costs.

Figure 58: Routes 12 and 21 provide frequent service on NW 12th Avenue

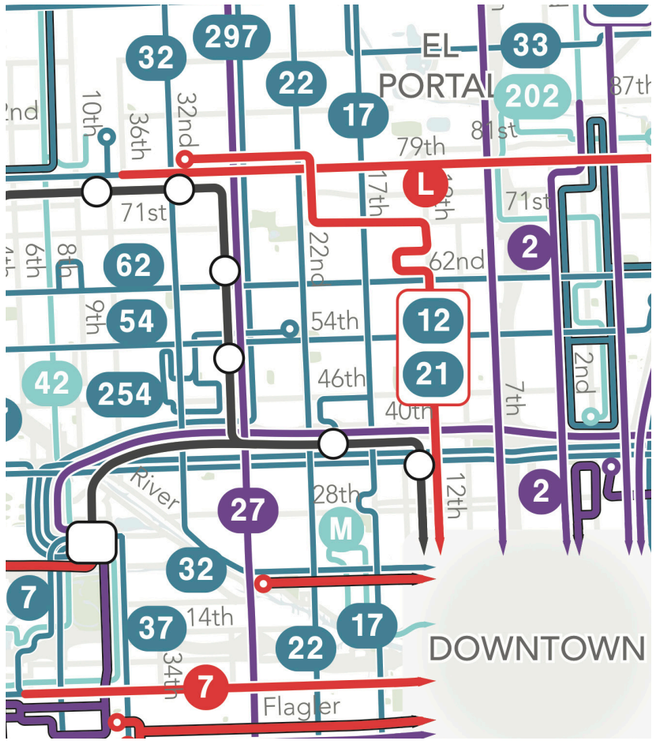


Figure 59: Direct routes lead to higher complexity and longer waits.

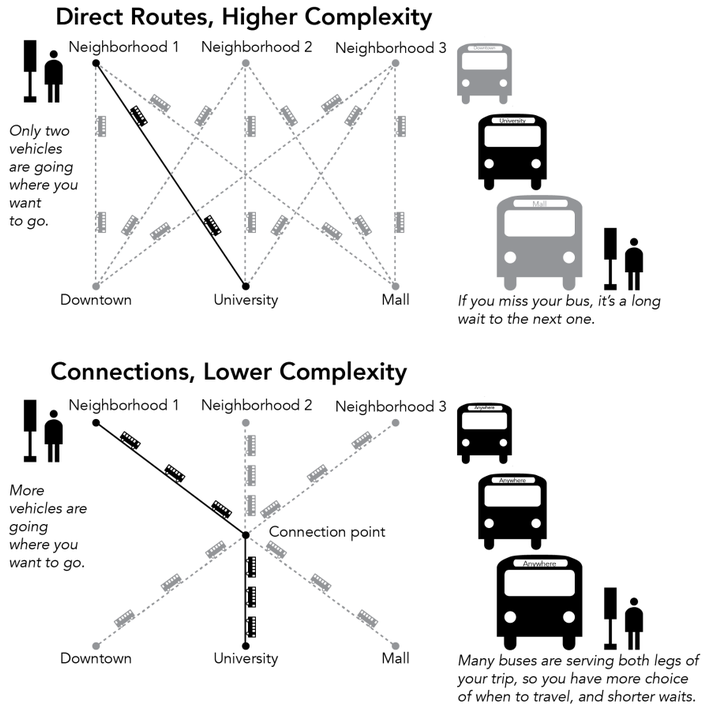
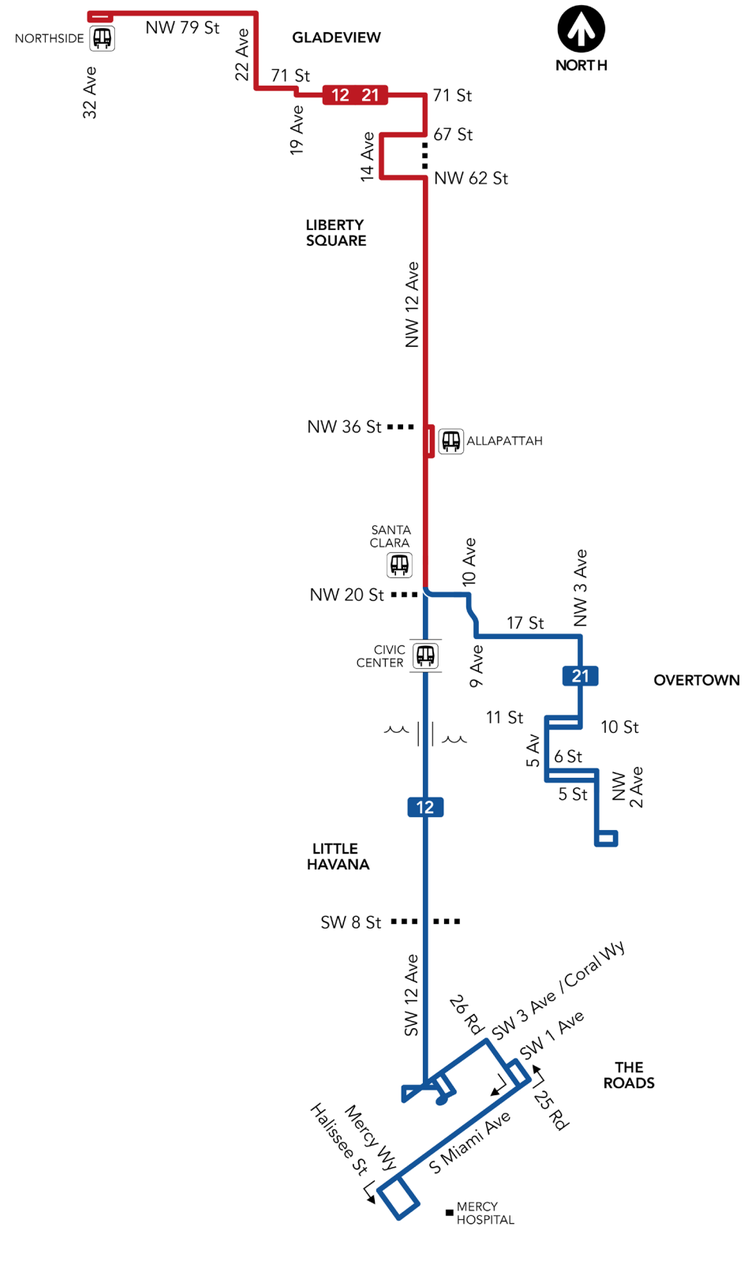


Figure 60: Routes 12 and 21 branch as they reach the Medical District, reducing the frequency of service south and east of the hospitals.



Downtown Missed Connections

Most MDT routes that come into Downtown Miami converge on Government Center station or traverse through downtown on SE/SW 2nd Street and NE/NW 1st Street. The connection of all of these routes in one location within downtown is important because it simplifies many trips by limiting the number of transfers required. Also, many of the north-south routes that run east of Miami Avenue would not touch Metrorail unless they come into downtown and reach Government Center. Metrorail is such as fast and frequent connection to so many activity centers around the region, so connecting to it is critical to maximizing access via transit for many trips

Figure 62, at right, shows the bus network within Downtown Miami and the Brickell Area. Figure 61, below, shows the Omni area bus network, just north of downtown. Looking closely, there are a couple of key connections that may be limiting the usefulness of the overall network. Routes 10 and 16, which come from the north along the NE 2nd Avenue and Biscayne corridors, respectively, terminate at Omni Bus Terminal. Therefore, these routes do not touch Metrorail directly, nor do they reach the multitude of other bus connections available near Government Center.

Similarly, from the south, Routes 8 and 24 terminate at Brickell Station, and therefore miss direct connections to key north-south routes, like Routes 2, 3, 9, and 93. Furthermore, to connect between Routes 10 or 16 and Routes 8 or 24, would require a four seat ride because Metromover does not connect Omni and Brickell directly. A rider must transfer within the Metromover downtown loop area.

Connecting buses across the Miami River does present some operating challenges. Unpredictable drawbridge openings can delay buses. And general downtown congestion is always a concern for transit operators. Bringing more buses into a highly congested area can seem to waste more time in traffic than it might save riders in connection time. The County, City of Miami and the State of Florida can help solve this problem by dedicating space on key streets for buses to move through downtown. Dedicated lanes already exist for eastbound travel on SE/SW 1st Street. Dedicating more lanes on key north-south streets would provide more reliable service and make it easier to provide all the important bus connections within downtown.

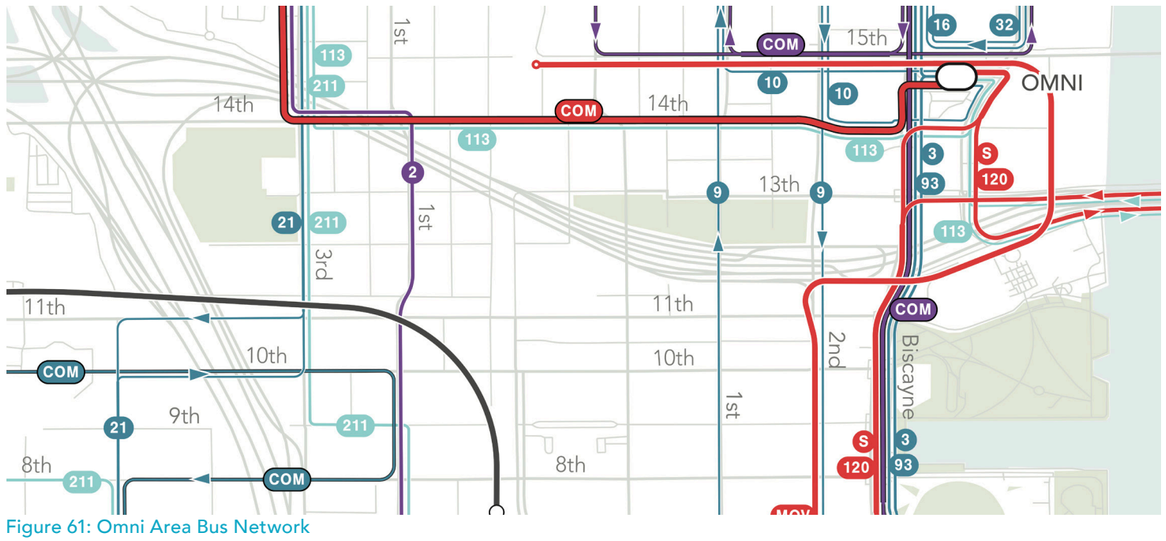


Figure 61: Omni Area Bus Network

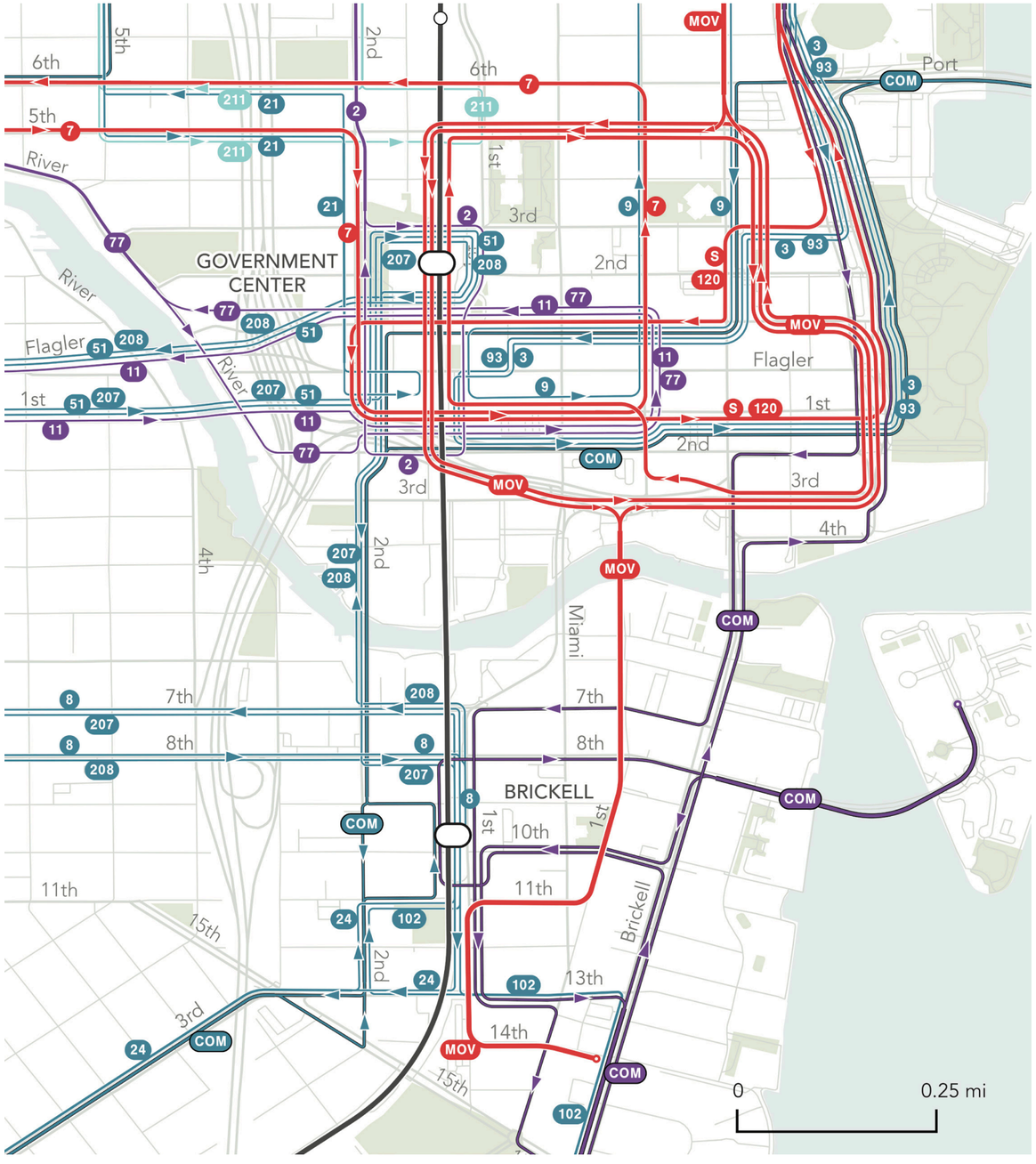


Figure 62: Downtown Miami and Brickell Area Bus Network

Municipal Trolleys Are Highly Duplicative

In 2002, Miami-Dade votes approved a half-penny sales tax levy to fund various transit improvements. The ordinance enacting that levy required that 20% of the tax proceeds go to municipalities to support local transportation improvements and many municipalities use that funding to support local transit services, usually with smaller trolley vehicles. Some municipalities supplement the half-penny funding they receive to expand transit even further than the half-penny funding allows. **Trolleys have generally been overlaid on MDT services, resulting in extensive duplication that may not be the best overall use of tax dollars.** Figure 63 shows a slice of the overall transit network where many City of Miami Trolleys overlap with MDT routes.

The frequency and span of service provided by these trolley routes varies dramatically across the different municipal providers and even within each provider. For example, the City of Miami runs twelve trolley routes (Figure 64) at a range of frequencies. Some City of Miami trolleys running every 15, 20, or 30 minutes. Some of these trolleys run late into the evening and night. Only six of the twelve trolley routes run on Sundays. Miami Beach runs trolleys that vary in frequency of service, but have relatively consistent span of service and operate late into the evening, and seven days a week. The Coral Gables Trolley runs only on weekdays. These three cities account for 70% of trolley ridership in the county and are therefore the primary focus of the Better Bus Project redesign effort.

These three municipalities contract out the operation of their trolley services to a private operator. Currently most trolley routes use high-floor vehicles, meaning there are stairs to enter and exit the vehicles. Miami Beach uses low-floor vehicles for the South Beach Loop and plans to purchase more low-floor vehicles to replace their current high-floor vehicles. The operating costs for each municipality is substantially lower than the per service hour costs that the county.

In some situations municipal operators and MDT have developed a complementary relationship. For example:

- In Miami Beach, the city has taken over operation of the South Beach Loop routes, which it can operate at a lower cost. The productivity of this route is below the MDT systemwide average, therefore having Miami Beach operate the route provides a more coverage-oriented service at a lower per rider cost.

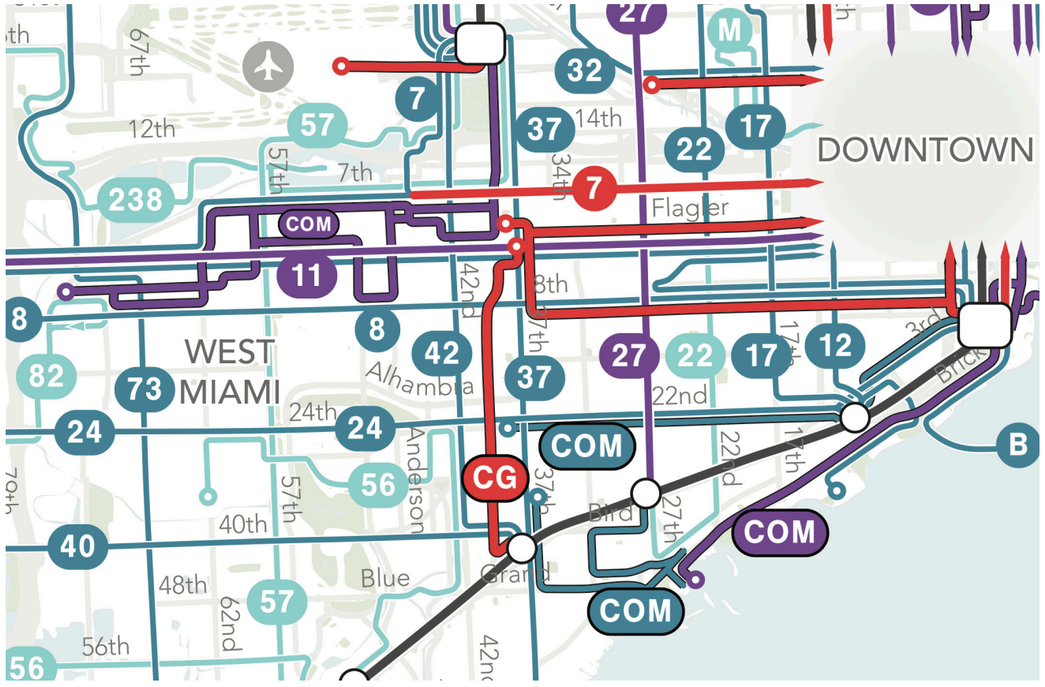
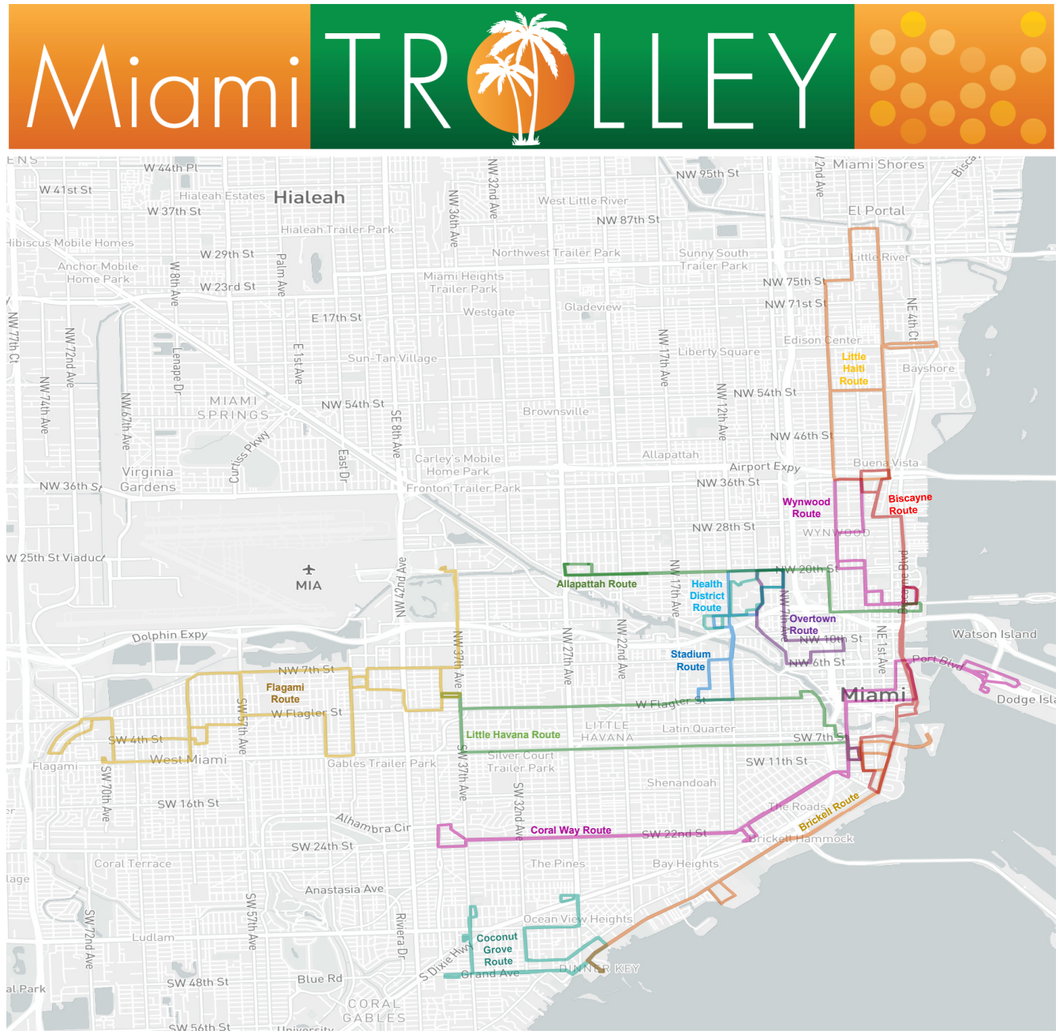


Figure 63: Most of the City of Miami Trolley Routes Overlay Existing MDT Routes


Miami TROLLEY
Hialeah
Hialeah Estates
Hialeah Trailer Park
Anchor Mobile Home Park
Miami Heights Trailer Park
Northwest Trailer Park
West Little River
Sunny South Trailer Park
Miami Shores
El Portal
Little River
Gladeview
Westgate
Liberty Square
Edison Center
Sun-Tan Village
MIAMI SPRINGS
Brownsville
Carlex's Mobile Home Park
Fronton Trailer Park
Allapattah
Airport Expy
Buena Vista
Virginia Gardens
MIA
Watson Island
Dodge Island
Port Pkwy
Miami
LITTLE HAVANA
Latin Quarter
Silver Court Trailer Park
Gables Trailer Park
West Miami
Flagami
Shenandoah
The Roads
Brickell Hammock
The Pines
Bay Heights
Coral Terrace
Ocean View Heights
Ludlam
CORAL GABLES
DUNNER KEY
Little Haiti Route
Biscayne Route
Wynwood Route
Allapattah Route
Health District Route
Overtown Route
Stadium Route
Flagami Route
W Flagler St
Little Havana Route
Coral Way Route
Brickell Route
Coconut Grove Route
NW 95th St
NW 87th St
NW 75th St
NW 71st St
NW 54th St
NW 46th St
NW 36th St
NW 28th St
NW 7th St
SW 4th St
SW 16th St
SW 24th St
SW 48th St
Blue Rd
Alhambra Cir
Anastasia Ave
Grand Ave
SW 22nd St
SW 11th St
SW 7th St
NW 10th St
NW 6th St
NE 1st Ave
NW 2nd Ave
NW 7th Ave
NW 17th Ave
NW 27th Ave
NW 37th Ave
NW 32nd Ave
NW 36th Ave
NW 12th Ave
NW 72nd Ave
NW 74th Ave
NW 67th Ave
SW 57th Ave
SW 72nd Ave
SW 70th Ave
SW 37th Ave
SW 32nd Ave
Palm Ave
Lenape Dr
Curtiss Pkwy
East Dr
SE 8th Ave
E 1st Ave
Riviera Dr
S Dixie Hwy
Biscayne Blvd
W 44th Pl
W 41st St
W 37th St
W 29th St
W 23rd St
E 17th St
W 25th St Viaduct
Dolphin Expy
NW 77th Ct
NE 4th Ct
NE 12th Ave
NE 17th Ave
NE 22nd Ave
NE 27th Ave
NE 37th Ave
NE 42nd Ave
NE 47th Ave
NE 57th Ave
NE 67th Ave
NE 72nd Ave
NE 77th Ave
NE 87th Ave
NE 97th Ave
NE 107th Ave
NE 117th Ave
NE 127th Ave
NE 137th Ave
NE 147th Ave
NE 157th Ave
NE 167th Ave
NE 177th Ave
NE 187th Ave
NE 197th Ave
NE

Complementary Trolleys Expand Access and Freedom

- In Miami, where the MDT's Route 24 overlaps with the City's Coral Way Trolley, the MDT route makes limited stops and the trolley makes local stops. This allows MDT to operate service slightly faster, saving riders going longer distances time and saving MDT some operating costs.

In other situations, municipal operator and MDT have ended up in less complementary conditions. For example:

- The City of Miami Little Havana Trolley largely duplicates the MDT Little Havana Circulator Routes 207 and 208.
- The Miami Beach Collins Express Route duplicates a significant stretch of MDT Routes S and 120.

A key question for municipal operators is whether they want to be a more coverage-oriented operator, running smaller vehicles on less productive routes and corridors. If so, then the practice of operating routes like the South Beach Loop and the City of Miami Overtown Trolley makes sense. And in response MDT should reduce similar, duplicative services that have low productivity.

If, however, municipal operators want to focus more on high ridership services, on longer corridors line Collins Avenue or Biscayne Boulevard, they will likely encounter some key challenges. First, high-floor vehicles will substantially reduce their productivity by making dwell times at stops much longer. It takes much longer for riders to board and alight a high-floor vehicle with one door. This fact creates less of a problem on low ridership, coverage-oriented routes. But high-floor vehicles increase delays substantially on higher ridership routes.

Second, municipal operators will face the inevitable challenge of overlapping with MDT routes. In situations like Coral Way, the municipal operator can do the local stop pattern and MDT operate in a limited stop pattern, to speed up service. This balance of roles is not always possible in every corridor, however. And this requires having a trolley route of sufficient length that MDT can skip enough stops to justify the substantial change in pattern for riders.

Ultimately, since municipal governments have primary control of their trolley services it is their decision on which direction they wish to go. **A key trade-off, however, is that less cooperation between municipal operators and the county would mean less freedom and access for all potential riders.**

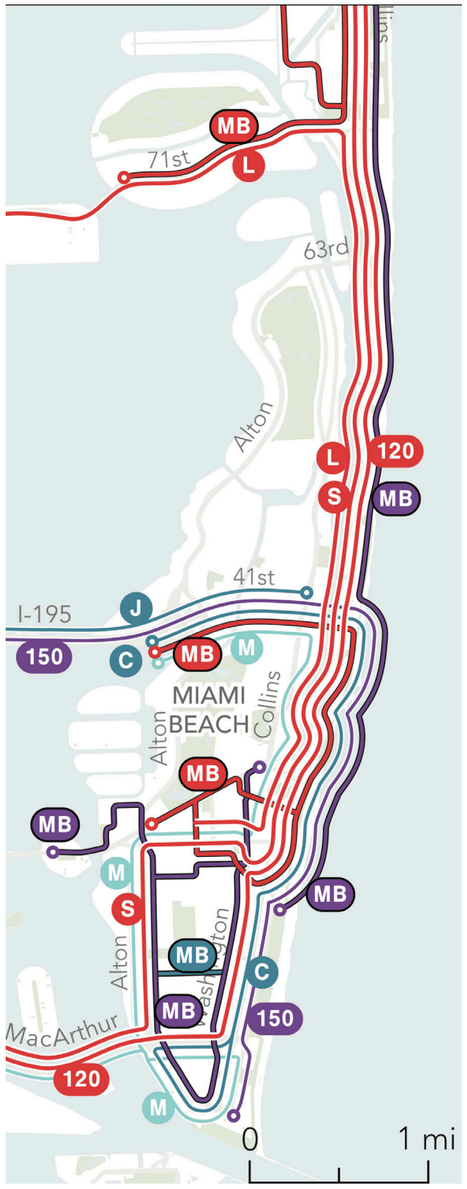


Figure 65: The Collins Express is the most duplicative trolley route in Miami Beach

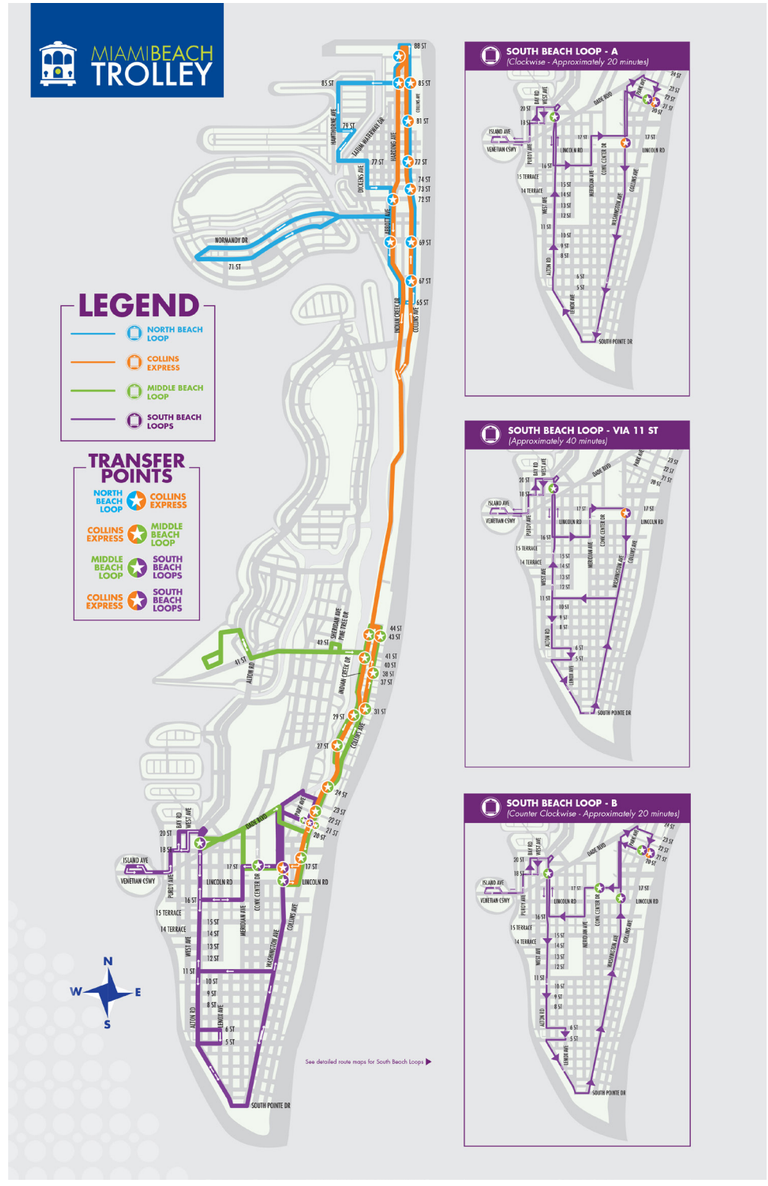


Figure 66: City of Miami Beach Trolley Route Map

6 Key Transit Choices

Key Choice: Ridership or Coverage

Ridership or Coverage?

The most important question governing the design of any transit network: should the service be designed to generate the most ridership (and in doing so, serve a range of other associated goals), or to reach more people?

Ridership-oriented networks serve several popular goals for transit, including:

- Reducing environmental impact through fewer Vehicle Miles Travelled.
- Achieving low public subsidy per rider, by serving more riders with the same resources, and by fares collected from more passengers.
- Allowing continued urban development, even at higher densities, without being constrained by traffic congestion.

On the other hand, coverage-oriented networks serve a different set of goals, including:

- Ensuring that everyone has access to some transit service, no matter where they live.
- Providing lifeline access for those who cannot drive.
- Providing access for people with severe needs.
- Providing a sense of political equity, by providing service to every municipality or electoral district.

Figure 67 provides an illustration of this concept, for a fictional neighborhood where density is shown with dots. Two networks are shown, each with 18 buses. In the Coverage Network on the left, lower-frequency services serve every part of the neighborhood and reach every dot. In the Ridership Network on the right, all the buses are allocated to the two main developed corridors in the neighborhood, providing very high frequency service. However, people living in low-density areas far from that high-frequency service must walk a greater distance to reach it.

Success is defined differently depending upon the goal. A network focused on coverage is not seeking to generate high ridership, so its success should not be evaluated based on its productivity; what matters is the degree to which service is available to the population. On the other hand, when ridership is the explicit goal, the key measure of success is return on investment (in terms of ridership) of every unit of service deployed.

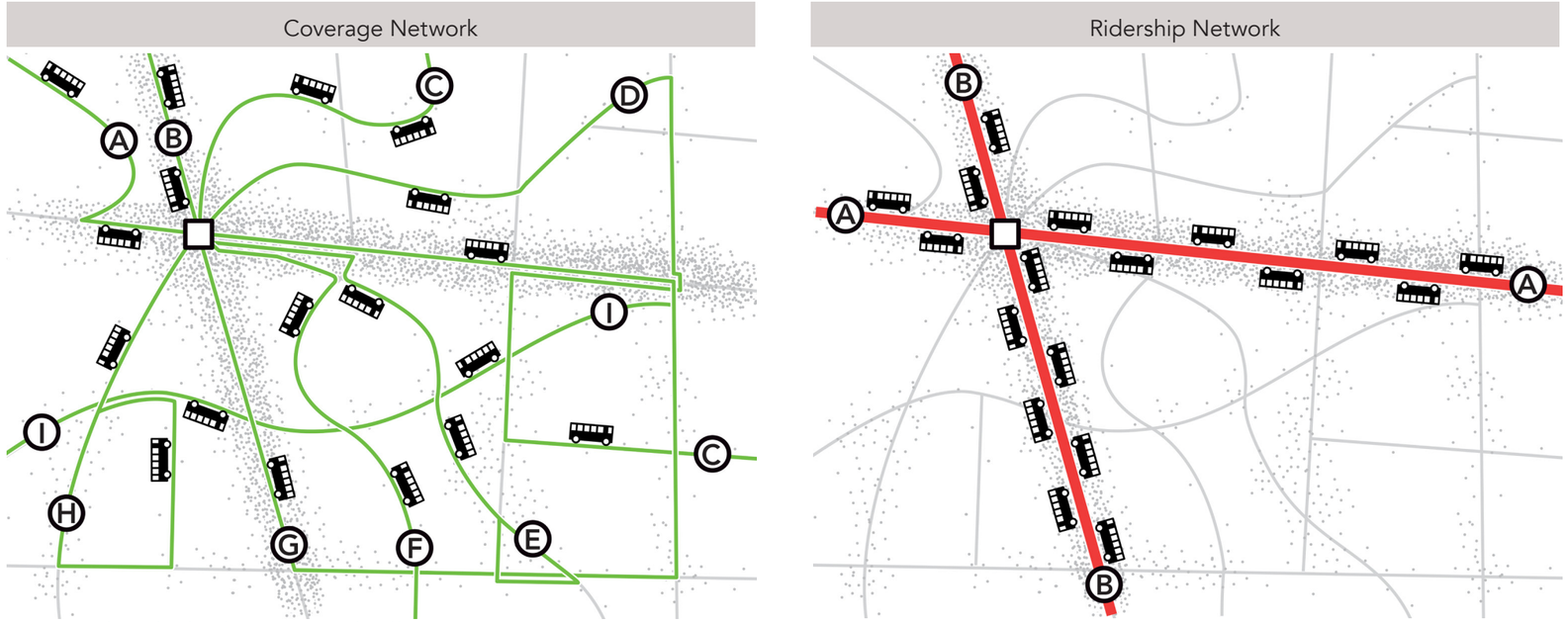


Figure 67: The Ridership / Coverage Trade-off

Ridership and coverage goals are both laudable, but they lead us in opposite directions. Within a fixed budget, if a transit agency wants to do more of one, it must do less of the other. Many agencies act as though these goals were not in conflict, promising that they will "increase ridership while ensuring that all residents have access," or "run efficiently" and "provide access for all." This generally leads to a feeling among the public, elected officials and even transit staff themselves that no matter what they do, they are failing to achieve their goals.

This is the natural result when major goals are in conflict. If a high-ridership bus line is crowded, a transit agency is criticized for not offering enough frequency; yet if they remove buses from a low-ridership line to reallocate them to the high-ridership line, they are criticized for cutting someone's lifeline transit access. Only by acknowledging the conflict between these goals, and explicitly deciding how much effort to use pursuing each, can a transit agency succeed at both.

It is often said about public and private organizations alike that if you want to know what really matters, look at their budgets. High-level policies are valuable, but when they are vague or in conflict, the real evidence of a community's values is in its budget. Thus we suggest that Miami-Dade think about this choice not as black-and-white, but as turnable dial that the community can help to set:

What percentage of the available budget for transit should be dedicated to generating as much ridership as possible, and what percentage should be spent providing transit where ridership is predictably low, but needs are high?

This is not a technical question, but one that relates to the values and needs of a community.

We estimate that for Miami-Dade Transit:

- About 70% of the existing transit network is designed as it would be if maximizing ridership were its only goal.
- The other 30% has predictably low-ridership, because of where or when it runs, or other factors that make it useful to predictably-small numbers of people. This suggests that it is being provided for non-ridership purposes.

A 70/30 balance between maximizing ridership and providing coverage may be the right balance for Miami-Dade in the future, or the community may wish for a shift in purpose. The direction of that shift – either towards higher or wider coverage – and how fast Miami-Dade should make such a shift are two questions that will be put to the public, stakeholders and elected officials in the Better Bus Project.

Key Choice: Role of County and Municipal Operators

Many of the dozens of municipalities in Miami-Dade operate their own transit services, usually in the form of city trolley routes. These services are funded mostly from a portion of the half-penny sales tax enacted in 2002. To operate trolley routes, each municipality must have an inter-local agreement and coordinate with MDT on route planning. Yet, the reality is that relatively little coordination has occurred in the past. Thus in most places and most corridors ***trolleys have generally been overlaid on MDT services, resulting in extensive duplication that may not be the best overall use of tax dollars.***

The relationship between county routes and trolley routes has sometimes developed in a complementary way. For example, on Coral Way, MDT runs a limited stop service on Route 24 where the City of Miami runs a trolley service, creating a more complementary service.

To develop a bus network that is most liberating and expands opportunity for more people would require changing trolley routes and county routes to reduce duplication and make the two services more complementary across more of the county.

The Cities of Miami, Miami Beach, and Coral Gables operate some of the highest ridership trolley routes in the county and have agreed to participate in the Better Bus Project to consider changes to their trolley networks in tandem with the county network changes. Other municipalities may decide to become more involved as the network planning process moves forward and the more that do, the greater the chances that the Better Bus Project can result in an overall network that expands liberty and opportunity for more people.

Also, the use of high floor vehicles with one door suggests that the trolleys will be limited to low-ridership areas where the operating challenges of such vehicles causes fewer delays. A higher ridership network would involve separating out services, either onto different streets or into different operating patterns, so that each the county and each municipality maximized its productivity and the productivity of the entire network. It would also require that trolley operators reconsider their current vehicle types.

How should Miami-Dade balance the roles of county routes and the municipal operators?

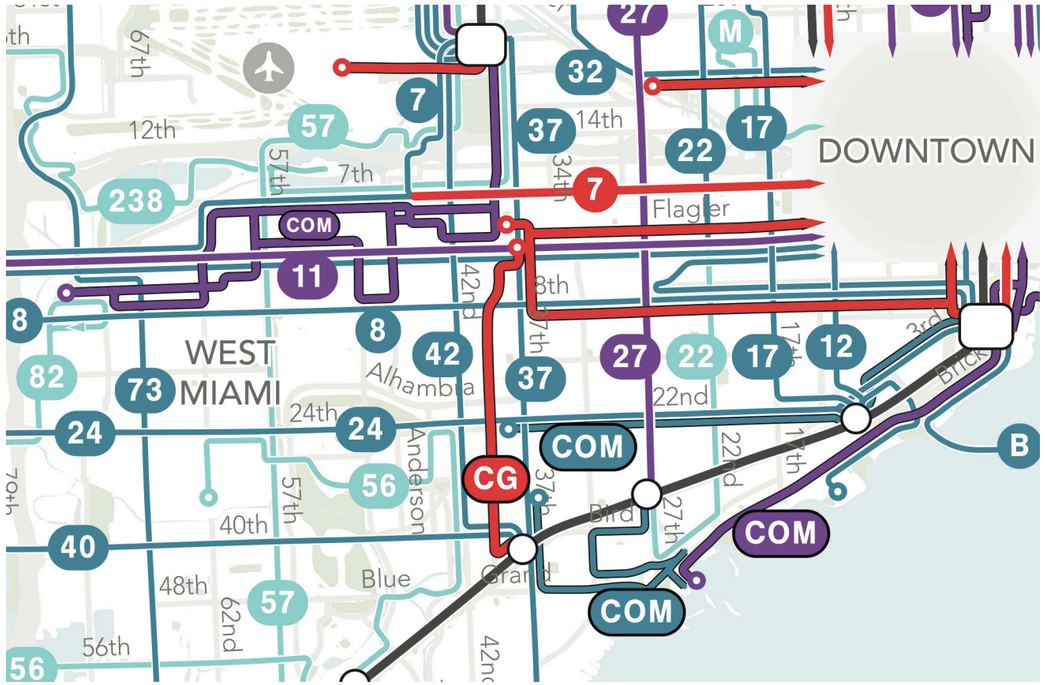


Figure 68: Most of the City of Miami Trolley Routes Overlay Existing MDT Routes



Figure 69: Most trolleys are high floor and low capacity, limiting their usefulness for high ridership service

Key Choice: Stop Spacing

On most local routes in Miami-Dade, stops are about every 850 feet apart, which is about every 1.5 blocks. For most people, it is easy to walk to any of several stops on a route. But a customer does not need several stops; they need one stop. There is a geometric trade-off between closer stop spacing and faster bus speeds. Figure 70 shows the basic trade-off in conceptual terms. As stops are placed farther apart, buses can travel faster and cover more distance in the same time.

This is because most of the time required at a stop is not proportional to the number of passengers served. When there are many stops, passengers spread themselves out among them, so the bus stops more for the same number of people. When passengers gather at fewer stops, stopping time is used more efficiently, resulting in faster operations.

This increased speed has two benefits. First, riders can get farther faster and reach their destinations sooner. Also, as speeds increase across the entire transit system, more service can be provided for the same cost. Since the primary cost of transit service is the cost for labor which is paid based on time worked, the faster buses operate, the more service that can be provided for the same cost. So, higher frequency can be provided or routes can be extended to go farther for the same cost.

This is why standards for stop spacing in the US are generally in the range of 750 to 1,500 feet on high-frequency bus routes. Figure 71 shows the current stop spacing standards for MDT and four peer agencies. In general, MDT is close to its peers, but most peer agencies in the United States have relatively close stop spacing compared to European or Canadian systems.

There are two major downsides to widening stop spacing. First, some people have difficulty walking and will be inconvenienced by a longer walk. Seniors and people with disabilities are more likely to feel inconvenienced by this change. Second, as stops are spaced farther apart, transit becomes less useful for very short trips. This is because walking distances at each end of the trip increase to the point that very short trips would be faster by walking or biking. Some cities and agencies view this as a good thing, arguing that the point of transit is to provide an alternative to driving, not an alternative to walking.

Miami blocks are typically about 660 feet long. Widening stop spacing to every 2 blocks would result in stops about every 1,320 feet (1/4 mile). Every 4 blocks would result in spacing of about every 2,660 feet (1/2 mile)

One key to a successful revision of stop spacing is for it to be a consistent policy applied in all comparable circumstances across the city, and tied to a clear citywide benefit in travel times. Many transit agencies have successfully widened stop spacing where these benefits were clear.

Most transit agencies, including Miami-Dade Transit, have networks that draw some compromise between maximizing the number of people who have short walks to a bus stop and maximizing the speed of service by having stops farther apart. It is worth asking the question:

What is more important:
Having very short walks to a stop, even if it means slower service and longer trips?
Or having longer walks to a stop and having faster bus trips and, potentially, more bus service?

Figure 70: Trade-off between stop spacing and travel time

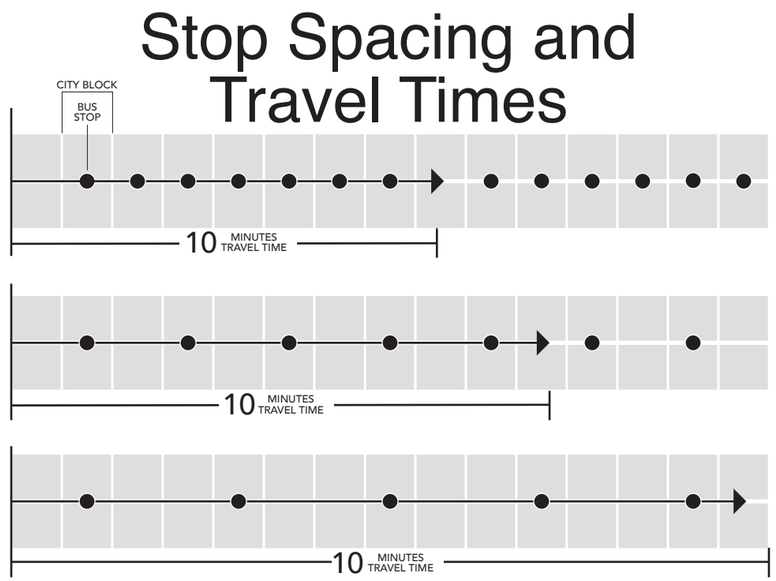


Figure 71: Current stop spacing standards for MDT and peers

Stop Spacing Standards for MDT and Peers			
City (Agency)	Downtown	Urban	Suburban
Miami (MDT)	5 per mile (≈1,000 ft)		3-4 per mile (≈1,500 ft)
New York (MTA Local Bus)	500–750 ft	600–1,200 ft	1,000–1,500 ft
San Francisco (MUNI)	800–1,360 ft		
Boston (MBTA)	1,000–1,300 ft	750–1,300 ft	1,000–1,300 ft
Portland (TriMet)	780 ft	1,000 ft	As needed

Key Choice: Peak or All-Day

Demand for transit service tends to be higher at peak periods during weekday mornings and evenings. These peak periods occur at similar times of day as peak traffic on major streets and highways.

On a typical weekday in Miami-Dade, the number of transit boardings is highest between 6 and 8 AM, and between 2 and 5 PM. At the same time, there is always some demand for transit service outside peak hours and on the weekend.

There are distinct advantages to focusing a transit network on peak-hour services. For example:

- Peak-hour services have the most potential to produce full buses.
- Peak-hour services have the highest potential for traffic congestion relief on regional streets and highways.
- Peak-hour services have the highest potential to relieve individual riders of the stress of driving.

However, focusing on peak-hour services also has real disadvantages and costs, such as:

- Services focused on peak demand require transit agencies to maintain large fleets of buses that sit unused at most times. These buses must be purchased, maintained, stored and replaced on a regular basis.
- Peak-hour services tend to have a higher average labor cost than all-day services because MDT must pay drivers with split shifts a higher rate if their total workday exceeds 12 hours.
- Peak-hour service tends to focus on the commuting needs of full-time office workers. But there are many other reasons to ride transit and many other types of potential riders. If service is only (or mostly) available at peak hours, many potential transit riders may find that they are able to make a trip in one direction but not in another.

Most transit agencies, including Miami-Dade Transit, have networks that draw some compromise between meeting peak-hour demand and maintaining some level of service for the many transit rides that occur at other weekday times and on weekends. However, it is worth asking the question:

What is more important: fully serving higher demand at peak hours, or providing a useful level of transit service all day, everyday?

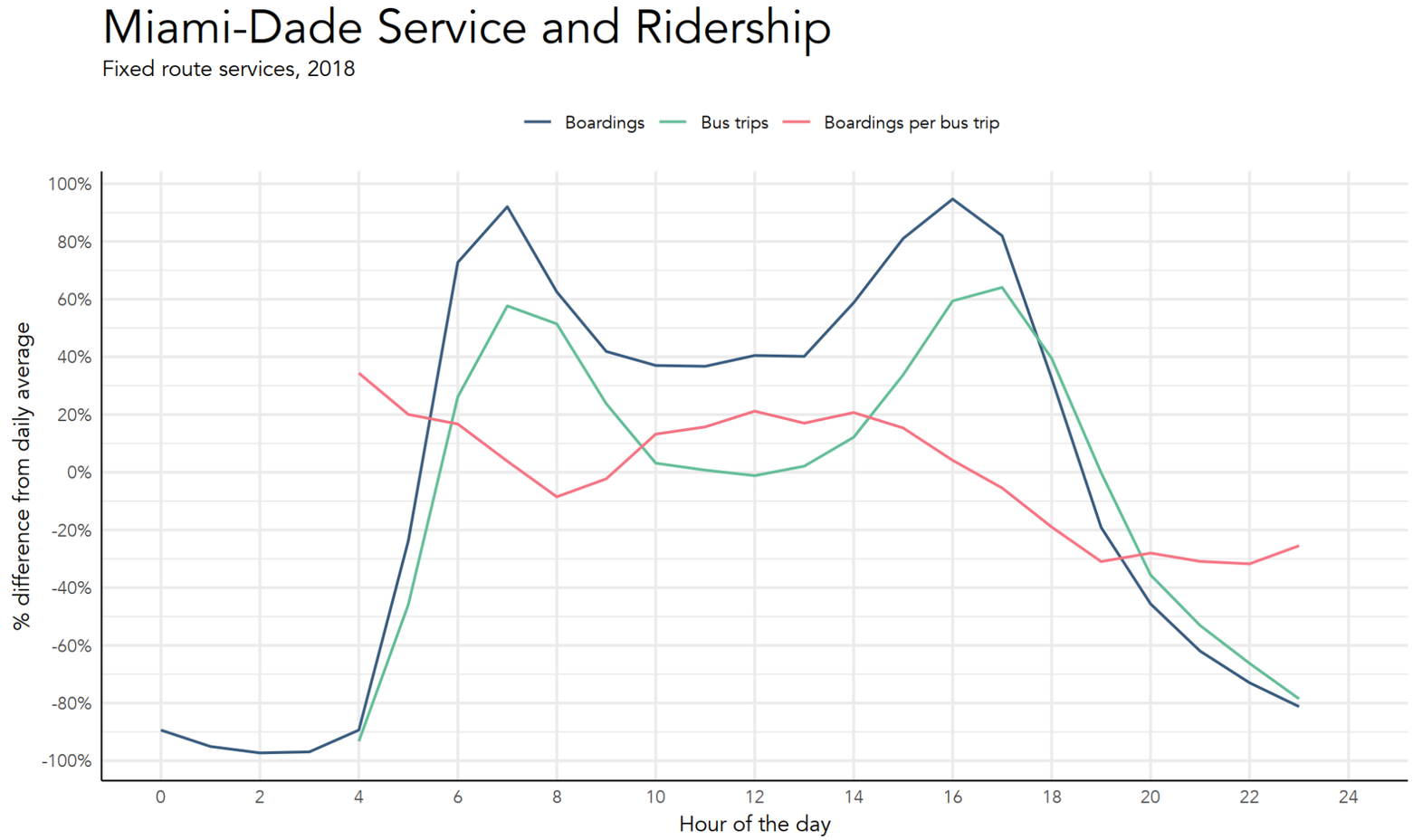


Figure 72: Boardings, Bus Trips, and Boardings per Trip by hour for an average weekday

Next Steps

What happens next?

This Choices Report will inform public and stakeholder outreach as part Better Bus Project. Transit Alliance will be conducting surveys and other outreach efforts during the summer of 2019. That outreach process will include the key choices highlighted here and responses from the public and stakeholders will guide the overall direction on the next steps of the redesign process.

With direction from the public and stakeholders, the study team will design two conceptual networks that can help everyone see more clearly what a more ridership or more coverage-oriented network would look like for Miami-Dade. Maps of those networks and measures like job access change, proximity to service, and speed of service will be summarized in a report for the public and stakeholder to review in the fall. The concepts will then be the center of another public conversation to determine the direction for the redesign of the Miami-Dade bus network.

The outreach process around conceptual networks is expected to start in September and a new survey will be available at that time to provide a new opportunity for additional input from the public. The draft recommended network is expected to be released in December and another survey and round of public meetings is planned to engage transit riders, residents, and stakeholders in the network redesign process.

For more information and to stay involved in the project, go to www.betterbus.miami to

- take the Phase 1 survey;
- sign up for the project newsletter;
- watch videos that summarize key choices and the network redesign process;
- request a phone call, community presentation, or just email and check in with the project team;
- sign up to volunteer or work with Transit Alliance to spread the word and support outreach efforts for the Better Bus Project; and
- generally stay up to date on the latest happenings with the network redesign process!

Better Bus Project

This Choices Report is part of Phase 1 of the Better Bus Project. Future Phases will have more opportunities for transit riders, residents, and stakeholders to participate in the process.

PHASE 1	PHASE 2	PHASE 3
Evaluation	**Concepts**	**Final**
June – August	**September – November**	**December – January**
We are evaluating the current bus system and will release a report in early July. We are surveying riders across the bus system on the key choices that will help determine the design of the new bus network.	We will release two different network concepts for discussion and debate. We will hold a series of workshops to determine how to shape the final network plan.	The final network plan will be voted on by the Board of County Commissioners. If the plan is approved, we will hold information sessions ahead of the plan being implemented in 2020.

Your voice matters! Contact the project team and take the Better Bus Project survey at www.betterbus.miami

III. O *County Ordinance Part III, Sec. 2-150-Fixing and Changing Fares, Service, Rates or Changes*

Sec. 2-150. - Fixing and changing fares, service, rates or charges.

(a) Except as provided in Section 2-150(c), the County Commission shall have the authority to make service changes and fix all fares, rates or charges for the use of the transit system, provided however, that those fares, rates or charges in force on the effective date of this article shall continue in full force and effect until changed or modified by the County Commission.

(b) Approved by County Commission after public hearing. The County Manager may recommend the following changes or modifications to service, fares, rates or charges, which changes may be adopted by resolution of the Board of County Commissioners after a public hearing:

1. Any fare, rate or charge for transit service or for service ancillary to transit;
2. Any change in service of twenty-five (25) percent or more of the number of route miles of a route;
3. If, in a fiscal year, the cumulative changes on a route add up to twenty-five (25) percent or more change in the number of route miles of a route;
4. A change in the interval between peak period transit services on a route of more than ten (10) minutes;
5. A change in the interval between off-peak period transit services on a route of more than thirty (30) minutes; or
6. A new transit service is established or an existing service is abolished.

(c) Approved by County Manager. The following transit fare or service changes may be approved administratively by the County Manager, or his or her designee, and shall not require a public hearing:

1. Institution of reduced or free promotional fares for up to one hundred and eighty (180) days;
2. Service changes which are seasonal in nature;
3. During an emergency for a period up to one hundred eighty (180) days;
4. When the designation of a route (i.e., route name, number or letter) is changed;
5. Institution of experimental service changes or demonstration routes/service changes for the duration of the experiment or demonstration;
6. Any scheduling or service change which does not require a public hearing as described in Section 2-150(b).

The Agency shall provide public notice of such passenger fare and service changes in such a manner as to inform the public thereof.

(d) The County Manager or his designee is delegated the authority to change service or modify or waive fares, rates or charges for special events not to exceed sixty (60) days. These short-term program changes, modifications or waivers will be exempt from public hearing requirements.

(Ord. No. 74-92, § 1, 10-15-74; Ord. No. 84-91, § 1, 12-4-84; Ord. No. 98-162, § 1, 11-5-98)

III. P *Transit Administrative Policy – POL-CL-001 Title VI Service and Fare Changes*

TRANSIT ADMINISTRATIVE POLICY (TAP)

No: POL-CL-001
*(Ref POL-AD-001 for Doc Source No.)

Issue Date: 08/18/2016

Revision: 1

Posted by: Information Technology Services

Section: OCR/LR

Title: Title VI Service and Fare Changes

Date Posted:

Nancy Germeille, TAP ORIGINATOR — Date: 8/18/16

*Note: Reference TAP Policy POL-AD-001 (Appendix – A) for the Document Source Number and assign TAP No. to this document. See the following example: (Rail Services: POL-RS-001)

REVIEWER SECTION:

Allison Aristide, Manager, Office of Civil Rights — Date: 8/18/16

Lazaro Palenzuela, Chief, Quality Assurance — Date: 9/18/16

Rosie Perez, Senior Chief, ITD Information Technology — Date: 8/22/16

Irene Hegedus, Chief, Transportation Enhancements — Date: 8.23.16

Carlos Cruz-Casa, Assistant Director, Transportation Strategic Planning — Date: 9/9/16

Robert Villar, Assistant Director, Financial Services — Date: 9/5/16

Steve Feil, Deputy Director of Operations — Date: 9/6/16

APPROVAL SECTION:

Alice N. Bravo, DTPW Director, P.E. — Date: 9-27-16

4.0 Cross Referenced Documents

Type	Number	Title
FTA Plan	2009 Title VI Program Update Response to FTA C4702.1B	Program Requirements –Supplemental Action Plan
Law	Pub. L. 88-352,78 Stat 241	Title VI of the Civil Rights Act of 1964
Guidelines	49 CFR Section 21.5 (b)(2), 49 CFR Section 21.5 (b)(7)	Department of Transportation Title VI Regulations
Code of Miami-Dade County Chapter 2-Administration	Article XIX DTPW Section 2-150 (b)	Fixing and changing fares, service, rates or charges
Collective Bargaining Agreement (DTPW and TWU)	V24 Line Ups	Collective Bargaining Agreement, Miami-Dade County and Transport Workers Union Local 291
FTA Guidance		Title VI Service and Fare Equity Analysis Questionnaire
LEP TAPP	POL-AD-005	Title VI Limited English Proficiency Public Information Policy
Resolution	R-179-09	Recommendations for changes to the Miami-Dade Transit Schedule of Transit Fares, Rates and Charges

	geographically dispersed/ transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy, or activity.
Minority Person	1) American Indian and Alaskan Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment. 2) Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent. 3) Black or African American Populations, which refers to peoples having origins in any of the Black racial groups of Africa. 4) Hispanic or Latino Populations, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race. 5) Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
Minority Population	Any readily identifiable group of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed/transient populations (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity.
National Origin	The particular nation in which a person was born, or where the person's parents or ancestors were born.
Predominantly Minority Area	The geographic area, such as a neighborhood, Census tract, or traffic analysis zone, where the proportion of minority persons residing in that area exceeds the average proportion of minority persons in the recipient's service area
Predominantly Low-Income Area	A geographic area, such as a neighborhood, Census tract, or traffic analysis zone, where the proportion of low-income persons residing in that area exceeds the average proportion of low-income persons in the recipient's service area

7.0 Requirements

I. INTRODUCTION

According to the provisions of Title VI, Civil Rights Act of 1964, No person in the United States shall, on the grounds of race, color, or national origin, be excluded from, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance.

To comply with 49 CFR Section 21.5 (b)(2), 49 CFR Section 21.5 (b)(7), DTPW will implement the following procedures regarding a preliminary disparity analysis of proposed impacted routes and/or schedule changes prior to the implementation of any significant service changes or fare increases or decreases, in addition to a Ridership Satisfaction Survey that will be dispersed on the day the service change goes into effect. Results of the Ridership Survey will be tabulated and provided to all stakeholders.

A mandated Service Change (TWU Local 291, CBA V24) Line Up occurs no more than twice a year, unless necessitated by service adjustments and or other operational requirements.

- The November Line Up (General Line Up).
- Divisional Line Up June of each year (if necessary).

II. PROCEDURE for MAJOR SERVICE CHANGE (*either General Line Up, Divisional Line Up or necessitated by need*)

*(Note * Title VI Manager, and the Chief, OCR/LR to be copied on all information from Planning and Scheduling Office regarding all line ups). Title VI Manager will attend all line up meetings. All activities regarding Title VI Preliminary Disparity Analysis and Ridership Satisfaction Surveys will commence in August of each year.*

a) On or about the second week in August the Title VI Manager will notify Transit Planning Section Supervisor through electronic message with a form letter **(see Attachment #1)** indicating if the scheduled line up meets the definition of a Major Service Change. A Major Service Change is any service changes which adjusts headways and/or route length by 25% or greater.

Major Service Change - 1) *A change in the interval peak period transit services on a route of more than 30 minutes; 2) a change in the interval between off-peak period transit services on a route of more than 30 minutes; 3) route changes of*

g.) Once information is received to OCR/LR, Title VI Manager will commence written analysis (allow 15 business days for draft). All drafts will follow general outline for **(see attachment V).** Report will be forwarded and reviewed by the Principal Planner and Transit Planning Section Supervisor.

Once draft complete, convene Title VI Planning Committee to address service change options for inclusion in report based on findings.

h.) Planning and Scheduling Office, based on their experience, expertise and knowledge in the field, shall provide the Title VI Manager with questions for Ridership Satisfaction Survey to be approved by Title VI Planning Committee at the same time the lineup is implemented.

i.) Once approved, Ridership Satisfaction Survey to be forwarded to Manager, DTPW Marketing for printing. Information must be received to the Title VI Manager no later than the **third week of October**. DTPW Marketing will follow applicable Limited English Proficiency Guidelines for printing.

j.) **October 1**, upon completion, the Title VI Manager, by and through the Chief, OCR/LR shall submit its findings of the Disparity Analysis. Report will include detailed, non-discriminatory justification which includes review of service change options to mitigate any adverse effects to the DTPW Director.

k.) **October 1**, Results of Disparity Analysis forwarded to Office of the Director (External Affairs) for inclusion in proposed resolution.

l.) Completed analysis scanned (PDF FILE) and placed in EDMS. Each file will contain all supporting documentation used to complete analysis i.e. GIS info, copies of minutes from any and all meetings leading up to analysis i.e., Title VI Planning Committee Meetings, Sign in sheets.

m.) A copy of the completed analysis logged into Disparity Analysis log (on shared drive). Information compiled in Disparity Analysis log to be warehoused and used during the inclusion of the Title VI Plan Submittal.

n.) Ridership Satisfaction Survey to be distributed by determined personnel on the first day of Service Change implementation and will be conducted by determined personnel for no more than one week at designated bus locations to be determined by the Title VI Manager.

o.) Completed surveys to be collected by designated personnel and forwarded

d.) Completed analysis scanned (PDF FILE) and placed in EDMS. Each file will contain all supporting documentation used to complete analysis i.e. GIS Info, copies of minutes from any and all meetings leading up to analysis i.e., Title VI Planning Committee Meetings, Sign in sheets.

e.) Title VI Manager will receive a copy of all printed Service Changes from DTPW Marketing that have been distributed following the LEP Guidelines. **(See Title VI Limited English Proficiency Public Information Policy No. POL-AD-005)**

IV. PROCEDURE FOR FARE INCREASE OR DECREASE

*(Note * Title VI Manager, and the Chief, OCR/LR to be copied on all information from the DTPW Finance Office regarding pending fare increase or decrease). Title VI Manager will attend all planning meetings regarding pending fare increases or decreases.*

a.) Per **Resolution 179-09**, 90 Days prior to implementation, DTPW Finance will review Consumer Price Index to determine if they will initiate a fare increase/decrease (Every third year). Once determination made, Chief, DTPW Finance will notify Title VI Manager of intent. If DTPW does intend to pursue a fare increase or decrease the following must take place.

b.) Title VI Manager will convene Title VI Planning Committee to determine the research method to be utilized in IV. REQUIREMENT TO EVALUATE SERVICE AND FARE CHANGES

c.) Title VI Manager shall forward letter of intent to conduct research regarding a Fare Increase to the Senior Chief, IT, (allow 10 business days to receive information).

d.) Once information is received by OCR/LR, the Title VI Manager will convene Title VI planning team to commence written analysis (allow 15 business days for draft). All drafts will follow the general outline for the analysis provided by FTA guidance and be forwarded and reviewed by the Principal Planner and Transit Planning Section Supervisor prior to submission to the DTPW Director.

e.) Once draft complete, Title VI Manager will convene Title VI Planning Committee to address service / fare change options for inclusion in report based on findings.

f.) Final Report, with recommendations for fare change options to be forwarded to the DTPW Director.

A mandated Service Change (TWU Local 291, CBA V24) Line Up occurs no more than twice a year, unless necessitated by service adjustments and or other operational requirements.

- The General Line Up
- Divisional Line Up (June of each year if necessary).

1. A major service change is defined by DTPW as:
2. A change in the interval peak period transit services on a route of more than 30 minutes
3. A change in the interval between off-peak period transit services on a route of more than 30 minutes;
4. Route changes of 25% or greater within a year;
5. Establishment of a new transit service or abolishment of an existing service.

If any of the criteria listed above are met, DTPW shall consider the adverse effects and analyze those effects when planning major service changes.

DTPW TITLE VI DISPARATE IMPACT POLICY

According to the provisions of Title VI of the Civil Rights Act of 1964, (FTA C4702.1B), No person in the United States shall, on the grounds of race, color, or national origin, be excluded from, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

FTA Circular 4702.1B requires that recipients of FTA funding prepare and submit a service/fare equity analyses for proposed major service and all fare increase/decrease changes (defined by Title VI Service and Fare Changes Policy). The purpose of the policy is to establish a threshold which identifies when the adverse effects (defined by Title VI Service and Fare Changes Policy) of a major service change occurs and thereby require a Title VI Analysis of proposed impacted routes and/or schedule changes prior to the implementation of any significant service changes or fare increases.

It is the policy of DTPW to minimize the adverse effects of fare and major service changes so that they are not borne disproportionately by minority populations. The threshold to determine adverse disparate impact is established at 20% based on the cumulative impact of the proposed fare and/or service change.

If disparate impact is identified, DTPW shall take actions to mitigate the situation, unless there is a substantial legitimate justification that prevents such actions.

To: Transit Planning Section Supervisor

From: Title VI Manager

Re: Scheduled Line-Up Definition for Major Service Change

To comply with C 4702.1B, Title VI Circular, the Department of Transportation and Public Works (DTPW) is mandated to complete a preliminary disparity analysis of proposed impacted routes and/or schedule changes prior to the implementation of any significant service changes or fare increases. Additionally, if the upcoming line up meets the criteria for a Major Service Change, the DTPW will conduct a Ridership Satisfaction Survey that will be disbursed simultaneously with the first day the service change goes into effect.

Please inform me in writing if the upcoming line up meets the said criteria for a Major Service Change.

To: Director, Department of Transportation and Public Works

From: Title VI Manager

Re: Notification of Intent to Conduct Analysis

To comply with C 4702.1B, Title VI Circular, the Department of Transportation and Public Works is mandated to complete a preliminary disparity analysis of proposed impacted routes and/or schedule changes prior to the implementation of any significant service changes or fare increases, if it is deemed to be a Major Service Change. As you are aware, this line-up has been designated as a Major Service Change.

This notification is been sent to you to inform you of the Office of Civil Rights and Labor Relation's intent to conduct a Fare/Equity Analysis.

To: Title VI Committee

From: Title VI Manager

Re: Results of Ridership Satisfaction Survey

This communication is to inform you that in order to comply with C 4702.1B, Title VI Circular, the Department of Transportation and Public Works (DTPW) is mandated to complete a Ridership Satisfaction Survey. Once you have had an opportunity to review the findings from the survey, the Title VI Office will convene a meeting to discuss all issues raised in the survey.

Please see the attached results.

MIAMI-DADE COUNTY
TRI-LINGUAL TRANSIT PUBLICATIONS

METROBUS ROUTE GUIDES
(All Metrobus Route Guides are tri-lingual and were delivered approximately three weeks after the date they were ordered)

2017

- February 8
- February 22
- March 2
- May 23
- August 23
- August 29
- September 1
- September 28
- November 8
- December 18

2018

- May 11
- June 22
- August 6
- August 23

2019

- February 7
- May 23
- September 13

Metrobus Service Adjustments (lineups)
(Published online in three languages)

2017

- June 18
- August 27

2018

- March 11
- June 17
- November 18

2019

- June 30
  - English
  - Spanish
  - Creole

SATURDAY / SÁBADO / SAMDI

NORTHBOUND	MORNING					AFTERNOON								
Dadeland North Metrorail Station	8:42	9:27	10:12	10:57	11:42	12:27	1:12	1:57	2:42	3:27	4:12	4:58	5:51	6:47
SW 87 Ave & 56 St	8:56	9:42	10:27	11:12	11:57	12:42	1:27	2:12	2:57	3:42	4:27	5:12	6:05	7:01
SW 87 Ave & 24 St	9:07	9:53	10:38	11:23	12:08	12:53	1:38	2:23	3:08	3:53	4:38	5:23	6:13	7:09
Mall of The Americas	9:23	10:09	10:54	11:39	12:24	1:09	1:54	2:39	3:24	4:09	4:51	5:36	6:24	7:20
NW 87 Ave & 25 St	9:32	10:18	11:03	11:48	12:33	1:18	2:03	2:48	3:33	4:19	5:01	5:46	6:32	7:28
NW 53 St & 84 Ave	9:39	10:25	11:10	11:55	12:40	1:25	2:10	2:55	3:40	4:26	5:08	5:53	6:37	7:33

SOUTHBOUND	MORNING				AFTERNOON									
NW 53 St & 84 Ave	8:53	9:40	10:33	11:18	12:03	12:48	1:33	2:18	3:03	3:48	4:33	5:18	6:05	6:48
NW 87 Ave & 25 St	8:59	9:54	10:39	11:24	12:09	12:54	1:39	2:24	3:09	3:54	4:39	5:24	6:10	6:53
Mall of The Americas	9:09	10:04	10:49	11:34	12:19	1:04	1:49	2:34	3:19	4:04	4:49	5:34	6:18	7:01
SW 87 Ave & 25 St	9:22	10:17	11:02	11:47	12:32	1:17	2:02	2:47	3:32	4:17	5:02	5:47	6:29	7:10
SW 87 Ave & 56 St	9:30	10:25	11:10	11:55	12:40	1:25	2:10	2:55	3:40	4:25	5:10	5:55	6:36	7:19
Dadeland North Metrorail Station	9:45	10:40	11:25	12:10	12:55	1:40	2:25	3:10	3:55	4:40	5:25	6:10	6:50	07:33

SUNDAY / DOMINGO / DIMANCH

NORTHBOUND	MORNING			AFTERNOON							
Dadeland North Metrorail Station	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48	6:48
SW 87 Ave & 56 St	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:02	6:02	7:01
SW 87 Ave & 24 St	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:12	6:10	7:09
Mall of The Americas	9:29	10:29	11:29	12:29	1:29	2:29	3:29	4:29	5:28	6:21	7:20
NW 87 Ave & 25 St	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:37	6:27	7:26
NW 53 St & 84 Ave	9:43	10:43	11:43	12:43	1:43	2:43	3:43	4:43	5:42	6:30	7:29

SOUTHBOUND	MORNING				AFTERNOON						
NW 53 St & 84 Ave	8:40	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48	6:48
NW 87 Ave & 25 St	8:52	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:53	5:55	6:51
Mall of The Americas	8:59	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	6:57
SW 87 Ave & 25 St	9:11	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:10	7:02
SW 87 Ave & 56 St	9:20	10:21	11:21	12:21	1:21	2:21	3:21	4:21	5:21	6:17	7:14
Dadeland North Metrorail Station	9:35	10:36	11:36	12:36	1:36	2:36	3:36	4:36	5:36	6:30	7:27

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions.

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METROBUS

87

SEPTEMBER 2019

- Local Service Seven Days a Week
- Medley to Kendall on weekdays; Doral to Kendall on weekends via NW/SW 87 Ave
- Palmetto Metrorail station
- Dadeland North Metrorail station

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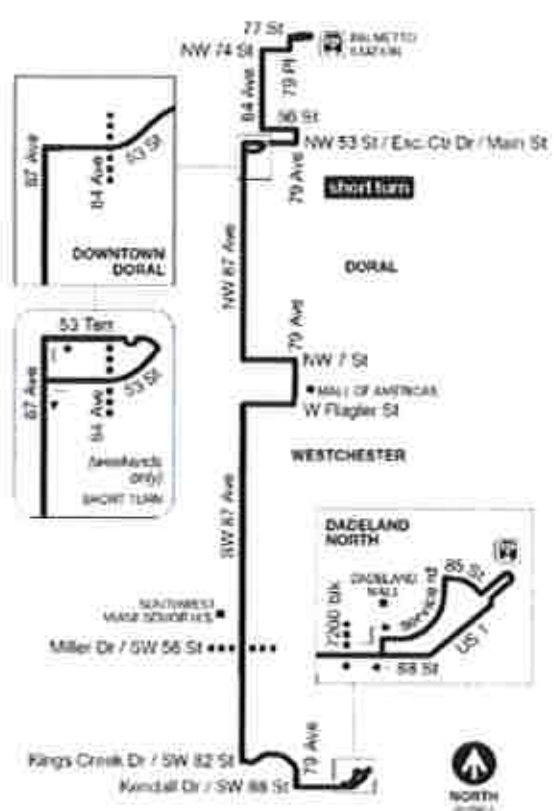
87



WEEKDAYS / DÍAS LABORABLES / LASEMÈN

NORTHBOUND	MORNING												AFTERNOON												
Dadeland North Metrorail Station	5:14	5:45	6:12	6:33	6:58	7:28	8:02	8:40	9:20	10:05	10:45	11:30	12:15	1:00	1:40	2:25	3:10	3:40	4:10	4:42	5:14	5:46	6:31	7:31	8:31
SW 87 Ave & 56 St	5:27	5:58	6:25	6:48	7:17	7:47	8:21	8:59	9:39	10:24	11:04	11:49	12:34	1:19	1:58	2:44	3:29	3:59	4:29	5:01	5:33	6:05	6:44	7:44	8:44
SW 87 Ave & 24 St	5:35	6:08	6:36	6:58	7:29	7:59	8:33	9:11	9:50	10:35	11:15	12:00	12:45	1:30	2:18	2:55	3:40	4:12	4:42	5:14	5:46	6:18	6:53	7:53	8:53
Mall of The Americas	5:46	6:21	6:51	7:17	7:48	8:18	8:52	9:26	10:05	10:50	11:30	12:15	1:00	1:45	2:25	3:10	3:55	4:27	4:57	5:29	6:01	6:33	7:06	8:06	9:06
NW 87 Ave & 25 St	5:55	6:32	7:02	7:28	7:59	8:29	9:04	9:38	10:17	11:02	11:42	12:27	1:12	1:57	2:37	3:22	4:07	4:39	5:09	5:41	6:13	6:42	7:15	8:15	9:15
NW 53 St & NW 84 Ave	6:02	6:39	7:09	7:35	8:06	8:36	9:11	9:45	10:24	11:09	11:49	12:34	1:19	2:04	2:44	3:29	4:14	4:46	5:16	5:48	6:20	6:47	7:20	8:20	9:20
Palmetto Metrorail Station	6:14	6:51	7:23	7:49	8:20	8:50	9:22	9:56	10:35	11:20	12:00	12:45	1:30	2:15	2:55	3:40	4:25	5:00	5:30	6:02	6:34	6:58	7:31	8:31	9:31

SOUTHBOUND	MORNING										AFTERNOON													
Palmetto Metrorail Station	6:03	6:32	7:02	7:32	8:02	8:37	9:16	10:01	10:46	11:21	12:16	1:01	1:46	2:31	3:11	3:26	4:04	4:36	5:08	5:40	6:15	7:03	7:48	8:47
NW 53 St & NW 84 Ave	6:14	6:43	7:16	7:46	8:16	8:51	9:30	10:15	11:00	11:45	12:30	1:15	2:00	2:45	3:25	3:53	4:19	4:51	5:23	5:55	6:30	7:12	7:58	8:59
NW 87 Ave & 25 St	6:20	6:49	7:24	7:54	8:24	8:59	9:37	10:22	11:07	11:52	12:37	1:22	2:07	2:52	3:32	3:57	4:28	5:00	5:32	6:04	6:39	7:19	8:04	9:05
Mall of The Americas	6:32	7:04	7:38	8:09	8:39	9:14	9:48	10:33	11:18	12:03	12:48	1:33	2:19	3:04	3:44	4:14	4:45	5:17	5:49	6:21	6:56	7:29	8:15	9:16
SW 87 Ave & 25 St	6:46	7:20	7:55	8:25	8:55	9:29	10:03	10:48	11:33	12:18	1:03	1:48	2:37	3:22	4:04	4:34	5:05	5:37	6:07	6:38	7:14	7:43	8:29	9:30
SW 87 Ave & 56 St	6:54	7:30	8:05	8:35	9:05	9:38	10:12	10:57	11:42	12:27	1:12	1:57	2:46	3:31	4:14	4:44	5:15	5:47	6:17	6:49	7:22	7:51	8:37	9:38
Dadeland North Metrorail Station	7:12	7:48	8:23	8:53	9:22	9:53	10:29	11:14	11:59	12:44	1:29	2:16	3:05	3:50	4:32	5:03	5:34	6:06	6:36	7:08	7:38	8:07	8:53	9:54

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions.

TRANSIT FARES

APRIL 2019

- Metrobus & Metrorail Fares
- Transfer Fees
- Discounted Fares
- Passes
- Metrorail Parking
- Ways to Pay

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FARES	REGULAR	DISCOUNT*
METROBUS	$2.25	$1.10
INTER-COUNTY EXPRESS BUS**	$2.65	$1.30
SHUTTLE BUS	25¢	10¢
METRORAIL	$2.25	$1.10
METROMOVER	FREE GRATIS GRATIS	

* DISCOUNT FARE FOR MEDICARE RECIPIENTS, MOST PEOPLE WITH DISABILITIES, AND LOCAL STUDENTS (GRADES K-12) WITH A DISCOUNT FARE EASY CARD.

SPECIAL TRANSPORTATION SERVICE (STS)	$3.50

TRANSFERS	REGULAR	DISCOUNT*
BUS-TO-BUS	FREE GRATIS GRATIS	
BUS-TO-RAIL / RAIL-TO-BUS	60¢	30¢
TRANSFER + FARE UPGRADE	**REGULAR**	**DISCOUNT***
BUS/RAIL-TO-INTER-COUNTY EXPRESS BUS	95¢	45¢
SHUTTLE BUS-TO-BUS	$2	$1
SHUTTLE BUS-TO-INTER-COUNTY EXPRESS BUS	$2.40	$1.20

TRANSFERS	REGULAR	DISCOUNT*
TRI-RAIL-TO-METROBUS	60¢	30¢
TRI-RAIL-TO-METRORAIL	$1.20	60¢
TRI-RAIL-TO-INTER-COUNTY EXPRESS BUS	95¢	45¢
BROWARD COUNTY TRANSIT (BCT)-TO-METROBUS	60¢	30¢

PASSES	REGULAR	DISCOUNT*
1 MONTH	$112.50	$56.25
1 MONTH + RAIL PARKING	$123.75	$67.50
7 DAY	$29.25	$14.60
1 DAY	$5.65	$2.80
REGIONAL MONTHLY (MDT + TRI-RAIL)	$145	$72.50
METRORAIL PARKING		
ONE DAY		$4.50
MONTHLY PARKING PERMIT (AVAILABLE ONLY WITH THE PURCHASE OF A 1-MONTH PASS OR REGIONAL MONTHLY PASS) TRANSITSTORE.MIAMIDADE.GOV		$11.25

WAYS TO PAY	AVAILABLE PASSES	MAX CASH VALUE	INITIAL COST
EASY PAY MIAMI APP	7-DAY, 1-DAY		$0
EASY CARD	1-MONTH, 7-DAY, 1-DAY, REGIONAL	$150	$2
EASY TICKET	7-DAY, 1-DAY	$40	$0
PAY BY PHONE APP	1-DAY METRORAIL PARKING		$0 (TRANSACTION FEE APPLIES)

CORPORATE EASY CARD	
4-99 1-MONTH PASSES	$101.25
100+ 1-MONTH PASSES	$95.65

COLLEGE EASY TICKET	$56.25

EASY PERKS

CLERK OF THE BOARD
OF COUNTY COMMISSIONERS
MIAMI-DADE COUNTY, FLORIDA

MEMORANDUM

Agenda Item No. 8(N)(2)

TO:	Honorable Chairman Esteban L. Bovo, Jr. and Members, Board of County Commissioners	**DATE:**	June 6, 2017
FROM:	Abigail Price-Williams County Attorney	**SUBJECT:**	Resolution authorizing Miami-Dade County bus service adjustments to be implemented on or before November 19, 2017

Resolution No. R-599-17

The accompanying resolution was prepared by the Transportation and Public Works Department and placed on the agenda at the request of Prime Sponsor Chairman Esteban L. Bovo, Jr.

Abigail Price-Williams
County Attorney

APW/smm

Memorandum

MIAMI-DADE COUNTY

Date: June 6, 2017

To: Honorable Chairman Esteban L. Bovo, Jr.
and Members, Board of County Commissioners

From: Carlos A. Gimenez
Mayor

Subject: Resolution Authorizing Implementation of Bus Route and Service Adjustments to be Implemented on or before November 19, 2017

RECOMMENDATION

It is recommended that the Board of County Commissioners (Board) approve service adjustments to ten (10) bus routes, and the elimination of three (3) bus routes to be implemented on or before November 19, 2017. Board approval of these proposed modifications is required as per Miami-Dade County (County) Code, Chapter 2, Article XIX, Section 2-150, following a public hearing.

SCOPE

The proposed service adjustments will have a county-wide impact.

FISCAL IMPACT

The fiscal impact of implementing the service changes for the subject routes represents an estimated annual savings of $12.2 million to the County's Department of Transportation and Public Works' (DTPW) operating budget.

TRACK RECORD/MONITOR

The project manager is Carlos Cruz-Casas, P.E., Assistant Director, DTPW.

BACKGROUND

The existing bus network was based on an original grid system; however, route deviations, duplications, variants, and branches have resulted in a complex, less efficient system. As a result, various routes were expanded in order to provide service to as many areas of the County as possible, resulting in an overall transit system with decreased effectiveness and increased costs.

Currently, the lowest performing bus routes account for only ten (10) percent of total bus ridership while consuming 18 percent of service resources. Additionally, overall bus ridership has experienced a decrease of 7.1 percent when compared to last year, resulting in a commensurate reduction to farebox revenue. As such, as part of DTPW's recurring evaluation of bus route performance, the following service adjustments are proposed (see attached):

- Straighten the alignment of ten (10) bus routes and modify frequencies to achieve an estimated cost savings of $7.4 million. The routes to be modified are: 40, 56, 62, 103, 107, 108, 115/117, 136, 183, and 252.
- Reduce route duplication by discontinuing low performing routes for an additional estimated savings of $4.8 million. The routes to be discontinued are: 6, 48, and 123. As per Board Resolution R-254-17, approved on March 7, 2017, route 123 will be replaced by the South Beach Trolley which will be completely financed and operated by the City of Miami Beach.

The proposed changes include an analysis of current ridership data, and were based on consultant recommendations specified in the Transit Service Evaluation Study Phase 2, completed in 2013. The consultant's recommendations focused on service improvements to increase the efficiency, reliability, and consistency of bus service, while simultaneously seeking to identify savings through restructuring lower productivity routes, eliminating duplication of service, restructuring of bus routes, and adjusting service to match ridership demand.

An analysis has determined that no adverse Title VI or Environment Justice impacts on protected populations are introduced as a result of the proposed service modifications.

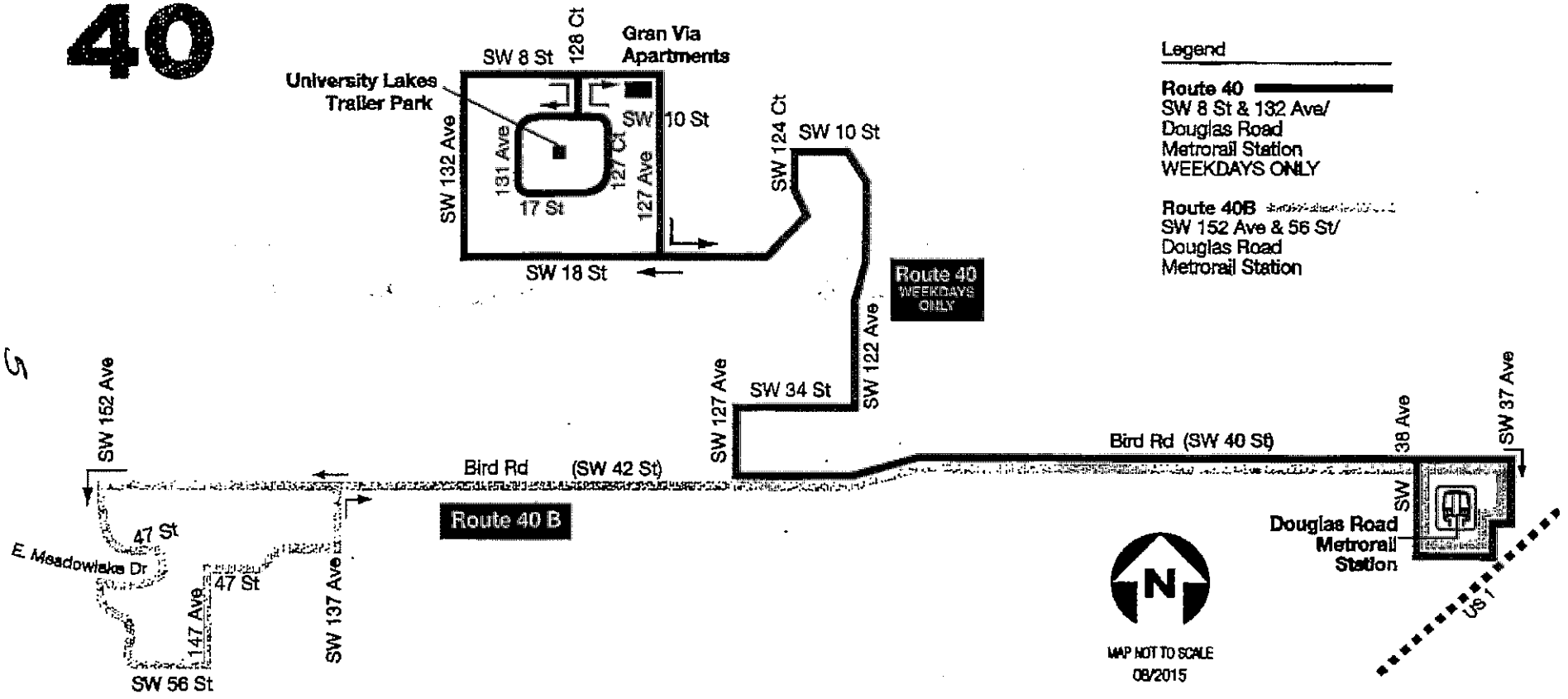
Alina T. Hudak
Deputy Mayor

Routes to be modified:

Routes 40, 56, 62, 103, 107, 108, 115/117, 136, 183, 252

Routes maps follow

40



Legend

Route 40
SW 8 St & 132 Ave/
Douglas Road
Metrorail Station
WEEKDAYS ONLY

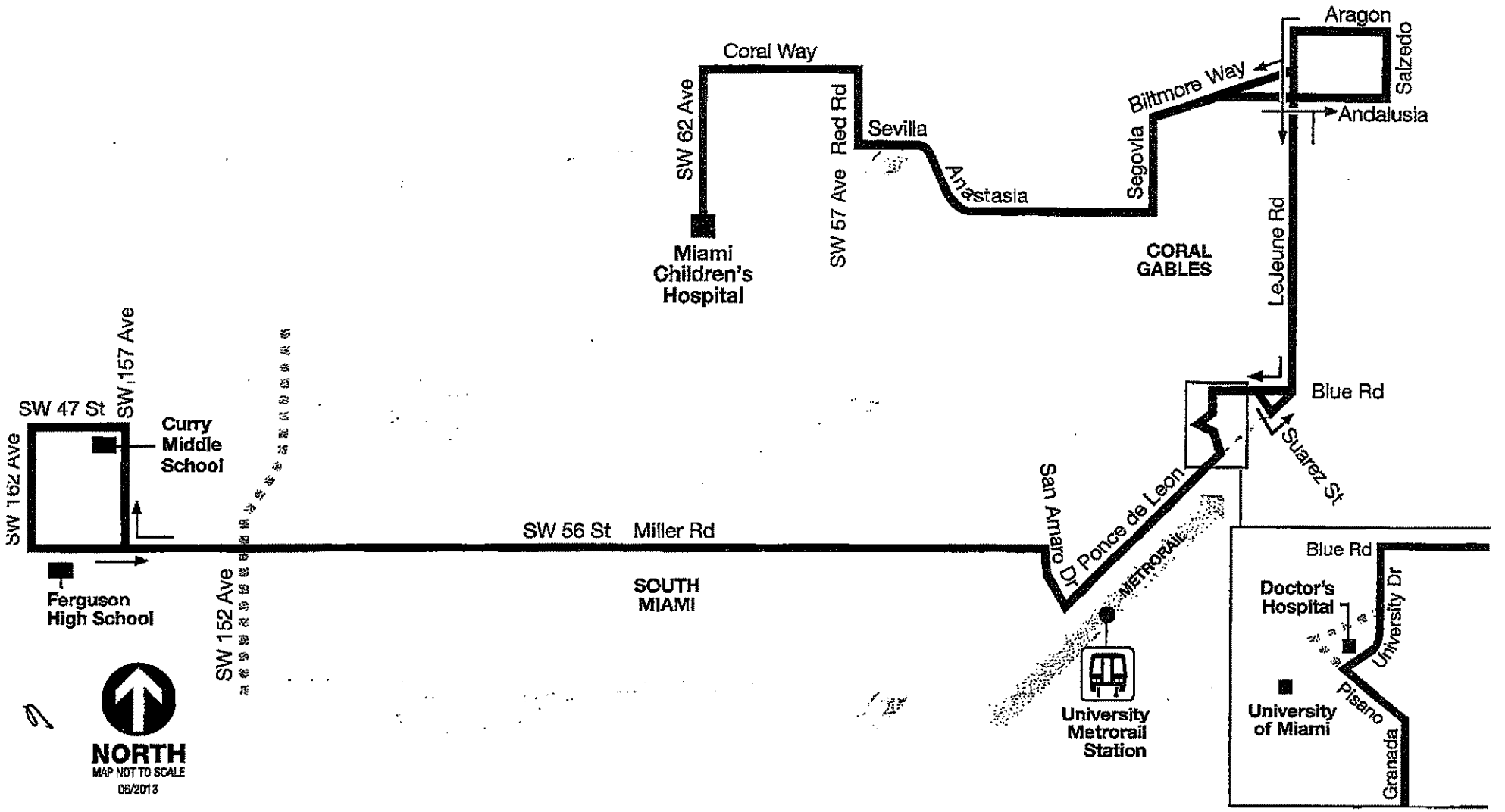
Route 40B
SW 152 Ave & 56 St/
Douglas Road
Metrorail Station

www.miamidade.gov/transit 311 (305.468.5900) TDD: 305.468.5402

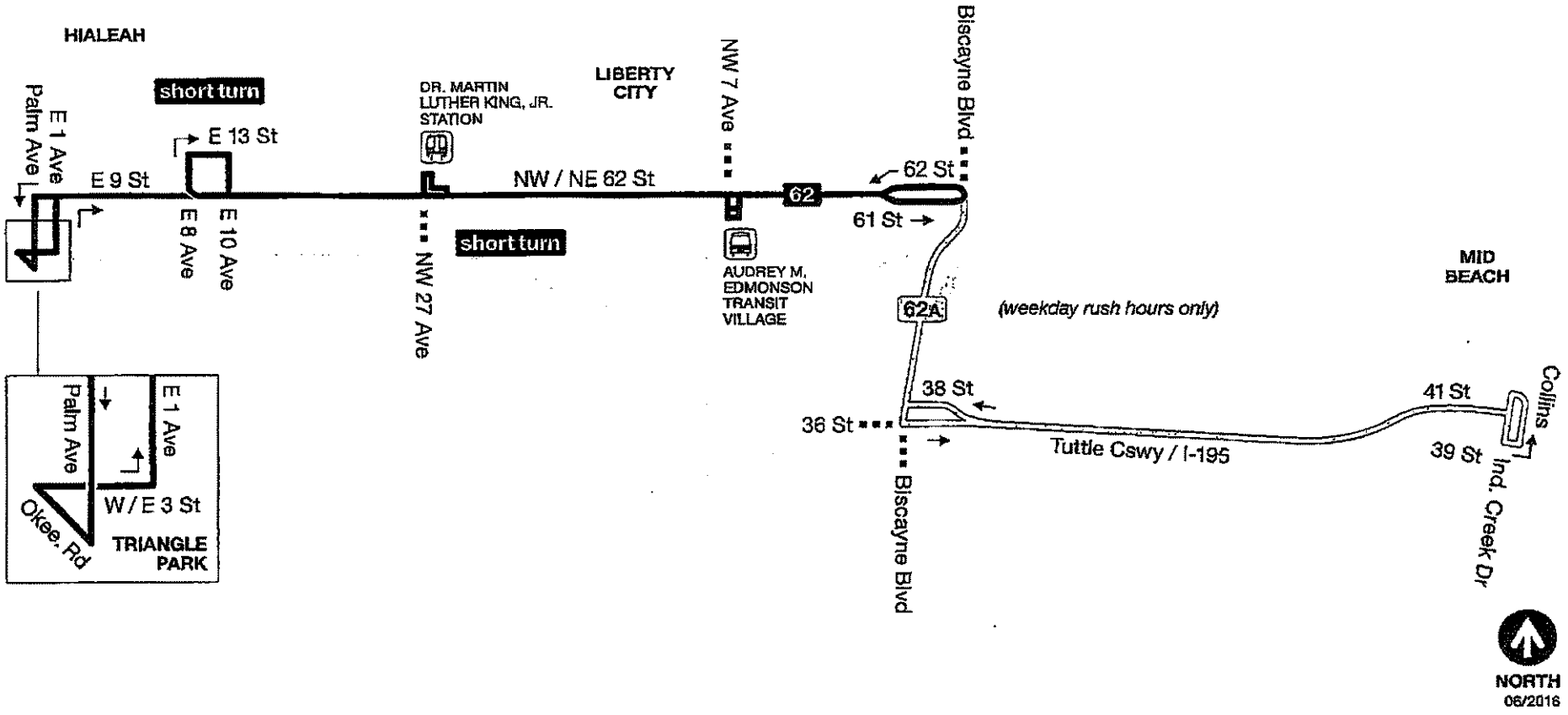
MiamiDadeTransit @IRideMDT @IRideMDT MDT TRACKER / MDT TRANSIT WATCH

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

Route 56


Coral Way
SW 62 Ave
Red Rd
SW 57 Ave
Sevilla
Anastasia
Miami Children's Hospital
Biltmore Way
Segovia
CORAL GABLES
Aragon
Salzedo
Andalusia
LeJeune Rd
Blue Rd
Suarez St
San Amaro Dr
Ponce de Leon
METRORAIL
University Metrorail Station
Blue Rd
Doctor's Hospital
University Dr
Pisano
University of Miami
Granada
SW 47 St
SW 157 Ave
SW 162 Ave
Curry Middle School
SW 56 St
Miller Rd
SOUTH MIAMI
Ferguson High School
SW 152 Ave
NORTH
MAP NOT TO SCALE
05/2013

62



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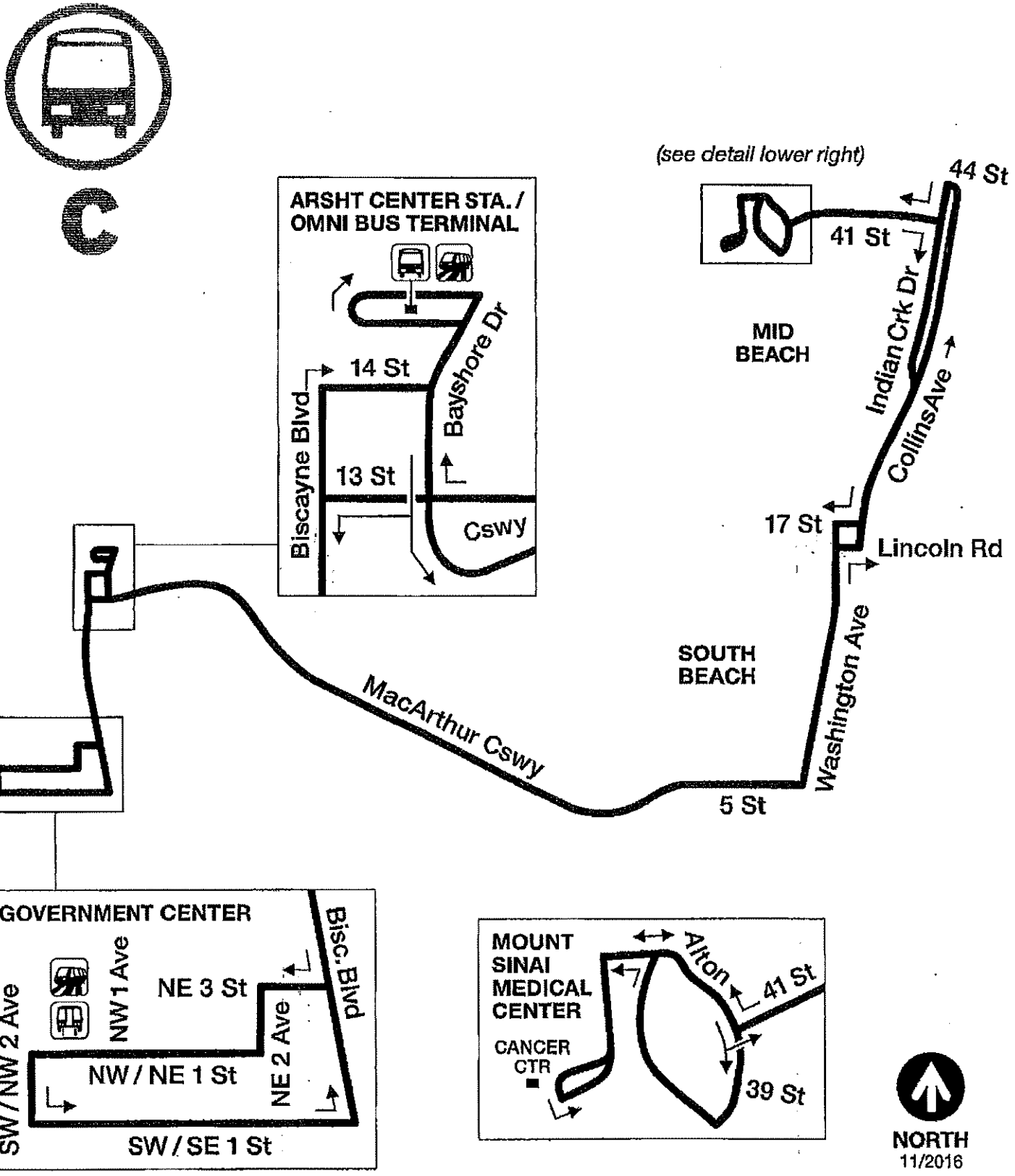
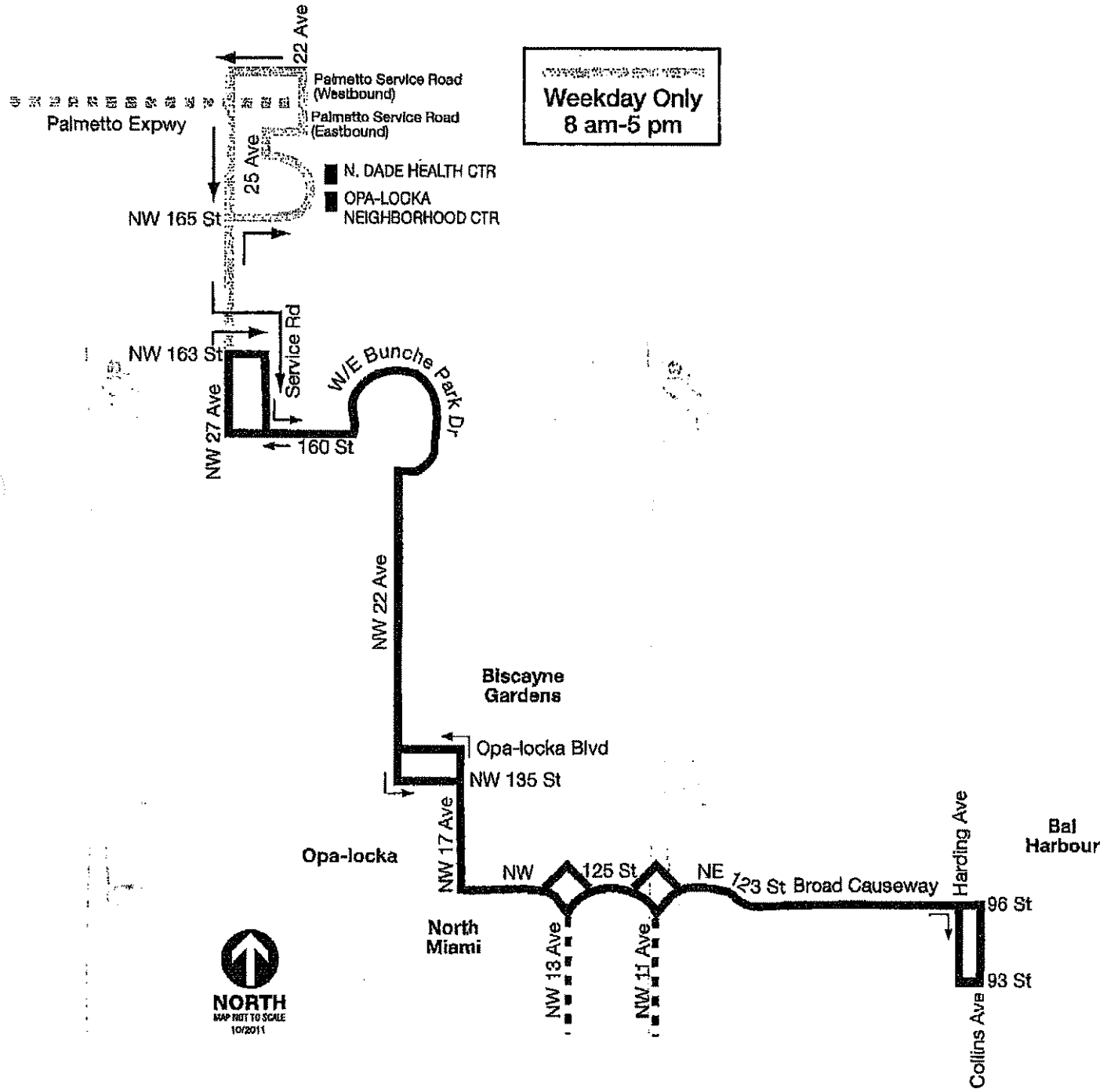
MiamiDadeTransit @iRideMDT @iRideMDT MDT TRACKER / MDT TRANSIT WATCH

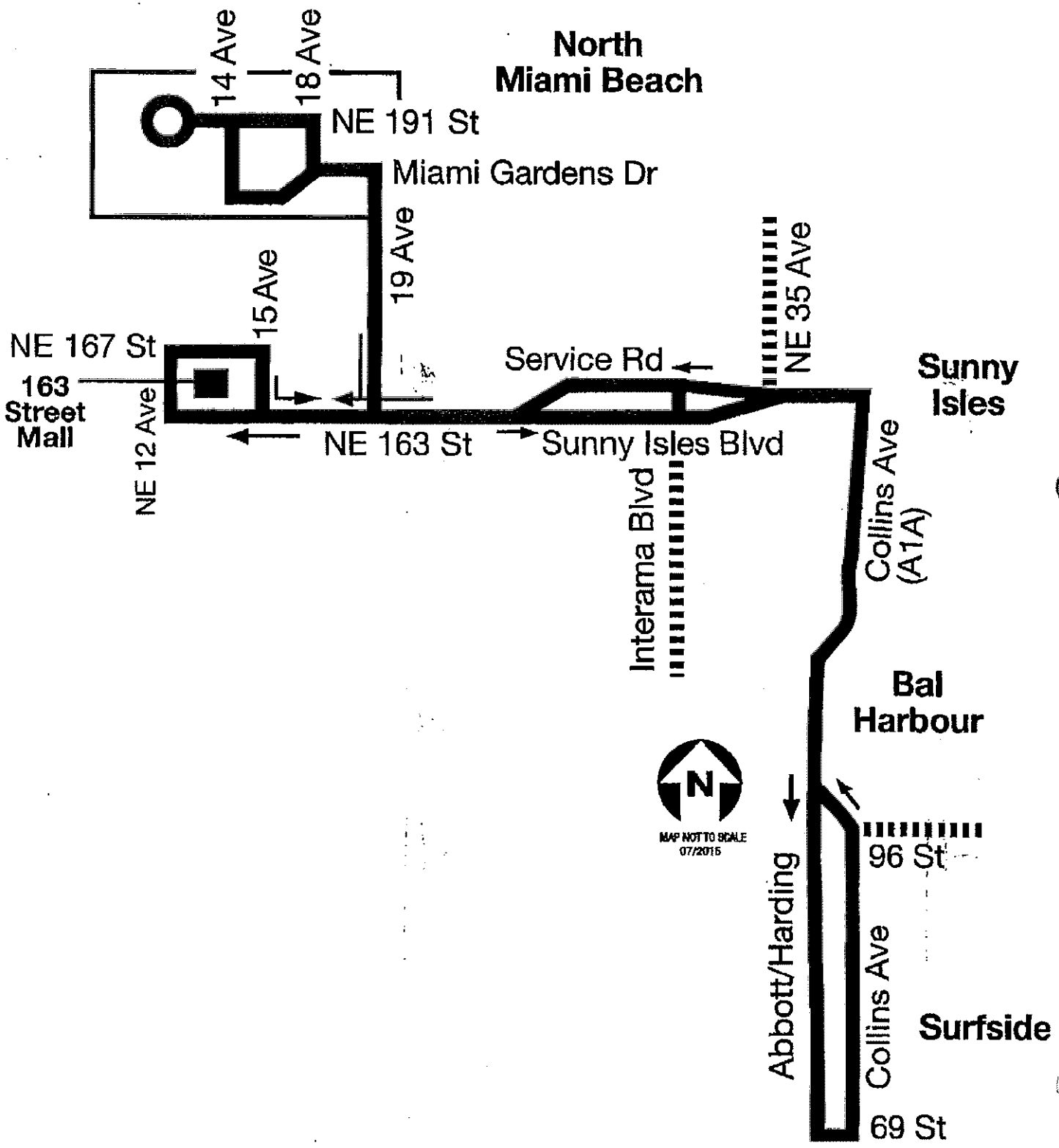
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS


C
(see detail lower right)
ARSHT CENTER STA./
OMNI BUS TERMINAL
Biscayne Blvd
14 St
13 St
Bayshore Dr
Cswy
MID
BEACH
41 St
44 St
Indian Crk Dr
Collins Ave
17 St
Lincoln Rd
Washington Ave
SOUTH
BEACH
MacArthur Cswy
5 St
GOVERNMENT CENTER
NW 1 Ave
NE 3 St
Bisc. Blvd
SW / NW 2 Ave
NW / NE 1 St
NE 2 Ave
SW / SE 1 St
MOUNT
SINAI
MEDICAL
CENTER
CANCER
CTR
Alton
41 St
39 St
NORTH
11/2016

Route G


22 Ave
Palmetto Service Road (Westbound)
Palmetto Service Road (Eastbound)
Palmetto Expwy
25 Ave
N. DADE HEALTH CTR
OPA-LOCKA NEIGHBORHOOD CTR
NW 165 St
Service Rd
NW 163 St
W/E Bunche Park Dr
NW 27 Ave
160 St
NW 22 Ave
Biscayne Gardens
Opa-locka Blvd
NW 135 St
NW 17 Ave
Opa-locka
NW 125 St
NE 123 St Broad Causeway
Harding Ave
Bal Harbour
96 St
93 St
North Miami
NW 13 Ave
NW 11 Ave
Collins Ave
NORTH
MAP NOT TO SCALE
10/2011
Weekday Only
8 am-5 pm

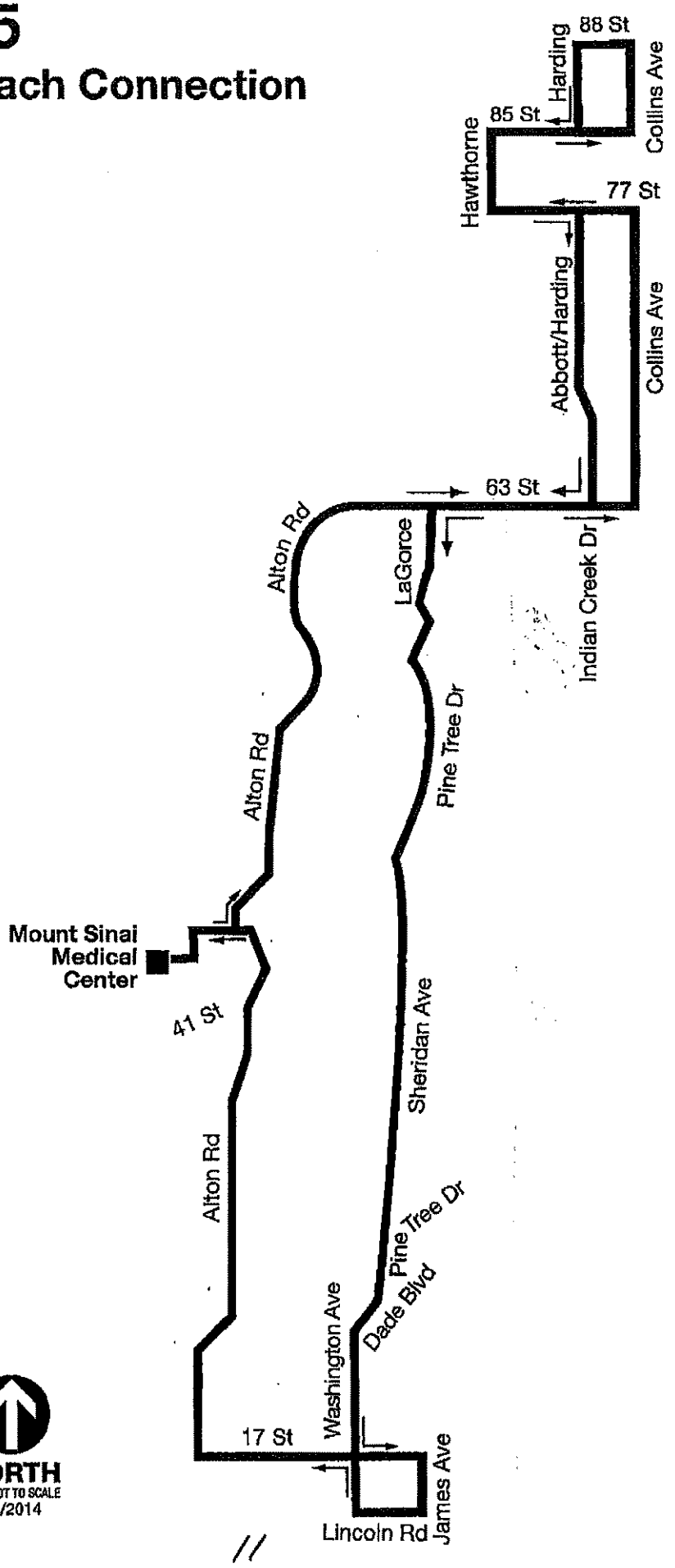
Route H


14 Ave
18 Ave
North
Miami Beach
NE 191 St
Miami Gardens Dr
19 Ave
15 Ave
NE 35 Ave
NE 167 St
163
Street
Mall
Service Rd
Sunny
Isles
NE 12 Ave
NE 163 St
Sunny Isles Blvd
Interama Blvd
Collins Ave
(A1A)
Bal
Harbour
N
MAP NOT TO SCALE
07/2015
96 St
Abbott/Harding
Collins Ave
Surfside
69 St

Route 115

Mid-North Beach Connection

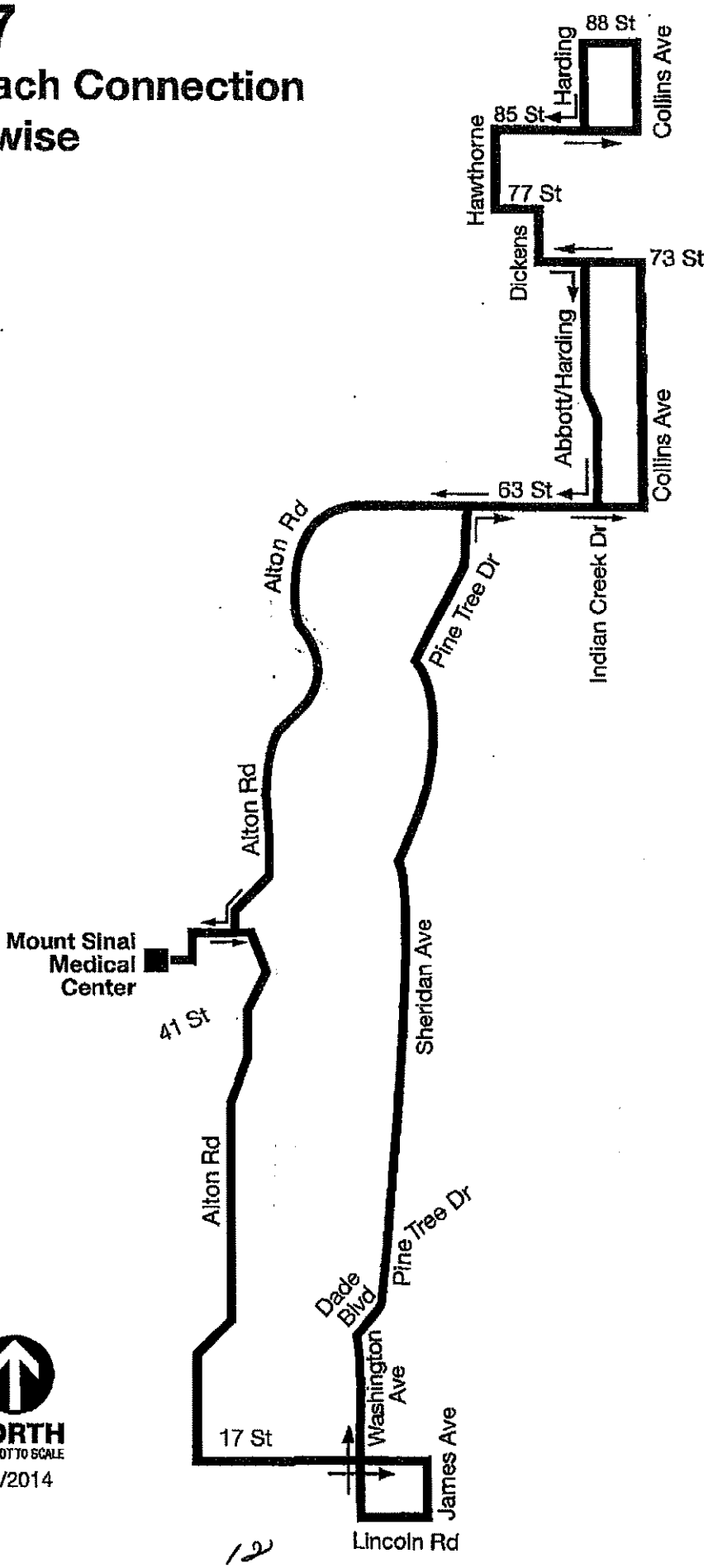
Clockwise



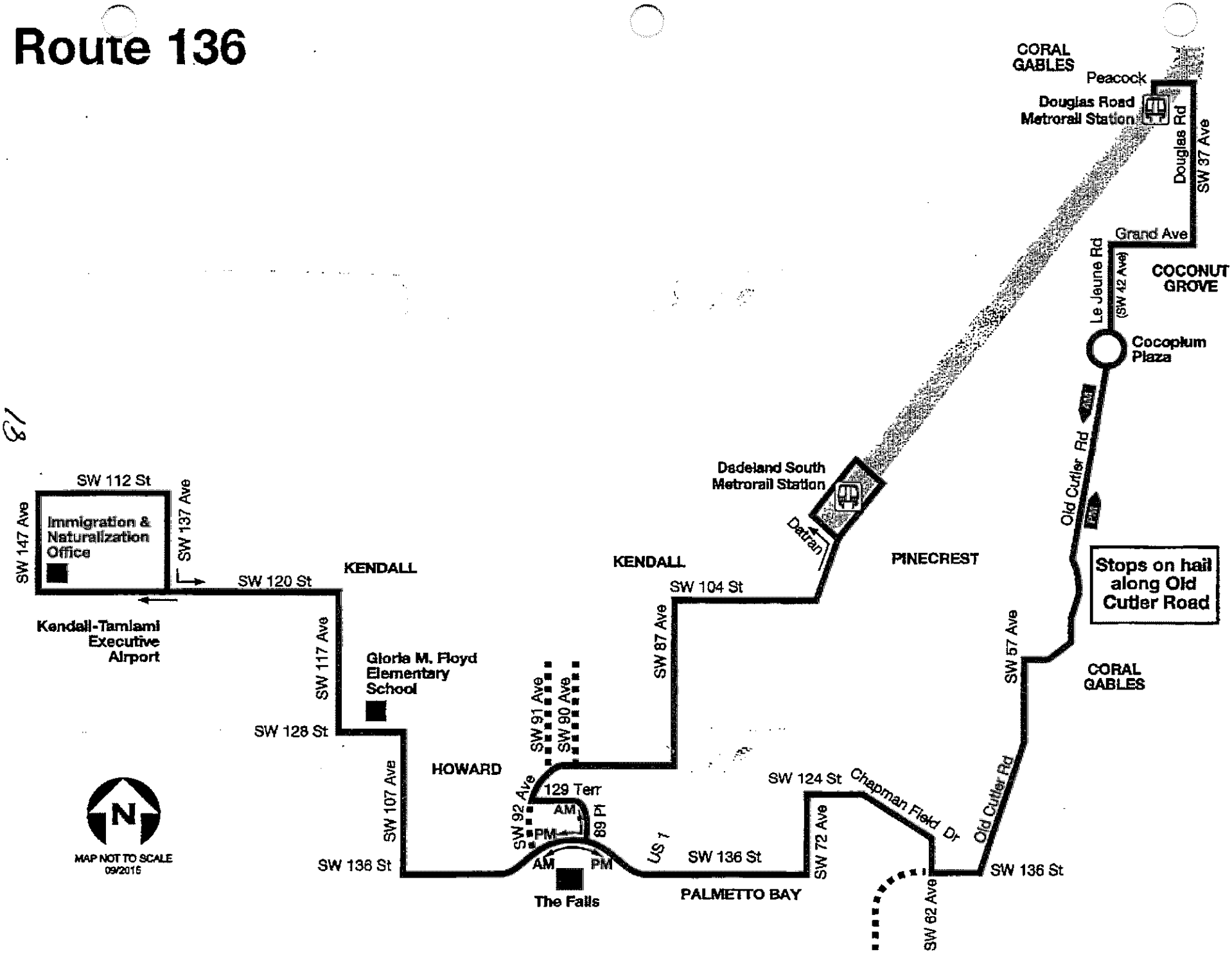
Route 117

Mid-North Beach Connection

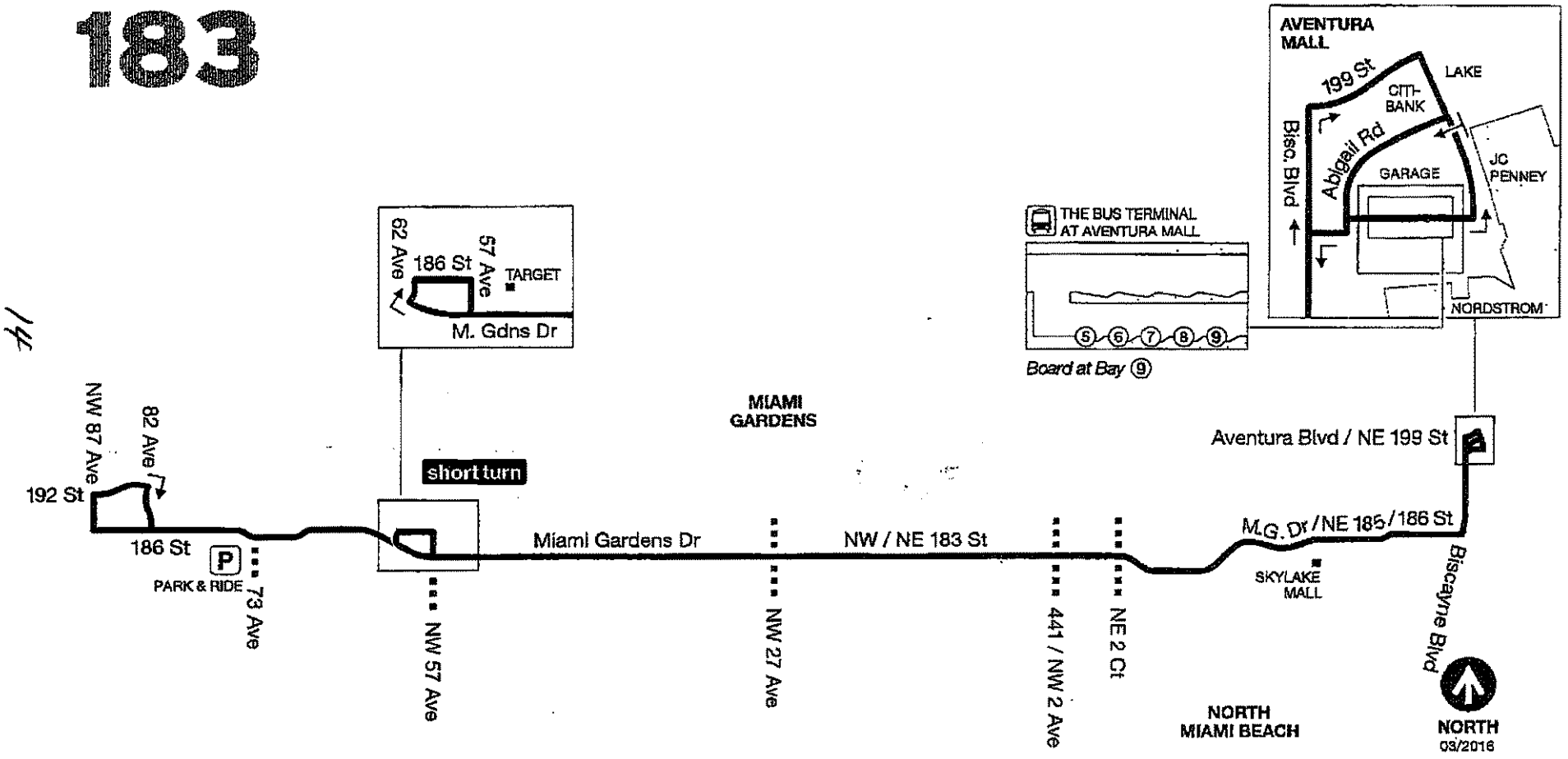
Counterclockwise



Route 136


CORAL GABLES
Peacock
Douglas Road Metrorail Station
Douglas Rd
SW 37 Ave
Grand Ave
COCONUT GROVE
Le Jeune Rd (SW 42 Ave)
Cocoplum Plaza
Old Cutler Rd
Stops on hail along Old Cutler Road
Dadeland South Metrorail Station
Datran
PINECREST
KENDALL
SW 104 St
SW 87 Ave
SW 112 St
SW 147 Ave
Immigration & Naturalization Office
SW 137 Ave
SW 120 St
Kendall-Tamiami Executive Airport
SW 117 Ave
Gloria M. Floyd Elementary School
SW 128 St
SW 91 Ave
SW 90 Ave
HOWARD
SW 107 Ave
SW 92 Ave
129 Terr
AM
PM
89 Pl
US 1
SW 124 St
Chapman Field Dr
SW 72 Ave
SW 57 Ave
CORAL GABLES
SW 136 St
SW 62 Ave
The Falls
PALMETTO BAY
MAP NOT TO SCALE
09/2015

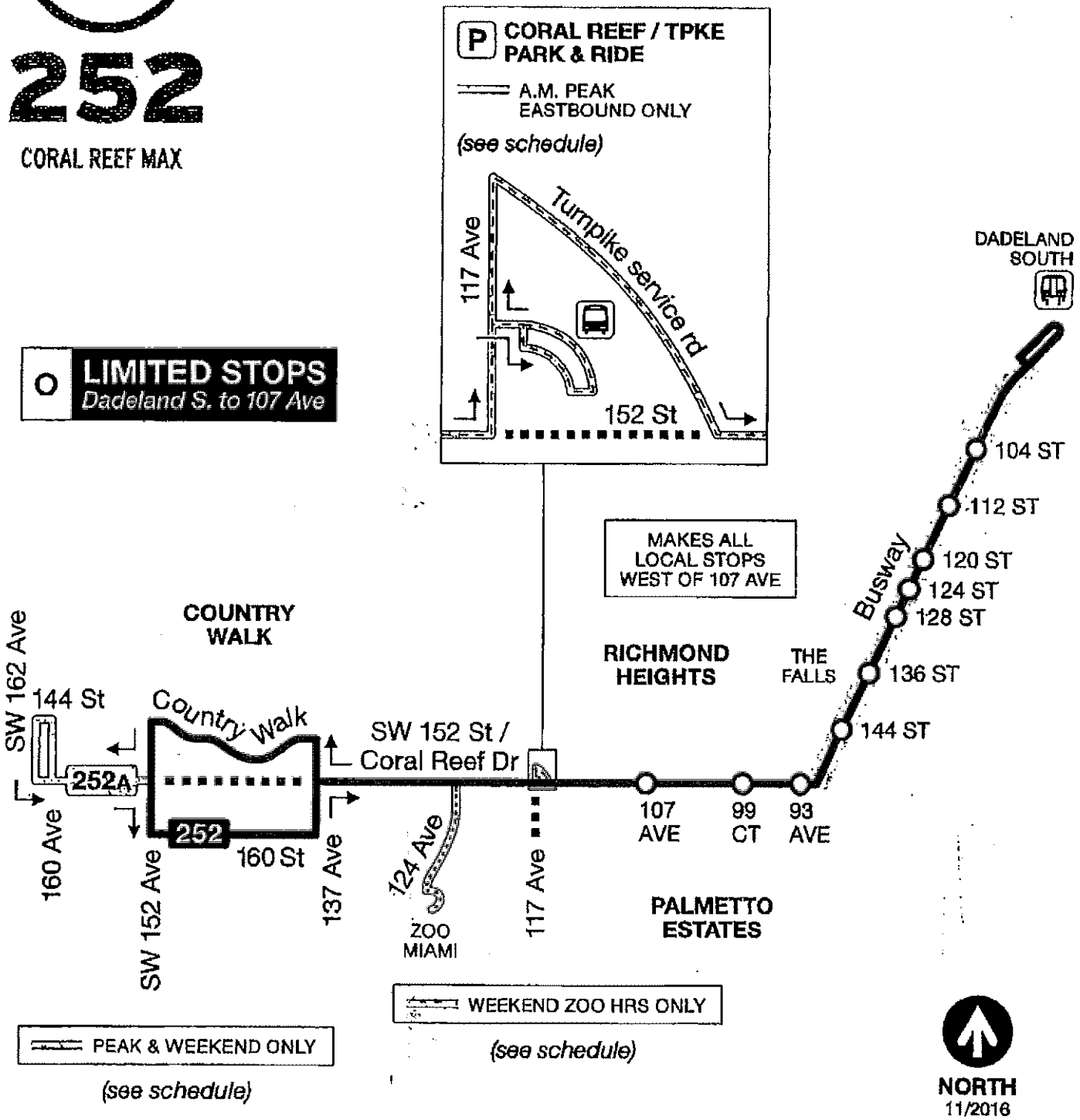
183


AVENTURA MALL
199 St
LAKE
CITI-BANK
Biso. Blvd
Abigail Rd
GARAGE
JC PENNEY
NORDSTROM
THE BUS TERMINAL AT AVENTURA MALL
5 6 7 8 9
Board at Bay 9
62 Ave
186 St
57 Ave
TARGET
M. Gdns Dr
MIAMI GARDENS
Aventura Blvd / NE 199 St
NW 87 Ave
82 Ave
192 St
short turn
186 St
P
PARK & RIDE
73 Ave
Miami Gardens Dr
NW / NE 183 St
M.G. Dr / NE 185 / 186 St
SKYLAKE MALL
Biscayne Blvd
NW 57 Ave
NW 27 Ave
441 / NW 2 Ave
NE 2 Ct
NORTH MIAMI BEACH
NORTH
03/2016

252

CORAL REEF MAX

LIMITED STOPS
Dadeland S. to 107 Ave

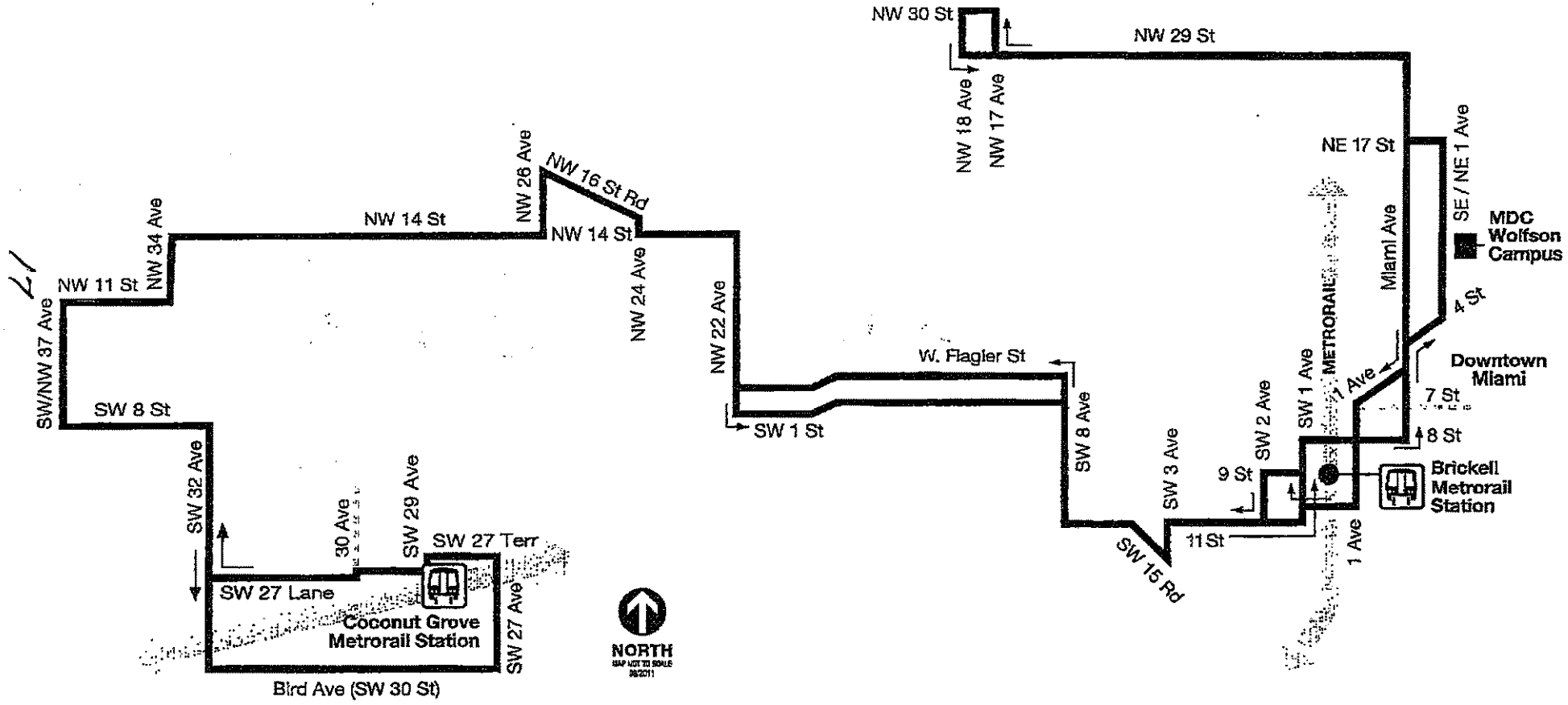


Routes to be discontinued:

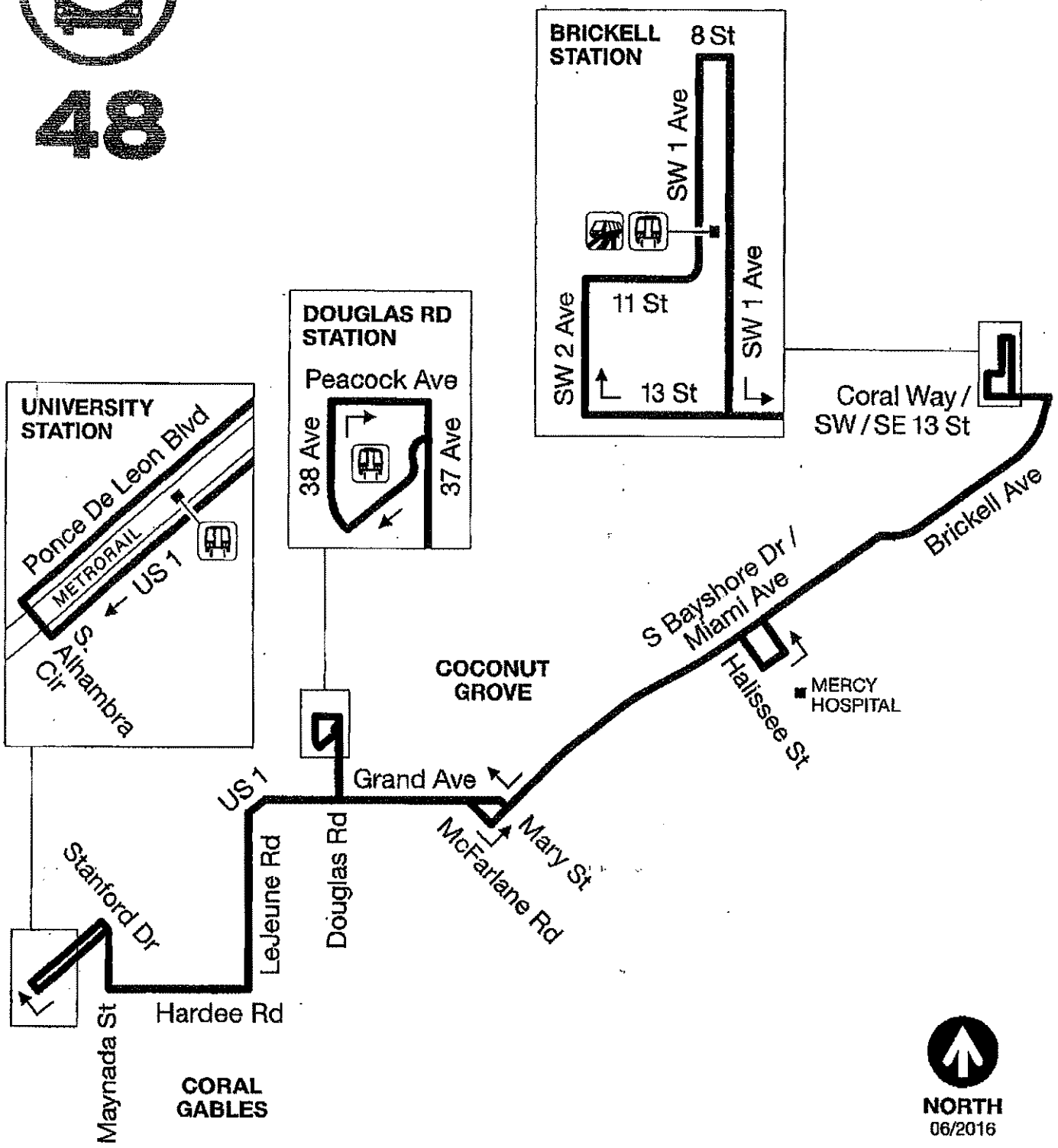
Routes 6, 48, and 123

Routes maps follow

Route 6


NW 30 St
NW 29 St
NW 18 Ave
NW 17 Ave
NE 17 St
SE / NE 1 Ave
MDC Wolfson Campus
Miami Ave
4 St
Downtown Miami
7 St
8 St
NW 16 St Rd
NW 14 St
NW 26 Ave
NW 14 St
NW 34 Ave
NW 11 St
SW/NW 37 Ave
NW 24 Ave
NW 22 Ave
W. Flagler St
SW 1 St
SW 8 St
SW 8 Ave
SW 3 Ave
SW 2 Ave
SW 1 Ave
1 Ave
METRORAIL
9 St
11 St
SW 15 Rd
1 Ave
Brickell Metrorail Station
SW 32 Ave
30 Ave
SW 29 Ave
SW 27 Terr
SW 27 Lane
Coconut Grove Metrorail Station
SW 27 Ave
Bird Ave (SW 30 St)
NORTH

48



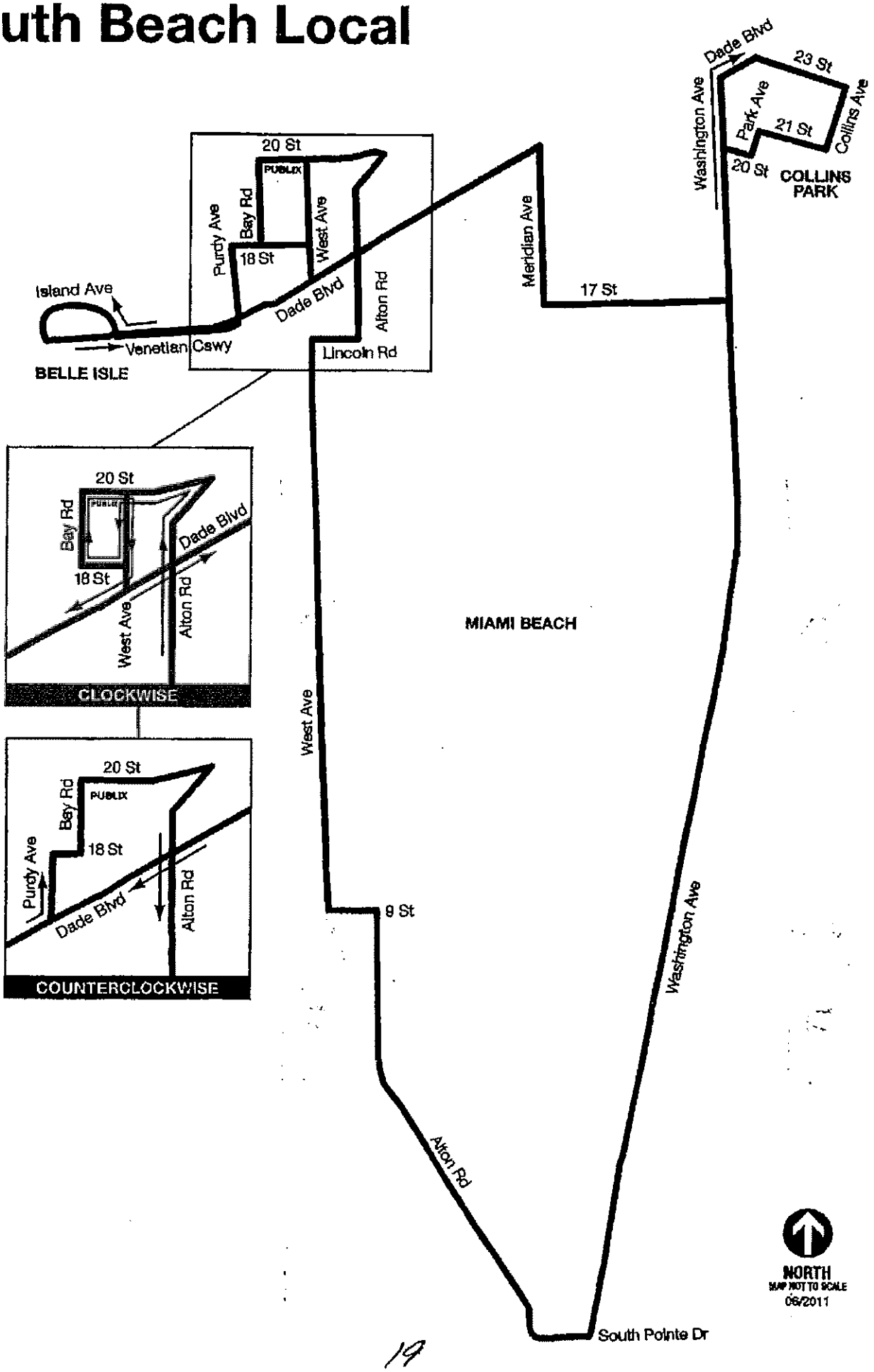
www.miamidade.gov/transit 311 (305.468.5900) TDD: 305.468.5402

MiamiDadeTransit @IRideMDT @IRideMDT MDT TRACKER / MDT TRANSIT WATCH

MIAMI-DADE COUNTY

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

South Beach Local



MEMORANDUM

(Revised)

TO: Honorable Chairman Esteban L. Bovo, Jr.
and Members, Board of County Commissioners

DATE: June 6, 2017

FROM: Abigail Price-Williams
County Attorney

SUBJECT: Agenda Item No. 8(N)(2)

Please note any items checked.

_____ **"3-Day Rule" for committees applicable if raised**

_____ **6 weeks required between first reading and public hearing**

_____ **4 weeks notification to municipal officials required prior to public hearing**

_____ **Decreases revenues or increases expenditures without balancing budget**

_____ **Budget required**

_____ **Statement of fiscal impact required**

_____ **Statement of social equity required**

_____ **Ordinance creating a new board requires detailed County Mayor's report for public hearing**

_____ **No committee review**

_____ **Applicable legislation requires more than a majority vote (i.e., 2/3's ____, 3/5's ____, unanimous _____) to approve**

_____ **Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required**

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 8(N)(2)
6-6-17

RESOLUTION NO. R-599-17

RESOLUTION AUTHORIZING MIAMI-DADE COUNTY BUS SERVICE ADJUSTMENTS TO BE IMPLMENTED ON OR BEFORE NOVEMBER 19, 2017

WHEREAS, the Miami-Dade County (County) Department of Transportation and Public Works (DTPW), is charged with planning and operating the County's public transit system, is constantly evaluating bus and rail services; and

WHEREAS, ridership trends on bus routes have been declining on numerous routes for a variety of reasons such as lower gasoline prices and other service options, such as Transportation Network Entities, along with services provided by municipalities; and

WHEREAS, DTPW has determined that a number of bus routes require service adjustments which take into account the factors listed above; and

WHEREAS, it is the responsibility of DTPW to provide transit services commensurate with the demand for such service and, provide for the most efficient use of financial and capital resources; and

WHEREAS, this Board desires to accomplish the purposes outlined in the accompanying memorandum, a copy of which is incorporated herein by reference,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board approves the attached implementation of bus service adjustments to be implemented on or before November 19, 2017.

The foregoing resolution was offered by Commissioner **Rebeca Sosa**, who moved its adoption. The motion was seconded by Commissioner **Audrey M. Edmonson** and upon being put to a vote, the vote was as follows:

Esteban L. Bovo, Jr., Chairman	**aye**		
Audrey M. Edmonson, Vice Chairwoman	**aye**		
Bruno A. Barreiro	**aye**	Daniella Levine Cava	**nay**
Jose "Pepe" Diaz	**aye**	Sally A. Heyman	**aye**
Barbara J. Jordan	**absent**	Joe A. Martinez	**absent**
Jean Monestime	**nay**	Dennis C. Moss	**aye**
Rebeca Sosa	**aye**	Sen. Javier D. Souto	**aye**
Xavier L. Suarez	**nay**		

The Chairperson thereupon declared the resolution duly passed and adopted this 6th day of June, 2017. This resolution shall become effective upon the earlier of (1) 10 days after the date of its adoption unless vetoed by the County Mayor, and if vetoed, shall become effective only upon an override by this Board, or (2) approval by the County Mayor of this Resolution and the filing of this approval with the Clerk of the Board.

MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By: ***Christopher Agrippa***
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

Bruce Libhaber

METROBUS SERVICE ADJUSTMENTS IMPLEMENTED ON AUGUST 27, 2017

	Route	Service Change	Major or Admin
1	6	Discontinue	Major
2	48	Discontinue	Major
3	56	Peak frequency reduced from 40 to 60 minutes	Major
4	62	Truncate route at Biscayne Blvd. Peak frequency reduced from 12 to 30 minutes. Base frequency reduced	Major
5	136	Truncate at The Falls Shopping Center. Three morning and three evening trips only.	Major
6	183	Truncate route at 183rd Street park & ride. Peak frequency reduced from 12 to 15 minutes. Base frequency	Major
7	252	Restructure western end of route through Country Walk subdivision. Peak frequency reduced from 15 to	Major
8	103/C	Truncate the route to only serve Miami Beach. Peak & base frequency reduced from 20 to 30 minutes, night	Major
9	107/G	Truncate at MDC North campus with northern leg discontinued. Night frequency reduced from 40 to 60	Major
10	108/H	Truncate route to serve between 163rd Street Mall and Haulover Beach. Improve peak & base	Major
11	115/117	Reroute 115 to serve Alton Rd Bi-directionally and reduce frequency from 45 to 60 minutes and	Major

Title VI Service Equity Analysis

Department of Transportation and Public Works

May 2, 2017

In accordance with the Federal Transit Administration (FTA) Circular 4702.1B, the Department of Transportation and Public Works (DTPW) is required to conduct a Title VI Service Equity Analysis as a result of the service adjustments to nine (9) bus routes, and the elimination of three (3) bus routes to be implemented on or before November 19, 2017.

A. Major Service Change Policy

As mandated Service Change (TWU Local 291, CBA V24) Line Up occurs no more than twice a year, unless necessitated by service adjustments and or other operational requirements.

The General Line Up
Divisional Line Up (June of each year if necessary).

A major service change is defined by DTPW as:

1.) A change in the interval peak period transit services on a route of more than 30 minutes;
2.) A change in the interval between off-peak period transit services on a route of more than 30 minutes;
3.) Route changes of 25% or greater within a year;
4.) Establishment of a new transit service or the abolishment of an existing service.

Explanation of Proposed Service Change

The lowest performing bus routes account for only ten (10) percent of the total bus ridership while consuming 18 percent of service resources. Additionally, overall bus ridership has experienced a decrease of 7.1 percent when compared to 2016, resulting in a commensurate reduction to farebox revenue. As such, as part of DTPW's recurring evaluation of bus route performance, the following service adjustments are proposed (Attachment 1):

Straighten the alignment of nine (9) bus routes and modify frequencies. The routes to be modified are: 56, 62, 103, 107, 108, 115/117, 136, 183, and 252.

In order to reduce route duplication, the DTPW proposes to discontinue three low performing routes. The routes to be discontinued are: 6, 48, and the 123. It is important to note that although the 123 is be discontinued. Per Board Resolution R-254-17 (Attachment 2), the Route 123 will be replaced by the South Beach Trolley which is completely financed and operated by the City of Miami Beach.

The proposed service change mandates adherence to the DTWP Major Service Change Policy because there are three current routes (6, 48, 123) slated to be abolished. Of the three routes, two will be abolished. Route 123 will be replaced by the South Beach Trolley. The route, serviced by the City of Miami Beach will ensure that there is no break in the current service delivery.

As detailed above, the DTWP Major Service Change Policy is presented as a numerical standard, applies to both service reductions and service increases, and is not set so high that it would never require an analysis.

The DTPW Major Service Change Policy by definition applies to both service reductions and service increases by including a benchmark for an interval peak period for transit service of no more than 30 minutes. A change in the interval between off-peak period transit service on a route of more than 30 minutes. A route change of 25% or greater within a year, as well as the establishment of a new transit service or the abolishment of an existing service.

B. Adverse Effects

The DTPW Office of Planning and Scheduling has analyzed the proposed changes based on an review of current ridership data and were based on consultant recommendations specified in the Transit Service Evaluation Study Phase 2, completed in 2013. The consultant's recommendations focused on service improvements to increase efficiency, reliability, and consistency of bus service, while seeking to identify savings through restructuring lower productive routes, eliminating duplication of service, restructuring bus routes and adjusting service to match ridership demand.

A description of the Major Service Changes and Route deletions is included as Attachment 1. As a matter of efficiency, DTPW proposes to discontinue the Route 6 – Multiple routes provide overlapping service, discontinue the Route 48 – City of Miami Trolley provides overlapping service and discontinue the 123 (South Beach Local)-Discontinue service once Miami Beach begins South Beach Trolley Service.

C. Disparate Impact Policy

Per the provisions of Title VI of the Civil Rights Act of 1964, (FTA C4702.1B), No person in the United States shall, on the grounds of race, color, or national origin, be excluded from, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

FTA Circular 4702.1B requires that recipients of FTA funding prepare and submit a service/fare equity analysis for proposed major service and all fare increase/decrease changes as defined by the Title VI Service and Fare Change Policy. The purpose of the policy is to establish a threshold which identifies when the adverse effects (defined by the Title VI Service and Fare Change Policy) of a major service change occurs and thereby requires a Title VI Analysis of proposed impacted routes and/or schedule changes prior to the implementation of any significant service changes or fare increases.

It is the DTPW policy to minimize the adverse effect of fare and major service changes so that they are not borne disproportionately by minority populations. The threshold to determine

adverse disparate impact is established at 20% based on the cumulative impact of the proposed fare and/or service change.

If disparate impact is identified, DTPW shall take actions to mitigate the situation, unless there is a substantial legitimate justification that prevents such actions. The DTPW Disparate Impact Policy is applied uniformly to all major service changes, regardless of the mode.

D. Disproportionate Burden Policy

According to the provisions of Title VI of the Civil Rights Act of 1964, (FTA C4702.1B), No person in the United States shall, on the grounds of race, color or national origin, be excluded from, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

FTA Circular 4702.1B requires that recipients of FTA funding prepare and submit a service/fare equity analysis for proposed major service and all fare increase/decrease changes. The purpose of the policy is to establish a threshold which identifies when the adverse effects of a major service change or fare increase occurs thereby requiring a Title VI Analysis of proposed impacted routes and/or schedule changes prior to the implementation of any significant service changes or fare increases.

It is the policy of DTPW to minimize the adverse effects of fare and major service changes so that they are not borne disproportionately by minority populations. The threshold to determine adverse disproportionate burden is established at 20% based on the cumulative impact of the proposed fare and/or service change.

If disproportionate burden is identified, DTPW shall take actions to mitigate the situation, unless there is a substantial legitimate justification that prevents such actions.

E. Analysis Framework

The existing bus network was based on an original grid system; however, route deviations, duplications, variants, and branches have resulted in a complex, less efficient system. As a result, various routes were expanded in order to provide service to as many areas of Miami –Dade County as possible, resulting in an overall transit system with decreased effectiveness and increased costs.

Currently, the lowest performing bus routes account for only ten (10) percent of total bus ridership while consuming 18 percent of service resources. Additionally, overall bus ridership has experienced a decrease of 7.1 percent when compared to last year, resulting in a commensurate reduction to farebox revenue. As part of DTPW's recurring evaluation of bus route performance, the following service adjustments are proposed: straighten the alignment of nine (9) bus routes and modify frequencies to achieve an estimated cost savings of $7.4 million. The routes to be modified are: 56, 62, 103, 107, 108, 115/117, 136, 183 and 252.

Title VI Service Equity Analysis*
EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER

May 2, 2017

A total of 9 bus routes are being proposed for service reductions. 3 routes are proposed to be discontinued.	# of Minority Routes Impacted	# of Non-Minority Routes Impacted	# of Poverty Routes Impacted	# of Non-Poverty Routes Impacted
# of routes to be discontinued	1	2	3	0
# of routes to receive major service changes	6	3	7	2
% of routes to be discontinued	33.3%	66.7%	100.0%	0.0%
% of routes to received major service changes*	66.7%	33.3%	77.8%	22.2%
MDT Bus System (all routes)	68.8%	32.6%	78.9%	21.1%

Minority routes comprise 68.8% of all routes, and receive 66.7% of major service changes and poverty routes comprise 78.9% of all routes, and receive 77.8% of service changes.

Minority routes comprise 68.8% of all routes, and receive 33.3% of routes to be discontinued and poverty routes comprise 78.9 of all routes, and receive 100% of routes to be discontinued.

*This analysis was conducted in compliance with Federal Transit Administration (FTA) Circular 4702.1B which requires that under Title VI of the Civil Rights Acts of 1964, MDT evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether those changes may have a discriminatory impact on minority and low income populations.

Conclusion

DTPW will reduce route duplication by discontinuing low performance routes for an additional estimated savings of $4.8 million. The routes to be discontinued are: 6, 48, and 123. It is important to note that the Route 123 will be replaced by the South Beach Trolley (completely financed by the City of Miami Beach).

GIS data was provided by DTPW for bus routes. These GIS files were used to prepare project graphics, identify service areas, and identify overlap between DTPW and local services. Census data from the 2010 U.S. Census was utilized to develop a demographic profile of the service area.

In order to identify if a route is low-income or minority, 2010 Census data was utilized to identify census tracts that have a greater that regional average share of minority or low-income populations.

F. Assessing Impacts

MAJOR SERVICE CHANGE ASSESSMENT

A review of the information provided by the *Title VI Service Equity Analysis – Proposed November 2017 Line-Up Changes/Service Equity Analysis* for the November 2017 Line-Up, indicates a total of 9 routes scheduled for a major service change. Of the nine (9) routes scheduled for a major service change six (6) of them are Minority Routes and three (3) of them are Non-Minority Routes. In Miami-Dade County Minority routes comprise 68.8% of all routes. Per the Title VI Service Equity Analysis Evaluation of Proposed Adjustments to Passenger – May 2, 2017, Minority routes are slated to receive 66.7% of the major service changes. Non-Minority routes are slated to receive 33.3% of the major service changes.

Per page 14, II. PROGRAM SPECIFIC REQUIREMENTS AND GUIDELINES FOR RECIPIENTS SERVING LARGE URBANIZED AREAS, Section C., Title VI Monitoring Program, of the DTPW 2013 Title VI Program Update, a Disparate Impact may occur if the percentage of service reductions or passenger amenities (for the number of minority routes) exceeds 69% of all routes.

Per a review of the information provided by the DTPW Service Planning and Scheduling Office and PROGRAM SPECIFIC REQUIREMENTS AND GUIDELINES FOR RECIPIENTS SERVING LARGE URBANIZED AREAS, and a review of Page 17, Section C. from the 2013 DTPW Title VI Plan, Disparate Impact Policy - the proposed number of minority routes (6) represents 66.7% of the routes to be impacted and does not represent a Disparate Impact because the changes do not exceed 69% of all Minority routes.

Poverty routes comprise 78.9% of all routes. Per a review of the information provided by the DTWP Service Planning and Scheduling Office, PROGRAM SPECIFIC REQUIREMENTS AND GUIDELINES FOR RECIPIENTS SERVING LARGE URBANZED AREAS, and a review of Page 17, Section C. from the 2013 DTPW Title VI Plan, Disproportionate Burden Policy- the proposed number of Poverty routes (7) represents 77.8% of the routes to be impacted and does not represent a Disproportionate Burden because the changes do not exceed 78.9% of all routes Minority routes.

ROUTE DELETION

A review of the information provided by the *Title VI Service Equity Analysis – Proposed November 2017 Line-Up Changes/Service Equity Analysis* for the November 2017 Line-Up, indicates a total of 3 routes scheduled for deletion. Of the three (3) routes scheduled for deletion one of them is a Minority Route (33.3%) and the two (2) remaining routes are Non-Minority Routes (66.7%).

Per a review of the information provided by the DTPW Service Planning and Scheduling Office and PROGRAM SPECIFIC REQUIREMENTS AND GUIDELINES FOR RECIPIENTS SERVING LARGE URBANIZED AREAS, and a review of Page 17, Section C. from the 2013 DTPW Title VI Plan, Disparate Impact Policy - the proposed number of minority routes (1) represents 33.3% of the routes to be impacted and does not represent a Disparate Impact because it does not exceed 69% of all Minority routes.

County-wide, Poverty routes comprise 78.9% of all routes. Per a review of the information provided by the DTWP Service Planning and Scheduling Office, PROGRAM SPECIFIC REQUIREMENTS AND GUIDELINES FOR RECIPIENTS SERVING LARGE URBANZED AREAS, and a review of Page 17, Section C. from the 2013 DTPW Title VI Plan, Disproportionate Burden Policy- the proposed number of Poverty route deletions to be impacted (3) represents 100%. This figure exceeds the pre-determined 20% threshold by 1.1%.

The OCR/LR finds the 1.1% overage to be statistically insignificant in this case given the fact that one of the three routes scheduled for deletion by DTPW will continue to provide the same service under a contract with the City of Miami Beach.

MEMORANDUM

Agenda Item No. 5(E)

TO:	Honorable Chairman Esteban L. Bovo, Jr. and Members, Board of County Commissioners	**DATE:**	November 21, 2017
FROM:	Abigail Price-Williams County Attorney	**SUBJECT:**	Resolution authorizing Miami-Dade County bus service adjustments to be implemented on or before February 4, 2018

The accompanying resolution was prepared by the Transportation and Public Works Department and placed on the agenda at the request of Prime Sponsor Transportation and Public Works Committee.

Abigail Price-Williams
County Attorney

APW/smm

Memorandum

MIAMI-DADE COUNTY

Date: November 21, 2017

To: Honorable Chairman Esteban L. Bovo, Jr.
and Members, Board of County Commissioners

From: Carlos A. Gimenez
Mayor

Subject: Resolution Authorizing Implementation of Additional Bus Route and Service Adjustments to be Implemented on February 4, 2018

RECOMMENDATION

It is recommended that the Board of County Commissioners (Board) approve service adjustments to two (2) bus routes, and the elimination of two (2) bus routes to be implemented on or before February 4, 2018, as approved in the Fiscal Year 17-18 Adopted Budget on September 28, 2017. Board approval of these proposed service modifications is required per Miami-Dade County Code, Chapter 2, Article XIX, Section 2-150, following a public hearing.

SCOPE

The proposed service adjustments will have a countywide impact.

FISCAL IMPACT

The fiscal impact of implementing the proposed service changes for the routes represents an estimated annual cost savings of $4.408 million.

TRACK RECORD/MONITOR

The project manager is Carlos Cruz-Casas, P.E., Assistant Director, Department of Transportation and Public Works (DTPW).

BACKGROUND

DTPW recommends the elimination of two (2) routes for which duplicate service exists, and two (2) routes that will be modified, resulting in a total savings of $4.408 million. The following service adjustments are proposed (see attached Exhibit A):

- Reduce route duplication by discontinuing bus service: The routes to be discontinued are route 70 and 249. The elimination of these bus routes will impact an average of 2,263 riders on a regular weekday. DTPW anticipates that these riders will use overlapping DTPW transit services, or a local municipal trolley. Since Route 249 is duplicated by the City of Miami Trolley and Route 70 will be consolidated with Route 35, these riders will not be affected by elimination of these bus route services.

- Modify bus service frequencies: The bus routes to be adjusted are route 31 and 115.

The proposed changes include an analysis of current ridership data, and were also recommendations specified in the Transit Service Evaluation Study Phase 2, completed in 2013. The consultant's recommendations focused on service improvements to increase the efficiency, reliability, and consistency of bus service, while simultaneously seeking to identify savings through restructuring lower productivity routes, eliminating duplication of service, restructuring of bus routes, and adjusting service to match ridership.

Bus Service Adjustments

Route	Recommended Modification	Max Load	Peak Vehicle Requirement	Farebox Recovery	Annual Revenue Hours	Annual Revenue Miles	Annual Platform Hours	Average Weekday Ridership	Description of Recommended Modification
70	Discontinue Route	25	7	14.3%	24,807	391,819	30,335	1,396	Discontinue route service and consolidate with Route 35
249	Discontinue Route	17	3	4.3%	16,764	128,540	18,340	867	Discontinue route service due to duplication with City of Miami trolley.
31	Modify Route Service	32	6	26.7%	19,928	268,381	23,022	1,606	Modify service frequency during peak periods from 15 min. to 30 min. Service area: Cutler Bay to Dadeland South.
115	Modify Route Service	13	2	9.2%	8,943	112,160	10,218	567	Modify route to provide service only during peak hours. Service area: Miami Beach.
Totals					**70,442**	**900,900**	**81,915**	**4,436**	

Alina T. Hudak
Deputy Mayor

Exhibit A

Routes to be Eliminated

Routes 70, 249

Exhibit A

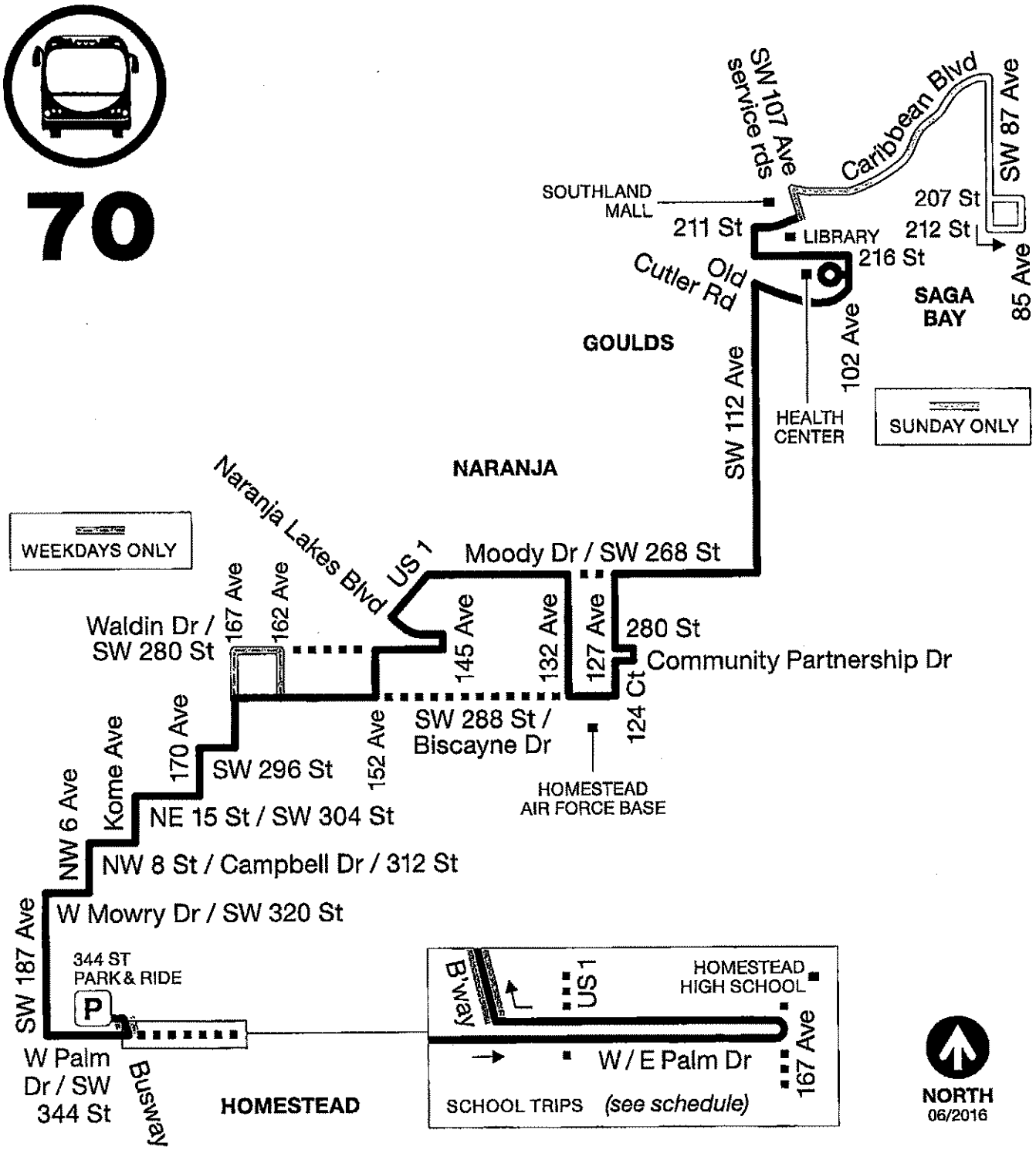

70
SOUTHLAND MALL
SW 107 Ave service rds
Caribbean Blvd
SW 87 Ave
211 St
LIBRARY
207 St
212 St
216 St
85 Ave
Old Cutler Rd
SAGA BAY
GOULDS
102 Ave
SW 112 Ave
HEALTH CENTER
SUNDAY ONLY
NARANJA
Naranja Lakes Blvd
US 1
Moody Dr / SW 268 St
WEEKDAYS ONLY
Waldin Dr / SW 280 St
167 Ave
162 Ave
145 Ave
132 Ave
127 Ave
280 St
Community Partnership Dr
124 Ct
SW 288 St / Biscayne Dr
152 Ave
170 Ave
SW 296 St
Kome Ave
NW 6 Ave
NE 15 St / SW 304 St
NW 8 St / Campbell Dr / 312 St
W Mowry Dr / SW 320 St
SW 187 Ave
344 ST PARK & RIDE
P
HOMESTEAD AIR FORCE BASE
Busway
W Palm Dr / SW 344 St
HOMESTEAD
Busway
US 1
HOMESTEAD HIGH SCHOOL
W / E Palm Dr
167 Ave
SCHOOL TRIPS (see schedule)
NORTH
06/2016

Exhibit A

249

COCONUT GROVE

CIRCULATOR

Shuttle Fare

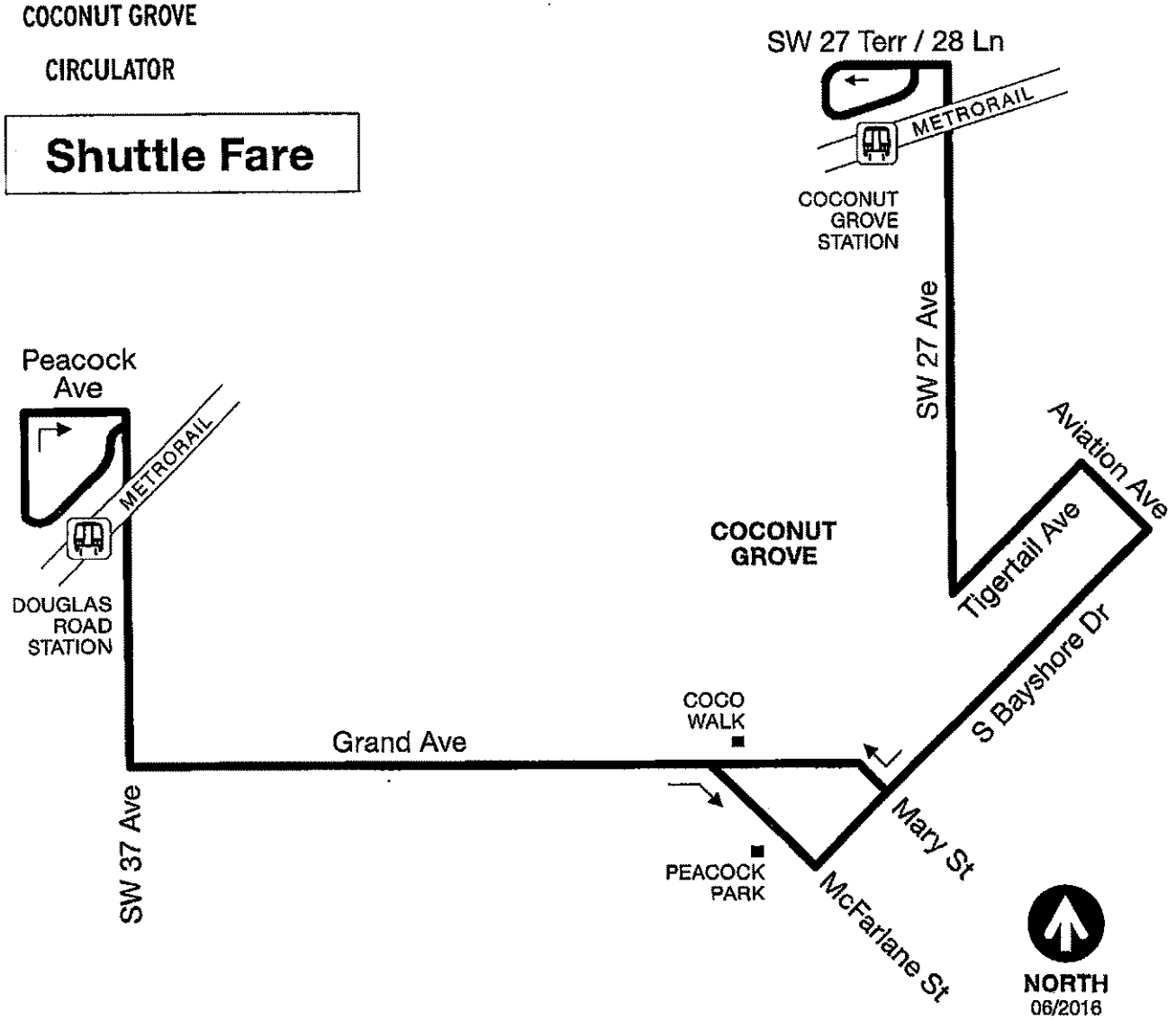


Exhibit A

Routes to be Adjusted

Routes 31, 115

Exhibit A

Route 31
Busway Local

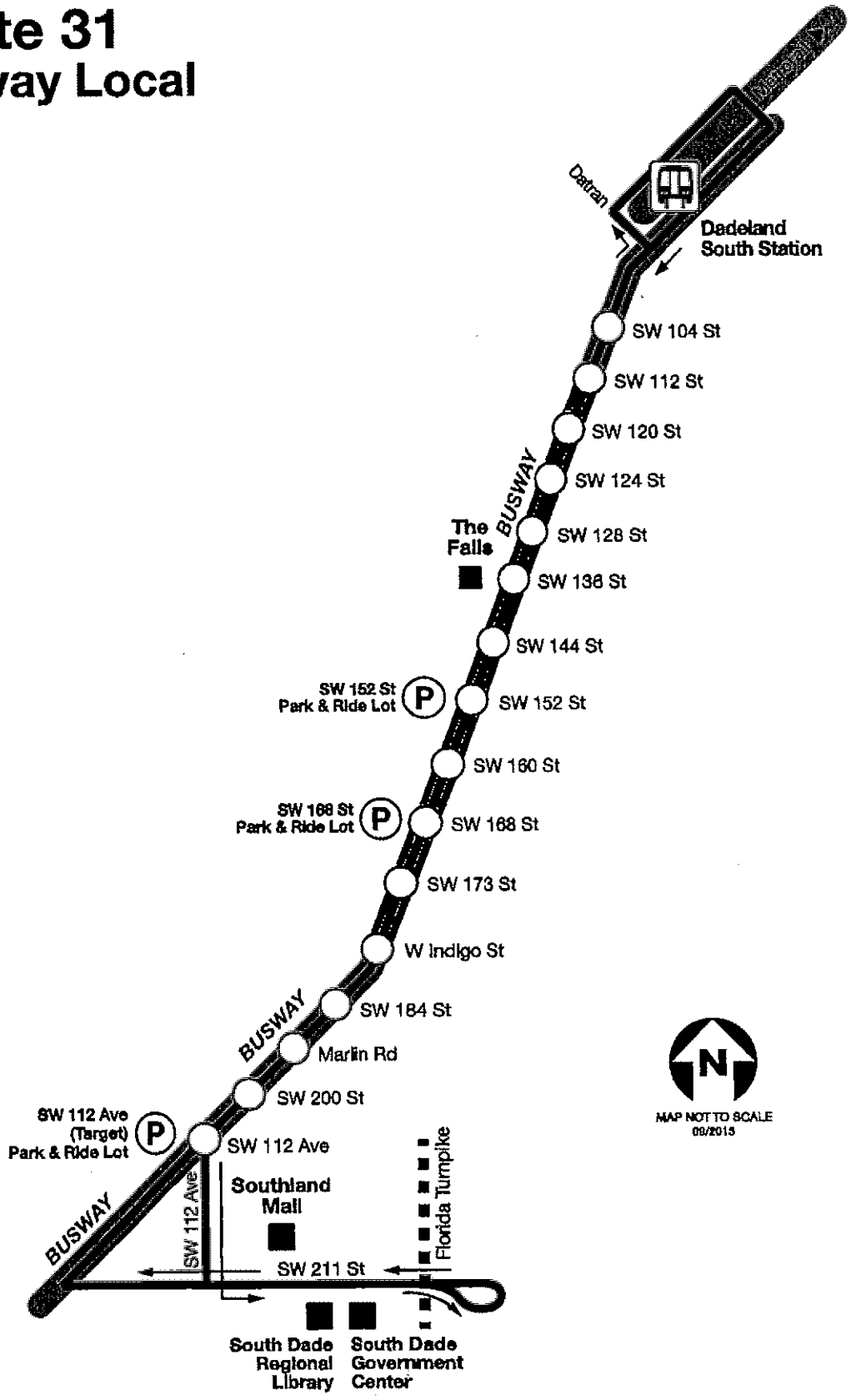
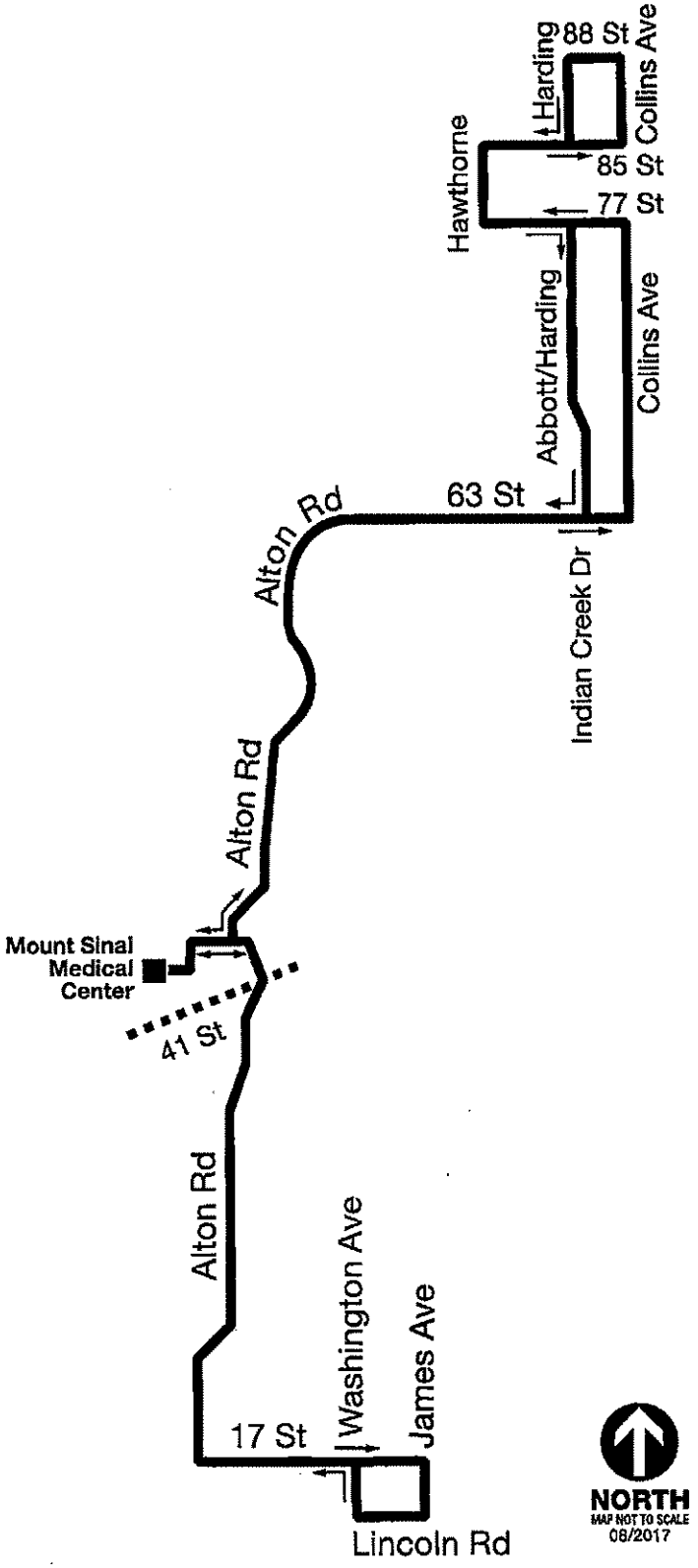


Exhibit A

115

MID-NORTH BEACH CONNECTION



MEMORANDUM

(Revised)

TO: Honorable Chairman Esteban L. Bovo, Jr. and Members, Board of County Commissioners

DATE: November 21, 2017

FROM: Abigail Price-Williams, County Attorney

SUBJECT: Agenda Item No. 5(E)

Please note any items checked.

_____ **"3-Day Rule" for committees applicable if raised**

_____ **6 weeks required between first reading and public hearing**

_____ **4 weeks notification to municipal officials required prior to public hearing**

_____ **Decreases revenues or increases expenditures without balancing budget**

_____ **Budget required**

_____ **Statement of fiscal impact required**

_____ **Statement of social equity required**

_____ **Ordinance creating a new board requires detailed County Mayor's report for public hearing**

_____ **No committee review**

_____ **Applicable legislation requires more than a majority vote (i.e., 2/3's ____, 3/5's ____, unanimous _____) to approve**

_____ **Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required**

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 5(E)
11-21-17

RESOLUTION NO. _____

RESOLUTION AUTHORIZING MIAMI-DADE COUNTY BUS SERVICE ADJUSTMENTS TO BE IMPLEMENTED ON OR BEFORE FEBRUARY 4, 2018

WHEREAS, the Miami-Dade County (County) Department of Transportation and Public Works (DTPW), charged with planning and operating the County's public transit system, is constantly evaluating bus and rail services; and

WHEREAS, ridership trends on bus routes have declined on numerous routes for a variety of reasons such as lower gasoline prices, duplicate service and other options, such as transportation network entities, along with circulator services provided by municipalities; and

WHEREAS, service adjustments on a number of bus routes, which take into account the factors listed above were approved in the Fiscal Year 2017-2018 Adopted Budget on September 28, 2017; and

WHEREAS, it is the responsibility of DTPW to provide transit services commensurate with the demand for such service and provide for the most efficient use of financial and capital resources; and

WHEREAS, pursuant to Miami-Dade County Code Section 2-150, a public hearing was held by the Board of County Commissioners; and

//

WHEREAS, this Board desires to accomplish the purposes outlined in the accompanying memorandum, a copy of which is incorporated herein by reference,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board approves the implementation of the attached bus service adjustments to be implemented on or before February 4, 2018.

The foregoing resolution was offered by Commissioner , who moved its adoption. The motion was seconded by Commissioner and upon being put to a vote, the vote was as follows:

Esteban L. Bovo, Jr., Chairman
Audrey M. Edmonson, Vice Chairwoman

Bruno A. Barreiro	Daniella Levine Cava
Jose "Pepe" Diaz	Sally A. Heyman
Barbara J. Jordan	Joe A. Martinez
Jean Monestime	Dennis C. Moss
Rebeca Sosa	Sen. Javier D. Souto
Xavier L. Suarez	

The Chairperson thereupon declared the resolution duly passed and adopted this 21st day of November, 2017. This resolution shall become effective upon the earlier of (1) 10 days after the date of its adoption unless vetoed by the County Mayor, and if vetoed, shall become effective only upon an override by this Board, or (2) approval by the County Mayor of this Resolution and the filing of this approval with the Clerk of the Board.

MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By:_____
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

Bruce Libhaber

Title VI Service Equity Analysis

Department of Transportation and Public Works

October 30, 2017

In accordance with the Federal Transit Administration (FTA) Circular 4702.1B, the Department of Transportation and Public Works (DTPW) is required to conduct a Title VI Service Equity Analysis as a result of proposed service adjustments to two (2) bus routes, and the elimination of two (2) bus routes to be implemented on or before February 4, 2018 as approved in the Fiscal Year 17-18 Adopted Budget on September 28, 2017.

A. Major Service Change Policy

As mandated Service Change (TWU Local 291, CBA V24) Line Up occurs no more than twice a year, unless necessitated by service adjustments and or other operational requirements.

The General Line Up
Divisional Line Up (June of each year if necessary).

A major service change is defined by DTPW as:

1.) A change in the interval peak period transit services on a route of more than 30 minutes;
2.) A change in the interval between off-peak period transit services on a route of more than 30 minutes;
3.) Route changes of 25% or greater within a year;
4.) Establishment of a new transit service or the abolishment of an existing service.

Explanation of Proposed Service Change

The proposed changes include an analysis of current ridership data, and were also recommendations specified in the Transit Service Evaluation Study Phase 2, completed in 2013. DTPW recommends the elimination of two (2) routes for which duplicate service exists, and two (2) routes that will be modified (item #) :

Reduce route duplication by discontinuing bus service: The routes to be discontinued are the route 70 and 249. The elimination of these bus routes will impact an average of 2,263 riders on a regular weekday. DTWP anticipates that these riders will use overlapping DTPW transit services, or a local municipal trolley. Since Route 249 is duplicated by the City of Miami Trolley and Route 70 will be consolidated with Route 35 these riders will not be affected by the elimination of these bus route services.

The DTPW Major Service Change Policy by definition applies to both service reductions and service increases by including a benchmark for an interval peak period for transit service of no more than 30 minutes. A change in the interval between off-peak period transit service on a route of more than 30 minutes. A route change of 25% or greater within a year, as well as the establishment of a new transit service or the abolishment of an existing service.

B. Adverse Effects

The DTPW Office of Planning and Scheduling determined the following:

1. Route 31 – On weekdays, 1,606 boardings will be impacted. Ridership impacted by this proposed change will be mitigated by the proposed service change to route 38. Route 38 will now serve all stops along the transitway in the am and pm peaks.

2. Route 35 – On weekdays, 615 boardings will be impacted. The vast majority, over 95 percent, of those passengers will have alternative service including routes servicing the transitway along US1 and Route 52 in the Richmond Heights and Perrine area. Of the 615 boardings, approximately 20 boardings will have no alternative service within a half-mile radius.

3. Route 70 – On weekdays, 74 boardings will be impacted, with alternative service. On Saturdays, approximately 200 boardings will be impacted with no alternative service. On Sundays, approximately 150 boardings will be impacted (including 30 boardings on the Saga Bay segment), with no alternative service. In order to mitigate these impacts, weekend service would have to be extended to these affected riders at an estimated cost of $625,000 annually.

4. Route 115 – On weekdays, 567 boardings will be impacted. The affected passengers will be provided 3 a.m. and 3 p.m. trips, 7 days a week. Alternative services in the area for passengers impacted may include; North Beach Trolley, Mid-Beach Trolley, South Beach Trolley, MDT Routes C, J, L, M, S, 120.

5. Route 249- On weekdays, 867 boardings will be impacted. The affected passengers will be provided with the Miami Trolley Coconut Grove Route as an alternative.

C. Disparate Impact Policy

Per the provisions of Title VI of the Civil Rights Act of 1964, (FTA C4702.1B), No person in the United States shall, on the grounds of race, color, or national origin, be excluded from, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

FTA Circular 4702.1B requires that recipients of FTA funding prepare and submit a service/fare equity analysis for proposed major service and all fare increase/decrease changes as defined by the Title VI Service and Fare Change Policy. The purpose of the policy is to establish a threshold which identifies when the adverse effects (defined by the Title VI Service and Fare Change Policy) of a major service change occurs and thereby requires a Title VI Analysis of proposed impacted routes and/or schedule changes prior to the implementation of any significant service changes or fare increases.

It is the DTPW policy to minimize the adverse effect of fare and major service changes so that they are not borne disproportionately by minority populations. The threshold to determine adverse disparate impact is established at 20% based on the cumulative impact of the proposed fare and/or service change.

If disparate impact is identified, DTPW shall take actions to mitigate the situation, unless there is a substantial legitimate justification that prevents such actions. The DTPW Disparate Impact Policy is applied uniformly to all major service changes, regardless of the mode.

D. Disproportionate Burden Policy

According to the provisions of Title VI of the Civil Rights Act of 1964, (FTA C4702.1B), No person in the United States shall, on the grounds of race, color or national origin, be excluded from, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

FTA Circular 4702.1B requires that recipients of FTA funding prepare and submit a service/fare equity analysis for proposed major service and all fare increase/decrease changes. The purpose of the policy is to establish a threshold which identifies when the adverse effects of a major service change or fare increase occurs thereby requiring a Title VI Analysis of proposed impacted routes and/or schedule changes prior to the implementation of any significant service changes or fare increases.

It is the policy of DTPW to minimize the adverse effects of fare and major service changes so that they are not borne disproportionately by minority populations. The threshold to determine adverse disproportionate burden is established at 20% based on the cumulative impact of the proposed fare and/or service change.

If disproportionate burden is identified, DTPW shall take actions to mitigate the situation, unless there is a substantial legitimate justification that prevents such actions.

E. Analysis Framework

The existing bus network is based on an original grid system; however, route deviations, duplications, variants, and branches have resulted in a complex, less efficient system. As a result, various routes were expanded in order to provide service to as many areas of Miami –Dade County as possible, resulting in an overall transit system with decreased effectiveness and increased costs.

The proposed changes include an analysis of current ridership data, and were recommendations specified in the Transit Service Evaluation Study Phase 2, completed in 2013. The consultant's recommendations focused on service improvements to increase the efficiency, reliability and consistency of bus service, while simultaneously seeking to identify savings through restructuring

lower productivity routes, eliminating duplication of service, restructuring of bus routes, and adjusting service to match ridership.

GIS data was provided by DTPW for bus routes. These GIS files were used to prepare project graphics, identify service areas, and identify overlap between DTPW and local services. Census data from the 2010 U.S. Census was utilized to develop a demographic profile of the service area.

In order to identify if a route is low-income or minority, 2010 Census data was utilized to identify census tracts that have a greater that regional average share of minority or low-income populations.

F. Assessing Impacts

MAJOR SERVICE CHANGE ASSESSMENT

A review of the information provided by the *Resolution Authorizing Implementation of Additional Bus Route and Service Adjustments to be implemented on February 4, 2018* two (2) service adjustments to two (2) bus routes and the elimination of two (2) bus routes are to be implemented on or before February 4, 2018, as approved in the Fiscal Year 17-18 Adopted Budget on September 28, 2017. Board approval of these proposed service modifications are required per Miami-Dade County Code, Chapter 2, Article XIX, Section 2-150, following a public hearing. The service adjustment will have a countywide impact. The fiscal impact of implementing the proposed service changes for the routes represents an estimated annual cost savings of $4.408 million.

In Miami-Dade County Minority routes comprise 68.8% of all routes. Per the Title VI Service Equity Analysis Evaluation of Proposed Major Service Changes on or Before February 4, 2018, (11/3/2017 Preliminary) System-wide minority routes comprise 66.3% of all routes and with this proposed service change will receive 80% of major service adjustments. System-wide poverty routes comprise 78.9% of all routes and will receive 100% of the proposed major service changes. Non-Minority routes will not be affected.

Disparate Impact

Per page 14, II. PROGRAM SPECIFIC REQUIREMENTS AND GUIDELINES FOR RECIPIENTS SERVING LARGE URBANIZED AREAS, Section C., Title VI Monitoring Program, of the DTPW 2013 Title VI Program Update, a Disparate Impact may occur if the percentage of service reductions or passenger amenities (for the number of minority routes) exceeds 66.3 % of all routes. The threshold to determine adverse disparate impact is established at 20% based on the cumulative impact of the proposed fare and/or service change. If disparate impact is identified, DTPW shall take actions to mitigate the situation, unless there is a substantial legitimate justification that prevents such actions.

Per a review of the information provided by the DTPW Service Planning and Scheduling Office and PROGRAM SPECIFIC REQUIREMENTS AND GUIDELINES FOR RECIPIENTS SERVING LARGE URBANIZED AREAS, and a review of Page 14, Section C. from the 2013 DTPW Title VI Plan, Disparate Impact Policy - the proposed number of minority routes (4) represents 80 % of the routes to be impacted. It is important

to note, the DTPW established threshold of 20% the planned change represents a difference of 13.97% which does not exceed the DTPW established threshold of 20% and is not considered a Disparate Impact on the Minority Population.

Disproportionate Burden

Per a review of the information provided by the DTPW Service Planning and Scheduling Office and PROGRAM SPECIFIC REQUIREMENTS AND GUIDELINES FOR RECIPIENTS SERVING LARGE URBANIZED AREAS, and a review of Page 14, Section C. from the 2013 DTPW Title VI Plan, Disproportionate Burden Policy – the proposed number of Poverty routes (5) represent 100% of the routes to be impacted. System-wide Poverty routes comprise 78.9% of all routes. It is important to note, the DTPW established threshold for a determination of a Disproportionate Burden is 20%. Per a review of the information provided by the DTWP Service Planning and Scheduling Office, PROGRAM SPECIFIC REQUIREMENTS AND GUIDELINES FOR RECIPIENTS SERVING LARGE URBANZED AREAS, and a review of Page 14, Section C. from the 2013 the proposed changes represent a 21.1% threshold which exceeds the DTPW established threshold of 20% and is considered a Disproportionate Burden Impact based on DTPW Policy.

Because a Disproportionate Burden was determined as a result of the Proposed Major Service Change it is the responsibility of the Department of Transportation and Public Works (DTPW) to avoid, minimize or mitigate impacts where practicable. The Department of Transportation and Public Works is responsible for describing alternatives to low-income passengers affected by the service changes. It is important to note that while the Federal Transit Administration considers the disproportionate burden analysis for low-income populations an important part of planning, low-income populations are not a protected class under Title VI, and are therefore not a finding of noncompliance under Title VI.

G. Mitigation

1. Properly Noticed Public Hearing (Newspaper Advertisement in English, Spanish and Creole) regarding Proposed Service Impacts to be held at the Stephen P. Clark Center on Tuesday, November 21, 2017;
2. Local Area Radio Announcements, Newspaper ads;
3. Rider Notices distributed in common areas for affected passengers (i.e. transit properties, churches, community centers, grocery stores, English, Spanish, Creole (based on demographics of area).

Title VI Service Equity Analysis PROPOSED MAJOR SERVICE CHANGES ON OR BEFORE FEBRUARY 4, 2018 11/3/2017 (Preliminary)				
Routes Requiring a Public Hearing	**Minority Routes Impacted**	**Non-Minority Routes Impacted**	**Poverty Routes Impacted**	**Non-Poverty Routes Impacted**
Route Discontinuations				
70	Y		Y	
249	Y		Y	
Major Service Adjustments				
31	Y		Y	
35	Y		Y	
115		Y	Y	
Totals	4	1	5	0
% of Improvements	80.0%	20.0%	100.0%	0.0%
MDT Bus System (all routes)	66.3%		78.9%	

Minority routes comprise approximately 66.3% of all routes, and received 80% of major service adjustments.
Poverty routes comprise 78.9% of all routes, and received 100% of major service changes.

Source: December 2016 Title VI update

Title VI Passenger Impacts - January 2018 Lineup

Route 31 – On weekdays, 1,606 boardings will be impacted. Ridership impacted by this proposed change will be mitigated by the proposed service change to route 38.

Route 35 – On weekdays, 615 boardings will be impacted. The vast majority of those passengers will have alternative service including routes servicing the transitway along US1 and Route 52 in the Richmond Heights and Perrine area.

Route 70 – On weekdays, 74 boardings will be impacted, with alternative service. On Saturdays, approximately 200 boardings will be impacted, with no alternative service. On Sundays, approximately 150 boardings will be impacted (including the 30 boardings on the Saga Bay segment), with no alternative service.

Route 115 – On weekdays, 567 boardings will be impacted. Those passengers will be provided 3 am and 3 pm trips, 7 days a week. Alternative services in the area for passengers impacted may include; North Beach Trolley, Mid-Beach Trolley, South Beach Trolley, MDT Routes C, J, L, M, S, 120.

Route 249 – On weekdays, 867 boardings will be impacted. Ridership impacted by this proposed change is mitigated by the Miami Trolley Coconut Grove Route.

METROBUS SERVICE ADJUSTMENTS IMPLEMENTED ON OR BEFORE MARCH 11, 2018

ROUTE	SERVICE CHANGE	Major or Admin
31	Reduce weekday peak frequency from 15 min to 30 min.	Major
35	Restructure 35/70 as proposed in Grid.	Major
70	Merge with route 35	Major
115	Contract out at reduced level of service to operate 3 trips in the AM and PM 7 days a week.	Major
155	New Route contracted out and implemented 6-6-18.	Major
210	Reduce frequency from 30 to 60 min 7 days a week.	Major

III. Q *Title VI Analysis*

MEMORANDUM

Agenda Item No. 5(I)

TO:	Honorable Chairman Esteban L. Bovo, Jr. and Members, Board of County Commissioners	**DATE:**	November 8, 2018
FROM:	Abigail Price-Williams County Attorney	**SUBJECT:**	Resolution authorizing Miami-Dade County bus service adjustments to be implemented on or after November 2018

The accompanying resolution was prepared by the Transportation and Public Works Department and placed on the agenda at the request of Prime Sponsor Transportation and Public Works Committee.

Abigail Price-Williams
County Attorney

APW/smm

Memorandum

MIAMI-DADE COUNTY

Date: November 8, 2018

To: Honorable Chairman Esteban L. Bovo, Jr.
and Members, Board of County Commissioners

From: Carlos A. Gimenez
Mayor

Subject: Resolution Authorizing Implementation of Miami-Dade County Bus Service Adjustments on or after November 2018

RECOMMENDATION

It is recommended that the Board of County Commissioners (Board) approve the addition of three bus routes, as well as four major service adjustments to be implemented on or after November 2018. Board approval of these proposed service modifications is required pursuant to Miami-Dade County Code (County Code), Chapter 2, Article XIX, Section 2-150, following a public hearing. These routes, except route 200 (Cutler Bay Local, Sunday Service), will be contracted out. The necessary contracting out meeting as required by the Collective Bargaining Agreement (CBA) with the Transport Workers Union Local 291 (Union) was held.

Specifically, the service modifications include:

- Addition of one new route:
  - 248 – Princeton Circulator serving SW 112th Avenue/SW 248th Street and the South Dade Transitway (new route to be contracted out)
- Formalization of two demonstration routes as regular transit service:
  - 210 – Skylake Circulator (will continue to be contracted out)
  - 217 – Bunche Park Circulator (will continue to be contracted out)
- Four major service adjustments:
  - 35/35a – increase frequency of service and restore weekend service along 35a (currently operated by Department of Transportation and Public Works (DTPW) employees and will be contracted out)
  - 115 – restore midday service (will continue to be contracted out)
  - 200 - additional service to the Cutler Bay and Saga Bay area on Sundays only (adding Sunday service to the existing route, currently operated by DTPW employees Monday through Saturday and will continue to be DTPW operated)
  - 210 – improve peak and midday frequency from every 60 minutes to 30 minutes (weekdays only) (will continue to be contracted out)

SCOPE

The proposed service adjustments will have a countywide impact.

FISCAL IMPACT

The total costs associated with the adjustments to services described above is $576,648 (Routes 115, 200, 210, and 248) and is offset by savings associated with the contracting out of services for Routes 35/35a, $579,234. Resulting an overall savings of $2,586.00 in FY 2018-19. In addition, the two demonstration routes, 210 (prior to proposed improvements) and 217 are already part of the current budget and formalizing them into regular routes will not result in a fiscal impact.

BACKGROUND

As part of the service adjustments implemented in August 2017 and March 2018, certain bus services were impacted. On September 4, 2017, DTPW implemented Route 210 (Skylake Circulator) as a demonstration route immediately after the modifications to Route H. On October 4, 2017, Route 217 (Bunche Park Circulator) was implemented as a demonstration route because of the modifications to Route G. Pursuant to Section 2-150(c)(5) of the County Code, Board approval is required to extend service on a demonstration route beyond the demonstration phase.

The service modifications to routes 35/35a, 115, 200 (Cutler Bay Local, Sunday Service), 210, and the creation of Route 248 (Princeton Circulator), will address deficiencies and/or gaps in service because of the implementation of the recent service reductions.

DTPW recommends the below detailed service for three new routes and four major service adjustments. (See also Attachment A).

Service details for the new circulator route are as follows:

Route 248 – new route will be contracted out

Weekdays - Service Hours: 6:00 AM to 8:00 PM

Princeton Circulator	Service every 60 minutes

Demonstration routes are currently operating as follows:

Route 210 –will continue to be contracted out

Daily - Service Hours: 5:00 AM to 12:00 AM (will be modified)

Skylake Circulator	Service every 60 minutes

Route 217 –will continue to be contracted out

Weekdays - Service Hours: 6:30 AM to 7:00 PM

The Bunche Park Circulator	Service every 30 minutes

The proposed major service adjustments are as follows:

Route 35/35a - currently operated by DTPW will be contracted out

Weekdays - Service Hours: 5:00 AM to 12:45 AM

North of 280th Street and 147th Avenue	Service every 20 minutes
Southern Legs	Service every 40 minutes

Saturday - Service Hours: 6:30 AM to 11:00 PM

North of 280th Street and 147th Avenue	Service every 40 minutes
Southern Legs	Service every 60 minutes

Sunday - Service Hours: 6:30 AM to 9:00 PM

North of 280th Street and 147th Avenue	Service every 40 minutes
Southern Legs	Service every 60 minutes

Route 115 - will continue to be contracted out

Weekdays - Service Hours: 8:00 AM to 5:00 PM

Mid North Beach Connection	Service every 50 minutes

Saturday - Service Hours: 9:30 AM to 6:30 PM

Mid North Beach Connection	Service every 50 minutes

Sunday - Service Hours: 8:30 AM to 7:00 PM

Mid North Beach Connection	Service every 50 minutes

Route 200 – will be serviced by DTPW employees

Sunday - Service Hours: 10:00 AM to 4:00 PM

Cutler Bay Local	Service every 60 minutes

Route 210 - will continue to be contracted out

All Week Service Hours: 5:00 AM to 12:00 AM

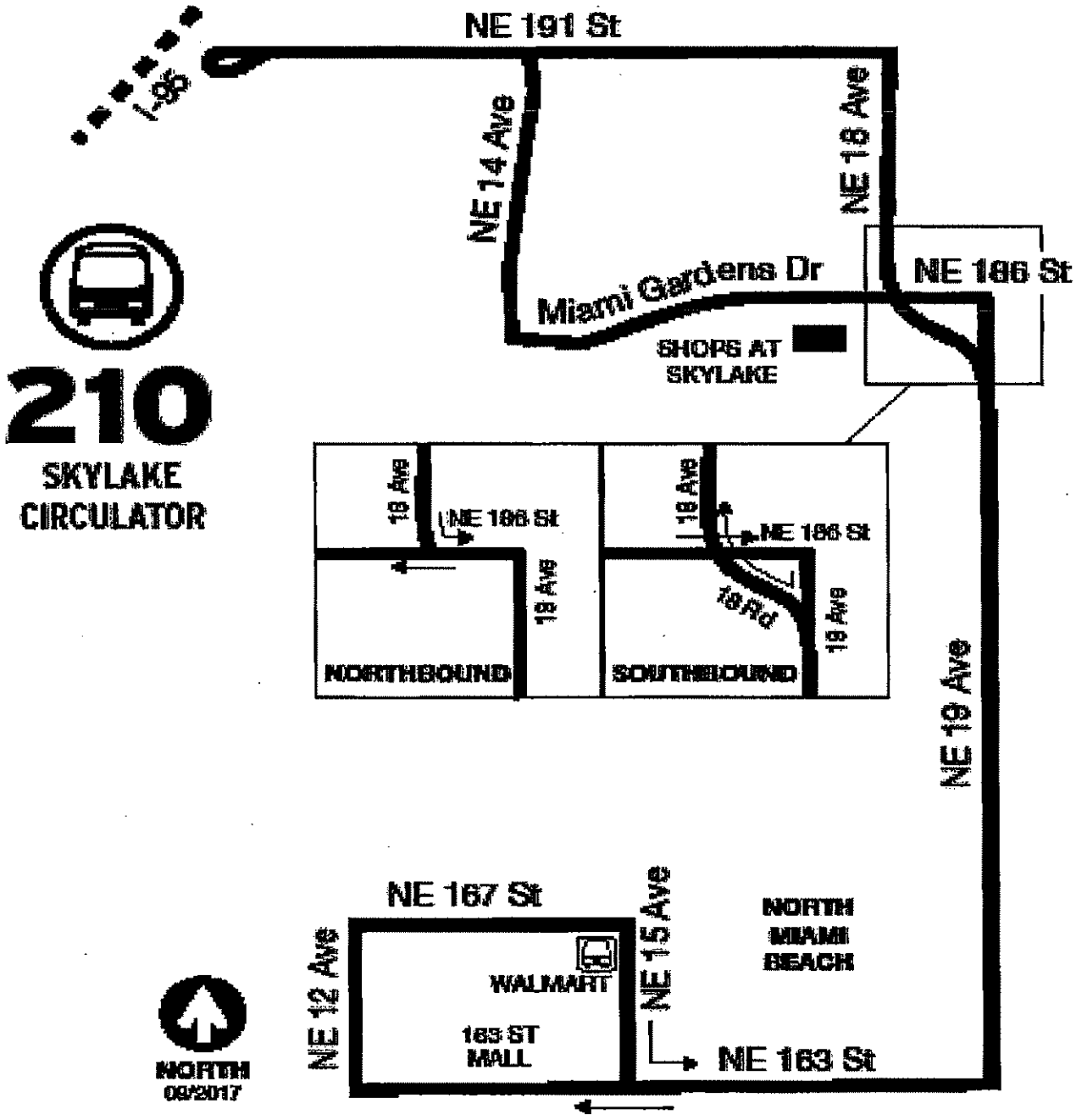
Weekdays (8:00 AM to 5:00 PM)	Service every 30 minutes
All other times	Service every 60 minutes

On May 22, 2018, DTPW included Routes 115, 210 (Skylake Circulator) and 217 (Bunche Park Circulator), as part of the routes operated by Limousines of South Florida. A notice to the Union was sent on July 3, 2018 as the initial intent to contract out the service for route 35/35a, with its new schedule, route 248 and route 200 (Cutler Bay Local, Sunday Service). The contracting out meeting was held on July 18, 2018. On August 7, 2018, the alternate plan submitted by the Union, failed to demonstrate how the work could be performed economically or efficiently by the bargaining unit. However, it was determined by management that route 200 (Cutler Bay Local, Sunday Service) should be performed in house. Comments from the public were heard at a public meeting that took place at the South Dade Public Library, on July 19, 2018. The comments from the public were considered for determination of the route changes.

All regulatory requirements, will be completed in accordance with federal, state, and local law. A Title VI Analysis has determined that there are no adverse impacts on the protected population as a result of the proposed service modifications. Whenever major service adjustments occur, a comprehensive marketing campaign to inform all riders is initiated. Some of those activities include: sending press releases to all major newspapers, posting service changes on the County's website, and posting rider notices on all impacted bus routes and Metrorail cars. The adjustments reflected above are enhancements to transit services.

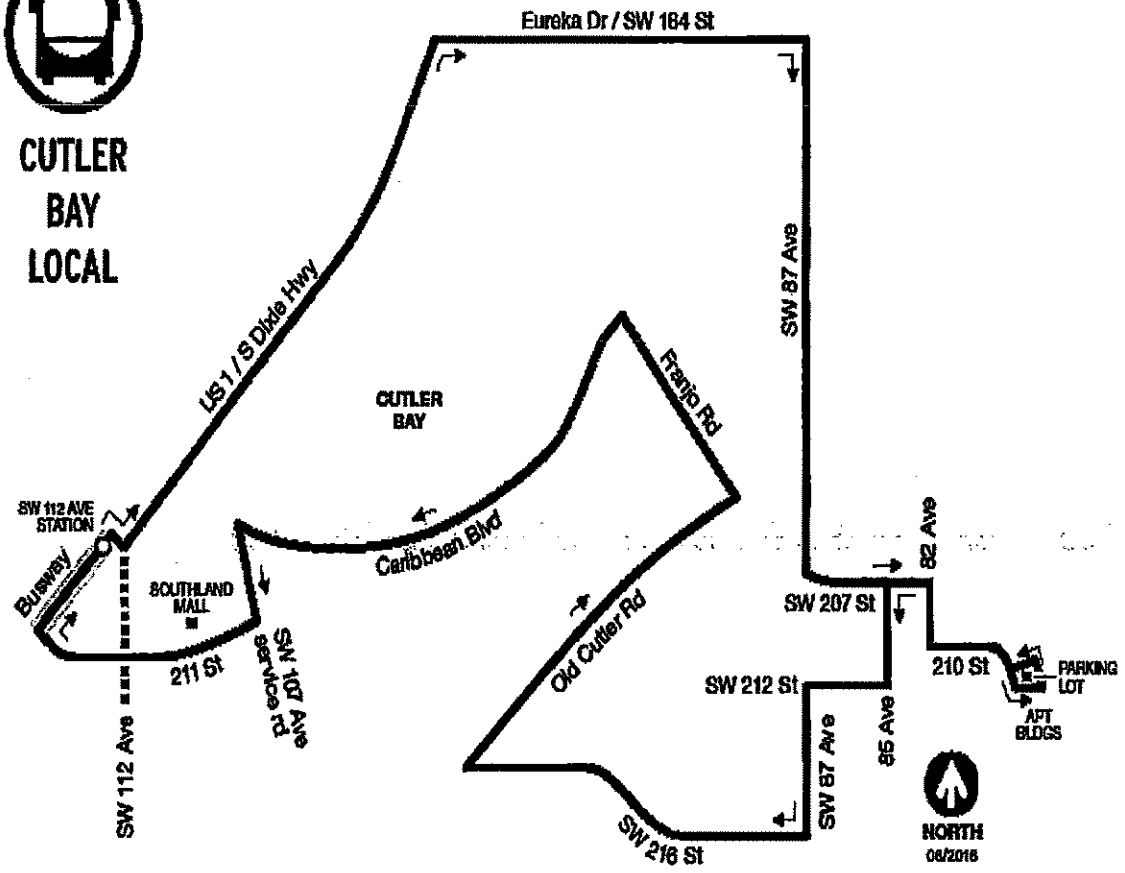
Alina T. Hudak
Deputy Mayor

ATTACHMENT A



200

CUTLER BAY LOCAL



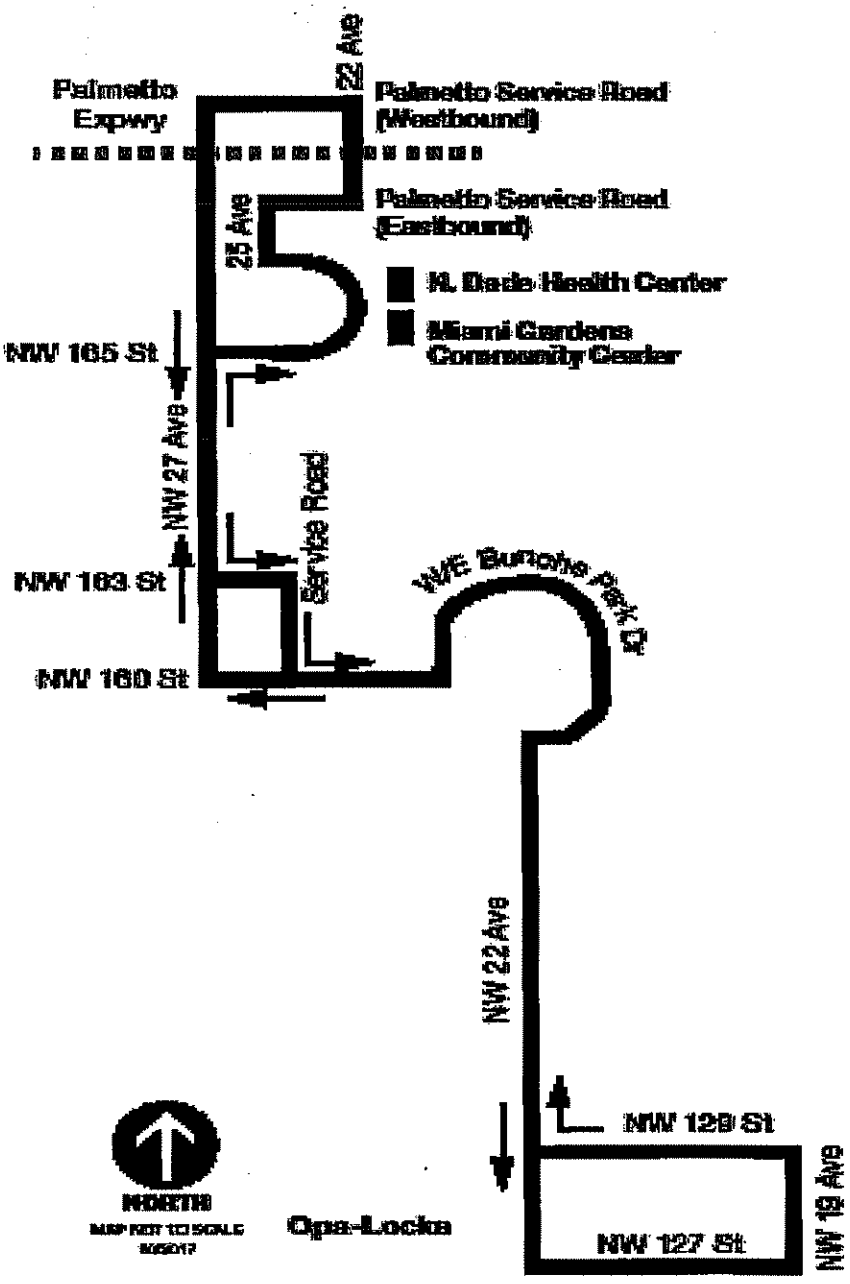
www.miamidade.gov/transit 311 (305.468.5900) TDD: 305.468.5402

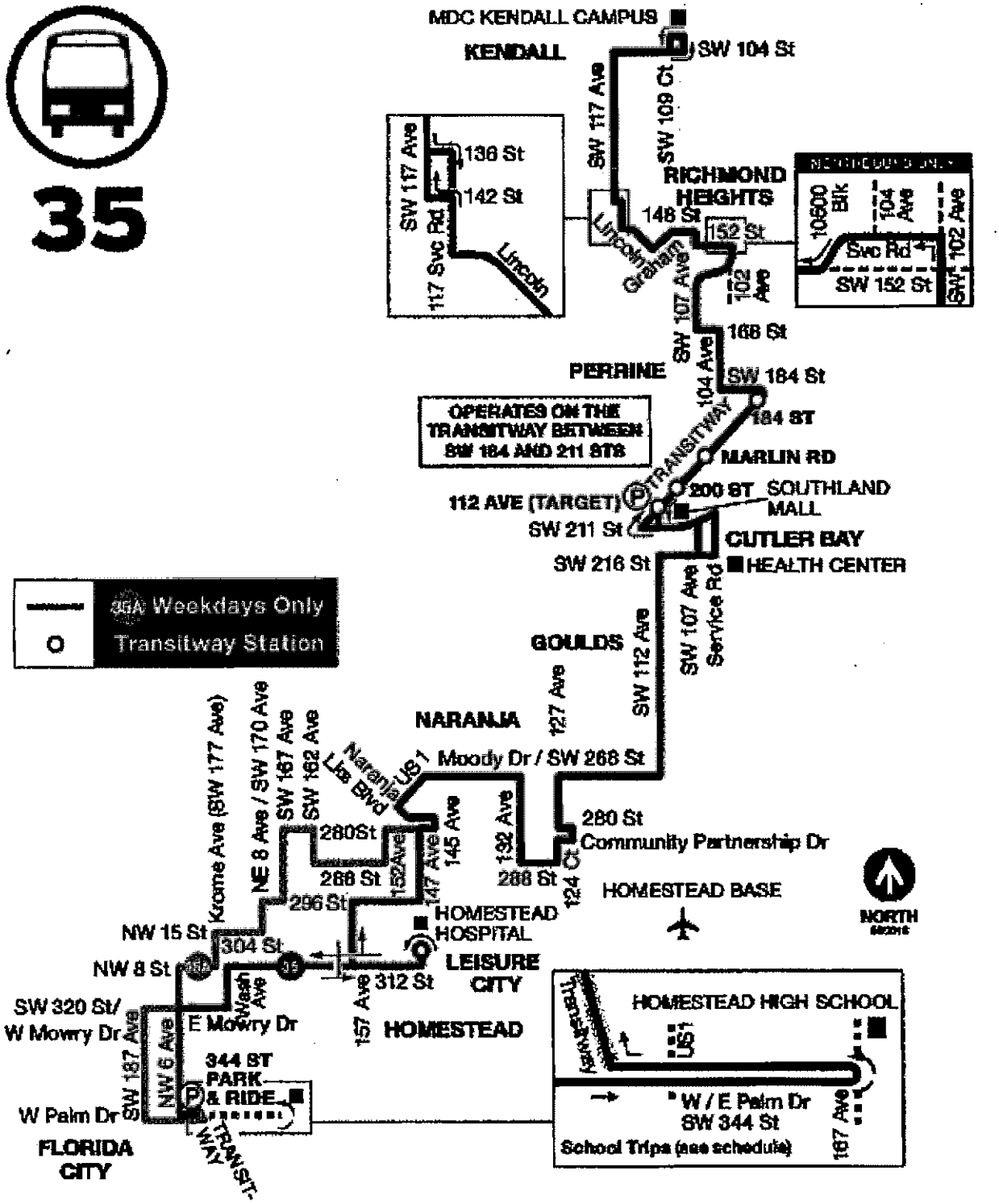
MiamiDadeTransit @IRideMDT @IRideMDT MDT TRACKER / MDT TRANSIT WATCH

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

217

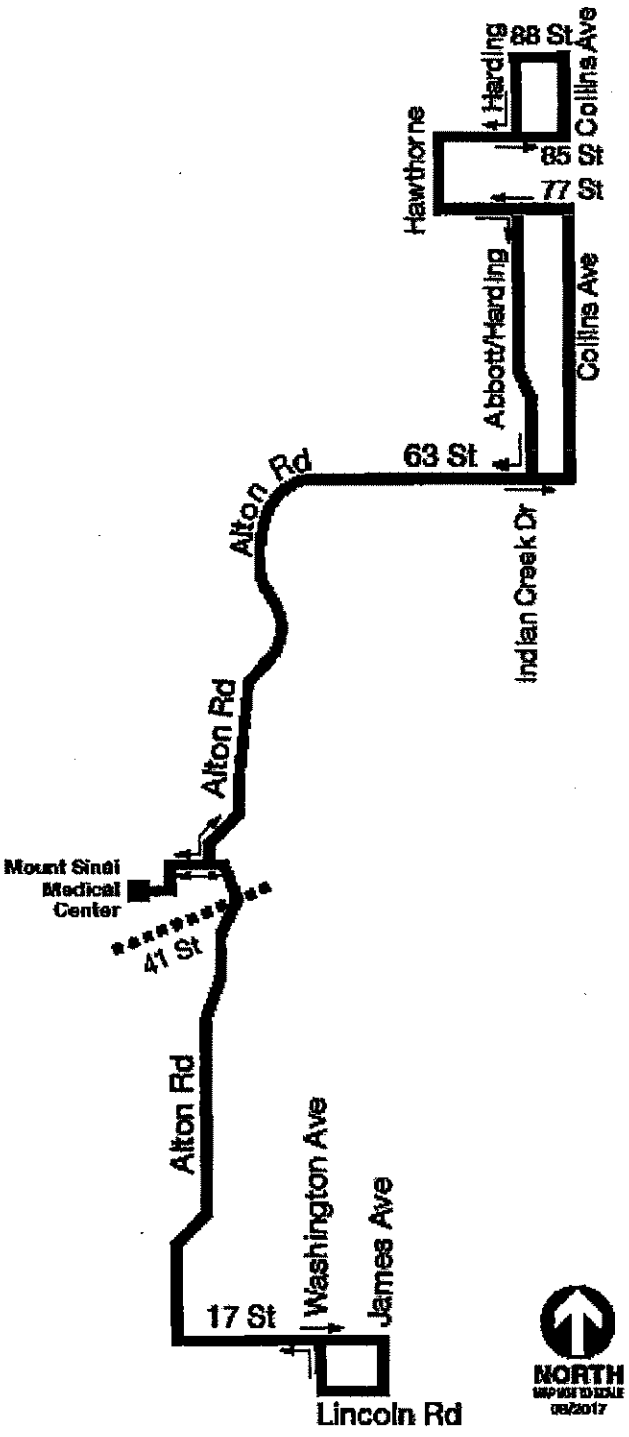
BUNCHE PARK CIRCULATOR



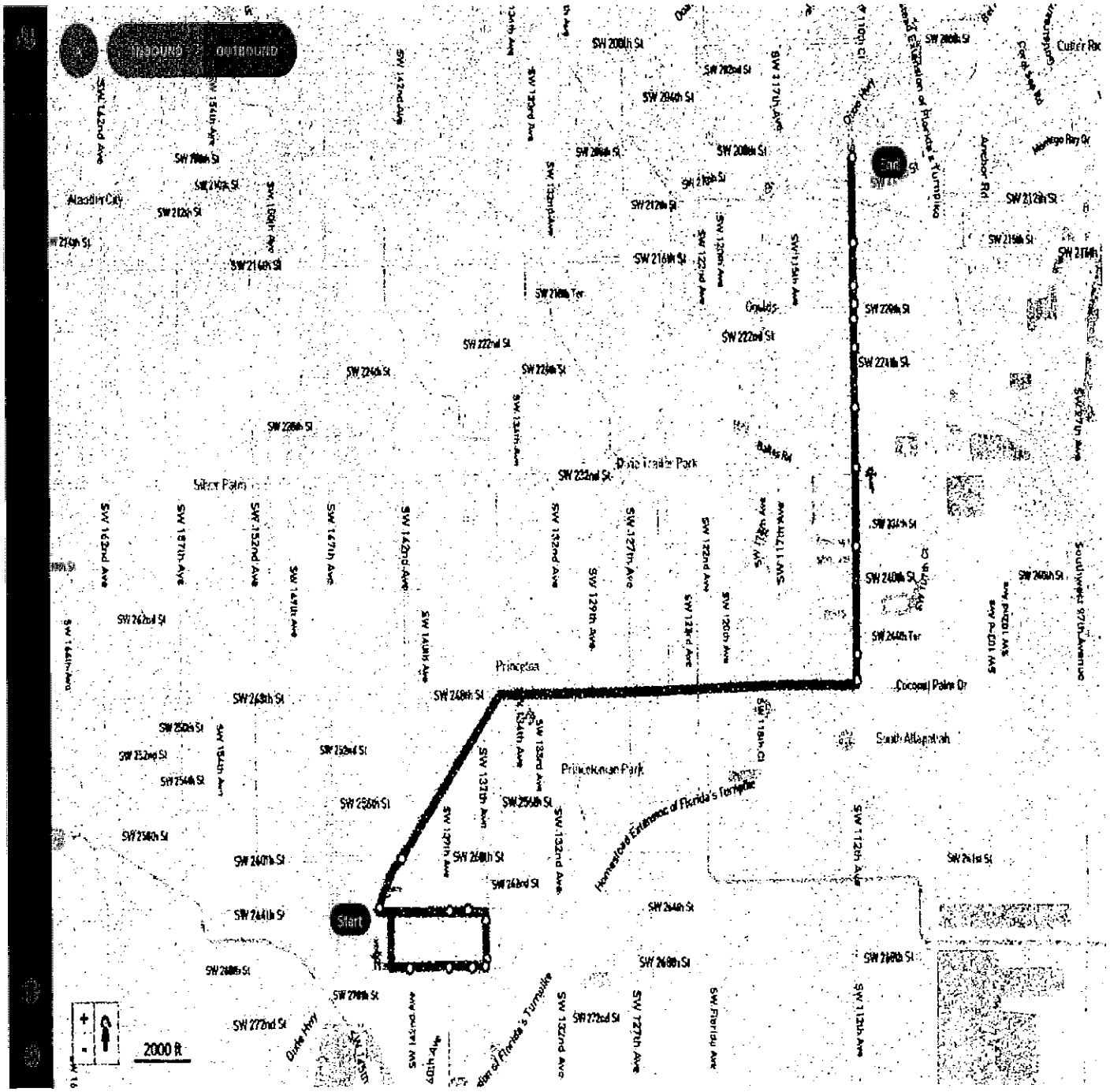

35
MDC KENDALL CAMPUS
KENDALL
SW 104 St
SW 117 Ave
SW 109 Ct
SW 117 Ave
136 St
142 St
117 Svc Rd
Lincoln
RICHMOND HEIGHTS
148 St
152 St
Lincoln Graham
SW 107 Ave
102 Ave
10500 Blk
104 Ave
Svc Rd
SW 152 St
SW 102 Ave
168 St
PERRINE
SW 184 St
SW 104 Ave
184 ST
OPERATES ON THE TRANSITWAY BETWEEN SW 184 AND 211 STS
MARLIN RD
TRANSITWAY
112 AVE (TARGET)
200 ST
SOUTHLAND MALL
SW 211 St
CUTLER BAY
SW 216 St
HEALTH CENTER
SW 107 Ave Service Rd
35A Weekdays Only
Transitway Station
GOULDS
SW 112 Ave
127 Ave
NARANJA
Moody Dr / SW 268 St
Naranja Lks Blvd
US 1
280 St
Community Partnership Dr
HOMESTEAD BASE
NORTH
Krome Ave (SW 177 Ave)
NE 8 Ave / SW 170 Ave
SW 167 Ave
SW 162 Ave
280St
268 St
152 Ave
147 Ave
145 Ave
132 Ave
288 St
124
296 St
HOMESTEAD HOSPITAL
NW 15 St
304 St
NW 8 St
LEISURE CITY
312 St
157 Ave
HOMESTEAD
SW 320 St/ W Mowry Dr
Wash Ave
E Mowry Dr
HOMESTEAD HIGH SCHOOL
Transitway
US1
SW 187 Ave
NW 6 Ave
344 ST PARK & RIDE
W Palm Dr
W / E Palm Dr
SW 344 St
School Trips (see schedule)
187 Ave
FLORIDA CITY
TRANSIT

115

MID-NORTH
BEACH CONNECTION



Route 248 – Princeton Circulator



MEMORANDUM

(Revised)

TO: Honorable Chairman Esteban L. Bovo, Jr.
and Members, Board of County Commissioners

DATE: November 8, 2018

FROM: Abigail Price-Williams
County Attorney

SUBJECT: Agenda Item No. 5(I)

Please note any items checked.

_____	**"3-Day Rule" for committees applicable if raised**
_____	**6 weeks required between first reading and public hearing**
_____	**4 weeks notification to municipal officials required prior to public hearing**
_____	**Decreases revenues or increases expenditures without balancing budget**
_____	**Budget required**
_____	**Statement of fiscal impact required**
_____	**Statement of social equity required**
_____	**Ordinance creating a new board requires detailed County Mayor's report for public hearing**
✓	**No committee review**
_____	**Applicable legislation requires more than a majority vote (i.e., 2/3's ____, 3/5's ____, unanimous _____) to approve**
_____	**Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required**

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 5(I)
11-8-18

RESOLUTION NO. _____

RESOLUTION AUTHORIZING MIAMI-DADE COUNTY BUS SERVICE ADJUSTMENTS TO BE IMPLEMENTED ON OR AFTER NOVEMBER 2018

WHEREAS, the Miami-Dade County Department of Transportation and Public Works (DTPW) is charged with planning and operating the County's public transit system and is constantly evaluating bus and rail services; and

WHEREAS, it is the responsibility of DTPW to provide transit services commensurate with the demand for such service and provide for the most efficient use of financial and capital resources; and

WHEREAS, a public hearing was held prior to final Commission action; and

WHEREAS, this Board desires to accomplish the purposes outlined in the accompanying memorandum and attachments, a copy of which is incorporated herein by reference,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board approves the implementation of the bus service adjustments set forth and described in the accompanying memorandum and attachments to be implemented on or after November 2018.

The foregoing resolution was offered by Commissioner , who moved its adoption. The motion was seconded by Commissioner and upon being put to a vote, the vote was as follows:

Esteban L. Bovo, Jr., Chairman
Audrey M. Edmonson, Vice Chairwoman

Daniella Levine Cava	Jose "Pepe" Diaz
Sally A. Heyman	Eileen Higgins
Barbara J. Jordan	Joe A. Martinez
Jean Monestime	Dennis C. Moss
Rebeca Sosa	Sen. Javier D. Souto
Xavier L. Suarez	

The Chairperson thereupon declared this resolution duly passed and adopted this 8th day of November, 2018. This resolution shall become effective upon the earlier of (1) 10 days after the date of its adoption unless vetoed by the County Mayor, and if vetoed, shall become effective only upon an override by this Board, or (2) approval by the County Mayor of this resolution and the filing of this approval with the Clerk of the Board.

MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By:_____
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

Bruce Libhaber

Title VI Service Equity Analysis

Department of Transportation and Public Works

June 29, 2018

In accordance with the Federal Transit Administration (FTA) Circular 4702.1B, the Department of Transportation and Public Works (DTPW) is required to conduct a Title VI Service Equity Analysis as a result of proposed the proposed Bus Service Adjustments on or after July 2018.

A. Major Service Change Policy

As mandated, Service Change (TWU Local 291, CBA V24) Line Up occurs no more than twice a year, unless necessitated by service adjustments and or other operational requirements.

The General Line Up

Divisional Line Up (June of each year if necessary).

A major service change is defined by DTPW as:

A change in the interval peak period transit services on a route of more than 30 minutes;

A change in the interval between off-peak period transit services on a rout of more than 30 minutes:

Route changes of 25% or greater within a year;

Establishment of a new transit service or the abolishment of an existing service.

Explanation of Proposed Service Changes

South Dade Transitway

210- Skylake Circulator

217-Bunche Park Circulator

35/35a- increase in frequency of service and restore weekend service along 35a

115 – restore midday service

200- additional service to the Cutler Bay and Saga Bay areas on Sunday only

B. Adverse Effects

Per the June 29, 2018 Evaluation of Proposed Adjustments to Passenger Routes, the DTPW Office of Planning and Scheduling determined that there are no adverse effects because all proposed changes are either service improvements or new routes.

C. Disparate Impact Policy

Per the provisions of Title VI of the Civil Rights Act of 1964, (FTA C4702.1B), No person in the United States shall, on the grounds of race, color, or national origin, be excluded from, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

FTA Circular 4702.1B requires that recipients of FTA funding prepare and submit a service/fare equity analysis for proposed major service and all fare increase/decrease changes as defined by the Title VI

Service and Fare Change policy. The purpose of the policy is to establish a threshold which identifies when the adverse effects (defined by the Title VI Service and Fare Change Policy) of a major service change occurs and thereby requires a Title VI Analysis of proposed impacted routes and/or schedule changes prior to the implementation of any significant service changes or fare increases.

It is the DTPW policy to minimize the adverse effect of fare and major service changes so that they are not borne disproportionately by minority populations. The threshold to determine adverse disparate impact is established at 20% based on the cumulative impact of the proposed fare and/or service change.

If disparate impact is identified, DTPW shall take actions to mitigate the situation, unless there is a substantial legitimate justification that prevents such actions. The DTPW Disparate Impact Policy is applied uniformly to all major service changes, regardless of the mode.

D. Disproportionate Burden Policy

According to the provisions of Title VI of the Civil Rights Act of 1964, (FTA C4702.1B), No person in the United States shall, on the grounds of race, color or national origin, be excluded from, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

FTA Circular 4702.1B requires that recipients of FTA funding prepare and submit a service/fare equity analysis for proposed major service and all fare increase/decrease changes. The purpose of the policy is to establish a threshold which identifies when the adverse effects of a major service change or fare increase occurs thereby requiring a Title VI Analysis of proposed impacted routes and/or schedule changes prior to the implementation of any significant service changes or fare increases.

It is the policy of DTPW to minimize the adverse effects of fares and major service changes so that they are not borne disproportionately by minority populations. The threshold to determine adverse disproportionate burden is established at 20% based on the cumulative impact of the proposed fare and/or service change.

If disproportionate burden is identified, DTPW shall take actions to mitigate the situation, unless there is a substantial legitimate justification that prevents such actions.

F. Assessing Impacts

MAJOR SERVICE CHANGE ASSESSMENT

A review of the information provided by the Title VI Service Equity Analysis Evaluation of Proposed Adjustments to Passenger Routes for the November 2018 Line-Up, indicates a total of six bus routes proposed for either a service adjustment or to be established as a new route. Routes 35, 115, 200, 210, 217, 248. Of the six routes proposed, five (5) of them are Minority Routes and one (1) of them are Non-Minority Routes. In Miami-Dade County Minority Routes comprise 68.0% of all routes. Per the Title VI Service Equity Analysis Evaluation of Proposed Adjustments to Passenger Routes – June 29, 2018, Minority Routes are slated to receive 83.3% of the major service changes. Non-Minority routes are slated to receive 16.7% of the major service changes. Per page 14, II. PROGRAM SPECIFIC REQUIREMENTS AND GUIDELINES FOR RECIPIENTS SERVING LARGE URBANIZED AREAS, Section C. from the 2016 DTPW Title VI Plan, Disparate Impact Policy- the proposed number of minority routes (5) represents 83.3% of the routes

to be impacted. While the changes exceed the Bus System (all routes) figure of 68.0%, the changes do not exceed the pre-determined 20% Disparate Impact threshold.

Title VI Service Equity Analysis*
EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER ROUTES
June 29, 2018

Proposed service changes: A total of 6 bus routes are being proposed for service adjustments or are new routes (Routes 35, 115, 200, 210, 217, 248)

	# of Minority Routes Impacted	# of Non-Minority Routes Impacted	# of Poverty Routes Impacted	# of Non-Poverty Routes Impacted
# of changes	5	1	5	1
% of Improvements	83.3%	16.7%	83.3%	16.7%
Bus System (all routes)	68.0%	32.0%	75.0%	25.0%

Analysis: Minority routes comprise 68% of all routes, but will receive 83.3% of improvements. Poverty routes comprise 75% of all routes, but will receive 83.3% of service improvements.

Title VI Service Equity Analysis*
EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER ROUTES
June 29, 2018

	Minority Route	Non-Minority Route	Poverty Route	Non-Poverty Route
35 (Impact to riders mitigated)	2212		2212	
115 (Impact to riders mitigated)		122	122	
200 (Impact to riders mitigated)	172			172
210	New Route			
217	New Route			
248	New Route			
Rider Impact	2384	122	2334	172
% Rider Impact	95%	5%	93%	7%

Analysis: The proposed service changes in the agenda item are either service improvements or new routes. Thus there is no negative rider impact. Ridership source: March 2018 Ridership & Technical Report

*This analysis was conducted in compliance with Federal Transit Administration (FTA) Circular 4702.1A which requires that under Title VI of the Civil Rights Acts of 1964, MDT evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether those changes

have a discriminatory impact on minority and low income populations.

Conclusion

This statistical analysis relies on the demographic data from the Census 2010. The analysis performed in the above table determined that no significant disparate impacts to minority and low-income residents of Miami-Dade County will occur, thus no mitigation or additional analysis is required.

METROBUS SERVICE ADJUSTMENTS IMPLEMENTED ON OR AFTER NOVEMBER 18, 2018

ROUTE	SERVICE CHANGE	Major or Admin
115	Add midday service 7 days a week and contract out. Implemented 12-16-18	Major
200	Operate Cutler Bay Local on Sunday. Same running times as Saturday from 10a to 4p.	Major
210	Increase frequency from 60 to 30 min weekdays from 8a - 5p only. Implemented 12-17-18	Major
248	New Princeton Circulator operating 60 minutes, weekdays from 6a to 8p.	Major

Memorandum

MIAMI-DADE COUNTY

Date: March 7, 2017

Agenda Item No. 8(N)(4)

To: Honorable Chairman Esteban L. Bovo, Jr.
and Members, Board of County Commissioners

From: Carlos A. Gimenez
Mayor

Subject: Resolution Approving an Interlocal Agreement Between Miami-Dade County and the City of Miami Beach for the Provision of Public Transportation Services and Operation of the South Beach Trolley and Authorizing the County Mayor or County Mayor's Designee to Discontinue the South Beach Local Route (Route 123) Upon the City of Miami Beach Beginning the South Beach Trolley Route

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RECOMMENDATION

It is recommended that the Board of County Commissioners (Board) approve an Interlocal Agreement (Agreement) between Miami-Dade County (County) and the City of Miami Beach (City) for the provision of public transportation services and operation of the South Beach Trolley.

SCOPE

This Interlocal Agreement allows the City to provide municipal circulator services within the South Beach area bounded by Washington Avenue to the East, Dade Boulevard to the North, West Avenue to the West and South Pointe Drive to the South. The proposed South Beach Trolley route and service plan represents an enhancement to mobility within the area as it features the following:

- A new fleet of ten low-floor vehicles with a capacity of 30 passengers for each vehicle
- Air Conditioning in all vehicles
- Fare free service
- 10-15 minute frequency
- Real time information of vehicles both via phone and mobile application
- Customer service tailored to the South Beach atmosphere
- Service from 6:00 AM to 12:00 AM, Monday through Saturday
- Service from 8:00 AM to 12:00 AM on Sundays
- Year-round service
- More frequent connection to County regional routes: C, M, 120 and S

The proposed route will serve several points of interest including but not limited to: Lummus Park, Publix Supermarket, South Shore Branch Library, South Pointe Park, Whole Foods Market, Flamingo Park, Lincoln Mall, Washington Avenue Shops, Miami Beach Convention Center, the Fillmore Miami Beach, the Jackie Gleason Theatre, 17 Street, and City Hall.

The Agreement replaces an existing Interlocal Agreement between the County and the City which provides for the operation of the South Beach Local service (Route 123). The Agreement for the proposed South Beach Trolley incorporates language extending the South Beach Local service until the next available Miami-Dade Department of Transportation and Public Works (DTPW) line-up when the bus service may be smoothly transitioned to trolley service, avoiding interruptions in service.

Upon the City beginning the operation of the South Beach Trolley route, the County Mayor or the County Mayor's designee is authorized to discontinue County operation of the South Beach Local route (Route 123). Since this item authorizes the County Mayor or the County Mayor's designee to discontinue a route, a public hearing is required in accordance with Section 2-150 of the County Code.

FISCAL IMPACT
The County currently pays for two-thirds (2/3) of the annual operating cost of the South Beach Local (approximately $2.6 million). The City has expressed its commitment to completely fund the proposed South Beach Trolley, yielding an annual savings to the County of approximately $2.6 million. The proposed service will be free to the end-user.

TRACK RECORD/MONITOR
The project manager for the Agreement will be Gerald Bryan, Chief of Service Planning and Scheduling, DTPW.

BACKGROUND
In 1998, the City started the operation of the Electrowave Shuttle, a transit service designed as an alternative form of public transportation on the eastern side of South Beach (mainly along Washington Avenue) in order to mitigate impacts of traffic congestion and lack of parking facilities.

The City approached the County in 2004 to outline a scope of services and plans for a possible DTPW operation of the Electrowave. An agreement was reached to have DTPW operate the Electrowave service through an enhancement of DTPW's Route W. Prior to the enhancement, Route W operated a one-direction service along 17 Street, West Avenue/Alton Road, South Pointe Drive and Washington Avenue. Upon the merger of both routes, the service became bi-directional and was renamed to "The South Beach Local." The South Beach Local began interim operation in September 2005 and permanent operation in February 2006.

As part of the agreement for the South Beach Local, it was negotiated by the County and the City that approximately one-third (1/3) of the overall annual operational cost of the route would be covered by the City. In February 2012, the South Beach Local Agreement between the County and the City was renewed for an additional five-year term, and an option to renew upon mutual agreement was included.

In January 2016, the City Commission approved a route and service plan for a South Beach Trolley and directed the City's Administration to work with the County to develop an Interlocal Agreement. DTPW staff advised the City that the proposed service was duplicative of DTPW's South Beach Local route and that no Interlocal Agreement with a duplication of services could be approved. As such, DTPW advised the City to provide a formal response regarding the upcoming renewal of the South Beach Local Agreement in order to properly inform the Board, and determine the best course of action.

In June 2016, the City formally notified DTPW of its desire to extend the current Interlocal Agreement between the County and the City for the operation of the South Beach Local until vehicles for a City-operated trolley service were manufactured and ready for a seamless transition, at which time the South Beach Local service would be discontinued.

DTPW has reviewed the proposed route alignment and service plan, and agrees that it represents an improvement to mobility within the vicinity given that it proposes, among other things, a new fleet of vehicles and higher frequency of service consistent throughout the day. It also provides DTPW with an opportunity to reallocate funding currently dedicated to the South Beach Local route to address other regional transportation needs.

The proposed South Beach Trolley would be completely financed and operated by the City through a full-turnkey contract with a third party (an opportunity to bid for the service was provided to the County). Transit operators currently assigned to the South Beach Local route will be able to choose work assignments in other DTPW operated routes through the department's bi-annual bid process.

The Agreement allows the City to provide residents and visitors with public transportation services in accordance with Chapter 31, Article III, Section 31-113 of the County Code, which relates to the ability of municipalities to operate public transit services only under Interlocal Agreements with the County.

The City will operate the service at no cost to patrons. In the case the City may charge a fare, similar to other agreements for service, the Agreement requires the City to enact a fare structure to include the acceptance of all DTPW passes, transfers, or identifications entitling an eligible passenger to ride the service without paying an additional fare (i.e., Patriot Passport and Golden Passport) or for half fare (i.e. kindergarten – 12th grade students).

Alina T. Hudak
Deputy Mayor

MEMORANDUM

(Revised)

TO: Honorable Chairman Esteban L. Bovo, Jr.
and Members, Board of County Commissioners

DATE: March 7, 2017

FROM: Abigail Price-Williams
County Attorney

SUBJECT: Agenda Item No. 8(N)(4)

Please note any items checked.

_____ **"3-Day Rule" for committees applicable if raised**

_____ **6 weeks required between first reading and public hearing**

_____ **4 weeks notification to municipal officials required prior to public hearing**

_____ **Decreases revenues or increases expenditures without balancing budget**

_____ **Budget required**

_____ **Statement of fiscal impact required**

_____ **Statement of social equity required**

_____ **Ordinance creating a new board requires detailed County Mayor's report for public hearing**

_____ **No committee review**

_____ **Applicable legislation requires more than a majority vote (i.e., 2/3's ____, 3/5's ____, unanimous _____) to approve**

_____ **Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required**

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 8(N)(4)
3-7-17

RESOLUTION NO. _____

RESOLUTION APPROVING AN INTERLOCAL AGREEMENT BETWEEN MIAMI-DADE COUNTY AND THE CITY OF MIAMI BEACH FOR THE CREATION OF THE SOUTH BEACH TROLLEY ROUTE TO PROVIDE PUBLIC TRANSPORTATION SERVICES AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXECUTE SAME AND TO EXERCISE THE PROVISIONS CONTAINED THEREIN AND FURTHER AUTHORIZING THE COUNTY MAYOR OR THE COUNTY MAYOR'S DESIGNEE TO DISCONTINUE COUNTY OPERATION OF THE SOUTH BEACH LOCAL ROUTE (ROUTE 123) UPON THE CITY OF MIAMI BEACH BEGINNING OPERATION OF THE SOUTH BEACH TROLLEY ROUTE, WITH AN ANTICIPATED DATE OF NOVEMBER 2017

WHEREAS, this Board desires to accomplish the purposes outlined in the accompanying memorandum, a copy of which is incorporated herein by reference; and

WHEREAS, a public hearing was conducted at committee,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board: (1) approves an Interlocal Agreement between Miami-Dade County and the City of Miami Beach for the creation of the South Beach Trolley route to provide public transportation services; (2) authorizes the County Mayor or the County Mayor's designee to execute same and to exercise the provisions contained therein; and (3) authorizes the County Mayor or the County Mayor's designee to discontinue County operation of the South Beach Local route (Route 123) upon the City of Miami Beach beginning operation of the South Beach Trolley route, with an anticipated date of November 2017.

The foregoing resolution was offered by Commissioner , who moved its adoption. The motion was seconded by Commissioner and upon being put to a vote, the vote was as follows:

Esteban L. Bovo, Jr., Chairman
Audrey M. Edmonson, Vice Chairwoman

Bruno A. Barreiro	Daniella Levine Cava
Jose "Pepe" Diaz	Sally A. Heyman
Barbara J. Jordan	Joe A. Martinez
Jean Monestime	Dennis C. Moss
Rebeca Sosa	Sen. Javier D. Souto
Xavier L. Suarez	

The Chairperson thereupon declared the resolution duly passed and adopted this 7th day of March, 2017. This resolution shall become effective upon the earlier of (1) 10 days after the date of its adoption unless vetoed by the County Mayor, and if vetoed, shall become effective only upon an override by this Board, or (2) approval by the County Mayor of this Resolution and the filing of this approval with the Clerk of the Board.

MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By:_____
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

Annery Pulgar Alfonso

Interlocal Agreement Between
Miami-Dade County and the City of Miami Beach
For the Provision of Public Transportation Services
For the operation of the South Beach Trolley

This is an Interlocal Agreement, made and entered into by and between Miami-Dade County, a political subdivision of the State of Florida, hereinafter referred to as "the County" and the City of Miami Beach, a municipal corporation of the State of Florida, hereinafter referred to as "the City".

WITNESSETH:

WHEREAS, the County currently operates the South Beach Local circulator service (Route 123) on behalf of the City and under the provisions established in the Interlocal Agreement approved by County resolution R-1009-05; and

WHEREAS, the South Beach Local route resulted from merging the abolished Electrowave and route W, operated by the City and County respectively until 2005; and

WHEREAS, the County is currently responsible for approximately 2/3 of the total cost or $2,600,000 of the annual operation of South Beach Local; and

WHEREAS, the City has held discussions at several public hearings where Miami Beach residents have provided feedback regarding their transit needs in the South Beach area, including better connectivity between Alton Rd and Washington Ave, newer vehicles in operation, a friendlier customer service and higher frequency of service; and

WHEREAS, the City passed Resolution 2016-29269 approving a South Beach Trolley route and service plan (the South Beach Trolley Route) to replace the existing South Beach Local service and which takes into consideration the resident's feedback; and

WHEREAS, the City plans to outsource the operation of the proposed route on a full-turnkey basis through a third party contractor; and

WHEREAS, the City has identified local funding to cover 100% of the annual cost to operate the proposed route; and

WHEREAS, the City has provided an opportunity for the County to bid for said services; and

WHEREAS, the County's Department of Transportation and Public Works (DTPW) has reviewed the proposed route's alignment and service plan and agrees that it represents an improvement to mobility within the vicinity; and

WHEREAS, the proposed service requires the use of new vehicles which can take a minimum manufacturing time that may exceed the current term of the existing South Beach Local Agreement; and

WHEREAS, DTPW recommends any new service replacing the South Beach Local to align with a bus line-up in order to ensure a smooth transition of service (with line-ups occurring twice a year, in November and June); and

WHEREAS, this Interlocal Agreement involves the extension of the existing South Beach Local Interlocal Agreement until the next line-up upon all City's vehicles being delivered to the City and ready to operate.

NOW THEREFORE, IN CONSIDERATION of the mutual terms, conditions, promises, covenants and payments hereinafter set forth, the County and the City agree as follows:

ARTICLE 1

DEFINITIONS

1.1 "ADA" shall mean the Americans with Disabilities Act of 1990, as amended

1.2 "Contractor" shall mean any entity, public or private providing public circulator services as described in this Agreement under contract to the City.

1.3 "Circulator" shall mean fixed route or semi-fixed route public transportation circulator services where at least seventy (70%) percent of the route is within the City and said circulator service is operated by the City, directly or by contract, pursuant to this Agreement and Chapter 31 of the code of Miami-Dade County.

1.4 "The County" shall include Miami-Dade County, the Miami-Dade Department of Transportation and Public Works (DPTW). Miami-Dade County Consumer Services Passenger Transportation Regulatory Division (CSPTRD), and authorized representatives thereof.

1.5 "The City" shall mean City of Miami Beach and authorized representatives thereof.

1.6 "FDOT" shall mean the Florida Department of Transportation and authorized.

1.7 "DTPW" shall mean the Miami-Dade Transit and authorized representatives thereof.

1.8 "US DOT" shall refer to the U.S. Department of Transportation, its rules and regulations and representatives thereof.

1.9 "FTA" shall mean the Federal Transit Administration, its rules and regulations, and representatives thereof.

1.10 "(CSPTRD)" shall mean the County Consumer Services Passenger Transportation Regulatory Division of Miami-Dade County

1.11 "PTRD" shall refer to the Passenger Transportation Regulatory Division of the County.

1.12 "Federal Reporting Requirements" shall mean those requirements referenced in 49 CFR Section 5335(a), as may be amended from time to time, and found in the National Transit Database Reporting Manual published by the FTA.

1.13 "Fares" for the circulator service shall mean individual transportation fees paid by public transit passengers in accordance with a schedule of fares adopted by County Ordinance.

1.14 "STS", Special Transportation Service, is the component of the conventional transit system designed to provide comparable circulator service to disabled individuals as mandated in the ADA.

ARTICLE 2

GENERAL REQUIREMENTS

2.1 Compliance with Applicable Laws and Regulations. The City and its contractors, if any, shall comply with all existing and future laws, statutes, ordinances, codes, rules, regulations and procedural requirements, whether federal, state, or local, which are applicable to or in any manner affect, the provision of City of Miami Beach Circulator Services. The City shall be responsible for requiring compliance of its employees, contractors, agents, or assigns with all applicable county, state and federal requirements, including, but not limited to, all safety, mechanical, and vehicular standards mandated by DTPW and CSPTRD. The City shall be responsible for obtaining copies of the appropriate laws, regulations, ordinances, and documents and complying therewith.

2.2 The County Regulatory Requirements. Prior to the commencement of the circulator service under this Agreement, the City and/or its contractors, if any, shall have current and valid certificates of transportation, permits, and chauffeur registrations as required by Chapter 31 of the Code of Miami-Dade County. The City and its contractors shall maintain such certificates, registrations and permits current during the Period of this Agreement. In no event shall the City or any of its contractors provide any transportation services contemplated by this Agreement until any and all County regulatory requirements are satisfied.

2.3 Vehicle Licensing. All vehicles utilized to provide transportation services shall at all times be properly licensed and permitted in accordance with applicable federal, state and county requirements. Vehicle operators shall comply with all safety, mechanical and vehicular standards mandated by any applicable county, state and federal requirements including, but not limited to, all safety, mechanical and vehicular standards mandated by DTPW and CSPTRD.

2.4 Vehicle Standards. Vehicles shall comply with all of the Requirements contained in Chapter 30 and 31 of the Code of Miami-Dade County, pertinent state statutes and other

directives as may be prescribed and required by CSPTRD or DTPW. All vehicles utilized to provide transportation services authorized by this Agreement shall at all times display a current and valid county permit and shall comply with safety, mechanical and vehicular requirements mandated by applicable county, state or federal requirements, including ADA.

2.5 Chauffeur Requirements. Vehicle chauffeurs shall at all times have a current and valid county chauffeur's registration, vehicle chauffeurs shall also comply with any safety, mechanical and vehicle standards mandated by applicable county, state and federal requirements and as may be prescribed and required by CSPTRD or DTPW.

2.6 Proof of Compliance Prior to Operation. The City and/or its contractors, if any shall provide the County with proof of compliance with licensure, insurance and any other requirements mandated by the Code of Miami-Dade County, state statute or federal law prior to commencement of the circulator service.

2.7 Purchase of Services/Sole Responsibility. The parties agree that this Agreement is a contract for the provision of transportation services provided by the City for the benefit of citizens of City of Miami Beach and of the County. City employees, agents and contractors providing transportation services shall be considered to be, at all times, solely employees, agents or contractors of the City under its sole direction and not employees, agents or contractors of the County.

2.8 Compliance with ADA. The City's circulator services shall comply with all applicable requirements of the ADA. The City and the County recognize their joint obligation to provide STS in the area served by the City's Circulator service. In fulfillment of the City's obligation, the City hereby allows the County to provide STS service at no cost to the City. To the extent that any terms in the Agreement are in conflict with ADA, the requirements of the ADA shall control.

2.9 Compliance with Procurement Requirements. The City agrees to comply with applicable federal and state procurement requirements, as may be amended from time to time, when entering into contracts with third parties to fulfill the obligations under this Agreement.

2.10 County's Right to Submit Proposals and Bids. The County shall be given the opportunity to bid upon any Requests for Proposals, Requests for Qualifications, or Requests for bids which the City shall be considered, along with private contractors, for provision of services to be provided by the City pursuant to this Agreement.

2.11 Drug-free Workplace and Testing. In accordance with the Code of Miami-Dade County, the City shall certify that it will have dug-free workplace program. Further, the City shall require pre-employment drug testing and other periodic drug testing for all persons holding safety-sensitive positions, as defined by US DOT, related to transit operation. Effective upon execution of the Agreement, the City shall require that its employees or contractor if applicable, comply with all applicable requirements of the US DOT regulations for drug and alcohol testing. To the extent that any terms in this Agreement are inconsistent with the US DOT regulation, the requirements of the US DOT shall control.

2.12 City Representative. The City shall designate individual(s) to act as liaison to the County and notify the County thereof. The City shall promptly notify the County of any changes.

2.13 County Representative. The County shall designate individual(s) to act as liaison to the City and notify the City thereof. The County shall promptly notify the City of any changes.

2.14 Amendments or modifications. Amendments and modifications to this Agreement must be in writing and shall require the signatures of the County Mayor or designee and the City Manager, or designee, subject to authorization by their respective Boards. Notwithstanding the foregoing, amendments to this Agreement regarding alignments, schedules, and fares, ONLY as described in Section 2-150 (c) of the Miami-Dade County Code, may be approved by the County Mayor or designee and the City Manager or designees; changes shall be consistent with Chapter 31 of the Code of Miami-Dade County.

The following steps must be performed, during the planning phase of changes/modifications to the routes, schedules and fares: 1) advertise a notice of public hearing in English and Spanish; and 2) conduct a minimum of one public hearing that gives the community an opportunity to voice their opinion concerning the change; and 3) consider feedback within the proposed modification. The City must present proof to Miami-Dade County that these steps were followed prior to the route being implemented. In addition, the City must notify Miami-Dade County and seek County approval under the following circumstances:

- Prior to raising fares
- If the City decides to site or locate a vehicle storage facility, maintenance facility or operations center which requires land acquisition or the displacement of persons from their residences and businesses for which a National Environmental Policy Act (NEPA) process has not been completed (NOTE: A facility does not include bus shelters, transit stations or power substations)
- Prior to the submission of the City's Title VI Plan, the Public Participation Plan must be reviewed and approved by Miami-Dade County Office of Civil Rights and Labor Relations for the Department of Transportation and Public Works. The plan must include an outreach plan to engage the City's pre-determine traditionally underserved community
- Prior to conducting either an Environmental Assessment (EA) or an Environmental Impact Statement (EIS) for new projects

ARTICLE 3
CITY OF MIAMI BEACH TRANSPORTATION SERVICES

3.1.1 Route and Schedule. This Agreement provides consent for the City to provide public transportation services along the approved route (Figure 1), and schedule/service-plan (Figure 2), copies of which are attached and consistent with the starting date and terms as outlined in Section 8.1 of this Agreement.

3.1.2 Opportunity to Bid. The City shall give Miami-Dade County an opportunity to bid should the City decide to have a third party operate the transit services described herein.

3.1.3 Miscellaneous. The City or City's Contractor shall provide adequate customer service training to its employees. Drivers, dispatchers and supervisors shall be subject to a training program inclusive of the recommended practices established by the American Public Transportation Association (APTA) in documents BTS-BO-RP-001-07 and BTS-BO-RP 0002-07 (copies have been previously been provided to the city).

3.2 Fares. The City shall operate the Circulator charging a Circulator fare in accordance with public transit fares established by the City of Miami Beach Commission, as may be modified from time to time. Initially no fare shall be collected until such a time as the City of Miami Beach Commission approves an alternative fare structure.

If an alternate fare structure is enacted, the City shall accept DTPW passes, transfers, or identification entitling a passenger to ride a Circulator without paying any additional fare. Qualified passengers shall pay no fare. DTPW Easy Cards and Tickets, or identification entitling a passenger shall be accepted to enable passengers to ride the Circulator without paying an additional fare.

3.3 Connection and Coordination with County Bus Routes. The Circulator shall connect with regular County Metro routes at points where the routes, intersect, merge or diverge.

3.4 Operation of Routes in their Entirety. The City shall be responsible for ensuring that Circulator routes are operated in their entirety with no deviation from the approved routes and schedules unless otherwise authorized by the County.

3.5 Circulator Shown on County Bus Schedules. The County shall provide information on the City's Circulator service through DTPW's routine and customary public information dissemination processes, including its transit information telephone service, and transit website.

3.6 Issuance of Circulator Schedules. The County shall make available to its Metrobus, Metrorail and Metromover passengers map and schedules provided by the City to DTPW.

3.7 Planning and Scheduling of Circulator Routes. The County, through the DTPW Director or his designee, may assist the City staff with technical support for planning and scheduling of City circulator services.

3.8 Use of Logo. The City may wish to design a logo uniquely identifying its circulator service. If they do so, such logo shall at all times be displayed on the exterior of all vehicles operation pursuant to this Agreement. The County shall allow the display of the Circulator logo on the County's bus stop signs at all stops common to the City and the County bus routes does not interfere with previously placed signage, and is done in coordination with DTPW staff. The City shall be responsible for placing the logo on the pertinent signs.

3.9 Bus Stop Signs and Signposts. The City may provide, install and maintain bus stop signs and signposts at stops along the City's Circulator routes. In the event that the City, its contractor, licensee, permittee, or assignee installs sign facilities that can accommodate Metrobus bus stop information, the County may elect to utilize the City's sign facility to display Metrobus bus stop information. If such election is made, DTPW shall provide to the City the materials to be displayed on the bus stop sign facility, in the size and format to be specified by the City and the City will remove the County's signs and return the signs to the County. The City shall be responsible for installing the Metrobus stop information in/on the bus stop sign facility.

3.10 Bus Passenger Shelters and Benches. The City agrees that it will be the responsibility of the City to comply with all ADA standards regulations with regards to accessibility to and from bus stops and bus shelters which the City installs.

3.11 Bus Stops and Bus Bays or Pull-outs. The City shall, at its sole option, provide, install, and maintain bus stop sites, including bus bays or pull-outs at Circulator stops along the City's circulator routes, provided that any proposed bus bays or pull-outs shall be first reviewed and approved by the County or State, as appropriate.

3.12 Non-Interference and Non-Disturbance. The County and the City hereby mutually agree not to interfere with or unreasonably impede the free flow of pedestrian movement or of each other's public transit vehicular traffic or passengers accessing or egressing Metrobus or Miami Beach Circulator in-service vehicles. Shall the County determine that existing shared bus bays are insufficient (space wise) for the bus volume, then the City shall identify new bay areas at its expense, where buses can be accommodated as needed.

ARTICLE 4

RECORDS AND REPORTS

4.1 Reporting Requirements. The City shall collect or assure the collection of all information required for Federal and State reporting purposes, and shall provide collected and compiled information to the County no less often than quarterly. The City shall annually prepare and submit to the County a copy of said reports no later than ninety (90) days after the close of the County's fiscal year.

4.2 Additional Information. The City shall provide additional information about the City Circulator service operations as requested by the County within thirty (30) days, unless a different time period is agreed upon by the City and the County.

ARTICLE 5

INSURANCE

The parties hereto acknowledge the City is self-insured governmental entity subject to the limitations of Section 768.28, F.S. The City shall institute and maintain a fiscally sound and prudent risk management program with regard to its obligations under this Agreement in accordance with the provision of Section 768.28, F.S. The City shall collect and keep on file documentation of insurance of any and all private providers operating in the City of Miami Beach Circulator service routes. In the event that the City contracts with a private vendor for services, the City shall require contractor to meet the insurance requirements shown in **Figure 3**, as minimum. The City shall further require the private operator to include the County as a named insured and shall provide the County with a copy of the insurance policy purchased by any contractor prior to the provision of Circulator service operations.

Figure 3
Insurance Check List

1. Worker's Compensation and Employer's Liability per the statutory limits of the state of Florida.

2. Commercial General liability (occurrence form), limits of liability $1,000,000 per occurrence for bodily injury property damage to include premises/ operations; products and completed operations; independent Contractors; broad form property damage endorsement and contractual indemnity (hold harmless endorsement exactly as written in "insurance requirements" of specifications).

3. Automobile Liability- $ 1,000,000 each occurrence owned/non-owned/ hired automobiles included.

4. Excess Liability- $_____.00 per occurrence to follow the primary coverage.

5. The City must be named as an additional insured on the liability policies and it must be named as an additional insured on the liability policies; and it must be stated on the certificate.

6. Other Insurance as indicated:

_____Builders Risk completed value	$_____
_____Liquor liability	$_____
_____Fire legal liability	$_____
_____Protection and indemnity	$_____
_____Employee dishonesty bond	$_____
___X__Other blanket fidelity bond	$ 10,000.00

7. Thirty days written cancellation notice required

8. Best's guide rating B+: VI or better, latest edition.

9. The certificate must state the bid number and title.

ARTICLE 6

INDEMNIFICATION

6.1 The City shall, to the extent permitted by law at all-time hereafter, indemnify and hold harmless the County, and its officers, agents, employees and instrumentalities from any and all liability, claims, losses and causes of action, including attorneys' fees and costs of defense which the County or its officers, employees, agents or instrumentalities may incur as a result of claims, demands suits, causes of actions or proceedings of any kinds or nature arising out of, or relating to or resulting from the negligence of the City and/or its officers, employees, agents or instrumentalities, during the term of this Agreement. The City shall resolve all claims and losses in connection therewith, and shall investigate and defend all claims, suits or actions of any kind or nature in the name of the County, where applicable, including appellate proceedings, and shall pay all costs, judgments and reasonable attorneys' fees which may issue thereon. The City expressly understands and agrees that any insurance protection required by this Agreement or otherwise provided by the City shall in no way limit the responsibility to indemnify, keep and save harmless and defend the County or its officers, employees, agents or instrumentalities as herein provided. Nothing herein shall be deemed to indemnify the County from any liability or claim arising out of the negligent performance or failure of performance of the County, its officers, employees, agents or instrumentalities or any other related third party. This paragraph is subject to the limitations of Section 768.28, F.S.

6.2 The County shall, to the extent permitted by law at all times hereafter, indemnify and hold harmless the City, and its officers, agents, employees and instrumentalities from any and all liability, claims, losses, and causes of action, including attorneys' fees and costs of defense which the City or its officers, employees, agents or instrumentalities may incur as a result of claims, demands, suits, causes, of actions or proceedings of any kind or nature arising out of, or relating to or resulting from the negligence of the County and/or its officers, employees, agents or instrumentalities, during the term of this agreement. The County shall pay all claims and losses in connections therewith, and shall investigate and defend all claims, suits or actions of any kind or nature in the name of the City, where applicable, including appellate proceedings, and shall pay all costs, judgments and reasonable attorneys fees which may issue thereon. The County expressly understands and agrees that any insurance protection required by this Agreement or otherwise provided by the County shall in no way limit the responsibility to indemnify, keep and save harmless and defend the City or its officers, employees, agents or instrumentalities as herein provided. Nothing herein shall be deemed to indemnify the City from any liability or claim arising out of the negligent performance or failure of performance of the City, its officers, employees, agents or instrumentalities or any other related third party. This paragraph is subject to the limitations of Section 768.28, F.S.

6.3 In the event the City contracts for transportation services authorized by this Agreement, the contractor shall, in its contract with the City, be required to indemnify and hold harmless the County, and its officers, agents employees and instrumentalities from any and all liability, claims, liabilities, losses, and causes of action, including reasonable attorneys' fees and cost of defense which the County, the City or their officers, employees, agents and instrumentalities may incur as a result of claims, demands, suits, causes of actions or proceedings of any kind or nature arising out of, or relating to or resulting from the provision of transportation services by the contractor and/or its officers, employees, agents or independent contractors. The contractor shall be required to pay all claims and losses in connection therewith, and shall investigate and defend all claims, suits or actions of any kind or nature in the name of the County and City, where applicable, including appellate proceedings, and shall pay all costs, judgments and attorneys' fees which may issue thereon. The City shall require that the contract between and City and the contractor include a provision which states that the contractor expressly understands and agrees that any insurance protection required by this agreement or otherwise provided by the contractor shall in no way limit the responsibility to indemnify, keep and save harmless and defend the County and the City or their officers, employees, agents or instrumentalities as herein provided. Nothing herein shall be deemed to indemnify the County and the City from any liability or claim arising out of the negligent performance of the County and the City, their officers, employees, agents or instrumentalities or any other related third party.

ARTICLE 7

FINANCIAL ASSISTANCE

7.1 Grant Matching Funds. The City shall, at its sole option, provide grant-matching funds for state and/or federal grants for capital or operating funds to be used for the Transportation Services. The County, upon agreement with the City, may, but shall not be required to, provide all or part of cash or other types of matches required for state and federal grants which may be received by the City for the Circulator service, or for expansion of the Circulator service, in future years.

7.2 Bus Shelters and Benches. The City shall, at its sole option, provide, install, and maintain bus shelters, benches and other bus stop furnishings, at those Circulator service stops along the City's route where the City, or its contractor, feels that there is a need for such furnishings.

7.3 City's Share of supplemental Federal Funding. Beginning with the first year in which the circulator service's operating statistics are reflected in the National Transit Database, where those operating statistics result in new or supplemental funds are solely attributable to the Circulator service's properly reported operations, the County agrees to pay the City its attributable share of federal formula funds received from US DOT no less than sixty(60) days after funding is received from the federal government, less any direct grants received by the City from the County for the Circulator, provided that the funds remitted to the City herein shall be used for the expansion, enhancement or maintenance of the Circulator service program.

As used herein, the City's attributable share shall be one half of the amount equivalent to those Supplemental Urbanized Area Formula Funds, as described in 49 U.S.C, Section 5307, as may be amended from time to time, that the County received as a direct result of Circulator serve operations provided by the City pursuant to this Agreement and as included in the National Transit Database. Said attributable share shall be calculated utilizing the following formula:

Multiply by .5 the City's properly reported annualized Bus Revenue Vehicle Miles statistic that was used in the apportioned federal programs for a fiscal year "Unit Value for Bus Vehicle Miles for Urbanized Areas over 1,000,000" as reported in the table of Unit Values for Formula Grant Apportionments, published annually in the Federal Register.

NOTE: Historically, apportioned funds are allocated to the County two (2) years after Bus Revenue Vehicle Miles are reported to federal government.

7.4 City's Share of Supplemental State Funding. In the event that the Circulator operations contribute to an increase in the County's State transportation funding, beginning with the first year in which service is reflected in State's reporting system, the County agrees to pay the City its attributable share (one half of the supplemental funding), as defined in paragraph 7.3 above, of new or supplemental state Transportation Block Grant funding received by the County from FDOT no less than sixty (60) days after funding is received from the State less any direct grants received by the City from the County for the Circulator. The State funding formula can be found at Section 341.052(6), F.S.

ARTICLE 8

TERMS, MODIFICATIONS AND MISCELLANEOUS PROVISIONS

8.1 Terms of Agreement. This Agreement shall remain in force for five years, with one (1) five-year option to renew under the same contract terms and conditions. Notwithstanding the foregoing, all parties have the right to terminate this Agreement pursuant to subsections 8.4 and 8.5. The City and County hereby agree that all terms and conditions of the attached exhibit A (South Beach Local Interlocal Agreement) remain in effect until the last day of the DTPW line-up following delivery of all vehicles required for the proposed South Beach Trolley service. The South Beach Local service may be properly discontinued by the City, without penalty, effective at the end of a DTPW line-up, following written notice from the City, provided at least one hundred and twenty (120) days prior to the end of the then current DTPW line-up, advising the County that the new fleet of vehicles and all personnel will be ready to start operation of the South Beach Trolley route at the next available line-up. In such case, the South Beach Trolley route shall commence operation pursuant to this Agreement no sooner than the next available line-up (November or June).

8.2 Renegotiation or Modification. Any substantive changes in the level of service to be provided by the City as set forth herein shall only be implemented after the County, the City have entered into a written agreement describing the changed services, and the provisions of the County Code have been exercised.

8.3 Title VI and VII Civil Rights Act of 1964. The City and its Contractors shall not discriminate against any person because of race, color, sex, religious background, ancestry or national origin in the performance of the Agreement. The City and its Contractor agree to comply with any portion of the Title VI and VII of the Civil Rights Act of 1964 applicable to the operation of this route.

8.4 Termination for Cause. This Agreement may be terminated for cause by either party upon no less than thirty (30) days written notice to the other party, except when Circulator operations are in violation of health and/or safety-related provisions of state statutes or the Code of Miami-Dade County, in which case termination shall be determined by the County Mayor or designee. Said notice shall be delivered by verified facsimile transmission or certified mail, return receipt requested. The noticed party shall have the opportunity to cure any stated cause for termination within a reasonable notice period, in which case the termination party may cancel the termination notice using the same means by which the notice of termination was delivered.

8.5 Termination without Cause. The County or the City may terminate this Agreement without cause upon no less than sixty (60) days written notice to the other party. If the County or the City terminates this Agreement with or without cause, the City agrees to reimburse the County on a prorated basis for any financial assistance it has received for the Circulator bus service for the year.

8.6 Notices. All notices and other communications required to be remitted pursuant to this Agreement to either party hereto shall be in writing and shall be delivered by verified

facsimile transmission or e-mailed (with certified mail copy), return receipt requested, to the parties at the address indicated below:

FOR MIAMI-DADE COUNTY:

Miami-Dade Transportation and Public Works (DTPW)
701 NW 1st Court, 17th Floor
Miami, Florida 33136
Attention: Director
Fax: (786) 469-5406

FOR CITY OF MIAMI BEACH

City of Miami Beach
Transportation Department
1700 Convention Center Drive
Miami Beach, FL 33139
Attention: Director
Fax: (786) 394-5473

With a copy to:
City of Miami Beach
1700 Convention Center Drive
Miami Beach, FL 33139
Attention: City Manager

8.7 Complete and Binding Agreement. This writing embodies the full and complete agreement of the parties. No other terms, conditions or modifications shall be binding upon the parties unless in writing and signed by the parties.

8.8 Execution. This document shall be executed in four (4) counterparts, each of which shall be deemed an original.

8.9 Governing Law. This Agreement shall be construed in accordance with the laws of the State of Florida.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their respective and duly authorized officers the day and year first above written.

ATTEST:

By: _____

ATTEST: Rafael E. Granado, City Clerk

CITY OF MIAMI BEACH
A Municipal Corporation of
the State of Florida

By: _____
Philip Levine
Mayor
City of Miami Beach

MIAMI BEACH INCORPORATED MARCH 26TH 1915

MIAMI-DADE COUNTY
A political Subdivision of
the State of Florida

HARVEY RUVIN, CLERK

By: _____

DEPUTY CLERK

By Its Board of County
Commissioners

By: _____
Date: _____
Carlos A. Gimenez
Miami-Dade County Mayor

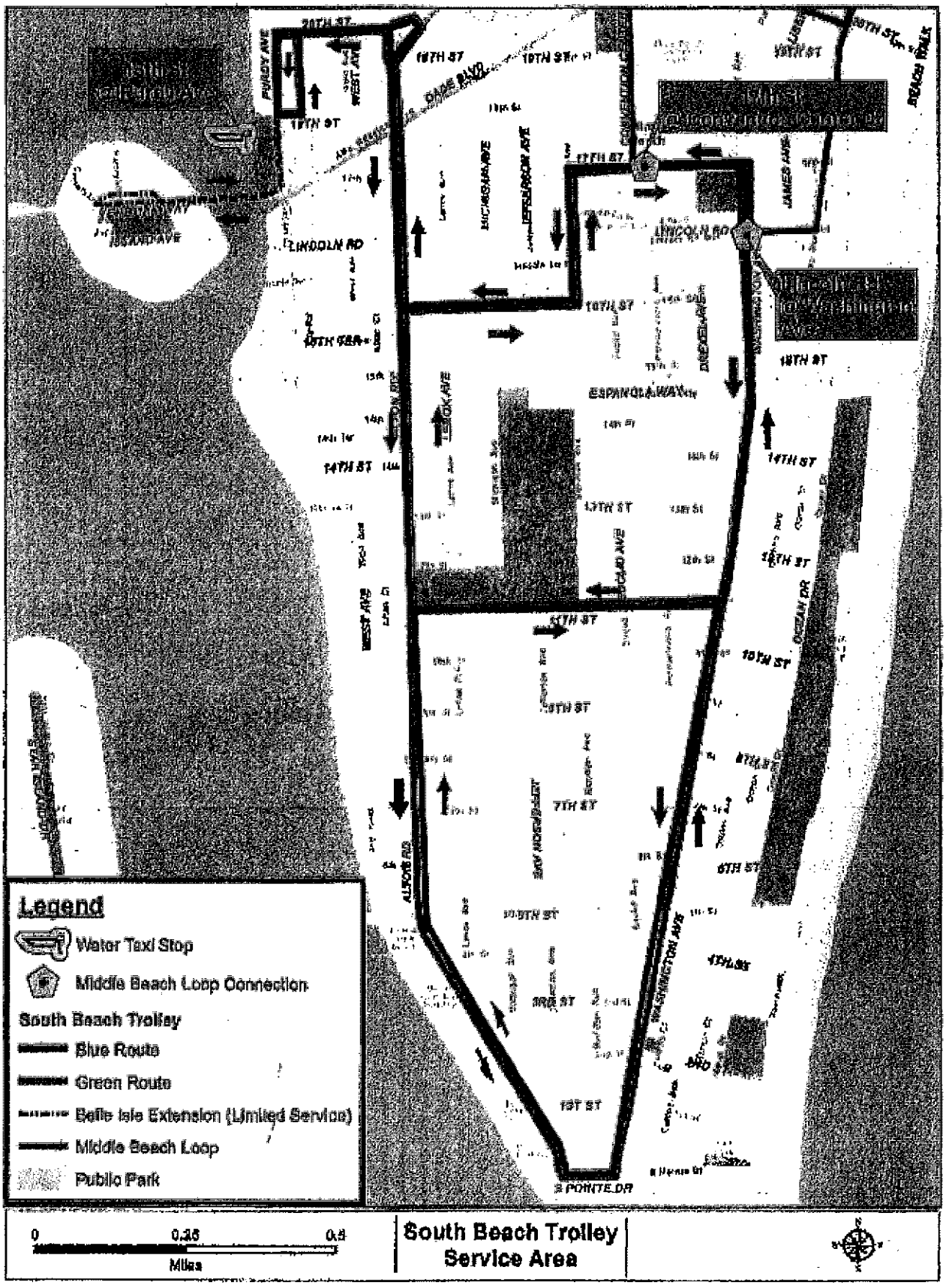
Approved by County Attorney as
to form and legal sufficiency _____

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION

City Attorney

1-12-17
Date

Figure 1 (Map)



Legend
Water Taxi Stop
Middle Beach Loop Connection
South Beach Trolley
Blue Route
Green Route
Belle Isle Extension (Limited Service)
Middle Beach Loop
Public Park
0
0.25
0.5
Miles
South Beach Trolley
Service Area
LINCOLN RD
ESPANOLA WAY
14TH ST
13TH ST
11TH ST
10TH ST
9TH ST
8TH ST
7TH ST
6TH ST
5TH ST
4TH ST
3RD ST
2ND ST
1ST ST
S POINTE DR
ALTON RD
WEST AVE
OCEAN DR
JAMES AVE
BEACH WALK

Figure 2 (Schedule and Service Plan)

Number of On-Route Vehicles:

Ten (10) low-floor trolley vehicles (*of which five (5) operate in the clockwise direction and five operate in the counterclockwise direction)*

Number of Spare Vehicles:

Two (2) trolley vehicles

Vehicle Capacity:

30 Passengers

Headways/Frequency:

10-15 Minutes

Hours of Operation (Including Holidays):

Monday-Saturday from 6:00 AM to 12:00 AM (18 hours/day)

Sundays from 8:00 AM to 12:00 AM (16 hours/day)

Exhibit A (South Beach Local Interlocal Agreement)

Doc# 2011-27773

10/19/11 2011-27773

Interlocal Agreement
between
Miami-Dade County and the City of Miami Beach
for the Provision of
A Transit Circulator Route Service in South Beach
to be Known as the SOUTH BEACH LOCAL

This is an Interlocal Agreement, made and entered into the _____ day of _____, 2011, by and between Miami-Dade County, a political subdivision of the State of Florida, hereinafter referred to as "the County", and the City of Miami Beach, a municipal corporation of the State of Florida, hereinafter referred to as "the City".

WITNESSETH:

WHEREAS, the County operates the South Beach Local as a two-way circular transit service to the eastern and western areas of South Beach; and

WHEREAS, both the City and the County wish to have the County continue to operate the circulator route service in South Beach, to be known as "The South Beach Local" and

WHEREAS, the South Beach Local provides transit service to connect commercial and recreational activity centers with the high density residential neighborhoods and tourist activities in South Beach, and would provide the advantages of small buses with short headways and low-cost fares to attract riders who would otherwise contribute to traffic congestion and parking shortages by driving; and

WHEREAS, the South Beach Local combines the transit resources of the County's consolidated routes to provide a circulator which maximizes service to the community, while eliminating service duplication and waste of public resources.

NOW, THEREFORE, IN CONSIDERATION of the mutual terms, conditions, promises, covenants and payments hereinafter set forth, the County and the City agree as follows:

ARTICLE 1

DEFINITIONS

1.1. "ADA" shall mean the Americans with Disabilities Act of 1990, as amended.

1.2. "Contractor" shall mean any entity, public or private, providing public transit services or contributing to the provision of the services described in this Agreement under contract to the County.

1.3 "The County" shall include Miami-Dade County, the Miami-Dade Transit, the Miami-Dade Consumer Services Department, and authorized representatives thereof.

1.4 "The City" shall mean the City of Miami Beach and authorized representatives thereof.

1.5 "MDT" shall mean the Miami-Dade Transit and authorized representatives thereof.

1.6 "USDOT" shall refer to the U.S. Department of Transportation, its rules and regulations, and representatives thereof.

1.7 "Fare" for shuttle service shall mean the individual transportation fee paid by public transit passengers, in accordance with this Agreement.

1.8 "Line-up(s)" shall refer to the event(s) when new schedules or service is implemented by MDT in accordance with the CBA, as said term is defined in Subsection 1.9 below.

1.9 "CBA" shall mean Collective Bargaining Agreement between the Miami-Dade County and the Transport Workers Union Local 291.

1.10 "TWU" shall mean Transport Workers Union Local 291.

1.11 "The South Beach Local" shall mean a Bi-Directional Transit Circulator Route Service in South Beach, operating diesel minibuses.

1.12 "TOS" shall mean a Transit Operation Supervisor (TOS) who will be assigned to the zone where the South Beach Local bus service will be provided; a TOS will monitor the South Beach Local bus service on the field level.

ARTICLE 2

GENERAL REQUIREMENTS

2.1 Compliance with Applicable Laws and Regulations. The City and the County and their contractors, if any, shall comply with all existing and future laws, statutes, ordinances, codes, rules, regulations, CBA and procedural requirements, whether federal, state, or local, which are applicable to, or in any manner affect, the provision of the South Beach Local service. The County shall be responsible for ensuring compliance of its employees, contractors, agents, or assigns with all applicable County, State, and federal requirements, including, but not limited to,

all safety, mechanical, and vehicular standards mandated by appropriate laws, regulations, ordinances, and documents and complying therewith.

2.2 Vehicles. All vehicles utilized to provide the South Beach Local service shall be owned and maintained by the County and shall be part of the MDT fleet. The vehicles shall comply with all safety, mechanical, and vehicular standards mandated by any applicable County, State, and federal requirements including, but not limited to, all safety, mechanical, and vehicular standards. The vehicles shall be maintained in conformance with manufacturer's specifications, MDT standards, and in compliance with applicable federal funding requirements.

2.2.1 Vehicles shall be painted or decaled in distinctive livery, such as the special logos, colors and designs shown in **Exhibit A.** The logo of the South Beach Local service shall be displayed on the vehicles along with the logo or other branding being used by the County. The vehicles in this livery shall be used only for the South Beach Local service. In circumstances when the special-liveried buses are not available for service, standard Metrobus minibuses may be used.

2.2.2 All vehicles will be equipped with Automatic Passenger Counters (APC). All vehicles will be equipped with on-board surveillance equipment (voice and video) and automated vehicle locator (AVL) systems.

2.2.3 In the event that this Agreement is terminated prior to the useful life of the vehicles, as specified in Federal regulations, MDT shall reimburse FTA the depreciated value of the four (4) vehicles purchased with FTA funds that the City received as either a direct recipient or a pass through from MDT and that were transferred to the County. Any money remaining after the disposal of the buses and reimbursement to FTA shall be provided to the City. The vehicles purchased by the County shall remain part of the MDT service fleet and can be repainted or redecaled to conform to standard Metrobus livery then in effect.

2.2.4 In the event that this Agreement is terminated, the County agrees to allow the City to purchase additional diesel minibuses from its bus procurement contract and at the sole option of the City.

2.3 Compliance with Procurement Requirements. The County and the City agree to comply with applicable federal and state procurement requirements, as may be amended from time to time, when entering into contracts with third parties to fulfill the obligations under this Agreement.

2.4 Drug-free Workplace and Testing. In accordance with the Code of Miami-Dade County, the County, and its contractors, if any, shall continue to maintain a drug-free workplace program, including pre-employment drug testing and other periodic drug testing for all persons holding safety-sensitive positions, as defined

by USDOT, related to transit operations. Effective upon execution of the Agreement, the County shall require that its employees and contractors, if applicable, comply with all applicable requirements of the USDOT regulations for drug and alcohol testing. To the extent that any terms in this Agreement are inconsistent with the USDOT regulation, the requirements of the USDOT shall control.

2.5 County Representative. The County will enhance service supervision for the South Beach Local service by assigning a Transit Operation Supervisor (TOS) to the zone where the service will be provided; a TOS will monitor the South Beach Local route service on the field level. The Director or his Designee shall act as a contact person for the City Representative. Customer service will be provided through the County's 311 system.

2.6 City Representative. The City Manager or his designee shall act as liaison to the County's staff and notify the County thereof. The City shall promptly notify the County of any changes.

2.7 Public Coordination. The County and City Representatives shall present proposed modifications to the alignment, schedule and fare of the South Beach Local service to the City of Miami Beach Transportation and Parking Committee (TPC). In addition, the County Representative shall provide to the TPC biannual presentations on the overall performance and quality of service of the South Beach Local service that shall include ridership data and trends, supporting data for Service Standards, and any other data reasonably requested by the City.

2.8 Amendments or modifications. Unless provided otherwise elsewhere in this Agreement, amendments and modifications to this Agreement must be in writing and shall require the signatures of the County Mayor and the City Manager, or their designees, subject to authorization by their respective Board and Commission. Notwithstanding the foregoing, amendments to this Agreement regarding alignments, schedules, and fares, as described in Section 2-150 (c) of the Miami-Dade County Code, may be approved by the County Mayor and the City Manager, or their designees, subject to authorization by the City Commission.

ARTICLE 3

THE SOUTH BEACH LOCAL SERVICE

3.1 Provision of the South Beach Local Service. The County shall provide the South Beach Local service within the southern portion of the City of Miami Beach at the locations and according to routes as contained in **Exhibit B** and schedules contained in **Exhibit C.** Any changes to **Exhibits B or C** shall be consistent with Chapter 31 of the Code of Miami-Dade County and be effective only upon the written consent of the County Mayor and the City Manager, or their designees,.

Exhibit C defines the level of service that is required under this Agreement. The County will provide sufficient resources, including, but not limited to, buses and drivers, to maintain this level of service.

3.2 Fares. The fare for the South Beach Local service shall be twenty five cents ($0.25). Any proposed changes to the regular fare of $0.25 will be presented to the City's TPC and must be approved by the City and County Commissions. Qualified passengers, shall pay no fare. MDT Easy Cards and Tickets, or identification entitling a passenger shall be accepted to enable passengers to ride the South Beach Local service without paying any additional fare. The South Beach Local service operators shall charge fares as appropriate and in compliance with County Code and applicable laws, rules and regulations. Operators will accept Easy Cards, Easy Tickets, or cash. Transfers were discontinued in 2009, therefore, there is no transfer fare.

3.3 Connection and Coordination with Regular Metrobus Routes. The South Beach Local service shall enable passengers to connect with other County Metrobus routes at points where the routes intersect, merge, or diverge. The South Beach Local service operating schedules shall be coordinated with County Metrobus service to the extent possible.

3.4 The South Beach Local Service Shown on County Bus Schedules and Maps. The County shall include the South Beach Local service on the County's Transit Map. Such inclusion shall commence with the regular publication of the County's Transit Map. The County shall also provide information on the South Beach Local service through MDT's routine and customary public information dissemination processes, including its transit information telephone service and on the transit web site.

3.5 Issuance of the South Beach Local Service Schedules. The County shall make available to its Metrobus, Metrorail, and Metromover passengers and potential passengers maps and schedules of the South Beach Local service. Such maps and schedules shall display the logo, "South Beach Local", and County branding.

3.6 Bus Passenger Shelters and Benches. The City or its contractor shall install and maintain the bus passenger shelters and/or benches at all of the South Beach Local bus stops where site conditions allow. Where shelters cannot be installed, the City or its contractor shall install and maintain bus passenger benches. The County shall provide, install, and maintain bus stop signs and sign posts at Shuttle stops along route of the South Beach Local service. The City agrees that it will be the responsibility of the City to comply with all ADA regulations with regards to accessibility to and from bus passenger stops and bus shelters.

3.7 Service Quality Standards. The County shall abide by its Service Standards and the Service Quality Standards provided by the City for the South Beach Local service and hereby attached as **Exhibit D**.

3.8 Selection of Drivers. Drivers will pick this route in accordance with the Collective Bargaining Agreement (CBA).

3.9 Bus Driver Training. Bus driver training material will include information on the South Beach Local service and the unique nature of the South Beach community. When bus drivers are hired, the County shall conduct *Customer Service Excellence Training* **(Exhibit E)** and is encouraged to conduct an *Ambassador Training*. **(Exhibit F)** for bus drivers and Transit Operations Supervisors (TOS) and make courteous service part of Bus Operators and TOS performance evaluation. The South Beach Local route map will include the location of South Beach destinations so that bus drivers will be able to answer such requests from passengers. Refresher training will be conducted as required by CBA.

3.10 Reports. The County shall provide the City Representative a quarterly report of performance that shall include ridership data and trends, supporting data for Service Standards, and any other data reasonably requested by the City.

The County shall provide an annual performance report to the City. Annual reports shall be submitted in May of each year and shall include ridership data and trends, supporting data for Service Standards, and any other data reasonably requested by the City.

The County shall provide in March of each year the projected operating costs for the South Beach Local service for the next fiscal year. The County shall provide finalized costs in July of each year for consideration by the City Commission as part of the City's annual budget preparation process.

Pursuant to Federal Transit Administration funding requirements, the County shall provide the following information to the City on an annual basis:

1. Equal Employment Opportunity complaints related to employees that operate the South Beach Local and their resolutions.
2. Annual maintenance records for Optima buses 6341, 6342, 6343, and 6344. Records must include the mileage of the buses at time of preventative maintenance.
3. Maintenance records for ADA accessibility repairs to Optima buses 6341, 6342, 6343, and 6344.
4. Notification to the City upon receipt of applications for ADA certifications for the South Beach service area, including approvals, denials, and appeals.
5. ADA complaints related to the SBL and their resolutions.
6. Copies of submitted annual calendar year Management Information System (MIS) reports for MDT, subrecipients, contractors, subcontractors, and lessees summarizing drug and alcohol test results forms.

7. Documentation of notifications to the South Beach service area regarding the public's rights under the Title VI of the Civil Rights Act of 1964.
8. Documentation on service equity complaints related to the SBL.

3.11 City Commission Action. Any South Beach Local service – related items that require consideration and approval by the City Commission shall be submitted in writing by the County to the City Representative no later than sixty (60) days prior to the specified Commission Meeting date. Examples of such items are the proposed annual operating budget and any County-proposed amendments and modifications to this Agreement.

3.12 Route Evaluation. MDT shall analyze the route to determine if it meets MDT Service Standards. MDT shall make the appropriate modifications to ensure the South Beach Local is meeting the Service Standards in Section 3.7 of this Agreement. MDT shall coordinate these modifications with the City Representative.

3.13 Transit Operation Supervisor (TOS) and Customer Service Staff. The County will provide appropriate TOS and Customer Service staff to take care of all complaints and concerns sent directly to the County or the City. The County representative will be available to the City during regular business hours.

ARTICLE 4

INSURANCE

The parties hereto acknowledge that both the County and the City are self-insured governmental entities subject to the limitations of Section 768.28, Florida Statutes. The County and the City shall maintain a fiscally sound and prudent risk management program with regard to its obligations under this Agreement in accordance with the provision of Section 768.28, Florida Statutes The County and the City shall collect and keep on file documentation of insurance of any and all contractors contracted to provide and service or product used in conjunction with the operation of the South Beach Local service in any way. The County shall further require all contractors to include the City as a named insured and shall provide the City with a copy of the insurance policy purchased by any contractor prior to the commencement of the South Beach Local service.

ARTICLE 5

INDEMNIFICATION

5.1 In the event the County contracts for transportation services authorized by this Agreement, the contractor shall, in its contract with the County, be required to indemnify and hold harmless the County and the City, and their officers, agents, employees and instrumentalities from any and all liability, claims, liabilities, losses, and causes of action, including attorneys' fees and costs of defense which the County and the City, and/or their respective officers, employees, agents and instrumentalities may incur as a result of claims, demands, suits, causes of actions or proceedings of any kind or nature arising out of, or relating to or resulting from the provision of transportation services by the contractor and/or its officers, employees, agents or independent contractors. The contractor shall be required to pay all claims and losses in connection therewith, and shall investigate and defend all claims, suits or actions of any kind or nature in the name of the County and the City, where applicable, including appellate proceedings, and shall pay all costs, judgments and attorneys' fees which may issue thereon. The County shall require that the contract between and the County and the contractor include a provision which states that the contractor expressly understands and agrees that any insurance protection required by this agreement or otherwise provided by the contractor shall in no way limit the responsibility to indemnify, keep and save harmless and defend the County and the City and/or their respective officers, employees, agents or instrumentalities as herein provided. Nothing herein shall be deemed to indemnify the County and the City from any liability or claim arising out of the negligent performance of the County and the City, and/or their respective officers, employees, agents or instrumentalities or any other related third party.

5.2 In the event the City contracts for bus passenger shelters and benches, in conjunction with the provision of service as detailed in this Agreement, the contractor shall, in its contract with the City, be required to indemnify and hold harmless the County and the City, and/or their respective officers, agents, employees and instrumentalities from any and all liability, claims, liabilities, losses, and causes of action, including attorneys' fees and costs of defense which the County and the City, and/or their respective officers, employees, agents and instrumentalities may incur as a result of claims, demands, suits, causes of actions or proceedings of any kind or nature arising out of, or relating to or resulting from the provision of transportation services by the contractor and/or its officers, employees, agents or independent contractors. The contractor shall be required to pay all claims and losses in connection therewith, and shall investigate and defend all claims, suits or actions of any kind or nature in the name of the County and the City, where applicable, including appellate proceedings, and shall pay all costs, judgments and attorneys' fees which may issue thereon. The City shall require that the contract between the City and the contractor include a provision which states that the contractor expressly

understands and agrees that any insurance protection required by this agreement or otherwise provided by the contractor shall in no way limit the responsibility to indemnify, keep and save harmless and defend the County and the City and/or their respective officers, employees, agents or instrumentalities as herein provided. Nothing herein shall be deemed to indemnify the County and the City from any liability or claim arising out of the negligent performance of the County and the City, and/or their respective officers, employees, agents or instrumentalities or any other related third party.

ARTICLE 6

FINANCIAL ASSISTANCE

6.1 Funding. The City shall pay to the County a portion of the South Beach Local Service. The payment shall be made on a quarterly basis, within thirty (30) days of the City receiving an appropriate invoice from the County. The amount of the payment shall be one fourth (1/4th) of the agreed annual City share, unless otherwise agreed upon by the parties.

The City's share for the operating cost for Fiscal Year 2011-12 will be $1,213,121. Said amount will be prorated in the event services are provided for less than a full year. In subsequent fiscal years, the annual increase or decrease will be the lesser of the Miami-Ft. Lauderdale CPI Transportation Index or three percent (3%).

It is the sole responsibility of the City of Miami Beach to determine the source of and dollar amount per source of funds to comprise the total contribution to the County for the provision of the South Beach Local service as required in this Agreement.

6.2 Operating Expenditure Reports. The County shall prepare and provide to the City Representative quarterly reports of operating expenditures incurred by the South Beach Local service.

ARTICLE 7

TERMS, MODIFICATIONS AND MISCELLANEOUS PROVISIONS

7.1 Term of Agreement. This Agreement shall become effective upon approval of the Board of County Commissioners and the City Commission of the City of Miami Beach and the execution by the County Mayor and the City Manager, or their designees, and shall have an initial term of five (5) years. Upon expiration of the initial term, the Agreement may be renewed, by mutual agreement of the parties, for consecutive terms of five (5) years each (the Renewal Terms). Upon

mutual agreement by both the County and the City to exercise an option to renew this Agreement, approval from County Mayor, and the City Commission will be required.

7.2 Commencement of Service. By specific agreement of the parties, the South Beach Local service shall continue service operated by Miami-Dade County using County buses.

7.3 Renegotiation or Modification. Any substantive changes in the level of service to be provided by the County as set forth herein shall only be implemented after the County and the City have entered into a written agreement describing the changed services. As specified in federal regulations, substantive changes in the level of service must also be presented to the public.

7.4 Title VI and VII Civil Rights Act of 1964. The City, the County, and their respective Contractors shall not discriminate against any person because of race, color, sex, religious background, ancestry, or national origin in the performance of the Agreement.

7.5 Termination for Cause. This Agreement may be terminated for cause by either party. Prior to exercising the option to terminate for cause, the notifying party shall give the defaulting party written notice of its violation of the particular term(s) of the Agreement and shall grant the defaulting party thirty (30) days to cure such default. If such default remains uncured after thirty (30) days, the notifying party may terminate the Agreement upon no less than one hundred twenty (120) days written notice to the defaulting party. If the termination notification is from the City, the notice shall be submitted to MDT four (4) months in advance of the next service change line-up.

7.5.1 If the County fails to deliver the services and meet the objectives delineated in this Agreement, and the City terminates the Agreement for Cause, the County will allow the City to operate the South Beach Local service as defined herein.

7.6 Termination for Convenience, Notwithstanding Subsection 7.5 above, the County or the City may terminate this Agreement for convenience upon no less than one hundred twenty (120) days written notice to the other party. If the City terminates this Agreement for convenience, the City agrees to reimburse the County on a prorated basis for financial assistance it is obliged to pay for the South Beach Local service which the County will continue to operate until the next line-up can be implemented without the service.

7.6.1 If the City terminates this Agreement for convenience, the County will allow the City to operate the South Beach Local service, as defined herein.

7.7 Notices. All notices and other communications required to be remitted pursuant to this Agreement to either party hereto shall be in writing and shall be delivered by verified facsimile transmission or certified mail, return receipt requested, to the parties at the address indicated as follows:

FOR MIAMI-DADE COUNTY:

Miami-Dade Transit
701 N.W. 1st Court, Suite 1700
Miami, FL 33136
Attention: Director, Miami-Dade Transit

FOR THE CITY OF MIAMI BEACH:

City of Miami Beach
1700 Convention Center Drive
Miami Beach, Florida 33139
Attention: Jorge Gonzalez, City Manager

With copy to:
Fred Beckmann, Director of Public Works
1700 Convention Center Drive
Miami Beach, Florida 33139

7.8 Complete and Binding Agreement. This writing embodies the full and complete agreement of the parties. No other terms, conditions or modifications shall be binding upon the parties unless in writing and signed by the parties.

7.9 Execution. This document shall be executed in four (4) counterparts, each of which shall be deemed an original.

7.10 Governing Law and Exclusive Venue. This Agreement shall be governed by, and construed in accordance with, the laws of the State of Florida, both substantive and remedial, without regard to principles of conflict of laws. The exclusive venue for any litigation arising out of this Agreement shall be Miami-Dade County, Florida, if in state court, and the U.S. District Court, Southern District of Florida, if in federal court. BY ENTERING INTO THIS AGREEMENT, THE COUNTY AND THE CITY EXPRESSLY WAIVE ANY RIGHTS EITHER PARTY MAY HAVE TO A TRIAL BY JURY OF ANY CIVIL LITIGATION RELATED TO, OR ARISING OUT OF, THIS AGREEMENT.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their respective and duly authorized officers the day and year first above written.

ATTEST:

By: Robert Parcher
ROBERT PARCHER, CITY CLERK

CITY OF MIAMI BEACH
a Municipal Corporation of
The State of Florida

By: Matti H. Bower
MATTI HERRERA BOWER
MAYOR

ATTEST:

By:_____
HARVEY RUVIN, CLERK

MIAMI-DADE COUNTY
a political subdivision of
The State of Florida.

By:_____
By Board of County
Commissioners

By:_____
DEPUTY CLERK

By:_____
Carlos A. Gimenez
COUNTY MAYOR

Approved by County Attorney as
to form and legal sufficiency _____

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION

City Attorney 11/4/11 Date

2011-2777-3

EXHIBITS

Exhibit "A" Special Logos, Colors, and Bus Wrapping Designs

Exhibit "B" Map of the South Beach Local Route

Exhibit "C" Schedule of the South Beach Local Route Service

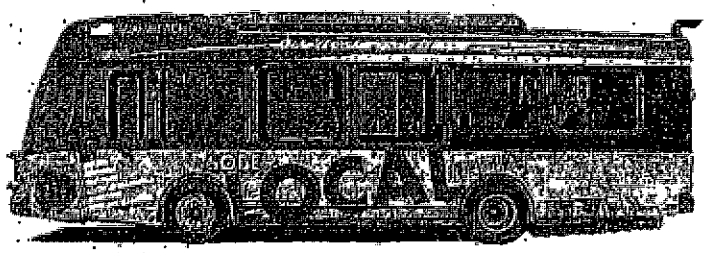
Exhibit "D" Service Quality Standards

Exhibit "E" Bus Driver Training Bulletin

Exhibit "F" Ambassador Training Program

EXHIBIT "A"







MIAMIBEACH

SOBE LOCAL

25/7

DINING
MUSEUMS
NIGHTLIFE
LOCAL ATTRACTIONS
SHOPPING
PARKING GARAGES

EXHIBIT "B"

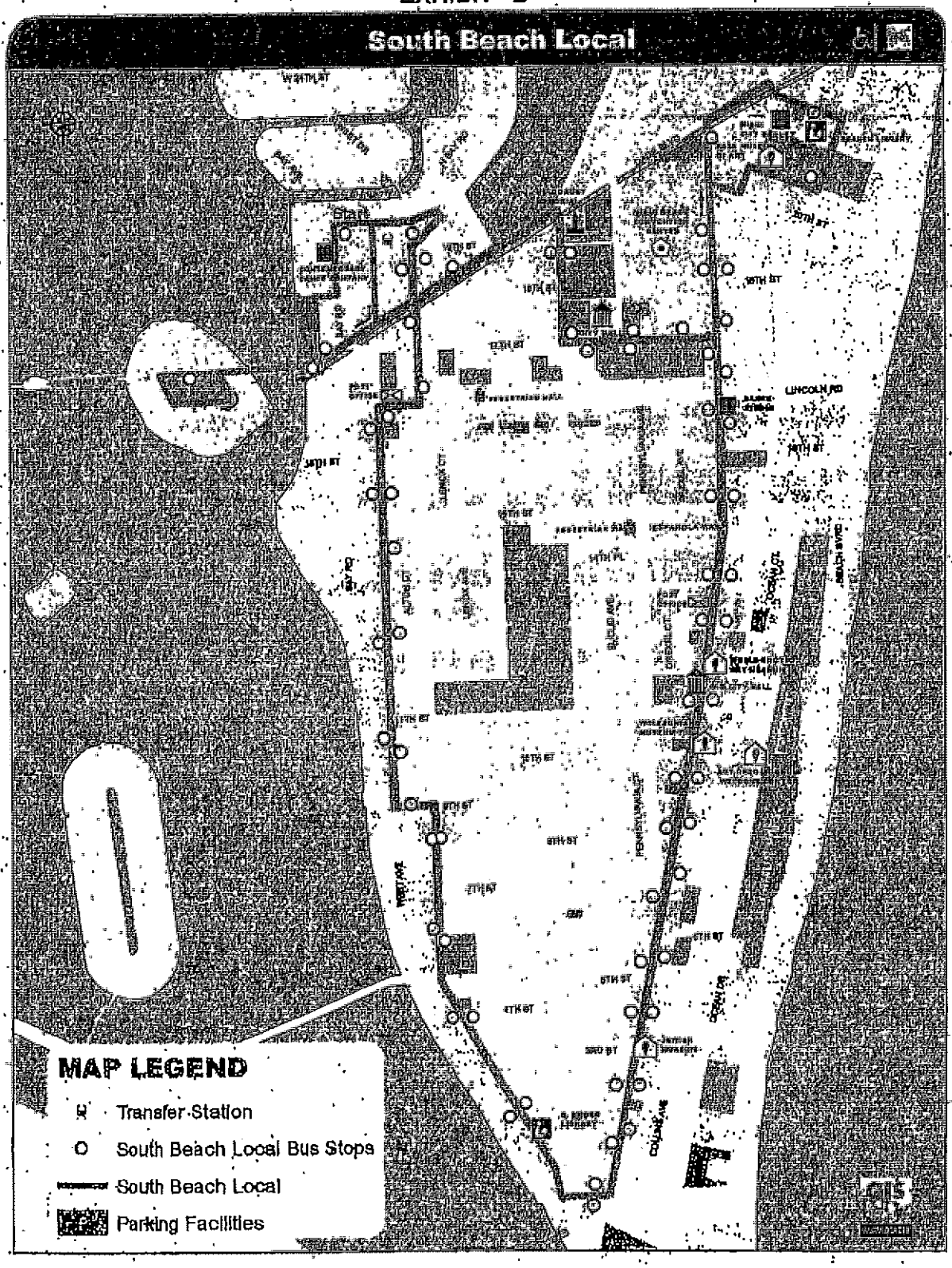

South Beach Local
MAP LEGEND
Transfer Station
South Beach Local Bus Stops
South Beach Local
Parking Facilities

EXHIBIT "C"

SCHEDULE

Bi-Directional Circulator Service to South Beach

	Schedule	Headways
Mondays-Fridays	07:40 a.m. to 10:00 a.m.	20 minutes
	10:00 a.m. to 06:00 p.m.	13 minutes
	06:00 p.m. to midnight	20 minutes
Saturdays	07:40 a.m. to 10:00 a.m.	20 minutes
	10:00 a.m. to 06:00 p.m.	13 minutes
	06:00 p.m. to midnight	20 minutes
Weekends/Holidays	10:00 a.m. to 6:00 p.m.	13 minutes
	06:00 p.m. to midnight	20 minutes

Exhibit "D"

SERVICE QUALITY STANDARDS FOR THE SOUTH BEACH LOCAL

1. Provide and maintain a full time Customer Service Representative who will ensure quality of service for The South Beach Local and will be the MDT contact person for the City Representative and the City of Miami Beach Transportation and Parking Committee (TPC).

2. Schedule and maintain, under normal operating conditions, headways of 13 minutes during peak hours, and 20 minutes during off peak hours, or better.

3. Maintain 100% bus availability during all service hours, with a replacement of breakdown buses within no more than 45 minutes.

4. Conduct quarterly evaluation of service hours in order to meet ridership demands and efficiency of service.

5. Monitor operations and quality of services on a daily basis.

6. Submit Quarterly and Annual Reports to the City, as required by Section 3.10 of the South Beach Local Interlocal Agreement, that include the following:

    a. On-time performance data
    b. Headway adherence data
    c. Ridership data by fiscal year, month, week, and day
    d. Golden Passport, STS, and Patriot Passport ridership data
    e. Ridership data during special events
    f. Service complaints received and an explanation on how they were resolved
    g. Safety/accident reports
    h. Road call reports
    i. Work orders submitted and completed.

The Service Quality Standards above mentioned, shall be made part of a Quarterly Performance Report to be submitted by Miami-Dade Transit (MDT) to the City Representative and the Transportation and Parking Committee for review and input.

Exhibit "E"

CUSTOMER SERVICE EXCELLENCE STANDARDS FOR THE SOUTH BEACH LOCAL

1. Drivers will pick this route in accordance with the CBA contract.

2. Driver Training: When new drivers are hired, the County will conduct *Customer Service Excellence Training* for bus drivers and make courteous service part of driver performance evaluation. Refresher training shall be conducted in accordance with the CBA.

Drivers will be requested to:

a. Greet our transit passengers with a smile at all times.
b. Help passengers with physical difficulties and/or disabilities to get in and out of the bus.
c. Wait for all passengers to be properly seated prior to moving the bus.
d. Do not skip any bus stop. If there is a full bus load, stop at the bus stop and inform the waiting passengers that they will have to wait for the next bus to arrive due to a full bus load.
e. Make a point of waiting a few seconds at the bus stop if you see a nearby passenger rushing and waiving to catch the bus.
f. Respond to passengers in a courteous manner. The customer is not always right, but always deserves to be treated with dignity and respect.
g. Provide basic information about the route service and/or connections to other MDT bus lines, upon request.
h. Provide basic information regarding specific South Beach locations/or attractions, upon request *(Ambassadors Training)*.
i. Provide accurate and understandable answers to passenger questions and/or requests.
j. If the driver cannot provide an answer to a transit and/or service-related question, direct customer to the MDT-designated Customer Service Representative (phone number) who may have knowledge of the subject matter and respond to the question.
k. Drivers will dress in attire that is professional, tasteful, appropriate and consistent with the CBA.

Driver training shall also include the *Ambassador Training* provided herein as Exhibit "F."

3. Customer Service Representative: The training listed under Item 2, above, will also apply to the full-time Customer Service Representative, specifically designated by MDT for The South Beach Local service.

4. Customer Service Standards:

Telephone:

- Telephone will be covered during normal business hours, answering within the third ring.
- Employee will listen and take responsibility for providing an answer and/or solution to the customer question and/or complaint including lost and found inquiries.
- Request permission from the caller before transferring a call. In case the third person is unavailable, provide the caller with the name and number of the person, or ask if the caller wants to leave a message.
- Phone messages received will be responded to (if requested) in a timely manner, even if just to acknowledge receipt. An estimate of time to resolve the problem will be given if applicable.
- Voice mail messages will include employee's full name, working hours, and an optional phone number for customers to call.
- When the employee is away from the office for an extended period of time, the voice mail message will communicate such absence and offer an option for the caller.
- Thank the customer for calling and ask if further assistance is needed prior to concluding the call.

Written correspondence:

- Written correspondence starts with a greeting.
- E-mail signatures will include the name, title, department, and contact number.
- Activate the e-mail Out-of-Office Assistance when away from the office for an extended period of time.
- Respond to letters within 10 business days.
- Correct spelling and grammar will be used, including accurate name and address.
- Provide complete, accurate, and precise information regarding the inquiries.
- Fax cover sheets will be legible and include name, telephone number, and the name and fax number of the receiver.

Personal Contact:

- Respond to customers in a courteous manner... the customer is not always right, but always deserves to be treated with respect.
- Provide accurate and understandable solutions/options to customer requests or direct the customer to the appropriate person who may have knowledge in the subject matter.
- Average or maximum wait time without an appointment should be no longer than 30 minutes or scheduled for a mutually convenient time.

Monitoring our Standards:

- Our customer service team will oversee all customer service standards.

- If drivers and/or Customer Service Representative fail to meet customer service standards, MDT, MBTMA, and City will implement an action plan to improve service.
- We will listen and do all we can to resolve issues.
- For questions and/or concerns, contact the Answer Center at 305-604-CITY.

5. In addition, County will develop the City Representative and the Transportation and Parking Committee performance measurements based on the above-mentioned Customer Service Excellence Standards.

Exhibit "F"

AMBASSADOR TRAINING PROGRAM

The following is made part of the Customer Service Excellence training program for the bus operators and other service providers for The South Beach Local in accordance with the CBA:

1. It is essential that all trainees understand that we do not consider them bus operators – but, Ambassadors of Miami Beach to residents and visitors alike. Role playing skits are utilized to educate and illustrate the exceptional customer service that is expected.
2. Conduct site inspections of nine major attractions in South Beach:
   - Botanical Garden
   - Holocaust Museum
   - Chamber Visitor Centers
   - Art Center/South Florida
   - Bass Museum
   - Wolfsonian/FIU
   - Art Deco Museum & Welcome Center
   - Jewish Museum

   At each location they are met by a representative who gives the Ambassadors a tour, explains the background of their venue and answers questions. The museums invite the trainees and a guest to come back another time for a longer visit, if so desired by the trainees.
3. The site inspection is done as they drive the Bi-Directional Circulator route so the Ambassadors know exactly where each venue is located in relation to the route. There are also 15 points of interest along the route that the Ambassadors are required to remember:
   - Convention Center
   - OPA
   - City Hall/Historic City Hall
   - Police Department
   - Lincoln Road
   - South Pointe Park
   - The Regal Cinema
   - Post Office
   - Public Library
   - Colony Theater
   - Miami Beach Marina
   - Boardwalk Access
   - New World Symphony
   - South Shore Hospital

4. They are given a brief history on the founding and development of Miami Beach. Other "Helpful Hints" are also offered like: Halls C & D of the Convention Center are on Convention Center Drive, and Halls A & B on Washington Avenue.

5. This is necessary even if buses have automatic announcing systems. The Route Manager reviews this with the Ambassadors to ensure they are in compliance.

Twice a week the Transit Operation Supervisor (TOS) will ride the South Beach Transit Circulator buses to observe the Ambassadors adherence to these rules, retention of historical and geographical information, as well as friendly, polite and educated service.

DATE: March 28, 2017

TO: Alice N. Bravo, P.E., Director

FROM: Allison Aristide, Manager, Office of Civil Rights and Labor Relations aa.

SUBJECT: Title VI Service Equity Analysis of Evaluation of Proposed Adjustments to Passenger for the November 2017 Line-Up

A review of the information provided by the *Title VI Service Equity Analysis – Evaluation of Proposed Adjustments to Passenger 3/28/2017 (Preliminary)* for the November 2017 Line-Up, indicates a total of 10 routes proposed for service reductions. Of the 10 routes proposed for service reductions, 7 of them are scheduled for a Major Service Change. Seven (7) routes are classified as Minority and eight (8) are classified as Poverty routes. The Title VI Service and Equity Analysis - Evaluation of Proposed Adjustments for the 2017 Line Up indicates that Minority Routes make up 70% of the routes impacted and Poverty Routes are 80% of the routes impacted in each category respectively (Minority and Poverty).

Minority routes comprise 68.8% of DTPW Service. DTPW is unique in that routes designated as "minority routes" comprise the majority of the system and 'non-minority routes' comprise the minority of the system.

Per page 13, II. PROGRAM SPECIFIC REQUIREMENTS AND GUIDELINES FOR RECIPIENTS SERVING LARGE URBANIZED AREAS, Section C., Title VI Monitoring Program, of the DTPW 2013 Title VI Program Update, an adverse impact may occur if the percentage of service reductions or passenger amenities (for the number of minority routes) exceeds 69%.

Per a review of the information provided by the DTPW Service Planning and Scheduling Office and PROGRAM SPECIFIC REQUIREMENTS AND GUIDELINES FOR RECIPIENTS SERVING LARGE URBANIZED AREAS, Section C. from the 2013 DTPW Title VI Plan, the proposed number of minority routes to be impacted (7) suggests an adverse impact to the current system because it exceeds the 69% threshold by 1.2%. Per page 17 of the PROGRAM SPECIFIC REQUIREMENTS AND GUIDELINES FOR RECIPIENTS SERVING LARGE URBANIZED AREAS, Section D. from the 2013 DTPW Title VI Plan – Title VI Disparate Impact Policy, the threshold to determine an adverse disparate impact is established at 20% based on the cumulative impact of the proposed fare and or service change. In this instance, the pre-determined impact does not warrant mitigation.

C: Gerald Bryant, Chief, DTPW Service Planning and Scheduling

Title VI Service Equity Analysis*
EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER
3/20/2017 (Preliminary)

A total of 24 bus routes are being proposed for service reductions	# of Minority Routes Impacted	# of Non-Minority Routes Impacted	# of Poverty Routes Impacted	# of Non-Poverty Routes Impacted
# of Routes to be Discontinued	5	3	7	4
# of Routes to Received Major Service Changes	8	1	8	1
% of Routes to be Discontinued	62.5%	37.5%	63.6%	36.4%
% of Routes to Received Major Service Changes	**88.9%**	**11.1%**	**88.9%**	**11.1%**
MDT Bus System (all routes)	68.8%	32.6%	78.9%	21.1%

Minority routes comprise 68% of all routes, but received 88.9% of cuts and poverty routes comprise 78.9% of all routes, but received 88.9% of service changes.

Minority routes comprise 68% of all routes, but received 62.5% of routes to be discontinued and poverty routes comprise 78.9 of all routes, but received 63.6 of routes to be discontinued.

*This analysis was conducted in compliance with Federal Transit Administration (FTA) Circular 4702.1A which requires that under Title VI of the Civil Rights Acts of 1964, MDT evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether those changes have a discriminatory impact on minority and low income populations.

Conclusion

This statistical analysis relies on the demographic data from the Census 2000. The analysis performed in the above table determined that .

Propsosed November 2017 Line-up Changes / Service Equity Analysis				
3/28/2017				
Route	Minority	Poverty	Non Minority	Non Poverty
Route(s) requiring public hearing:				
Routes To Be Discontinued				
6	X	X		
46	X	X		
48		X	X	
117		X	X	
South Beach Local		X	X	
212	X	X		
254	X	X		
286	X		X	
Totals	5	7	4	0
Transit System Wide Averages	68.80%	78.90%	31%	21%
Proposed Routes to be Discontinued	62.5%	87.5%	44.4%	0.0%
Major Service Changes/Adjustments				
36	X	X		
40	X	X		
62	X	X		
C	X	X		
G	X	X		
H	X	X		
136		X	X	
183	X			X
252	X	X		
Total	8	8	1	1
Transit System Wide Averages	68.8%	78.9%	31.0%	21.0%
Proposed Routes Major Service Changes/Adjustments	88.8%	88.8%	11.1%	11.1%
Routes To Be Discontinued	5	9	4	0
Major Service Changes/Adjustments	8	8	1	1
Number of Major Service Changes and Discontinued Routes	13	15	5	1

Title VI Service Equity Analysis*
EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER

April 21, 2017

A total of 10 bus routes are being proposed for service reductions. 3 routes are proposed to be discontinued.	# of Minority Routes Impacted	# of Non-Minority Routes Impacted	# of Poverty Routes Impacted	# of Non-Poverty Routes Impacted
# of routes to be discontinued	1	2	3	0
# of routes to receive major service changes	7	3	8	2
% of routes to be discontinued	33.3%	66.7%	100.0%	0.0%
% of routes to received major service changes*	70.0%	30.0%	80.0%	11.1%
MDT Bus System (all routes)	68.8%	32.6%	78.9%	21.1%

Minority routes comprise 68.8% of all routes, and receive 70% of major service changes and poverty routes comprise 78.9% of all routes, and receive 80% of service changes.

Minority routes comprise 68.8% of all routes, and receive 33.3% of routes to be discontinued and poverty routes comprise 78.9 of all routes, and receive 100% of routes to be discontinued.

*This analysis was conducted in compliance with Federal Transit Administration (FTA) Circular 4702.1B which requires that under Title VI of the Civil Rights Acts of 1964, MDT evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether those changes may have a discriminatory impact on minority and low income populations

Conclusion

METROBUS SERVICE ADJUSTMENTS IMPLEMENTED ON OR AFTER NOVEMBER 19, 201

ROUTE	SERVICE CHANGE	Major or Admin
123	Discontinue when Miami Beach begins SB Trolley service 11-19-2017	Major
249	Discontinued Jan 2, 1018	Major

III. R *Implementing Order 4-133*

Implementing Order

Implementing Order No.: IO 4-133

Title: SCHEDULE OF TRANSIT FARES RATES AND CHARGES

Ordered: 9/22/16 **Effective:** 10/1/2016

AUTHORITY:
Section 1.01, 2.02, and 5.02 of the Miami-Dade County Home Rule Charter and Amendment.

SUPERSEDES:
This Implementing Order 4-133 supersedes Resolution R-294-16 adopted April 05, 2016 as it relates to those items specified in the attached fee schedule. Any items not expressly superseded herein remain in effect.

POLICY:
This Implementing Order establishes a schedule of fees for transit fares, rates and charges.

FEE SCHEDULE:
The fee schedule adopted by this Implementing Order is attached hereto and made a part hereof. The official fee schedule is also filed with and subject to the approval of the Board of County Commissioners and on file with the Clerk thereof. Fees that are charged by the Department of Transportation and Public Works shall be the same as those listed in the official fee schedule on file with the Clerk of the County Commission.

This Implementing Order is hereby submitted to the Board of County Commissioners of Miami-Dade County, Florida.

Approved by the County Attorney as
to form and legal sufficiency _____

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW)
SCHEDULE OF TRANSIT FARES, RATES AND CHARGES

I. Cash Fares	Base Fare	Discount Fare[1]	Miami-Dade County Golden/Patriot Pass[2]
A. Metrobus, including intra-County express bus services or Metrorail	$2.25	$1.10	Free
B. Metromover	Free	Free	Free
C. Transfer from bus to rail, or rail to bus **	$0.60	$0.30	Free
D. Transfer from bus to Metromover	Free	Free	Free
E. Transfer from Metromover to bus	$2.25	$1.10	Free
F. Transfer from Metrorail to Metromover	Free	Free	Free
G. Transfer from Metromover to Metrorail	$2.25	$1.10	Free
H. Metrobus inter-County express bus services	$2.65	$1.30	Free
I. Metrobus Shuttle	$0.25	$0.10	Free
J. Parking fee-daily maximum*	$4.50	$4.50	$4.50
K. Parking fee-special events and Non-transit patron daily maximum	$10.00	N/A	Free
L. Juror Parking[3]	Free	Free	Free
M. Full Fare Transfer Bus/Rail to Express Bus Transfer **	$0.95	$0.45	Free

* The Golden Passport and Patriot Passport holders are entitled to purchase a monthly parking permit. The discounted fare patrons must purchase a discount monthly pass in order for them to buy a monthly parking permit.

** Transfers are only available with the EASY Card EASY Ticket. Free bus to bus transfer when using Easy Card or Easy Ticket.

II. Special Transportation Service Fares Rate Equal to $3.50	
A. Minimum Per Trip	$3.50

III. Prepaid Passes[4]	
A. Monthly Transit Pass[5]	$112.50
B. Discount Transit Passes[6]	$56.25
C. Monthly Group Discount - 10% Corporate Discount[7]	$101.25
D. Monthly Group Discount - 15% Corporate Discount[7]	$95.65
E. Monthly College/Adult Education Pass[8]	$56.25
F. Monthly Parking Permit[9]	$11.25
G. Weekly Transit Pass[10]	$29.25

H. Discount Weekly Transit Pass[6]	$14.60
I. Daily Transit Pass	$5.65
J. Daily Discount[11]	$2.80

IV. EASY Card/EASY Ticket EASY Ticket	
A. EASY Card	$2.00
B. EASY Ticket	Free

V. DTPW may establish other rates based on costs; promotional discounts may be authorized by the Miami-Dade Transit Director as limited by Section 2-150 (c) of the Miami-Dade County Code.

VI. All of the above rates, fares, and charges shall automatically be adjusted every three years, without the need for any further action by the Board of County Commissioners, in accordance with the average rate of the Consumer Price Index (CPI) for the preceding three years. Any adjustments in rates, fares, or charges made pursuant to this provision shall be rounded to the nearest five cent increment.

[1] Applicable at all times on Metrobus and on Metrorail when using the Monthly Discount Fare Permit. Those patrons entitled to reduced fares are: a) youths through grade 12 with proper student identification, b) persons with disabilities as defined by DTPW rules and have a DTPW Reduced Fare Permit, and c) seniors 65 and above who do not have a Golden Passport, but have a Medicare card (not Medicaid) or DTPW Reduced Fare Permit or government-issued photo identification and d) employed individuals earning between 150% and 200% of the federal poverty level as defined by the United States Department of Health and Human Services for a period of 2 years from the date of issuance.

[2] Applicable at all times to permanent Miami-Dade County citizens who qualify for a Golden Passport or Patriot Passport who display a valid Pass. Replacement of a Pass costs $5 for the first replacement, $20 for the second replacement and $50 for the third or more replacement. Fees are waived when a police report listing the Pass as stolen is submitted. Misuse of a Golden Passport or Patriot Pass will result in forfeiture of its use for one year.

[3] As per Resolution No. R-365-13

[4] DTPW may issue other prepaid media with price and rules determined from other portions of this rate schedule.

[5] Promotional discounts may be authorized by the Transit Agency Director as limited by Section 2-150(c) of the Miami-Dade County Code.

[6] Available to any Medicare recipient (must show Medicare card at time of purchase), qualified people with disabilities and Miami-Dade youth in grades 1-12 (with a valid permit/ID) and employed individuals earning between 150% and 200% of the federal poverty level as defined by the United States Department of Health and Human Services for a period of 2 years from the date of issuance.

[7] As restricted by Ordinance 86-45.

[8] Sold only in bulk quantities to participating colleges, universities, or vocational/technical education centers within for individual sale to full-time students only, as restricted by Ordinance 88-83.

[9] Available only when purchased in combination with a monthly pass except for a Patriot Pass, Golden Passport and DTPW employees who may purchase monthly parking permits without purchase of monthly pass.

[10] When weekly passes sold to hotels as part of a promotional effort, hotels will be allowed to retain $3 per weekly pass sold and $ 1.50 per discount weekly pass sold.

[11] Employed individuals earning between 150% and 200% of the federal poverty level as defined by the United States Department of Health and Human Services for a period of 2 years from the date of issuance.

III. S *Approval*

Memorandum

MIAMI-DADE COUNTY

Date: October 23, 2019

To: Jennifer Moon, Deputy Mayor / Budget Director
Miami-Dade County

From: Alice N. Bravo, P.E., Director
Department of Transportation and Public Works

Subject: DTPW 2019 Title VI Program Update Response to FTA C4702.1B

Attached for your approval is the Department of Transportation and Public Works' (DTPW) 2019 Title VI Program Update Response to FTA C4702.1B which was completed in accordance with federal regulations.

As per the requirements outlined in FTA C4702.1B, October 1, 2012 – Title VI Requirements and Guidelines for Federal Transit Administration Recipients, Chapter III, 4., in significant part states, "FTA requires that all direct and primary recipients document their compliance with DOT's Title VI regulations by submitting a Title VI Program to their FTA Regional Civil Rights Officer once every three years or as otherwise directed by FTA. For all recipients, the Title VI Program must be approved by the recipient's appropriate governing entity or official (s) responsible for policy decisions prior to submission to FTA."

Based on the above mentioned and upon your approval, this Title VI Program Update Response to FTA C4702.1B will be forwarded from the Mayor to the Board of County Commissioners (BCC) as a report.

The Department shall submit a copy of the report to the FTA as evidence that the BCC received the DTPW 2019 Title VI Program Update Response to FTA C4702.1B.

DTPW's 2019 Title VI Program Update Response to FTA C4702.1B includes DTPW's response to nine (9) general reporting requirements and five (5) program specific requirements and guidelines for recipients based on the population DTPW serves.

General Requirements

1.) A copy of DTPW's Title VI Notice to the Public indicating the recipient complies with Title VI;

2.) DTPW's instruction to the public regarding how to file a Title VI discrimination complaint, including a copy of the complaint form;

3.) A list of all public transportation related Title VI investigations, complaints, or lawsuits filed with DTPW since the time of the last submission;

4.) DTPW's Public Participation Plan;

5.) DTPW's plan for providing language assistance to persons with Limited English Proficiency (LEP), based on the Department of Transportation (DOT) LEP Guidance;

6.) Racial breakdown of the membership of transit related, non-elected planning boards, advisory councils or committees or similar bodies and a description of efforts made to encourage participation of minorities on such committees;

7.) Narrative description of efforts of the primary recipient to ensure sub-recipients are complying with Title VI;

8.) Title VI Equity Analysis for Determining Site or Location of a Facility;

9.) A copy of DTPW's Annual Certifications and Assurances.

Program Specific Requirements

1.) A copy of DTPW's Service Standards and Policies;

2.) Miami-Dade County Demographic Data;

3.) A description of DTPW's Title VI Monitoring Program;

4.) Definitions for Major Service Change, Disparate Impact Policy and Disproportionate Burden Policy; and,

5.) Any DTPW Service and/or Fare Equity Analysis.

Approved for legal sufficiency

Bruce Libhaber
Assistant County Attorney

10/23/19
Date

Jennifer Moon
Deputy Mayor/Budget Director

10/23/19
Date

Attachments: 2019 DTPW Title VI Program Update Executive Summary
2019 DTPW Title VI Program Update FTA C4702.1B