

TRANSIT DEVELOPMENT PLAN

Annual Progress Report



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CHAPTER 1





Chapter 1: Introduction and Purpose

The Miami-Dade County Department of Transportation and Public Works (DTPW) has developed this *MDTMovingFwd 2024 Annual Progress Report* (APR) Transit Development Plan (TDP) for Florida Department of Transportation (FDOT) District 6 as an update to the Fiscal Year (FY) 2020-2029 TDP Major Update. This APR reviews DTPW's accomplishments from FY 2022-2023 to FY 2023-2024 as well as adds a new tenth year to the implementation plan, covering FY 2025-2034.



South Corridor Aerial View

This TDP Progress Report has been prepared in accordance with Florida Administrative Code (FAC) Rule 14-73.001. Transit Development Plans are required for grant program recipients pursuant to Section 341.052, Florida Statute. 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. A TDP major update is required every five years and TDP annual progress reports are required in the interim years. TDP updates must be submitted to FDOT by March 1 of each year. The timely submission of the TDP ensures that DTPW remains eligible for the State Transit Block Grant Program, which sustains transit operations funding for the year to come. The Florida Legislature enacted the State of Florida Public Transit Block Grant Program to provide a stable source of state funding for public transportation.

This TDP presents both committed and partially committed transit needs to create a framework for transit improvements that can be implemented within a 10-year planning horizon. DTPW's last Major Update was prepared in 2019 and was adopted by the Board of County Commissioners (BCC) and approved by FDOT, pursuant to resolution R-1375-19.



1.1 Overview of New TDP Rule

On July 9, 2024, the Florida State Legislature enacted changes to FAC Rule 14-73.001. These revisions streamline TDP requirements and emphasize coordination with planning processes of Transportation Planning Organizations (TPOs).

The revised TDP rule states that the Annual TDP Update shall be an update of the ten-year operating and capital program. The Annual TDP Update shall include a brief narrative overview of the TDP process specifically addressing progress and achievements.

This update includes the following:

- An update on the Metropolitan Planning Process Coordination Program
- Any updated modifications to the previous year's ten-year operating and capital program
- The financial plan
- The extension of this ten-year operating and capital program to a new tenth year
- List of priority projects
- A ten-year and beyond schedule of projects, categorized into three lists:
 - o Committed Projects First Five Years
 - o Partially Committed Projects Second Five Years
 - Beyond Ten Years Projects



Cascade at Link - Advance Exteriors



With the 2024 FAC Rule change, the submittal deadlines are now March 1 of each year. Both the five-year TDP and Annual TDP Updates must be presented to the local MPO governing board; however, only the five-year TDP requires adoption by the transit agency's governing board.

1.2 TDP Process

This TDP covers recent accomplishments, short-term, and long-term plans for DTPW. **Figure 1-1** presents this TDP in the context of the Major Update (FY 2020-2029). This will be the last APR prepared for this TDP cycle.

2050 LRTP Cost Feasible 2045 I RTP ority 2 (FY 2031 - 2035) 2015 2016 2017 2018 2019 2020 2021 2022 2023 2019 MJR MDT 10Ahead TDP (2020-2029) 2020 APR MDT 10Ahead TDP (2021-2030) MDT 10Ahead TDP (2022-2031) MDTMovingFwd (2023-2032) 2023 APR MDTMovingFwd (2024-2033) MDTMovingFwd (2025-2034) 2024 APR 2025 MJR TDP Major Update (2026-2035) 2026 APR TDP Annual Progress Report (2027-2036) 2027 APR TDP Annual Progress Report (2028-2037) 2028 APR TDP Annual Progress Report (2029-2038) 2029 MJR TDP Major Update (2030-2039)

Figure 1-1: TDP Document Schedules and Year Span

1.2.1 Checklist

Table 1-1 depicts the TDP requirements laid out in the revised rule and identifies which sections of this Annual Update address each state requirement. This TDP APR complies with all state requirements.

Requirement	Location in APR
Overview of the TDP process	Chapter 1 – Section 1.2
Metropolitan Transportation Planning Process Coordination Program	Chapter 1 – Section 1.3
Progress and achievements	Chapter 2 – Section 2.4
Financial Plan	Chapter 4 – Section 4.1
Any updated modifications to the previous year's ten- year operating and capital program	Chapter 4 – Section 4.1.3
Ten Year Schedule of Projects	Chapter 4 – Section 4.3
List of Priority Projects	Chapter 4 – Section 4.3.1
Extending this ten-year operating and capital program to a new tenth year	Chapter 4 – Section 4.3.4

Table 1-1: TDP New Rule Requirement Checklist



1.2.2 Deadline Extension and Next Major Update

On June 19, 2024, FDOT granted DTPW a variance to the deadline for adoption of DTPW's TDP Major Update¹. However, with the new TDP rule effective from July 9, 2024, the annual TDP submission deadline moved from September 1 to March 1. As a result, this document, is now due by March 1, 2025, and the next TDP Major Update is now due on March 1, 2026.

Figure 1-2 below presents the schedule for this APR.

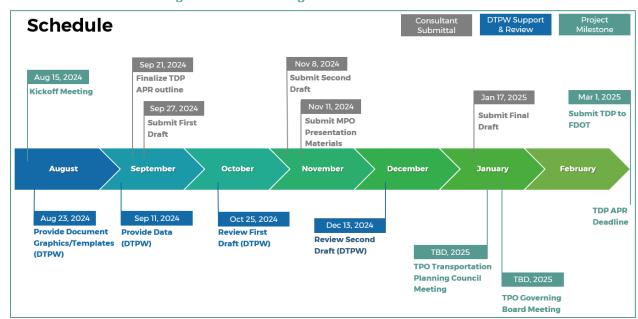


Figure 1-2: MDTMovingFwd 2024 APR TDP Schedule

1.2.3 Dates/Time Period Covered by this Document

This document outlines accomplishments from previous fiscal years, FY 2022-2023, and FY 2023-2024 (October 1, 2022 - September 30, 2024). This APR also identifies plans for the current fiscal year, FY 2024-2025 (October 1, 2024 - September 30, 2025), and presents DTPW's ten-year implementation plan for FY 2026-2035.

¹ https://www.flrules.org/gateway/ruleno.asp?id=14-73.001



1.3 Metropolitan Transportation Planning Process Coordination Program

This section provides an overview of the ways that DTPW participates in the metropolitan planning process. This section is a new requirement for the TDP process. The Miami-Dade Transportation Planning Organization (TPO) is the central coordinating group for transportation planning in Miami-Dade County. DTPW is represented on several of the TPO's coordinating boards and committees, as summarized in **Table 1-2**.

Table 1-2: DTPW and TPO Coordination - TPO Committees and Boards

Activity	DTPW Role	Description
Transportation Planning Council (TPC)	DTPW has a representative on the Council	Responsible for the overall technical adequacy of the Transportation Planning Organization's planning program and advises the TPO Governing Board on the various proposed program actions.
Transportation Planning Technical Advisory Committee (TPTAC)	DTPW has a representative on the Committee	Provides technical support to the TPC
LRTP Steering Committee	DTPW has a representative on the Committee	Responsible for coordinating, compiling, and preparing the Long- Range Transportation Plan and updates
TIP Steering Committee	DTPW has a representative on the Committee	Responsible for coordinating, compiling, and preparing the 5-year Transportation Improvement Program, or TIP
Citizens' Transportation Advisory Committee (CTAC)	Represents transit-related interests in citizen engagement forums	Citizen-based committee appointed by the TPO governing board

1.3.1 Other Metropolitan Planning Coordination Activities

In addition to the committees described above, DTPW actively participates in the TPO planning processes. This includes participating in study advisory committees and sharing data and expertise during corridor and feasibility studies conducted by the TPO. DTPW is an active participant in the development of the TPO's core planning documents, the 2025-2029 TIP, the 2050 Long Range Transportation Plan, as well as the development of the List of Prioritized Projects, and the SMART Program of rapid transit projects.

1.3.1.1 Transportation Improvement Program

The TIP contains the transportation improvement projects planned 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 do not receive federal funds, are included in the TIP as part of the planning process.

The Miami-Dade TPO Governing Board utilizes the TIP as a tool to adopt DTPW's performance targets, including DTPW's Transportation Performance Measures, DTPW's Transit Asset Management targets, and DTPW's Public Transportation Agency Safety Plan.

1.3.1.2 Transportation Performance Management Measures

DTPW's Transportation Performance Measures (TPM), are adopted as part of the TIP. These measures are required to be cooperatively developed between DTPW, FDOT, and the TPO. TPMs provide consistency in the adoption of performance management requirements that are set forth by the United States Department of Transportation.

1.3.1.3 Transit Asset Management

In July of 2016, FTA published the *Transit Asset Management (TAM)*, *National Transit Database* Final Rule. The TAM Final Rule requires DTPW to set State of Good Repair performance targets. These targets are coordinated with FDOT and the TPO to establish regional TAM performance targets.

1.3.1.4 Public Transportation Agency Safety Plan

FTA published a final Public Transportation Agency Safety Plan (PTASP) rule and related performance measures. The rule requires DTPW to develop and implement a PTASP based on a safety management systems approach. DTPW sets targets for the Transit Safety Performance Measures based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). Since 2022, the TPO has adopted the DTPW PTASP targets annually as part of the TIP.

1.3.1.5 On-Board Survey Coordination

In coordination with DTPW, the TPO conducted a transit On-Board Survey to develop a calibrated Simplified-Trips-On-Project (STOPS) model. This model supports the SMART Plan projects' funding application for the FTA competitive Capital Improvement Grant Program (CIGP) or New Starts program. The survey was administered countywide during the summer of 2023.

MDT MOVING FNRWARD TOGETHER 2025 - 2034



Chapter 2: FY 2022-2023 and FY 2023-2024 in Review

This chapter covers DTPW's existing services and summarizes DTPW's operational characteristics and accomplishments during FY 2022-2023 and FY 2023-2024.



South Corridor Station Night Rendering

2.1 Background and System Overview

DTPW is recognized as the 15th largest public transit system in the United States based on annual vehicle revenue miles and is the largest transit agency in Florida. DTPW operates approximately 26.6 million miles of Metrobus service annually across 70 routes, utilizing a fleet of 811 full-sized buses, 72 articulated buses, minibuses, and contractor-operated buses.

DTPW's transit operating infrastructure features a 25-mile dual elevated Metrorail track, a 20-mile South Dade Transitway line - one of the longest in the nation - and a 4.4-mile dual elevated Metromover track. Additionally, DTPW offers Special Transportation Services (STS) to eligible participants. STS is a shared-ride public transportation service in compliance with the paratransit service provisions of the Americans with Disabilities Act (ADA) of 1990.

The Department is also responsible for roadway infrastructure maintenance, inspection, compliance, and improvement programs. It implements all county highway, transit, and neighborhood improvement projects included in the Capital Improvement Plan and the Transportation Improvement Program. DTPW also executes various public works projects under the Building Better Communities General Obligation Bond (BBC GOB) Program and manages all transportation capital projects within the PTP Program.

DTPW regulates private for-hire transportation, and oversees the planning, construction, and maintenance of a comprehensive network of roads, bridges, causeways, drainage systems, pathways,

traffic signals, signs, and streetlights. Furthermore, DTPW ensures optimal flood protection in the secondary drainage canal system through adequate maintenance.

DTPW partners with several funding organizations including the Federal Transit Administration (FTA), the FDOT, the TPO, the CITT, the Greater Miami Expressway Agency (GMX), the South Florida Regional Transportation Authority (SFRTA), citizen advocacy groups, and other transportation stakeholders. These partnerships ensure regulatory compliance and foster cooperation on large-scale infrastructure initiatives.

2.2 Existing Services

DTPW operates an integrated multi-modal transit system comprised of four modes: motor bus (Metrobus), heavy rail (Metrorail), automated people mover (APM - Metromover), and demandresponse service (STS). The county also operates MetroConnect, Metrolink, and the Uber Voucher Program. These services are further supported by municipal-operated circulators.

2.2.1 Metrobus

Metrobus is DTPW's fixed-route bus service. Metrobus operates seven days a week, 24 hours per day. DTPW's regular bus service is comprised of 70 routes, served by a fleet of 811 buses and 6,973 stops. The system operated 26.6 million revenue miles and experienced 56.2 million boardings in FY2023-2024.



Golden Glades Intermodal Terminal

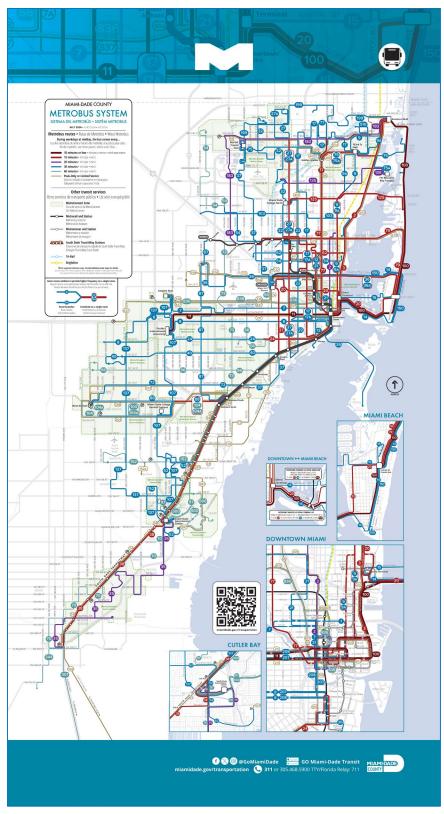


Figure 2-1: DTPW Metrobus System Map



2.2.2 Metrorail

Metrorail provides passenger service to 23 stations on a 25-mile dual track heavy rail electrified line. The system operates on an elevated guideway with transfer points to Tri-Rail commuter rail service, the Metromover system, and the South Miami-Dade Transitway. DTPW maintains a total fleet of 128 Metrorail cars. Daily passenger service starts at approximately 5:00 a.m. from the terminal stations and runs until 12:00 a.m. The system operated 7.2 million revenue miles and experienced 13.3 million boardings in FY 2023-2024.

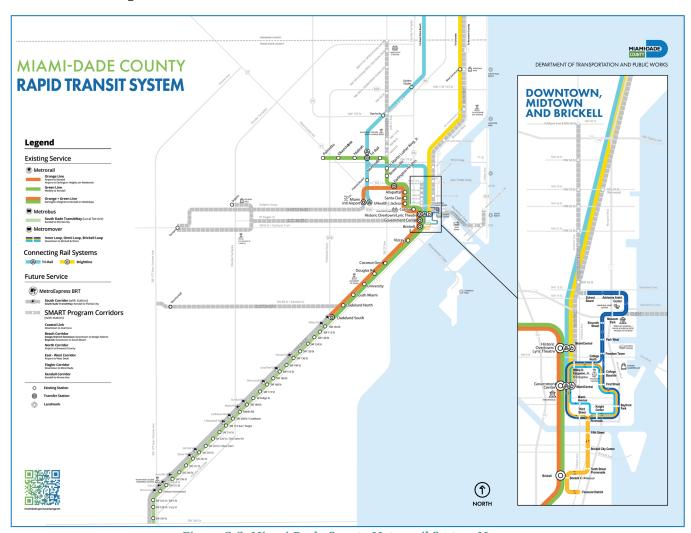


Figure 2-2: Miami-Dade County Metrorail System Map



2.2.3 Metromover

The Metromover is an elevated system serving 21 stations along three loops including:

- 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)

Daily passenger service starts at 5:00 a.m. and runs until midnight seven days a week. The system operated 971,000 revenue miles and experienced 6.5 million boardings in FY 2023-2024.

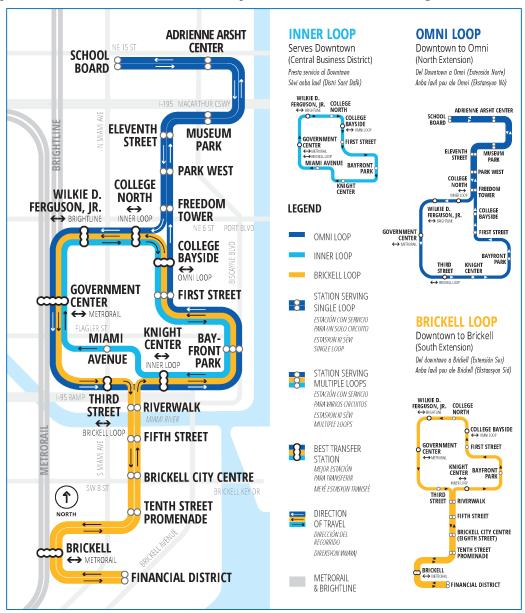


Figure 2-3: Metromover System Map



2.2.4 Special Transportation Service (STS)

As mandated by the Americans with Disabilities Act of 1990 (ADA), DTPW operates a demand-response service known as STS, 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 days a week, 24 hours per day. Presently, there are 422 vehicles available for paratransit service transportation. Currently, these vehicles are privately contracted through Transportation America (TA). The system operated 12.3 million revenue miles and experienced 1.4 million boardings in FY 2023-2024.

2.2.5 MetroConnect (formerly GoConnect)

Launched in October 2020, the MetroConnect (formerly Go Connect) program is a ride sharing appbased service that provides first/last mile connections within specific zones. The program serves four areas, Dadeland/South Miami, the Town of Cutler Bay, Civic Center (Health District) and West Kendall.



MetroConnect Vehicle

Fares for each trip are a flat \$2.25 (except for the Town of Cutler Bay which is free), the same cost as a one-way Metrobus or Metrorail ride. There are 11 service zones:

- North Dade
- Northeast Dade
- UHealth | Jackson Station
- Westchester

- Kendall North
- Kendall South
- Dadeland North
- Dadeland South
- Transitway
- Cutler Bay
- South Dade

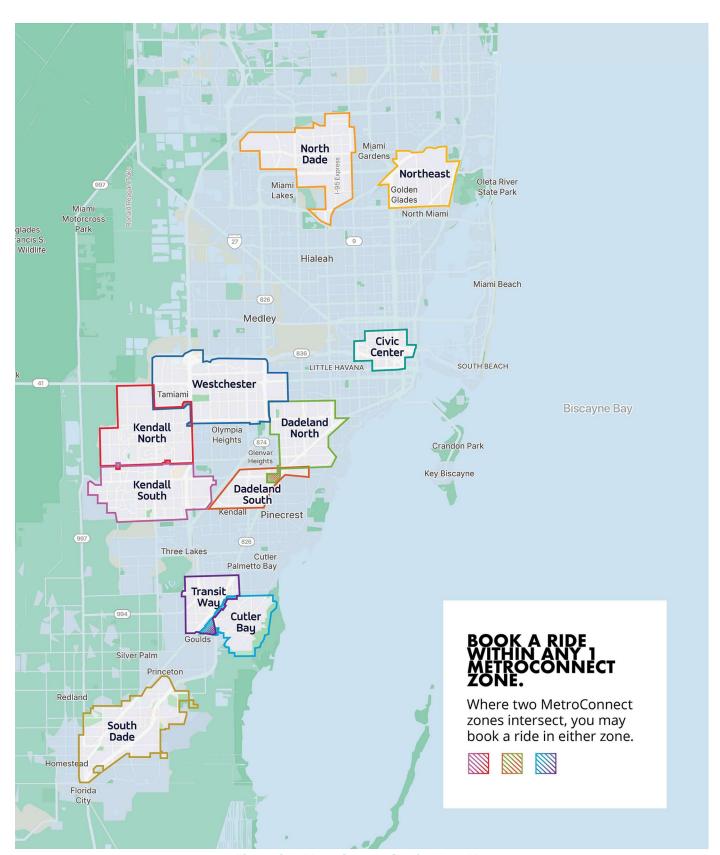


Figure 2-4: MetroConnect Service Area Map

2.2.6 MetroLink

MetroLink is a free new mobility option along corridors with limited transit service. This new service launched in 2024 and operates with smaller vehicles to provide residents with connections to other transit modes and key destinations such as the Airport, Tri-Rail, Miami Beach, Alton Road, and to the high-frequency routes. It operates on weekdays only from 6 a.m. – 8 p.m. (excluding holidays) and serves the existing bus stops along the service areas every 45 minutes. There are 6 service areas including LeJeune, NoMi West, Opa-Locka, NoMi, Alton, and Killian. It is considered an interim solution until a permanent service alternative can be implemented.

2.2.7 Uber Voucher Program

DTPW launched a short-term Uber Voucher Program in 2024 to support riders impacted by the changes in Metrobus services. The coverage zone for the Uber extended service is within 500 feet of each affected bus route alignment. Wheelchair-accessible service is available. Riders can call 786-469-5555 during the bus route's service hours to request a voucher.

2.2.8 Municipal Circulators

DTPW continues to coordinate with local municipalities to avoid duplication of transit services but rather to provide efficient, complimentary services. 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, 31 have local transit fixed routes and/or ondemand services that supplement DTPW bus routes which are listed below.

- City of Aventura
- Bal Harbour Village
- Village of Bay Harbor Islands
- Village of Biscavne Park
- City of Coral Gables
- Town of Cutler Bay
- City of Doral
- Village of El Portal
- City of Hialeah
- City of Hialeah Gardens
- City of Homestead

- Village of Key Biscayne
- Town of Medley
- City of Miami
- City of Miami Beach
- City of Miami Gardens
- Town of Miami Lakes
- Village of Miami Shores
- City of Miami Springs
- City of North Bay Village
- City of Front Day Vinc
- City of North Miami
- City of North Miami Beach

- City of Opa-locka
- Village of Palmetto Bay
- Village of Pinecrest
- City of South Miami
- City of Sunny Isles Beach
- Town of Surfside
- City of Sweetwater
- Village of Virginia Gardens
- City of West Miami

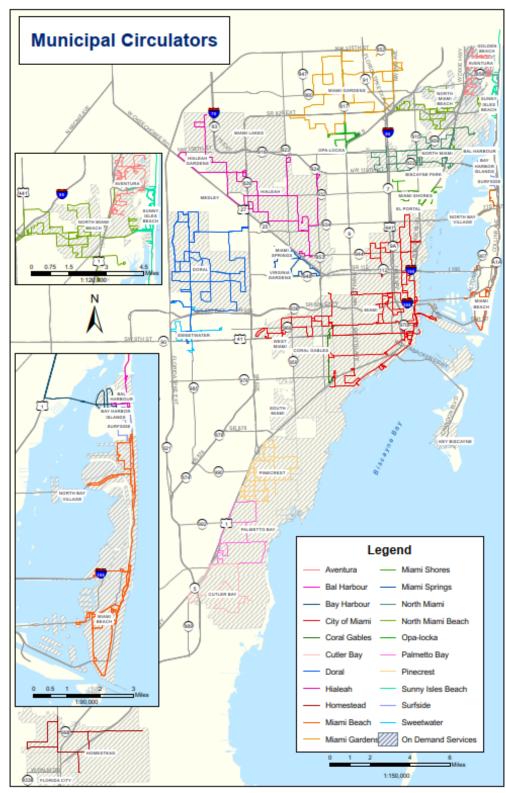


Figure 2-5: Municipal Circulators and On-Demand Services

2.3 DTPW FY 2022-2023 and 2023-2024 Operational Characteristics

The year-over-year average weekday and monthly ridership data across FY 2022-2023 and 2023-2024 are shown in **Figures 2-6** through **2-13** for all DTPW modes.

Figures 2-6 through **2-9** present the average weekday ridership for all modes (Metrobus, Metromover, Metrorail, and STS Paratransit) for each month in FY 2022-2023 and 2023-2024.

Metrobus

- FY 2023-2024: Highest ridership in December with 220,000 trips and lowest ridership in October with 185,000 trips.
- o FY 2022-2023: Highest ridership in February with 191,000 trips and lowest ridership in June with 172,000 trips.

Metrorail

- FY 2023-2024: Highest ridership in April with 53,000 trips and lowest ridership in July with 45,000 trips.
- FY 2022-2023: Highest ridership in February with 49,000 trips and lowest ridership in July with 42,000 trips.

Metromover

- FY 2023-2024: Highest ridership in March with 25,000 trips and lowest ridership in May with 21,000 trips.
- \circ FY 2022-2023: Highest ridership in June with 23,000 trips and lowest ridership in December with 14,000 trips.

• STS Paratransit

- FY 2023-2024: Highest ridership in September with 5,000 trips and lowest ridership in July with 4,000 trips.
- FY 2022-2023: Highest ridership in September with 5,000 trips and lowest ridership in December with 4,000 trips.



Figure 2-6: FY 2022-2023 and FY 2023-2024 Metrobus Avg. Weekday Ridership

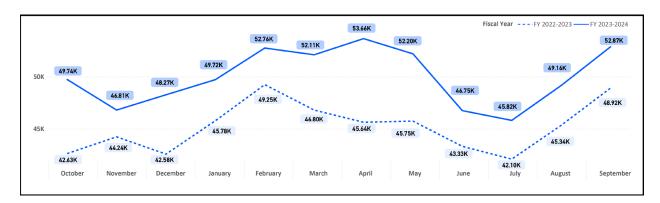


Figure 2-7: FY 2022-2023 and FY 2023-2024 Metrorail Avg. Weekday Ridership

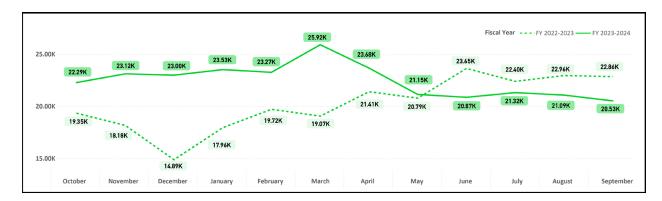


Figure 2-8: FY 2022-2023 and FY 2023-2024 Metromover Avg. Weekday Ridership

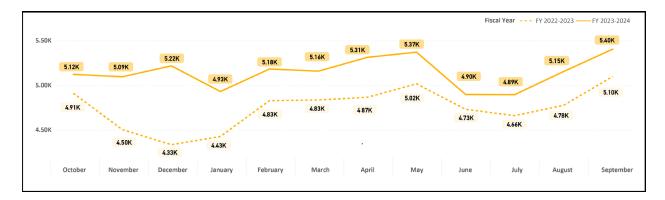


Figure 2-9: FY 2022-2023 and FY 2023-2024 STS Paratransit Avg. Weekday Ridership

Figures 2-10 through **2-13** present the monthly ridership across all modes for FY 2022-2023 and FY 2023 – 2024. The monthly ridership year over year comparisons are summarized below.

Metrobus

- FY 2023-2024: Highest riderhip in April with 4.6 million trips and lowest ridership in June with 3.7 million trips.
- FY 2022-2023: Highest ridership in March with 4.3 million trips and lowest ridership in July with 3.4 million trips.

Metrorail

- \circ FY 2023-2024: Highest riderhsip in April with 1.1 million trips and lowest ridership in November with 767,000 trips .
- o FY 2022-2023: Highest ridership in March with 1.0 million trips and lowest ridership in July with 842,000 trips.

Metromover

- FY 2023-2024: Highest ridership in March with 541,000 trips and lowest ridership in September with 410,000 trips.
- FY 2022-2023: Highest ridership in August with 528,000 trips and lowest in December with 325k trips.

STS Paratransit

- FY 2023-2024: Highest ridership in May with 118,000 trips and lowest ridership in June with 97,000 trips.
- FY 2022-2023: Highest ridership in March with 111,000 trips and lowest ridership in July with 93,000 trips.

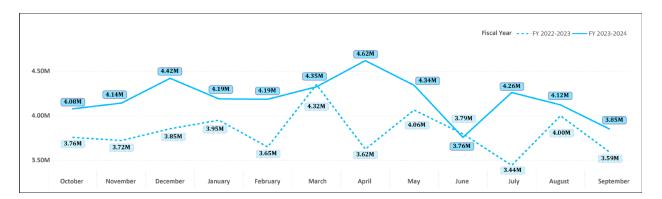


Figure 2-10: FY 2022-2023 and FY 2023-2024 Metrobus Monthly Ridership



Figure 2-11: FY 2022-2023 and FY 2023-2024 Metrorail Monthly Ridership



Figure 2-12: FY 2022-2023 and FY 2023-2024 Metromover Monthly Ridership

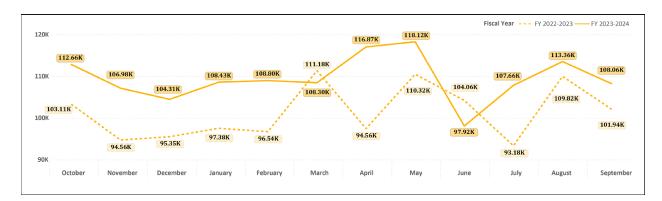


Figure 2-13: FY 2022-2023 and FY 2023-2024 STS Paratransit Monthly Ridership



2.4 Accomplishments for FY 2023-2024

DTPW implemented many transit improvement projects in FY 2023-2024. This section contains descriptions of the individual projects and transit initiatives DTPW has committed to during this period. These items include the purchase of new vehicles, the advancement and implementation of SMART Plan corridors, new express bus routes, new transit supportive facilities, improvements to existing service, and infrastructure renewal projects - all intended to maintain, improve, and further expand DTPW services.

2.4.1 The Metrobus Network (Service Adjustments)

To continually match service capacity with ridership demand DTPW routinely adjusts the existing bus route network to better meet the transportation needs of Miami-Dade County. These adjustments are designed to improve the operational efficiency of the overall transit system. A listing of the committed bus service improvements and adjustments is presented in **Table 2-1** below.

Adjustment Plan/ Project Date Routes 2, 3, 9, 11, 15, 27, 37, 56, 70, 72, 73, 75, 77, 79, 88, **Operational Improvements** April 2024 100, 125, 135, 136, 137, 152, 183, 287, 288, 344 Adjustments² Routes 8, 9, 11, 27, 73, 75, **Service Improvements** April 2024 Service 95, 272 **Operational Improvements** July 2024 Routes 7, 11, 32, 37, 56, 183 Routes 9, 11, 26, 56, 75, 95, **Service Improvements** July 2024 100, 137, 183, 199, 301, 500,837 **Dadeland South Construction Detour** July 2024 Routes 34, 38, 39, 52, 287

Table 2-1: Metrobus Service Adjustments

² Metrobus Service Adjustments: https://www.miamidade.gov/global/transportation/metrobus-service-adjustments.page

2.4.2 Comprehensive Operations Analysis

DTPW is currently undertaking a Comprehensive Operations Analysis (COA), which will identify areas for improvement and potential cost savings, through data analysis and stakeholder feedback. The results of the COA will help inform the upcoming TDP Major Update.

Plan/ Project	Date	Location	Status	Previous Years Accomplishment
Comprehensive Operations Analysis (COA)	September 2024	County	On-going	Not applicable; just started.

Table 2-2: Comprehensive Operations Analysis

2.4.3 The SMART Program

The Miami-Dade TIP for FY 2024 - 2025 to FY 2028 - 2029 outlines major projects led by DTPW. Guided by the SHIFT305 initiative, the TIP details the SMART Program, which advances six rapid transit corridors. This section highlights the status of the SMART Program corridors in FY 2024-2025.

- **Beach Corridor:** This project involves various premium transit modes along a 9.7-mile corridor linking the Design District and Downtown Miami to Miami Beach. The Trunk Line which connects Downtown Miami to the Miami Beach Convention Center, will be extended to the Design District. The corridor is currently in the project development phase, with current efforts focused evaluating additional alternatives for the Trunk Line, preferably extending the existing Metromover system.
- East-West Corridor: This 14-mile project, potentially using BRT or commuter rail, runs from the Miami Intermodal Center to the Tamiami Terminal Station. The East-West Corridor is in the project development phase, with recent approval to re-evaluate the project and ongoing coordination with stakeholders and the FTA.
- **Kendall Corridor:** A 10-mile BRT curbside project along SR 997 to the Dadeland North Metrorail Station. The project development and environment (PD&E) study is on hold pending the results of the Flagler Demonstration Project, which will inform future transit solutions.
- North Corridor: This 10-mile heavy rail (Metrorail) project runs along NW 215 Street to NW 38 Street and from the Miami Intermodal Center to NW 27 Avenue. The PD&E study has been restarted following a value engineering workshop.
- **Northeast Corridor:** A 13.5-mile commuter rail project from Downtown Miami to Aventura along existing railway tracks. The PD&E study has been completed and the project is moving into the engineering phase.
- **South Dade Transitway Corridor:** This 20-mile BRT project runs from Florida City to Dadeland South Metrorail and is currently under construction.

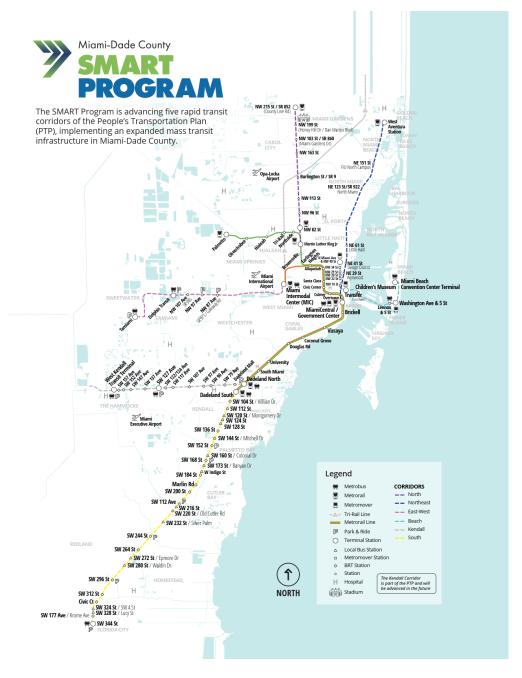


Figure 2-14: SMART Program Corridors



2.4.4 Comprehensive Transportation Master Plan (CTMP)

DTPW launched the first-ever CTMP in 2024. This countywide initiative is currently underway and stems from a directive issued by the Board of County Commissioners under Resolution R-138-22. The CTMP will outline a strategic vision for the next 20 years and identify key capital projects and improvement initiatives across various modes of transportation, including transit, pedestrian pathways, bicycle routes, roadways, and freight systems. The CTMP will guide the development and enhancement of Miami-Dade County's transportation network.

2.4.5 New Vehicles

DTPW continues to work on a major vehicle replacement project to enhance services Metrobus services.

The Bus Replacement Program: This program aims to replace the aging bus fleet with new, clean-burning compressed natural gas (CNG) buses. The funding for this program comes from various sources, including the PTP, the FDOT, and federal funding. DTPW has committed to migrating its fleet to a combination of hybrid electric and CNG vehicles to comply with the FTA bus retirement criteria and to support the county's long-term goals of economic competitiveness, sustainability, and safety. The bus replacement program includes:

- o 69 electric 40-foot buses
- o 100 articulated 60-foot battery electric zero-emission buses
- o 50 charging systems for depot-based charging
 - o Two pilot buses expected by March 2024, followed by 60 production buses.



Figure 2-15: DTPW CNG Bus



2.4.6 New Facilities and Services

DTPW continues planning for several new facilities and services projects including the following:

- **South Dade Bus Maintenance Facility:** Located at SW 127 Avenue and Biscayne Drive in South Dade, this project is currently under construction. The new South Dade Transit Operations Center (SDTOC) will energize, store, service, maintain, and operate an electric bus fleet serving the area from Homestead and Florida City to Dadeland.
- **Underline:** This multimodal urban trail stretches from the southern bank of the Miami River to the northern curb of Dadeland Boulevard. Phase II of the project is under construction, with an estimated completion date of Spring 2024. The Underline will connect streets and neighborhoods, providing first and last mile connections to 24 schools, one university, two hospitals, three urgent care facilities, four major malls, and over 250,000 residents within a quarter mile. The project is being developed in three phases, with Phase III expected to be completed by summer 2026.
- Passenger Shelters: Countywide, DTPW has completed the design, fabrication, and installation of approximately 1,320 bus passenger shelters as of March 2024. Another 350 shelters are currently being fabricated and will be installed over a 36-month period which began in July 2024.
- Transit Facilities Master Plan: DTPW began the master plan in September 2024, with an anticipated completion date of August 2025. This master plan will evaluate the condition of existing transit facilities, model Metrobus fixed routes, provide a zero-emission transition plan, and identify space and design needs for future transit facilities. The plan will address deficiencies through renovation, expansion, replacement, or additional facilities, and will include cost estimates and a detailed implementation plan.



Figure 2-16: The Underline Groundbreaking Ceremony

MDT MOVING F>RWARD TOGETHER 2025 - 2034



Chapter 3: Civic Engagement

3.1 Overview of DTPW Civic Activities

This chapter provides an overview of the public outreach activities conducted in FY 2023-2024. During a typical APR cycle, DTPW engages the public by attending local events, conducting interactive presentations, and performing outreach activities across the DTPW transit service area and within communities throughout Miami-Dade County. Various methods were employed to gather input from Miami-Dade residents and are described below.

3.1.1 Social Media

DTPW promotes transit services and community events on its social media platforms at @GoMiamiDade on Twitter, Instagram, and Facebook using the hashtags #TransportationTuesday, #DriveLessLiveMore, #BetterBusNetwork among others. The outreach efforts conducted from January to September 2024 yielded a total of 3,886,590 social media impressions. **Figure 3-1** depicts a social media post from DTPW's Instagram page.

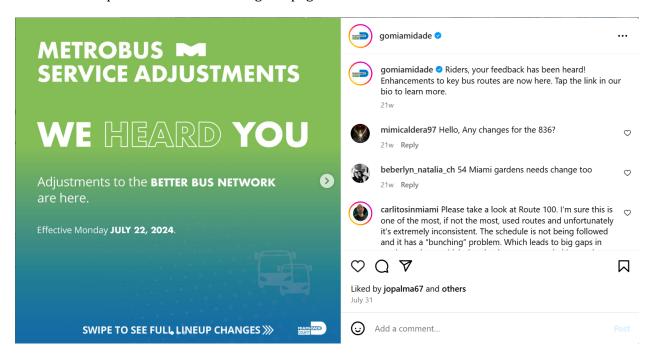


Figure 3-1: DTPW Instagram Post



3.1.2 311 Calls

Miami-Dade County's 311 Contact Center serves as a primary channel for accessing non-emergency government services and information in English, Spanish and Haitian Creole. Residents can call 311 to obtain information about local government services, report issues, request services and ask questions. Transit riders are encouraged to share concerns and other feedback through the 311 system.

DTPW uses the Communications and Customer Experience Department (CCED) electronic (www.miamidade.gov or 311@miamidade.gov) and telephone (311, 305-468-5900, 888-311-DADE (3233), or TTD/TTY 305-468-5402). Users can also submit 311 requests using a smart phone application, downloadable for iOS and Android platforms.

3.2 CTMP Listening Sessions

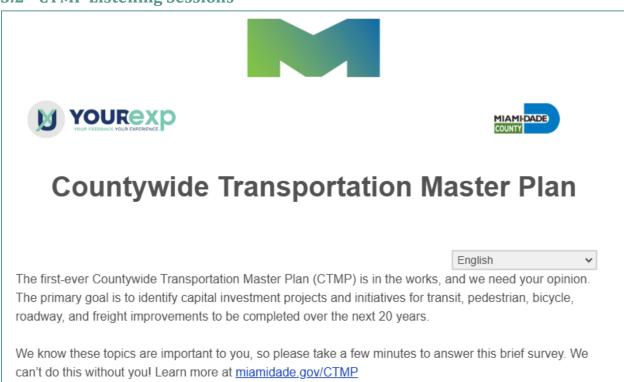


Figure 3-2: CTMP Online Survey

In 2023, DTPW began developing the first-ever CTMP as per a directive from the Board of County Commissioners (Resolution R-138-22). The CTMP will identify capital projects and improvement initiatives for transit, pedestrian, bicycle, roadways, and freight to be completed throughout Miami-Dade County in the next 20 years. **Figure 3-2** depicts the landing page for the CTMP survey.

To gather feedback, DTPW conducted community listening sessions at several locations throughout the County. In August 2023, DTPW held seven Listening Sessions regarding the Countywide Transportation Master Plan in person (6) and virtually (1) throughout the county in each of the TPAs



(Northwest, NE Beach, North, CBD, Central, South). The purpose of the Listening Sessions was to provide stakeholders with information related to the CTMP that involves DTPW long and short-term planning improvements, initiatives, service planning, and capital projects for transit, pedestrian, bicycle, freight roadway and other transportation infrastructure projects meeting the needs of Miami-Dade County's visitors and residents.

The format for each listening session included project team introductions, followed by a presentation to provide an overview of CTMP which reviewed the plan's vision, mission, purpose, community benefit, and driving principles. An open-house format followed, where attendees rotated between four (4) modal tables, where discussions occurred regarding roadway, freight, pedestrian and bicycle, and transit needs.

Attendees shared their input with technical staff at each modal table and left comments on the CTMP interactive mapping tool hosted by DTPW. Common themes from the seven public listening sessions included various transportation concerns and initiatives across the different Transportation Planning Areas in Miami-Dade County. The recurring concerns were:

- Safer bicycle and pedestrian infrastructure
- Improved transit options
- Better freight management
- Enhanced roadway network

3.3 Metrobus Network Outreach (formerly Better Bus Network)

In November 2023, the Metrobus Network was deployed, the first redesign of the bus route network in 40 years. This redesign is the result of the Better Bus Network (BBN) initiative. Since the network launched, the following civic engagement activities occurred to increase public awareness.

DTPW collected and categorized feedback on the Better Bus Network (BBN) through community engagement sessions, 311, and various surveys. From October 2023 to February 2024, approximately 3,000 comments were received from 2,147 individuals. The most common issues reported were:

- Concerns about discontinued routes or route segments
- Overcrowding
- Unreliable schedules

In November 2023, DTPW held information sessions at multiple locations prior to the implementation of the service changes on November 13, 2023.

During April and May 2024, DTPW held additional information sessions at various locations following the implementation of the service changes.

With the launch of the BBN on November 13, 2023, Miami-Dade County undertook the most comprehensive redesign in Metrobus service history. This shift from a coverage-based bus model to



a high-frequency network was driven by rider feedback collected during a two-year engagement effort led by Transit Alliance Miami (TAM).

TAM collected responses from 1,021 bus riders through an in-person survey. Many respondents expressed concerns about bus reliability and overcrowding (33.6% of all concerns), indicating that the main issues are related to the scheduling and deployment of services rather than specific route alignments. Conversely, most respondents who noted improvements mentioned that buses arrive more frequently (50.4% of all improvements) and that their trips are faster (37.6% of all improvements). This suggests that when the Better Bus Network functions as intended, people wait less and reach their destinations more quickly.

Most respondents ranked getting to their destination as quickly as possible (average rank of 3 out of 9, with 1 being the highest priority), waiting as little as possible for the bus (3.14), and having more buses arrive throughout the day (3.33) as their top priorities.

TAM also conducted operator interviews, which highlighted several concerns, including persistent maintenance issues, particularly with the electric bus fleet, chronic staffing shortages and challenges with operator retention, inadequate operator facilities, difficult working conditions, and aging infrastructure needing significant upgrades.



Figure 3-3: Better Bus Network Facebook Live Meeting

3.4 On-Board Survey

The TPO conducted an On-Board Survey to develop a calibrated Simplified-Trips-On-Project (STOPS) model. This model supports the SMART Plan projects' funding application for the FTA competitive Capital Improvement Grant Program (CIGP) or New Starts program.

The survey was administered countywide during the summer of 2023. It was available in English, Spanish, and Creole, and completed using tablets with "on-the-fly" geo-coding of the entries.

The survey prioritized on-off counts for the Metromover system and included all transit routes with ridership exceeding 2,000 riders per day. It required a minimum of 20% coverage of all Metrobus and Municipal Circulator Routes. An overall sample rate of 5% of the total daily ridership on the Metrorail and Metromover systems was required.

The surveys aimed to obtain more accurate time-of-day ridership characteristics, such as origin-destination patterns, trip purpose, and mode of access and egress. The data includes information on the socioeconomic characteristics and transit travel patterns of current transit riders.

Several thousand responses were collected. The results of this effort will also support the ongoing COA to further improve DTPW's operational efficiency. The full analysis will be published in 2025.

CHAPTER 4

MOVING
FORWARD
TOGETHER
2025 - 2034

Chapter 4: Implementation Plan

The Miami-Dade Board of County Commissioners adopted the *FY 2024-2025 Budget and Multi-Year Capital Plan* at the second and final budget hearing on September 19, 2024. DTPW's capital and operating budget includes several multi-year transit projects. This chapter builds upon the priorities and needs identified in earlier sections to align operational and capital initiatives with financial feasibility. The implementation strategy is structured as follows:

4.1 FY 2024-2025 Financial Plan

The previous sections outline the transit priorities and needs in Miami-Dade County, considering project costs. In this chapter, DTPW aligns its transit improvement needs with available financial resources. The financial plan estimates the cost of providing both existing and planned new services over a ten-year period. It also identifies and estimates the financial resources that will support these services. Through this financial plan, DTPW determines which service improvements are financially feasible and establishes a timeline for their implementation.

In accordance with the 2024 Florida State Statutes, Chapter 14-73.001 Public Transit, the Annual TDP Update shall revise the ten-year operating and capital program. This update includes a formatted table that presents the ten-year schedule of projects, financial plan, and list of priority projects. It also incorporates any modifications to the previous year's ten-year program and extends the program to a new tenth year. The following sections offer a comprehensive breakdown of existing and future revenues, expenditures, capital and operating costs, and projections for the ten-year program of projects, which meet the statutory requirements.



4.1.1 FY 2024-2025 Operating Plan

This section explores the Department's operating plan for FY 2024-2025, and includes the following subsections:

- **Table 4-1 and Figure 4-1** provide a breakdown of transit operating expenses for FY 2024-2025. Major expenses include salaries, contractual services, and fringe benefits. Wages and benefits represent the largest portion of the budget.
- **Table 4-2 and Figure 4-2** illustrate the projected operating revenue for FY 2024-2025 from various sources including the county's General Fund, fare revenues, and other local, state, and federal funding programs.
- **Table 4-3** provides the operating adjustments for transit in FY 2024-2025, which includes interdepartmental transfers and payments. The projected adjustments total \$7 million in FY 2024-2025. Payments to SFRTA and transfers for non-PTP debt and the SMART Plan are other costs included in this table.
- **Table 4-4** details operating revenue sources by category and shows a projected total operating revenue of \$484 million in FY 2024-2025. The Miami-Dade General Fund is DTPW's primary funding source, accounting for \$246 million.
- **Table 4-5** summarizes growth assumptions for major revenue sources.

In 1989, the Florida Legislature established the Public Transit Block Grant Program to provide state financial assistance to public transit providers that are eligible for Federal Transit Administration formula funds. This Agreement provides DTPW with operating assistance for fixed route bus service in the County. In 2024, DTPW received \$24,838,121 in funding from this program (see **Table 4-2**).

DTPW allocates this funding to operational costs, including salaries and fringe benefits. To remain eligible for this funding, FDOT requires that DTPW submit a Transit Development Plan every five years, and annual progress reports in the intervening years.



Table 4-1: Projected Transit FY 2024 - 2025 Direct Operating Expenses (\$000s)

Transit Operating Expenses	Projected Amount FY 2024-2025 (000s)
Salary	\$226,468
Overtime	\$57,527
Fringe Benefits	\$21,519
Group Health and Dental Plan	\$50,485
Retirement	\$38,386
Workers Compensation	\$11,315
Court Costs	\$8
Security Contracts	\$35,335
Better Bus Network & Special Projects	\$2,000
Contracted Routes & Underline Maintenance	\$10,908
Contractual Services	\$52,194
STS Services 60220/250	\$45,885
Charges for County Services	\$29,598
Inventory	\$25,586
Other Operating Expenses	\$89,091
Capital	\$2,306
Subtotal	\$698,611



Table 4-2: Projected Transit FY 2024-2025 Reimbursements (\$000s)

Transit Reimbursements	Projected Amount FY 2024-2025 (000s)
Federal Reimbursements	(\$103,168)
State Grant Reimbursements	(\$24,838)
Capital Fund Reimbursements	(\$5,556)
CILOGIT Reimbursements*	(\$18,769)
Other Reimbursement	(\$389)
STS/JARC Reimbursements	(\$2,922)
Subtotal	(\$155,642)

Table 4-3: Projected Transit FY 2024-2025 Operating Adjustments (\$000s)

Transit Operating Adjustments	Projected Amount FY 2024-2025 (000s)
Payment to SFRTA	\$4,235
Transfer for Non-PTP Debt	\$821
Transfer to SMART Plan	\$2,000
Subtotal	\$7,056
Total Transit Operating Expenses	\$550,025

^{*}CILOGIT = Local Option Gas Tax

Source: PTP and Transit Pro Forma FY 2024-2025 (August 2024)

^{**}PTP = People's Transportation Plan surtax

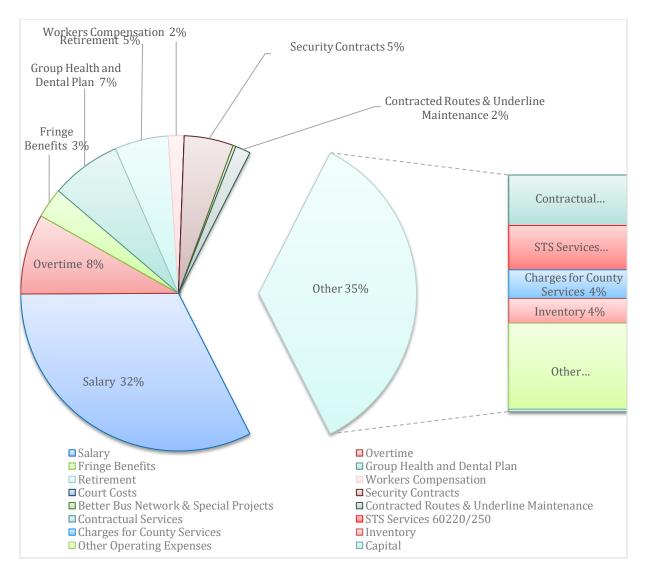


Figure 4-1: FY 2024-2025 Projected Transit Operating Expenses



Table 4-4: Projected FY 2024-2025 Transit Operating Revenues

Transit Proprietary Revenue	Projected Amount FY 2024-2025 (000s)
Beginning Fund Balance (Carryover)	\$132,051
Transit Fares (Bus, Rail & STS Farebox)	\$83,932
Other Revenues	\$15,360
Operating Total	\$231,343
State Grant Revenue	Projected Amount FY 2024-2025 (000s)
State Operating Assistance Grant	\$666
State Transportation Disadvantaged Program	\$6,049
State Total	\$6,715
Local Revenue	Projected Amount FY 2024-2025 (000s)
Miami Dade General Fund MOE (3.5%)	\$246,635
Local Total	\$246,635
Total Revenue	\$484,693

Source: PTP and Transit Pro Forma FY 2024-2025 (August 2024)

Table 4-5: Operating Transit Revenue Growth Assumptions FY 2024-2025

Operating Revenue Growth Assumptions	Annual Average Growth Rate FY 2024-2025
PTP Surtax*	0.00%
General Fund (MOE) **	3.50%
Fare Revenue (Trip Growth) ***	0.00%
State Block Grants	1.00%
Transportation Disadvantaged Funds	0.00%
Local Option Gas Tax****	1.50%

Source: PTP and Transit Pro Forma FY 2024-2025 (August 2024)

st PTP surtax is reported as zero 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.

^{**} General Fund is projected to increase 3.5% annually.

^{***} Passenger Growth is projected to increase 0.5% annually from FY 2025-2026 to FY 2030-2031 and remain at 0.25% thereafter.

^{*****} CILOGIT reimbursement is projected to increase 1.5% annually through FY 2027-2028 and decrease to 0.0% thereafter.

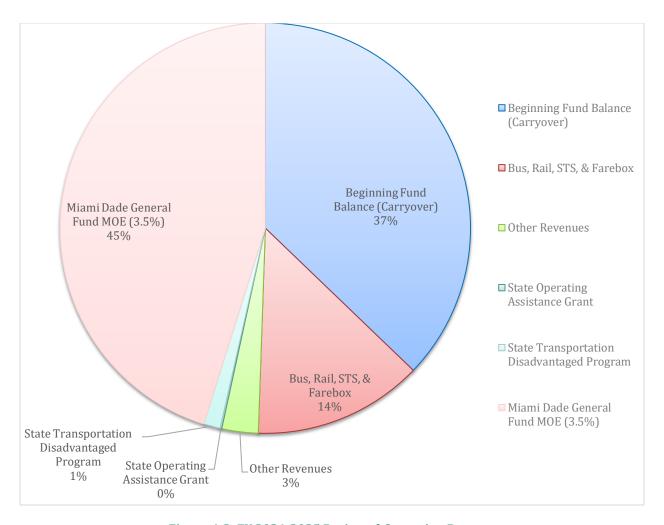


Figure 4-2: FY 2024-2025 Projected Operating Revenue



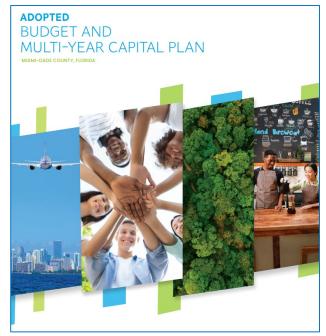
4.1.2 FY 2024-2025 Committed Capital Improvement Plan

Each year, DTPW creates the Adopted Budget and Multi-Year Capital Plan, detailing specific projects aimed at expanding and enhancing its services. For the FY 2024-2025, DTPW has earmarked \$1.013 billion for capital improvements.

Below are highlights of the various programs included in this capital plan. A full summary of DTPW Programs is depicted in **Table 4-6.**

SMART Plan

 The Beach Corridor will establish a rapid transit connection between Downtown Miami and Miami Beach via a 3.5-mile elevated guideway. For FY 2024-2025, \$94.3 million has been allocated toward this initiative.



- The East-West Corridor will introduce a 15-mile Bus Rapid Transit (BRT) line along SR 836/Dolphin Expressway to enhance regional connectivity. This project has an allocation of \$10 million for FY 2024-2025.
- The North Corridor is allocated \$3 million to extend Metrorail by 9.5 miles to the Broward County Line.
- The Northeast Corridor is allocated \$39.1 million to establish commuter rail service along a 13.5-mile stretch with five new stations.
- South Dade Transitway Corridor will offer premium BRT service along a 20-mile route, with \$13.5 million allocated for FY 2024-2025.

Bus Infrastructure and Enhancements

- New South Dade Maintenance Facility: \$166.8 million allocated to construct a state-of-the-art bus maintenance facility.
- Bus-Related Projects: \$165.5 million dedicated to upgrades and infrastructure supporting bus operations.
- Bus and Bus Facilities: \$29.5 million allocated for fleet and facility improvements.
- Bus Enhancements: \$1.7 million allocated for additional bus-related enhancements.

Metrorail and Metromover Projects

• Metrorail Stations and Systems Improvements are allocated \$23.6 million for the refurbishment of stations and upgrade systems.



- Metrorail Track and Guideway Projects are allocated \$29.2 million for infrastructure improvements.
- Metrorail Vehicle Replacement is allocated \$4.3 million to replace aging vehicles.
- Metromover Improvement Projects are allocated \$49.8 million to enhance system performance.
- Metrorail and Metromover Combined, allocated \$9 million for improvements.

The Underline

• The Underline allocated \$66.5 million to continue with enhancements for the 10-mile multimodal corridor beneath the Metrorail guideway.

Other Capital Projects

- Park and Ride Projects consist of \$5.8 million allocated for new Transitway facilities, including \$1.6 million for the Transitway at SW 168th Street.
- Sunshine Station Golden Glades Bike/Pedestrian Connector allocated \$16.3 million to improve multimodal connectivity.
- South Dade Trail Enhancements allocated \$6 million allocated for shared-use path improvements.
- Track Inspection Vehicle allocated \$6 million for vehicle acquisition.
- Vision Zero Initiatives allocated \$205,000 to enhance pedestrian and cyclist safety.



Table 4-6: FY 2024-2025 Capital Program

Duoguam Nama	FY 2024-2	025 Allocatio	on (000s)
Program Name	FDOT	Other	Total
Aventura Station		\$100	\$100
Beach Corridor (SMART Plan)	\$25,000	\$69,300	\$94,300
Beach Express South		\$238	\$238
Bus - Enhancements	\$22	\$1,673	\$1,695
Bus - New South Dade Maintenance Facility		\$166,775	\$166,775
Bus - Related Projects	\$27,637	\$137,846	\$165,483
Bus And Bus Facilities		\$29,496	\$29,496
Dadeland South Intermodal Station		\$37,860	\$37,860
East-West Corridor (SMART Plan)		\$10,000	\$10,000
Emergency Backup Generators		\$250	\$250
Federally Funded Projects		\$135,366	\$135,366
Infrastructure Renewal Plan (LRP)		\$12,500	\$12,500
Lehman Yard - Miscellaneous Improvements		\$7,568	\$7,568
Metromover - Improvement Projects		\$49,820	\$49,820
Metrorail - Stations And Systems	\$1,447	\$22,170	\$23,617
Improvements	Ψ1,447		
Metrorail - Track And Guideway Projects		\$29,200	\$29,200
Metrorail - Vehicle Replacement		\$4,263	\$4,263
Metrorail And Metromover Projects		\$9,029	\$9,029
New Fare Collection System		\$62,970	\$62,970
North Corridor (SMART Plan)		\$3,000	\$3,000
Northeast Corridor (SMART Plan)		\$39,053	\$39,053
Park And Ride - Transit Projects	\$569	\$5,249	\$5,818
Park And Ride - Transitway At SW 168th Street		\$1,648	\$1,648
Safety Improvements - FDOT Projects	\$12		\$12
Signage And Communication Projects		\$4,641	\$4,641
South Corridor Bus Rapid Transit (BRT) - Mastarm Improvements		\$1,126	\$1,126
South Dade Trail Shared-Use Path Enhancements	\$3,001	\$3,001	\$6,002
South Dade Transitway Corridor		\$13,525	\$13,525
South Dade Transitway Stations Drop-Off	\$669		
And Pick-Up Areas	\$669	\$669	\$1,338
Strategic Miami Area Rapid Transit Plan (SMART) Phase 1		\$3,362	\$3,362
Sunshine Station - Golden Glades Bike/Pedestrian Connector	\$6,212	\$10,052	\$16,264



Duogram Nama	FY 2024-2025 Allocation (000s)							
Program Name	FDOT	Other	Total					
The Underline	\$8,000	\$58,452	\$66,452					
Third Rail Isolation Disconnect Switches		\$3,600	\$3,600					
Track And Guideway Work Facility Building		\$533	\$533					
Track Inspection Vehicle / Train		\$6,000	\$6,000					
Vision Zero		\$205	\$205					
Total	\$72,569	\$940,540	\$1,013,109					

Source: Miami-Dade County DTPW Capital Budget Adopted FY 2024-2025 (September 2024)



4.2 FY 2026-2036 Ten-Year Program

The Ten-Year Program for DTPW provides anticipated capital and operating expenses and revenues based on funding assumptions from the Pro Forma. This section outlines the projected financial outlook over the next decade. The section is divided into three sections – the projected Ten-Year Capital Program, the projected Ten-Year Operating Expenses, and finally the Ten-Year Operating Revenues.

4.2.1 Projected Ten-Year Capital Program

The Capital Program outlines various programs to improve and expand DTPW's services and infrastructure. The Capital Program is laid out in the *Miami-Dade County DTPW Capital Budget Adopted FY 2024-2025 (September 2024)*.

Table 4-7 details projected capital expenses, breaking down costs by project and funding source allocations from FY 2024-2025 to FY 2030-2036. The total projected expenses amount to approximately \$13.02 billion, with funding coming from both the PTP and other sources. PTP funding includes Peoples Transportation Plan Capital Expansion Reserve Funds, and the People's Transportation Plan Bond Program

Table 4-8 provides a detailed breakdown of the projected revenue sources and allocations for transit capital projects from FY 2024-2025 to FY 2030-2036. The total projected revenue for this period is approximately \$10.65 billion, sourced from various federal, state, and local funding mechanisms, as well as contributions from private entities and future financing.

Table 4-7: DTPW Transit Capital Expenses FY 2025 - Future (\$000s)

	Pric	or*	FY 202!	5-2026	FY 202	6-2027	FY 202	7-2028	FY 202	28-2029	FY 202	29-2030	Futu	re		Totals	
Program	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	Overall Total
Aventura Station	\$72,700	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,700	\$4,000	\$76,700
Beach Corridor (SMART Plan)	\$84,377	\$42,794	\$88,300	\$50,000	\$152,389	\$50,000	\$200,000	\$50,000	\$150,000	\$50,000	\$70,140	\$25,000	\$0	\$0	\$745,206	\$267,794	\$1,013,000
Beach Express South	\$447	\$81	\$443	\$0	\$494	\$0	\$1,878	\$0	\$6,257	\$0	\$0	\$0	\$0	\$0	\$9,519	\$81	\$9,600
Bus - Enhancements	\$12,880	\$9,812	\$1,387	\$196	\$1,419	\$2,561	\$3,050	\$1,158	\$0	\$0	\$0	\$0	\$0	\$0	\$18,736	\$13,727	\$32,463
Bus - New South Dade Maintenance Facility	\$248,535	\$0	\$52,255	\$0	\$7,810	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,600	\$0	\$308,600
Bus - Related Projects	\$89,758	\$404,506	\$1,718	\$0	\$1,718	\$0	\$1,718	\$0	\$1,992	\$0	\$0	\$0	\$0	\$0	\$96,904	\$404,506	\$501,410
Bus And Bus Facilities	\$52,265	\$488	\$10,549	\$0	\$4,617	\$0	\$3,368	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70,799	\$488	\$71,287
Dadeland South Intermodal Station	\$74,378	\$346	\$6,587	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,965	\$346	\$81,311
East-West Corridor (SMART Plan)	\$54,528	\$9,320	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$64,528	\$9,320	\$73,848
Emergency Backup Generators	\$300	\$0	\$140	\$410	\$0	\$590	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$440	\$1,000	\$1,440
Federally Funded Projects	\$862	\$244,811	\$0	\$134,496	\$0	\$144,827	\$0	\$148,073	\$0	\$151,185	\$0	\$154,722	\$0	\$0	\$862	\$978,114	\$978,976
Infrastructure Renewal Plan (LRP)	\$30,891	\$55	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$105,891	\$55	\$105,946
Lehman Yard - Miscellaneous Improvements	\$33,768	\$3,026	\$17,730	\$295	\$3,819	\$0	\$275	\$0	\$64	\$0	\$0	\$0	\$0	\$0	\$55,656	\$3,321	\$58,977
Metromover - Improvement Projects	\$131,682	\$24,202	\$16,569	\$16,400	\$42,452	\$350	\$48,542	\$0	\$5,324	\$0	\$0	\$0	\$0	\$0	\$244,569	\$40,952	\$285,521
Metrorail - Stations And Systems Improvements	\$39,058	\$3,085	\$57,226	\$928	\$62,086	\$0	\$21,697	\$0	\$20,875	\$0	\$0	\$0	\$0	\$0	\$200,942	\$4,013	\$204,955
Metrorail - Track And Guideway Projects	\$168,865	\$0	\$17,123	\$0	\$9,661	\$0	\$7,803	\$0	\$7,804	\$0	\$0	\$0	\$0	\$0	\$211,256	\$0	\$211,256
Metrorail - Vehicle Replacement	\$378,458	\$1,036	\$4,186	\$0	\$4,190	\$0	\$12,951	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$399,785	\$1,036	\$400,821
Metrorail And Metromover Projects	\$14,237	\$0	\$763	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000
New Fare Collection System	\$55,420	\$9,000	\$19,300	\$4,500	\$4,300	\$5,000	\$300	\$5,500	\$0	\$6,000	\$0	\$0	\$0	\$0	\$79,320	\$30,000	\$109,320
North Corridor (SMART Plan)	\$83,701	\$0	\$3,000	\$0	\$15,200	\$60,800	\$18,200	\$72,800	\$389,260	\$1,557,039	\$0	\$0	\$0	\$0	\$509,361	\$1,690,639	\$2,200,000
Northeast Corridor (SMART Plan)	\$102,344	\$21,359	\$1,701	\$2,573	\$121,582	\$164,144	\$96,583	\$118,102	\$15,885	\$248,822	\$9,976	\$24,249	\$0	\$0	\$348,071	\$579,249	\$927,320
Park And Ride - Transit Projects	\$29,619	\$12,719	\$9,315	\$2,323	\$6,317	\$1,773	\$1,875	\$1,516	\$1,831	\$1,131	\$0	\$0	\$0	\$0	\$48,957	\$19,462	\$68,419
Park And Ride - Transitway At SW 168th Street	\$51,958	\$9,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,958	\$9,500	\$61,458
Safety Improvements - FDOT Projects	\$7	\$996	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7	\$996	\$1,003
Signage And Communication Projects	\$8,272	\$5,184	\$1,893	\$1,228	\$5,857	\$1,228	\$423	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$16,445	\$8,040	\$24,485
South Corridor Bus Rapid Transit (BRT) – Mast Arm Improvements	\$0	\$61,498	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,498	\$61,498
South Dade Trail Shared-Use Path Enhancements	\$6,000	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$6,000	\$12,000



	Pri	or*	FY 202	5-2026	FY 202	6-2027	FY 202	7-2028	FY 202	28-2029	FY 202	9-2030	Futu	re		Totals	
Program	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	Overall Total
South Dade Transitway Corridor	\$97,082	\$209,078	\$150	\$500	\$150	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$97,382	\$210,078	\$307,460
South Dade Transitway Stations Drop-Off And Pick-Up Areas	\$1,474	\$1,474	\$203	\$203	\$2,786	\$2,786	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,463	\$4,463	\$8,926
Strategic Miami Area Rapid Transit Plan (SMART) Phase 1	\$3,096	\$2,425	\$37,804	\$870	\$3,025	\$1,400	\$3,250	\$1,462	\$0	\$886	\$0	\$0	\$0	\$0	\$47,175	\$7,043	\$54,218
Sunshine Station - Golden Glades Bike/Pedestrian Connector	\$15,639	\$7,559	\$1,585	\$1,585	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,224	\$9,144	\$26,368
The Underline	\$0	\$155,581	\$0	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$155,631	\$155,631
Third Rail Isolation Disconnect Switches	\$5,400	\$0	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000
Track And Guideway Work Facility Building	\$1,140	\$0	\$15,646	\$0	\$710	\$0	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,696	\$0	\$17,696
Track Inspection Vehicle / Train	\$11,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000	\$0	\$11,000
Vision Zero	\$13,244	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,244	\$500	\$13,744
Subtotal	\$1,973,385	\$1,250,435	\$388,673	\$216,557	\$463,082	\$435,959	\$434,613	\$399,011	\$611,792	\$2,015,063	\$92,616	\$203,971	\$12,500	\$0	\$3,976,661	\$9,041,992	\$13,018,653
Total	\$3,22	3,820	\$605	,230	\$899	0,041	\$833	3,624	\$2,62	26,855	\$290	5,587	\$12,5	00	\$3,970,001	\$7,041, 7 92	\$13,010,033

Source: Miami-Dade County DTPW Capital Budget Adopted FY 2024-2025 (September 2024)

^{*} Prior includes FY 2024-2025.

Table 4-8: Projected Cash Revenue Sources and Budget for FY 2025 - Future (\$000s)

Revenue Source	Prior*	FY 2025-2026	FY2026-2027	FY2027-2028	FY2028-2029	FY2029-2030	Future	Total
American Rescue Plan Act (ARPA)	\$801	\$0	\$0	\$0	\$0	\$0	\$0	\$801
BBC GOB Financing	\$97,088	\$730	\$0	\$0	\$0	\$0	\$0	\$97,818
CDBG Reimbursement	\$312	\$0	\$0	\$0	\$0	\$0	\$0	\$312
Capital Asset Series 2010 Bonds	\$2,234	\$0	\$0	\$0	\$0	\$0	\$0	\$2,234
Capital Improvement. Local Option Gas Tax	\$18,973	\$19,050	\$19,336	\$19,626	\$19,920	\$20,219	\$0	\$117,124
Causeway Toll Revenue	\$61,272	\$9,995	\$6,879	\$4,188	\$1,590	\$0	\$0	\$83,924
Charter County Transit System Surtax	\$106,098	\$500	\$500	\$500	\$0	\$0	\$0	\$107,598
City of Aventura Contribution	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
City of Coral Gables Park & Mobility Impact Fees	\$7,380	\$0	\$0	\$0	\$0	\$0	\$0	\$7,380
City of Miami Park Impact Fees	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000
Developer Contribution	\$2,108	\$0	\$0	\$0	\$0	\$0	\$0	\$2,108
Developer Fees/Donations	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$600
FDOT Funds	\$136,955	\$56,822	\$95,397	\$82,623	\$506,367	\$25,000	\$0	\$903,164
FDOT Reimbursement	\$21,133	\$4,395	\$4,527	\$4,663	\$0	\$0	\$0	\$34,718
FDOT-County Incentive Grant Program	\$21,000	\$0	\$0	\$0	\$0	\$0	\$0	\$21,000
FEMA Reimbursements	\$1,215	\$0	\$0	\$0	\$0	\$0	\$0	\$1,215
FTA 20005(b) - Pilot Program for TOD Planning	\$1,925	\$320	\$100	\$0	\$0	\$0	\$0	\$2,345
Discretionary Grant		+0.00	±=00		+004	+0	+	t= 000
FTA 5307 - Transfer	\$4,875	\$300	\$700	\$1,062	\$886	\$0	\$0	\$7,823
FTA 5307 - Urbanized Area Formula Grant	\$177,819	\$86,622	\$264,325	\$237,162	\$1,428,013	\$101,562	\$0	\$2,295,503
FTA 5309 - Discretionary Grant	\$201,103	\$500	\$500	\$0	\$0	\$0	\$0	\$202,103
FTA 5309 - Formula Grant	\$1,036	\$0	\$0	\$0	\$0	\$0	\$0	\$1,036
FTA 5324 - Public Transportation Emergency Relief	\$0	\$410	\$590	\$0	\$0	\$0	\$0	\$1,000
FTA 5337 - State of Good Repair Formula Grant	\$95,187	\$49,477	\$50,978	\$52,507	\$54,064	\$51,236	\$0	\$353,449
FTA 5339 - Bus & Bus Facility Formula Grant	\$36,743	\$5,398	\$5,533	\$6,031	\$5,813	\$5,954	\$0	\$65,472
FTA 5339(b) - Bus & Bus Facilities Discretionary Grant FTA 5339(c) - Bus & Bus Facilities Lo/No Emission	\$11,145 \$7,107	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$11,145 \$7,107
Discretionary Grant	\$7,107	ΦU	\$0	ΦU	ΦU	\$0	\$ 0	\$/,10/
Florida City Contribution	\$4,823	\$0	\$0	\$0	\$0	\$0	\$0	\$4,823
Florida Department of Environmental Protection	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
Future Financing	\$3,633	\$0	\$62,555	\$36,603	\$51,434	\$0	\$0	\$154,225
General Fund	\$10,142	\$0	\$0	\$0	\$0	\$0	\$0	\$10,142
General Government Improvement Fund (GGIF)	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Knight Foundation Grant	\$680	\$0	\$0	\$0	\$0	\$0	\$0	\$680
Lease Financing - County Bonds/Debt	\$311,321	\$0	\$0	\$0	\$0	\$0	\$0	\$311,321
Mobility Impact Fee	\$831,618	\$108,300	\$82,625	\$75,131	\$78,585	\$0	\$0	\$1,176,259
People's Transportation Plan Bond Program	\$2,010,557	\$389,307	\$462,932	\$434,613	\$611,792	\$92,616	\$12,500	\$4,014,317
PTP Capital Expansion Reserve Fund	\$195,460	\$1,735	\$150	\$0	\$0	\$0	\$0	\$197,345
QNIP 2024 - Bond Proceeds	\$285	\$0	\$0	\$0	\$0	\$0	\$0	\$285
Road Impact Fees	\$153,087	\$0	\$0	\$0	\$0	\$0	\$0	\$153,087
Secondary Gas Tax	\$87,775	\$17,502	\$17,502	\$17,502	\$0	\$0	\$0	\$140,281



Revenue Source	Prior*	FY 2025-2026	FY2026-2027	FY2027-2028	FY2028-2029	FY2029-2030	Future	Total
Stormwater Utility	\$48,604	\$7,517	\$6,865	\$6,881	\$4,622	\$0	\$0	\$74,489
Transit Operating Revenues	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$200
USDOT Build Program	\$34,500	\$0	\$0	\$0	\$0	\$0	\$0	\$34,500
Village of Palmetto Bay Contribution	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$400
Village of Pinecrest Contribution	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$300
WASD Project Fund	\$16,915	\$0	\$0	\$0	\$0	\$0	\$0	\$16,915
Total Transit Capital Revenue	\$4,755,409	\$758,880	\$1,081,994	\$979,092	\$2,763,086	\$296,587	\$12,500	\$10,647,548

Source: Miami-Dade County DTPW Capital Budget Adopted FY 2024-2025 (September 2024)

^{*} Prior includes FY 2024-2025.



4.2.2 Projected Ten-Year Operating Expenses

The funding assumptions derived from the PTP and Pro Forma provide a financial outlook financial outlook structured to maintain the existing transit system operations and capital improvements over a 10-year horizon with anticipated operating expenses and revenues.

Table 4-9 depicts the financial demands expected for DTPW's transit operations. A growth in expenses is projected to support service maintenance and improvements over the upcoming decade. The direct operating expenses are expected to rise each year, from and shows an expected increase in operating expenses from \$568.3 million in FY 2025-2026 to \$767.3 million by FY 2034-2035. Direct operating expenses account for all primary transit and maintenance costs associated with operations.

The operating adjustments are projected to fluctuate, with a peak in FY 2028-2029 due to additional transfers for the SMART Plan, reaching \$16.4 million before stabilizing around \$9 million annually. Payments to the SFRTA remain constant, while contributions to the SMART Plan Reserve vary, with a projected increase in FY 2028-2029.

Reimbursements and state grants are anticipated to increase gradually, with federal reimbursements rising from \$106.8 million in FY 2025-2026 to \$141.8 million in FY 2034-2035. Other sources, such as CILOGIT (Local Option Gas Tax) and STS/JARC reimbursements, are projected to remain constant.

4.2.3 Projected Ten-Year Operating Revenues

Overall, operating revenues increase consistently over the ten-year planning horizon, from \$574.6 million in FY 2025-2026 to \$1.11 billion by FY 2034-2035, primarily due to General Fund contributions.

Table 4-10 provides projected operating revenue from various sources for DTPW's transit system over a 10-year planning horizon. The carryover balance starts at \$24.4 million in FY 2025-2026 and is expected to increase to \$287.7 million by FY 2034-2035. Transit Proprietary funds, including transit fares, are expected to increase from \$84.4 million to \$116.2 million. The County's General Fund MOE of 3.5% is anticipated to grow from \$255.3 million to \$615.6 million by FY 2034-2035.

Table 4-9: DTPW Transit Operating Expenses FY 2025-FY 2034 (\$000s)

		10-Year TDP Planning Horizon										
Transit Operating Expenses	FY 2025- 2026	FY 2026- 2027	FY 2027- 2028	FY 2028- 2029	FY 2029- 2030	FY 2030- 2031	FY 2031- 2032	FY 2032- 2033	FY 2033- 2034	FY 2034- 2035		
Direct Operating Expenses												
Total Transit Operating and Maintenance Expenses	\$723,221	\$746,110	\$768,952	\$790,942	\$813,644	\$834,658	\$881,210	\$904,414	\$928,356	\$956,33		
Transit Operating Adjustments												
SFRTA Contribution	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,23		
Transfer for Non-PTP Debt Service Expenses	\$784	\$784	\$784	\$784	\$1,324	\$2,290	\$2,291	\$2,291	\$2,291	\$2,29		
Transfer to SMART Plan Reserve	\$721	\$904	\$904	\$11,418	\$2,024	\$2,246	\$2,309	\$2,370	\$2,411	\$2,47		
Total Transit Operating Adjustments	\$5,740	\$5,923	\$5,923	\$16,437	\$7,583	\$8,771	\$8,835	\$8,896	\$8,937	\$9,00		
Transit Reimbursements												
Federal Reimbursements	(\$106,769)	(\$117,271)	(\$119,098)	(\$122,063)	(\$125,725)	(\$128,617)	(\$131,575)	(\$134,601)	(\$137,697)	(\$141,828		
State Grant Reimbursements	(\$25,086)	(\$25,337)	(\$25,590)	(\$25,846)	(\$26,104)	(\$26,365)	(\$26,629)	(\$26,895)	(\$27,164)	(\$27,436		
Capital Fund Reimbursements	(\$5,556)	(\$5,556)	(\$5,556)	(\$5,556)	(\$5,556)	(\$5,556)	(\$5,556)	(\$5,556)	(\$5,556)	(\$5,556		
CILOGIT Reimbursements	(\$19,907)	(\$19,907)	(\$19,907)	(\$19,907)	(\$19,907)	(\$19,907)	(\$19,907)	(\$19,907)	(\$19,907)	(\$19,907		
Other Reimbursement	(\$389)	(\$389)	(\$389)	(\$389)	(\$389)	(\$389)	(\$389)	(\$389)	(\$389)	(\$389		
STS/JARC Reimbursements	(\$2,922)	(\$2,922)	(\$2,922)	(\$2,922)	(\$2,922)	(\$2,922)	(\$2,922)	(\$2,922)	(\$2,922)	(\$2,922		
Total Reimbursements	(\$160,629)	(\$171,382)	(\$173,462)	(\$176,683)	(\$180,603)	(\$183,756)	(\$186,978)	(\$190,270)	(\$193,635)	(\$198,038		
Total Operating Fund Expenses	\$568,332	\$580,651	\$601,413	\$630,696	\$640,624	\$659,673	\$703,067	\$723,040	\$743,658	\$767,301		

Source: Combined PTP and Transit Pro Forma FY 2024-2025 (October 2024)



Table 4-10: DTPW Transit Operating Revenues FY 2025 - FY 2034 (\$000s)

		10-Year TDP Planning Horizon								
Operating Revenue Source	FY 2025- 2026	FY 2026- 2027	FY 2027- 2028	FY 2028- 2029	FY 2029- 2030	FY 2030- 2031	FY 2031- 2032	FY 2032- 2033	FY 2033- 2034	FY 2034- 2035
Beginning Fund Balance (Carryover in Operating Fund)	\$24,405	\$6,246	\$30,254	\$59,563	\$88,422	\$116,901	\$153,138	\$193,958	\$236,456	\$287,710
Transit Proprietary Fund										
Transit Fares (Bus, Rail & STS Farebox)	\$84,351	\$89,928	\$90,378	\$97,111	\$97,597	\$98,085	\$105,348	\$108,619	\$108,891	\$116,181
Planned Bus and Rail Fare and Fee Increase	\$5,130	\$0	\$6,250	\$0	\$0	\$7,000	\$3,000	\$0	\$7,000	\$0
Other Revenues	\$13,252	\$13,252	\$13,252	\$13,252	\$13,252	\$13,252	\$13,252	\$13,252	\$13,252	\$13,252
Joint Development Revenue Reserved for SMART Plan	\$721	\$904	\$904	\$11,418	\$2,024	\$2,246	\$2,309	\$2,370	\$2,411	\$2,475
Total Transit Funds	\$103,454	\$104,084	\$110,784	\$121,781	\$112,873	\$120,583	\$123,909	\$124,241	\$131,554	\$131,908
State Grant Revenue										
State Operating Assistance Grant	\$666	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Disadvantage Program	\$6,049	\$6,049	\$6,049	\$6,049	\$6,049	\$6,049	\$6,049	\$6,049	\$6,049	\$6,049
Total State Grant Revenue	\$6,715	\$6,049	\$6,049	\$6,049	\$6,049	\$6,049	\$6,049	\$6,049	\$6,049	\$6,049
Local Revenue & Interfund Transfers										
Miami Dade General Fund MOE* (3.5%)	\$255,267	\$362,526	\$483,889	\$500,825	\$518,354	\$536,496	\$555,273	\$574,708	\$594,823	\$615,642
PTP Surtax	\$89,737	\$27,000	\$30,000	\$30,900	\$31,827	\$32,782	\$33,765	\$34,778	\$35,822	\$36,896
Adjustment to Countywide General Fund Support	\$95,000	\$105,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIID** Trust Fund Support	\$0	\$0	\$0	\$0	\$0	\$0	\$24,891	\$25,762	\$26,664	\$27,597
Total Local Revenue	\$440,004	\$494,526	\$513,889	\$531,725	\$550,181	\$569,278	\$613,929	\$635,248	\$657,309	\$680,135
Total Transit Operating Revenues	\$574,578	\$610,905	\$660,976	\$719,118	\$757,525	\$812,811	\$897,025	\$959,496	\$1,031,368	\$1,105,802

Source: Combined PTP and Transit Pro Forma FY 2024-2025 (October 2024)

^{*} Maintenance of Effort

^{**} Transportation Infrastructure Improvement District



4.3 FY 2026-2035 – Ten-Year and Beyond Implementation Plan

The implementation plan in this section depicts the projects that DTPW plans to undertake for the next decade and beyond. These plans are consistent with both internal CTMP priorities, as well as the TPO's planning documents – the LRTP, TIP, and List of Priority Projects (LOPP).

The projects are organized into the following tables:

- DTPW's List of Priority Projects are located in Table 4-11.
- Committed projects are located in Table 4-12 through Table 4-14.
- Partially Committed projects are located in Table 4-15.
- **Beyond Ten Years** projects are in located in **Table 4-16** and Error! Reference source not found..

4.3.1 DTPW Priority Projects

DTPW prepares a table of prioritized projects, which it submits to the TPO for consideration for inclusion in the TPO's *List of Priority Projects*. These priorities are for the next five years – with projects extending between FY 2025-2026 to 2029-2030.

Table 4-11: DTPW Priority Projects

Category	Priority	Project Name & Description	Funding Source
	1	Northeast Corridor	Federal, State, and Local
	2	Beach Corridor - Miami Beach Convention Center Extension (Formerly Beach Express South).	State and Local
Rapid Transit Corridors	3	Beach Corridor – Baylink/Trunkline	State and Local
	4	Beach Corridor - Design District Extension	State and Local
Kapiu ITalisit Corridors	5	North Corridor	Federal, State, and Local
	6	Strategic Miami Area Rapid Transit (SMART) Flex FHWA to FTA for Section 5307 for Transfer from PTP to SMART	Federal
	7	Southland SMART Pedestrian Bridge	State and Local
	8	Metrobus High-Capacity Speed & Reliability	State and Local
	1	Miami-Dade MetroConnect Expansion – Microtransit First- and Last-Mile Transit Augmentation (North Dade and South Dade Zones)	Federal and Local
Demonstration Projects	2	DTPW – Westchester-FIU On-Demand Service	Transit Service Development Program
Demonstration Projects	3	Metrolink	Transit Service Development Program/CMAQ
	4	MetroConnect	Transit Service Development Program
Complete Streets Projects	1	Commodore Trail: Safely to School Program	Federal and Local
dompiete streets i rojects	2	South Dade Trail Shared-Use Path Enhancements	State and Local
	1	Sunshine Station Kiss n Ride	Federal, State, and Local
	2	North Corridor Station Area Planning - Reconnecting Communities and Neighborhoods Program	Federal and Local
Other Projects	3	Miami Dade DTPW Purchase (100) Sixty- Foot Electric Buses	Federal
	4	Fare Collection Equipment	Local
	5	Fare Collection Software Application	Local
	1	Advancing Transportation Equity Through Vision Zero in Miami-Dade County	Federal and Local
	2	NW 22 Avenue Multimodal Corridor Study from NW 79 Street to NW 103 Street	State and Local
Safety Projects	3	NW 7 Street between NW 31 Avenue and NW 32 Avenue	State and Local
	4	W 12 Avenue from W 68 Street to W 69 Street	State and Local
	5	SW 147 Avenue from SW 168 Street to SW 192 Street	State and Local



4.3.2 Committed Projects - First Five Years

DTPW's committed projects are identified in **Table 4-12** through **Table 4-14** and **Figure 4-3** through **Figure 4-5**. The projects in this table cover the first five years of the ten-year planning horizon covered by this APR. The projects in this list are consistent with DTPW's projects in the following planning documents: Miami-Dade County's *FY 2024-25 Adopted Budget and Multi-Year Capital Plan*, TPO's 2050 LRTP Priority I Cost Feasible list, TPO's TIP and the TPO's LOPP. The list also includes projects identified in the CTMP 20-year plan.

Table 4-12: Committed Projects - First 5-Years (FY 2025-2030) (Projects 1-20)

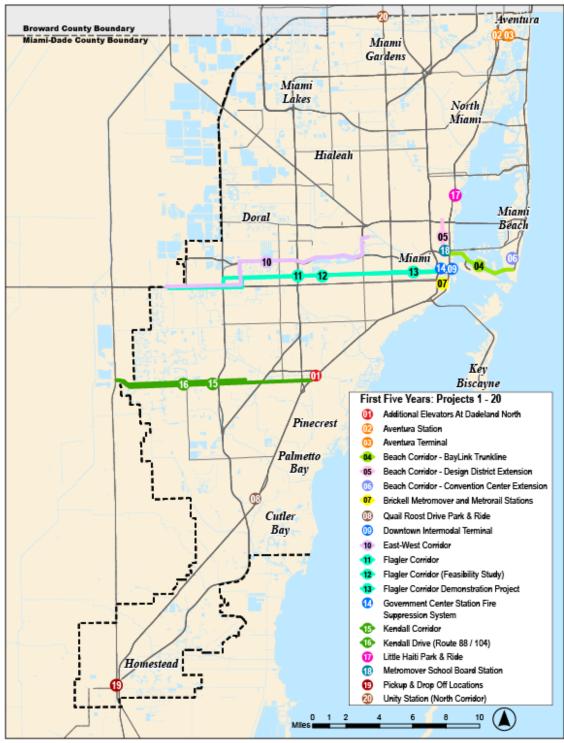
Map ID	Project Name	Location	Project Cost (2024 million \$)	2050 LRTP	LOPP	СТМР	TIP	Funding (2024 million \$)
	AC Units Substations		\$15.00				✓	\$15.00
	Acoustical Barrier Replacement		\$92.90				✓	\$99.37
01	Additional Elevators At Dadeland North	Dadeland North	\$6.39				✓	\$17.54
02	Aventura Station	Aventura Station	\$76.70				✓	\$76.70
03	Aventura Terminal	US 1(Biscayne Boulevard /SR 5) & NE 197 Street	\$7.00	II		✓	✓	\$0.38
04	Beach Corridor - Baylink Trunkline (SMART Program)	Herald Plaza / Adrienne Arsht Center Metromover Station/5 Street & Washington Avenue	\$1,202.10	I	1	✓	✓	\$1,013.00
05	Beach Corridor - Design District Extension (SMART Program)	School Board Metromover Station/NW 40 Street (Design District)	\$621.00	II	1	✓	✓	\$11.00
06	Beach Corridor Convention Center Extension (SMART Program)	5 Street/Miami Beach Convention Center	\$27.04	✓	3	✓	✓	\$26.45
07	Brickell Station	1001 SW 1 Avenue	\$0.15	I		✓	✓	\$0.15
	Bus Garage And Employees Parking Lot Light Fixtures Upgrade		\$0.26				✓	\$0.26
	Bus Passenger Shelter Project		\$29.51				✓	\$29.51
	CAD-AVL Replacement Project		\$18.48				✓	\$0.50
	Capitalization Of Preventive Maintenance And Other Costs (2024)		\$125.61				✓	\$911.53
	CNG Bus Garage Conversion And 300 CNG Buses		\$237.68				✓	\$235.85
	Construct A Park And Ride At Dolphin Station		\$13.43				✓	\$13.61
08	Construct A Park And Ride At Quail Roost Drive		\$6.71				✓	\$5.99
	Coverboard Replacement		\$15.61				✓	\$15.61
	CSX Southwest Railroad Corridor		\$1.21				✓	\$1.21
	Dadeland South Tail Track Security Perimeter Fence	Dadeland South	\$1.35				✓	\$1.35
	Data Closets UPS Replacement		\$0.19				✓	\$0.19
	Design Criteria Package For The Golden Glades Multimodal Transportation Facility Technology Components		\$9.88				✓	\$9.88
	Design Criteria Package For The Underline (FDOT, RIF)		\$2.24				√	\$2.24
	Disaster Recovery Control Center		\$9.86				√	\$9.86
09	Downtown Intermodal Terminal - SMART/BERT		\$35.00				✓	\$35.00
	Dr. Martin Luther King Jr. Metrorail Station Park And Ride Facility	Dr. Martin Luther King Jr. Metrorail Station	\$2.63				✓	\$2.63
	DTPW Bus And Rail Operation & Maintenance Facilities Improvements		\$13.83				✓	\$5.00
10	East-West Corridor (SMART Program)	Tamiami Station/MIC at MIA	\$368.05	✓		✓	✓	\$73.85
	Emergency Backup Generators		TBD				✓	\$1.44
	Facilities Maintenance Eams Work Order Implementation		\$0.19				✓	\$0.19
11	Flagler Corridor	Tamiami Station and Dolphin Station/Downtown Miami	\$623.62	✓		✓	✓	\$1.72
12	Flagler Corridor (Feasibility Study)	Florida International University (FIU)/Downtown Miami	\$2.10	I	1		✓	\$2.10
13	Flagler Corridor Demonstration Project	27 Avenue/6 Avenue	\$10.91	I			✓	\$10.91
	Fueling Terminal Modernization		\$0.25				✓	\$0.25
14	Government Center Station Fire Suppression System		\$3.93				✓	\$3.93

Map ID	Project Name	Location	Project Cost (2024 million \$)	2050 LRTP	LOPP	СТМР	TIP	Funding (2024 million \$)
	Green / Orange Lines And PVD Switch Machine & Cable Replacement		\$12.32				✓	\$12.32
	Green Line Rail Components Renewal		\$72.07				✓	\$80.00
	Guideway Bridge Inspections For Metrorail And Metromover		\$1.00				✓	\$7.00
	Hybrid Electric Bus Battery Replacement		\$14.94				✓	\$14.94
	Install Fare Collection Cloud Migration		\$13.79				√	\$13.79
15	Kendall Corridor	SR 997/Krome Avenue/SR 5/ South Dixie Highway	\$336.17	I		✓	\	\$1.72
16	Kendall Corridor (Kendall Drive (Route 88/104)	West Kendall Park-N- Ride/107 Avenue	\$5.19	II	1	✓	✓	\$5.19
	Lehman Curve N41 Realignment		\$1.65				✓	\$1.65
17	Little Haiti Park-N-Ride	Biscayne Boulevard/NE 61 Street	\$0.82	I		✓	✓	\$0.82
17	Little Haiti Station TOC & Mobility Station Area Plan		TBD				✓	\$1.25
	Mainline Video Upgrade Phase 2		\$6.75				✓	\$5.58
	Major Mid-Life Rehabilitation Of All Rail Vehicles		\$401.08				✓	\$400.82
	MDT - SR 836 Express Bus Service (Bus Purchase)		\$80.00				✓	\$80.00
	Metrobus High - Capacity Speed & Reliability		TBD		3		\checkmark	\$10,000.00
	Metrolink (DTPW)		TBD		3		✓	\$3,800.00
	Metromover And Metrorail SCADA And Ethernet Switches Replacement		\$3.10				✓	\$2.99
	Metromover Comprehensive Wayside Overhaul		\$171.90				✓	\$171.90
	Metromover Escalators And Elevators Refurbishment		\$13.76				✓	\$13.76
	Metromover Fire Panel Upgrade		\$3.31				✓	\$3.31
	Metromover Guideway Structural Superstructure Retrofit - New Switches And Crossovers		\$81.31				✓	\$81.31
18	Metromover School Board Station Light Poles And Light Fixture Upgrade		\$0.13				✓	\$0.10
	Metromover Vehicle Midlife Overhaul		\$3.21				✓	\$2.65
	Metromover Vehicles HVAC/EPA Compliance Overhaul And Building A/C Replacement		\$2.14				✓	\$2.14
	Metrorail & Metromover Electronic Real Time Signage		\$4.57				✓	\$3.83
	Metrorail Bathroom Rehabilitation		\$1.87				✓	\$1.87
	Metrorail Central Control Upgrade		\$28.30				✓	\$28.30
	Metrorail Crewcab Trucks		\$0.19				✓	\$0.38
	Metrorail EAMS work Order Module Implementation		\$0.70				✓	\$0.70
	Metrorail Escalators And Elevators Refurbishment		\$68.17				✓	\$68.17
	Metrorail Fiber Optic Repair And Capacity Augmentation		\$8.62				✓	\$7.85
	Metrorail Parking Garages	Metrorail System	\$1.78	I			✓	\$41.18
	Metrorail Public Address System Replacement		\$2.59				✓	\$5.78
	Metrorail Station Lighting Upgrade - Brickell		\$0.11				✓	\$0.09
	Metrorail Stations Refurbishment (To Include Metromover Stations)		\$76.42				✓	\$76.42
	Metrorail Stations Security Doors		\$0.41				✓	\$0.33
	Metrorail Traction Power Switchgear Replacement Ph. 3		\$5.50				✓	\$5.50
	Metrorail Traction Power Switchgear Replacement Ph. 4		\$4.00				✓	\$4.00
	Metrorail, Metromover, And Metrobus Facility Replacement Doors		\$1.28				✓	\$1.03
	Miami Dade DTPW Purchase (100) Sixty- Foot Electric Buses		TBD		3		✓	\$37.87
19	Miami-Dade DTPW – Pickup-N-Drop Off Locations	SW 344 Street/Dadeland	\$4.32	I		✓	✓	\$1.37
	Miami-Dade DTPW Go Connect On-Demand Service for Westchester/FIU		TBD				✓	\$0.53



Map ID	Project Name	Location	Project Cost (2024 million \$)	2050 LRTP	LOPP	СТМР	TIP	Funding (2024 million \$)
	MIC Building Roof Replacement		\$0.55				✓	\$0.55
	MRCC Video Wall LCD Monitor Recap		TBD				✓	\$0.24
	NE Bus Garage Maintenance Bathroom Locker Remodeling		\$0.72				✓	\$0.60
	Network Core Switches Recapitalization		\$1.93				✓	\$1.93
	New Fare Collection System		TBD				✓	\$109.32
20	North Corridor (NW 27 Ave) Unity Station		\$5.64				✓	\$5.64

Source: Adopted Miami-Dade County Capital Budget FY 2024-2025 (September 2024), FY 2024-2025- FY 2028-2029 Transportation Improvement Program (June 2024), 2050 Long Range Transportation Plan (September 2024), FY 2025-2026-FY 2029-2030 List of Priority Projects (July 2024) and Miami-Dade County Countywide Transportation Master Plan Draft (September 2024)



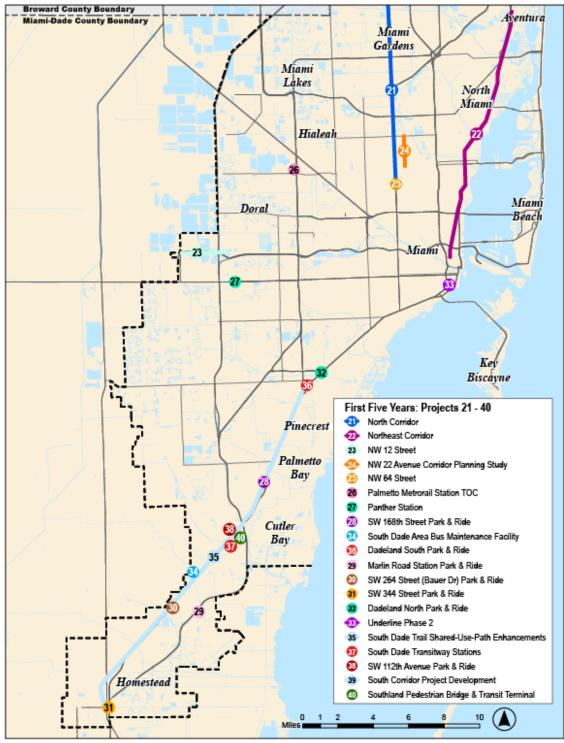
Sources: Miami Dade County GIS, 2025, and Florida Geographic Data Library, 2025

Figure 4-3: Committed Projects - First 5-Years (FY 2025-2030) (Projects 1-20)

Table 4-13: Committed Projects - First 5-Years (FY 2025-2030) (Projects 21-40)

Map ID	Project Name	Location	Project Cost (2024 million \$)	2050 LRTP	LOPP	СТМР	TIP	Funding (2024 million \$)
21	North Corridor (SMART Program)	MLK Jr Metrorail Station/Unity Station (NW 215 Street)	\$2,590.31	✓		✓	✓	\$2,590.31
22	Northeast Corridor (SMART Program)	Miami Central Station/West Aventura Station	\$588.66	I	1	✓	✓	\$927.32
	Northeast Transit Hub Enhancements		\$5.35				✓	\$5.35
23	NW 12 Street	SR 836 / Dolphin Park-N-Ride Facility/NW 114 Avenue	\$10.75	I			✓	\$11.04
24	NW 22 Avenue Corridor Planning Study	NW 79 Street to NW 103 Street	TBD		2		✓	\$712.00
25	NW 64 Street	2600 NW 64 Street	\$2.27	I			✓	\$2.27
	Onboard Digital Video Recorder System		TBD				✓	\$1.06
26	Palmetto Metrorail Station TOC		\$21.33		3		✓	\$21.33
27	Panther Station		\$12.43	I			\checkmark	\$11.49
28	Park And Ride On The Transitway At SW 168th Street - Ph.2		\$61.46				\checkmark	\$61.46
29	Park-N-Ride at Transitway and Marlin Road (Marlin Road Station)	South Dade Transitway at Marlin Road	\$3.55	✓		✓	\checkmark	\$3.78
30	Park-N-Ride at Transitway and SW 264 Street / Bauer Dr (SW 264 Street	South Dade Transitway at SW 264 Street	\$1.79	✓	1	✓	\checkmark	\$2.04
31	Park-N-Ride at Transitway and SW 344 Street	South Dade Transitway/SW 344 Street	\$9.94	✓			✓	\$15.28
32	Park-N-Ride Facility at Dadeland North	Dadeland North Metrorail Station (SMART Terminal)	\$61.55	I		✓	✓	\$61.55
	Phase 1 - Brickell Backyard (SW 7th St Thru 13th St)		\$16.53				✓	\$15.82
33	Phase 2 - Hammock Trail (SW 13th St to SW 19th Ave)		\$21.88				✓	\$21.95
	Private Branch Exchange Telephone System Upgrade To VOIP		\$4.04				✓	\$4.04
	Rail Pier And Coating		\$4.50				✓	\$4.50
	Railcar Cleaner Platform Replacement		\$6.95				✓	\$6.95
	Renovate Lehman Center 2nd Floor - Administration		\$0.85				✓	\$0.85
	Replace And Upgrade Physical Assets (Parent Project)		\$62.49				✓	\$59.32
	Replace Fire Suppression System At Civic Center Station		\$0.14				✓	\$0.14
	Replacement Of Articulated Buses (Sixty Foot - Electric Buses)		\$167.66				✓	\$178.08
	Replacement Of Light Fixtures At Nineteen (19) Metromover Stations		\$1.50				✓	\$1.20
	Roadway Signs In The Vicinity Of Twenty-Three (23) Metrorail Stations		\$2.23				✓	\$4.23
	Seal Gland Rehabilitation		\$3.51				✓	\$3.51
	South Corridor BRT And Signal Improvements RIF District 01		\$17.65				✓	\$18.61
	South Corridor BRT And Signal Improvements RIF District 06		\$40.71				✓	\$42.89
34	South Dade Area Bus Maintenance Facility		\$268.50				✓	\$308.60
35	South Dade Trail Shared-Use- Path Enhancements		\$13.57				✓	\$12.00
36	South Dade Transitway Park & Ride Lot Dadeland South		\$4.96				✓	\$4.96
37	South Dade Transitway Stations	Dadeland South Metrorail Station/SW 344 Street	\$1.26	I		✓	✓	\$1.26
	South Dade Transitway Stations Drop-Off And Pick-Up Areas		\$2.38				✓	\$8.93
38	South Dade Transitway SW 112th Avenue Park and Ride	South Dade Transitway/SW 112 Avenue	\$1.22	I			✓	\$14.06
39	South Miami-Dade Corridor Project Development	Dadeland South Metrorail Station/SW 344 Street	\$307.46	I			✓	\$307.46
40	Southland SMART Pedestrian Bridge & Transit Terminal	South Dade Transitway/South Dade Government Center Terminal	\$10.75	I	3	✓	✓	\$10.75

Source: Adopted Miami-Dade County Capital Budget FY 2024-2025 (September 2024), FY 2024-2025- FY 2028-2029 Transportation Improvement Program (June 2024), 2050 Long Range Transportation Plan (September 2024), FY 2025-2026-FY 2029-2030 List of Priority Projects (July 2024) and Miami-Dade County Countywide Transportation Master Plan Draft (September 2024)



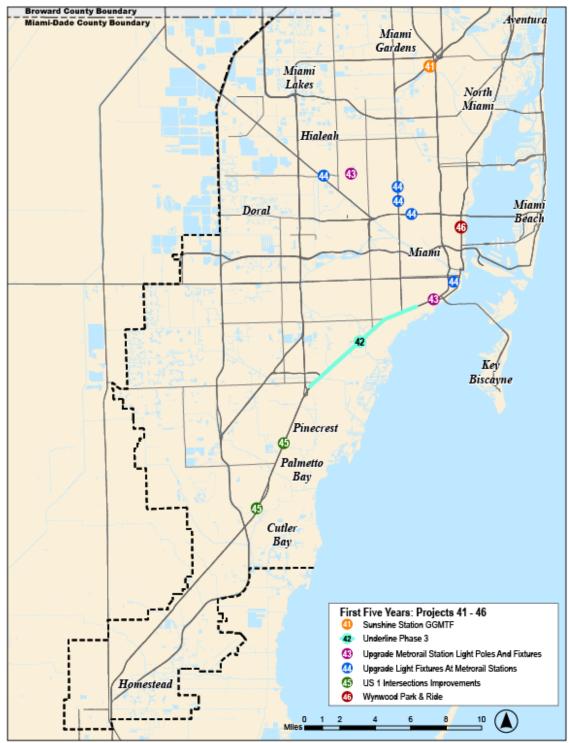
Sources: Miami Dade County GIS, 2025, and Florida Geographic Data Library, 2025

Figure 4-4: Committed Projects - First 5-Years (FY 2025-2030) (Projects 21-40)

Table 4-14: Committed Projects - First 5-Years (FY 2025-2030) (Projects 41-46)

Map ID	Project Name	Location	Project Cost (2024 million \$)	2050 LRTP	LOPP	СТМР	TIP	Funding (2024 million \$)
	State Road 836 Express Bus Service Tamiami Station		\$16.42				✓	\$15.62
41	Sunshine Station GGMTF	Sunshine Station/Golden Glades Multimodal Transportation Facility (GGMTF)	\$16.49	I	3	✓	✓	\$16.49
42	The Underline Phase 3 Thru 9 (SW 19th Ave To Dadeland Blvd)		\$113.12				✓	\$115.63
	Third Rail Isolation Disconnect Switches Replacement		\$6.00				✓	\$6.00
	TOD Master Plan For The North Corridor		\$0.72				✓	\$0.72
	TOD Master Plan For The South Corridor		\$1.30				✓	\$1.30
	TOD Masterplan For The Beach Corridor		\$1.13				✓	\$1.13
	Track And Guideway 10-15 Yr. Rail Service Equipment Replacement		\$8.27				✓	\$8.27
	Track And Guideway Work Facility Building		\$4.56				✓	\$17.70
	Track Inspection Vehicle / Train		\$7.50				\checkmark	\$11.00
	Train To Wayside Wireless Network At Palmetto Yard		\$0.23				✓	\$0.23
	Train Wayside Communication (TWC) Equipment Installation At Rail		\$8.76				√	\$8.76
	Transit Activity Server Recapitalization		\$0.36				✓	\$0.36
	Transit Facilities Improvement For Recertification		\$2.94				✓	\$7.82
	Transit SCADA Station Control Unit Server Recapitalization		\$0.46				✓	\$0.46
	Transportation Security Project - TBD		\$6.13				\checkmark	\$5.00
	Tri-Rail Station Power Sub-Station		\$29.80				√	\$18.24
	Underfloor Rail Wheel Truing Machine		\$3.64				√	\$20.17
	Upgrade Chiller Units At The William Lehman Center		\$1.73				✓	\$1.85
43	Upgrade Hialeah And Vizcaya Metrorail Station Light Poles And Fixtures		\$0.35				√	\$0.28
44	Upgrade Light Fixtures		TBD				√	\$1.11
	Upgrade Palmetto Metrorail Station Perimeter Fencing, Light Poles And Fixtures		\$0.55				✓	\$0.64
45	US1 & SW 136 St And US1 & Quail Roost Intersections		\$1.25				✓	\$1.00
	Vanpool Program		\$2.75				✓	\$7.65
	Vision Zero Transit Projects		\$6.72				✓	\$13.74
	Westchester-FIU On- Demand Service		\$1.59	I			✓	\$1.59
	William Lehman Site Lighting		\$0.63				✓	\$0.65
	Wireless Lan Access Point Recapitalization		\$0.13				✓	\$0.25
46	Wynwood Park-N-Ride	Biscayne Boulevard/NE 27 Street	\$0.69	I		✓	✓	\$0.69

Source: Adopted Miami-Dade County Capital Budget FY 2024-2025 (September 2024), FY 2024-2025-FY 2028-2029 Transportation Improvement Program (June 2024), 2050 Long Range Transportation Plan (September 2024), FY 2025-2026-FY 2029-2030 List of Priority Projects (July 2024) and Miami-Dade County Countywide Transportation Master Plan Draft (September 2024)



Sources: Miami Dade County GIS, 2025, and Florida Geographic Data Library, 2025

Figure 4-5: Committed Projects - First 5-Years (FY 2025-2030) (Projects 41-46)



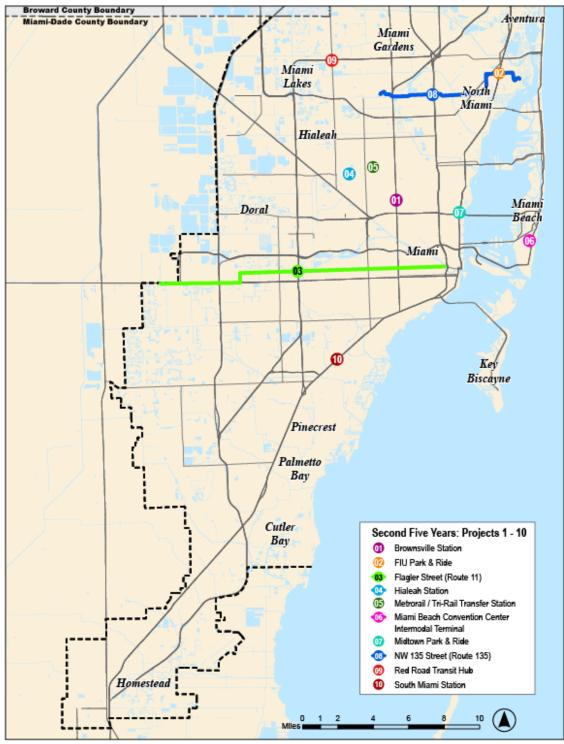
4.3.3 Partially Committed Projects – Second Five Years

Table 4-15 consists of DTPW's projects that fall in the second five-year window of the TDP ten-year horizon. The projects included in this table are consistent with the 2050 LRTP Priority II Cost Feasible list, and includes projects identified in the CTMP 20-year plan.

Table 4-15: Partially Committed Projects – Second 5 Year (FY 2031–2035)

Map ID	Project Name	Location	Project Cost (Millions - in 2024 dollars)	2050 LRTP	СТМР
01	Brownsville Station	Brownsville Metrorail Station	\$0.15	II	✓
02	FIU / Biscayne Park- N-Ride	Northeast Corridor near NE 151 Street/	\$0.69	II	✓
03	Flagler Street (Route 11)	FIU Modesto Maidique Campus/Downtown Miami	\$14.63	II	✓
04	Hialeah Station	Hialeah Metrorail	\$0.15	II	✓
05	Metrorail / Tri-Rail Transfer Station	Tri-Rail/Metrorail Transfer Station	\$2.38	II	✓
06	Miami Beach City Hall / Convention Center Intermodal Terminal	Miami Beach Convention Center at 17 Street & Washington Avenue	\$4.82	II	✓
07	Midtown Park-N-Ride	Biscayne Boulevard and NE 39 Street	\$0.07	II	✓
08	NW 135 Street (Route 135)	FIU Biscayne Campus/Opa-Locka Tri-Rail Station	\$79.80	II	✓
09	Red Road Transit Hub	Red Road (57 Avenue) at NW 167 Street	\$5.00	II	✓
10	South Miami Station	South Miami Metrorail Station	\$0.15	II	✓

Source: 2050 Long Range Transportation Plan (September 2024), Miami-Dade County Countywide Transportation Master Plan Draft (September 2024)



Sources: Miami Dade County GIS, 2025, and Florida Geographic Data Library, 2025

Figure 4-6: Partially Committed Projects - Second 5 Year (FY 2031-2035)



4.3.4 Beyond Ten Years Projects

Table 4-16, consists of projects found in the 2050 LRTP Cost Feasible list that are not in Priorities I and II, and CTMP projects. These projects have an anticipated implementation year that falls beyond the TDP ten-year planning horizon. However, as funding becomes available, the projects here may be promoted to the funded or committed or partially committed project lists.

Table 4-16: Beyond Ten Years

Project Name	Location	Project Cost (Millions - in 2024 dollars)	2050 LRTP	СТМР
12 / 21 Avenue Enhanced Bus (Route 12/21)	Northside Station/NW 20 Street	\$6.27	IV	✓
125 Street (Route 125)	Miami Dade College North to Collins Avenue/85 Street Miami Beach.	\$7.22	IV	✓
17 Avenue (Route 17)	Vizcaya Metrorail Station/NW 79 Street	\$9.31	IV	✓
20 Street (Route 20)	MIC at MIA/Lincoln Road/Washington Avenue Miami Beach	\$10.64	IV	✓
27 Avenue (Route 27)	NW 183 Street/Coconut Grove	\$17.10	III	✓
36 Street (Route 36)	Lincoln Road/Washington Avenue Miami Beach/LeJeune Road (SW 42 Avenue)	\$9.88	IV	✓
79 Street (Route 79)	Hialeah Station/Lincoln Road/Washington Avenue Miami Beach	\$10.26	IV	✓
A1A (Route 100)	Downtown Miami/Aventura Mall	\$18.81	IV	✓
American Dream Mall Transit Terminal	East of HEFT and west of I-75 between NW 170th Street and the intersection of I-75 and HEFT	TBD		✓
Biscayne Boulevard (Route 3)	Downtown Miami/Aventura Mall	\$13.11	IV	✓
Coral Way (Route 24)	SW 42 Avenue Coral Gables to Brickell Metrorail Station	\$4.18	IV	✓
Culmer Metrorail Station		\$0.15	✓	✓
Dadeland North Station	Dadeland North Metrorail Station	\$0.15	✓	✓
Dolphin Mall-Dolphin Station Connector Road	Dolphin Station (HEFT/SR 836/NW 12 Street)/Dolphin Mall	\$11.89	IV	✓
Douglas Road (Route 37)	MIC at MIA/Douglas Road Station	\$5.32	IV	✓
DTPW Transit System		\$30.00	✓	
Historic Overtown/Lyric Theatre Station Upgrade/Improvements	Overtown Area	TBD		✓
NE 2 Avenue (Route 9)	Downtown Miami/NE 125 Street / 6 Avenue	\$10.26	IV	✓
North Miami Park-N- Ride	Northeast Corridor near NE 125 123 Street	\$0.56	III	✓
Northside Metrorail Station		\$0.15	✓	✓
NW 167 Street (Route 75)	Golden Glades Park- N- Ride/Biscayne Boulevard	\$277.50	III	✓
NW 183 Street (Route 183)	Miami Gardens/I-75 (SR 93) Interchange/Aventura Terminal	\$38.08	IV	✓
NW 62 Street (Route 62)	MLK Jr Metrorail Station/Biscayne Boulevard	\$3.99	IV	✓
NW 7 Avenue (Route 77)	Downtown Miami/NW 183 Street	\$14.63	IV	✓
NW 74 Street	Palmetto Metrorail Station/Florida's Turnpike	\$2.50	III	
NW/SW 37 Avenue	Miami International Airport Metrorail Station/Douglas Road Metrorail Station	\$1,497.00	✓	
South Dade Transitway		\$75.00	✓	
South Dade Transitway Intersection Improvements	SW 344 Street Park- N-Ride/Dadeland South Metrorail Station	\$374.65	✓	✓
SR 836 / Dolphin Expressway	Downtown	TBD	✓	
SW 312 Street	US 1 South Corridor Busway at SW 312 Street/SR 825 / SW 137 Avenue	\$142.00	✓	
US 27	Krome Avenue/County Line	TBD	✓	

Source: 2050 Long Range Transportation Plan (September 2024) and Miami-Dade County Countywide Transportation Master Plan Draft (September 2024

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2025 - 2034