



TRANSIT DEVELOPMENT PLAN

ANNUAL UPDATE

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CHAPTER 1

INTRODUCTION



1.0 INTRODUCTION AND PURPOSE

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of state funding for public transportation. The Block Grant Program requires public transit service providers to develop and adopt a Transit Development Plan (TDP). A TDP major update is required every five years and TDP annual updates are required in interim years. TDP updates must be submitted to the Florida Department of Transportation (FDOT) by September 1st of each year.

This TDP annual update meets the requirements of and has been prepared in accordance with Florida Administrative Code (FAC) Rule 14-73.001. This Plan will be used by Miami-Dade Department of Transportation and Public Works (DTPW) as a strategic planning and guidance tool, as delineated in Section 341-052, F.S.:

Transit Development Plans are required for grant program recipients pursuant to Section 341.052, F.S. A TDP shall be the provider's planning, development, and operational guidance document, based on a ten-year planning horizon and covering the year for which funding is sought and the nine subsequent years.

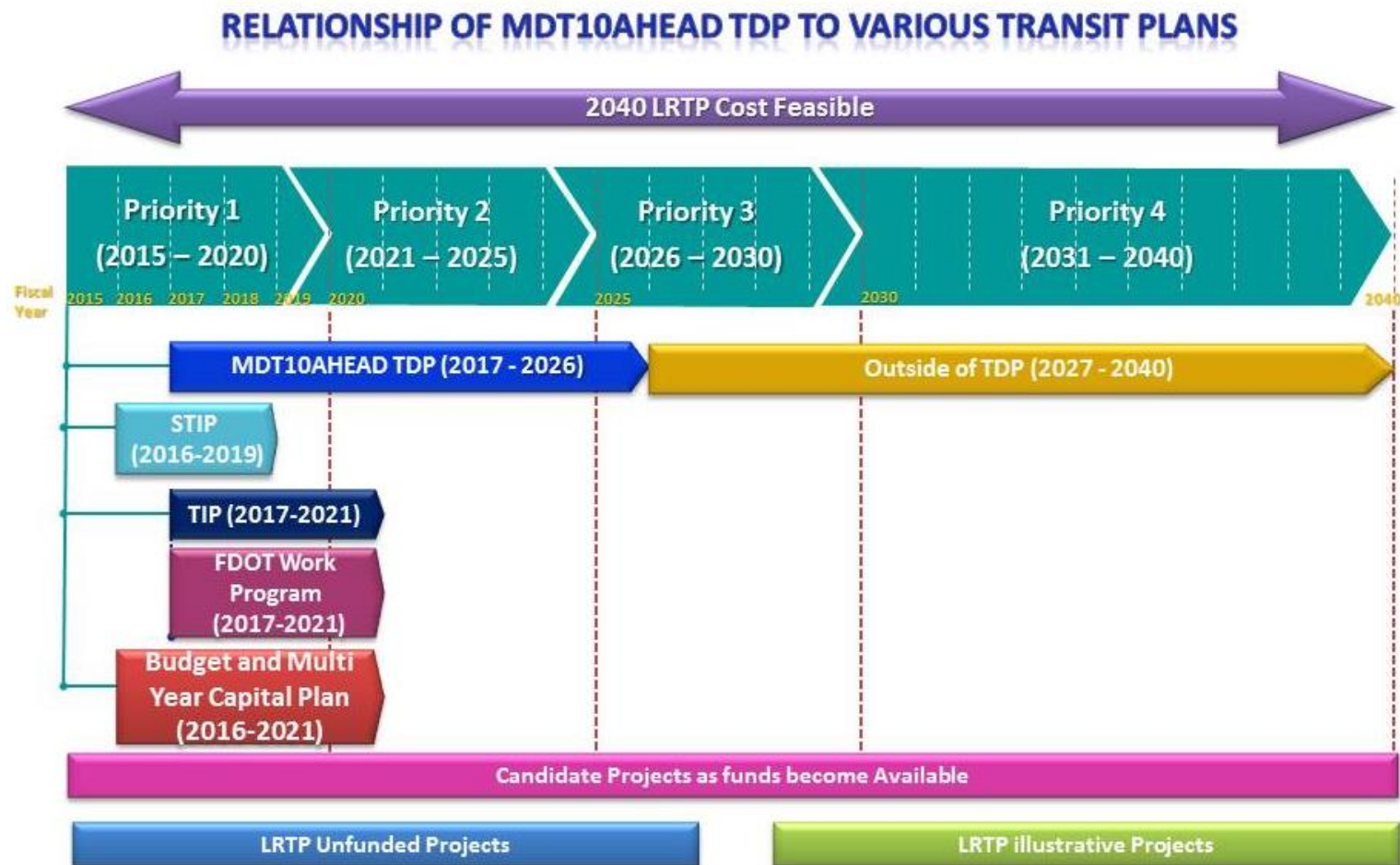
DTPW is proud to present *MDT10Ahead 2016 Annual Update*, the agency's TDP, which serves as the agency's strategic guide for public transportation in Miami-Dade County over the course of the next ten years. The 2014 major update, *MDT10Ahead*, was adopted by the Board of County Commissioners, pursuant to resolution R-1036-14. The 2015 Annual Update, *MDT10Ahead*, was approved by the FDOT District Six on October 16, 2015.

MDT10Ahead includes a summary of DTPW's facilities and services in Chapter 2; describes the past year's civic engagement efforts in Chapter 3; assesses the agency's performance in 2015 in Chapter 4; identifies DTPW's 2016 implementation plan in Chapter 5; explores short-term plans (2017-2026) in Chapter 6 and longer term plans (2027 and Beyond) in Chapter 7; and in Chapter 8 explores the Transit agency's finances. Overall, *MDT10Ahead* presents the operational and capital improvements needed to ensure DTPW is able to provide quality transit services to the County's residents and visitors for years to come. This document is DTPW's planning tool for the implementation and operation of transit services through 2026.

On the whole, the TDP is a benchmark document that describes the current state of DTPW and the direction it intends to go in the coming years. *MDT10Ahead* is fiscally constrained, and the proposed ten year improvements were developed with this constraint. The TDP is subject to change in correspondence with the County's Adopted Budget and Multi-Year Capital Plan.

1.1 Relationship of MDT10Ahead to other Locally Adopted Transportation Plans

MDT10Ahead establishes both funded and unfunded needs in order to create the framework for a long-term vision of transit improvement projects as represented in the 25-year Miami-Dade County 2040 Long Range Transportation Plan (LRTP). In addition, *MDT10Ahead*, as updated annually, identifies and presents short-term improvements for implementation through the five-year Miami-Dade Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP), FDOT Work Program process and Miami-Dade County FY 2016 Adopted Budget and Multi-Year Capital Plan.



1.1.1 Long Range Transportation Plan to the Year 2040

The update of the Miami-Dade County Long Range Transportation Plan (LRTP) to the Year 2040 is a primary activity in Miami-Dade County's transportation planning process to meet federal and state requirements for an update of the Transportation Plan every five years. Federal law requires that the LRTP address minimum of a 20-year planning horizon from the date of the Metropolitan Planning Organization (MPO) adoption.

The 2040 LRTP was approved by the MPO Governing Board on October 23rd, 2014.



1.1.2 Transit Development Plan (TDP) - MDT10Ahead

MDT10Ahead presents both funded and unfunded transit needs in order to create a framework for transit improvements that can be implemented within a 10-year planning horizon. As previously mentioned, DTPW is a recipient of the State of Florida Public Transit Block Grant Program and is required to develop a TDP on an annual basis with major updates required every five years.

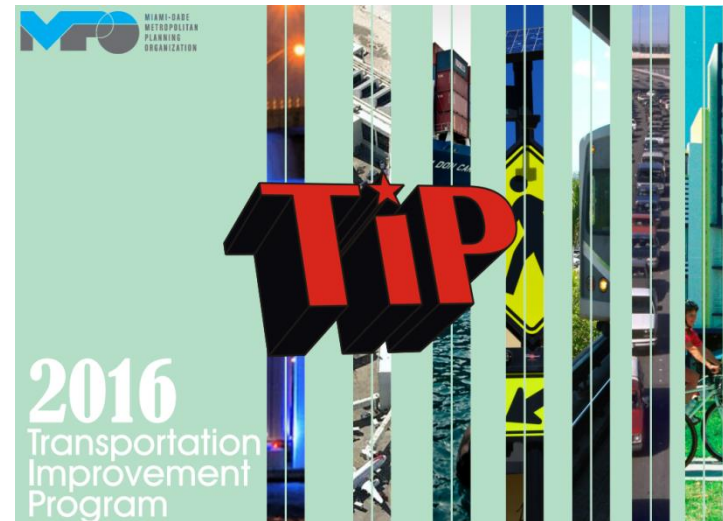
The 2014 major update, MDT10Ahead, was adopted by the Board of County Commissioners (BCC) on December 2nd, 2014. The 2015 Annual Update, *MDT10Ahead*, was approved by the FDOT District Six on October 16, 2015.



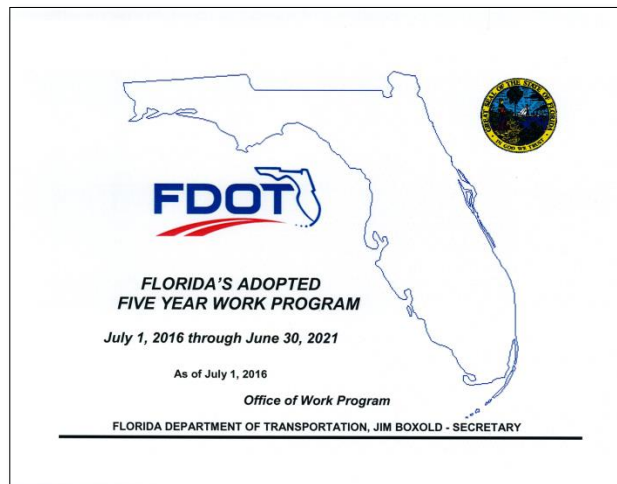
1.1.3 Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) specifies transportation improvements for the next five years. All projects receiving federal funds must be included in this plan. Other major projects which are part of the area's program of improvements, but which do not receive federal funds, are included in the TIP as part of the planning process.

The current TIP covers the period from October 1st, 2015 through September 30th, 2020, and was approved by the MPO Governing Board on May 21st, 2015. Categories of improvements include Highway, Transit, Aviation, Seaport, and Non-Motorized improvements. All of the projects and priorities listed in the adopted TIP are consistent with those in the adopted 2040 LRTP.



1.1.4 Florida Department of Transportation (FDOT) Five Year Work Program



The Work Program is the tentative list of projects that will be funded and carried out in District 6 (includes Miami-Dade and Monroe counties) during the next five years. Developed annually, it FDOT's budget for work in Miami-Dade and Monroe counties. Projects are identified and schedules are developed based on priorities and allocated funds.

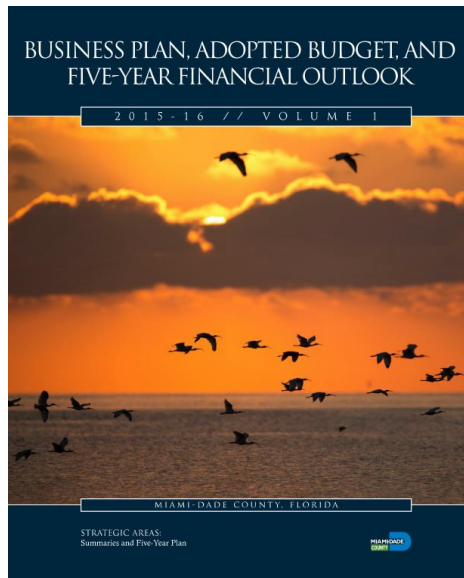
In each cycle, a new fifth year is added, and the first year drops off as projects are completed. A new project only begins to move forward after it is funded and then placed in the Work Program's fifth year. Each phase of a project generally takes two years to complete. Therefore, some projects could take up to 10 years or more from initiation to completion and would cycle through the Work Program several times. The current five year Work Program covers the period from July 1st, 2016 through June 30th, 2021.

1.1.5 State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) is a federally mandated document which must include a listing of projects planned with federal participation in the next four fiscal years. Although the STIP is approved annually by Federal Highway Administration (FHWA) at the beginning of each federal fiscal year (October 1st), FHWA allows FDOT to report these four years on a state fiscal year basis (July 1st thru June 30th). This is because the report is based upon the same projects that are listed in the first four years of FDOT's Adopted Five Year Work Program.

Projects shown in both the Work Program and the STIP are all drawn from the same Work Program Administration (WPA) database. Work Program reports and STIP reports are simply differently formatted reports of the same projects programmed in the WPA database. Therefore, in order for a project to be listed in the approved STIP, it must first be included in the WPA database and programmed in the first four years of the Adopted Five Year Work Program. The project must either be included in the Tentative Work Program during the annual Tentative Work Program development cycle, or it must be amended into the Work Program and STIP after it has been adopted on July 1st of each state fiscal year.

1.1.6 Adopted Budget and Multi Year Capital Plan



Miami-Dade County has a responsibility to appropriately plan for and strategically manage the funding of public services desired by the community. The annual budget and multi-year capital plan are essentially a plan of activities consistent with the County's Strategic Plan and the resources required to achieve those goals. The County's adopted budget is a powerful financial management tool that helps:

- Prioritize programs and service levels
- Prepare for operational challenges in advance
- Provide appropriate funding to each department
- Create accountability and ensure transparency of the planned use of public funds
- Establish a sound fiscal framework for proper day to day monitoring

Each department's operating and capital budgets are evaluated on an annual basis as one cohesive plan. The County's budget and multi-year capital plan, spans six fiscal years, is adopted on an annual basis by the Board of County Commissioners, and conveys the services to be delivered to the community as well as the resources required to provide those services.

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2.0 SYSTEM OVERVIEW

Department of Transportation and Public Works (DTPW) is the 15th largest transit system in the United States (based on annual vehicle revenue miles), with a service area of approximately 306 square miles. It is composed of 34 individual municipalities with an urbanized population of approximately 2.6 million. A trend persists in some areas throughout the county to incorporate, which leaves a large portion of the county populated by disadvantaged individuals in unincorporated areas that are dependent upon county services. DTPW is one of the largest departments in Miami-Dade County government and responsible for planning and providing public transit services in the County.

DTPW operates an integrated multi-modal transit system comprised of four (4) modes: bus (Metrobus), heavy rail (Metrorail), automated people-mover (APM) (Metromover), and demand-response service (Special Transportation Services or STS). The transit agency is led by a Department Director that reports to the Mayor. The table of organization for DTPW can be found in Appendix A.1.

Department of Transportation and Public Works Transit Mission Statement

To meet the needs of the public for the highest quality of transit service: safe, reliable, efficient and courteous.



In 2015, there were an average of 321,200 weekday boardings on the DTPW system. Table 2-1 presents DTPW service characteristics by transit mode.

Table 2-1: DTPW Service Characteristics by Transit Mode, 2015

System Characteristics	Metrobus		Metrorail	Metromover	STS
	DTPW Operated Routes	Contracted Routes			
Operating Hours	24 hours ¹	6:20am-1:10am	5:00am-12:48am	5:00am-12:00am	24 hours
Number of Routes	96	2	2	3	Demand Resp.
No. of Stations/Stops	8,828	32 ²	23*	21*	N/A
Peak Headways	5-80 minutes	N/A	5-10 minutes**	1½ -5 minutes	(Pick up +/-30 minutes of scheduled time)
Midday Headways	12 -60 minutes	N/A	15 minutes	1½ - 3 minutes	
Weekend Headways	12 -60 minutes	N/A	30 minutes	3-6 minutes	
Routes Miles	2,543 (Round Trip Miles)	202.8 (Round Trip Miles)	24.8 miles	4.4 miles	N/A
Peak Vehicle Requirements*	668	7	80	21	331
Total Fleet Size*	813*	9*	136*	46*	372 ³
Annual Revenue Miles*	28,096,442	653,715	7,974,156	1,134,945	14,159,764
Annual Boardings*	72,434,585	306,539	22,084,513	10,022,859	1,651,715
Park-Ride Spaces	2,922	N/A	9,581	0	N/A
Annual Operating Expense*	\$336,486,663	\$6,512,376	\$96,978,769	\$27,929,030	\$50,033,827
Annual Operating Revenue*	\$91,909,970	\$99,244	\$26,730,861	\$0	\$5,732,402
Annual Revenues (Other)*	\$8,861.764 ⁴	\$0	\$0	\$0	N/A
Base Fare	\$2.25***	\$2.25	\$2.25	Free	\$3.50
Pedestrian Overpasses	1	0	3	0	N/A
Maintenance/Storage Facilities	3	N/A	1	1	N/A

* Source: National Transit Database, Department of Transportation and Public Works, 1st Submission 2015 Data, January 31, 2016.

** 5-minute combined headway (Orange Line and Green Line) during the peak AM and PM travel times from Dadeland South Station to the Earlington Heights Station. The Green Line Metrorail Service operates at 10-minute headways during the peak AM and PM travel times between the Palmetto Station and the Dadeland South Station.

*** Express Bus fare is \$2.65 and shuttle bus fare is \$0.25

¹ Six (6) Metrobus routes (L, S, 3, 11, 27, 38/Busway MAX) operate 24 hours per day. Two other routes, 246/Night Owl and 500/Midnight Owl, provide hourly bus service approximately between 12:00 am - 5:30 am.

² In addition to the 32 designated bus stops for the two routes, buses pick up passengers anywhere along the routes when hailed.

³ STS fleet includes 192 sedans, 109 wheelchair vans, 54 fifteen passenger vans, 7 twelve passenger vans, 15 mini buses and 4 mini vans.

⁴ Includes all modes.

2.1 Metrobus

Metrobus is DTPW's fixed-route bus service. Metrobus operates seven days a week, 24 hours per day. A total of 96 routes comprise DTPW's regular bus service structure as served by a total fleet of 813 buses and two contracted routes with nine buses. DTPW's family of Metrobus services include local, circulator, limited-stop, express, and BRT (Bus Rapid Transit) services. Figure 2-1 illustrates the DTPW Metrobus system route map as of December 2015 while Figure 2-2 presents Metrobus service area coverage. A detailed service schedule for current DTPW operated Metrobus routes, as of December 2015 is presented in Appendix A.2.

2.1.1 Local Service

Local bus service collects and distributes high-turnover ridership along arterials radiating to and from dense activity centers. This service type is characterized by frequent stops, short and moderate passenger trips, and slow average bus speeds over the course of an entire route.

2.1.2 Circulator Service

Circulator or shuttle bus service operates short route connections between activity centers, or as a feeder to provide a connection with another transit service. For DTPW, these routes include the Tri-Rail commuter rail shuttles in Miami-Dade County and short localized area-specific routes.

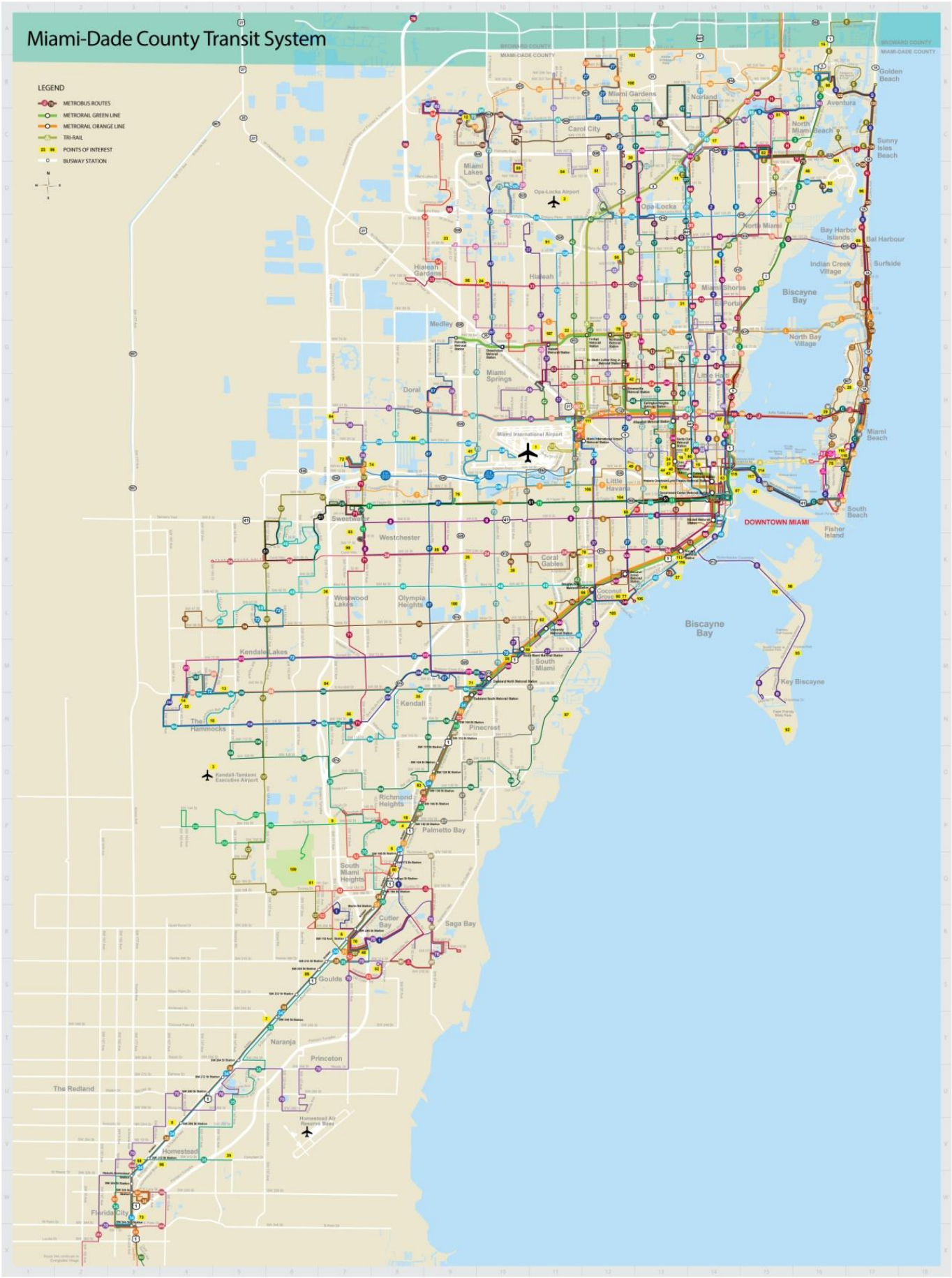
2.1.3 Limited-Stop Service

Limited-stop service serves designated bus stops along a route. With fewer stops, limited-stop routes have significantly increased operating speeds when compared to local service. The MAX, routes serve stops at major transfer points or approximately every one-half mile (in the Miami Central Business District (CBD)) to one mile (in suburban areas) along a route.

Route 277, the 7th Avenue MAX, is an example of a limited-stop type of bus service, which operates during the morning and evening rush hours.

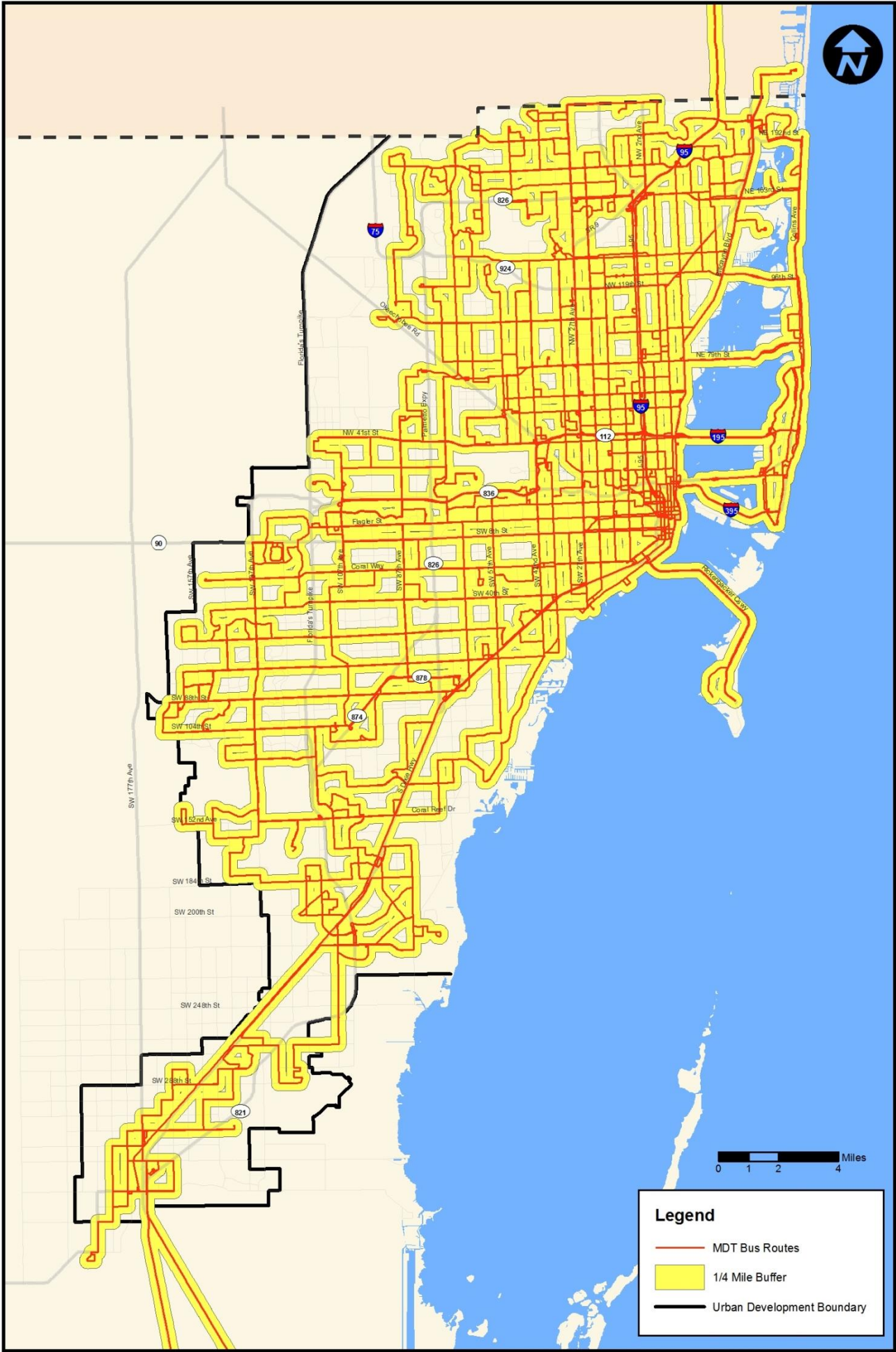
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Figure 2-1: DTPW Metrobus System Map



Source: DTPW, December 2015

Figure 2-2: DTPW Service Area Coverage



Source: DTPW, December 2015

2.1.4 Express Bus Service

Express Bus service is similar to limited-stop service which has fewer stops and operates at a higher speed when compared to local bus service. Express routes connect outlying areas (designated park-and-ride lots or shopping centers), with direct service to designated activity centers such as the Miami CBD. They usually operate along a freeway or major arterial road to increase the operating speed.

The 95 Dade-Broward Express that operates within the I-95 express lanes is an existing express service operated by DTPW.

2.1.5 Bus Rapid Transit (BRT)

The South Miami-Dade Busway is a 19.8-mile two-lane, at-grade dedicated busway corridor for DTPW bus service along U.S. 1 from SW 344th Street in South Miami-Dade to the Dadeland South Metrorail Station. Full size (40-foot) and articulated (60-foot) busses serve 30 stations (including Dadeland North) and six park-and-ride lots along the Busway. Buses also operate within adjacent neighborhoods and enter the exclusive lanes at major intersections.

Most of the routes operating on the Busway provide limited-stop service, or have sections that offer limited stop service to maximize use of the busway and its travel time savings features of exclusive travel lanes, fewer stops, and preferential signal phasing at intersections. Examples of these routes include 31, 34, 38, 52, 252 and 287.



2.2 Metrorail

Metrorail provides passenger service to 23 stations on a 24.8-mile heavy rail electrified line. The system operates on an elevated guideway with transfer points to Tri-Rail commuter rail service, the DTPW Metromover system, and the South Miami-Dade Busway. DTPW maintains a total fleet of 136 Metrorail vehicles. Daily passenger service starts at 5:00 a.m. from the terminal stations and ends with the last train arriving at the terminal station at 12:48 a.m.

DTPW operates two lines of service with four (4) and six (6) car trains. The legacy Green Line runs from Palmetto Station to Dadeland South Station and the Orange Line from the Miami Intermodal Center (MIC) at Miami International Airport to Dadeland South station.

The Orange Line provides direct service between the MIC and Dadeland South Station every 10 minutes during peak hours. The Green Line operates at 10-minute headways during the peak AM and PM travel times between the Palmetto Station and Dadeland South Station.

Both lines provide premium transit service with a combined headway of five (5) minutes during the peak AM and PM travel times from Dadeland South Station to the Earlington Heights Station. Mid-day off-peak headways are 15 minutes. Weekend and holiday service operates with headways of 30 minutes. In December 2015, DTPW initiated the new Metrorail-Downtown Express Service which provides non-stop service between Dadeland North and Brickell Metrorail stations in the southern segment of the system and express service between Palmetto and Civic Center Metrorail stations during the AM/PM peak travel periods.

Figure 2-3: DTPW Metrorail System 2015



Figure 2-3 illustrates the DTPW Metrorail system map as of December 2015.

Source: DTPW, December 2015

2.3 Metromover

DTPW's automated people mover (APM) or Metromover is an elevated system that serves 21 stations and is comprised of three (3) loops:

- Downtown Miami Central Business District (Inner/Downtown Loop);
- Adrienne Arsht Center and Perez Arts Museum to the north (Outer/Omni Loop);
- Brickell area to the south (Outer/Brickell Loop).

DTPW maintains a fleet of 46 Metromover vehicles and operates with a maximum of two (2) cars per train. Metromover operates free of charge and stops at 21 wheelchair-accessible stations from the School Board area to Brickell, serving major destinations throughout Downtown Miami.

Metromover's Inner/Downtown, Outer/Omni and Brickell loops operate from 5:00 a.m. to 12:00 a.m. During the AM/PM peak period, service frequency is every 90 seconds in the central business district and every three (3) minutes during weekends and holidays.

On the Omni and Brickell Loops, service frequency is five (5) minutes during peak periods and six (6) minutes during weekends and holidays.

Figure 2-4 illustrates the DTPW Metromover system map as of December 2015.

Figure 2-4: DTPW Metromover System



Source: DTPW, December 2015

2.4 Special Transportation Services



As mandated by the Americans with Disabilities Act of 1990 (ADA), DTPW operates a demand-response service known as Special Transportation Services (STS). STS is a shared-ride, door-to-door transportation service for certified individuals with disabilities who are unable to utilize the accessible fixed-route transit system.

Service is provided by sedans, vans and lift-equipped vehicles, seven (7) days a week, 24 hours per day. Presently, there are 372 vehicles available for paratransit service transportation. Currently, these vehicles are privately contracted through Transportation America (TA).

As of December 2015, a total of 31,502 eligible clients are enrolled in the STS program including both ambulatory and non-ambulatory clients.

2.5 Services provided by Private Contractors

America's Transportation provides fixed route bus service up to Mile Marker 50 into Monroe County (Routes 301 and 302). The private sector is also involved in the provision of several transit support services, such as:

- Security at Metrorail/Metromover stations, as well as other DTPW facilities;
- Maintenance-type service, such as tires, janitorial, elevators/escalators, etc;
- Marketing and other similar contracts;
- Planning and technical support;
- Maintenance of bus benches/shelters at no cost to the County; and,
- Bus/rail advertising services

2.6 Miami-Dade Transit Passenger Fare Structure

DTPW's automated passenger fare collection system for Metrorail and Metrobus is known as the EASY Card. Cash fare payments are still accepted on Metrobus; however Metrobus passengers are encouraged to purchase the DTPW EASY Card to take advantage of discounted transfer fees. Metrorail passengers are now required to purchase and load the contactless DTPW EASY Card. These cards are purchased at a fee of \$2.00 and loaded with appropriate fare amounts for passage. Table 2-2 presents the current fare structure.

Table 2-2: DTPW Fare Structure Summary, December 2015

	Regular Fare	Discount Fare ¹
Metrobus	\$2.25	\$1.10
Express Bus	\$2.65	\$1.30
Shuttle Bus ²	25¢	10¢
Metrorail	\$2.25	\$1.10
Metrorail daily parking fee	\$4.50	Not Applicable
Metrorail monthly parking permit ³	\$11.25	Not Applicable
Metromover	Free	Free
Special Transportation Service (STS)	\$3.50	Not applicable
Bus-to-Bus Transfer ⁴	Free	Free
Bus-to-Express Bus Transfer	50¢+45¢ upgrade=95¢	25¢+20¢ upgrade=45¢
Bus-to-Rail Transfer	60¢	30¢
Rail-to-Bus Transfer	60¢	30¢

¹ Discount fare is available for Medicare recipients, most people with disabilities, and students in grades K-12 when using an EASY Card for discount fare rides, which replaces all previous discount IDs and permits. Preschool children less than 42 inches in height can ride Metrobus and Metrorail free at all times with an accompanying adult. Parents or guardians of pre-schoolers are encouraged to present proof of age to bus operators and rail personnel to access the system. EASY Cards are not issued to pre-schoolers.

² DTPW operates eight shuttle routes: 123/South Beach Local, 132/Doral-Tri-Rail Shuttle, 200/Cutler Bay Local, 211/Overtown Circulator, 212/Sweetwater Circulator, 249/Coconut Grove Circulator, 254/Brownsville Circulator, and 286/North Pointe Circulator. There is no fare for routes 132 (Doral-Tri-Rail Shuttle) and 133 (Airport-Tri-Rail Shuttle).

³ Only available with the purchase of a monthly pass.

⁴ Transfers are free for passengers traveling in one direction (not for round trips) using an EASY Card or EASY Ticket only within three hours of initial access of system. Passengers paying with cash must pay the full fare each time they board a bus.

Table 2-2: DTPW Fare Structure Summary, December 2015 (continued)

	Regular Fare	Discount Fare ¹
Shuttle Bus-to-Bus or Rail Transfer	\$2.00	\$1.00
Shuttle Bus-to-Express Bus Transfer	\$2.40	\$1.20
1-Month Pass	\$112.50	\$56.25
1-Month Pass + Monthly Metrorail Parking Permit	\$123.75	\$67.50
1-Month Pass - Group Discount 4-99 passes	\$101.25	Not applicable
1-Month Pass - Group Discount 100 or more passes	\$95.65	Not applicable
7-Day Pass	\$29.25	\$14.60
1-Day Pass	\$5.65	\$2.80
College/Adult Education Center Monthly Pass	\$56.25	Not applicable
Golden Passport or Patriot Passport	Free	Free
EASY Card (cost of media)	\$2.00	Not applicable
EASY Ticket (cost of media)	\$2.00	Not applicable

Source: Department of Transportation and Public Works, December 2015.

2.6.1 Farebox Recovery Ratio

The farebox recovery ratio of a passenger transportation system is the fraction of operating expenses which are covered by the fares paid by passengers. It is calculated by dividing the system's total fare revenue by its total operating expenses. Most transit systems are not fully self-supporting, so advertising revenue, government subsidies, and other sources of funding are usually required to cover total operating costs.

Table 2-3 illustrates DTPW's farebox recovery ratio as reported to National Transit Database (NTD) for each mode. Note that DTPW's Metromover is a free fare service and therefore collects no farebox revenue.

¹ Discount fare is available for Medicare recipients, most people with disabilities, and students in grades K-12 when using an EASY Card for discount fare rides, which replaces all previous discount IDs and permits. Preschool children less than 42 inches in height can ride Metrobus and Metrorail free at all times with an accompanying adult. Parents or guardians of pre-schoolers are encouraged to present proof of age to bus operators and rail personnel to access the system. EASY Cards are not issued to pre-schoolers.

Table 2-3: Farebox Recovery by DTPW Mode

Mode	FY 2014	FY 2015
Metrobus	27.5%	24.8%
Metrorail	28.4%	29.3%
STS	13.2%	11.5%

Source: DTPW National Transit Database Facts at a Glance Report, Dec. 2015.

2.7 Miami-Dade Transit's Special Programs

Section 427, Florida Statutes and Rule 41-2 Florida Administrative Code, establishes and mandates the creation of the Commission for the Transportation Disadvantaged in the State of Florida. A Community Transportation Coordinator (CTC) in each county is appointed by the Commission for the Transportation Disadvantaged and is responsible for the coordination and provision of cost-efficient transportation services and the elimination of duplication through a coordinated system. In Miami-Dade County, the County government is the local coordinator. DTPW is charged with the responsibility of creating programs, applying for the grants and coordinating transportation services for the disadvantaged.

Programs such as the Section 5310, Golden Passport, Patriot Passport, and Lifeline Services are also included in the Coordinated Transportation System.

2.7.1 Transportation Disadvantaged Program

The Transportation Disadvantaged Program, through a State Funded Grant, provides transit passes on a monthly basis to social service agencies that service transportation disadvantaged (disabled, poor, homeless, children and adults at risk, and unemployed residents of Miami-Dade County). The purpose of this program is to provide EASY Tickets to qualifying agencies to distribute to their clients for use on the Miami-Dade County transit system. Currently there are 126 agencies enrolled in the program.

2.7.2 Section 5310 Program

DTPW actively participates in the Federal Transit Administration (FTA) Section 5310 program by participating in the grant review, evaluation and award process. DTPW in its role as the CTC is responsible for the program coordination with local non-profit agencies serving elderly and disabled residents in Miami-Dade County.

2.7.3 Corporate Discount Program

DTPW's Corporate Discount Program (CDP) allows participants to save on commuting costs through group discounts and pre-tax savings, by purchasing public transportation through a tax deduction from their employer under IRS Code 132(f). It allows employees to pay for their public transit rides using pre-tax dollars, up to \$250 month (\$3,000/year) in 2015. The CDP provides monthly transit passes on Corporate EASY Cards, good for a month of unlimited rides on Metrobus and Metrorail, at a 10 percent (10%) discount for groups of 4-99 participants, and a 15 percent (15%) discount for groups of 100+ participants. In 2015, the CDP generated over \$10.3 million in revenue. The program currently has over 200 participants.

2.7.4 College/Vocation School Discount Program

College, university, vocational/technical and adult education school students can purchase a one-month pass on an Orange EASY Ticket for \$56.25, half the cost of a full price monthly pass. This program is offered to full-time students using DTPW's public transportation system to get to school. There are over 60 active schools participating in the program generating approximately \$4.5 million in annual sales.

2.7.5 K-12 Discount Program

Miami-Dade County students in grades K-12 can ride Metrobus and Metrorail at 50 percent (50%) off the regular fare. Eligible students need to obtain a specially encoded EASY Card at the Transit Service Center Kiosk located on the second floor of the Stephen P. Clark Center, at 111 NW 1st Street. The cost for the card is \$2.00 and the student is required to fill out a registration form. The card is then assigned to the student. This program is open to any student attending public or private schools in Miami-Dade County. Currently, there are over 30,500 K-12 customer accounts.

2.7.6 EASY Card Sales Outlets

EASY Card Sales Outlets are conveniently located throughout Miami-Dade County for transit customers to obtain or load cash value and/or passes onto the EASY Card or EASY Ticket. The Metrorail Monthly Parking Permits are also available at select outlets. The Marketing Division within DTPW is responsible for training new vendors and maintaining 103 EASY Card Sales Outlets, providing DTPW with an average of \$8.8 million in revenue a year.

2.7.7 Golden Passport Office

The Golden Passport EASY Card provides free transportation to senior citizens 65 years and over, or a Social Security Program beneficiary who is a permanent Miami-Dade County resident. A Patriot Passport provides free transportation to disabled veterans who are a permanent Miami-Dade County resident. Currently, there are 250,750 certified Golden Passport/Patriot Passport customer accounts; this includes 175,012 Golden Passport customers over 65 years of age, 66,552 Golden Passport customers under 65 years of age, and 9,189 Patriot Passport customers.

2.8 Customer Information/Convenience

The Marketing Division is recognized as one of the top Marketing groups in Florida. In 2015, they were the recipients of the Florida Public Transportation Association (FPTA) Best In Class award for the Westchester Circulator minibus wrap, the Visitor map and the Metromover Brickell and Omni Loop maps.

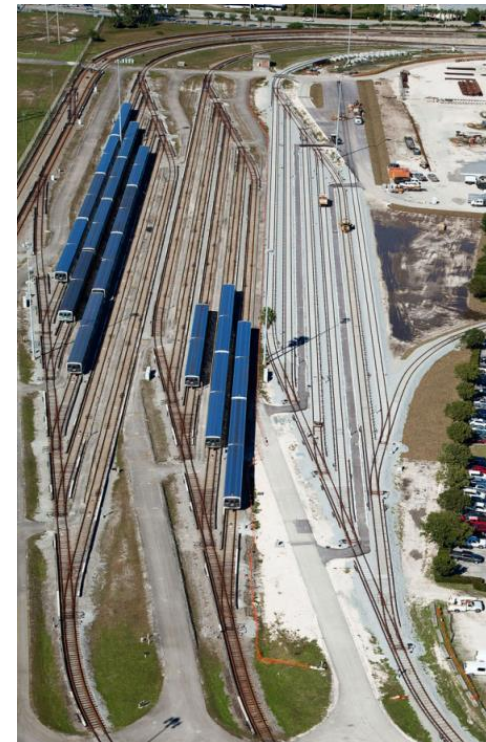
2.8.1 Smartphone Mobile Application (iPhone and Android)

DTPW has deployed real-time iPhone and Android applications for Metrorail/Metrobus/Metromover arrival/departure, route and schedule information. These mobile applications provide DTPW passengers with everything that is currently present on the DTPW mobile web site as well as additional smartphone-specific features in the form of an app to include: rider alerts; Train Tracker; Bus Tracker; service updates; elevator/escalator operational status; Metrobus schedules and routes; Metrorail station information; Metromover station information; fare information; rider alerts registration; contact numbers; feedback zone; Where Am I?; and Live Mapping. By developing these apps, DTPW ensures that riders have the most up-to-date and accurate transit service information free of charge.

2.8.2 Electronic Transit Rider Alert System / Train Tracker / Mover Tracker

DTPW continues to implement customer convenience enhancements to their Rider Alert system that notifies passengers about transit service delays. Registered users receive electronic alerts on detours, route changes, and updates for Metrobus as well as service interruptions for Metrorail, Metromover, Metrobus and Special Transportation Services. The Rider Alert system also provides the operational status of Metrorail or Metromover station elevators and escalators. Customers must sign-up to receive these electronic alerts to their cellular phones, email addresses, text pagers, and smart phones. There are currently 2,120 customers who are signed up to receive these electronic alerts. Train Tracker service allows users to see, via the web and on mobile devices, the estimated time of arrival of the next Metrorail train.

DTPW has a real-time Metromover Tracker System, "Mover Tracker" using the web-based technology and is available via computer desktops, cell phones/smartphones, personal digital assistants (PDAs) and tablets. These software applications also provide other useful transit information such as service alerts, rail and mover station information and elevator/escalator status.



2.9 Maintenance and Storage Facilities

DTPW currently operates three (3) maintenance bus garages to serve a fleet of 813 buses. The DTPW garages are located in various areas throughout the County to provide efficient maintenance and storage services at the following locations:

- Central Facility: 3311 NW 31st Street, Miami, Florida 33142; serving 37 bus routes
- Coral Way Facility: 2775 SW 74th Avenue, Miami, Florida 33155; serving 33 bus routes and,
- Northeast Facility: 360 NE 185th Street, Miami, Florida 33179; serving 27 bus routes

The Metrorail fleet of 136 rail cars is maintained and stored at the William E. Lehman Center located at 6601 NW 72nd Avenue, Miami, Florida 33166.

The Metromover fleet of 46 cars is supported by the maintenance facility located at 100 SW 1st Avenue in Downtown Miami.

2.10 Park-and-Ride Facilities

DTPW currently has more than 11,000 available parking spaces, including 29 park-and-ride lots which serve one or more Metrobus routes. Sixteen of those locations are located at Metrorail stops.

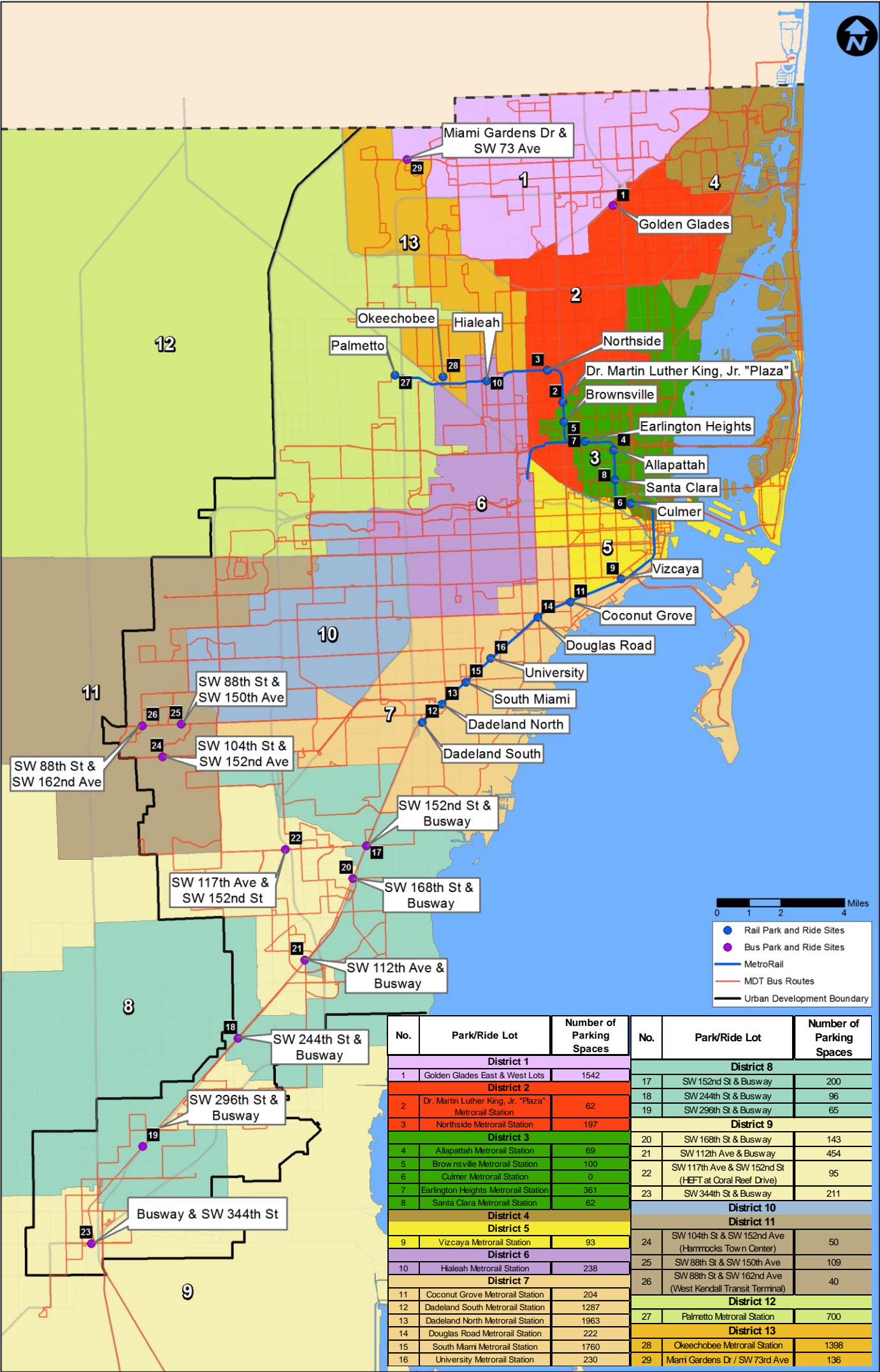
Actual parking usage is highest on the southern portion of the Metrorail line and to the north at the Metrobus Golden Glades park-and-ride lot. Figure 2-5 identifies the location of existing park-and-ride sites that serve the DTPW system.

2.11 Pedestrian Overpasses

To facilitate a safe passenger connection, DTPW maintains pedestrian overpasses throughout its transit system. A listing of the location of these pedestrian overpasses is provided below:

1. Douglas Road Metrorail Station Pedestrian Overpass
2. Vizcaya Metrorail Station Pedestrian Overpass
3. Hialeah Metrorail Station Overpass
4. Snapper Creek Expressway and US-1 M-Path Overpass

Figure 2-5: Existing DTPW Park-and-Ride Facilities



Source: DTPW, December 2015

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2.12 Municipal Transit Services

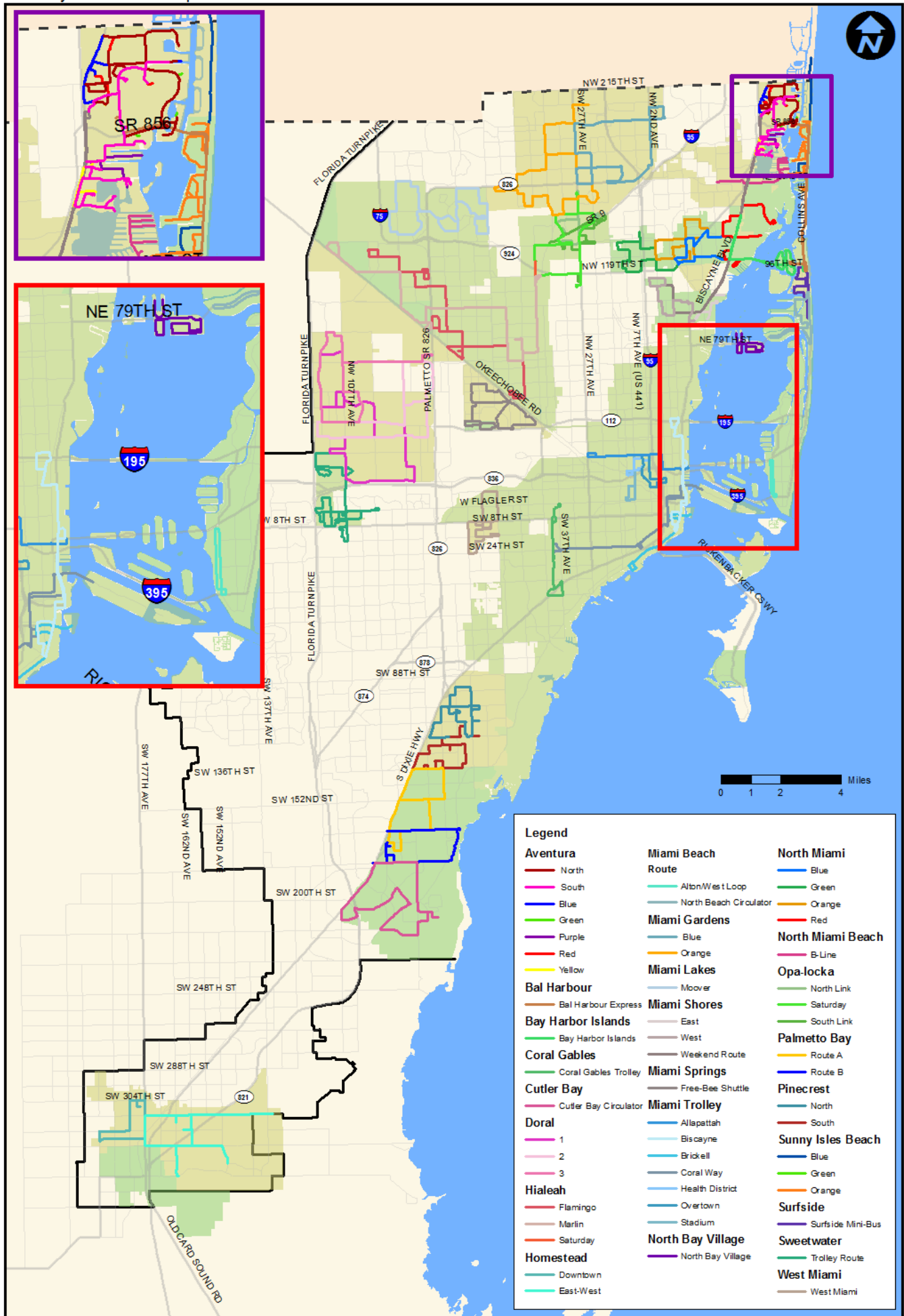
DTPW continues to coordinate with local municipalities to avoid duplication of transit services and allow for efficient transit operations that complement one another. Currently, there are 34 municipalities eligible to receive surtax funding with 33 participating in the program (Indian Creek is not participating). Of these 34 municipalities, 27 have local transit circulators that supplement DTPW bus routes. Figure 2-6 presents a map of local municipal circulators. The 27 municipalities below operate a circulator, partner with another municipality or partner with DTPW.

- City of Aventura
- Village of Bal Harbour
- Town of Bay Harbor Islands
- City of Coral Gables
- Town of Cutler Bay (Interlocal Agreement (ILA) with DTPW)
- City of Doral
- City of Hialeah
- City of Hialeah Gardens (ILA with the City of Hialeah)
- City of Homestead
- City of Miami
- City of Miami Beach (operate a circulator and ILA with DTPW)
- City of Miami Gardens
- Town of Miami Lakes
- Town of Medley (Monday/Thursday only service to various shopping plazas)
- Miami Shores Village
- City of Miami Springs
- City of North Bay Village
- City of North Miami
- City of North Miami Beach
- City of Opa-locka
- Village of Palmetto Bay
- Village of Pinecrest
- City of Sunny Isles Beach
- Town of Surfside
- City of Sweetwater
- Village of Virginia Gardens (ILA with the City of Miami Springs)
- City of West Miami

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Figure 2-6: Municipal Circulator Routes

Hialeah Gardens is served by the Hialeah system
Virginia Gardens is served by the Miami Springs system
Medley offers a call-response service with no fixed route



Source: Miami-Dade Municipalities, December 2015

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System Overview

Ridership on these circulators now exceeds nine (9) million passenger trips annually. The annual ridership of the three (3) largest circulator systems – (1) City of Miami, (2) City of Miami Beach and (3) City of Coral Gables, - totaled 6,915,488 in 2015. It should be noted that many of the municipalities operating circulator systems exceed the 20 percent (20%) minimum surtax transit expenditure requirement. Appendix A.3 provides a listing of each municipality, respective service operator and website.

2.13 REGIONAL TRANSIT SERVICE CONNECTIONS

2.13.1 Broward County Transit (BCT)

The Broward County Office of Transportation operates BCT, a fixed route bus service, which connects with DTPW service. BCT operates 45 routes during weekdays, 31 routes on Saturday and 29 routes on Sundays, with varying service schedules spanning from before 4:35 AM to after midnight on weekdays. A regular one-way fare is \$2.00 while a reduced one-way fare is \$1.00, and an all day pass is \$5.00. DTPW passengers transferring to BCT will provide the BCT bus operator with the Inter-County Ticket and pay \$0.50. Passengers transferring from BCT to DTPW will provide the DTPW bus operator with the BCT Transfer and pay \$0.60 for a full-fare transfer, \$0.30 for a discounted-fare transfer, \$0.95 for an express-bus transfer or \$0.45 for a discounted fare transfer. BCT and DTPW have partnered to provide regional bus service between Broward and Miami-Dade Counties. Currently, DTPW buses travel into Hallandale Beach (southern Broward), and BCT buses travel into Aventura, North Miami, Miami Gardens, and the Golden Glades interchange. Bus service from both agencies operates within the I-95 express lanes, connecting northern and central Broward communities with Downtown Miami. BCT operates the 595 Express which connects western Broward communities to the Civic Center and Downtown Miami. The following table lists those locations and BCT bus routes that provide connecting service to Metrobus routes.

Table 2-4: BCT Routes Serving Miami-Dade County

Bus Route	Service Connection Location
1	Aventura Mall, US 1
2	NW 207 Street, NW 27 th Avenue, University Drive
18	Golden Glades, State Road 7
28	Aventura Mall, State Road 7
441 Breeze, University Breeze	Golden Glades, Miami Gardens Drive
US 1 Breeze	Aventura Mall, US 1
595 Express Miami/Brickell	Overtown Metrorail Station, Eighth Street, Metromover Station, Brickell Metrorail Station
595 Express Miami Civic Center	Civic Center Metrorail Station
95 Express Miramar, 95 Express Pembroke Pines	Miami VA Hospital, Jackson Memorial Hospital, Miami Civic Center, University of Miami Hospital
95 Express Hollywood	Miami VA Hospital, Jackson Memorial Hospital, Miami Civic Center, University of Miami Hospital, Overtown Metrorail Station, Downtown Miami Transit Terminal
95 Express Pembroke Pines / Miramar	Overtown Metrorail Station, Downtown Miami Transit Terminal

Source: Broward County Transit, 2015.

2.13.2 South Florida Regional Transportation Authority (SFRTA)

The SFRTA operates Tri-Rail a commuter rail service that operates along 72 miles of the South Florida Rail Corridor which spans Palm Beach County, Broward County, and Miami-Dade County. Tri-Rail primarily runs through the eastern urbanized areas of the three counties between the Mangonia Park station in Palm Beach County and the Miami International Airport (MIA) station in Miami-Dade County. Tri-Rail serves 18 passenger stations and averages more than 14,000 boardings per weekday.

Weekday service spans from 4:00 AM to 11:35 PM, with operations of 20 minute headways in each direction during the Peak periods, Off-peak headways are 60 minutes in each direction. Weekend service spans from 5:17 AM to 11:45 PM with 60 minute headways. Tri-Rail operates a zonal fare system and is comprised of six (6) equidistant zones. Fares are determined by the sum of zones traveled; the regular base fare for one-way travel is \$2.50, discounted one-way is \$1.25, regular roundtrip is \$4.40 and discounted roundtrip is \$2.50. The cost for the Tri-Rail monthly pass is \$145 (\$72.50 discounted for children, seniors, and persons with disabilities).

Tri-Rail passengers transferring from Tri-Rail at a Tri-Rail transfer point to the DTPW system are required to pay the following fares as presented in the following table:

Table 2-5: Tri-Rail-DTPW Transfer Fares

Transferring from Tri-Rail	Full Fare	Discount Fare
Metrorail	\$1.20	\$0.60
Metrobus	\$0.60	\$0.30
Express Bus	\$0.95	\$0.45
Return Trip	Full Fare	Discount Fare
All Modes/Express Bus	\$2.25/\$2.65	\$1.10/\$1.30

Source: Tri-Rail, 2015.

Tri-Rail has five (5) station locations in Miami-Dade County that connect with DTPW services including both Metrobus and Metrorail. The five (5) Tri-Rail stations include Golden Glades (Metrobus routes 105 E, 22, 77, 246 Night Owl, 277 NW 27th Ave MAX, 95 Golden Glades Express), Opa-locka (Metrobus routes 32, 42, 135), Tri-Rail/Metrorail Transfer (Metrobus routes 42, 112 L, Metrorail), Hialeah Market (Metrobus routes 110 J, 36, 132,), and the Miami International Airport (MIA) Tri-Rail station (110 J, 37, 57, 42, 7, 150 Miami Beach Airport Flyer, 238 East-West Connector, 297 27th Avenue Orange Max).

Table 2-6: Tri-Rail Stations and DTPW Route Connections

Tri-Rail Station	DTPW Route	Major Destinations
Broward County		
Fort Lauderdale	95 Dade-Broward Express	Downtown Miami, Fort Lauderdale Tri-Rail Station
Sheridan St	95 Dade-Broward Express	Downtown Miami, Sheridan Street Tri-Rail Station
Miami-Dade County		
Golden Glades	105 E	Jackson North, The Mall at 163rd Street, City of North Miami Beach, Eastern Shores, Winston Towers, Aventura Mall, Turnberry Isle, Diplomat Mall/Hallandale
	22	City of North Miami Beach, The Mall at 163rd Street, Earlington Heights Metrorail station, Coconut Grove Metrorail station, Sunshine State Industrial Park
	77	SR 441, Liberty City, Culmer Metrorail station, Government Center Metrorail station, Main Library, Historical Museum of South Florida, Miami Art Museum, Downtown Miami Bus Terminal, NW 7 th Avenue Transit Village
	246 Night Owl	The Mall at 163rd Street, Downtown Miami, Government Center Metrorail station, Overtown, Civic Center Metrorail station, University of Miami/Jackson Memorial Hospitals and clinics, Allapattah Metrorail station
	277 NW 7th Ave MAX	Downtown Miami, Government Center Metrorail station, Culmer Metrorail station, Edison Center, North Miami, Biscayne Gardens, NW 7 th Avenue Transit Village

Table 2-6: Tri-Rail Stations and DTPW Route Connections (Continued)

Tri-Rail Station	DTPW Route	Major Destinations
Golden Glades	95 Golden Glades Express	Golden Glades Park & Ride Lot, Civic Center, Veterans Hospital, Jackson Memorial Hospital, Norwood, Earlington Heights Metrorail station, Downtown Miami, Brickell
Opa-locka	32	Carol City, St. Thomas University, Florida Memorial College, City of Opa-locka, Opa-locka Tri-Rail station, Miami Dade College North Campus, Northside Metrorail station, Northside Shopping Center, Santa Clara Metrorail Station, Omni Bus Terminal
	42	Miami Springs, City of Opa-locka City Hall, Opa-locka Tri-Rail Station, City of Hialeah, Amtrak Passenger Terminal, Tri-Rail Metrorail station, Miami International Airport Metrorail station, City of Coral Gables, Douglas Road Metrorail station
	135	Hialeah Metrorail station, Miami Lakes, Opa-locka Tri-Rail, FIU Biscayne Bay
Tri-Rail/ Metrorail Transfer	112 L	Lincoln Road Mall, Miami Beach Convention Center, JFK Causeway, Northside Metrorail station, Amtrak Terminal, Hialeah Metrorail station
	42	Miami Springs, City of Opa-locka City Hall, Opa-locka Tri-Rail Station, City of Hialeah, Amtrak Passenger Terminal, Tri-Rail Metrorail station, Miami International Airport Metrorail station, City of Coral Gables, Douglas Road Metrorail station
Hialeah Market	110 J*	Miami International Airport Metrorail station, Allapattah Metrorail station, City of Miami Beach
	37	City of Hialeah, Dept. of Children & Families, Hialeah Metrorail station, Tri-Rail Airport station, Miami International Airport Metrorail station, Douglas Road Metrorail station, City of South Miami, South Miami Metrorail station
	36*	Dolphin Mall, Miami International Mall, Miami Dade College West Campus. Doral Center, City of Miami Springs , Miami Springs High School, Allapattah Metrorail station
	132 Doral/ Tri-Rail Shuttle	Doral Executive Center, Doral Country Club, Atrium Shopping Center, Miami Springs, Hialeah Market, Tri-Rail Station

Table 2-6: Tri-Rail Stations and DTPW Route Connections (Continued)

Tri-Rail Station	DTPW Route	Major Destinations
Miami International Airport	42	Miami Springs, City of Opa-locka City Hall, Opa-locka Tri-Rail Station, City of Hialeah, Amtrak Passenger Terminal, Tri-Rail Metrorail station, Miami International Airport Metrorail station, City of Coral Gables, Douglas Road Metrorail station
	297 27th Avenue Orange MAX**	Miami International Airport (MIA) Metrorail station, Martin Luther King Jr. Metrorail station, Brownsville Transit Village, Brownsville Metrorail station, Miami Dade College North, City of Opa-locka, City of Miami Gardens, Dolphin Stadium
	150 Miami Beach Airport Flyer	Miami International Airport (MIA) Metrorail station, City of Miami Beach
	7	Miami International Airport (MIA) Metrorail station, City of Sweetwater, Dolphin Mall, Miami International Mall, Mall of the Americas, Downtown Bus Terminal, Main Library, Historical Museum of South Florida, Miami Art Museum, MDC Wolfson Campus, Historic Overtown/Lyric Theatre Metrorail station
	37	City of Hialeah, Dept. of Children & Families, Hialeah Metrorail station, Tri-Rail Airport station, Miami International Airport Metrorail station, Douglas Road Metrorail station, City of South Miami, South Miami Metrorail station
	57	Tri-Rail Airport Station, Miami International Airport (MIA) Metrorail station, South Miami Metrorail station, Red Road (NW/SW 57 Avenue), Busway at SW 152 Street, SW 152 Street Park & Ride Lot, Jackson South Hospital
	110 J	Miami International Airport Metrorail station, Allapattah Metrorail station, City of Miami Beach
	238 East-West Connection	Dolphin Mall, Miami International Mall, Airport Corporate Center, Airport Cargo City, Airport Hilton Hotel and Miami International Airport (MIA) Metrorail station.

Source: DTPW, December 2015, SFRTA, June 2015

* Route does not enter the Tri-Rail station; passengers must access DTPW Routes from NW 36th Street.

** Route does not enter the Brownsville Transit Village or the Brownsville Metrorail station. Passengers must access the Route from the stop north of NW 53rd street.

2.14 NATIONAL CONNECTIONS

2.14.1 Greyhound Intercity Passenger Bus Service

Greyhound operates 1 station and 3 additional stops in Miami. The Miami Greyhound Bus Station is located East of MIA Airport, at 3801 NW 21st Street #171, and also operates busses out of the nearby Miami Intermodal Center (MIC). The additional Greyhound stops are located in Cutler Bay, Downtown Miami, and North Miami near the intersection of I-95 and the Palmetto (SR-826). Greyhound offers bus service from Miami to all major US cities and more than 1,800 minor cities and towns across the country. Ticket prices currently range from \$10 for a trip from Cutler Bay to North Miami, up to \$300 for a trip to Seattle, WA.

2.14.2 Amtrak Intercity Passenger Rail Service

The Miami Amtrak station is located at 8303 NW 37th Avenue with an extension running to the Miami Intermodal Center (MIC). Miami is the southern terminus for the Silver Service / Palmetto Line, which connects Miami to New York Penn Station by way of Philadelphia, Baltimore, Washington DC, Raleigh, Charleston, Jacksonville, Orlando, Fort Lauderdale, and many smaller cities in between. Major connections to East-West running lines are available in Washington DC and beyond. Coach seats are currently available from Miami for prices starting at \$40 for a trip to Winter Haven Florida, up to \$320 to reach the other end of the Palmetto Line at New York Penn Station. Sleeper rooms are currently available for prices starting at \$140 for a trip to Winter Haven, up to \$600 for a trip to New York.

CHAPTER 3

CIVIC ENGAGEMENT



3.0 CIVIC ENGAGEMENT

Department of Transportation and Public Works (DTPW) fully encourages civic engagement for the TDP development to address the continued implementation of the People's Transportation Plan (PTP) and address other transportation-related issues. The FDOT-approved Public Involvement Plan (PIP) for the *MDT10Ahead* TDP outlines various coordination efforts for DTPW to provide opportunities for public participation and facilitate consensus building for this visioning document.

DTPW actively engages the public through participation at local events, conducting interactive presentations, and performing outreach activities throughout the DTPW transit service area and within communities across Miami-Dade County.

This chapter provides a detailed description of all the public outreach activities undertaken throughout the TDP development process. While DTPW receives continuous feedback from its patrons, the deadline for consideration in this TDP Annual Update is July 31st, 2016.



3.1 Civic Engagement Goals and Objectives

Civic engagement is an integral component of the TDP development process. The branded name and logo for the plan, *MDT10Ahead*, was developed to assist stakeholders and the public in recognizing materials; allowing for more efficient communication between the team, the public, and stakeholders. The goals for the *MDT10Ahead* TDP are presented below and intended to help ensure that transportation planning decisions are made in consideration of public needs and concerns.

Goal 1: Early and Consistent Involvement: Involve general public (transit and on-transit users) and other stakeholders early and regularly in the development of the plan.

Goal 2: Opportunity for Participation: Provide all DTPW riders, citizens, and stakeholders with the opportunity to participate throughout the development of the plan, including those in traditionally under-represented populations, such as persons with disabilities, older adults, or those who have limited English proficiency (LEP).

Goal 3: Information and Communication: Provide all citizens and interested stakeholder agency groups with clear, timely, and accurate information relating to projects as they progress.

Goal 4: Apply Range of Techniques: Use a broad-spectrum of techniques to gather input from a diverse population within the project areas.

3.2 Stakeholder Coordination

DTPW actively engages transportation stakeholders throughout the development of the TDP. These stakeholders share input, recommendations, and technical guidance on transportation related issues within the TDP. The stakeholders include the Miami-Dade Metropolitan Planning Organization (MPO) and Citizens Independent Transportation Trust (CITT) as well as citizens from across the county. Specific stakeholder coordination efforts are provided in the following sections.

3.2.1 CareerSource South Florida (Regional Workforce Board)

CareerSource South Florida serves Miami-Dade County to provide youth, employment, and business enterprise development services. CareerSource South Florida was provided a hard copy of the Draft *MDT10Ahead* TDP Annual Update for their review and comment.

Additional coordination efforts with the CareerSource South Florida are ongoing through the Welfare-to-Work Program, which includes the provision of transit service to areas not served by DTPW. Through this program, DTPW receives input on specific transit needs for consideration of adjustment and/or implementation of transit services in response to these needs.

3.2.2 Citizens Transportation Advisory Committee (CTAC)

DTPW presented to the CTAC on July 6, 2016. The CTAC ensures that transportation projects in all stages of the planning process adhere to established visions, goals, objectives and collective needs of the community. This group is comprised of Miami-Dade County residents appointed by the MPO Governing Board members.

3.2.3 Transportation Planning Technical Advisory Committee (TPTAC)

DTPW presented to the TPTAC on July 6, 2016. The MPO TPTAC provides technical support, via a review process, to the Transportation Planning Council (TPC). TPTAC discussions are focused on technical aspects related to the projects. This group is comprised of representatives from the same government agencies that a voting membership on the Transportation Planning Council (TPC), including DTPW and other county departments, the six largest cities within the County, Miami-Dade Expressway Authority, Florida Department of Transportation, Miami-Dade County Public Schools, and the South Florida Regional Transportation Authority.

3.2.4 Electronic Communication

DTPW promoted TDP outreach activities and encouraged input through its electronic communication outlets. Notices were posted on the DTPW, MPO, and CITT websites. DTPW posted information on its Facebook page (www.facebook.com/MiamiDadeTransit) and through its Twitter account (www.twitter.com/iridemdt). Email blasts were also sent out to various distribution lists to solicit public comments. DTPW also used its mobile app to reach passengers. DTPW established a TDP-specific email address (MDT10Ahead@miamidade.gov) where commenter's could direct TDP-related comments. DTPW staff received 21 emails through this address.

DTPW used the Community Information and Outreach Center's (CIAO) electronic (www.miamidade.gov or 311@miamidade.gov) and telephone (3 -1-1, 305-468-5900, 888-311-DADE (3233), or TTD/TTY 305-468-5402) portals to gather information. If a commenter indicated that the comment was related to the TDP, the information was forwarded by CIAO staff to DTPW staff. Commenter's could also call DTPW's customer service line (305-891-3131 or TTD/TTY 305-499-8971) to provide comments.

3.3 Civic Engagement Outcomes

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

Through the Corporate Discount Program (CDP) and Golden Passport Program, DTPW also reaches a wide variety of potential patrons. Appendix A.4 presents an overview of the outreach under the CDP undertaken in 2015 as well as outreach conducted as part of the Golden Passport Program.



In order to promote participation in the TDP development process DTPW actively engaged the public at various public events. DTPW participated in 9 outreach events throughout the course of the development of the TDP where DTPW and requested input via comment cards from attendees. Comment cards were also stocked at all metrorail stations. A listing of these events and distribution sites can be found in Appendix A.4. The data collected from the comment cards and the online survey are analyzed and presented in Section 3.4

3.4 Survey Results

A survey instrument was developed to gather input from the general public, both transit and non-transit users. In order to reach a wider audience, electronic surveys were posted on DTPW's website and distributed through e-mail blasts. A shorter version of the electronic survey was developed and printed in a brochure. Both electronic and hard copy surveys were available in English, Spanish, and Creole. DTPW staff also participated in various events where the public was afforded the opportunity to provide feedback regarding DTPW services as well as offer comment regarding future priorities. The brochures were distributed around the county as well as passed out at various events. Participants could take the survey and return via postage-paid mail.

MDT successfully used surveying to gather input from the public to be used for the TDP. Electronic surveys were posted on MDT's website and distributed through e-mails blasts. The surveys could be taken in English, Spanish, or Creole.

A shorter version of the electronic survey was developed and printed in a brochure. The brochures were distributed around the county as well as passed out at various events. Over 115 locations around the county were used as distribution sites. A list of locations where comment cards were distributed is provided in Appendix A.4. These facilities included libraries, medical facilities, and community centers, among other types of facilities. Participants could take the survey and return via postage-paid mail. Printed surveys were in English, Spanish, or Creole.

The number of completed surveys is displayed in Table 3-1. Approximately 8% were taken in Spanish and none of the surveys were taken in Creole.

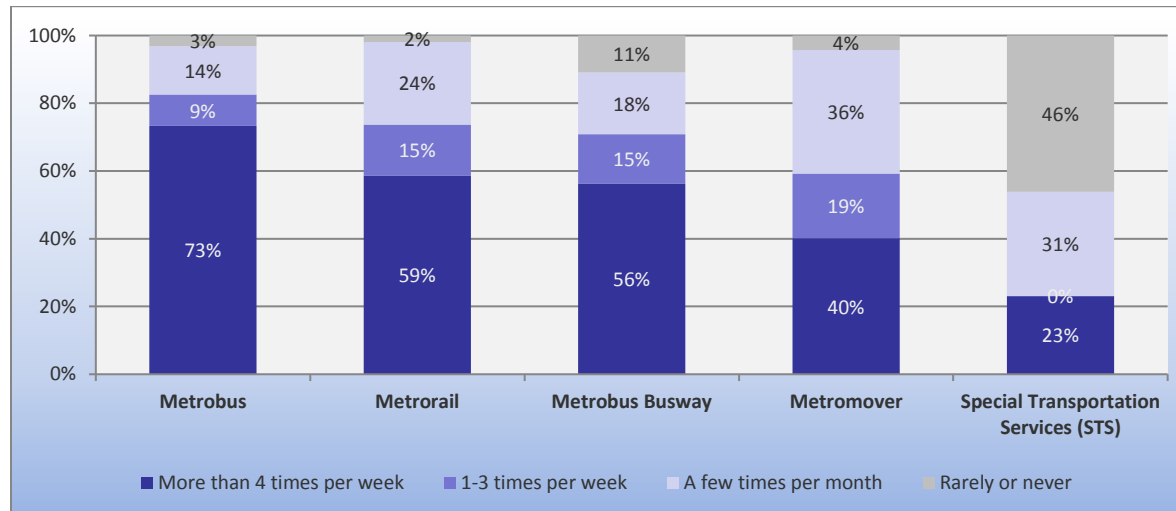
Table 3-1: Survey Responses by Survey Type

Survey Version	Number of Participants
English	281
Spanish	25
Total	306

A summary of all survey results is provided in Appendix A.7. The following graphs present a few of the survey question responses.

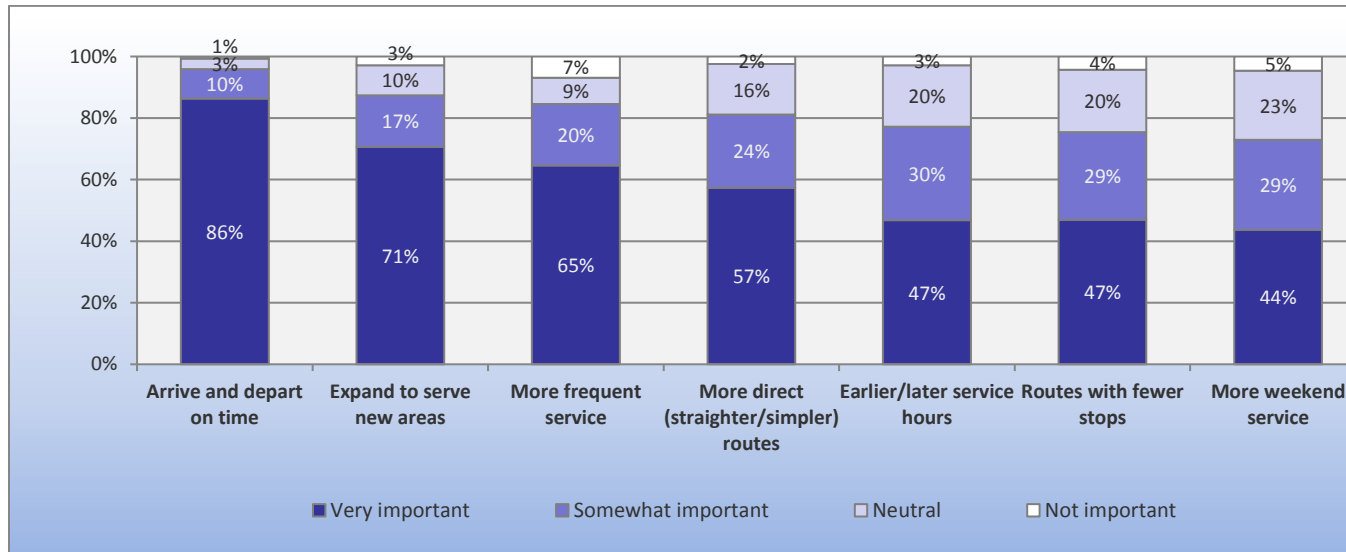
Figure 3-1 examines what type of rider the respondents are. Over 70 percent of the respondents are regular users of Metrobus, and nearly 60 percent use Metrorail regularly.

Figure 3-1: How Often Do You Use Miami-Dade Transit Service?



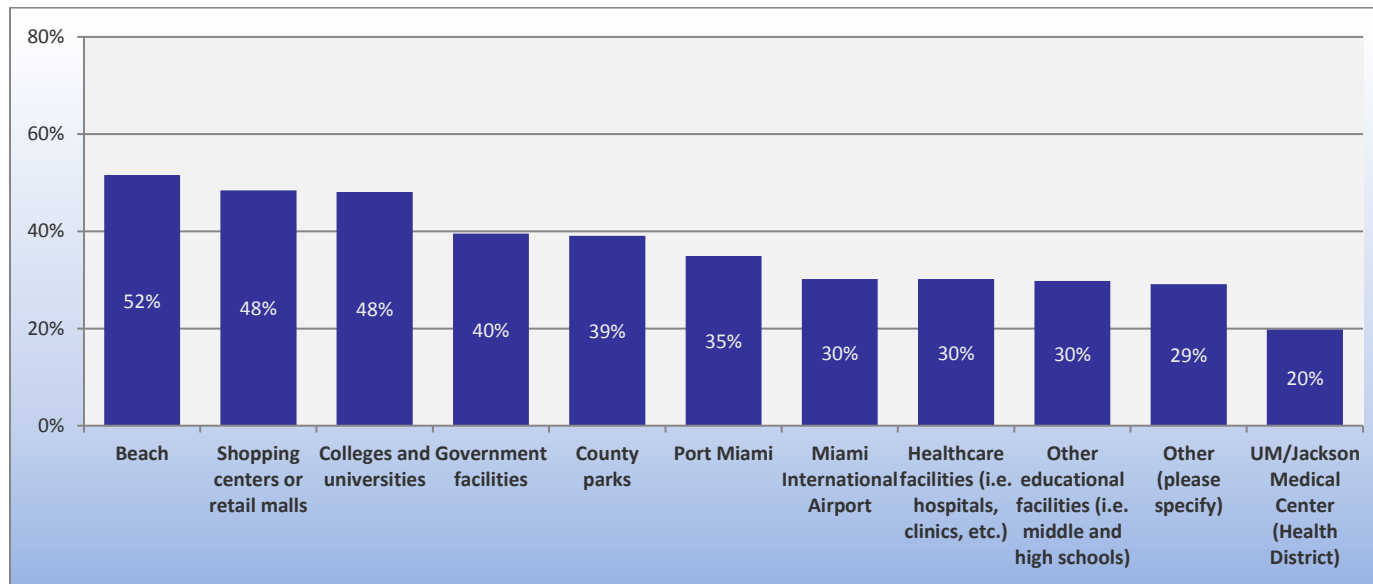
When asked about prioritization of service needs, the most important need noted is on-time performance as shown in Figure 3-2. On-time performance is followed by expanding to new service areas and more frequent service. When broken down by mode, the results are similar (see Appendix A.7)

Figure 3-2: SERVICE – What Should MDT's Priorities Be for the Next Ten Years?



When asked about what destinations MDT could serve better, respondents indicated that the beach followed closely by shopping centers and colleges and universities could be served better. Figure 3-3 displays the full results from this question. For those who indicated “Other” as a response, the most popular responses were for sports stadiums and tourist attractions, such as the zoo.

Figure 3-3: Which of the Following Destinations Could Miami-Dade Transit Serve Better?



Full results from the survey can be found in Appendix A.7.

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4.0 PERFORMANCE ASSESSMENT

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

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

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

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

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

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

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

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

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

4.1.1 Transit Signal Priority (TSP)

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

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

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

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

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

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

Performance Assessment

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

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

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

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

4.1.2 Pedestrian Overpass at University Metrorail Station

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



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

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

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

Performance Assessment

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

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

4.1.3 CAD/AVL System Replacement

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

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

4.1.4 Real-Time Analytics and Reporting for Operational Efficiencies

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

4.1.5 Real-Time Signs

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

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

4.2 Goal 2 – Improve Operational Safety and Security

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

4.2.1 Systemwide Safety and Security Upgrades

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

4.3 Goal 3 – Improve Coordination and Outreach

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

4.3.1 Collaboration of Regional Transportation Initiatives

4.3.1.1 Bus-on-Shoulder program

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



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

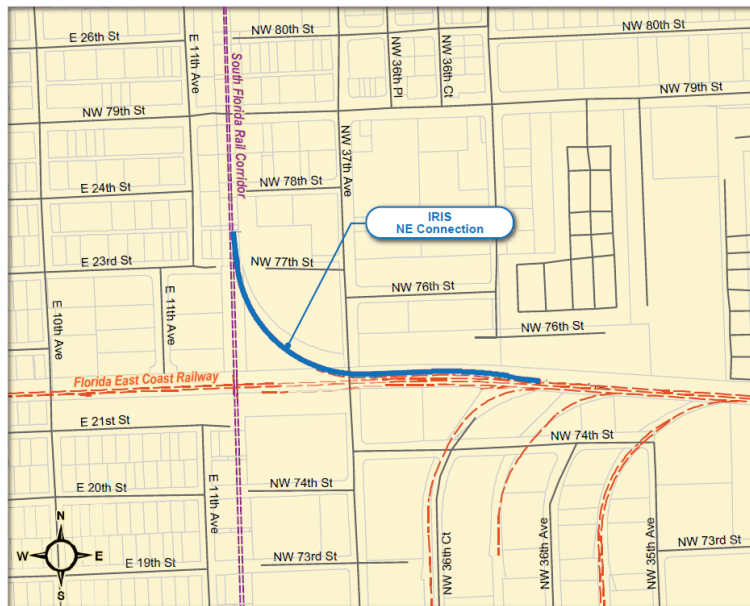
Enterprise, is planning on expanding the Bus-on-Shoulder program to include all expressways in the County. Express bus service on bus-only shoulders increases the reliability and attractiveness of public transportation. With this in mind, shoulders are designed adequately and a commitment must be made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

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



4.3.1.2 North Corridor Commuter Rail Opportunities

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



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

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

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

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

4.4.1 Current Joint Development and Transit Oriented Development Projects

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



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

NW 7th Avenue Transit Village (NW 7th Avenue and NW 62nd Street): This DTPW joint development project will provide an enhanced transit facility within the context of an active, mixed-use development including space for housing, community-serving activities and functions in addition to retail use. This project includes 25 park-and-ride spaces. Phase I consists of 76 units, a Black Box Theater, and a Transit Hub. Phase I was completed in December 2015. Phase II is currently under construction, consisting of 100 units and includes a 1st floor commercial space with expected completion in August 2017.



Performance Assessment



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

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

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

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

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

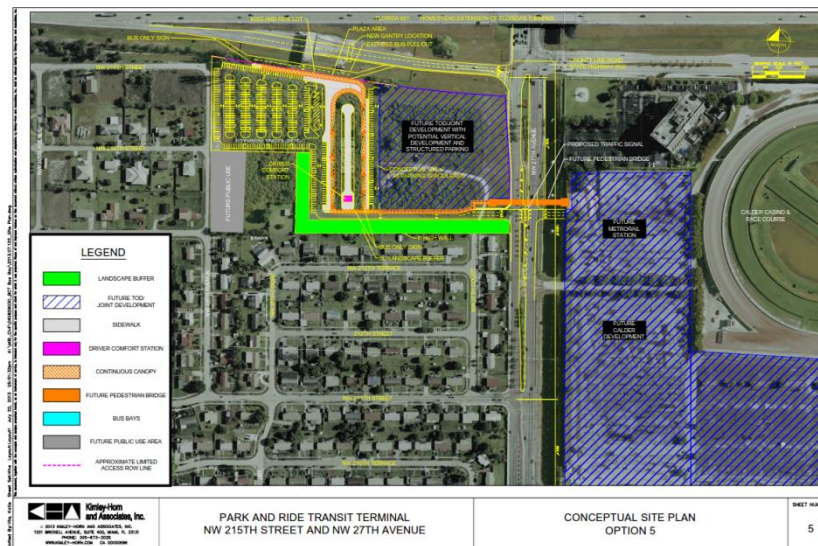


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million. The development will contain a total of 598 parking spaces of which 250 will be dedicated for the exclusive use of transit patrons. Phase I consists of 100 apartments and 100 dedicated parking spaces for transit patrons, and was completed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

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

NW 27th Avenue and NW 215th Street (Unity Station): A 14-acre parcel of land located at the southwest quadrant of the intersection of NW 27th Avenue and NW 215th Street was purchased by Miami-Dade County. The County has completed a study to cultivate recommendations for the development of this property. The recommendations include development of a transit terminal adjacent to NW 27th Avenue. Premium transit service along the NW 27th Avenue corridor is planned to be implemented in conjunction with the construction of the terminal which will include bus bays with passenger shelters and a park-and-ride lot.



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

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

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

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

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

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



4.4.2 Future Joint Development and Transit Oriented Development Projects

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

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

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

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

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

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

4.4.3 Compressed Natural Gas Bus Retrofit Public-Private Partnership

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

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

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

4.4.4 Metrobus New Vehicle Replacement

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

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



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

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

Source: Miami-Dade Transit, 2015.

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

Table 4-2: DTPW Bus Replacement/Enhancement Schedule

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

Source: DTPW Metrobus Fleet Management Plan, 2015.

4.4.5 Metrorail New Vehicle Replacement



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

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

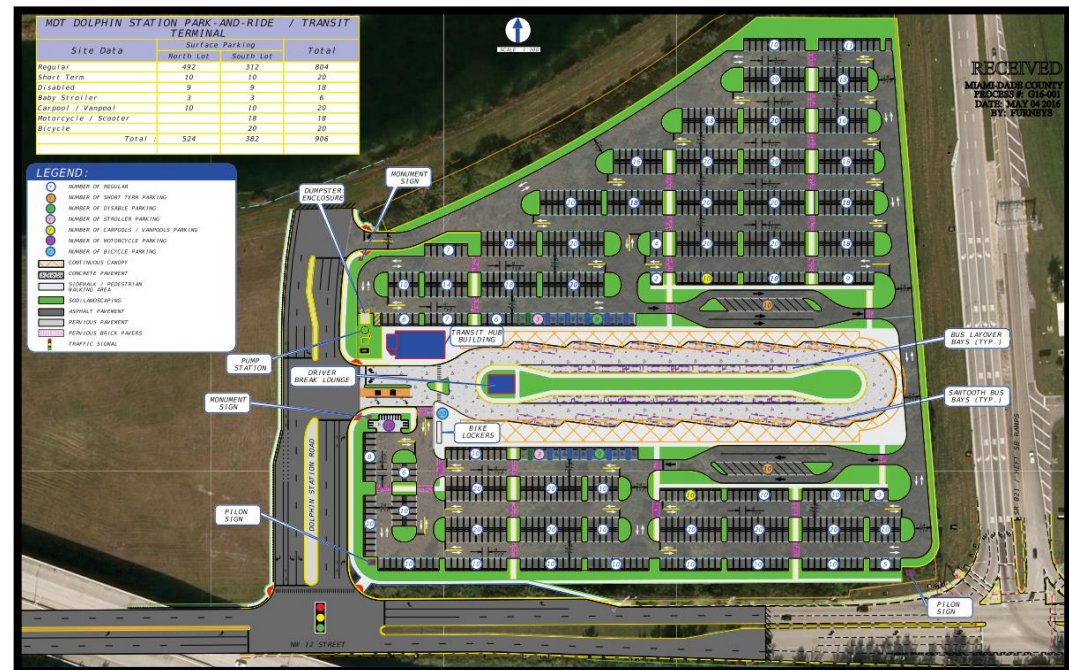
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Goal 4: Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment				
Objective	Measure	Target	Accomplishments	Status
4.4 Facilitate connections between transportation modes	Number of multimodal transit hubs	Complete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

4.4.6 Multimodal Transit Hubs

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

Busway and SW 344th Street (Florida City): DTPW constructed a 266-space parking lot with bus bays and shelters, located west of the southern end of the Busway between NW 2nd Avenue and NW 3rd Avenue at SW 344th Street (Palm Drive) in Florida City. The project was completed in June 2015.








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

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

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

4.5 Goal 5 – Maximize the Use of All Funding Sources

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

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

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

4.6 Goal 6 – Maximize and Expand Transit Services

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

4.6.1 Lehman Yard Rehabilitation – Expansion Phase I

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

4.6.2 Lehman Center Test Track

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

4.6.3 Metrorail Central Control Upgrade

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

4.6.4 Infrastructure Renewal Projects (IRP)

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



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

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

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

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

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

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

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

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

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

4.6.5 ARRA Funded Projects

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

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

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

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

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

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

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

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

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

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

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

4.7.1 ADA Pedestrian Improvements along the Busway

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

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

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

4.7.2 Park-and-Ride Facilities

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

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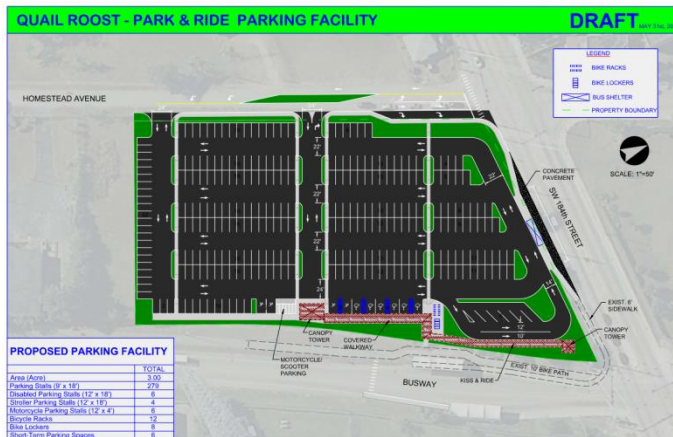
- Dadeland South;
- Dadeland North;
- South Miami;
- Earlington Heights; and
- Okeechobee.

The completion date for phase I implementation is December 2016.

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

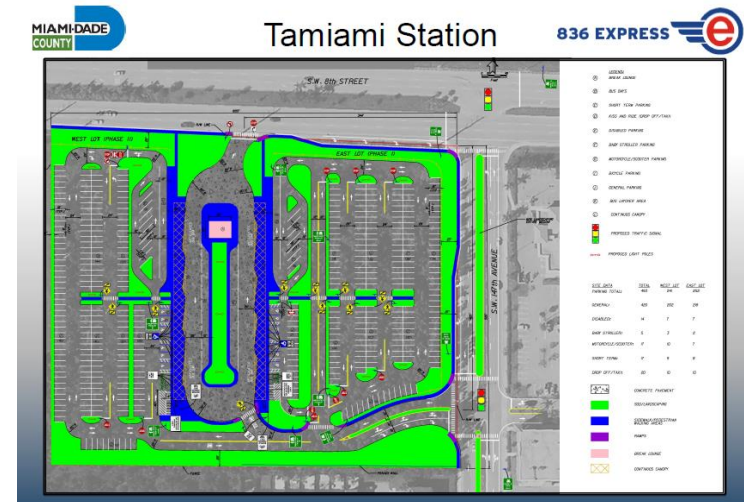


SW 127th Avenue/SW 88th Street/Kendall Drive: DTPW is planning to construct a 183-space park-and-ride lot on approximately 2.8 acres at the southeast corner of SW 88th Street and SW 127th Avenue. This park-and-ride facility will serve the Kendall Cruiser which began service in June 2010. The County has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



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

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



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

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



Panther Station



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

4.8 2015 Consistency Analysis

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

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

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

Table 4-3: 2015 TDP Consistency Analysis

2015 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2015				
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2015 TDP CONSISTENCY
1	Discontinue first weekday run, increase headways from 30 to 40 minutes	Run time adjustments	6/21/15	√
1	Minor schedule adjustments	Minor run time adjustments	6/21/15	√
3	Weekday running time adjustments	Minor run time adjustments	6/21/15	√
7	WB trips will no longer loop through the International Mall parking lot and will not serve the bus stop on NW 107 th Avenue at 14 th Street (northbound far side)	Route realignment	6/21/15	√
7	Major weekday schedule adjustments will be made in both directions to improve service reliability.	Run time adjustments	12/20/15	*
8	End Route at Brickell Metrorail instead of MDC Wolfson Campus	Route realignment	12/20/15	*
8	Schedule adjustments will be made in both directions seven days a week to improve schedule reliability	Run time adjustments	12/20/15	*
9	Weekday schedule adjustments will be made in both directions to improve schedule reliability.	Run time adjustments	12/20/15	*
11	Weekday running time adjustments	Run time adjustments	6/21/15	√
11	The east end of the Route looping through downtown Miami will be shortened. The Route will use SE/NE 1 st Avenue and will not operate to Biscayne Blvd.	Route realignment	12/20/15	*

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

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

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

2015 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2015				
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2015 TDP CONSISTENCY
54	Running time adjustments seven days a week	Run time adjustments	6/21/15	√
54	Discontinue the weekday loop serving NW 37 th Avenue (Old HRS building)	Route realignment	6/21/15	√
54	Discontinue the last Sunday EB trip (12:25 am)	Run time adjustments	6/21/15	√
56	Discontinue the first weekday EB trip/WB loop (5:17 am)	Run time adjustments	6/21/15	√
62	The Route will be extended in both directions to serve the new bus terminal located at the 7 th Avenue Transit Village at NW 7 th Ave/61 st St.	Route realignment	12/20/15	*
62	Schedule adjustments will be made in both directions seven days a week to improve schedule reliability	Run time adjustments	12/20/15	*
70	The route will end in the south at the new Park & Ride lot located at SW 344 th Street (W Palm Drive) / Busway. The two weekday southbound Homestead HS trips will continue to serve the school and then end inside the Bus Terminal.	Route realignment	6/21/15	√
70	Discontinue the Saturday trips to Saga Bay. The north end-of-line on Saturday, like weekdays, will be across from the South Dade Government Center.	Route realignment	6/21/15	√
75	Saturday running time adjustments	Run time adjustments	6/21/15	√
75	Adjust Saturday headway from 45 to 60 minutes all day	Run time adjustments	6/21/15	√

2015 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2015				
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2015 TDP CONSISTENCY
75	Saturday service evening eastbound trips ending at SW 167 th Street terminal will be extended later (approximately 9:00 pm) to FIU	Route realignment	6/21/15	√
77	The south end of the Route looping through downtown Miami will be shortened. The Route will use SE/NE 1 st Avenue and will not operate to Biscayne Blvd. The Route will be extended in both directions to serve the new bus terminal located at the 7 th Avenue Transit Village at NW 7 th Ave/61 st St.	Route realignment	12/20/15	*
87	Saturday running time adjustments	Run time adjustments	6/21/15	√
87	Realign the route to remain on NW 84 th Avenue between NW 58 th and 56 th Streets; the portion along NW 58 th Street and NW 82 nd Avenue will be discontinued.	Route realignment	6/21/15	√
88	Running time adjustments seven days a week	Run time adjustments	6/21/15	√
88	Adjust Sunday headway from 30 to 35 minutes all day	Run time adjustments	6/21/15	√
93	Biscayne MAX Schedule adjustments will be made in both directions to improve schedule reliability.	Run time adjustments	6/21/15	√
99	Weekdays, up to 3 minutes additional running time will be added between NW 67 th Avenue and NW 47 th Avenue for the first two eastbound trips.	Run time adjustments	6/21/15	√
120	Beach MAX The last southbound bus stop will be moved from inside the downtown bus terminal to Flagler Street in front of the Courthouse.	Route realignment	12/20/15	*

2015 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2015				
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2015 TDP CONSISTENCY
120	Schedule adjustments will be made in both directions seven days a week to improve schedule reliability.	Run time adjustments	12/20/15	*
135	Weekday running time adjustments	Run time adjustments	6/21/15	√
135	There will be a minor realignment for eastbound trips leaving the Opa-locka Tri-Rail Station.	Route realignment	12/20/15	*
136	The first two morning eastbound trips will start 10 minutes earlier	Run time adjustments	6/21/15	√
137	NB trips will no longer loop through the International Mall parking lot and will not serve the bus stop on NW 107 th Avenue at 14 th Street (northbound far side)	Route realignment	6/21/15	√
150	Improve headway from 30 to 20 minutes seven days a week	Run time improvement	6/21/15	√
183	Weekday schedule adjustments will be made in both directions to improve schedule reliability.	Run time adjustments	12/20/15	*
252	Saturday running time adjustments	Run time adjustments	6/21/15	√
272	Adjust weekday peak headway from 15 to 20 minutes	Run time adjustments	6/21/15	√
277	Adjust weekday peak headway from 20 to 24 minutes	Run time adjustments	6/21/15	√
277	The route will be extended in both directions to serve the new bus terminal located at the 7 th Avenue Transit Village at NW 7 th Avenue and NW 61 st Street	Route realignment	12/20/15	*
301	The Route will be rerouted to serve the new SW 344 th St Park and ride lot	Route realignment	6/21/15	*

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

2015 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2015				
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2015 TDP CONSISTENCY
Metrorail Downtown Express	DADELAND SOUTH STATION TO AND FROM DOWNTOWN Northbound Mornings The express train departs from Dadeland South at 7:03 a.m. and 8:03 a.m., Monday – Friday. The train makes a stop at Dadeland North and continues as an express train until it reaches Brickell Station	New express service	12/7/15	*
Metrorail Downtown Express	PALMETTO STATION TO AND FROM DOWNTOWN Southbound Mornings The express train departs from Palmetto at 7:01 a.m. and 8:01 a.m., Monday – Friday. The express train continues non-stop until it reaches Civic Center.	New express service	12/7/15	*
New SW 344 th St Park & Ride Lot and Bus Terminal	Routes 34, 35 and 70 will serve inside the bus terminal. Route 38 will remain on the Busway serving at the SW 344 th Street station. Routes 301, 302, and 344 will serve bus stop(s) on West Palm Drive near the Busway.	New Park-and-ride lot and terminal; route realignments to facility	6/21/15	√
S	Schedule adjustments will be made in both directions seven days a week to improve schedule reliability.	Run time adjustments	12/20/15	*
S	The last southbound bus stop will be moved from inside the downtown bus terminal to Flagler Street in front of the Courthouse.	Route realignment	12/20/15	*
Westchester Circulator	Connection between FIU's Modesto Maidique Campus with Tropical Park	New route	6/21/15	*

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CHAPTER 5

FY 2016 TRANSIT IMPLEMENTATION PLAN



5.0 FY 2016 TRANSIT IMPLEMENTATION PLAN

DTPW is committed to implementing various transit improvement projects throughout its transit system in FY 2016. These committed transit initiatives include capital projects, new Metrobus service routes, existing service improvements, and infrastructure renewal projects that are all intended to further expand, improve and maintain DTPW services.

5.1 Committed Capital Improvement Plan

Annually, DTPW prepares the Adopted Budget and Multi-Year Capital Plan that lists specific projects related to the expansion and improvement of DTPW's existing services. Table 5-1 presents the adopted capital budget for fiscal year 2016-2017.

5.2 New Facilities

5.2.1 Pedestrian Overpass at University Metrorail Station

DTPW is constructing a new pedestrian overpass adjacent to the University Metrorail station. This facility will provide an important link for passengers traveling from Metrorail to points east of US 1. The overpass is being constructed at the intersection of US 1 and Mariposa Avenue and is scheduled to be complete in November 2016.

5.2.2 Busway ADA Improvements

DTPW is constructing ADA Pedestrian Improvements (sidewalks, ramps, crosswalks, etc.) along the Busway Phase I (from SW 200 Street to Dadeland Station) within 1/4 mile from Busway Bus stations. This project is scheduled for completion in November 2016.

5.2.3 Northeast Transit Hub Enhancements

DTPW is constructing improvements/enhancements to the Transit Hubs in the vicinity of the 163rd Street Mall and Aventura Mall. The proposed project would enhance/supplement the existing DTPW bus terminals located at the two malls. The enhanced bus hub would connect transit circulator, regional, and premium bus routes within the project area. Other design amenities that will be considered are ADA, landscaping, lighting, street furniture, bicycle facility, bus recovery areas and bus staging areas. A new DTPW Bus facility will be built by Aventura Mall, as part of their Mall Master Plan Expansion project.

The 163rd Street Mall Transit Hub is scheduled for completion in February 2016. The Aventura Mall Transit Hub improvements are scheduled for completion in March 2016.

5.2.4 Lehman Yard Rehabilitation – Expansion (Phase I)

This project will be implemented using a Design/Build Procurement method in conjunction with the Lehman Center Test Track. The project consists of constructing five Storage Tracks and two Maintenance-of-Way (MOW) Tracks at the existing Lehman Center Metrorail Facility. This project is necessary to provide the required storage capacity for old vehicles and vehicle transition process facility in support of the procurement of the new Rail Vehicle (136) fleet. This project is scheduled for completion in April 2016.

5.2.5 Lehman Center Test Track

This project will be implemented using a Design/Build Procurement method in conjunction with the Lehman Yard Rehabilitation-Expansion (Phase I) project. The project consists of constructing a new Rail Vehicle Test Track (2,500 feet long) at the existing Lehman Center Metrorail Facility. This project is necessary to provide the required test facility in support of the procurement of the new Rail Vehicle (136) fleet. This project is scheduled for completion in April 2016

Table 5-1: DTPW FY 2016 – 2017 Adopted Capital Budget (\$000's)

Project	2016-2017
Bus and Bus Facilities	\$12,248
Park and Ride Quail Roost	\$2,118
Dadeland North Metrorail - Elevators	\$205
Busway ADA Improvements	\$115
Urbanized Area Formula Grant FTA 5307	\$15,000
High-Cycle Switch Logic Control Cabinets	\$10,187
Bus Replacement	\$166,650
Metromover Improvements	\$5,640
Metrorail Maintenance Vehicle Lifts	\$2,700
Infrastructure Renewal Plan	\$12,500
Metrorail and Metromover Traction Power Cable and Transformer Replacement	\$2,129
State Road 836 Express Bus Service	\$1,208
NW 27 Avenue Enhanced Bus Service	\$2,621
Track and Guideway Rehabilitation	\$5,161
Associated Transportation Improvements	\$504
Transportation Security Projects	\$504
Park-and-Ride Lot Kendall Drive	\$56
Rail Vehicle Replacement	\$97,371
Track and Guideway 10-15 Year Heavy Equipment Replacement	\$238

Table 5-1: DTPW FY 2016 – 2017 Adopted Capital Budget (\$000's) (Continued)

Project	2016-2017
Dolphin Station	\$4,951
Metrorail Station Refurbishment	\$10,000
Metrorail and Metromover Traction Train Control Replacement	\$14,000
Metrorail Traction Power Switchgear Equipment	\$1,500
Underfloor Rail Wheel Truing Machine	\$2,625
Escalators Replacement and Elevators Refurbishment	\$3,430
Metromover Track and Guideway Improvement	\$120
Capitalization of Preventative Maintenance and Other Costs	\$80,212
TOTAL	\$ 453,993

5.3 Committed Bus Service Adjustments

In an effort to continually match service capacity with ridership demand DTPW routinely revises the existing bus route network to better meet the transportation needs of Miami-Dade County. These revisions seek to improve the operational efficiency of the overall transit system. A listing of the committed bus service improvements and adjustments planned to occur between January and December 2016 is presented in Table 5-2. Route improvements are assigned letters in the last column to describe the type of improvement made: Adjustments (A), Improvements (I), and Reductions (R).

Table 5-2: 2016 Committed Bus Service Adjustments

Route	Improvement/Adjustment	Type: A (Adjustment) I (Improvement) R (Reduction)
1	Deadhead time needed	A
2	Make the south EOL at SW 1 Ave and 2nd street and return NB on SW 2 Ave (7 days a week)	A
3	Reroute and relocate layover to Downtown Bus Terminal	A
	Reallocate 10 min to downtown recovery Saturdays	A
	Reallocate 10 min to downtown recovery Sundays	A
	Reallocate 10 min to downtown recovery weekdays	A
7	Adjust running time between SW1St / SW1Ave to MDC to match Route 2 (7 days a week)	A
11	Weekday running time adjustments	A
33	Weekday running time adjustments	A
34	Add extra SB trip at 7:10pm	I
35	Saturday running time adjustments	A
37	Weekday running time adjustments	A
40	Weekday running time adjustments	A
42	Eliminate Miami Springs segment	R
48	Northbound use Coral Way to NW 2 Ave and enter the west side of Brickell Station	A
51	Reallocate 10 min to downtown recovery weekdays	A
	Reroute and relocate layover to NW 1 Ave/1 St	A
56	Weekday running time adjustments	A

Table 5-2: 2016 Committed Bus Service Adjustments (Continued)

Route	Improvement/Adjustment	Type: A (Adjustment) I (Improvement) R (Reduction)
73	Weekday running time adjustments	A
93	Reroute and relocate layover to Downtown Bus Terminal	A
	Reallocate some recovery time to downtown and eliminate Omni deviation	A
95	Weekday running time adjustments; eliminate Brickell/Biscayne segments (No additional bus)	R
104	Weekday running time adjustments	A
120	Reroute and relocate layover to SW 1 Ave/1 St	A
200	Route modification per Cutler Bay request	A
207	Relocate layover to Brickell Metrorail Station	A
208	Relocate layover to Brickell Metrorail Station	A
238	Eliminate service to cargo city	R
	Weekday running time adjustments	A
249	Eliminate deviation to City Hall 7 days a week	R
252	Saturday running time adjustments	A
	Sunday running time adjustments	A
	Weekday running time adjustments	A
	Eliminate zoo deviation 7 days a week	R
254	Reroute to serve County building on NW 35 Ave and increase span to 7am-7pm	A/I
272	Weekday running time adjustments	A
102/B	Northbound use Coral Way to NW 2 Ave and enter the west side of Brickell Station	A
103/C	Reroute and relocate layover to SW 1 Ave/1 St	A
112/L	Weekday running time adjustments	A
119/S	Reroute and relocate layover to SW 1 Ave/1 St	A
Street Reliefs	Street reliefs from Northeast garage	I

Source: DTPW Service Planning and Scheduling Division, December 2015

5.4 Committed Infrastructure Renewal Program (IRP) Projects

The following section lists those committed projects proposed to be implemented during the FY 2016 – 2017 timeframe. These commitments are based on an annual Infrastructure Renewal Program (IRP) evaluation and prioritization process by DTPW. The purpose of the IRP process is to identify, evaluate, prioritize, and program capital improvement projects that are necessary in order to maintain the existing transit system in a state of good repair. Table 5-3 presents committed IRP projects for implementation during FY 2016-2017. DTPW has \$12.5 million dollars allocated for IRP projects every year. In 2015, \$8.5 million were allocated, which means that the agency will carry over the balance for next year's budgeting cycle.

Table 5-3: FY 2016 – 2017 IRP Projects

Classification	Project Name	Scope	FY 2016-17
FESM	Metromover Bicentennial Park Station Rehabilitation	Extensive rehabilitation of Metromover station.	\$ 57,500
Rail Maintenance	Metrorail Bathrooms	Repair and renovation of public restrooms at the 30 year old Metrorail stations.	\$ 165,000
Rail Maintenance	Metrorail Maintenance Vehicles Lifts Rev. 1	The Metrorail lifting equipment at the Lehman Center is over 30 years old and has extensive wear and tear.	\$ 2,700,000
Rail Maintenance	Metrorail Floor and Component Replacement /Motor Control Component	The project consists of installing Nora Flooring in sixty (60) railcars. The railcars to be replaced have deteriorated sub-flooring, which is evidence as "soft floors".	\$ 1,131,543
FESM	Mover Video Project (CCTV)	This is an existing ARRA funded project which has been expanded to (1) Install Avigilon Software as the CCTV application, and (2) Upgrade the CCTV monitors in CCF.	\$ 247,845
Rail Maintenance	Railcar Cleaner Platform Replacement Project	This project is to upgrade the existing Cleaning Platform located at the William Lehman Center. The existing wooden platform is in need of constant repair.	\$ 1,000,000
FESM	Metromover Public Address System Replacement	Replacement of the Public Address System will improve intelligibility of announcements and information to Transit Patrons in the event of a station or system emergency.	\$ 1,680,032
FESM	Fare Collection System Rev.1	Implement enhancement and regional expansions to the Automated Fare Collection System	\$ 1,500,000
TOTAL			\$ 8,481,920

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6.0 TEN YEAR IMPLEMENTATION PLAN (FY 2017 – FY 2026)

The Ten Year FY2017-FY2026 *MDT10Ahead* Implementation Plan Tables present the transit project items' cost and status as of December 2015, with page references to the *MDT10Ahead* 2014 Major Update page for detailed project descriptions. Tables 6-1 through 6-3 list DTPW's Funded, Partially Funded, and Unfunded Projects. Information highlighting changes in scope, timing, budget or completion versus the 2015 Annual Update is also provided in each table. Finally, Section 6-4, Moving Forward Together, presents DTPW's vision for eight corridors for potential application of premium transit service.

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

6.1 Funded Transit Projects

Table 6-1 presents a listing of various capital, operational, and infrastructure improvement projects that are funded and will be implemented within the *MDT10Ahead* planning horizon over the next ten years.

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Table 6-1: Funded Transit Projects FY 2017 - FY 2026

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2015 Annual Update Implementation Year*	2016 Annual Update Implementation Year*	
1	SR 836 Express Bus C Line	Dolphin Station to Downtown Miami Intermodal Terminal	C Line Express would provide premium express transit service along SR 836 from the proposed park-and-ride/transit center Dolphin Station (NW 12th Street and HEFT) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue). This route will operate during peak periods only. Service headways will be 10 minutes during the AM/PM peak-hour.	6, 10, 11, 12	6	Operations	\$21,900	\$2,300	11A	New Express Bus Service	2017	2017	Priority I
2	SR 836 Express Bus A Line Express	SR 836 Express Bus A Line: Tamiami Station (US-41/SR 90/SW 8th Street and SW 147th Avenue) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue)	A Line Express would provide premium express transit service along SR 836 from the proposed park-and-ride/transit center Tamiami Station (US-41/SR 90/SW 8th Street and SW 147th Avenue) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue) via US-41/SR 90/SW 8th Street, SW 137th Avenue and SR 836. This route will operate during peak periods only. Service headways will be 10 minutes during the AM/PM peak-hour.	6, 10, 11, 12	6	Operations	\$25,600	\$2,700	11A	New Express Bus Service	2019	2019	Priority I
3	SR 836 Express Bus B Line Express	SR 836 Express Bus Route B: Panther Tech Station at FIU's MMC and the Miami Intermodal Center (MIC)	B Line Express would provide premium express transit service between the proposed Panther Tech Station at FIU's MMC and the Miami Intermodal Center (MIC), via US-41/SR 90/SW 8th Street, SR 821/HEFT and SR 836. This route will operate all day with 20 minute headways. (Page 8-22)	6, 10, 11, 12	6	Operations	Total cost included as part of Line A	\$1,900	Included as part of Line A	New Express Bus Service	2019	2019	Priority I
4	Dolphin Station	NW 12th St and NW 122nd Ave	Construct Park and Ride Facility/Transit Center	12	11	Capital	Cost included in SR 836 Express Bus Line C	TBD	0	Access Improvement	2017	2017	Priority I
5	Panther Station	Florida International University's (FIU) Modesto A. Maidique Campus – MMC	Transit Center will be built as part of SR 836 Express Bus B Line	12	9	Capital	Cost included in SR 836 Express Bus Line A	TBD	0	Station Improvements	2019	2019	N/A
6	Kendall P&R Facility	Kendall Dr and SW 127 Ave	Construct Park and Ride facility	10	11	Capital	\$1,865	\$40	0	Station Improvements	2017	2017	Priority I
7	Route 297 (NW 27 Ave Orange MAX) Bus Purchase	NW 211 Street to Miami Intermodal Center	No planned service improvements. Purchase 11 Articulated Buses to replace 9 Standard Buses.	1, 2, 3, 6	14	Operations	\$10,450	\$0	-9	Bus Purchase	2019	2019	Priority I
	NW 27 Ave EBS (North Corridor) ††	NW 27 Ave from MIC to NW 215 St	EBS along NW 27 Ave from MIC to NW 215 Street. Premium limited stop service with real-time signs, TSP and new robust stations	1, 2, 3, 6	14	Operations	\$26,550	TBD	11A	New Enhanced Bus Service	2019	No Planned Improvement	Priority I
8	Unity Station	NW 215th St and NW 27th Ave	Construct Park and Ride facility/Transit Center	1	11	Capital	\$21,563	TBD	0	Access Improvement	2019	2019	Priority I
9	Tamiami Station	SW 8th St and SW 147th Ave	Construct Park and Ride facility/Transit Center	12	11	Capital	Cost included in SR 836 Express Bus Line A	TBD	0	Access Improvement	2019	2019	Priority I
10	Golden Glades Intermodal Terminal Phase I	Golden Glades Interchange	Located in northern Miami-Dade County, adjacent to city of Miami Gardens, North Miami Beach, North Miami and the Golden Glades Community. The center will feature a multi-story parking garage with 920 spaces, a surface parking north lot with 223 spaces, and a surface parking south lot with 545 spaces, equaling to a total of 1,688 parking spaces. The complex will also feature 4,500 square feet (sqft) transit hub, 10,450 sqft retail space, 945 sqft break lounge for transit use. Project will also include improved bicycle and pedestrian amenities	1	9, 11	Capital (FDOT Project)	\$51,243	TBD	0	Station Improvements	2018	2018	Priority I
11	Route 93 (Biscayne MAX)	Biscayne Boulevard Corridor	No planned service improvements. Add 5 Articulated Buses to route.	2, 3, 4, 5	14	Operations	\$0	\$0	-10A 15A	Bus Purchase	2021	2021	Priority II
	* Biscayne EBS ††	Aventura to Downtown Miami	Premium limited-stop transit service along Biscayne Boulevard/US-1 from Downtown Miami to Aventura Mall	2, 3, 4, 5	14	Operations	\$21,000	\$3,900	15A	New Enhanced Bus Service	2021	No Planned Improvement	Priority II
12	Bus and Bus Facilities (Dadeland South Intermodal Station)	Various Sites	Provide federal allocation designated for bus and bus facility projects to include the bus garages, plumbing, roofing, fire suppression, and Dadeland South Intermodal station passenger amenities and signage.	Countywide	2	Capital	\$65,012	\$0	0	State of Good Repair	ongoing	ongoing	N/A
13	Dadeland North Metrorail - Elevators	8300 S Dixie Hwy	Construct additional elevators at Dadeland North Metrorail Station	7	4	Capital	\$5,350	\$0	0	Passenger Access	2019	2019	N/A
14	Busway Lot (Caribbean Station)	Busway and SW 200th St	Construct Park-and-Ride facility with 150 parking spaces	9	11	Capital (Private Developer)	\$0	TBD	0	Access Improvement	2020	2020	Privately Funded
15	Downtown Intermodal Terminal	112 NW 3rd Street	Construct new Downtown Bus Terminal with approximately 27 bus bays, customer service areas, passenger waiting areas with seating, TVMs, video displays, restrooms, a security office, support areas (driver comfort area), janitor/supply closet, bus supervisor booth, 8 parking spaces for transit staff, bicycle parking/station, kiss-and-ride area. The project also includes a conversion of NW 1st Street to bus drop-off area with 7 saw tooth bus bays, dedicated taxi and jitney areas, landscaping, lighting, and unified directional signage.	5	9	Capital (All Aboard Florida) and Downtown Miami Development of Regional Impact Increment III	\$10,796	TBD	0	Station Improvements	TBD	TBD	Privately Funded
16	Senator Villas	SW 40th St between SW 89th Ave and SW 89th Ct	Construct Park-and-Ride facility	10	9	Capital (Private Developer)	\$0	TBD	0	Access Improvement	TBD	TBD	Privately Funded
17	I-75 and Miami Gardens Drive Park-and-Ride Facility (American Dream North)	I-75 and Miami Gardens Drive Interchange	Construct new park-and-ride facility with 350 parking spaces to support new express bus service connection	12, 13	9	Capital(FDOT Project)	\$5,000	\$100	N/A	Station Improvements	2019	2018	Unfunded

Table 6-1: Funded Transit Projects FY 2017 - FY 2026

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2015 Annual Update Implementation Year*	2016 Annual Update Implementation Year*	
Not mapped	Route 51 (Flagler) Bus Purchase ††	Downtown Miami to SW 137th Ave	Bus purchase for capacity improvements along Flagler Corridor	5, 6, 10, 11, 12	14	Operations	\$10,038	\$0	-10 10A	Bus Purchase	2021	2021	Priority I
Not mapped	Route 123 (South Beach Local)	South Beach	Route to be discontinued once the City of Miami Beach south trolley becomes operational	5	14	Operations	\$0	-\$2,700	-11 mini buses	N/A	N/A	2017	N/A
Not mapped	West End Circulator	South Beach	New circulator route to serve West Kendall area including Kendall Dr, Bird Rd, Miller Dr, Sunset Dr, Killian Pkwy, and SW 120 St. Operates weekdays only with all day service.	7, 10, 11	14	Operations	\$0	\$1,300	5 mini buses	New Circulator Route	N/A	2017	N/A
Not mapped	Urbanized Area Formula Grant FTA 5307 FL-90-X832	Countywide	Purchase equipment and materials as required for the safe operation of transit Metrorail, Metromover, and Metrobus	Countywide	3	Equipment Acquisition	\$109,948	\$0	N/A	State of Good Repair	ongoing	ongoing	N/A
Not mapped	Metrorail Stations Refurbishment	Metrorail	Refurbish and modernize specific areas as needed throughout the entire rail system	Countywide	8	Metrorail Projects	\$35,000	\$0	N/A	Station Improvements	N/A	2019	N/A
Not mapped	Metrorail and Metromover Train Control Replacement	Metrorail and Metromover	Replace existing relay based control equipment and modify software and hardware central control to accommodate new train control systems	Countywide	5	Infrastructure Improvements	\$70,000	\$0	N/A	State of Good Repair	N/A	2020	N/A
Not mapped	Metrorail Traction Power Switchgear Equipment	Metrorail	Various Sites	Countywide	8	Metrorail Projects	\$2,000	\$0	N/A	State of Good Repair	N/A	2017	N/A
Not mapped	Underfloor Rail Wheel Truing Machine	William Lehman Facility	Purchase and install a new underfloor rail wheel truing machine at the William Lehman Facility	12	8	Metrorail Projects	\$7,000	\$0	N/A	State of Good Repair	N/A	2018	N/A
Not mapped	Escalators Replacement and Elevators Refurbishment	Various Sites	Replace approximately 80 escalators and 92 elevators systemwide to include Metrorail and Metromover stations at various transit facilities	Countywide	5	Infrastructure Improvements	\$33,500	TBD	N/A	State of Good Repair	N/A	ongoing	N/A
Not mapped	AC Unit Substations	Various Sites	Replace all major power components in all AC unit substations to include SCADA communication equipment and associated sub sets; implementation to interface with Central Control	Countywide	5	Infrastructure Improvements	\$15,000	TBD	N/A	State of Good Repair	N/A	2021	N/A
Not mapped	Track and Guideway 10-15 Year Heavy Equipment Replacement	Metrorail	Replace track and guideway heavy equipment and work trains; useful life 10-15 years	Countywide	8	Metrorail Projects	\$8,268	\$0	N/A	State of Good Repair	N/A	2021	N/A
Not mapped	Metrorail Switch Machine Improvement	Metrorail	Replace switch machines and cables at the William Lehman Yard and Mainline Area	Countywide	8	Metrorail Projects	\$12,320	TBD	N/A	State of Good Repair	N/A	ongoing	N/A
Not Mapped	Traction Power Gap Ties	Metrorail	Replace major power components at gap ties in three (3) locations throughout the Metrorail system.	Countywide	8	Metrorail Projects	\$5,680	\$0	N/A	State of Good Repair	N/A	2021	N/A
Not Mapped	Metromover Track and Guideway Improvement	Metromover	Repaint approximately 4.5 miles of existing rusted steel girders of the Metromover in various stations	Countywide	7	Metromover Projects	\$20,010	TBD	N/A	State of Good Repair	N/A	2021	N/A
Not Mapped	Capitalization of Preventive Maintenance and Other Costs	Various Sites	Capitalize preventive maintenance and other costs for Metrobus, Metrorail, Metromover, and specialized transportation	Countywide	5	Infrastructure Improvements	\$383,084	N/A	N/A	State of Good Repair	ongoing	ongoing	N/A
Not mapped	Metrorail Maintenance Vehicle Lifts	Metrorail	Purchase lift equipment for Metrorail maintenance at the Lehman Center to replace existing deteriorating lift	2, 3, 5, 7, 12, 13	8	Capital	\$5,400	TBD	N/A	State of Good Repair	2015	2015	N/A
Not mapped	Route 115 (Mid-Beach Local)	88 Street to Lincoln Road	Route to be shortened and consolidated with Route 117 to complement new City of Miami Beach Trolley Service	4, 5	14	Operations	\$0	-\$425	-2	Route Consolidation	2016	2017	N/A
Not mapped	Route 117 (North Beach Local)	88 Street to Lincoln Road	Route to be shortened and consolidated with Route 115 to complement new City of Miami Beach Trolley Service	4, 5	14	Operations	\$0	-\$425	-2	Route Consolidation	2016	2017	N/A
Not mapped	195 BC	Broward Blvd to Civic Center	Replace 4 standard size buses with 4 new articulated buses	Countywide	6	Operations	\$4,000	\$0	4A -4	Bus Purchase	2017	2017	N/A
Not mapped	195 SC	Sheridan Street to Civic Center	Replace 3 standard size buses with 3 new articulated buses	Countywide	6	Operations	\$3,000	\$0	3A -3	Bus Purchase	2017	2017	N/A
Not mapped	Track and Guideway Rehabilitation	Countywide	Rehabilitate existing track and guideway equipment and fixtures; replacement of safety items for rail to include coverboard, fasteners, insulated joints, metal acoustical barriers, and drains; replace 10-15 year rail bound service equipment	2, 3, 5, 7, 12, 13	8	Capital	\$59,910	\$0	0	State of Good Repair	2017	2021	N/A
Not mapped	Route 120 (Beach MAX)	Downtown Miami to Aventura Mall	Improve peak headways from 12 to 10 minutes	3, 4, 5	14	Operations	\$2,600	\$2,300	4	Headway Improvement	2017	No Planned Improvement	N/A
Not mapped	High-Cycle Switch Logic Control Cabinets	SW 1 St and SW 1 Ave	Replace the high-cycle Switch Logic Control Cabinets for Metromover	3, 5	7	Capital	\$14,320	\$0	0	State of Good Repair	2018	2017	N/A
Not mapped	Rail Vehicle Replacement	Countywide	Overhaul and modernize existing standard size and purchase 136 new heavy rail buses	2, 3, 5, 7, 12, 13	8	Capital	\$375,787	\$0	0	State of Good Repair	2018	2019	N/A
Not mapped	Route 27	Sun Life Stadium to Coconut Grove Metrorail	Extend route to new Transit Center located at NW 27 Avenue and NW 215 Street (Unity Station)	1, 2, 3, 5, 7	14	Operations	\$0	\$0	0	Route Extension	2019	2019	N/A
Not mapped	Metromover Improvements	Metromover	Replace various Mover system controls to include the Input Output, Data Transmission (Central Control and Wayside Interface High Speed System), the Platform LCD Sign Control Unit, and the Train Control System	3, 5	7	Capital	\$31,596	\$0	0	State of Good Repair	2019	2019	N/A
Not mapped	Metrorail and Metromover Traction Power Cable and Transformer Replacement	Countywide	Replace traction power cable and transformer for Metrorail and Metromover	Countywide	10	Capital	\$12,000	\$0	0	State of Good Repair	2019	2020	N/A
Not mapped	Bus Replacement	Countywide	Replace buses to maintain the bus standard size replacement plan	Countywide	3	Capital	\$421,658	\$0	0	Bus Purchase	ongoing	ongoing	N/A
Not mapped	Infrastructure Renewal Plan	Various Sites	Replace and upgrade physical assets according to normal replacement cycles to include buses, facilities, systems, and equipment overhauls and acquisitions	Countywide	5	Capital	\$87,500	\$0	0	State of Good Repair	ongoing	ongoing	N/A

Table 6-1: Funded Transit Projects FY 2017 - FY 2026

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2015 Annual Update Implementation Year*	2016 Annual Update Implementation Year*	
Not mapped	Associated Transportation Improvements	Countywide	Replace signage at Metrorail Systems; install bicycle-related amenities on buses and at locations such as Metrorail and Metromover stations; provide for other federally qualified passenger amenities or enhancements	2, 3, 5, 7, 12, 13	4	Capital	\$3,556	\$0	0	State of Good Repair	ongoing	ongoing	N/A
Not mapped	Transportation Security Projects	Various Sites	Install security and safety improvements such as security surveillance, safety rails, security locks and lighting improvements throughout Miami-Dade County at all MDT facilities	Countywide	13	Capital	\$3,556	\$0	0	Safety Improvements	ongoing	ongoing	N/A
Not mapped	Route 3	Aventura to Downtown Miami	No planned service improvements. Replace 5 articulated buses with 5 standard size buses	2, 3, 4, 5	14	Operations	\$0	\$0	5 -5A	Bus Reallocation	2021	2021	N/A

Projects in purple are in the current DTPW Capital Budget; projects in black were committed from previous budgets.

§ Project Type Key	
1. ADA Accessibility Improvements	8. Metrorail Projects
2. Bus System Projects	9. New Passenger Facilities
3. Equipment Acquisition	10. Other
4. Facility Improvements	11. Park and Ride Improvements and New Facilities
5. Infrastructure Improvements	12. Passenger Facilities Improvements
6. Mass Transit Projects	13. Security Improvements
7. Metromover Projects	14. Service Adjustment

TOTALCOST (000s)	\$2,003,060	\$10,990
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Bus Totals:
- 21 Traditional Buses
+ 65 Articulated Buses
-6 Mini Busses
† 'A' denotes articulated bus

* Projects in green have been advanced from their original start date or are new; projects in red have been deferred, or cancelled

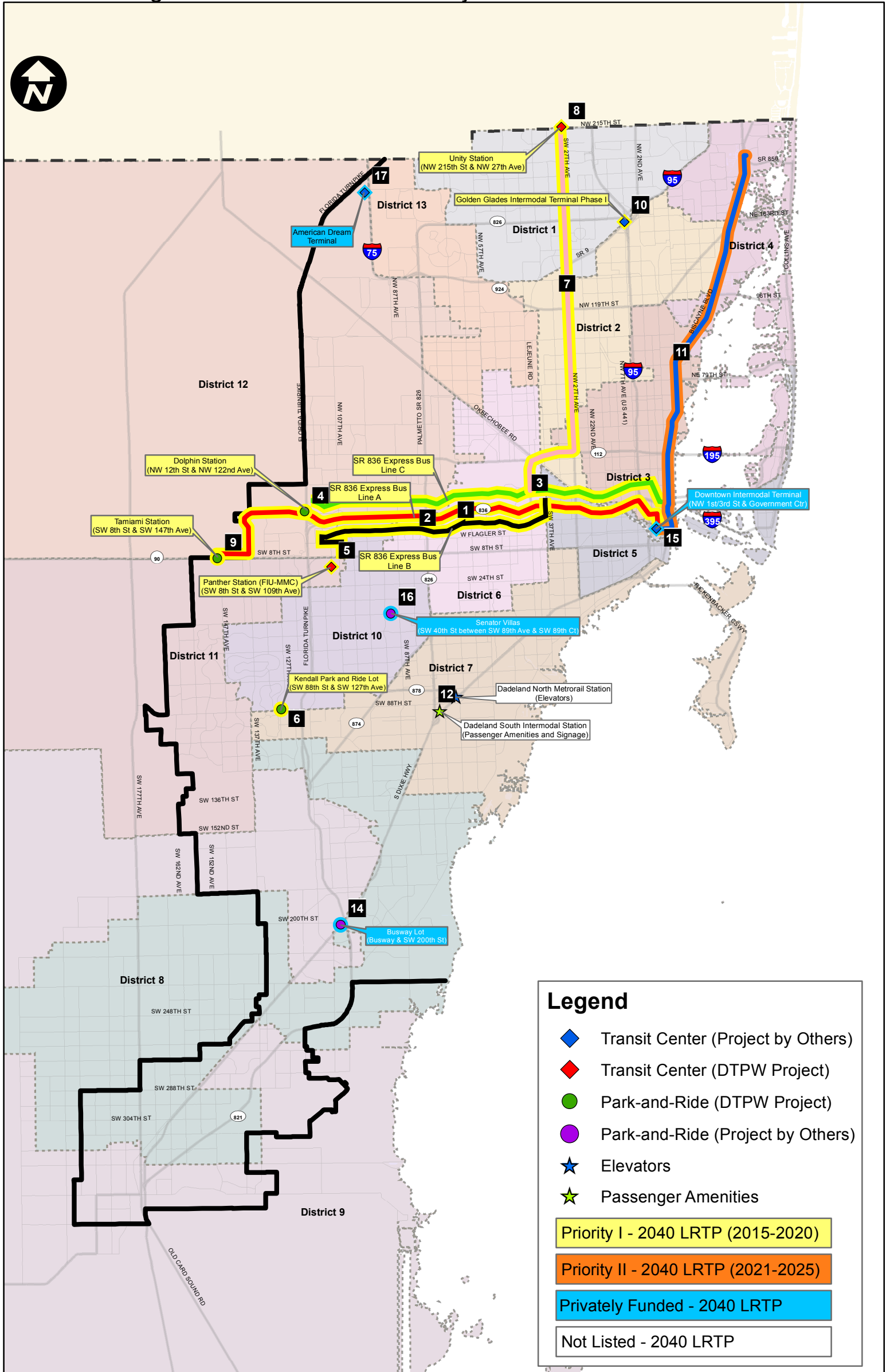
†† Please note, as per Miami-Dade MPO Resolution Number 31-15, the MPO Board amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service Projects and reallocate said funds to three new projects as follows: "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." However, bus purchase components of the Biscayne, Flagler and NW 27th Avenue EBS projects remain funded and are proceeding in order to provide near-term capacity improvements along these corridors.

* Per Miami-Dade MPO Resolution Number 01-15, the MPO Board prioritized this corridor to be evaluated in a Project Development and Environmental (PD&E) Study for the implementation of premium transit. Information in this table is current as of December 31, 2015.

2040 LRTP	
Priority I	2015-2020
Priority II	2021-2025
Priority III	2026-2030
Priority IV	2031-2040

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Figure 6-1: Funded Transit Projects FY 2017 - FY 2026



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6.2 Partially Funded Transit Projects

Table 6-2 presents a listing of partially funded transit projects. DTPW will continue to seek various funding opportunities for these projects in the future as funding becomes available.

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Table 6-2: Partially Funded Transit Projects FY 2017 - FY 2026

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)			Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Total Capital Cost	Funded Capital Cost	O&M (Annual)			2015 Annual Update Implementation Year*	2016 Annual Update Implementation Year*	
1	Palmetto Intermodal Terminal	SR 826 (Palmetto Expressway) at NW 74th Street	DTPW recommends that the FDOT SR 826/Palmetto Expressway Express Lanes PD&E Study address the feasibility of acquiring an 11.88-acre semi-vacant parcel of land located immediately south of the Palmetto Metrorail Station for the purpose of constructing the Palmetto Station Intermodal Terminal that will include but not be limited to: a minimum of 1,000 parking space garage which includes long-term parking, short-term parking, kiss-and-ride, pool-and-ride and a minimum of 12 bus bays. (Page 8-34)	12	11	Capital	\$25,000	\$10,040	TBD	N/A	Station Improvements	TBD	TBD	Priority III
2	SR 90/SW 7th St/SW 8th St	SW 27th Ave to Brickell Ave	Operational and capacity improvements PD&E study for bus only lanes fully funded; scheduled for Spring 2018 completion. Total cost TBD upon completion of PD&E.	5	10	Other	TBD	\$2,040	TBD	N/A	Roadway Redesign	TBD	TBD	Priority I
3	* Flagler EBS ††	FIU to Downtown Miami	EBS will provide limited stop transit service along Flagler Street from Downtown Miami to FIU's Panther Station.	5, 6, 10, 11, 12	6	Mass Transit Projects	\$25,962	\$12,962	\$3,600	0	New Enhanced Bus Service	2021	No Planned Improvement	Priority I
4	Busway Lot (Quail Roost Dr) Park and Ride	Busway and SW 184th St	Construct Park and Ride facility. Land acquisition complete; DTPW is currently seeking additional funds.	8	11	Capital	\$5,377	TBD	TBD	0	Access Improvement	2018	2018	Partially Funded
5	* NW 27th Avenue Bus Rapid Transit (BRT) (North Corridor) ††	MIC to NW 215th Street	This project will provide dedicated "bus only" lanes along the NW/SW 27th Avenue corridor from the MIC to NW 215th Street.	2,3,5,7	6	Capital	\$150,000	\$3,485	TBD	TBD	New Bus Rapid Transit Service	2026 and Beyond	2027 and Beyond	Partially Funded
6	* Kendall Corridor (Kendall BRT) ††	West Kendall Transit Terminal to Dadeland North Metrorail Station	Implement full bus rapid transit with dedicated lanes along SW 88th Street (Kendall Drive)	7,10,11	6	Capital	\$286,000	\$3,485	TBD	TBD	New Bus Rapid Transit Service	2026 and Beyond	2027 and Beyond	Unfunded
Not Mapped	IRP - Bus Replacement Plan	Countywide	Capital purchase to replace older existing vehicles and add vehicles to the fleet to improve service and reliability.	Countywide	3	Equipment Acquisition	\$331,910	\$180,000	TBD	557	State of Good Repair	N/A	N/A	N/A
							TOTAL COST (000S)	\$824,249	\$212,012	\$3,600				

Projects in purple are in the current DTPW Capital Budget; projects in black were committed from previous budgets.

§ Project Type Key	
1. ADA Accessibility Improvements	8. Metrorail Projects
2. Bus System Projects	9. New Passenger Facilities
3. Equipment Acquisition	10. Other
4. Facility Improvements	11. Park and Ride Improvements and New Facilities
5. Infrastructure Improvements	12. Passenger Facilities Improvements
6. Mass Transit Projects	13. Security Improvements
7. Metromover Projects	14. Service Adjustment

Bus Totals:
+557 Buses
† 'A' denotes articulated bus

* Projects in green have been advanced from their original start date or are new; projects in red have been deferred, or cancelled

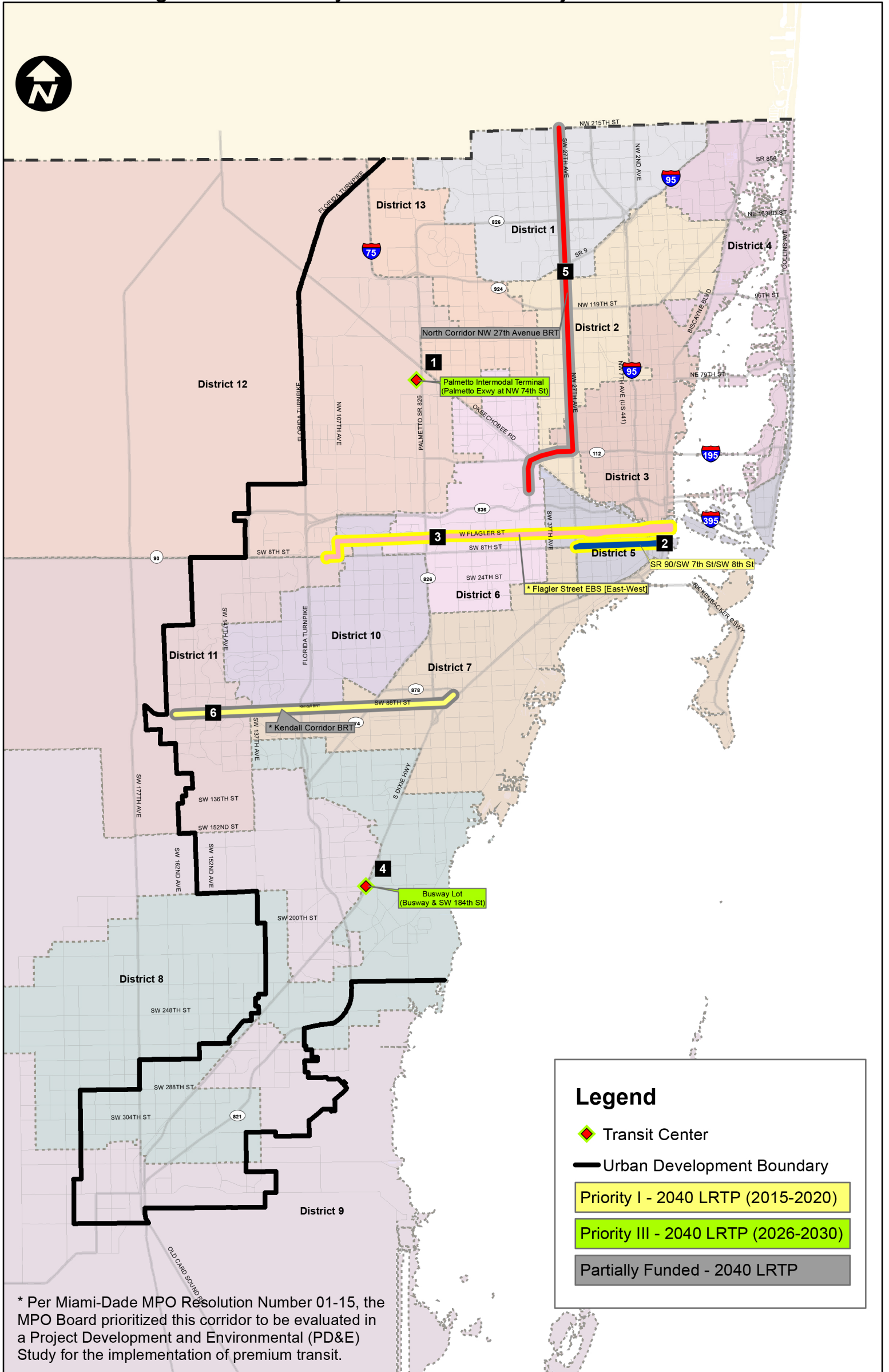
2040 LRTP	
Priority I	2015-2020
Priority II	2021-2025
Priority III	2026-2030
Priority IV	2031-2040

†† Please note, as per Miami-Dade MPO Resolution Number 31-15, the MPO Board amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service Projects and reallocate said funds to three new projects as follows: "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." However, bus purchase components of the Biscayne, Flagler and NW 27th Avenue EBS projects remain funded and are proceeding in order to provide near-term capacity improvements along these corridors.

* Per Miami-Dade MPO Resolution Number 01-15, the MPO Board prioritized this corridor to be evaluated in a Project Development and Environmental (PD&E) Study for the implementation of premium transit. Information in this table is current as of December 31, 2015.

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Figure 6-2: Partially Funded Transit Projects FY 2017 - FY 2026



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6.3 Unfunded Transit Projects

Table 6-3 presents a listing of unfunded transit projects. Please note that while the TDP Annual Update was being prepared DTPW had not finalized the IRP evaluation and prioritization process results for FY 2016 – 2017. Once these results are final the following table will be updated. DTPW will continue to pursue funding for these projects in the future.

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Table 6-3: Unfunded Transit Projects FY 2017 - FY 2026

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)		Number of Buses	Type of Change	Status		2040 LRTP Status
					Type [§]	Phase	Capital Cost	O&M (Annual)			2015 Annual Update Implementation Year*	2016 Annual Update Implementation Year*	
1	79 Street Enhanced Bus Service (FKA Route 79/79 Street MAX)	Northside Metrorail to Collins Ave via NW 79 St	Extend route to Miami Beach Convention Center. Improve peak headways from 24 to 10 minutes. Introduce weekend service with 15 minute headways. Route to be converted to Enhanced Bus Service	2,3,4	14	Operations	\$55,047	\$5,800	9	Route Extension & Improved Headway	2025	2025	Priority II
	Route 79 (79 Street Max)	Northside Metrorail to Collins Ave via NW 79 St	Route to be transformed to the 79 Street Enhanced Bus Service	2,3,4	14	Operations	\$0	-\$563	-4	Route Rebrand	2025	2025	Priority II
2	Busway Lot	Busway and SW 104th St	Lease Park and Ride facility with 250 parking spaces	7	9	Capital	\$0	\$116	0	Access Improvement	2025	2025	Priority II
3	Busway Lot	Busway and SW 152nd St	Expand Park and Ride facility with new parking garage with 500 spaces	8	11	Capital	\$16,250	\$170	0	Access Improvement	2025	2025	Priority II
4	* Route 288 (Kendall Cruiser) ††	W. Kendall Terminal to Dadeland North Metrorail	Route to be transformed to Kendall Enhanced Bus	7,10,11	14	Operations	\$0	\$0	-9A	Route Rebrand	2023	No Planned Improvement	Priority II
	* Kendall EBS††	Kendall Dr between SW 162 Ave and Dadeland North Station	Phase 2 service improvements will consist of robust stations, queue jump lanes and bypass lanes, transit signal priority and real-time arrival information at stations.	7,10,11	6	Mass Transit Projects	\$30,000	\$0	9A	New Enhanced Bus Service	2023	No Planned Improvement	Priority II
5	Dadeland South Intermodal Station	Dadeland South Metrorail Station	Expand park-and-ride facility with 1,000 parking space garage	7	9	Capital	\$25,000	\$250	0	Station Improvements	2025	2025	Priority II
6	Direct Ramps to Dolphin Station Transit Terminal	SR 821 HEFT Express Lanes to Dolphin Station	Construct direct access ramps to connect the SR 821 HEFT Express Lanes to Dolphin Station	12	5	Capital	\$45,000	N/A	N/A	Direct Access Ramps	TBD	TBD	Priority II
7	Beach Connection Express	Downtown	Transit improvement linking Downtown Miami to the Miami Beach Convention Center. This project is proposed as a phased improvement; starting with Express Bus, and eventually upgrading to Light Rail.	3,4,5	6	Mass Transit Projects	\$40,000	\$1,000	12	Access Improvement	TBD	TBD	N/A
8	Sole Mia (fka Biscayne Landings Transit Center) (NE 151st St Park-and-Ride)	NE 151 Street and Biscayne Blvd	Construct Park and Ride and Transit Center in anticipation of premium transit service on Biscayne corridor. Six bus bays and 2 layover bays.	2,4	11	Park and Ride Improvements and New Facilities	\$0	TBD	0	Access Improvement	2025	2025	Unfunded
9	Douglas Corridor EBS ††	NW/SW 37th Ave	Enhanced bus service from the Douglas Road Metrorail Station to the MIC. This is a phased project that proposes EBS, Light Rail, and eventually Metrorail, with dates TBD for the final two phases.	5,6,7	6	Mass Transit Projects	\$15,000	\$5,000	6	Station Improvements	2025	2025	Priority II
10	NW 122nd Ave	NW 12th St to NW 41st St	Construction of new two-lane road	12	10	Capital	\$11,640	\$0	N/A	Bus Purchase	TBD	TBD	Priority II
Not Mapped	Waterborne Transit Service	Biscayne Bay	This project will introduce Miami-Dade County to waterborne transportation. It will consist of the implementation of two water-transit routes: (1) North/South Route: express route from Haulover Marina (North) to Sea Isle Marina (south) Downtown Miami (South); (2) East/West Route: express route from Miami Beach Marina (East) to FEC Inlet/Bay Front Park Trust Dock (West). The project seeks to improve mobility, increase accessibility and promote new ridership by providing an alternative mode of transport that is not limited by roadway traffic conditions (excessive congestion/ poor levels of service); thus, increasing the reliability of the transit service and the quality of life of the County's residents and visitors alike.	3,4,5	6	Mass Transit Projects	\$10,000	\$6,000	9 (Vessels)	New Enhanced Bus Service	N/A	2017	N/A
Not Mapped	Route 54	NW Miami Dade	Extend route to serve future American Dream Miami (Mega Mall) & Graham Site	12,13	14	Operations	\$450	\$535	1	State of Good Repair	N/A	2019	N/A
Not Mapped	Route 73	NW Miami Dade	Extend route to serve future American Dream Miami (Mega Mall) & Graham Site	12,13	14	Operations	\$900	\$714	2	Route Extension	N/A	2019	N/A
Not Mapped	Route 95	NW Miami Dade	Extend route to serve future American Dream Miami (Mega Mall) & Graham Site	12,13	14	Operations	\$450	\$214	1	Route Extension	N/A	2019	N/A
Not Mapped	Route 99	NW Miami Dade	Extend route to serve future American Dream Miami (Mega Mall) & Graham Site	12,13	14	Operations	\$450	\$832	1	Route Extension	N/A	2019	N/A
Not Mapped	Route 183	NW Miami Dade	Extend route to serve future American Dream Miami (Mega Mall) & Graham Site	12,13	14	Operations	\$1,350	\$858	3	Route Extension	N/A	2019	N/A
Not Mapped	Route L (112)	Northside Shopping Center to South Beach	Improve peak headway from 12 to 10 minutes on weekdays from 6am to 8pm for the portion of the route between Northside Shopping Center to South Beach. Headways for the entire length of the route will be improved from 24 to 20 minutes.	2,3,4	14	Operations	\$0	\$1,200	3	Improve Headway	2017	No Planned Improvement	N/A
		Hialeah Metrorail to Miami Beach Convention Center	Replace existing 17 standard size buses with 21 articulated buses (includes 4 spares)	2,3,4	14	Service Adjustment	\$19,950	\$0	-17 21A	Bus Purchase	N/A	2020	
Not Mapped	Route 33	NW 106 St & S River Dr to Miami Shores Village	Extend route to Flagler Station Development of Regional Impact (DRI)	2,3,12,13	14	Operations	\$650	\$300	1	Route Extension	2019	2019	N/A
Not Mapped	Route 87	Palmetto Metrorail to Dadeland North Metrorail	Extend route to Flagler Station Development of Regional Impact (DRI)	6,7,10,12	14	Operations	\$650	\$400	1	Route Extension	2019	2019	N/A
Not Mapped	Route 1	South Miami-Dade County	Extend route to Dadeland South Metrorail Station during weekday peak periods	8,9	14	Operations	\$0	\$880	3	Route Extension	2020	2020	N/A
Not Mapped	Route 12	Northside Metrorail Station to Mercy Hospital	Improve peak headway from 30 to 15 minutes and from 40 to 20 minutes on weekends	2,3,5,7	14	Operations	\$3,900	\$5,200	6	Improve Headway	2020	2020	N/A
Not Mapped	Route 10	Miami Gardens Dr to Downtown Miami	Extend route to Aventura Mall	2,3,4	14	Operations	\$650	\$1,400	1	Route Extension	2021	2021	N/A

Table 6-3: Unfunded Transit Projects FY 2017 - FY 2026

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)		Number of Buses	Type of Change	Status		2040 LRTP Status
					Type [§]	Phase	Capital Cost	O&M (Annual)			2015 Annual Update Implementation Year*	2016 Annual Update Implementation Year*	
Not Mapped	Route 252 (Coral Reef MAX)	Country Walk to Dadeland South Metrorail	Operate later evening service into the Zoo Miami Entertainment Complex	7,8,9,11	14	Operations	\$0	\$80	0	Increase Service Span	2022	No Planned Improvement	N/A
Not Mapped	South Miami-Dade Busway Service Improvement (Route 34)	Dadeland South Metrorail Station to Florida City	Improve weekday peak headway of Route 34 from 7.5 to 5 minutes	7,8,9	14	Operations	\$9,800	\$1,130	11	Improve Headway and On-Time Performance	N/A	2022	N/A
Not Mapped	South Miami-Dade Busway Service Improvement (Route 38)	Dadeland South Metrorail Station to Florida City - Walmart	Improve weekday peak headway of Route 38 from 10 to 7.5 minutes	7, 8, 9	14	Operations	\$9,800	\$1,130	11	Improve Headway and On-Time Performance	N/A	2023	N/A
Not Mapped	Parking Garage Overhaul, Metrorail Stations	Metrorail	Perform a general overhaul at 6 parking garages from the original 1984 Metrorail construction: Okeechobee, Earlington Heights, Santa Clara, South Miami, Dadeland North, and Dadeland South. Perform a general overhaul at the MLK rail station parking garage. Scope of work includes: metal doors, lighting, parking stops, irrigation, drainage, sump pumps, and plumbing.	2,3,5,7,12,13	8	Metrorail Projects	\$5,590	TBD	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	Conduit Rebuild Grounding	Metrorail	The grounding system will be tested and repaired for the entire Metrorail guideway structure. Testing of the track system will be performed to ensure it is not grounded and meets present FTA standards. This will be performed by an outside testing service. Repairs and re-testing will also be accomplished using an outside contracting service.	2,3,5,7,12,13	8	Metrorail Projects	\$80	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	Ac Unit Substations	Metrorail	Replace all major power components in all AC Unit substations. Project will include SCADA communication equipment and all associated sub sets, as well as implementation to interface with Central Control.	2,3,5,7,12,13	8	Metrorail Projects	\$17,590	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	Metromover Brickell Extension Guideway Painting	Metromover	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Brickell Extension. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof.	2,3,5,7,12,13	6	Mass Transit Projects	\$5,000	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Bus Maintenance Component Replacement Plan	Countywide	Replacement of major components that have reached the end of their expected useful life cycle to improve vehicle reliability and availability.	Countywide	3	Equipment Acquisition	\$34,440	\$0	N/A	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Switch Machine Cable - Yard	Metrorail	Replace the switch machine in the entire Yard area.	2,3,5,7,12,18	8	Metrorail Projects	\$4,340	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - AC Unit Substations - Palmetto Yard	Metrorail	Replace all major power components in the AC unit substations at Palmetto Yard.	2,3,5,7,12,19	8	Metrorail Projects	\$8,590	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Switch Machine Cable- Mainline	Metrorail	Replace all the switch machine on the entire mainline.	2,3,5,7,12,20	8	Metrorail Projects	\$5,040	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Replace Switch Machines - Yard	Metrorail	Replace all track switch machines (YM-2) at Palmetto Yard.	2,3,5,7,12,21	8	Metrorail Projects	\$2,940	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Fastener Replacement Station Areas	Metrorail	Replace rail fasteners at the Metrorail stations.	2,3,5,7,12,22	8	Metrorail Projects	\$4,180	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Metromover Wayside Overhaul	Metromover	This project includes the overhaul and repair of all major wayside components.	3,5	7	Metromover Projects	\$72,344	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Transit System Signage Replacement	Metrorail	New sign structures and graphics to replace damaged, unsightly and outdated signs throughout the Miami-Dade Transit system. The project includes the addition of new signage to identify areas and/or inform customers of new services and procedures such as paying for parking instruction at Metrorail garages and surface parking lots. Also includes the replacement of missing Braille signage at passenger stations' elevators and entrances as required by the American with Disabilities Act (ADA).	Countywide	10	Passenger Facilities	\$200	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Electronic Document Management System (EDMS)	Countywide	This project is used to provide continuous and infrastructure support to track and store electronic documents and for images of paper documents. It identifies and manages document location, filing, retrieval, security, and disaster recovery, retentions, archiving, workflow and authentication. This project provides continuous hardware and software upgrades that increase efficiency and facilitates a controlled environment for document sharing and availability.	Countywide	5	Information Technology	\$126	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Bus Maintenance Yard Sweepers Replacement Project	Countywide	Acquisition of four (4) replacement yard sweepers. Existing equipment is in disrepair, has exceeded its useful life, and/or is no longer cost effective to maintain.	Countywide	5	Rolling Stock	\$200	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Currency Counters @ Govt Center Station - Money Room	Countywide	Purchase and install 4 new high-speed jet sorter coin currency counters with software and 7 validating currency counters for the Money Room at Government Center station. This equipment was last replaced in 2002. At the end of the six year replacement period, the capability and reliability to handle extremely high volume daily coin / currency processing has greatly diminished. The repair and maintenance cost and down time will outweigh the price of new equipment.	Countywide	5	Maintenance Facilities	\$230	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Lehman Facility - Fire Systems	Countywide	Replace the fire system including sprinkler heads, flow switches, hoses, extinguishers, halon, pumps and other accessories including the replacement of the 8" fire pump line throughout the facility.	Countywide	5	Safety & Security	\$2,500	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Emergency Plumbing Fixtures	Countywide	Replacement of Emergency Plumbing Fixtures (emergency showers, eye washers) at Metrorail Maintenance, TPSS, Metromover Maintenance & Metrobus facilities.	Countywide	5	Safety & Security	\$370	\$0	0	State of Good Repair	N/A	TBD	N/A

Table 6-3: Unfunded Transit Projects FY 2017 - FY 2026

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)		Number of Buses	Type of Change	Status		2040 LRTP Status
					Type [§]	Phase	Capital Cost	O&M (Annual)			2015 Annual Update Implementation Year*	2016 Annual Update Implementation Year*	
Not Mapped	IRP - Bus Garages: Northeast Rollup Doors	Countywide	Replace the garage's 32 rollup doors.	Countywide	5	Maintenance Facilities	\$450	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Bus Garages: Bus Washers and Cyclones	Countywide	Overhaul all existing Bus Washers at Northeast (2-lanes), Central (3-lanes) & Coral Way (2-lanes). Replacement of existing vacuum system (Cyclone) at all three facilities.	Countywide	5	Maintenance Facilities	\$800	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Bus Maintenance DEF Dispensing System	Countywide	Installation of Diesel Exhaust Fluid (DEF) dispensing system at Central, Coral Way and Northeast Divisions. Each Fuel Station will require a 500 gallon capacity above ground double walled steel tank, dispensing equipment and interface with the EJ Ward fuel management system.	Countywide	5	Maintenance Facilities	\$300	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Metrorail & Metromover Train Wash	Countywide	Repair or replace the Metrorail and Metromover train washing system.	Countywide	5	Passenger Amenities	\$300	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Chiller Unit Replacement	Countywide	The Computer and electronic communications equipment to MDT functions must be maintained in an air-conditioned environment to maintain system reliability. Replacement Chiller Units at Central Bus.	Countywide	5	Maintenance Facilities	\$1,110	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Train Control DC Power Source	Countywide	Replace all existing Train Control DC power supplies at all rail stations, Central Control and Palmetto Yard.	Countywide	5	Systems	\$450	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Metromover Station Ceiling Signage Cabinet Replacement	Countywide	Replace the broken and outdated sign cabinets and/or acrylic faces at some Metrorail stations. Most of these ceiling signs are 25 years old and have old information, the acrylic panels are missing, or some cabinets need to be refurbished or replace due to fatigue. Also with the new opening of the Miami International Airport Metrorail station, a new signage brand will be introduced to identify all transit service options. The Metromover signage system must reflect the new brand to ensure seamless transition from one system to the other.	Countywide	5	Passenger Amenities	\$1,620	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Metrorail Parking Fare Payment Signage	Countywide	Installation of vinyl skins to resurface approx 600 existing aluminum signs posted at Metrorail Stations with parking facilities. The new skins are printed with the approved County branding and the new instructions on how to pay the daily parking fare. The cost includes the installation at 15 stations.	Countywide	5	Passenger Amenities	\$120	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Metrorail & Metromover Regulatory Signage Replacement	Countywide	Design, produce and install new permanent signs to replace a portion of the damaged, outdated or missing. This project includes signage and high performance decals installed inside and outside cars.	Countywide	5	Passenger Amenities	\$300	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Metrorail Station Identifier Sign Panel Replacement	Countywide	Design, produce install new permanent signs to replace damaged, outdated or missing signs panels of monumental signs at Metrorail property entrance. Replace part of the inventory of the damaged station-identifier porcelain enamel panels on existing monumental sign structures located at the entrance of Metrorail station ' properties.	Countywide	5	Passenger Amenities	\$420	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Metrorail/Metromover Vehicle Signage Replacement	Countywide	Design, produce and install new Metrorail Metromover vehicle signage to replace damaged and outdated customer information materials. This project includes signage and high performance decals installed inside and outside cars.	Countywide	5	Passenger Amenities	\$840	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Metrorail-M-Path Implementation of MPO Master Plan	Countywide	To provide the total cost of implementing the Metrorail Bike Path Upgrades as per the Metropolitan Planning Organization (MPO) M-Path Master Plan. It also includes the preparation of contract documents for bidding, estimated construction cost, permits, inspections, construction administration, County administration and project contingency. Finally the scope of work shall include coordinating with MDPWD, MDT, FDOT, MDBD, and the cities of Miami, South Miami and Coral Gables.	Countywide	5	Design and Engineering	\$4,500	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Destination Sign Refurb	Countywide	Purchase parts and equipment to refurbish/replace old destination sign systems that are no longer repairable or maintainable. Purchase 75 replacement sign systems to include Front/Side/Rear signs, Operator Control Unit and all required cables.	Countywide	5	Division 34	\$0	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Replacement of Currency counters/ discriminators	Countywide	Current inventory of "single pocket" currency distributors are over ten years old. Increased number of bills in large denominations from Ticket Vending Machines requires more sorting and counting time.	Countywide	5	Division 41	\$0	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Proximity Control System Upgrade	Countywide	Upgrade to the electronic proximity control system currently utilized by MDT to control access to critical areas throughout the system. This ensures that only persons with authorized access, as determined by MDT management, have controlled and trackable access to critical areas of the system. The upgrade would be to the computer hardware and management software.	Countywide	5	Division 51	\$0	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Metrorail/Metromover Door Replacement	Countywide	Replacement of custom ancillary doors, emergency exit doors, traction power substation doors, elevator machine room doors at Metrorail/Metromover Stations due to corrosion and damage.	Countywide	5	Division 58	\$0	\$0	0	State of Good Repair	N/A	TBD	N/A

Table 6-3: Unfunded Transit Projects FY 2017 - FY 2026

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)		Number of Buses	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2015 Annual Update Implementation Year*	2016 Annual Update Implementation Year*	
Not Mapped	IRP - ATS Replacements	Countywide	The Automatic Transfer Switch (ATS) needs to be replaced to operate automatically. It is essential to ensure the power is transferred to the emergency feed in the event of loss of power of the main FPL System. This will prevent any potential shutdown of the system.	Countywide	5	Division 58	\$0	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Escalator Modernization	Countywide	Perform a modernization of 2 system escalators. Remove existing escalator to truss. Install new Transit rated equipment into existing trusses. Bring units to current escalator safety code. Perform a modernization of 2 system escalators. Remove existing escalator to truss. Install new Transit rated equipment into existing trusses. Bring units to current escalator safety code.	Countywide	5	Division 58	\$0	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Replacement of equipment required for Trapeze and CAD systems	Countywide	Allows bus supervisors and other operations staff to remote access schedules, GIS data, bus locations and other information. Replacement of electronic equipment required to utilize Trapeze and CAD systems	Countywide	5	Division 71	\$0	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Bus Passenger Seat Replacement	Countywide	Improve the riding comfort of passengers and replace soiled cloth seats. Replacement of Passenger Seats for an additional 320 buses.	Countywide	5	Division 72	\$0	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Bus Solar Panels	Countywide	Procurement and installation of Bus Solar Panels. Reduces battery usage and bus failures due to "no starts". Improves the reliability of the fleet. Cost may be less due to age of certain buses in the fleet.	Countywide	5	Division 72	\$0	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Metromover Inner Loop Guideway Painting	Countywide	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Inner Loop. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof. The existing steel girders will be repainted for the entire length of Metromover's Inner Loop, which is approximately 1.9.miles long.	Countywide	5	Track & Guideway	\$12,710	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Metromover Omni Extension Guideway Painting	Countywide	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Omni Extension. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof. The existing steel girders will be repainted for the entire length of Metromover's Omni Extension, which is approximately 1.4.miles long.	Countywide	5	Track & Guideway	\$10,490	\$0	0	State of Good Repair	N/A	TBD	N/A
Not Mapped	IRP - Metrorail Steel Box Girder Guideway Painting	Countywide	Provide all the necessary labor, equipment, and materials to repaint all the existing steel box girders supporting the guideway of the Metrorail Mainline. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof. The existing steel box girders are located at specific locations Metrorail's 22.6 mile long Mainline. The Metrorail Mainline has 154 steel box girders out of a total of 2, 796 steel box girders, which equals 5.5%.	Countywide	5	Track & Guideway	\$17,400	\$0	0	State of Good Repair	N/A	TBD	N/A
TOTALCOST (000S)							\$512,507	\$32,646					

§ Project Type Key	
1. ADA Accessibility Improvements	8. Metrorail Projects
2. Bus System Projects	9. New Passenger Facilities
3. Equipment Acquisition	10. Other
4. Facility Improvements	11. Park and Ride Improvements and New Facilities
5. Infrastructure Improvements	12. Passenger Facilities Improvements
6. Mass Transit Projects	13. Security Improvements
7. Metromover Projects	14. Service Adjustment

†† Please note, as per Miami-Dade MPO Resolution Number 31-15, the MPO Board amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service Projects and reallocate said funds to three new projects as follows: "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." However, bus purchase components of the Biscayne, Flagler and NW 27th Avenue EBS projects remain funded and are proceeding in order to provide near-term capacity improvements along these corridors.

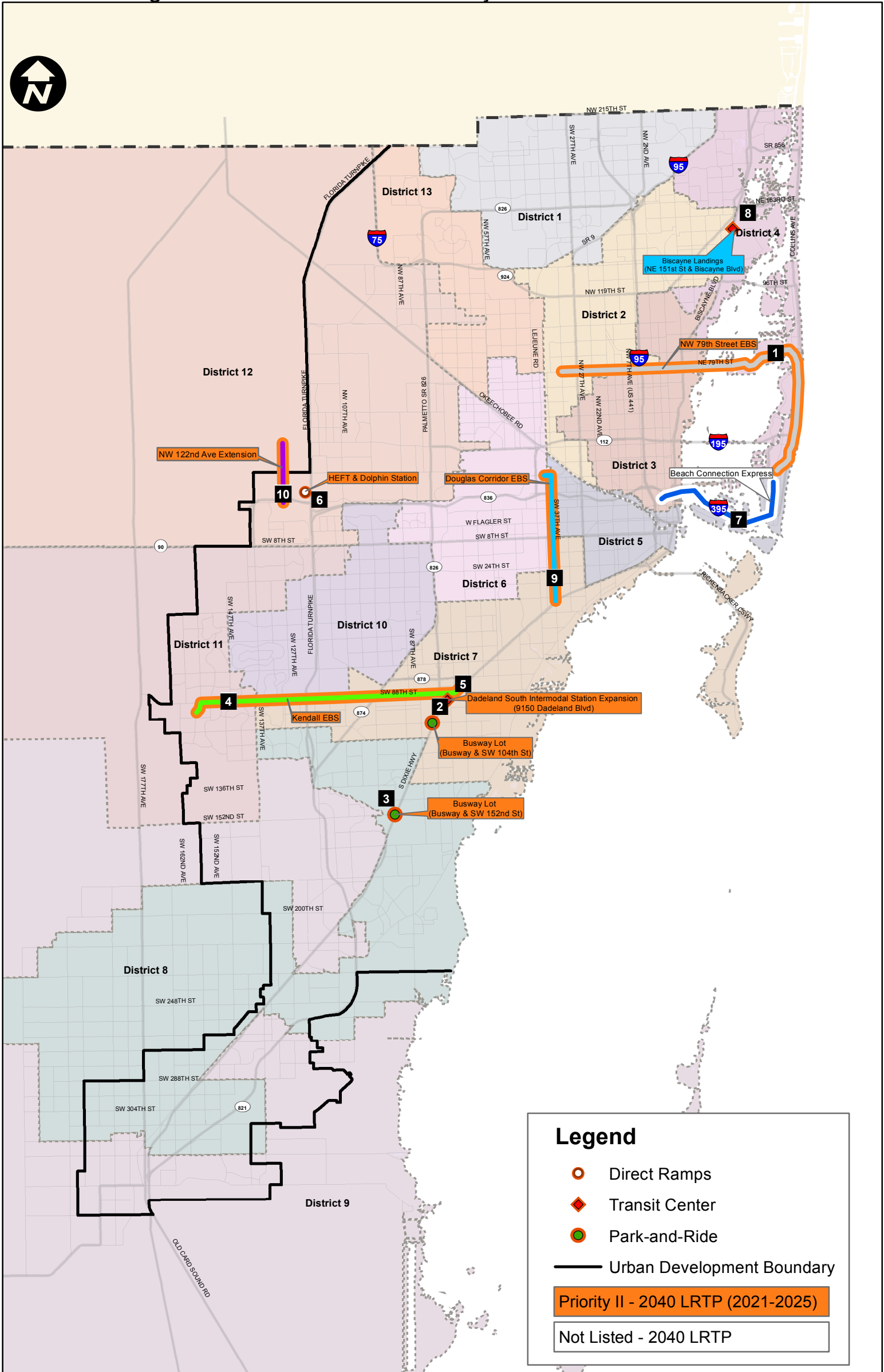
* Per Miami-Dade MPO Resolution Number 01-15, the MPO Board prioritized this corridor to be evaluated in a Project Development and Environmental (PD&E) Study for the implementation of premium transit. Information in this table is current as of December 31, 2015.

Bus Totals:
+51 Traditional Buses
21 Articulated Buses
+9 Vessels
↑ 'A' denotes articulated bus

* Projects in green have been advanced from their original start date or are new; projects in red have been deferred, or cancelled

2040 LRTP	
Priority I	2015-2020
Priority II	2021-2025
Priority III	2026-2030
Priority IV	2031-2040

Figure 6-3: Unfunded Transit Projects FY 2017 - FY 2026



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6.4 Moving Forward Together

The Department of Transportation and Public Works (DTPW) is formulating its 2016 Mobility Plan & Vision - Moving Forward Together. It is anticipated that this document will be unveiled in 2016. DTPW is committed to building an efficient and sustainable transit system that meets the travel needs of the residents, businesses and visitors of Miami-Dade County.

The People's Transportation Plan (PTP) identified a total of eight corridors for potential application of premium transit service. To date, only the AirportLink advanced and has been operational since 2012. In the coming year, DTPW will be evaluating different modes and alignments for each one of the remaining corridors in order to begin fulfilling the promises of the PTP. Specific modes, ranging from Bus Rapid Transit (BRT), Commuter Rail Transit (CRT), Light Rail Transit (LRT), and Heavy Rail Transit (HRT) will be analyzed to evaluate a range of feasible costs. These cost estimates will be used to determine what is feasibly affordable within a 30 to 35 year time frame, with available funding sources.

Section 6.4.1 North Corridor. The Florida Department of Transportation (FDOT) will initiate a study to evaluate premium transit (BRT, LRT, HRT) along the North Corridor with the objective of implementing a cost-effective, high-ridership rapid transit system that will be part of an overall interconnected rapid transit network. DTPW will build upon the results of this study and pursue Federal New or Small Starts funds to ensure rapid transit connections to Miami-Dade College (MDC) North Campus and Miami Gardens.

Section 6.4.2 East-West Corridor. Over the years, a number of alignments and modes have been evaluated along the East-West Corridor. During this period, the corridor has gone through substantial changes. For example, Florida International University recently inaugurated a College of Law, a College of Medicine, and a College of Nursing and Health Sciences at the western end of the corridor. The Marlins Park, a revived Calle Ocho, a thriving Miami-Dade College InterAmerican Campus, and a transformed Downtown Miami at the eastern end are some of the examples of the extent to which the East-West Corridor has been transformed, indicating the potential for higher ridership.

More recently, CRT along the CSX corridor was evaluated. A fresh look at all potential options is needed to assess relative cost and benefits of different technologies along different alignments. As a long term vision, once a mode and alignment is established for the East-West corridor, future extensions to the north and to the south along the Homestead Extension of the Florida's Turnpike ROW, as shown in Figure 6-4 Overall Vision Map, will be evaluated. Similarly, the direct linkage between the MIC and Downtown Miami with a possible connection to the Marlins Park, will also be evaluated as a future phase.

Section 6.4.3 Beach Corridor. Recent momentum for implementing a rapid transit solution to connect Miami Beach with the mainland is demonstrated in the commitments by the County and the Cities of Miami and Miami Beach. Currently, the County and the Cities are in the process of approving a Memorandum of Understanding with FDOT that will pave the way for initiating the study phase of this project. While the City of Miami Beach may independently move forward with funding the "Miami Beach Connector" loop in their jurisdiction with local and state dollars, the County may consider pursuing Federal New Starts funding for the "Miami Connector" loop. In the future, these loops can be connected by running an extension of the system through the Julia Tuttle Causeway.

Section 6.4.4 South Corridor. The South Miami-Dade Busway, soon to be rebranded as the South Miami-Dade Transitway (T-Way), is a lifeline for many transit-dependent communities in the South Miami-Dade area. Portions of the existing Busway were built nearly 20 years ago and since then, mobility needs have only grown. DTPW proposes to make immediate investments in this important corridor by designing transit facilities to reflect the adjacent communities and their aspirations for the Corridor. DTPW will initiate a study to evaluate premium transit (BRT, LRT, HRT) along the South Corridor with the objective of implementing a cost-effective, high-ridership rapid transit system that will be part of an overall interconnected rapid transit network. DTPW will build upon the results of this study and pursue Federal New or Small Starts funds to ensure rapid transit connections to the South Miami-Dade Area.

Section 6.4.5 Kendall Corridor. In the coming year, FDOT will initiate a study to evaluate BRT and LRT along the Kendall Corridor with the objective of implementing a cost-effective, high-ridership rapid transit system that will be part of an overall interconnected rapid transit network. DTPW will build upon the results of this study and pursue Federal New or Small Starts funds to ensure rapid transit connections between the Dadeland Area and the West Kendall Area.

Section 6.4.6 Northeast Corridor. The Florida East Coast (FEC) corridor is being evaluated for implementation of the Tri-Rail Coastal Link project which will connect Broward and Palm Beach Counties as well as the northwestern parts of Miami-Dade County to densely populated cities located along Florida's Gold Coast Region (See Figure 6-4). It is Miami-Dade's goal to work with FEC and South Florida Regional Transportation Authority (SFRTA) to jumpstart this service with available resources. Miami-Dade has recently invested \$13 million dollars for construction of the downtown terminal for this service in the Brightline (All Aboard) Station in Downtown Miami. DTPW will continue to work with our partners to introduce commuter service along the FEC as quickly as possible.

Section 6.4.7 Express Bus Network. The success of the I-95 Express Bus Services has demonstrated that transit can benefit from investments in highway infrastructure. In the coming months, a concerted effort will be made to introduce new services, listed in Table 6-4, to more areas of the County such that residents will have more attractive travel options to access major destinations such as employment centers, hospitals, major retail malls, and university/college campuses.

The express bus services will provide superior experience to patrons by ensuring a one-seat ride with travel times comparable to that of using a private automobile. Express bus services will also strive for greater travel time reliability by providing limited-stop transit services.

The goal is to attract people to use healthier, more sustainable methods of transportation. By making transit easy to use, we can improve the passenger experience and make transit more attractive. Figure 6-5 illustrates the overall Express Bus System Vision Plan.

Table 6-4: Moving Forward Together - Express Bus System (Unfunded)

Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)		Number of Buses	Type of Change	Status		2040 LRTP Status
				Type [§]	Phase	Capital Cost	O&M (Annual)			2015 Annual Update Implementation Year [*]	2016 Annual Update Implementation Year [*]	
Beach Express North	Golden Glades Intermodal Terminal/Miami Beach Convention Center	Route will provide express bus service from Golden Glades Intermodal Terminal to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service Span will be from 5:30am to 8:00pm.	2, 5	6	Operations	TBD	\$2,742	9	New Express Bus Service	N/A	TBD	N/A
Beach Express Central	Civic Center Metrorail Station/Miami Beach Convention Center	Route will provide express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service Span will be from 5:30am to 9:00pm.	3, 5	6	Operations	TBD	\$2,100	6	New Express Bus Service	N/A	TBD	N/A
Beach Express South	Miami Central Station/Miami Beach Convention Center	Route will provide express bus service from Miami Central Station to the Miami Beach Convention Center. Service will run all day with 10 minute headways. Service Span will be from 5:00am to 2:00am.	3, 5	6	Operations	TBD	\$3,644	6	New Express Bus Service	N/A	TBD	N/A
S Miami-Dade Express	SW 344 St. Busway Station/Dadeland North Metrorail Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Busway to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours.	7, 9	6	Operations	TBD	\$2,915	15	New Express Bus Service	N/A	TBD	N/A
NW Miami-Dade Express	American Dream Station / Palmetto Metrorail Station	Route will provide express bus service from the American Dream Stations to the Palmetto Metrorail Station. Headways will be 10 minutes during peak hours.	12	6	Operations	TBD	\$1,458	8	New Express Bus Service	N/A	TBD	N/A
SW Miami-Dade Express	Miami Executive Airport/Dadeland North Metrorail Station	Route will provide express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours.	7, 11	6	Operations	TBD	\$1,458	8	New Express Bus Service	N/A	TBD	N/A
Florida Turnpike Express (South)	344 St. Busway Station/Dolphin Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Busway to Dolphin Station. Headways will be 10 minutes during peak hours.	9, 11	6	Operations	TBD	\$3,158	16	New Express Bus Service	N/A	TBD	N/A
Florida Turnpike Express (North)	FIU Panther Station/American Dream Stations	Route will provide express bus service from the FIU Panther Station to the American Dream Station. This route will operate all day with 20 minute headways	12, 13	6	Operations	TBD	\$2,221	4	New Express Bus Service	N/A	TBD	N/A
TOTALCOST (000S)						\$0	\$19,696					

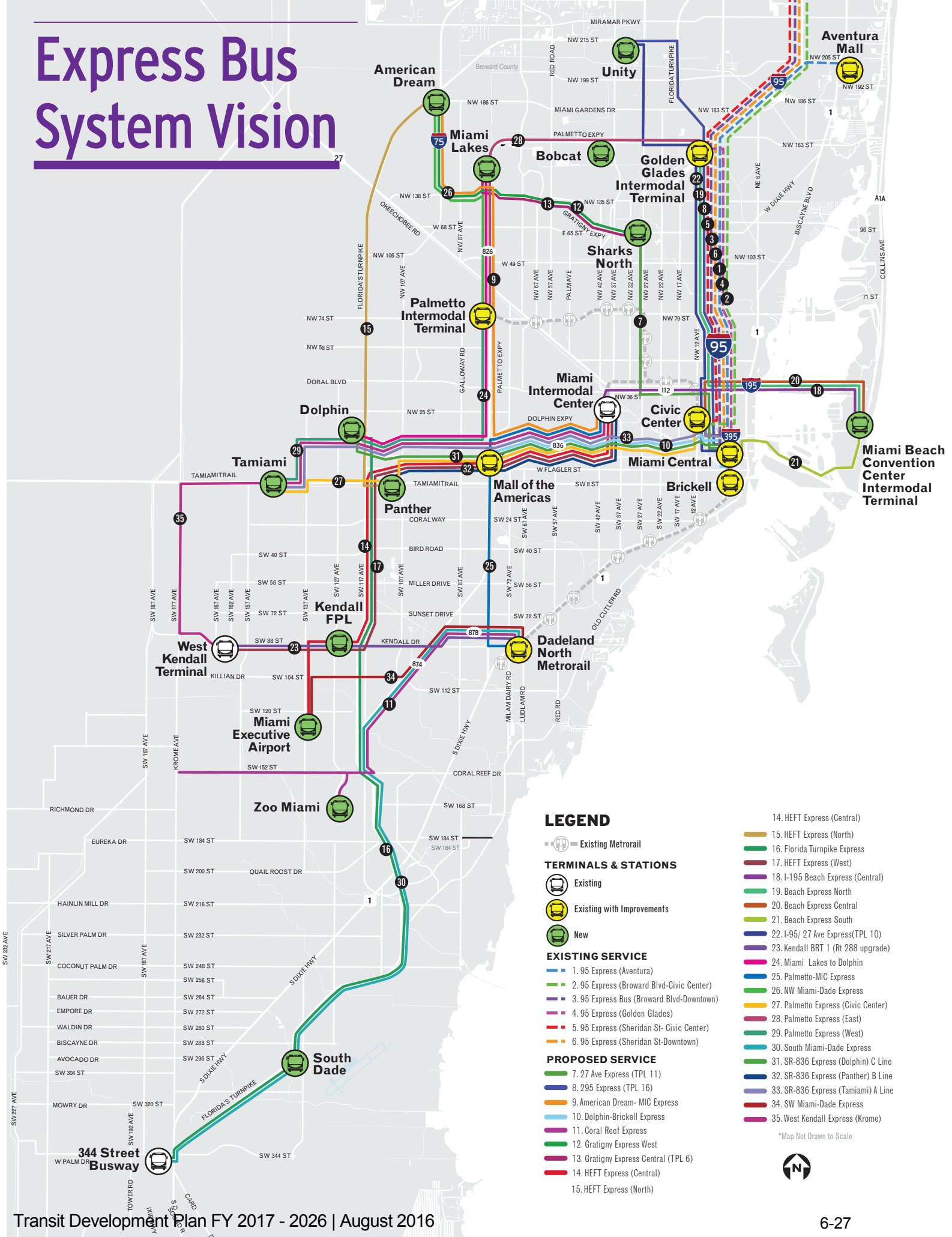
† Please note, as per Miami-Dade MPO Resolution Number 01-15, the MPO Board prioritized this corridor to be evaluated in a Project Development and Environmental (PD&E) Study for the implementation of premium transit.
* This table is current as of December 31, 2014. Please note that the Miami-Dade MPO was considering a reprogramming of Transit Corridors - a final ranking was determined at the February 19, 2015 MPO Board meeting

§ Project Type Key	
1. ADA Accessibility Improvements	8. Metrorail Projects
2. Bus System Projects	9. New Passenger Facilities
3. Equipment Acquisition	10. Other
4. Facility Improvements	11. Park and Ride Improvements and New Facilities
5. Infrastructure Improvements	12. Passenger Facilities Improvements
6. Mass Transit Projects	13. Security Improvements
7. Metromover Projects	14. Service Adjustment

Bus Totals:
+72 Traditional Buses
† 'A' denotes articulated bus

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Express Bus System Vision



Overall Vision





7.0 2027 AND BEYOND VISION PLAN

DTPW identified 113 transit improvement projects as part of the 2040 needs plan process for the Miami-Dade 2040 Long Range Transportation Plan (LRTP) Update which occurred during 2014. Upon undergoing an LRTP screening evaluation, 92 projects were adopted as part of the 2040 LRTP. Many of these adopted projects are identified as Priority 3 (2026 – 2030) or Priority 4 (2031 - 2040) projects which are beyond the 10-year planning horizon of the FY 2017 – 2026 TDP.

7.1 2040 Long Range Transportation Plan Priority Transit Projects

The following table (Table 7-1) and corresponding maps (Figures 7-1, 7-2, 7-3 and 7-4) identify those DTPW priority projects beyond 2027 that require consideration by the Miami-Dade Metropolitan Planning Organization (MPO) for purposes of amending the 2040 LRTP to promote these projects to a Priority 1 or Priority 2 timeframe.

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Table 7-1: 2027 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2015 Annual Update Implementation Year*	2016 Annual Update Implementation Year*	
1	Direct Ramps to Palmetto Intermodal Terminal from Palmetto Express Lanes	SR 826 (Palmetto Expressway) at NW 74th St	Construct ramps from express lanes to Palmetto Metrorail Station to provide access to buses and transit patrons.	12	5	Capital	\$45,000	N/A	N/A	Direct Access Ramps	TBD	2027 and Beyond	Priority III
2	Direct Ramps between the South Miami-Dade Busway and SR 826 (Palmetto Expressway)	South Miami-Dade Busway and SR 826	Construct ramps connecting the South Miami-Dade Busway and SR 826 (Palmetto Expressway) (Page 8-31)	7	5	Capital	\$60,000	N/A	N/A	Direct Access Ramps	TBD	2027 and Beyond	Priority III
3	Direct Ramps to Dolphin Station Transit Terminal	SR 836 and NW 122nd Ave	Construct direct access ramps to connect SR 836 to Dolphin Station	12	5	Capital	\$45,000	N/A	N/A	Direct Access Ramps	2026 and Beyond	2027 and Beyond	Priority III
4	NW 7th Ave Enhanced Bus	from Downtown Miami to Golden Glades Interchange	This route would provide premium limited-stop transit service along NW 7th Ave between Downtown Miami and the park-and-ride lot located at the Golden Glades Interchange. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day. This route will provide a premium transit connection to the NW 7th Ave Transit Village located at NW 7th Ave and NW 62nd St.	2,3,5	6	Capital	\$37,050	\$3,452	TBD	New Enhanced Bus Service	2026 and Beyond	2027 and Beyond	Priority III
5	Government Center Station Upgrade (Downtown Miami Development of Regional Impact - Increment III)	101 NW 1st St	This project consists of upgrades to the existing Government Center Metrorail Station in the form of new elevators, escalators, new pedestrian bridge connecting to adjacent Brightline Station (Intercity Passenger Rail)/Tri-Rail Downtown Link (Commuter Rail), upgrades to existing flooring and roofing, fare collection updates, security equipment updates, new rolling gates and automatic sliding doors.	5	4	Capital	\$14,094	TBD	N/A	Station Improvements	N/A	2027 and Beyond	N/A
6	Douglas Road BRT (SW 27/37 Avenue)	MIC to Coconut Grove Metrorail	Premium Bus Rapid Transit service along NW/SW 37th Ave / 27th Ave connecting the MIC on the north and the Coconut Grove Metrorail Station on the south, linking employment centers at MIA and in Coral Gables	5,6,7	6	Capital	\$166,400	\$0	TBD	New Bus Rapid Transit Service	TBD	2027 and Beyond	Partially Funded
7	Golden Glades Multimodal Center (Phase II)	Golden Glades Interchange	Construction of an additional 1,800 parking spaces housed within 2 parking garages with ground floor retail.	2	12	Capital	\$45,000	\$1,000	0	Station Improvements	TBD	2027 and Beyond	Partially Funded
8	Beach Connection (Baylink)	Downtown Miami Intermodal Terminal to Miami Beach Convention Center	Recent momentum for implementing a rapid transit solution to connect Miami Beach with the mainland is demonstrated in the commitments by the County and the Cities of Miami and Miami Beach. Currently, the County and the Cities are in the process of approving a Memorandum of Understanding with FDOT that will pave the way for initiating the study phase of this project. While the City of Miami Beach may independently move forward with funding the Miami Beach Connector loop in their jurisdiction with local and state dollars, the County proposes to pursue Federal New Starts funding for the Miami Connector loop. In the future, this loop can be completed by running an extension of the system through the Julia Tuttle Causeway.	3,5	6	Capital	\$532,132	\$22,000	N/A	New Light Rail Transit Service	2026 and Beyond	2027 and Beyond	Partially Funded
9	South Dade Park-and-Ride	HEFT and SW 288th St	Purchase or lease land and construct Park and Ride facility	9	9	Capital	TBD	TBD	0	Access Improvement	2018	2018	N/A
10	Historic Overtown/Lyric Theatre (Downtown Miami Development of Regional Impact - Increment III)	100 NW 6th St	This project consists of upgrades to the existing Historic Overtown/Lyric Theatre Metrorail Station in the form of new elevators, escalators, upgrades to existing flooring, fare collection, fare gates and Ticket Vending Machine (TVM) updates, security equipment updates. This projects will also reconfigure the alleyway between Overtown Transit Village and the Station to include new stamped concrete as well as a shared use Promenade with canopy from NW 6 St to NW 8 St.	3	4	Capital	\$5,356	TBD	N/A	Station Improvements	N/A	2027 and Beyond	N/A
11	295 Express Bus	Unity Station (NW 215th St and NW 27th Ave) to Downtown Miami via the Turnpike and I-95	Express commuter transit service between the Miami-Dade/Broward County Line (NW 215th St and NW 27th Ave) and Downtown Miami via the Turnpike and I-95.	1,2,3,5	6	Operations	\$8,000	\$1,184	6A	New Express Route	2019	2019	Unfunded
12	Bus-Only Lanes in Downtown Miami (Downtown Miami Development of Regional Impact - Increment III)	Various Locations in Downtown (total length approximately 4.55 miles)	SW/SE 1st St (from I-95 to SE 1st Ave) NE/NW 1st St (from NE 2nd Ave to I-95) NE/NW 6th St (from Biscayne Blvd. to I-95) NW 5th St (from I-95 to NW 1st Ave) NE 2nd Ave (from NE 20th St to NE 1st St) SE/NE 1st Ave (south of NE 6th St) (from SE 1st St to NE 17th St) NE 1st Ave (north of NE 6th St) (from NE 6th St to NE 17th St)	3,5	5	Capital	\$910,000	TBD	N/A	New Bus-Only Lanes	N/A	2027 and Beyond	N/A
13	Collins Ave Enhanced Bus	Miami Beach Convention Ctr / Wash Ave / 17th St to Aventura Mall Terminal	Implement limited stop enhanced bus service	4,5	6	Capital	\$54,210	TBD	N/A	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
14	Direct Ramps between SR 878 (Snapper Creek Expressway) and Dadeland North Metrorail Station	SR 878 (Snapper Creek Expressway) and Dadeland North Metrorail Station	Construct ramps connecting SR 878 (Snapper Creek Expressway) to Dadeland North Metrorail Station	7	5	Capital (MDX Projects)	\$45,000	N/A	0	Direct Access Ramps	TBD	TBD	N/A
15	Miami Beach Convention Center Terminal	Convention Center Dr and 19th St	Construct Park and Ride facility/Transit Center	5	9	Capital	\$3,900	TBD	0	Access Improvement	2021	2027 and Beyond	Unfunded
16	SW 137th Ave Enhanced Bus Service	Tamiami Station to Caribbean Blvd / US-1	Premium limited-stop transit service along SW 137th Ave to link West Kendall neighborhoods. Project to include park-and-ride facilities	8,9,10,11,12	6	Capital	\$63,570	\$2,763	9A	New Enhanced Bus Service	2023	2027 and Beyond	Unfunded
17	Palmetto Express Bus (West)	Tamiami Station (SW 8th St/ SW 147th Ave) to Palmetto Intermodal Terminal	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour.	11, 12, 10, 6	6	Operations	\$7,620	\$1,876	6A	New Express Bus Service	2024	2024	Unfunded
18	Palmetto Express Bus (South)	Dadeland North Metrorail Station to Dolphin Station (HEFT/NW 12 St.)	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour.	7, 10, 6, 12	6	Operations	\$4,910	\$1,163	4A	New Express Bus Service	2024	2024	Unfunded
19	Palmetto Express Bus (East)	Palmetto Intermodal Terminal to Golden Glades Multimodal Terminal	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour.	12, 13, 1	6	Operations	\$7,680	\$1,907	6A	New Express Bus Service	2024	2024	Unfunded

Table 7-1: 2027 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2015 Annual Update Implementation Year*	2016 Annual Update Implementation Year*	
20	Palmetto Express Bus (Central)	Dolphin Station (HEFT/NW 12 St.) via Palmetto Intermodal Terminal to Miami Lakes Terminal (SR 826 at NW 154 St.)	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour.	12, 10, 6, 13, 1	6	Operations	\$8,750	\$2,116	7A	New Express Bus Service	2024	2024	Unfunded
21	Miami Lakes Terminal	SR 826 (Palmetto Expressway) at NW 154th St	Construct new park-and-ride facility with 8 bus bays to support new express bus service connection	13	9	Capital	\$2,600	TBD	N/A	Station Improvements	2024	2024	Unfunded
22	Sharks North Station at MDC	Miami Dade College North Campus - 11380 NW 27th Ave	Construct Transit Center	2	12	Capital	TBD	TBD	0	Access Improvement	2025	2027 and Beyond	N/A
23	Dolphin Mall-Dolphin Station Connector Road	Dolphin Mall - Dolphin Station (HEFT/SR 836/NW 12th St)	New cut and cover roadway that would connect the Dolphin Mall to the proposed Dolphin Station/HEFT park-and-ride	12	10	Capital	\$10,000	N/A	N/A	Roadway Construction	2026 and Beyond	2027 and Beyond	Unfunded
24	Coral Reef Enhanced Bus	Dadeland North Metrorail Station to SW 152nd Ave/SW 152nd St	This route would provide premium limited-stop transit service along SW 152nd St from SW 152nd Ave to Dadeland North Metrorail Station. This enhanced bus route would provide a premium transit connection to the future regional entertainment complex near Zoo Miami and Metrorail. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.	7,8,9,11	6	Capital	\$42,900	\$2,200	7A	New Enhanced Bus Service	2026 and Beyond	2027 and Beyond	Unfunded
25	Dolphin Tri-Rail Extension	MIC to Dolphin Mall Area	Implement new passenger rail service on SFRC/CSX tracks along SR 836/East-West Corridor	6,10,12	6	Capital	\$140,000	\$7,600	N/A	New passenger rail service	2026 and Beyond	2027 and Beyond	Unfunded
26	East -West Corridor BRT along SW 8th St	SW 8th St (Tamiame)/SW 147th Ave to MIC	Implement bus rapid transit with dedicated lanes along SW 8th St from SW 147th Ave to the Miami Intermodal Center (MIC) via SR 826 (Palmetto Expressway) and SR 836 (Dolphin Expressway)	11,12,10,6	6	Capital	\$182,000	\$13,534	TBD	New Bus Rapid Transit Service	2026 and Beyond	2027 and Beyond	Unfunded
27	Expand Park-and-Ride Facility at Dadeland North	Dadeland North Metrorail Station	Construct a new 1,000-space parking garage with ground-floor retail and office space. Provide additional service and layover bays.	7	12	Capital	\$25,000	\$250	N/A	Station Improvements	2026 and Beyond	2027 and Beyond	Unfunded
28	I-75/Gratigny Express Bus	I-75 at Miami Gardens Drive Park-and-Ride (American Dream Stations) to Sharks North Station	Implement express bus service on express lanes.	12,13,2	6	Capital	\$10,170	\$2,639	9A	New Express Bus Service	2026 and Beyond	2027 and Beyond	Unfunded
29	Intermodal Terminal at SW 88th St (Kendall Drive/ SR 821 HEFT)	SW 88th St (Kendall Drive) at SR 821 (HEFT)	Lease surface parking spaces for park-and-ride/transit center	10,7	9	Capital	\$0	\$50	N/A	Access Improvement	2026 and Beyond	2027 and Beyond	Unfunded
30	Park-and-Ride Facility at NW 27 Ave / NW 119 St / Gratigny Parkway	NW 27th Ave and Gratigny Parkway	Construct terminal / Park-and-Ride	2	11	Capital	\$5,460	TBD	N/A	New Park-and-Ride	N/A	2027 and Beyond	Unfunded
31	NW 7th St Enhanced Bus	Dolphin Station to Government Center	This route would provide premium limited-stop transit service along NW 7th St from the proposed park-and-ride/transit center station at Dolphin Station (HEFT at NW 12th St) to Government Center. This enhanced bus route would provide an additional east-west premium transit connection between west Miami-Dade County and Downtown Miami. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.	5,6,12	6	Capital	\$58,890	\$5,279	TBD	New Enhanced Bus Service	2026 and Beyond	2027 and Beyond	Unfunded
32	SW 8th St EBS	FIU Panther Station to Brickell Metrorail Station	This route will provide premium limited-stop transit service along SW 8th St from FIU Panther Station to the Brickell Metrorail Station. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.	5,6,11	6	Capital	\$43,680	\$4,089	TBD	New Enhanced Bus Service	2026 and Beyond	2027 and Beyond	Unfunded
33	US-1 Busway Signal Priority	US-1 Busway all intersections from SW 88th St to SW 344th St	Implement transit signal priority at all 45 intersections along the South Miami-Dade Busway from SW 88th St to SW 344th St	7,8,9	2	Operations	\$8,780	\$381	N/A	Transit Signal Priority	2026 and Beyond	2027 and Beyond	Unfunded
34	Busway Lot (312th St)	Busway and SW 312th St	Construct Park and Ride facility with 90 surface parking spaces	8	9	Capital	\$1,073	TBD	0	Access Improvement	TBD	2027 and Beyond	Unfunded
35	Busway Lot (136th St)	Busway and SW 136th St	Lease 50-75 Parking Spaces	8	9	Capital	\$0	\$38	0	Access Improvement	TBD	2027 and Beyond	Unfunded
36	Busway Lot (Kililian Pkwy)	Busway and SW 112th St	Construct Park and Ride facility with 200 parking spaces	7	9	Capital	\$2,860	TBD	0	Access Improvement	TBD	2027 and Beyond	Unfunded
37	Little River Park and Ride	NE 79th St and Biscayne Blvd	Lease 75 parking spaces	3	9	Capital	\$0	\$38	0	Access Improvement	TBD	2027 and Beyond	Unfunded
38	Okeechobee Terminal	HEFT and US 27/Okeechobee Rd	Construct Park and Ride facility	12	9	Capital	\$2,600	TBD	0	Access Improvement	TBD	2027 and Beyond	Unfunded
39	Busway Lot (168th St)	Busway and SW 168th St	Expand Park and Ride facility with 300 parking spaces	9	11	Capital	\$4,290	\$45	0	Access Improvement	TBD	2027 and Beyond	Unfunded
40	Americas Station	W Flagler St and NW 77th Ave	Construct Transit Center	6	9	Capital	\$2,000	TBD	0	Access Improvement	TBD	2027 and Beyond	Unfunded
41	Brickell Station (Downtown Miami Development of Regional Impact - Increment III)	1001 SW 1st Ave	The Brickell Station serves as an intermodal station that provides passenger connections with the local circulator (City of Miami Trolley), local fixed route service (Metrobus), regional bus service (BCT I-595 Express) as well as Metromover and Metrorail. The station area is a linear site that spans between SW 8th St and SW 13th St. The primary goal of the Brickell Metrorail/Metromover Station improvements is to enhance passenger and pedestrian access to transit. Specifically, the recommended implementation plan includes additional bus passenger pick-up/drop areas, additional shuttle pick-up/drop off capacity, provide a new designated kiss-n-ride area, upgrade pedestrian connections between neighboring development and improve passenger convenience through way finding, upgraded/ADA compliant sidewalks, continuous passenger canopies, and additional bike storage.	5	4	Capital	\$3,900	TBD	N/A	Station Improvements	TBD	2027 and Beyond	Unfunded

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Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2015 Annual Update Implementation Year*	2016 Annual Update Implementation Year*	
42	Civic Center Metrorail Station Improvements	NW 15th St and NW 12th Ave	Construct Transit Center	3	9	Capital	\$3,000	TBD	0	Access Improvement	TBD	2027 and Beyond	Unfunded
43	Kendall South / Zoo Miami Station	12400 SW 152nd St	Lease 100 parking spaces	9	9	Capital	\$0	\$50	0	Access Improvement	TBD	2027 and Beyond	Unfunded
44	West Kendall Transit Terminal Improvements	SW 88th St and SW 162nd Ave	Improve Existing Terminal Facility	11	12	Capital	\$12,500	TBD	0	Station Improvements	TBD	2027 and Beyond	Unfunded
45	Busway extension to Dadeland North	Between Dadeland South and Dadeland North Metrorail Stations	Extend Busway from Dadeland South to Dadeland North Metrorail Station	7	10	Capital	\$26,000	N/A	0	Roadway Construction	TBD	2027 and Beyond	Unfunded
46	Miami Executive Airport Park-and-Ride	12800 SW 145th Ave	Construct park-and-ride facility	11	9	Capital	\$0	TBD	0	Access Improvement	TBD	2027 and Beyond	Privately Funded
47	Midtown LRT West	Allapattah Metrorail to Biscayne Blvd and NW 36th St	Midtown LRT West	3	6	Capital	\$154,700	TBD	N/A	New Light Rail Transit Service	N/A	2027 and Beyond	Unfunded
48	Midtown LRT East	Biscayne Blvd and NW 36th St to Miami Beach Convention Ctr. NW 17th St	Midtown LRT East	3,4,5	6	Capital	\$391,300	TBD	N/A	New Light Rail Transit Service	N/A	2027 and Beyond	Unfunded
49	Busway Lot (SW 112th Ave)	Busway and SW 112th Ave	Purchase Land, and Improve Existing Park and Ride facility	9	11	Capital	TBD	TBD	0	Access Improvement	TBD	2027 and Beyond	N/A
50	Busway Lot (SW 244th St)	Busway and SW 244th St	Improve Existing Park and Ride facility	8	11	Capital	TBD	TBD	0	Access Improvement	TBD	2027 and Beyond	N/A
51	Busway Lot (SW 296th St)	Busway and SW 296th St	Improve Existing Park and Ride facility	8	11	Capital	TBD	TBD	0	Access Improvement	TBD	2027 and Beyond	N/A
52	Southland Mall	SW 205th St and South Dixie Highway	Improve Existing Transit Center	8	9	Capital	TBD	TBD	0	Access Improvement	TBD	2027 and Beyond	N/A
53	Sharks South Station at MDC	Miami Dade College Kendall Campus - 11011 SW 104th St	Construct Transit Center	2	12	Capital	TBD	TBD	0	Access Improvement	TBD	2027 and Beyond	N/A
54	Julia Tuttle Multimodal Terminal	Southwest corner of Alton Rd and I-195	Construction of 300 surface parking spaces with six bus bays	4	9, 11	Capital	\$4,000	\$75	0	Access Improvement	TBD	2027 and Beyond	N/A
55	Park-and-Ride at SW 152nd St/ SR 821 (HEFT)	Coral Reef Dr and HEFT	Expand existing 2 bay / 200 space Park-and-Ride lot. Facility is over Capacity. Construct new parking garage w/ 500 parking spaces.	9	11	Capital	\$12,500	TBD	N/A	Expand existing Park-and-ride	N/A	2027 and Beyond	Unfunded
56	American Dream – MIC Express	American Dream Stations (American Dream Mall) to MIC	Implement express bus service from American Dream Stations to MIC	6,13	6	Capital	\$22,109	\$4,950	23A	New Express Bus Service	N/A	2027 and Beyond	N/A
57	American Dream South Station	East of HEFT and west of I-75 between NW 170th St and the intersection of I-75 and HEFT	Construct Transit Center within the proposed American Dream Mall site with 6 bus bays, 2 layover bus bays, passenger waiting areas, bus operator comfort station, ticket vending and other associated transit amenities. Privately funded project.	13	4	Capital	\$0	\$0	N/A	New Passenger Facilities	N/A	2027 and Beyond	N/A
58	North Corridor (NW 27th Ave) Metrorail Extension	MLK Jr. Metrorail Station to NW 215th St	Convert full BRT to Heavy Rail	1,2,3,6	6	Capital	\$1,747,200	TBD	TBD	Metrorail Extension	N/A	2027 and Beyond	Unfunded
59	South Corridor Metrorail Extension	SW 104th St to Dadeland South	Extend Metrorail to SW 104 St	7,8	6	Capital	\$140,000	TBD	TBD	Metrorail Extension	N/A	2027 and Beyond	Unfunded
60	Kendall Corridor North / Metrorail Extension	SW 88th St to SW 8th St	Metrorail Link between E-W Corridor and Kendall Corridor along HEFT	11,12	6	Capital	\$964,600	TBD	TBD	Metrorail Extension	N/A	2027 and Beyond	Unfunded
61	Douglas Road LRT	Douglas Road Metrorail / US-1 to MIC at MIA	Construct LRT	5,6,7	6	Capital	\$427,700	TBD	TBD	New Light Rail Transit Service	N/A	2027 and Beyond	Unfunded
62	SR874 Ramp Connector Park-and-Ride	SR 874 and SW 128th St	Construct Park-and-Ride	9	11	Capital	\$2,860	TBD	N/A	New Passenger Facilities	N/A	2027 and Beyond	Unfunded
63	Busway BRT with grade separated intersections	Florida City / SW 344th St to Dadeland North	Bus-only grade separations at all intersections including and south of SW 98 St	7,8,9	6	Capital	\$307,800	TBD	TBD	BRT Improvement	N/A	2027 and Beyond	Unfunded
64	East-West Metrorail	SW 147th Ave / SW 8th St to MIC at MIA	Convert BRT to Heavy Rail	6,12,10	6	Capital	\$2,311,400	TBD	TBD	Metrorail Extension	N/A	2027 and Beyond	Unfunded
65	Kendall Corridor South	SW 200th St / Turnpike to SW 88th St and Turnpike	Metrorail Turnpike Extension Phase 2	7,8,9,10	6	Capital	\$1,365,000	TBD	TBD	Metrorail Extension	N/A	2027 and Beyond	Unfunded
66	Miami Beach LRT Collins Extension	Miami Beach Convention Center to 71st St	Extend light rail north to 71 St	4,5	6	Capital	\$400,400	TBD	TBD	New Light Rail Transit Service	N/A	2027 and Beyond	Unfunded
67	NW 183 St Enhanced Bus	Miami Gardens/I-75 Park-and-Ride (American Dream Stations) to Aventura Terminal	Implement limited stop enhanced bus service	1,2,4,12,13	6	Capital	\$56,500	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
68	Okeechobee Enhanced Bus	Turnpike to MIC at MIA	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Omni Extension. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof The existing steel girders will be repainted for the entire length of Metromover's Omni Extension, which is approximately 1.4 miles long.	2,5,6,12,13	6	Capital	\$43,680	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
69	199/203 St Enhanced Bus	NW 27th Ave / NW 215th St to Aventura Terminal	Implement limited stop enhanced bus service	1,4	6	Capital	\$29,640	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded

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					Type§	Phase	Capital Cost	O&M (Annual)			2015 Annual Update Implementation Year*	2016 Annual Update Implementation Year*	
70	2nd Ave Enhanced Bus	Miami Beach Convention Center to Aventura Terminal	Implement limited stop enhanced bus service	2,3,4,5	6	Capital	\$69,030	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
71	17th Ave Enhanced Bus	Vizzaya Metrorail Station to Golden Glades Terminal	Implement limited stop enhanced bus service	1,2,3,5,7	6	Capital	\$56,160	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
72	Coral Way Enhanced Bus	SW 147th Ave / SW 26th St to Brickell Metrorail Station	Implement limited stop enhanced bus service	5,6,7,10	6	Capital	\$60,450	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
73	Le Jeune Road Enhanced Bus	Douglas Road Metrorail Station to MIC at MIA via 25th St	Implement limited stop enhanced bus service	6,7	6	Capital	\$19,500	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
74	NW 62nd St Enhanced Bus	Okeechobee Metrorail Station to Biscayne Blvd	Implement limited stop enhanced bus service	2,3,6,13	6	Capital	\$30,030	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
75	NW 103rd St Enhanced Bus	Okeechobee Terminal to US-1/ NE 79th St (Little River Park-and-Ride)	Implement limited stop enhanced bus service	2,3,6,13	6	Capital	\$57,330	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
76	87th Ave Enhanced Bus	Palmetto Intermodal Terminal to Busway at SW 136th St	Implement limited stop enhanced bus service	6,7,8,10,12	6	Capital	\$56,160	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
77	72nd Ave / 67th Ave Enhanced Bus	Dadeland North Metrorail Station to Miami Lakes Terminal NW 154th St & SR-826	Implement limited stop enhanced bus service	6,7,12,13	6	Capital	\$67,860	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
78	57th Ave Enhanced Bus South	South Miami Metrorail Station to MIC at MIA	Implement limited stop enhanced bus service	6,7	6	Capital	\$32,760	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
79	57th Ave Enhanced Bus North	Okeechobee Metrorail Station to Miami Lakes Terminal at NW 154th St and SR-826	Implement limited stop enhanced bus service	6,13	6	Capital	\$30,030	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
80	NW 37th Ave Enhanced Bus	MIC at MIA to NW 215th St / NW 27th Ave	Implement limited stop enhanced bus service	1,2,6,13	6	Capital	\$56,550	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
81	Bird Road-40th St Enhanced Bus	SW 147th Ave & SW 8th St (Tamiami Station) to Douglas Road Metrorail Station	Implement limited stop enhanced bus service	6,7,11	6	Capital	\$60,060	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
82	Miller Drive Enhanced Bus	SW 147th Ave & SW 8th St (Tamiami Station) to University Metrorail Station	Implement limited stop enhanced bus service	7,10	6	Capital	\$62,010	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
83	Sunset Enhanced Bus	SW 162nd Ave & SW 88th St (West Kendall Transit Terminal) to South Miami Metrorail	Implement limited stop enhanced bus service	7,10	6	Capital	\$45,240	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
84	NE 163rd St (Sunny Isles Blvd)	Collins Ave to Golden Glades Interchange	Improve/Implement transit service	1,2,4	6	Capital	\$24,570	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
85	107th Ave Enhanced Bus	(Miami-Dade College - Sharks South Station) SW 104th St/ SR-874 to Palmetto Intermodal Terminal	Implement limited stop enhanced bus service	7,10,12	6	Capital	\$58,890	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
86	22nd Ave Enhanced Bus	Coconut Grove Metrorail to Golden Glades Interchange	Implement limited stop enhanced bus service	1,2,3,5,7	6	Capital	\$53,430	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
87	127th Ave Enhanced Bus	(Tamiami Executive Airport) SW 137th Ave at SW 120nd St to (Dolphin Station) HEFT / NW 12th St	Implement limited stop enhanced bus service	7,8,9,11,12	6	Capital	\$40,950	TBD	TBD	New Enhanced Bus Service	N/A	2027 and Beyond	Unfunded
TOTALCOST (000S)							\$11,913,774	\$78,678					

§ Project Type Key

1. ADA Accessibility Improvements

2. Bus System Projects

3. Equipment Acquisition

4. Facility Improvements

5. Infrastructure Improvements

6. Mass Transit Projects

7. Metromover Projects

8. Metrorail Projects

9. New Passenger Facilities

10. Other

11. Park and Ride Improvements and New Facilities

12. Passenger Facilities Improvements

13. Security Improvements

14. Service Adjustment

Bus Totals:

+77 Articulated Buses

† 'A' denotes articulated bus

2040 LRTP

Priority I

Priority II

Priority III

Priority IV

2015-2020

2021-2025

2027-2030

2031-2040

Figure 7-1: 2027 and Beyond Transit Vision Plan



Figure 7-2 - North View

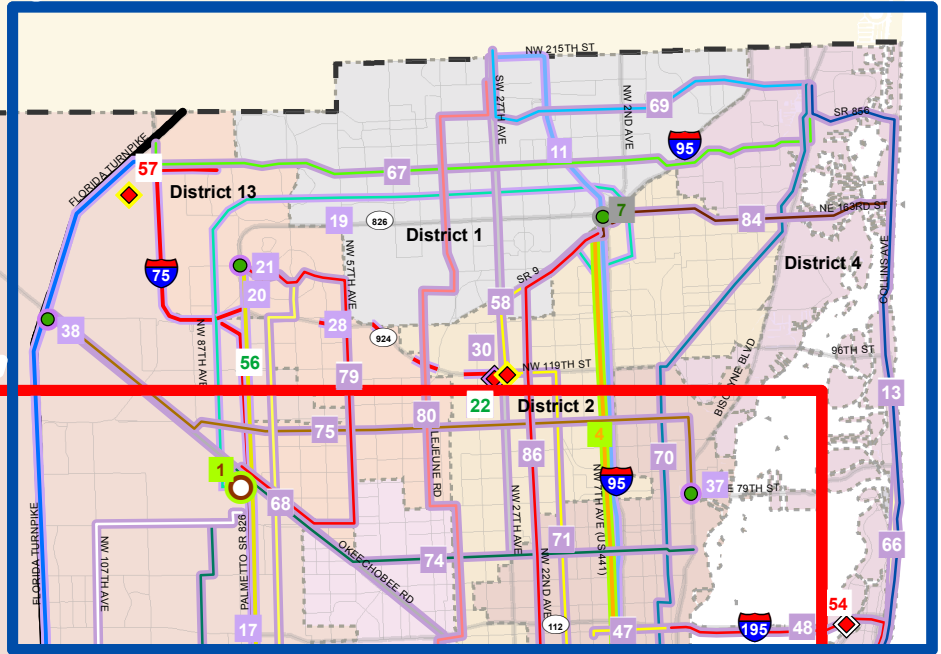


Figure 7-3 Central View

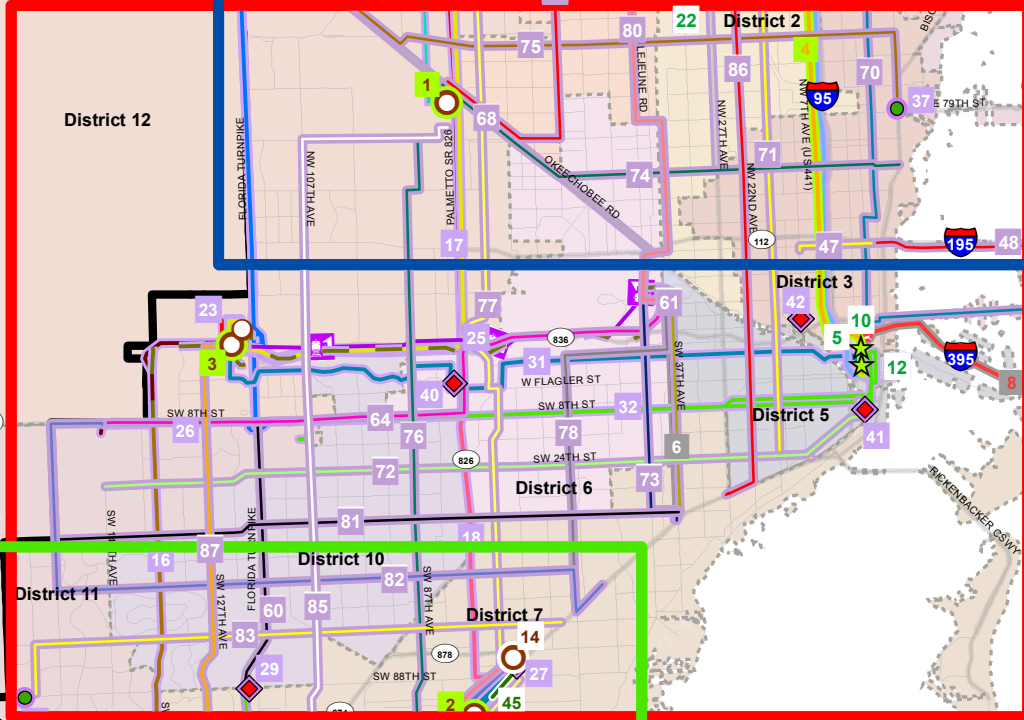
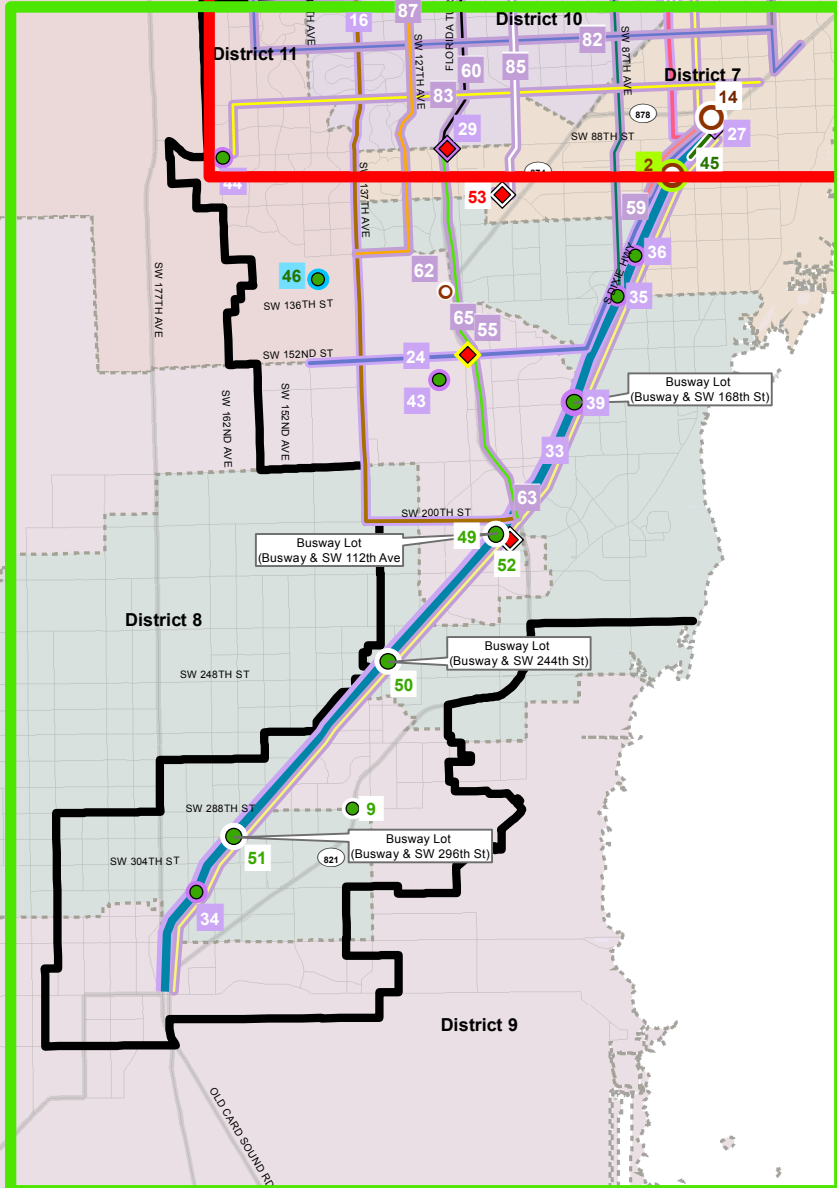


Figure 7-4 - South View



0 2.25 4.5
Miles

Legend

- Direct Access Ramp Projects
- Park-and-Ride
- Transit Center
- Priority III - 2040 L RTP (2026-2030)
- Priority IV - 2040 L RTP (2031-2040)
- Partially Funded - 2040 L RTP
- Privately Funded - 2040 L RTP
- Unfunded - 2040 L RTP
- Not Listed - 2040 L RTP

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Figure 7-3: 2027 and Beyond Transit Vision Plan - Central View

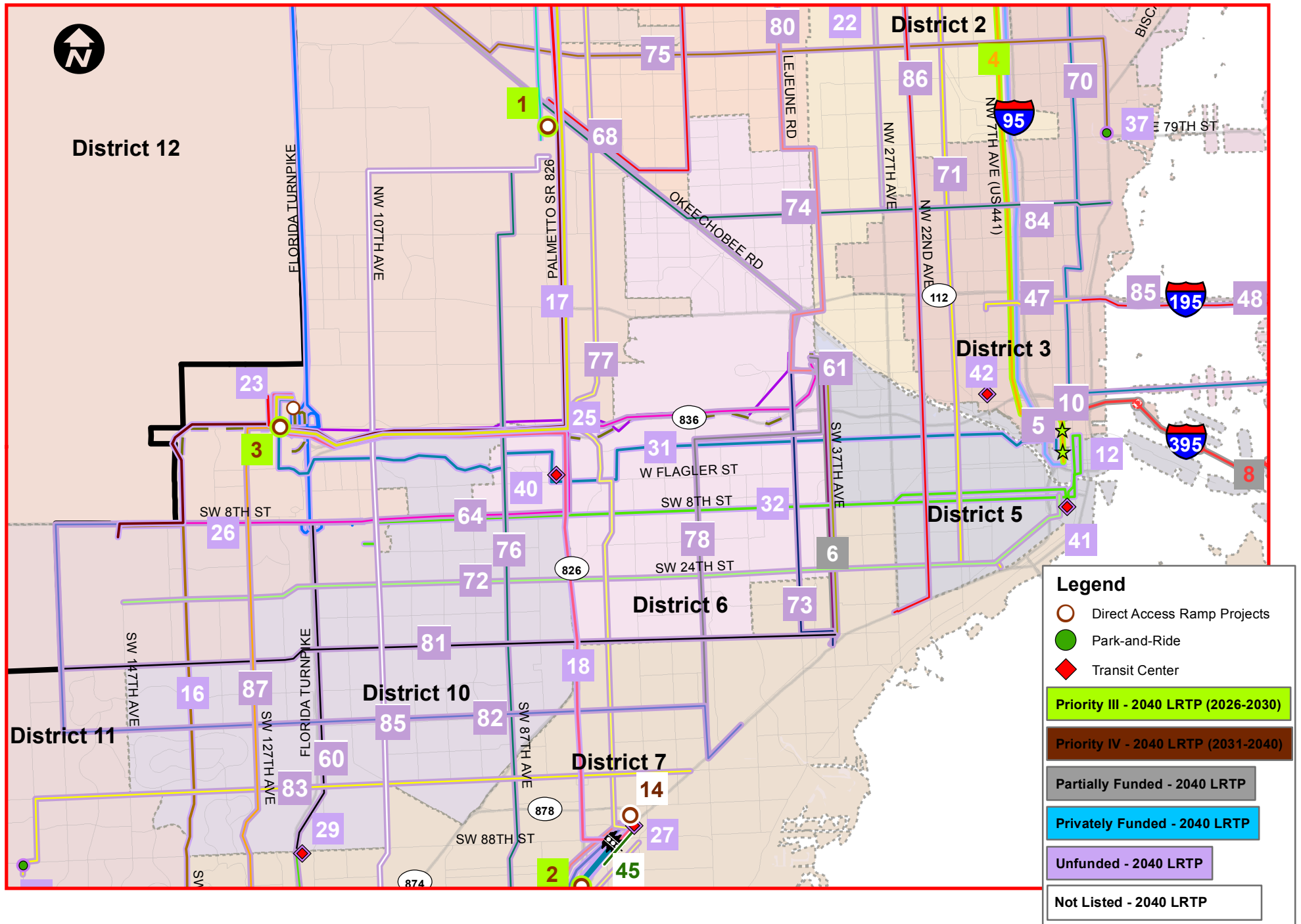
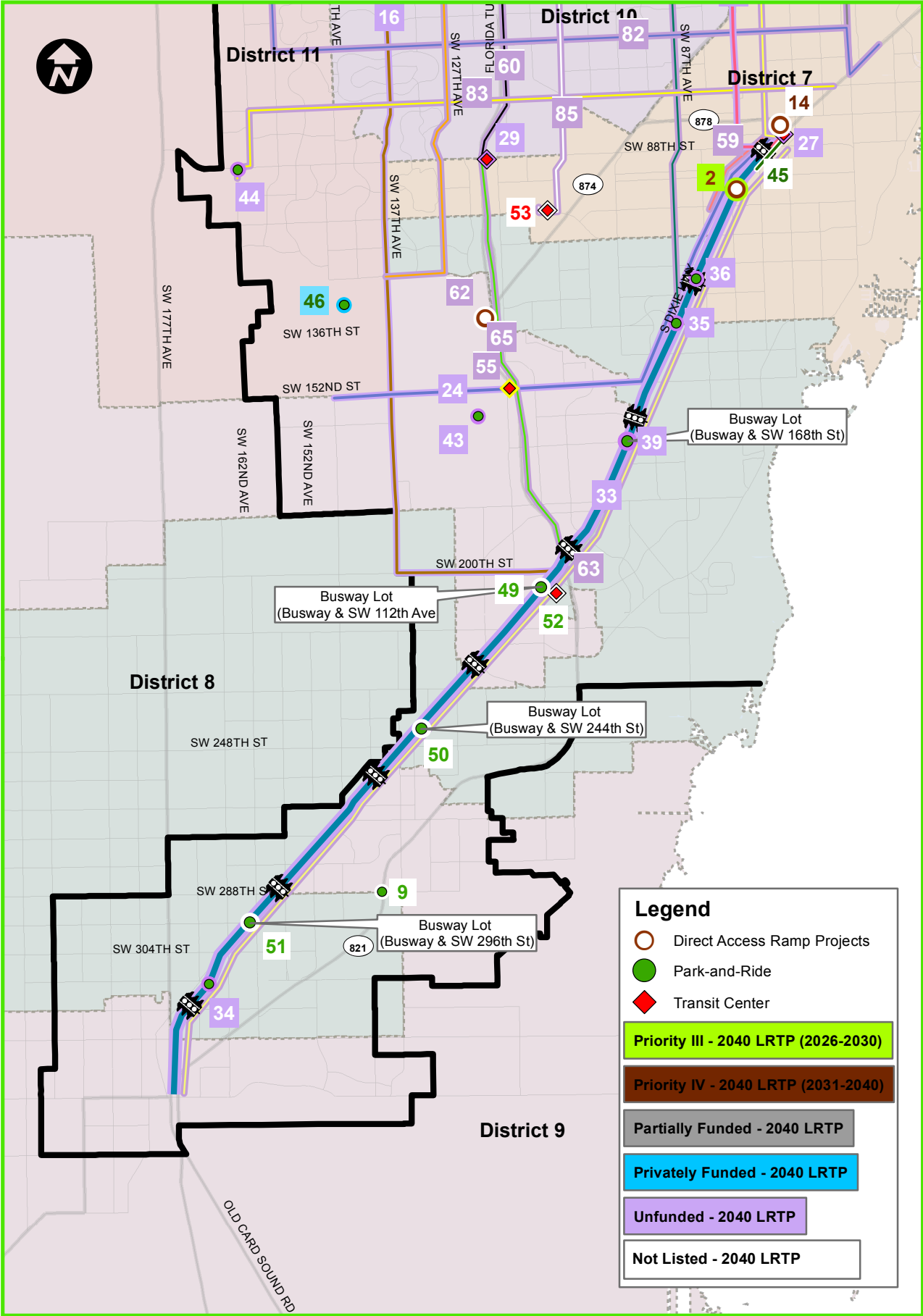


Figure 7-4: 2027 and Beyond Transit Vision Plan - South View



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8.0 TRANSIT FINANCIAL PLAN

The previous chapters identify critical transit needs in Miami-Dade County without consideration of project cost. In this chapter, however, the DTPW must reconcile its transit improvement needs with available financial resources. In the financial plan, the estimated costs of providing the agency's existing and planned new services are projected over a ten-year horizon. The financial resources that will support those services are also identified and estimated. Through the development of this financial plan DTPW determines which service improvements are financially feasible and establishes a timeline by when said improvements can be implemented.

8.1 Operating Expenses and Revenues

DTPW is the largest transit operator in the State of Florida and the 15th largest transit provider in the U.S. according to the 2015 Public Transportation Fact Book (based on vehicle revenue miles). DTPW's size is reflected in the agency's direct operating budget, which is projected at approximately \$486 million in FY 2017. The primary components of the direct operating expenses are shown in Table 8-1.

Salaries and overtime make up 49 percent of DTPW's total operating expenses. Contractual services make up 18 percent of the operating budget. Metrobus is a fixed-route bus service that DTPW operates seven (7) days a week, 24 hours per day. A total of 96 routes comprise DTPW's regular bus service structure as served by a total fleet of 813 buses and two (2) contracted routes with nine (9) buses.

In addition to these direct expenses, DTPW will support \$69 million of other operating expenses and debt service payments in FY 2017. These other expenses are detailed below. Almost 30 percent (30%) of these other operating expenses are DTPW's contribution to municipal transit services within Miami-Dade County.

In total, DTPW will spend \$486 million in FY 2017 for the ongoing operation of the transit system and the support of DTPW's other local and regional responsibilities.

Table 8-1: DTPW Projected Transit FY 2017 Direct Operating Expenses

		Projected Amount FY 17 (000s)
Transit Operating Expenses	Salary	\$182,982
	Overtime	\$37,683
	Benefits	\$32,034
	Group Health	30,208
	Court Costs	\$41
	Contractual Services	\$82,519
	Other Operating Expenses	\$68,222
	Charges for County Services	\$15,721
	Capital	\$189
	Distribution of Funds in Trust	\$15
	Subtotal	\$449,614
Transfer Out Expenses	SFRTA Contribution	\$4,235
	DTPW Debt Service Fund	\$784
	Loan Repayment to PTP Fund	\$34,195
	Subtotal	\$39,214
Operating Adjustment	Enhancement	\$108
	Overtime Expenditures Reduction	-\$2,261
	Parts Expenditure Reduction	-\$910
	Subtotal	-\$3,063
Total Transit Operating Expenses		\$485,765

Source: Transit Pro Forma FY 2015.

*Total may vary slightly due to rounding.

DTPW's transit operations are supported by a range of federal, state, local, and directly-generated revenue streams. Table 8-2 shows the projected operating revenues for FY 2017 by major category that total over \$485 million.

Table 8-2: DTPW Projected Transit FY 2017 Operating Revenues

Transit Proprietary Revenue	Transit Proprietary Revenue	Projected Amount FY 17 (000s)
	Beginning Fund Balance (Carryover in Operating Fund)	\$5,882
	Bus, Rail, STS, & Farebox	\$118,230
	Other Revenues (Advertising, Permitting and Joint Development)	\$14,745
	Interagency Revenue (County & Municipalities)	\$1,872
	Interagency Revenue (Tri-Rail)	\$666
	Operating Total	\$141,395
State Grant Revenue	State Grant Revenue	Projected Amount FY 17 (000s)
	Block Grant	\$20,566
	Transportation Disadvantage Program Trust Funds (Intrafund Transfer)	\$8,766
	State Operating Total	\$29,332
Local Revenue	Local Revenue	Projected Amount FY 17 (000s)
	Miami Dade General Fund MOE (3.5 Percent)	\$179,826
	PTP Surtax	\$113,073
	Additional Local Revenue (Planned Additional Countywide General Fund Support)	\$22,139
	Local Total	\$315,038
Total Revenue*		\$485,765

Source: Transit Pro Forma FY 2015.

*Total may vary slightly due to rounding.

Revenue categories listed in Table 8-2 are described below.

- **Fare Revenues:** DTPW currently recovers approximately 23 percent (23%) of its operating expenses from transit fare revenue.
- **Other Operating Revenues:** These operating revenues include items such as advertising.
- **State Block Grants:** These revenues were developed by the Florida Legislature to provide a stable source of funding for public transit. The grants are distributed to all eligible Florida transit providers on a formula basis.
- **Transportation Disadvantaged program:** The Transportation Disadvantaged (TD) Programs provide funding to assist TD populations which include persons with physical or mental disabilities, have low incomes, or are older individuals who are unable to transport themselves or purchase transportation.
- **People's Transportation Plan Surtax:** The People's Transportation Plan (PTP) provides for sales tax revenue to support public transit and roadway infrastructure improvements.
- **County General Funds:** Miami-Dade County supplies DTPW with funding each year from its general fund.
- **Additional Local Revenue or Service Cuts:** DTPW may receive funds from other local sources in a given year or cut service to balance the budget.

8.1.1 Projected Operating Revenues

Future revenue growth is projected to fluctuate with a low level of tax revenue growth resulting from the existing state of the economy. However, in years without any major policy changes, total available funding for DTPW is expected to grow at a rate of slightly over three percent (3%) annually. In addition, DTPW does foresee a separate major policy action related to funding during FY 2017 – FY 2026 to include:

- **Regular programmed fare increases:** The Pro Forma projects a 25 cent increase in the base fare (from its current level of \$2.25 to \$2.50) in FY 2020, with another 25 cent increase levied in 2025. These increases have the effect of increasing the overall revenue growth rate in those years. These programmed fare increases which occur every five (5) years are determined by policies approved by the Miami-Dade County Board of County Commissioners that authorize DTPW to implement regular fare increases to keep pace with inflation.

The critical funding growth assumptions that drive the Pro Forma financial projections are outlined below.

Table 8-3: DTPW Operating Transit Revenue Growth Assumptions

Operating Revenue Growth Assumptions	Revenue Item	Annual Growth Rate
	PTP Surtax	3.5%
	General Funds (MOE)	3.5%
	Fare Revenue (Trip Growth)	0.5%
	State Block Grants	1.0%
	Transportation Disadvantaged Funds	0.0%
	Federal Funds	2.5%
	Local Option Gas Tax	1.5%

Source: Transit Pro Forma FY 2015.

8.1.2 Summary of Operating Budget

The operating budget, as presented in the 2015 Pro Forma for the ten-year period from FY 2017 to FY 2026, is balanced. The projected operating expenses are covered by the forecasted revenues from various sources. DTPW balances its operating budget by adhering to a combination of strategies aimed at producing cost efficiencies; an avoidance of any major service expansion and aggressive use of available local funding sources (LOGT and general funds). This operating budget is based upon the budgetary assumptions that were applied within the FY 2015 Pro Forma. It should be noted that these budgetary assumptions are subject to change due to the volatility in gas prices and pressure from the public to reduce the tax roll which could have impacts to the general fund share DTPW receives and the availability of federal and state grants, thus resulting in a different budgetary outcome than presented in this TDP.

Table 8-4: DTPW Operating Transit Revenues (FY 2017 - FY 2026) (\$000s)

Transit Proprietary Revenues	FY 2016-2017	FY 2017-2018	FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026
Beginning Fund Balance	\$5,882,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bus, Rail, STS, & Farebox	\$118,230,210	\$118,821,361	\$119,415,468	\$115,235,926	\$128,680,118	\$129,323,518	\$129,970,136	\$130,619,987	\$126,048,287	\$139,346,382
Other Revenues (Adv., Permitting, Joint Dev.)	\$14,745,334	\$14,745,334	\$14,745,334	\$14,745,334	\$14,745,334	\$14,745,334	\$14,745,334	\$14,745,334	\$14,745,334	\$14,745,334
Planned fare Increase	\$0	\$0	\$0	\$12,803,992	\$0	\$0	\$0	\$0	\$12,604,829	\$0
Interagency Revenue (County/Municipalities)	\$1,872,000	\$1,872,000	\$1,872,000	\$1,872,000	\$1,872,000	\$1,872,000	\$1,872,000	\$1,872,000	\$1,872,000	\$1,872,000
Interagency Revenue (Tri-Rail)	\$666,000	\$666,000	\$666,000	\$666,000	\$666,000	\$666,000	\$666,000	\$666,000	\$666,000	\$666,000
State Grant Revenue										
Block Grant	\$20,565,620	\$20,771,276	\$20,978,989	\$21,188,779	\$21,400,667	\$21,614,673	\$21,830,820	\$22,049,128	\$22,269,620	\$22,492,316
TD Program	\$8,766,000	\$8,766,000	\$8,766,000	\$8,766,000	\$8,766,000	\$8,766,000	\$8,766,000	\$8,766,000	\$8,766,000	\$8,766,000
Local Revenue										
Miami Dade General Fund MOE (3.5 Percent)	\$179,826,000	\$209,034,000	\$254,299,000	\$267,188,000	\$290,004,000	\$311,793,000	\$322,706,000	\$334,001,000	\$345,691,000	\$357,790,000
PTP Surtax	\$113,072,653	\$49,637,873	\$46,073,976	\$28,602,279	\$20,590,533	\$23,592,815	\$26,757,101	\$30,098,356	\$26,253,140	\$29,962,187
Additional Local Revenue	\$22,138,944	\$36,665,175	\$3,853,323	\$13,008,636	\$11,245,227	\$0	\$0	\$0	\$0	\$0
Total Transit Revenues	\$485,764,861	\$460,979,019	\$470,670,090	\$484,076,946	\$497,969,878	\$512,373,341	\$527,313,391	\$542,817,805	\$558,916,209	\$575,640,218
Total Expenses	\$485,764,861	\$460,979,018	\$470,670,090	\$484,076,946	\$497,969,878	\$512,373,341	\$527,313,391	\$542,817,805	\$558,916,209	\$575,640,219
Operational Funding Surplus (Deficit)	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$1

Source: Transit Pro Forma, FY 2015.

Table 8-5: DTPW Operating Transit Expenses (FY 2017 - FY 2026) (\$000s)

Operating Expenses/Fiscal Year	FY 2016-2017	FY 2017-2018	FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026
Direct Operating Expenses										
Total Transit Operating Expenses	\$449,614,733	\$462,349,451	\$475,531,449	\$489,182,447	\$503,325,555	\$517,985,378	\$533,188,125	\$548,961,730	\$565,335,980	\$582,342,653
Transit Transfer Out Expenses										
SFRTA Contribution	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000
MDT Debt Service Fund	\$784,000	\$784,000	\$784,000	\$784,000	\$784,000	\$784,000	\$784,000	\$784,000	\$784,000	\$784,000
Debt Service Payments (Loan Repayment to PTP)	\$34,195,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transit Operating Adjustments										
Enhancement	\$107,625	\$110,316	\$113,074	\$115,900	\$118,798	\$121,768	\$124,812	\$127,932	\$131,131	\$134,409
Overtime Reduction	-\$2,260,925	-\$4,634,895	-\$7,126,151	-\$7,304,305	-\$7,486,913	-\$7,674,086	-\$7,865,938	-\$8,062,586	-\$8,264,151	-\$8,470,755
Parts Expenditure Reduction	-\$910,573	-\$1,864,853	-\$2,867,281	-\$2,936,096	-\$3,006,562	-\$3,078,720	-\$3,152,609	-\$3,228,271	-\$3,305,750	-\$3,385,088
Total Expenses	\$485,764,861	\$460,979,018	\$470,670,090	\$484,076,946	\$497,969,878	\$512,373,341	\$527,313,391	\$542,817,805	\$558,916,209	\$575,640,219

Source: Transit Pro Forma, FY 2015.

8.2 Transit Capital Expenditures and Funding Sources

8.2.1 Planned Capital Expenditures

The Department's planned transit capital expenditures for the period FY 2017 to FY 2026 are summarized in Table 8-6. Large capital projects or ongoing projects during FY 2017 – FY 2026 (such as bus acquisition and replacement), may be funded by a combination of debt proceeds and cash.

Many of the projects listed in the following table, such as the rail vehicle replacement, will greatly improve the quality and longevity of the existing DTPW transit system. However, most of the projects in Table 8-6 are scheduled for completion on or before 2022. After 2022, the capital program consists only of scheduled bus acquisitions, rail vehicle replacement and the Infrastructure Renewal Program (IRP), which is the agency's long-term projection of future rehabilitation and replacement needs throughout the transit system.

Table 8-6: DTPW Capital Transit Budget (FY 2017 – FY 2026) (\$000s)

Project	FY 16-17		FY 17-18		FY 18-19		FY 19-20		FY 20-21		Fiscal Years 22-26		Total **		
	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	Total	PTP	Other
Bus and Bus Facilities	\$7,000	\$5,248	\$5,000	\$5,182	\$8,000	\$0	\$8,000	\$0	\$8,000	\$0	\$0	\$0	\$46,430	\$36,000	\$10,430
Park and Ride Quail Roost	\$791	\$1,327	\$21	\$815	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,954	\$812	\$2,142
Dadeland North Metrorail - Elevators	\$103	\$102	\$2,750	\$520	\$1,130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,605	\$3,983	\$622
Busway ADA Improvements	\$0	\$115	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115	\$0	\$115
Urbanized Area Formula Grant FTA 5307	\$0	\$15,000	\$0	\$15,525	\$0	\$16,068	\$0	\$16,630	\$0	\$17,212	\$0	\$0	\$80,435	\$0	\$80,435
Bus Tracker and Automatic Vehicle Locator Systems (CAD/AVL)	\$0	\$0	\$0	\$0	\$578	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$578	\$578	\$0
High-Cycle Switch Logic Control Cabinets	\$10,187	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,187	\$10,187	\$0
Bus Replacement	\$0	\$166,650	\$0	\$84,158	\$0	\$85,000	\$0	\$85,850	\$0	\$0	\$0	\$0	\$421,658	\$0	\$421,658
Metromover Improvements	\$5,640	\$0	\$5,340	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$18,980	\$10,980	\$8,000
Metrorail Maintenance Vehicle Lifts	\$2,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,700	\$2,700	\$0
Infrastructure Renewal Plan	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$75,000	\$75,000	\$0
Metrorail and Metromover Traction Power Cable and Transformer Replacement	\$0	\$2,129	\$0	\$2,129	\$0	\$2,129	\$0	\$2,129	\$0	\$0	\$0	\$0	\$8,516	\$0	\$8,516
SR 836 Express Bus *	\$145	\$1,063	\$425	\$7,254	\$3,056	\$723	\$4,700	\$4,700	\$0	\$0	\$0	\$0	\$22,066	\$8,326	\$13,740
NW 27 Avenue Enhanced Bus Service *	\$701	\$1,920	\$4,326	\$5,334	\$2,167	\$691	\$2,984	\$138	\$0	\$0	\$0	\$0	\$18,261	\$10,178	\$8,083
Track and Guideway Rehabilitation	\$5,161	\$0	\$5,000	\$0	\$4,200	\$0	\$3,200	\$0	\$3,200	\$0	\$0	\$0	\$20,761	\$20,761	\$0
Associated Transportation Improvements	\$0	\$504	\$0	\$509	\$0	\$514	\$0	\$519	\$0	\$524	\$0	\$0	\$2,570	\$0	\$2,570
Transportation Security Projects	\$0	\$504	\$0	\$509	\$0	\$514	\$0	\$519	\$0	\$524	\$0	\$0	\$2,570	\$0	\$2,570
Park-and-Ride Lot Kendall Drive	\$28	\$28	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56	\$28	\$28
Rail Vehicle Replacement	\$97,371	\$0	\$92,840	\$0	\$29,418	\$0	\$1,675	\$0	\$754	\$0	\$10,305	\$0	\$232,363	\$232,363	\$0
Track and Guideway 10-15 Year Heavy Equipment Replacement	\$238	\$0	\$500	\$0	\$1,200	\$0	\$1,500	\$0	\$0	\$1,500	\$0	\$0	\$4,938	\$3,438	\$1,500
Dolphin Station	\$2,364	\$2,587	\$1,453	\$1,454	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,858	\$3,817	\$4,041
Metrorail Station Refurbishment	\$10,000	\$0	\$10,000	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$0
Metrorail and Metromover Traction Train Control Replacement	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$0	\$7,000	\$0	\$0	\$0	\$0	\$49,000	\$21,000	\$28,000
Metrorail Traction Power Switchgear Equipment	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500	\$1,500	\$0
Underfloor Rail Wheel Truing Machine	\$2,625	\$0	\$1,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,375	\$4,375	\$0
Escalators Replacement and Elevators Refurbishment	\$3,430	\$0	\$3,590	\$0	\$6,730	\$0	\$7,750	\$0	\$6,000	\$0	\$6,000	\$0	\$33,500	\$33,500	\$0
AC Unit Substations	\$0	\$0	\$3,000	\$0	\$4,000	\$0	\$4,000	\$0	\$4,000	\$0	\$0	\$0	\$15,000	\$15,000	\$0
Metrorail Switch Machine Improvement	\$0	\$0	\$1,170	\$0	\$1,220	\$0	\$2,220	\$0	\$3,400	\$0	\$4,310	\$0	\$12,320	\$12,320	\$0
Traction Power Gap Ties	\$0	\$0	\$0	\$0	\$1,830	\$0	\$1,900	\$0	\$1,950	\$0	\$0	\$0	\$5,680	\$5,680	\$0
Metromover Track and Guideway Improvement	\$120	\$0	\$1,420	\$0	\$830	\$0	\$8,820	\$0	\$8,820	\$0	\$0	\$0	\$20,010	\$20,010	\$0
Capitalization of Preventative Maintenance and Other Costs	\$0	\$80,212	\$0	\$82,037	\$0	\$83,788	\$0	\$85,579	\$0	\$87,412	\$0	\$0	\$419,028	\$0	\$419,028
SUBTOTAL	\$169,604	\$284,389	\$158,085	\$212,426	\$88,859	\$204,427	\$59,249	\$203,064	\$48,624	\$107,172	\$33,115	\$0	\$1,569,014	\$557,536	\$1,011,478
TOTAL	\$453,993		\$370,511		\$293,286		\$262,313		\$155,796		\$33,115				

Source: DTPW Capital Book, F2 (revenue) and F5 (expense) Reports

*As per Miami-Dade MPO Resolution Number 31-15, the MPO Board amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service Projects and reallocate said funds to three new projects as follows: "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." However, bus purchase components of the Biscayne, Flagler and NW 27th Avenue EBS projects remain funded and are proceeding in order to provide near-term capacity improvements along these corridors.

** Project totals do not reflect prior year funds

8.2.2 Summary of Capital Plan

Revenue sources for capital projects are presented in Table 8-7 for the ten-year period from FY 2017 to FY 2026. All projected capital expenditures could be funded with either PTP surtax debt proceeds or on a pay-as-you-go basis, depending on the availability of funds. This capital budget is achieved by aggressive borrowing against the PTP surtax (ultimately requiring the inclusion of additional LOGT and general funds in DTPW's budget, as described above, to guarantee debt coverage).

This capital budget is based upon the budgetary assumptions applied within the FY 2015 Pro Forma and these assumptions are subject to change correspondingly in line with the finalization of the DTPW's Transit Budget and Capital Operating Plan resulting in a different budgetary outcome than presented in this TDP.

Table 8-7: Projected "Cash" Revenue Sources for Transit Capital Projects (FY 2017 - FY 2026) (\$000s)

Funding Source	FY 2016-2017	FY 2017-2018	FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2026	Total
FTA 5339 Bus & Bus Facility Formula	\$5,056	\$5,182	\$0	\$0	\$0	\$0	\$10,238
FTA 5307 Formula Grant	\$89,342	\$97,219	\$90,893	\$85,552	\$85,411	\$0	\$448,417
FDOT Funds	\$4,251	\$6,471	\$867	\$4,700	\$0	\$0	\$16,289
Lease Financing - County Bonds/Debt	\$166,650	\$84,158	\$85,000	\$85,850	\$0	\$0	\$421,658
People's Transportation Plan Bond Program	\$169,604	\$158,105	\$96,859	\$66,249	\$50,124	\$33,115	\$574,056
Capital Improvement Local Option Gas Tax	\$19,090	\$19,376	\$19,667	\$19,962	\$20,261	\$0	\$98,356
Total:	\$453,993	\$370,511	\$293,286	\$262,313	\$155,796	\$33,115	\$1,569,014
Expenditure Commitments	\$453,993	\$370,511	\$293,286	\$262,313	\$155,796	\$33,115	\$1,569,014
Capital Funding Surplus/(Deficit)	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Source: DTPW Capital Book, F2 (revenue) and F5 (expense) Reports

8.3 Total Unfunded Transit Need

DTPW's FY 2017 – FY 2026 TDP Annual Update is based upon initiatives as identified by DTPW that are currently unfunded, which represent important areas of need to include:

- Bus route service improvements, including modifications to existing routes and the introduction of new routes, which have both a capital cost component and an operating cost component;
- Additional Capital Improvement Program (CIP) projects that represent selective improvements to the existing transit network as identified under the Infrastructure Renewal Program.

DTPW's total unfunded need between FY 2017 – FY 2026 – covering bus service improvements, capital investment in priority travel corridors, and CIP projects – is \$1.125 billion. The unfunded need is calculated as the sum of the capital cost of Table 6-3 – Unfunded Transit Projects FY 2017 – 2026 and the unfunded portion of Table 6-2 – Partially Funded Transit Projects FY 2017 – 2026. A portion of the unfunded need identified may be programmed in a LRTP priority and are eligible to receive funding as additional funds become available.

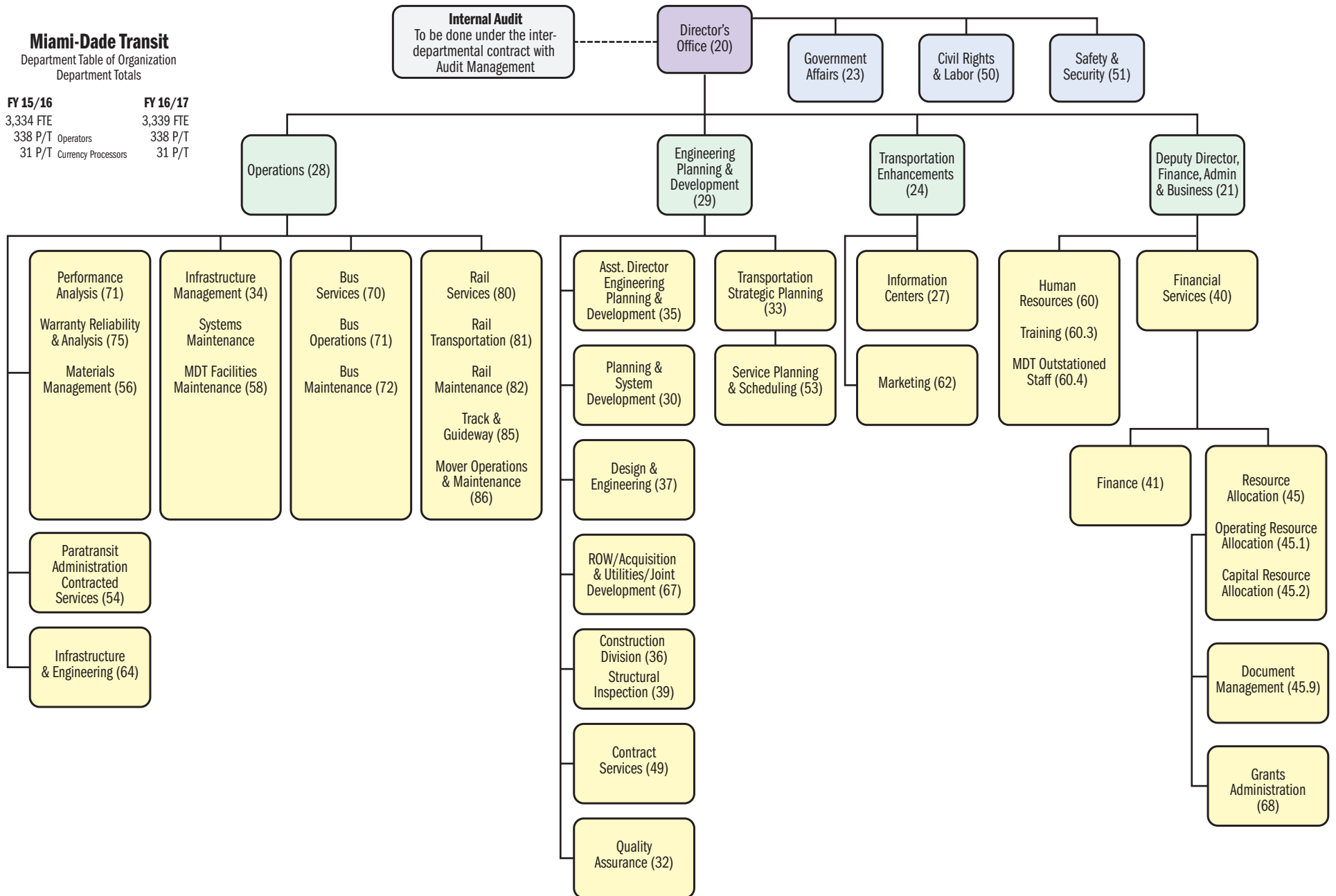
APPENDIX



A.1 DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS TABLE OF ORGANIZATION

Miami-Dade Transit
Department Table of Organization
Department Totals

FY 15/16	FY 16/17
3,334 FTE	3,339 FTE
338 P/T Operators	338 P/T
31 P/T Currency Processors	31 P/T



A.2 SERVICE CHARACTERISTICS (DECEMBER 2015)

MDT METROBUS ROUTE HEADWAYS (December 2015)

ROUTE BRANCHES	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
1	40	40	n/a	n/a	40	40
2						
NW 2 Avenue / NW 79 Street	20	20	30	n/a	20	30
163rd Street Mall	60	60	50	n/a	n/a	n/a
3	20	20	30	60	15	20
6	60	60	n/a	n/a	60	60
7						
East of NW 44 Avenue	15	20	30	n/a	20	30
MIA Metrorail Station	30	40	60	n/a	40	40
Dolphin Mall	30	40	60	n/a	40	40
8						
East of SW 57 Avenue	10	15	20	n/a	15	20
East of SW 82 Avenue	12	30	30	n/a	15	20
Westchester	30	30	30	n/a	15	20
FIU via SW 8 Street	30	30	n/a	n/a	n/a	n/a
FIU via Coral Way	30	30	20	n/a	n/a	n/a
9						
163rd Street Mall	12	30	30	n/a	30	30
Aventura Mall	24	30	40	n/a	30	30
10	30	30	30	n/a	30	30
11						
East of 79 Avenue	8	12	20	60	12	15
Mall of the Americas	15	24	40	60	24	30
FIU-University Park Campus	15	24	40	60	24	30
12	30	30	45	n/a	20	20
16	20	30	30	n/a	24	30
17						
Vizcaya	30	30	60	n/a	30	30
South of NW 95 Street & north of W. Flagler Street	15	30	60	n/a	30	30
NW 7 Avenue/105 Street	30	n/a	n/a	n/a	n/a	n/a
Norwood	30	30	60	n/a	30	30
19	24	24	40	n/a	n/a	n/a
21	30	30	60	n/a	20	20
22						
North of West Flagler Street	15	30	60	n/a	30	30
Coconut Grove Station	30	60	60	n/a	60	60
24						
Westchester	20	20	30	n/a	30	30
FIU-University Park Campus	30	40	40	n/a	60	60
SW 137 Avenue/26 Street	48	40	40	n/a	60	60
SW 147 Avenue/26 Street	40	n/a	n/a	n/a	n/a	n/a
27						
South of 183 Street	15	15	30	60	20	30
Calder via NW 27 Avenue	30	30	60	n/a	40	60
Calder via NW 37 Avenue	30	30	60	60	40	60

MDT METROBUS ROUTE HEADWAYS (December 2015)

ROUTE BRANCHES	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
29	50	50	n/a	n/a	n/a	n/a
31 (Busway Local)	15	30	40	n/a	30	30
32	30	30	60	n/a	40	60
33	30	30	60	n/a	30	30
34 (Busway Flyer)	7	n/a	n/a	n/a	n/a	n/a
35	30	30	30	n/a	60	60
36						
East of NW 57 Avenue	20	30	15	n/a	30	30
Doral Center	20	60	20	n/a	60	60
Miami Springs Circle	60	60	20	n/a	60	60
Dolphin Mall	60	60	20	n/a	n/a	n/a
37	30	30	30	n/a	30	30
38 (Busway MAX)	10	15	15	60	15	20
40						
East of SW 127 Avenue	15	30	30	n/a	60	60
SW 8 Street/SW 129 Avenue	20	60	40	n/a	n/a	n/a
Miller Drive/SW 152 Avenue	30	60	40	n/a	60	60
42						
MIA Metrorail Station	30	30	60	n/a	40	60
Miami Springs Circle	60	60	n/a	n/a	n/a	n/a
Opa-locka Tri-Rail Station	60	60	n/a	n/a	40	60
46 (Liberty City Connection)	45	n/a	n/a	n/a	n/a	n/a
48	60	60	n/a	n/a	n/a	n/a
51 (Flagler MAX)	15	30	30	n/a	n/a	n/a
52	30	45	60	n/a	45	60
54						
Hialeah Gardens	30	30	24	n/a	30	40
Miami Gardens Drive/NW 87 Avenue	50	60	n/a	n/a	n/a	n/a
56	40	60	n/a	n/a	n/a	n/a
57	50	60	n/a	n/a	n/a	n/a
62						
Dr. Martin Luther King, Jr. Station	12	20	30	n/a	20	30
Hialeah	30	40	30	n/a	20	30
Miami Beach	30	n/a	n/a	n/a	n/a	n/a
70						
South Dade Government Center	30	60	60	n/a	60	60
Saga Bay	n/a	n/a	n/a	n/a	n/a	60
71	30	60	45	n/a	60	60
72						
East of SW 137 Avenue	30	30	30	n/a	60	60
Miller Square	50	60	30	n/a	60	60
SW 162 Avenue/Kendall Drive	60	60	n/a	n/a	60	60
73	30	40	60	n/a	60	60
75	30	30	60	n/a	60	60
77						

MDT METROBUS ROUTE HEADWAYS (December 2015)

ROUTE BRANCHES	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
South of NW 183 Street	8	12	30	n/a	15	30
NW 199 Street	15	24	30	n/a	30	60
79 (79 Street MAX)	24	n/a	n/a	n/a	n/a	n/a
82 (Westchester Circulator)	60	70	n/a	n/a	n/a	n/a
87						
Koger Center	30	45	60	n/a	45	60
Palmetto Station	30	45	60	n/a	n/a	n/a
88	20	30	30	n/a	30	30
93 (Biscayne MAX)	15	30	n/a	n/a	n/a	n/a
95						
Downtown	5	n/a	n/a	n/a	n/a	n/a
Brickell	12	n/a	n/a	n/a	n/a	n/a
Miami Gardens Dr./Carol City	35	n/a	n/a	n/a	n/a	n/a
Aventura Mall	20	n/a	n/a	n/a	n/a	n/a
Civic Center	15	n/a	n/a	n/a	n/a	n/a
Earlington Heights *	*	n/a	n/a	n/a	n/a	n/a
99						
East of NW 47 Avenue	30	24	45	n/a	40	40
Miami Lakes	60	60	60	n/a	40	40
101 (Route A)	30	n/a	n/a	n/a	30	30
102 (Route B)						
East of Harbor Drive	8	30	30	n/a	30	30
Cape Florida State Park	8	60	30	n/a	60	60
Mashta Drive	60	60	n/a	n/a	60	60
103 (Route C)	20	20	30	n/a	20	30
104	24	45	60	n/a	60	60
105 (Route E)	30	45	30	n/a	60	60
107 (Route G)	30	30	60	n/a	30	30
108 (Route H)	30	30	45	n/a	30	30
110 (Route J)	20	30	30	n/a	30	30
112 (Route L)						
Northside Station	12	12	15	60	15	20
Amtrak Station	24	24	60	n/a	sel	sel
Hialeah Station	24	24	20	n/a	30	40
113 (Route M)	45	60	60	n/a	60	60
115 (Mid-North Beach Connection CW)	45	45	n/a	n/a	60	60
117 (Mid-North Beach Connection CCW)	45	45	60	n/a	60	60
119 (Route S)	12	12	12	60	15	15
120 (Beach MAX)						
South of Collins Avenue/Haulover Park Entrance	12	12	30	n/a	15	30
Haulover Park Marina	24	24	n/a	n/a	30	n/a
Aventura Mall	24	24	30	n/a	30	30
123 (South Beach Local)	12	12	20	n/a	12	12
132 (Tri-Rail Doral Shuttle)	80	n/a	n/a	n/a	n/a	n/a
135						
East of LeJeune Road	30	30	30	n/a	60	60
Hialeah Station	50	60	70	n/a	60	60
Miami Lakes	50	60	70	n/a	n/a	n/a

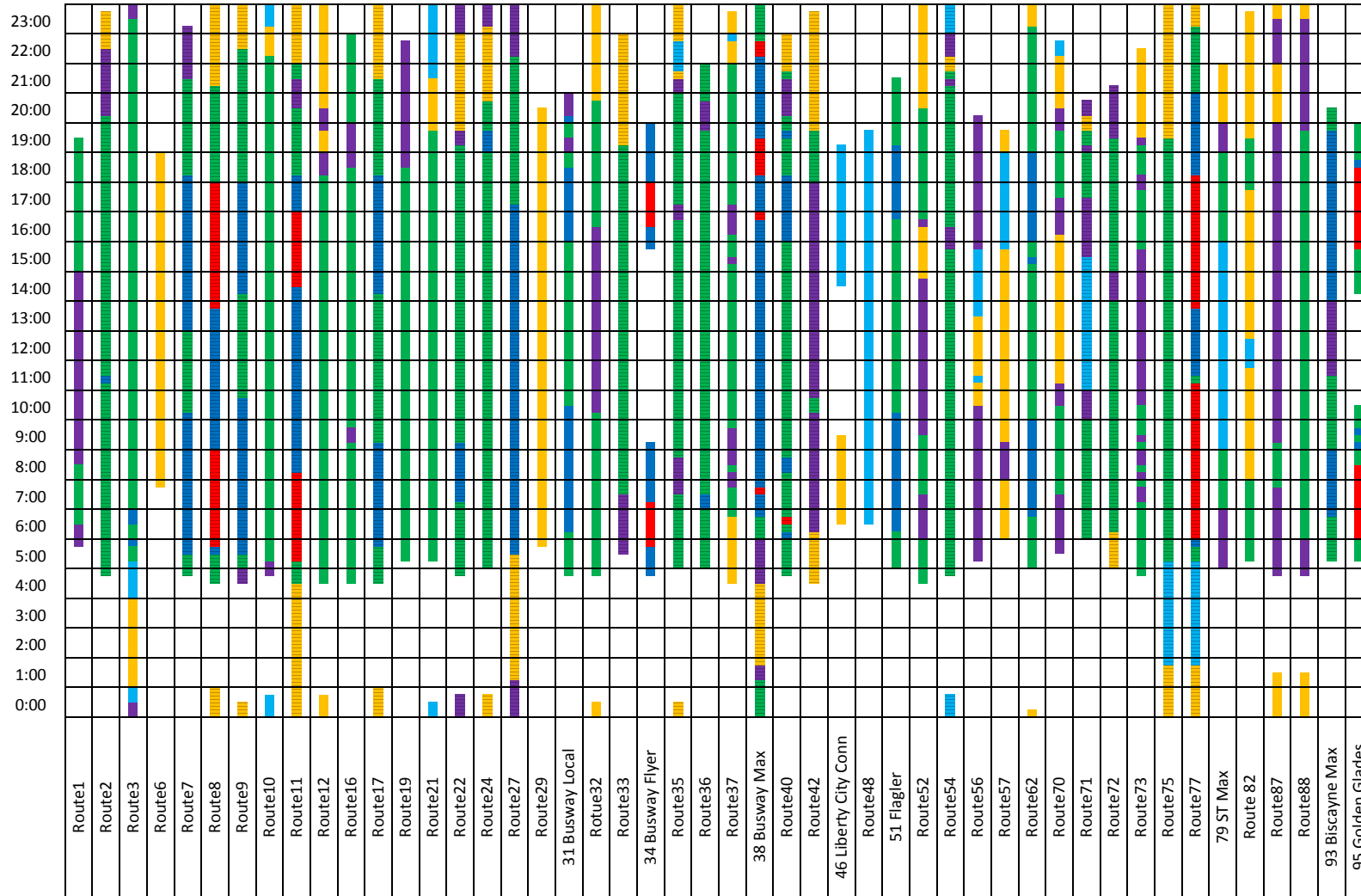
MDT METROBUS ROUTE HEADWAYS (December 2015)

ROUTE BRANCHES	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
136	50	n/a	n/a	n/a	n/a	n/a
137 (West Dade Connection)	30	45	60	n/a	40	45
150 (Miami Beach Airport Flyer)	20	20	20	n/a	20	20
183						
East of NW 57 Avenue	12	20	20	n/a	20	24
Miami Gardens Drive/NW 87 Avenue	24	40	50	n/a	40	48
195 (95 D-B Express Broward Blvd.)	15	n/a	n/a	n/a	n/a	n/a
196 (95 D-B Express Sheridan St.)	15	n/a	n/a	n/a	n/a	n/a
200 (Cutler Bay Local)	50	50	n/a	n/a	50	n/a
202 (Little Haiti Connection)						
West of NW 5 Avenue	60	45	n/a	n/a	60	60
Biscayne Plaza	n/a	45	n/a	n/a	n/a	n/a
204 (Killian KAT)	8½	n/a	30	n/a	n/a	n/a
207 (Little Havana Connection CW)	15	20	n/a	n/a	20	20
208 (Little Havana Connection CCW)	15	20	20	n/a	20	20
211 (Overtown Circulator)	n/a	45	n/a	n/a	n/a	n/a
212 (Sweetwater Circulator)	n/a	30	n/a	n/a	n/a	n/a
238 (East-West Connection)	40	60	n/a	n/a	n/a	n/a
246 (Night Owl)	n/a	n/a	n/a	60	60 ovn	60 ovn
249 (Coconut Grove Circulator)	20	20	30	n/a	24	24
252 (Coral Reef MAX)						
East of SW 117 Avenue	30	60	50	n/a	60	60
Zoo Miami	20	60	n/a	n/a	60	60
Country Walk	30	60	50	n/a	60	60
SW 162 Avenue	30	n/a	n/a	n/a	60	60
254 (Brownsville Circulator)	n/a	30	n/a	n/a	n/a	n/a
267 (Ludlam Limited)	24	n/a	n/a	n/a	n/a	n/a
272 (Sunset KAT)	20	n/a	n/a	n/a	n/a	n/a
277 (NW 7 Avenue MAX)	24	n/a	n/a	n/a	n/a	n/a
286 (North Pointe Circulator)	48	48	n/a	n/a	48	n/a
287 (Saga Bay MAX)	30	n/a	n/a	n/a	n/a	n/a
288 (Kendall Cruiser)	12	n/a	n/a	n/a	n/a	n/a
295 (95 D-B Express to Civic Center Broward Blvd.)	30	n/a	n/a	n/a	n/a	n/a
296 (95 D-B Express to Civic Center Sheridan St.)	30	n/a	n/a	n/a	n/a	n/a
297 (27th Avenue Orange MAX)	15	30	n/a	n/a	n/a	n/a
338 (Weekend Express)	n/a	n/a	n/a	n/a	60	60
344	60	60	n/a	n/a	n/a	n/a
500 (Midnight Owl)	n/a	n/a	n/a	60	60 ovn	60 ovn

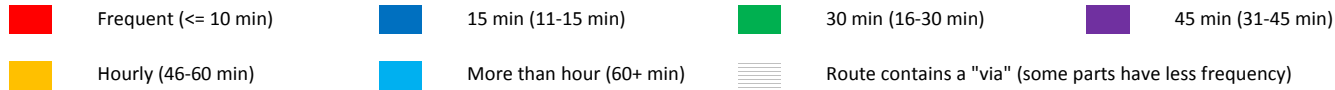
Notes:

- 1) Gray shaded cells are branches to routes
- 2) n/a = no service available or not applicable
- 3) sel = selected trips only
- 4) ovn = overnight service only
- 5) * = one a.m. trip & one p.m. trip

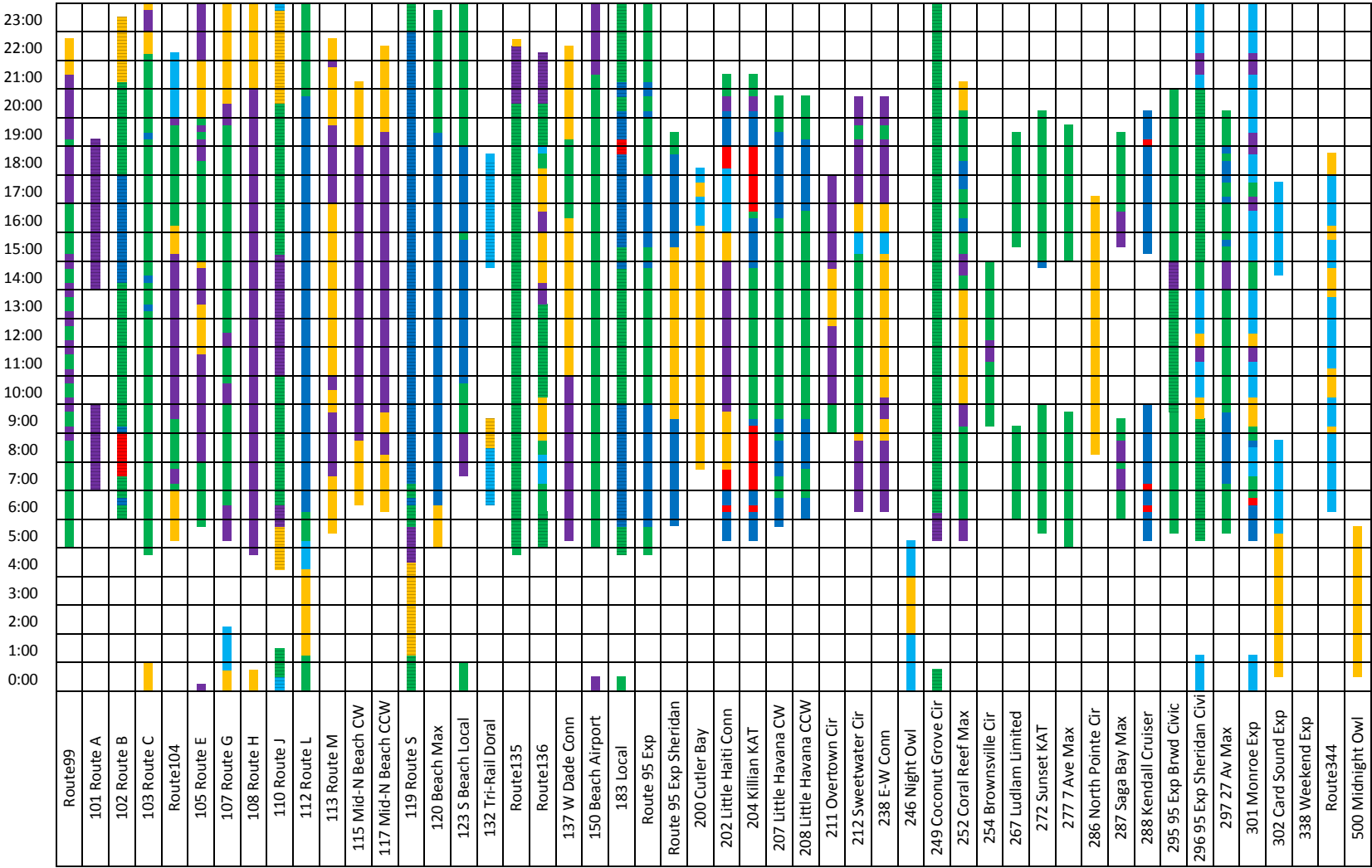
Weekday










Legend



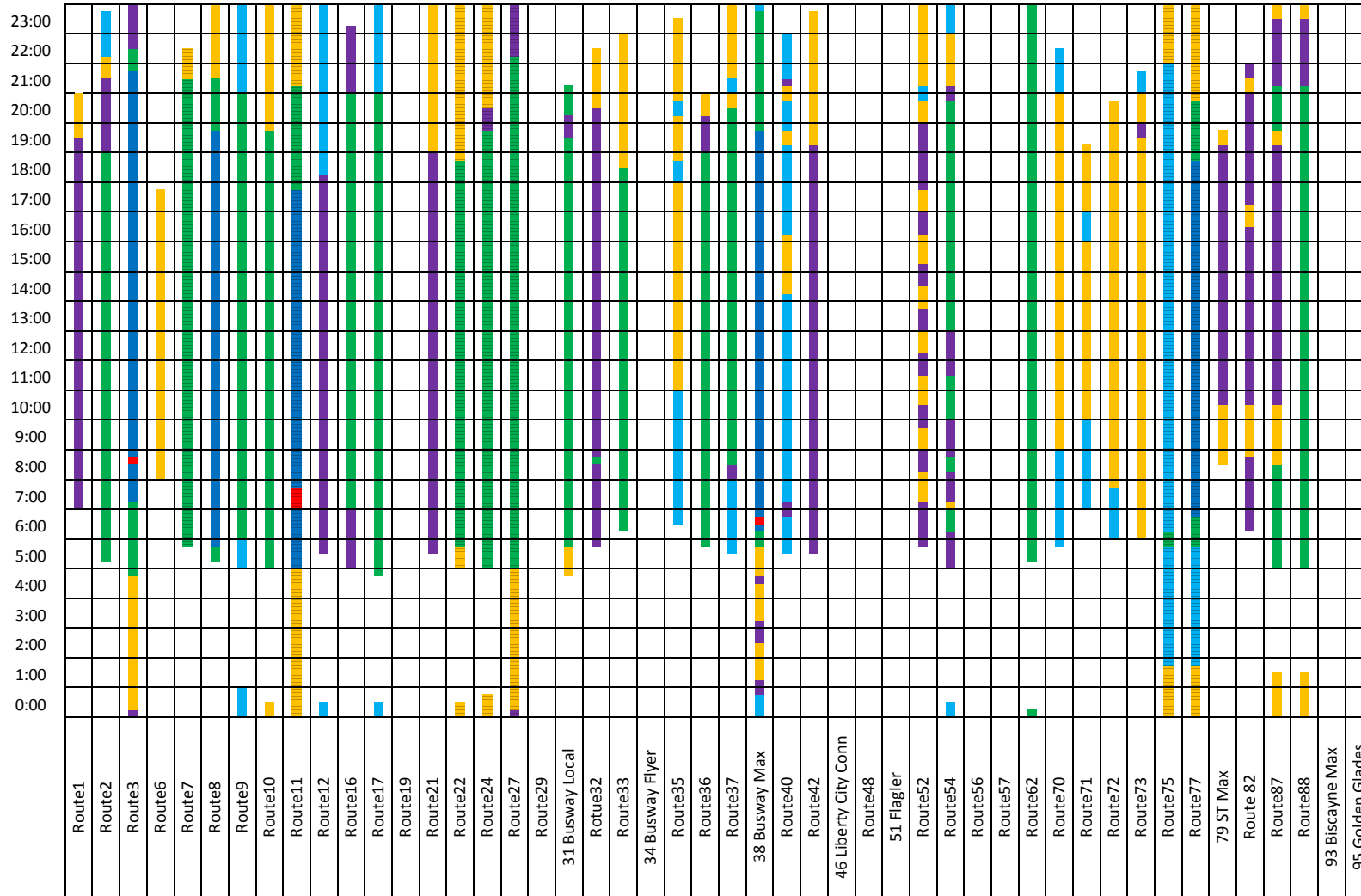
Weekday



Legend

-  Frequent (<= 10 min)
-  15 min (11-15 min)
-  30 min (16-30 min)
-  45 min (31-45 min)
-  Hourly (46-60 min)
-  More than hour (60+ min)
-  Route contains a "via" (some parts have less frequency)

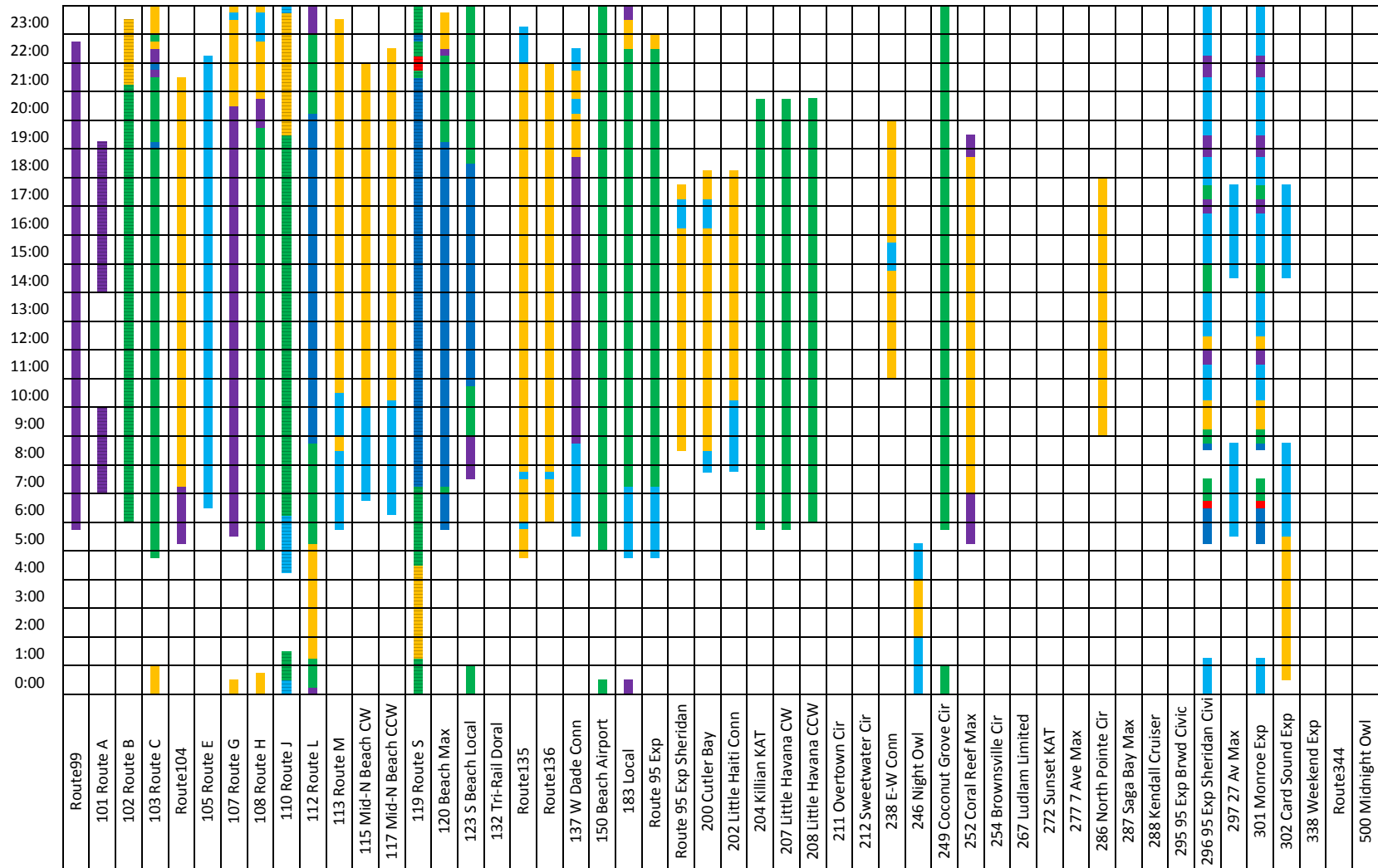
Saturday










Legend

- | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| Frequent (≤ 10 min) | 15 min (11-15 min) | 30 min (16-30 min) | 45 min (31-45 min) |
| Hourly (46-60 min) | More than hour (60+ min) | Route contains a "via" (some parts have less frequency) | |

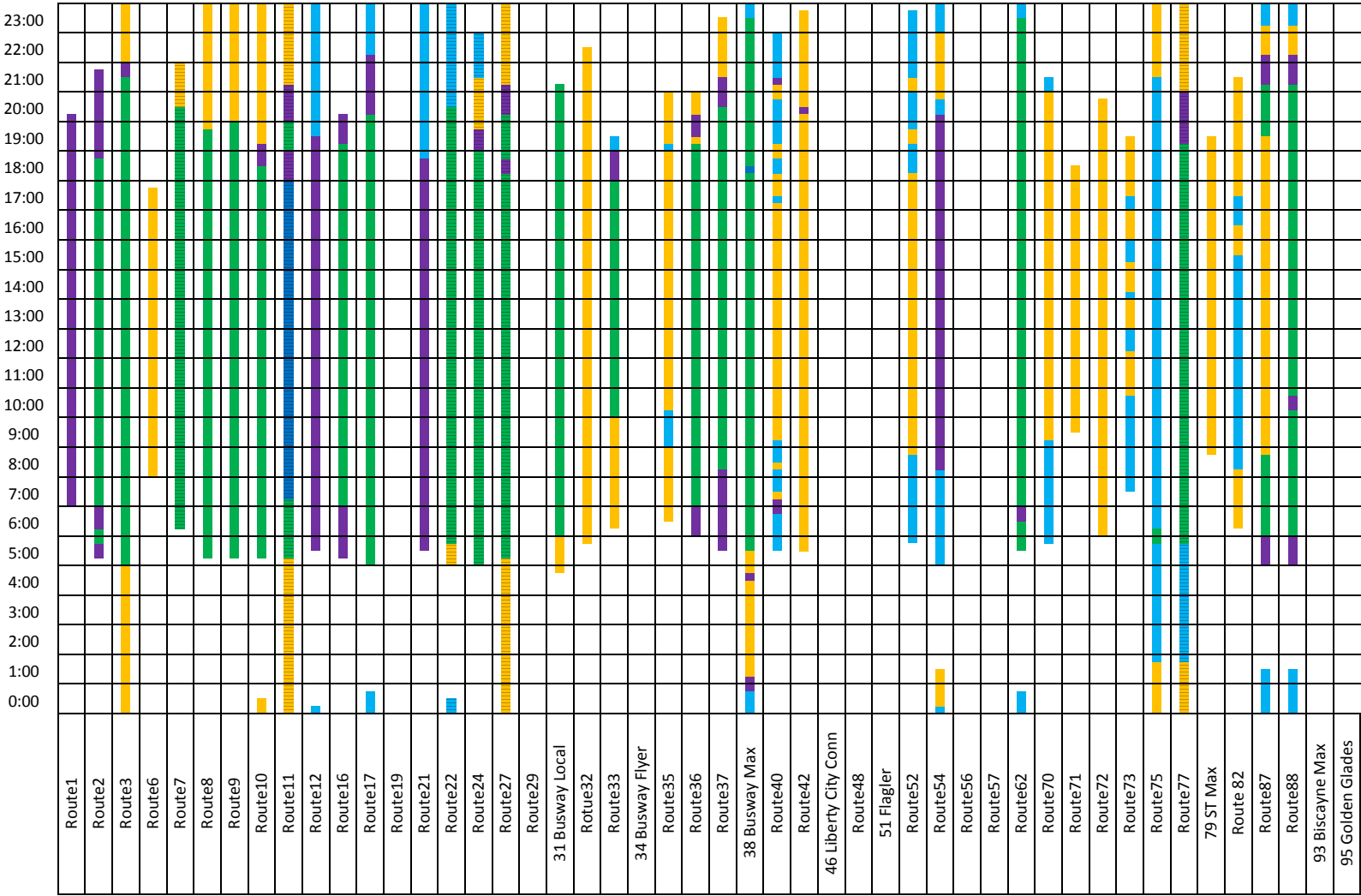
Saturday










Legend

- | | | | | | | | |
|-------------------------------------------------------------------------------------|----------------------|-------------------------------------------------------------------------------------|--------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------|---------------------------------------------------------------------------------------|--------------------|
|  | Frequent (<= 10 min) |  | 15 min (11-15 min) |  | 30 min (16-30 min) |  | 45 min (31-45 min) |
|  | Hourly (46-60 min) |  | More than hour (60+ min) |  | Route contains a "via" (some parts have less frequency) | | |

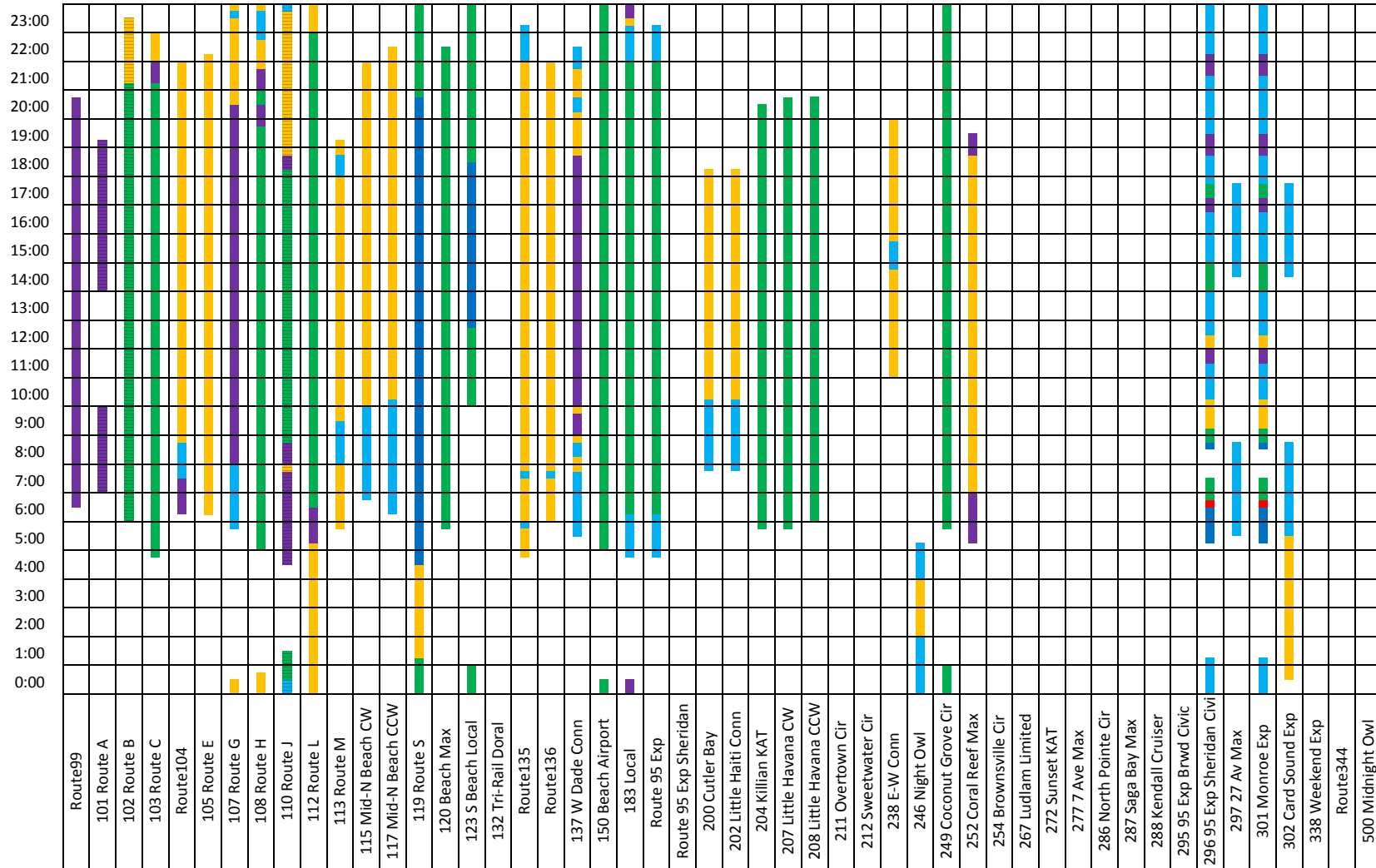
Sunday



Legend

- | | | | | | | | |
|-------------------------------------------------------------------------------------|----------------------|-------------------------------------------------------------------------------------|--------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------|---------------------------------------------------------------------------------------|--------------------|
|  | Frequent (<= 10 min) |  | 15 min (11-15 min) |  | 30 min (16-30 min) |  | 45 min (31-45 min) |
|  | Hourly (46-60 min) |  | More than hour (60+ min) |  | Route contains a "via" (some parts have less frequency) | | |

Sunday



Legend

- Frequent (<= 10 min)
- 15 min (11-15 min)
- 30 min (16-30 min)
- 45 min (31-45 min)
- Hourly (46-60 min)
- More than hour (60+ min)
- Route contains a "via" (some parts have less frequency)

A.3 MUNICIPAL TRANSIT SERVICES



Municipal Transit Services

Municipality	Service Operator	Website
City of Aventura	Contractor	http://www.cityofaventura.com/index.aspx?page=121
Village of Bal Harbour	Contractor	http://www.balharbourgov.com/how-do-i/access-the-bal-harbour-express-bus
Village of Bay Harbor Islands	Contractor	http://www.bayharborislands.org/town-shuttle-service
Village of Biscayne Park	N/A	
City of Coral Gables	Contractor	http://www.coralgables.com/index.aspx?page=325
Town of Cutler Bay	DTPW	http://cutlerbay-fl.gov/your-community/town-circulator-bus
City of Doral	Contractor	https://www.cityofdoral.com/all-departments/public-works/doral-trolley/
Village of El Portal	N/A	
City of Florida City	N/A	
Town of Golden Beach	N/A	
City of Hialeah	Contractor	http://www.hialeahfl.gov/index.php?option=com_content&view=article&id=141&Itemid=409&lang=en
City of Hialeah Gardens	ILA with Hialeah	http://cityofhialeahgardens.com/cohq2/index.php?option=com_content&view=article&id=63&Itemid=1
City of Homestead	Contractor	http://www.cityofhomestead.com/index.aspx?NID=374
Village of Indian Creek	N/A	
Village of Key Biscayne	Planning ongoing - Service Start Date TBD	http://keybiscayne.fl.gov/
Town of Medley	Municipality	http://www.townofmedley.com/
City of Miami	Contractor	http://www.miamigov.com/trolley/
City of Miami Beach	DTPW and Contractor	http://web.miamibeachfl.gov/transportation/default.aspx?id=80881
City of Miami Gardens	Contractor	http://www.miamigardens-fl.gov/publicworks/express.html
Town of Miami Lakes	Contractor	http://miamilakes-fl.gov/index.php?option=com_content&view=article&id=65&Itemid=410
Village of Miami Shores	Contractor	http://www.miamishoresvillage.com/miami-shores-village/shores-shuttle-information.html
City of Miami Springs	Contractor	http://www.miamisprings-fl.gov/community/free-bee-shuttle-route-and-schedule-changes-feb-24-2014
City of North Bay Village	Municipality	http://www.nbvillage.com/Pages/NorthBayFL_WebDocs/Minibus
City of North Miami	Contractor	http://www.northmiamifl.gov/Departments/publicworks/transportation.aspx



Municipal Transit Services

Municipality	Service Operator	Website
City of North Miami Beach	Municipality	http://www.citynmb.com/index.asp?Type=B_BASIC&SEC={F5855F6B-71D6-496D-ACFD-5F00349C448A}
City of Opa Locka	South Florida Regional Transportation Authority	http://opalockafl.gov/index.aspx?nid=239
Village of Palmetto Bay	Contractor	http://www.palmettobay-fl.gov/content/ibus-bus-circulator-service#Bus_Schedule_and_Route_Map
Village of Pinecrest	Contractor	http://www.pinecrest-fl.gov/index.aspx?page=503
City of South Miami	TBD	www.southmiamifl.gov/
City of Sunny Isles Beach	Municipality	http://www.sibfl.net/transportation/
Town of Surfside	Contractor	http://www.townofsurfsidefl.gov/Pages/SurfsideFL_WebDocs/miscdocumentsandforms/Shuttleinfo.pdf
City of Sweetwater	Municipality	http://cityofsweetwater.fl.gov/transit.html
Village of Virginia Gardens	ILA with Miami Springs	http://www.virginiagardens-fl.gov/
City of West Miami	Municipality	http://cityofwestmiamifl.com/index.asp?SEC=C9863CB6-1E5C-4866-8827-ED8E82058ABC&Type=B_BASIC

Note: ILA = Interlocal Agreement

Legend:

Total 34 municipalities

Existing municipal service	27
Future municipal service	2
No current or planned service	5

A.4 MDT10AHEAD OUTREACH ACTIVITIES

Survey Brochure Distribution					
Location No.	Date	Location Name	Address	DTPW Staff Attended	Commission District - Commissioner
1	5/25/2016	Leon Medical Center	7900 West Flagler Street Miami, FL 33144	DTPW Paratransit Staff	6-Rebecca Sosa
2	5/26/2016	Leon Medical Center	6450 West 21st Court Hialeah, FL 33016	DTPW Paratransit Staff	12 - Jose "Pepe" Diaz
3	5/27/2016	Leon Medical Center	2285 West Flagler Street Miami, FL 33135	DTPW Paratransit Staff	5-Bruno Barreiro
4	6/9/2016	Miami Wellness Center	7500 SW 8th Street Miami, FL 33144	DTPW Paratransit Staff	6-Rebecca Sosa
5	6/11/2016	Westchester Mall	8655 SW 24th Street Miami, FL 33155	DTPW Paratransit Staff	10 - Sen. Javier D. Souto
6	7/12/2016	Jackson Long-term Care Center	2500 NW 22nd Avenue Miami, FL 33142	DTPW Paratransit Staff	3 - Audrey M. Edmonson
7	7/14/2016	Pinewood Villas	8420 SW 188th Terrace Cutler Bay, FL 33157	DTPW Paratransit Staff	8 - Daniella Levine Cava
8	7/20/2016	Victoria Nursing Home	955 NW 3rd Street Miami, FL 33128	DTPW Paratransit Staff	5 - Bruno A. Barreiro
9	8/2/2016	Miami Beach Wellness Center	1200 Alton Road Miami Beach, FL 33139	DTPW Paratransit Staff	5 - Bruno A. Barreiro

2015 Golden Passport Outreach Schedule

	Date	Hours	Location	Address	Requested By	Staff Assigned	Customers Assisted
1	1/28/2015	10:00 - 1:00	Key Biscayne Community Center	10 Village Way	Beatriz Jimenez	Yolanda Guillen	47
2	2/19/2015	10:00 - 1:00	Westwind Lakes Community Center	6805 SW 152 Ave	Jessica Pena (Dist. 11)	Yolanda Guillen	73
3	2/25/2015	10:00 - 1:00	Westwind Lakes Community Center	14611 SW 42 St.	Jessica Pena (Dist. 11)	Yolanda Guillen	42
4	3/10/2015	10:00 - 1:00	LHANC	8551 Hammocks Blvd.	Jessica Pena (Dist. 11)	Yolanda Guillen	97
5	4/18/2015	10:00 - 3:00	North Trail Park	780 NW 127 Ave.	Olga Hernandez (Dist. 12)	Pierre/Sonia	287
6	5/1/2015	10:00 - 3:00	Robert King High Park	7025 W Flagler St	Shelia Leroy	Yolanda Guillen	137
7	5/8/2015	10:00 - 2:00	Gwen Margolis	1590 NE 123 St	Natasha Colebrook	Pierre Honorat	103
8	5/13/2015	10:00 - 2:00	Pinecrest Comm. Center	5855 Killian Dr	Janice Drewing Pinecrest Village	Pierre Honorat	102
9	5/15/2015	11:00 - 1:00	De Hostos Senior Center	2902 NW 2 Ave	Vincent Delgado	CANCELLED	
10	5/19/2015	10:00 - 2:00	Eastridge at Cutler Bay	19301 SW 87 Ave	Dotty Vazquez (Mayor's Office)	Yolanda Guillen	30
11	5/20/2015	10:00 - 1:00	Hialeah District Office	1490 W 68 St #101	Lenna Borjes (Dist. 13)	Yolanda Guillen	
12	5/26/2015	10:00 - 12:00	Pinewood Villas	8420 SW 188 Terr	Dotty Vazquez (Mayor's Office)	Yolanda Guillen	108
13	5/27/2015	10:30 - 2:00	Palmer House	1225 SW 107 Ave	Jessica Pena (Dist. 11)	Yolanda Guillen	55
14	5/28/2015	10:00 - 12:00	Miami Wellness Center	7500 SW 8 St	Dotty Vazquez (Mayor's Office)	Yolanda Guillen	80
15	5/30/2015	10:00 - 1:00	County Club of Miami South Park	6881 NW 179 St	Lenna Borjes (Dist. 13)	Sonia/Lynn	63
16	6/2/2015	10:30 - 1:00	Federation Towers Apts.	757 West Ave.	Amarylys Diaz (Dist. 5)	Yolanda Guillen	80
17	6/6/2015	10:00 - 1:00	Country Lake Park	19505 NW 87 Ave	Lenna Borjes (Dist. 13)	CANCELLED	
18	6/9/2015	10:00 - 12:00	Allapattah Comm. Center	2257 NW North River Dr.	Dotty Vazquez (Mayor's Office)	Yolanda Guillen	148
19	6/12/2015	10:00 - 2:00	Miami Dade College (North Campus)		Comm. Monestime	Pierre Honorat	57
20	6/17/2015	10:00 - 2:00	Homestead Community Center	1601 N Krome Ave	Ginny Velarde	Yolanda Guillen	86
21	6/24/2015	10:00 - 12:30	City of Hialeah Gardens	10003 NW 87 Ave	Dotty Vazquez (Mayor's Office)	Yolanda Guillen	73
22	6/25/2015	10:00 - 1:00	Antonio Maceo Park	5135 NW 7 St	Rebecca Sosa (Dist. 6)	Yolanda Guillen	148
23	7/9/2015	10:00 - 12:00	Miami Beach Council Tower	533 Collins Ave	Dotty Vazquez (Mayor's Office)	Yolanda Guillen	10
24	7/17/2015	10:00 - 1:00	Palm Medical Center	1251 NW 36 St	Ela Medina	Yolanda Guillen	107

2015 Golden Passport Outreach Schedule

	Date	Hours	Location	Address	Requested By	Staff Assigned	Customers Assisted
25	7/22/2015	10:00 - 1:00	Four Freedom	3800 Collins Ave	Amarylys Diaz (Dist. 5)	Yolanda Guillen	73
26	7/23/2015	2:00 - 4:00	Rebecca Towers	150 Alton Rd	Amarylys Diaz (Dist. 5)	Yolanda Guillen	74
27	7/24/2015	9:30 - 1:00	De Hostos Senior Center	2902 NW 2 Ave	Vincent Delgado	Pierre Honorat	87
28	7/29/2015	10:00 - 1:00	Council Towers South	533 Collins Ave	Amarylys Diaz (Dist. 5)	Yolanda Guillen	37
29	7/29/2015	2:00 - 4:00	Council Towers North	1040 Collins Ave	Amarylys Diaz (Dist. 5)	Yolanda Guillen	41
30	8/5/2015	9:00 - 12:00	Sweetwater Senior Center	10600 SW 4 St	Dotty Vazquez (Mayor's Office)	Pierre Honorat	78
31	8/5/2015	10:00 - 1:00	Goodlet Senior Center	900 W 44 Pl	Lenna Borjes (Dist. 13)	Yolanda Guillen	246
32	8/13/2015	9:00 - 12:00	Miami VA	1492 W Flagler	Shelia Leroy	Yolanda Guillen	36
33	8/17/2015	10:00 - 1:00	Victor Wild	5405 W 18 Ave	Olga Hernandez (Dist. 12)	CANCELLED	
34	8/18/2015	2:00 - 4:30	La Gran Via	12700 SW 8 St	Dotty Vazquez (Mayor's Office)	Pierre Honorat	74
35	8/21/2015	10:00 - 1:00	Palm Medical Center	16795 NW 67 Ave	Ela Medina	Yolanda Guillen	73
36	8/25/2015	10:00 - 1:00	Miami Wellness Center	7500 SW 8 St	Dotty Vazquez (Mayor's Office)	Yolanda Guillen	77
37	8/26/2015	10:00 - 1:00	De Hostos Senior Center	2902 NW 2 Ave	Vincent Delgado	Yolanda Guillen	48
38	8/27/2015	10:00 - 1:00	Smathers Plaza	1040 SW 29 Ct	Alicia Fernandez	Yolanda Guillen	152
39	9/4/2015	2:00 - 4:00	Puerta Del Sol	1765 W 42 Pl	Dotty Vazquez (Mayor's Office)	Yolanda Guillen	64
40	9/10/2015	10:00 - 12:00	San Juan Bosco	1349 W Flagler St	Dotty Vazquez (Mayor's Office)	Pierre Honorat	51
41	9/10/2015	9:00 - 12:00	Miami VA	1492 W Flagler	Shelia Leroy	Yolanda Guillen	16
42	9/11/2015	10:00 - 12:00	College Park Senior Center	10700 SW 109 Ct	Dotty Vazquez (Mayor's Office)	Yolanda Guillen	48
43	9/15/2015	10:00 - 12:00	Victoria Senior Center	250 SW 114 Ave	Dotty Vazquez (Mayor's Office)	Pierre Honorat	41
44	9/15/2015	9:00 - 12:00	Badia Senior Center	25 Tamiami Blvd	Alicia Fernandez	Yolanda Guillen	178
45	9/16/2015	2:00 - 4:00	Hialeah Residence	1280 W 46 St	Dotty Vazquez (Mayor's Office)	Yolanda Guillen	84
46	9/17/2015	10:00 - 12:00	Millennium Residence	14611 SW 42 St.	Dotty Vazquez (Mayor's Office)	Yolanda Guillen	29
47	9/17/2015	11:00 - 2:00	Betty T Ferguson Comm. Ctr	3000 NW 199 St	Betty Wells	Pierre Honorat	230
48	9/18/2015	10:00 - 1:00	La Caretta Restaurant	8650 SW 40 St	Jose Garrido	Yolanda Guillen	50
49	9/22/2015	10:00 - 12:00	Westwind Senior Center	6805 SW 152 Ave	Dotty Vazquez (Mayor's Office)	Yolanda Guillen	152

2015 Golden Passport Outreach Schedule

	Date	Hours	Location	Address	Requested By	Staff Assigned	Customers Assisted
50	9/23/2015	10:00 - 12:00	Hialeah Comedor		Dotty Vazquez (Mayor's Office)	Frank Fernandez	26
51	9/24/2015	10:00 - 1:00	La Colonia Medical Center	8746 SW 24 St	Dotty Vazquez (Mayor's Office)	Frank Fernandez	47
52	9/29/2015	9:00 - 12:00	Edificio Pineiro	1176 SW 20 Ave	Alicia Fernandez	Frank Fernandez	16
53	9/30/2015	11:00 - 1:00	Casa Marin Restaurant	9796 SW 24 St	Jose Garrido	Frank Fernandez	27
54	10/1/2015	9:00 - 2:00	Residential Bldg.	3881 W Flagler	Alicia Fernandez	Frank Fernandez	26
55	10/2/2015	9:00 - 12:00	Mc Donald Center	17011 NE 19 Ave	Fernando Rodriguez	Pierre Honorat	1
56	10/6/2015	10:00 - 1:00	Preferred Care Partners	2974 SW 8 St	Rebeca Capogreco	Frank Fernandez	37
57	10/7/2015	10:00 - 1:00	Sedanos Supermarket	9688 SW 24 St	Jose Garrido	Frank Fernandez	38
58	10/8/2015	9:00 - 12:00	Miami VA	1492 W Flagler	Shelia Leroy	Yolanda Guillen	30
59	10/8/2015	10:00 - 1:00	Springview Apts	SW 40 St & SW 103 AVE	Jose Garrido	Frank Fernandez	Cancelled
60	10/14/2015	10:00 - 1:00		9799 SW 24 St	Jose Garrido	Frank Fernandez	24
61	10/16/2015	9:00 - 1:00	La Palma Plaza	740 NW 25 Ave	Alicia Fernandez	Yolanda Guillen	120
62	10/16/2016	11:00 - 2:00	Miami Beach Group	1200 Alton Rd	Dotty Vazquez	Frank Fernandez	10
63	10/19/2015	10:00 - 1:00	North Miami Beach	17050 NE 19 Ave	Fernando Rodriguez	Pierre Honorat	0
64	10/21/2015	10:00 - 1:00	Preferred Care Partners	415 W 49 St	Rebeca Capogreco	Yolanda Guillen	39
65	10/21/2015	10:00 - 1:00	Sedanos Supermarket	8601 SW 40 St	Jose Garrido	Frank Fernandez	38
66	10/22/2015	10:00 - 12:00	Pinecrest Comm. Center	5855 Killian Dr	Dotty Vazquez	Frank Fernandez	12
67	10/24/2015	10:00 - 1:00	North Shore Park Youth Ctr.	501 72nd St	Betty Jimenez	Sonia/Lynn	237
68	10/27/2015	9:00 - 12:00	Comedor Metropolitan	1407 NW 7 St	Jorge	Frank Fernandez	29
69	10/27/2015	9:00 - 12:00	Helen Sawyer	800 NW 7 St	Herminia Leyva	Pierre Honorat	152
70	10/27/2015	10:00 - 1:00	North Miami Beach	17050 NE 19 Ave	Fernando Rodriguez		
71	10/27/2015	12:30 - 2:00	Martin Fine Villas	1301 NW 7 St	Sonia Suarez	Pierre Honorat	53
72	10/28/2015	10:00 - 1:00	De Hostos Senior Center	2902 NW 2 Ave	Vincent Delgado	Pierre Honorat	32
73	10/28/2015	10:00 - 10:30	La Colonial	8333 SW 40 St	Jose Garrido	Frank Fernandez	16
74	10/28/2015	11:00 - 1:00	City of West Miami	901 SW 62 Ave	Dotty Vazquez	Frank Fernandez	56
75	10/29/2015	10:00 - 1:00	North Miami Beach	17050 NE 19 Ave	Fernando Rodriguez	Frank Fernandez	0
76	10/30/2015	9:00 - 11:00	Myers Comedor	450 SW 5 St	Martha Gonzalez	Frank Fernandez	0
77	10/30/2015	12:00 - 3:00	Camacol Tower	1401 W Flagler	Susana	Frank Fernandez	11
78	11/4/2015	10:00 - 1:00	Miami Lakes Government Center	6601 Main St	Lenna Borjes (Dist. 13)	Frank Fernandez	18
79	11/6/2015	10:00 - 12:00	Pinecrest Comm. Center	5855 Killian Dr	Dotty Vazquez	Frank Fernandez	0
80	11/12/2015	9:00 - 12:00	Miami VA	1492 W Flagler	Shelia Leroy	Yolanda Guillen	0
81	11/13/2015	9:00 - 12:00	Goulds Park	11350 SW 216 St	Yamilette Rivas	Frank Fernandez	0
82	11/19/2015	11:00 - 2:00	Betty T Ferguson Comm. Ctr	3000 NW 199 St	Elizabeth Wells	Pierre Honorat	99
83	11/23/2015	1:30 - 5:00	First Baptist Church of Bunche Park	15700 NW 22 Ave	Dorothy Smith	Pierre Honorat	26
84	12/3/2015	10:00 - 12:00	Rafael Villaverde Community Center	700 SW 8 St	Dotty Vazquez	Frank Fernandez	41
85	12/10/2015	9:00 - 12:00	Miami VA	1492 W Flagler	Shelia Leroy	Yolanda Guillen	21
86	12/15/2015	10:00 - 1:00	Victor Wilde Community Center	1701 W 53 Terr	Dotty Vazquez	Yolanda Guillen	44

CDP Outreach Activities for Calendar Year 2015

January

- 3 New County Employee Orientation class presentations
- 7 outreach events
- 6 meetings with clients
- 1 new account sold

February

- 2 New County Employee Orientation class presentations
- 6 outreach events
- 8 meetings with clients

March

- 3 New County Employee Orientation class presentation
- 12 outreach events
- 6 meetings with clients
- 1 new account sold

April

- 4 New County Employee Orientation class presentations
- 11 outreach events
- 8 meetings with clients
- 1 new account sold

May

- 1 New County Employee Orientation class presentation
- 6 outreach events
- 5 meetings with clients
- 2 new accounts sold

June

- 5 New County Employee Orientation class presentations
- 10 outreach events
- 4 meetings with clients
- 1 new account sold

July

- 4 New County Employee Orientation class presentations
- 9 outreach events
- 7 meetings with clients
- 1 new account sold

August

- 3 New County Employee Orientation class presentations
- 10 outreach events
- 8 meetings with clients

September

- 3 New County Employee Orientation class presentations
- 15 outreach events
- 7 meetings with clients
- 1 new account sold

October

- 4 New County Employee Orientation class presentation
- 21 outreach events
- 6 meetings with clients
- 2 new accounts sold

November

- 2 New County Employee Orientation class presentations
- 11 outreach events
- 6 meetings with clients

December

- 4 New County Employee Orientation class presentation
- 4 outreach events
- 3 meetings with clients
- 1 new account sold

Recap – 2015 CDP Outreach Activities

New County Employee Orientation class presentations	38
Outreach events	122
Client meetings	74
New accounts sold	11

A.5 MDT MAJOR TRIP GENERATOR MAPS

TABLE 4-8
MDT MAJOR TRIP GENERATORS (APRIL 2015)

	MAJOR GENERATORS	ROUTES					COMMENTS
ID	Special Attractors						
1	Adrienne Arsht Center	A 6 93	C 9 95	M 10 120	S 16 Mover	3 32	Service on local roadways
2	American Airlines Arena	C 95	S 120	3	9	93	Service on local roadways
		7	8	211	Mover		Service on adjacent roadways
3	The Cloisters of the Ancient Spanish Monastery	E	H	3	75	93	Service on local roadways
4	Bank United Center	48	56	500	Rail		Service on adjacent roadways and within walking distance of University station
5	Barnacle Historic State Park	48	249				Service on local roadways
6	Bass Museum of Art	C 150	L	M	S	123	Service on adjacent roadways
		115	117				Service on local roadways
7	Calder Race Course/Casino	99	27	297			Service on adjacent roadways
8	Coconut Grove	6	22	27	48	249	Service on local roadways
9	Coral Castle	34	38	70			Service on local roadway and the Busway
10	Coral Gables Merrick House	24					Service on adjacent roadway
11	Downtown Miami	C 7 51 195 277	S 8 77 207 500	2 9 93 208 Mover	3 11 95 211 Rail	6 21 120 246	Service on local roadways and within walking distance of Government Center and Historic Overtown/Lyric Theatre stations and various Metromover stations
12	Flagler Kennel Club-Magic City Casino	6	7	37	238		Service on adjacent roadways
13	Haulover Beach	H	S	120			Service on adjacent roadway
14	Hialeah Race Track	L Rail	29	37	54	135	Service on local roadways
15	Fillmore Miami Beach at the Jackie Gleason Theater	C 117	L 120	M 123	S 150	115	Service on local roadways
16	Joseph Caleb Community Center	22	54	246	254		Service on local roadways
17	Jungle Island/Miami Children's Museum	C	M	S	120		Service on local roadways
18	Key Biscayne	B					Service on adjacent roadways
19	Marlins Park	7 6	12 11	17 51			Service on adjacent roadways
					208		Service on local roadways
20	Perez Art Museum Miami	C 93	S 95	3 120	6 Mover	9	Service on local roadways and within walking distance of routes C, S, 3, 93, 95 and various Metromover stations

TABLE 4-8
MDT MAJOR TRIP GENERATORS (APRIL 2015)

	MAJOR GENERATORS	ROUTES					COMMENTS
21	Miami Beach Convention Center	C	120	150			Service on local roadways
		L 123	M	S	115	117	Service on adjacent roadways
22	Miami-Dade County Auditorium	11	51				Service on adjacent roadway
		27					Service on local roadway
23	Miami International Airport	J 150	7 238	37 297	42	57	Routes restructured to serve MIC; from MIC use MIA Mover to access Airport
24	Miami Jai-Alai	J	36	37			Service on adjacent roadway
25	Miami Seaquarium	B					Service on adjacent roadway
26	Museum of Science	12	48				Service on adjacent roadway
		17	24				Service on local roadway
		Rail					Located within walking distance from Vizcaya station
27	PortMiami						No MDT service to PortMiami
28	South Beach	C 150	M	S	120	123	Service on local roadways
29	South Miami-Dade Cultural Arts Center	1 52	31 70	34 137	35 200	38	Service on adjacent roadways
30	Sunlife Stadium	27	99	297			Service on adjacent roadways
31	Venetian Pool	24					Service on local roadway
32	Vizcaya	12	17	24	48		Service on adjacent roadway
		Rail					Located within walking distance from Vizcaya station
33	The Wolfsonian - FIU Museum	C	M	120			Service on adjacent roadway
34	Zoo Miami	252					On-site service to entrance

TABLE 4-8
MDT MAJOR TRIP GENERATORS (APRIL 2015)

	MAJOR GENERATORS	ROUTES					COMMENTS
ID	Health Care Facilities						
1	Aventura Hospital	E					Service on adjacent roadway
2	Baptist Hospital	88	104				Service on adjacent roadways
3	Bascom Palmer Eye Institute/Ann Bates Leach Eye Hospital	M	21	Rail			Service on adjacent roadways and within walking distance from Civic Center station
		12 277	32	77	95	246	Service on local roadways
4	Community Health Center of South Dade	35	52	70	287	On-site service and service on adjacent roadways	
5	Coral Gables Hospital	37					Service on adjacent roadways
6	Doctors' Hospital	56					Service on adjacent roadway
7	HealthSouth Rehabilitation Hospital of Miami	70	200				Service on adjacent roadway
8	Hialeah Hospital	L	42	135	Rail	Service on adjacent roadways	
9	Homestead Hospital (Baptist)	35					Service on adjacent roadway
10	Jackson Memorial / U.M. / V.A. Hospital	M	12	21			Service on adjacent roadways and within walking distance from Civic Center station
		32	95	246	Rail		
11	Jackson North Medical Center	E	2	22	77	246	Service on adjacent roadways
12	Jackson South Community Hospital	31	34	38	52	57	Service on adjacent roadway
		252	287				
13	Kendall Regional Medical Center	40					Service on adjacent roadway
14	Kindred Hospital South Florida - Coral Gables	8					Service on adjacent roadway

TABLE 4-8
MDT MAJOR TRIP GENERATORS (APRIL 2015)

	MAJOR GENERATORS	ROUTES					COMMENTS
15	Larkin Community Hospital	37	72				Service on adjacent roadway
		57	Rail	500			Service on local roadways
16	Mercy Hospital	12	48				On-site service with shelters
17	Miami Children's Hospital	56					On-site service with shelters
18	Miami Jewish Home & Hospital for the Aged	2	9	10	202		Service on adjacent roadway
		54					Service on local roadway
19	Mount Sinai Medical Center	C	M	115	117		On-site service
		62	J	150			Service on adjacent roadway
20	North Dade Health Center	G					On-Site Service
		17	22	27	249	297	Service on adjacent roadways
21	North Shore Medical Center	33	77	277			Service on adjacent roadways
22	Palmetto General Hospital	29					On-site service with shelters
23	Palm Springs General Hospital	33	54				On-site service with shelters
		29	73	267			Service on adjacent roadways
24	Selected Specialty Hospital	7					Service on adjacent roadway
		12					Service on local roadway
25	Sister Emmanuel Hospital	12	48				On-site service with shelters
26	South Miami Hospital	37	57	72	500	Rail	Service on adjacent roadways and within walking distance from South Miami station
27	Westchester General Hospital	24					Service on adjacent roadway
28	West Kendall Baptist Hospital	72	88	104	204	272	Service on adjacent roadway
		288					

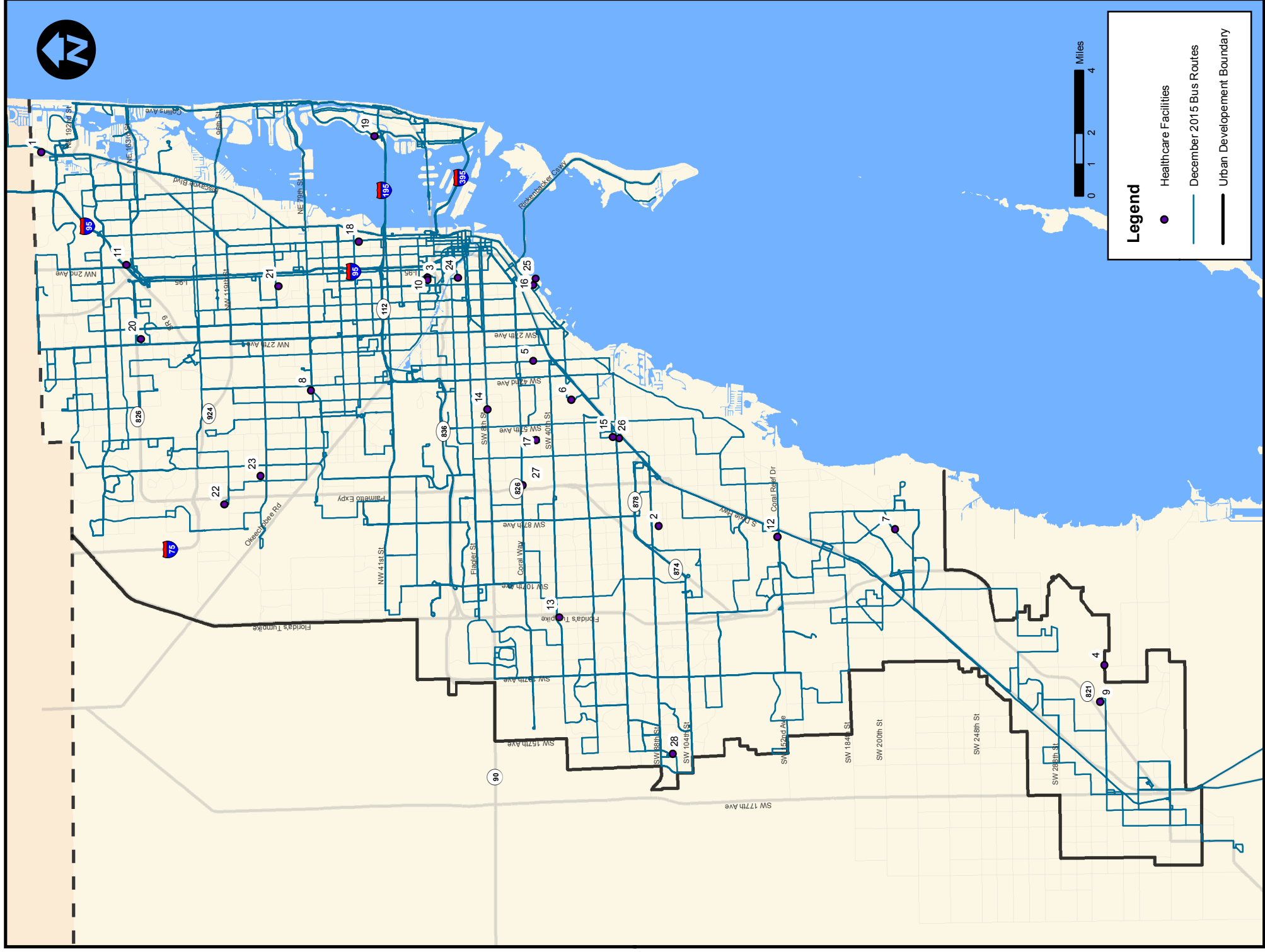


TABLE 4-8
MDT MAJOR TRIP GENERATORS (APRIL 2015)

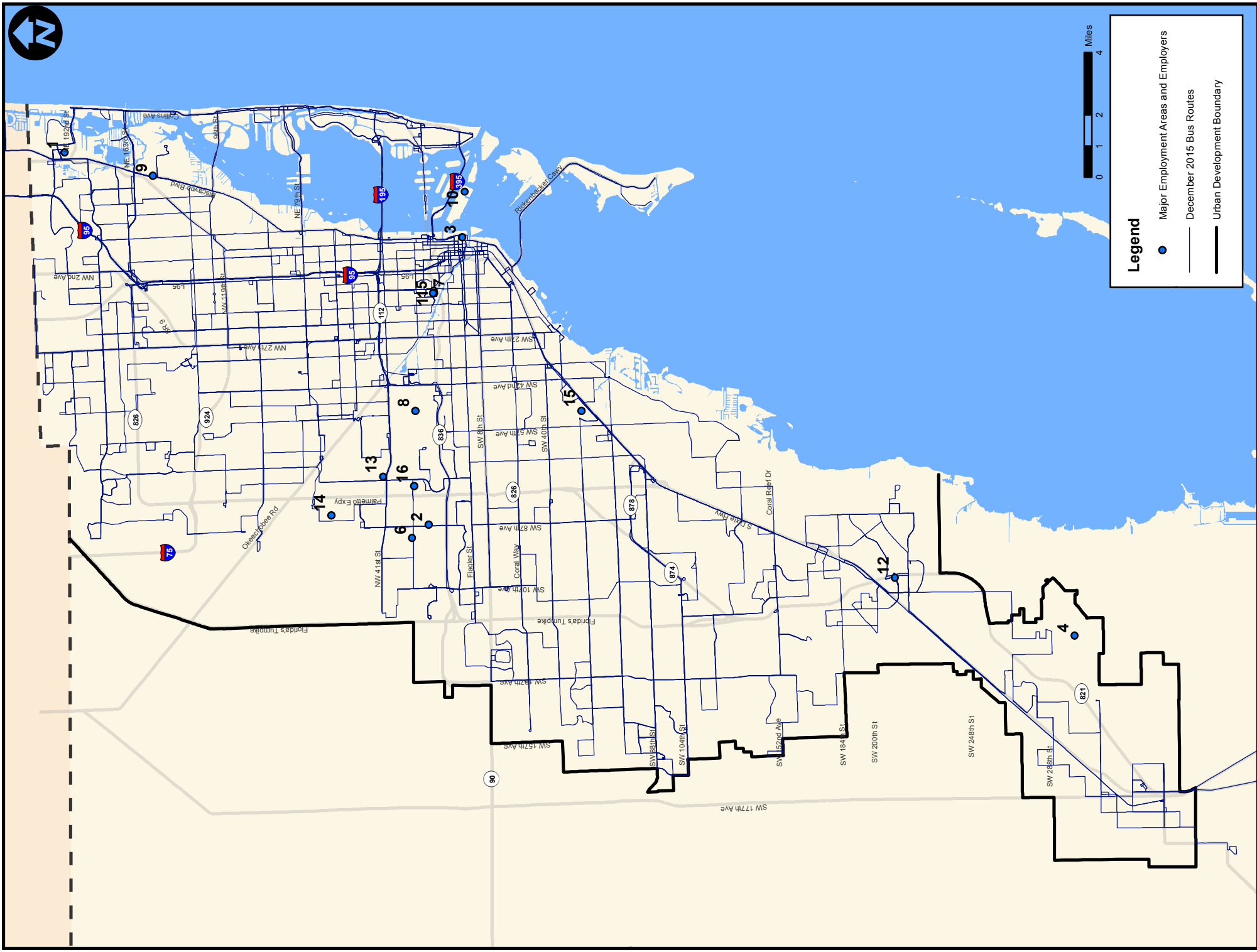
	MAJOR GENERATORS	ROUTES					COMMENTS
ID	Retail Centers						
1	Aventura Mall	E 99	S 120	3 183	9	93	On-site service
2	Bal Harbour Shops	G	H	S	120		Service on adjacent roadways
3	Bayside Market Place	C Mover	S	3	93	95	Service on adjacent roadways and the Move
4	Coco Walk/ Mayfair in the Grove	48	249				Service on adjacent roadways
5	Dadeland Mall	73 272	87 288	88 500	104 Rail	204	Service on adjacent roadways. Pedestrian walkway to Dadeland North station
6	Diplomat Mall	E					Service on adjacent roadway
7	Dolphin Mall	7	36	71	137	238	On-site terminal with shelters
8	Kendall Village	88	288				Service on adjacent roadway
9	(The) Falls	31 252	34 287	38	52	136	Service on adjacent roadway and at Busway Station at SW 136 Street
10	Lincoln Road Mall	A 115	C 117	L 120	M 123	S 150	Service on adjacent roadways
11	London Square	136	137				Service on adjacent roadways
12	Mall of the Americas	7	11	51	87		On-site service with shelters
13	Miami International Mall	7	36	71	137	238	Service on adjacent roadways
14	Miracle Mile	24	37	42	56		Service on adjacent roadways
15	Northside Shopping Plaza	L 79	12 297	21 Rail	27	32	On-site and adjacent roadway service
16	Palms at Town and Country	88	288				Service on adjacent roadways
17	Perrine Plaza	1	52				Service on adjacent roadways
		31	34	38	Busway		Located within walking distance of the Busway (park & ride lot at SW 168 St.)
18	Florida Keys Outlet Center	344					Adjacent roadway service
19	Shops at Midtown Miami	9	10	202			Service on local roadways
		J	36				Adjacent roadway service
20	Shops at Sunset Place	37	57	72	500	Rail	On-site and adjacent roadway service
21	Shops at Paradise Lake	104 (Wknd)	204				Service on adjacent roadways
22	Skylake Mall	H	9	10	95	183	Service on adjacent roadways
23	Southland Mall	1	31	35	38		Service on adjacent roadways
		52	70	137	200		
24	Village at Merrick Park	37	40	42	48	136	Service on adjacent roadways and within walking distance of Douglas Road station
		249	500	Rail			
25	Westchester Shopping Center	8	24	87			Service on adjacent roadways
26	Westland Mall	29	33	54			Service on adjacent roadways
27	163rd Street Mall	E 10	H 16	2 19	3 22	9 75	Service on adjacent roadways and off-site terminal
		246					

Source: Miami-Dade Transit, 2015

Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.

TABLE 4-8
MDT MAJOR TRIP GENERATORS (APRIL 2015)

	MAJOR GENERATORS	ROUTES					COMMENTS
ID	Major Employment Areas and Employers						
1	Aventura Mall	E 99	S 120	3 183	9	93	On-site service
2	Doral - Warehouse Area	36	87	95	132		Service on adjacent roadways
3	Downtown Miami	C 7	S 8	2 9	3 11	6 21	Service on local roadways and within walking distance of Government Center and Historic Overtown/Lyric Theatre stations and various Metromover stations
		51	77	93	95	120	
		207	208	211	246	277	
		500	Mover	Rail			
4	Homestead Air Reserve Base	70					Service on adjacent roadway
5	Miami-Dade Pre-Trial Detention Center	M 246	12 Rail	21	32	95	Service on local roadways and located within walking distance of Civic Center station
6	Miami-Dade Police Department	87	95	238			Service on adjacent roadway
7	Miami Dade State Attorney's Office	M 246	12 Rail	21	32	95	Service on local roadways and located within walking distance of Civic Center station
8	Miami International Airport	J 150	7 238	37 297	42	57	Routes restructured to serve MIC; from MIC use MIA Mover to access Airport
		133					Shuttle to Tri-Rail Station serves Airport directly
9	North Dade Justice Center	3	75	93	135		Service on adjacent roadways
10	Port of Miami						None
11	Richard E. Gerstein Justice Building	M 246	12 Rail	21	32	95	Service on local roadways and located within walking distance of Civic Center station
12	South Miami-Dade Government Center	1 70	31 137	35 200	52		Service on adjacent roadway
		38					Service on local roadway
13	Turner-Guilford Knight Correctional Center	36	73	95	132		Service on adjacent roadways
14	Unincorporated Miami-Dade County Area bounded by NW 74 St. to the North, NW 58 St. to the South between SR-826 and NW 87 Ave.	87					Service on adjacent roadway
15	University of Miami	48	56	500	Rail		Service on adjacent roadways and within walking distance of University station
16	U.S. Post Office- General Mail Facility	73	238				Service on adjacent roadways



Major Employment Areas and Employers. Source: Miami-Dade Transit, December 2015

TABLE 4-8
MDT MAJOR TRIP GENERATORS (APRIL 2015)

	MAJOR GENERATORS	ROUTES					COMMENTS
ID	Educational Centers						
1	Barry University - Main Campus	2	9	10	19		Service on adjacent roadways
2	Barry University - Kendall Campus	104					Service on adjacent roadway
		88	288				Service on local roadway
3	Carlos Albizu University	95	238				Service on local roadway
4	City College	38 136	52 287	73 Rail	31 500	34	Within walking distance of Dadeland South Station and route 252.
5	College of Business and Technology - Cutler Bay	31	34	35	38	200	Service on adjacent roadway
6	College of Business and Technology - Flagler	11 7	51	87			Service on adjacent roadway Service on local roadway
7	College of Business and Technology - Miami Gardens	32					Service on local roadways
8	FIU - Center for Engineering & Applied Sciences	11	51	137	212		Service on adjacent roadways
9	FIU - Modesto A. Maidique Campus	8	11	24	71	82	On-site terminal with shelters
10	FIU - Biscayne Bay	75	135				On-site service
11	FIU - The Metropolitan Center	B	24	48	95		Service on adjacent roadways
		6	207	208	500		Service on local roadways
		Mover					Within walking distance of Tenth Street Station
12	FIU - The Wolfsonian	C	M	120			Service on adjacent roadway
13	Florida Career College - Miami	8	11	24	71	82	Service on adjacent roadway
14	Florida Career College - Hialeah	29					Service on local roadways
15	Florida Career College - Kendall	88	288				Service on local roadways
16	Florida Memorial University	32					Service on adjacent roadway
17	Florida National College - South Campus	24	40	51			Service on adjacent roadways
18	International Fine Arts College	S	3	9	10	16	Service on adjacent roadways
		32	93	95			
		A	C	M	6	120	Service on local roadways
		Mover					Within walking distance of Adrienne Arsht Center Station
19	Johnson & Wales University	16					Service on adjacent roadway
		3	93				Service on local roadway
20	Jones College	88	288				Service on adjacent roadway

TABLE 4-8
MDT MAJOR TRIP GENERATORS (APRIL 2015)

	MAJOR GENERATORS	ROUTES					COMMENTS
21	Keiser University	7	36	71	137	238	Service on local roadways
22	Lindsey Hopkins Technical Education Center	M	21	77	277		Service on adjacent roadways
23	MDC - Hialeah	29	33	54			Service on adjacent roadway
24	MDC - Homestead	34	35	344			Service on adjacent roadways
		38	70				Service on local roadways
25	MDC - Interamerican	8	27	207	208		Service on adjacent roadways
26	MDC - Kendall	35	71	104	204		On-site service with shelters
27	MDC - Medical Center	M	12	21	32	Rail	Service on adjacent roadways
28	MDC - North	19	27	32	297		On-site terminal with shelters
29	MDC - West	36					Service on adjacent roadway
30	MDC - Wolfson Campus	2	3	6	7	8	Service on adjacent roadways
		9	93	95	120		
		C	S	11	21	77	Service on local roadways
		207	208	211	246	277	
		Mover					Within walking distance of College/Bayside and College North Stations
31	Miami Lakes Education Center	29	75				Service on adjacent roadway
32	New World School of the Arts	2	6	7	8	9	Service on adjacent roadways
		120					
		C	S	3	11	51	Service on local roadways
		77	93	95	207	208	
		211	246	277			
		Mover					Within walking distance of College/Bayside Station
33	Nova Southeastern University - Kendall Campus	88	288				Service on local roadway
34	Polytechnic University of Puerto Rico	36	95	132			Service on adjacent roadway
35	Robert Morgan Educational Center	52					Service on adjacent roadways
		137					Service on local roadway
36	St. Thomas University	32					Service on adjacent roadway
37	University of Miami	48	56	500	Rail		Service on adjacent roadways and within walking distance of University station
38	University of Miami - Marine Campus	B					Service on adjacent roadway
39	University of Miami - South Campus	252					Service on adjacent roadway

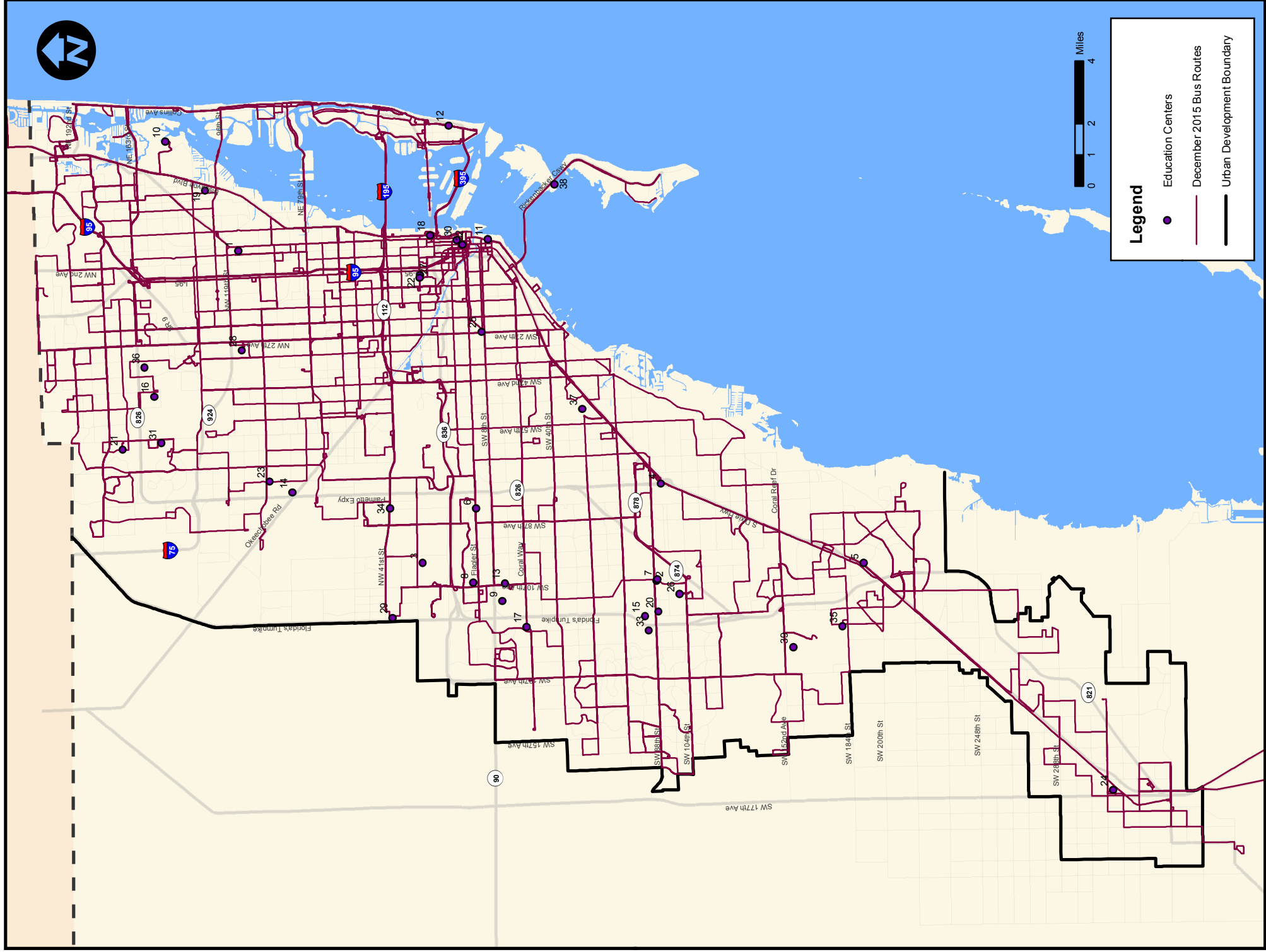


TABLE 4-8
MDT MAJOR TRIP GENERATORS (APRIL 2015)

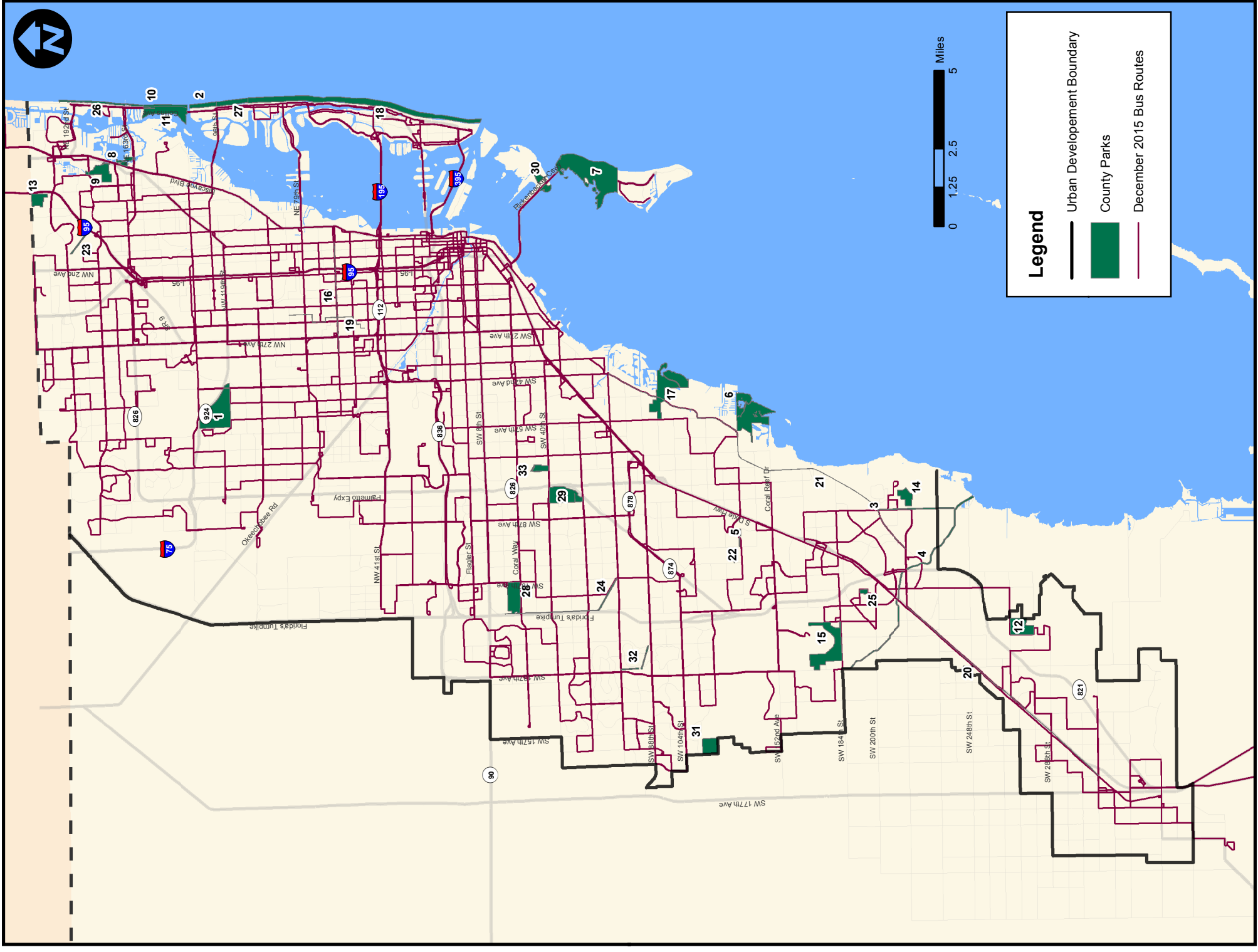
	MAJOR GENERATORS	ROUTES					COMMENTS	
ID	County Parks							
1	Amelia Earhart Park	37	135			Service on adjacent roadway		
		42				Service on local roadway		
2	Bal Harbour Beach	H	S	120		Service on adjacent roadway		
		G				Service on local roadway		
3	Biscayne Trail (East Side of Canal)	70	200	287		Service on adjacent roadway		
4	Black Creek Trail (Along C1 Canal)	137				Service on local roadway		
5	Briar Bay Linear Park	136				Service on adjacent roadway		
6	Chapman Field Park	136				Service on local roadway		
7	Crandon Park	B				Service on local roadway		
8	East Greynolds Park	3	93	183		Service on adjacent roadway		
9	Greynolds Park	3	93	183		Service on adjacent roadway		
10	Haulover Beach	H	S	120		Service on adjacent roadway		
11	Haulover Park	H	S	120		Service on adjacent roadway		
12	Homestead Air Reserve Park	70				Service on adjacent roadway		
13	Ives Estates Park	99				Service on local roadway		
14	Lakes by the Bay Park	200	287		Service on local roadway			
15	Larry & Penny Thompson Park	137				Service on adjacent roadway		
		52				Service on local roadway		
16	Martin Luther King Blvd (NW 62 ST)	32	62		Service on adjacent roadway			
17	Matheson Hammock Park	136				Service on local roadway		
18	Miami Beach (from South Beach to NW 86 ST)	A	C	H	J	L	Service on adjacent roadway	
		M	S	SB Local	62	79		
		115	117	120	150			

TABLE 4-8
MDT MAJOR TRIP GENERATORS (APRIL 2015)

	MAJOR GENERATORS	ROUTES					COMMENTS
19	Model Cities Trail	L	12	21	22	46	Service on adjacent roadway
		54	62	79	246		
		17					Service on local roadway
20	North South Trail	34	35	38	70		Service on adjacent roadway
		70	344				Service on local roadways
21	Old Cutler Bike Path	136					Service on adjacent roadway
22	Pinewoods Park	136					Service on local roadway
23	Snake Creek Trail	75	77				Service on local roadways
24	Snapper Creek Trail	17	75	77	99		Service on local roadways
25	Southridge Park	1					Service on adjacent roadway
		52					Service on local roadway
26	Sunny Isles Beach	E	H	S	120		Service on adjacent roadway
27	Surfside Beach	H	S	115	117	120	Service on adjacent roadway
28	Tamiami Park	8	24	71			Service on adjacent roadway
29	Tropical Park	40	56	82			Service on adjacent roadway
30	Virginia Key	B					Service on local roadway
31	West Kendall District Park						None
32	Winston Linear Park	88					Service on adjacent roadway
		288					Service on local roadway
33	A. D. Barnes Park	40					Service on adjacent roadway

Source: Miami-Dade Transit, 2015

Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.



County Parks. Source: Miami-Dade Transit, December 2015

A.6 MDT BUS REPLACEMENT PLAN

MIAMI-DADE TRANSIT

20 Year Bus Replacement Plan (As Of March 23, 2012)

BUS PROCUREMENT / REPLACEMENT	2012	2013	2014	2015	2016	2017	2018
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0
Total number of 40 Ft buses required 40 LFW diesel hybrid	0	74	51	62	110	99	110
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	0	0	0	0	0	0	0
Total Buses Required for Replacement	0	74	51	62	110	99	110

BUS PROCUREMENT / REPLACEMENT	2019	2020	2021	2022	2023	2024	2025
Total number of small buses required 30 LFW diesel hybrid	0	0	75	0	0	0	0
Total number of 40 Ft buses required 40 LFW diesel hybrid	185	13	0	0	0	18	5
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	0	0	0	0	0	25	0
Total Buses Required for Replacement	185	13	75	0	0	43	5

BUS PROCUREMENT / REPLACEMENT	2026	2027	2028	2029	2030	2031	2032
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0
Total number of 40 Ft buses required 40 LFW diesel hybrid	13	91	51	63	110	102	111
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	14	7	6	0	3	0	0

Source: Metrobus Fleet Management Plan, 2015 Revision (Page 47)

A.7 MDT10AHEAD SURVEY RESULTS

Appendix

A table of comment card distribution locations is available in Appendix A.4.

In total, 306 surveys and comment cards have been collected as shown in Table A.7.1. Of that total, 258 (84%) were collected through the online survey and 48 were collected through comment cards. The results of the surveys are provided in the following figures. Questions included on the electronic survey and the shorter comments cards are noted. If not otherwise noted, the question was only asked on the electronic survey. It should also be noted that some results may not sum precisely to 100 percent due rounding.

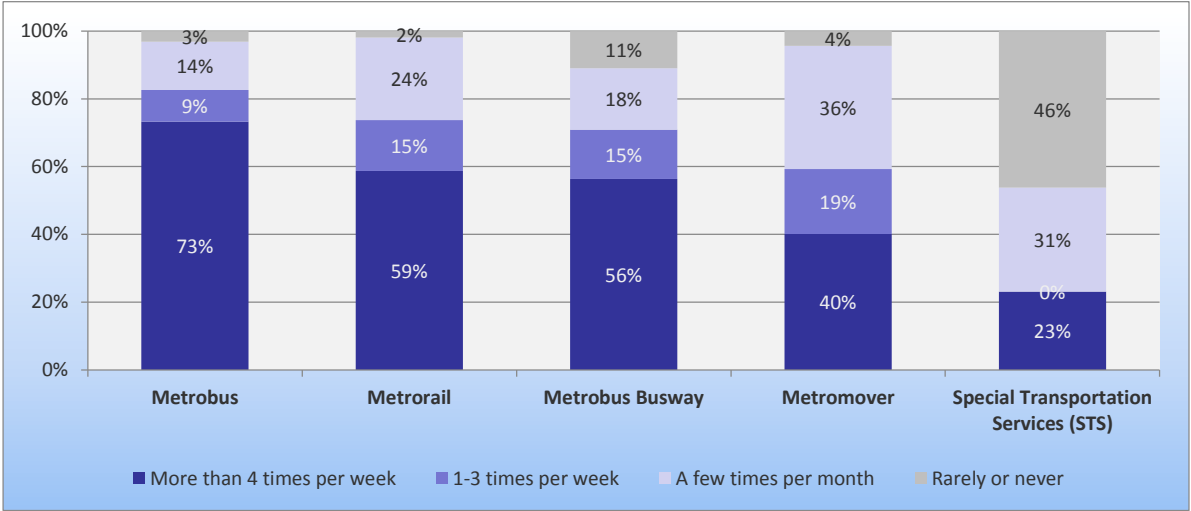
Table A.7.1: Survey Responses by Survey Type

Survey Version	Number of Participants
English	281
Spanish	25
Creole	0
Total	306

TRANSIT USE

Figure A.7.2 provides insight into the types of transit being used by respondents. This question was on the electronic survey as well as the comment card. Over 70 percent of the respondents use Metrobus more than four times per week. Nearly 60 percent of respondents use Metrorail and Metrobus Busway more than four times per week, while only 40 percent use the Metromover more than four times per week. Only 23 percent of respondents were regular Special Transportation Services (STS) users.

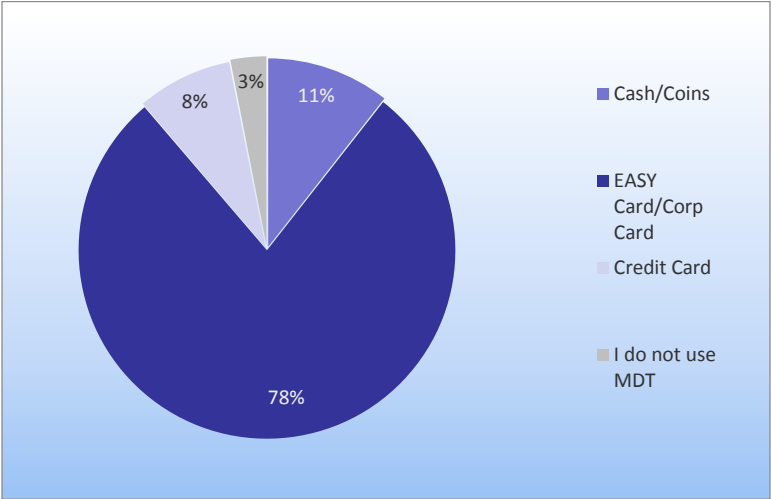
Figure A.7.2: How Often Do You Use Miami-Dade Transit Services?



FARE PAYMENT

As shown in Figure A.7.3, respondents on both the electronic survey and the comment card were asked how they paid for transit fares. Approximately 78 percent of respondents use the EASY card to pay their transit fares. Only 11 percent use cash to pay for their fares.

Figure A.7.3: How Do You Pay for Transit Fares?



SERVICE PRIORITIES

When asked about service priorities, respondents on both the electronic survey and comment cards indicated that on-time performance was the most important service priority. Behind that, expanding service to new areas and more frequent service were also important. Figure A.7.4 shows the total breakdown of all service priorities by mode.

For those respondents who indicated that they used a particular mode more than 4 times per week or 1-3 times per week, the results were used to look at priorities by mode. For all modes, on-time performance was the most important service improvement needed followed by increasing the frequency.

Figure A.7.4: All Service – What Should MDT’s Priorities Be for the Next Ten Years?

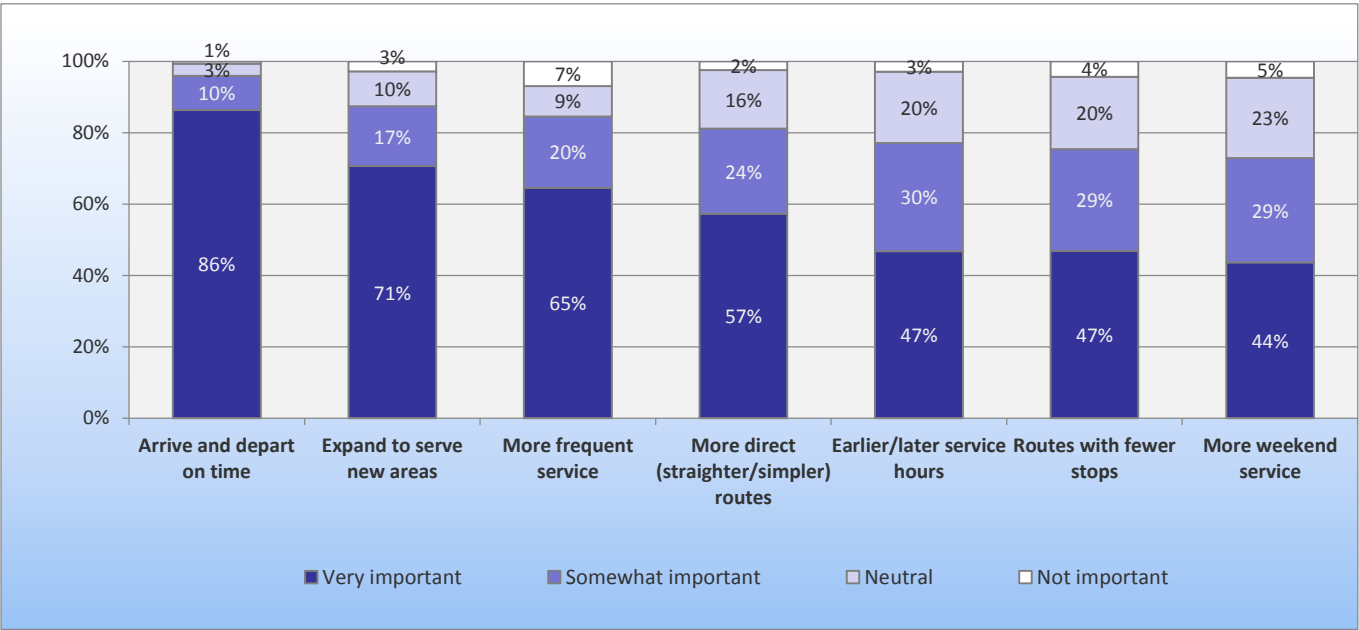


Figure A.7.5: Metrobus – What Should MDT’s Priorities Be for the Next Ten Years?

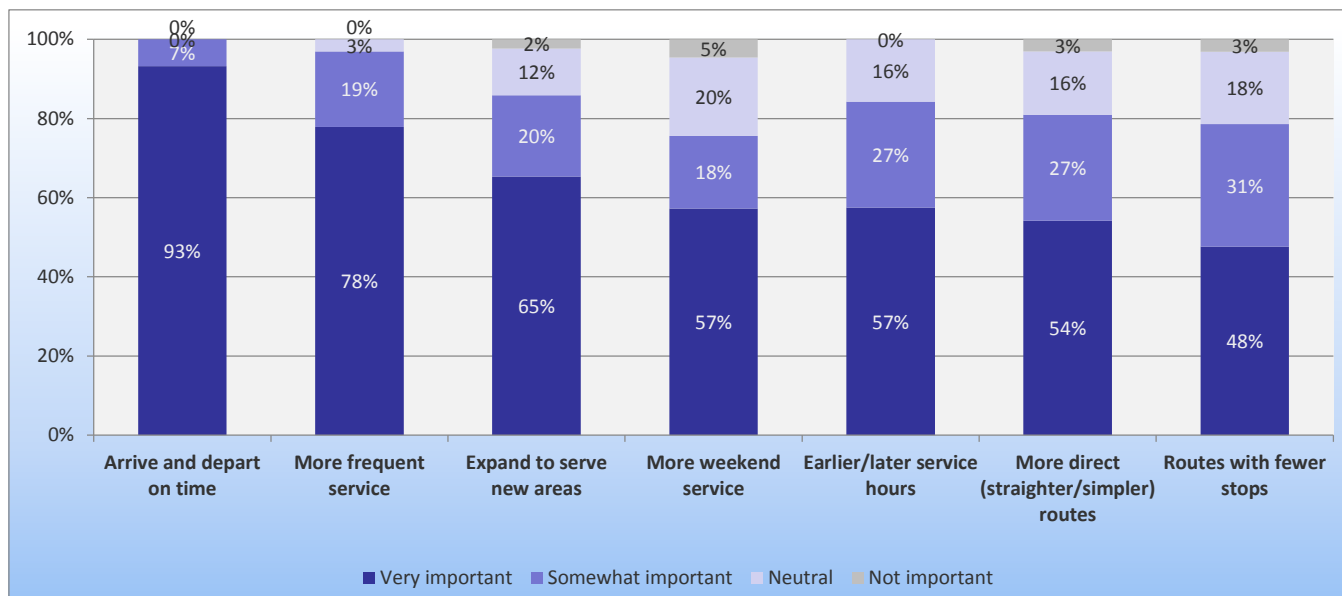


Figure A.7.6: Metrobus Busway - What Should MDT’s Priorities Be for the Next Ten Years?

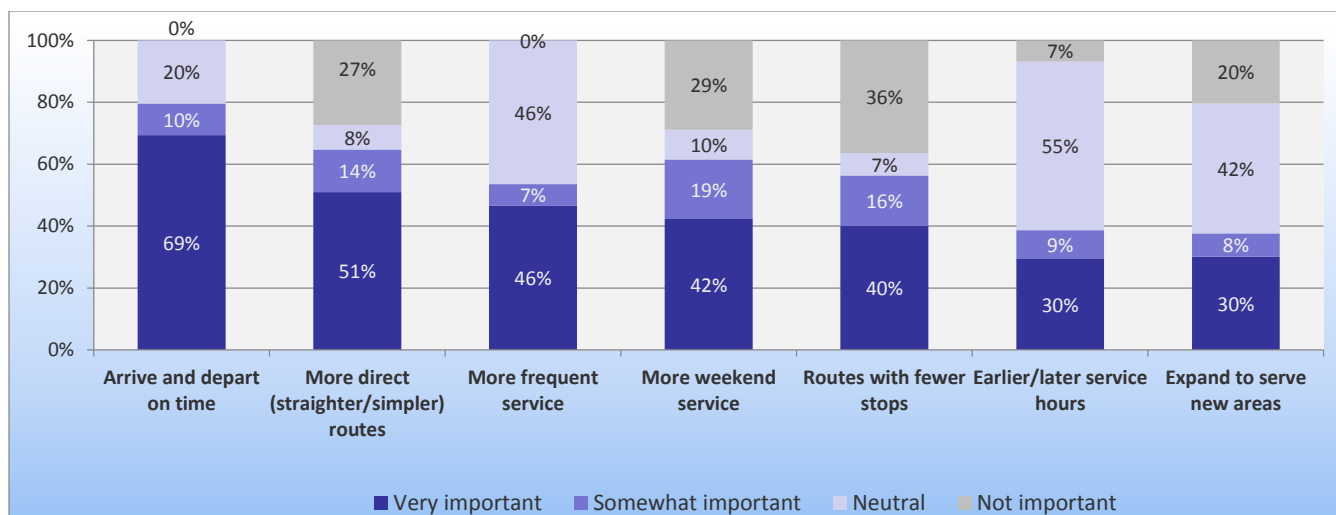


Figure A.7.7: Metrorail - What Should MDT's Priorities Be for the Next Ten Years?

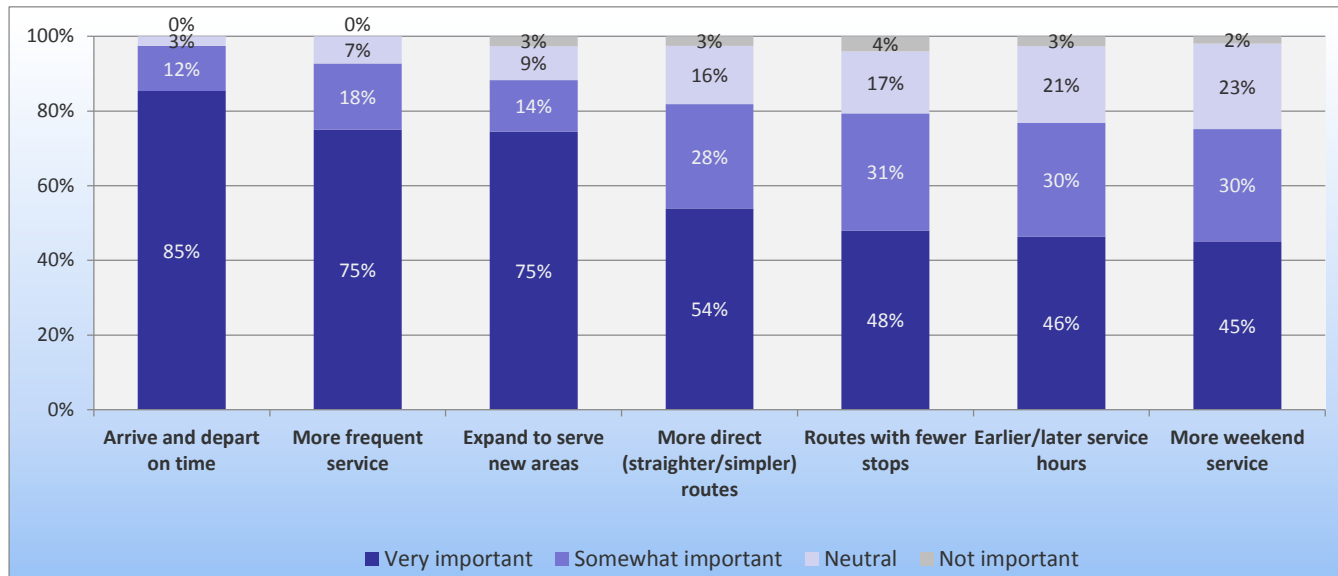


Figure A.7.8: Metromover - What Should MDT's Priorities Be for the Next Ten Years?

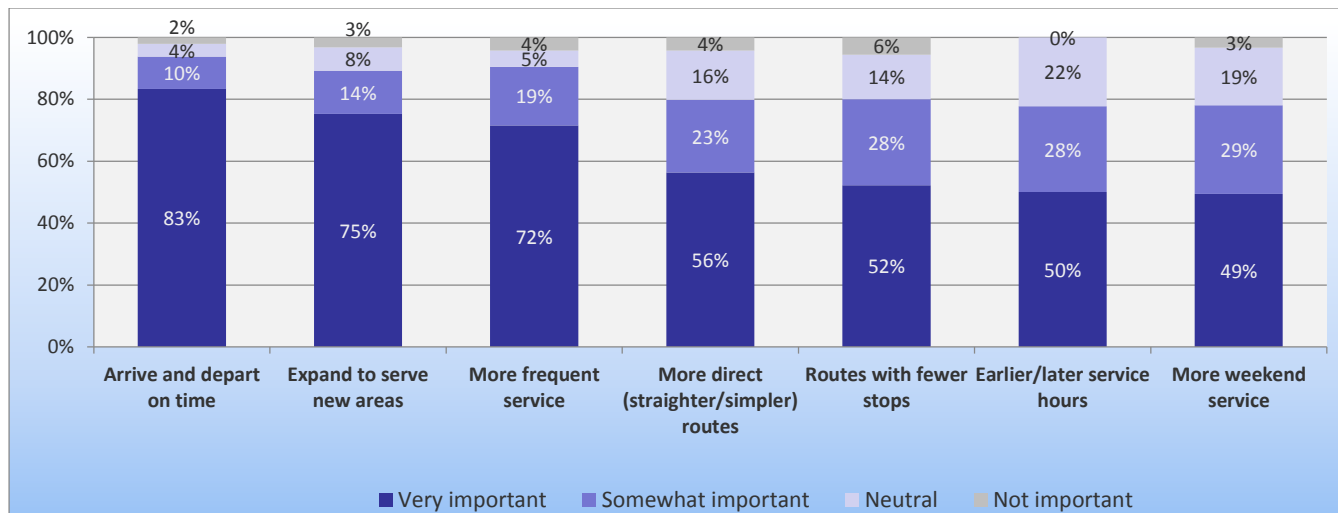
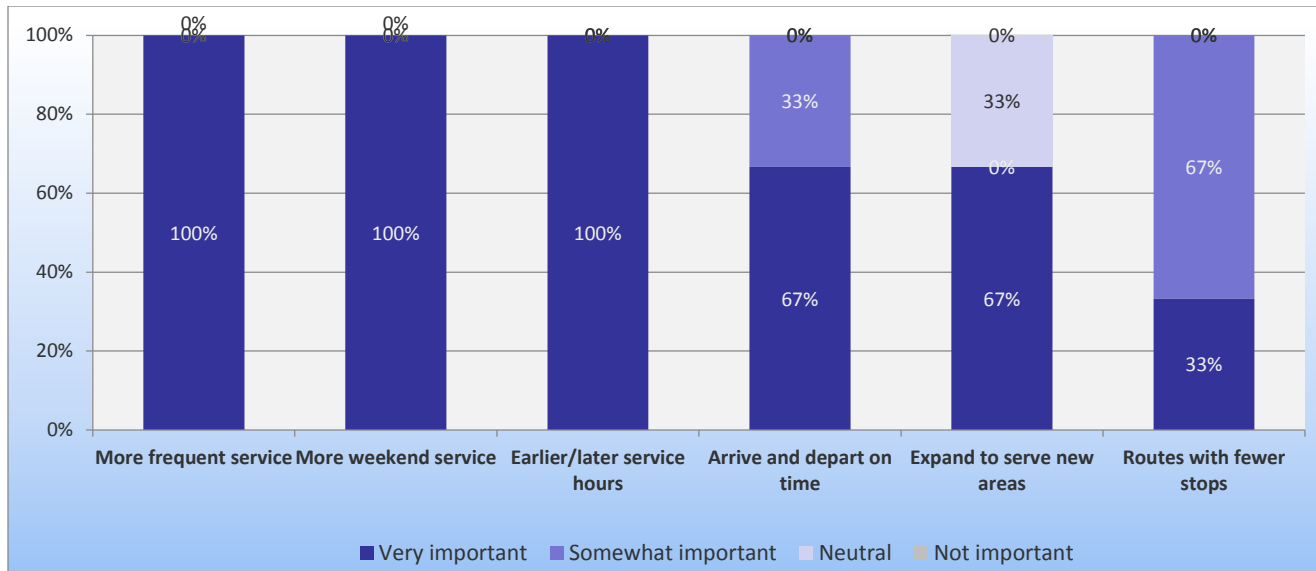


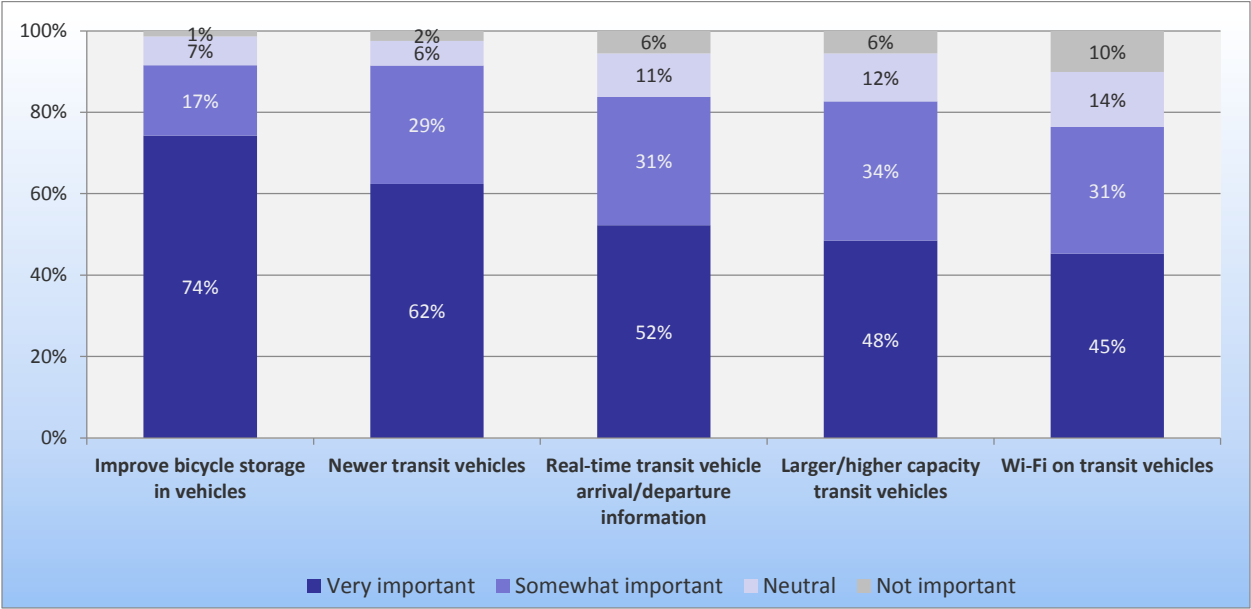
Figure A.7.9: STS - What Should MDT's Priorities Be for the Next Ten Years?



VEHICLE PRIORITIES

As displayed in Figure A.7.10, the following question was asked of online survey respondents and comment card respondents. Almost 75 percent of respondents indicated that improving bicycle storage was a very important improvement with relation to vehicles. The second priority was buying newer vehicles.

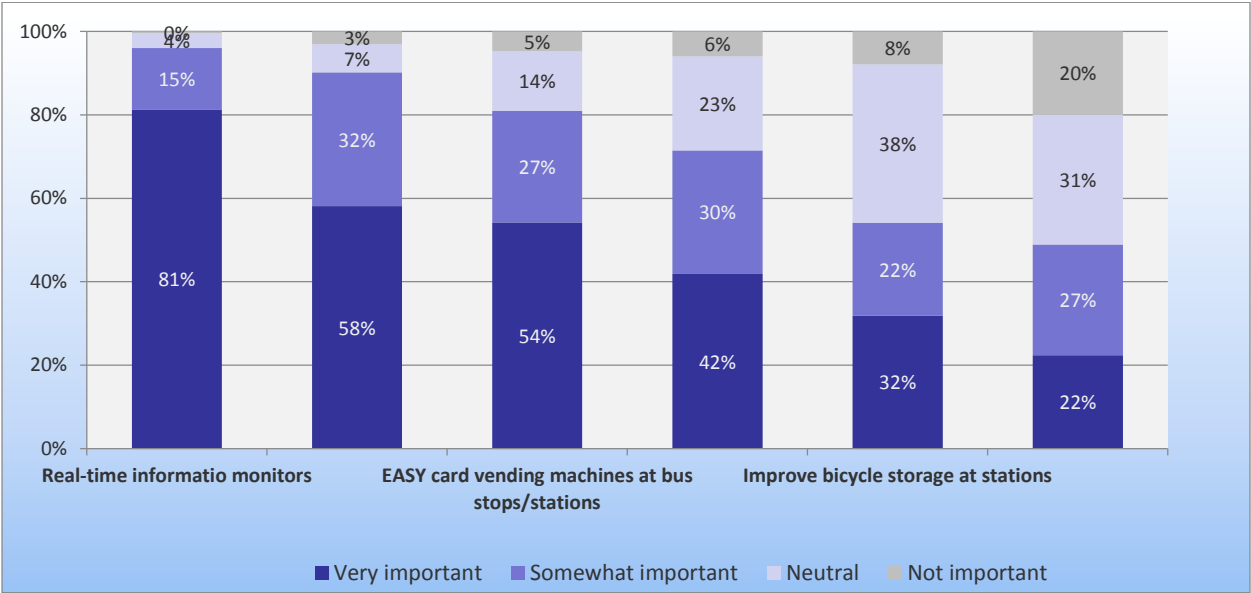
Figure A.7.10: VEHICLES - What Should MDT’s Priorities Be for the Next Ten Years?



STOP/STATION PRIORITIES

When asked about priorities for stations and stops, online and comment card respondents indicated the two most important priorities were adding real-time information monitors and improved stop/station amenities. It is important to note that the comment cards did not ask about the “Real-time information monitors” option. Other priorities are displayed in Figure A.7.11.

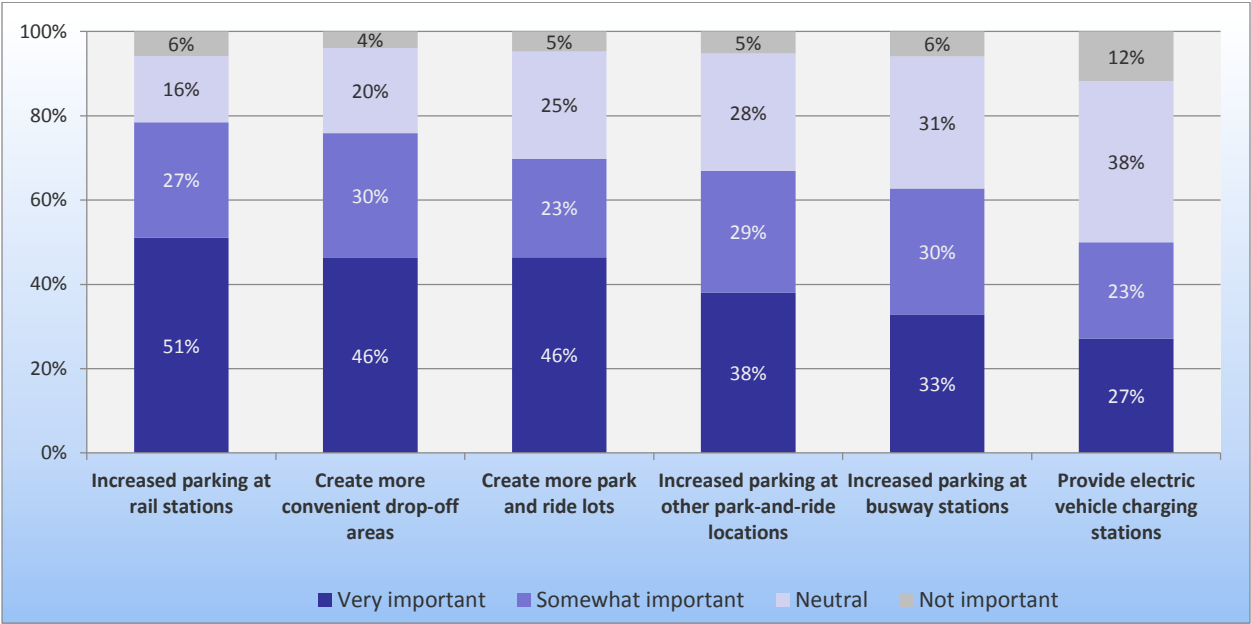
Figure A.7.11: What Should MDT’s Priorities Be for the Next Ten Years?



PARKING PRIORITIES

Asked of both online and comment card respondents, increasing parking spaces at rail stations received the highest priority ranking for parking facilities. It is important to note that the comment cards did not ask about the “Create more convenient drop-off areas”, the “Provide electric vehicle charging stations”, or the “Create ore park-and-ride lots” options. Figure A.7.12 displays the result for parking priorities.

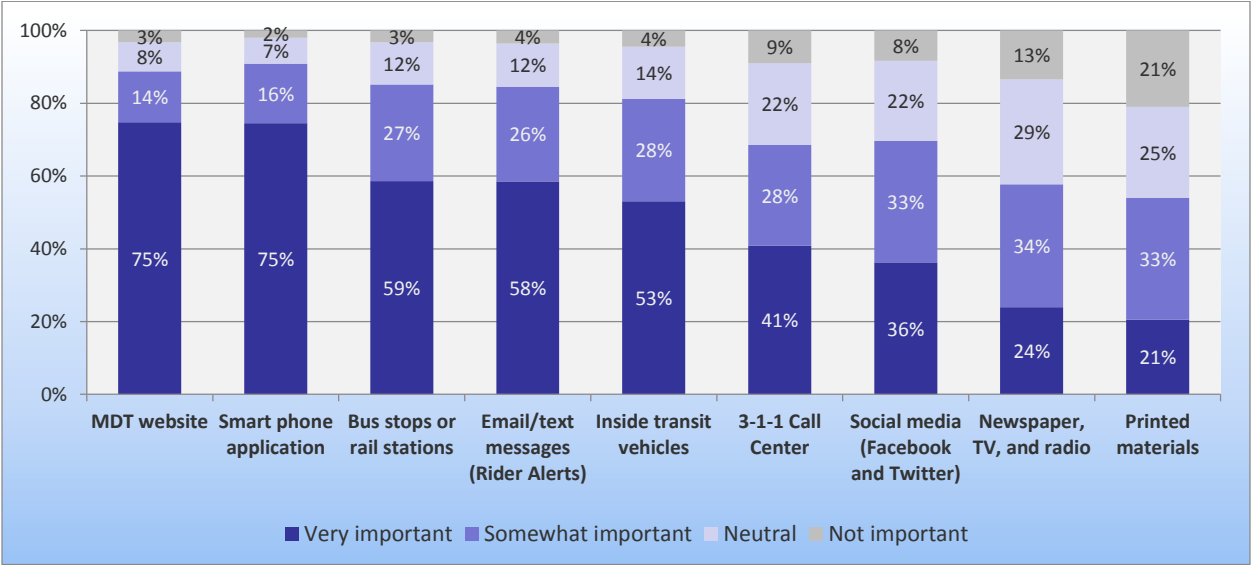
Figure A.7.12: What Should MDT’s Priorities Be for the Next Ten Years?



TRANSIT INFORMATION

MDT asked respondents through the online survey how they preferred to access information about MDT’s routes. Figure A.7.13 shows that 75 percent were interested in receiving information through both smartphone applications and through the MDT website. It is important to note that this question was not included on the shorter comment card, which may have led to a bias toward electronic priorities.

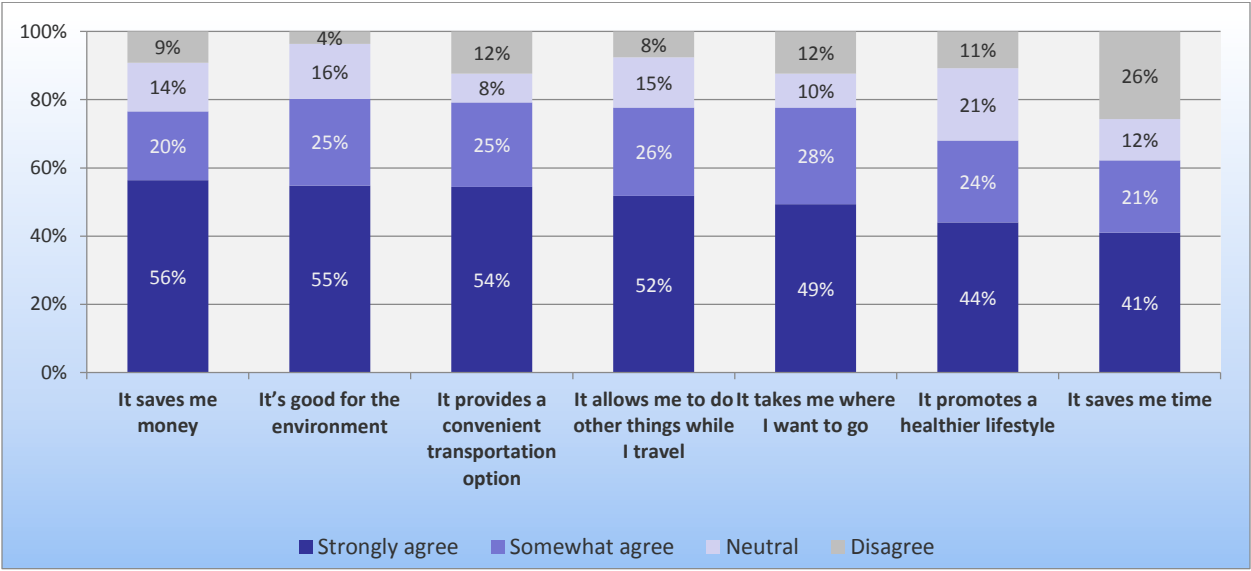
Figure A.7.13: How Important Is It to Get Transit Materials in the Following Formats?



REASON FOR TRANSIT USE

When asked why they use transit, the most popular response by online survey respondents was that it saves them money followed closely by the fact that it’s good for the environment and provides a convenient transportation option. Figure A.7.14 shows why respondents choose to use transit services provided by MDT or the reasons a non-user might use transit.

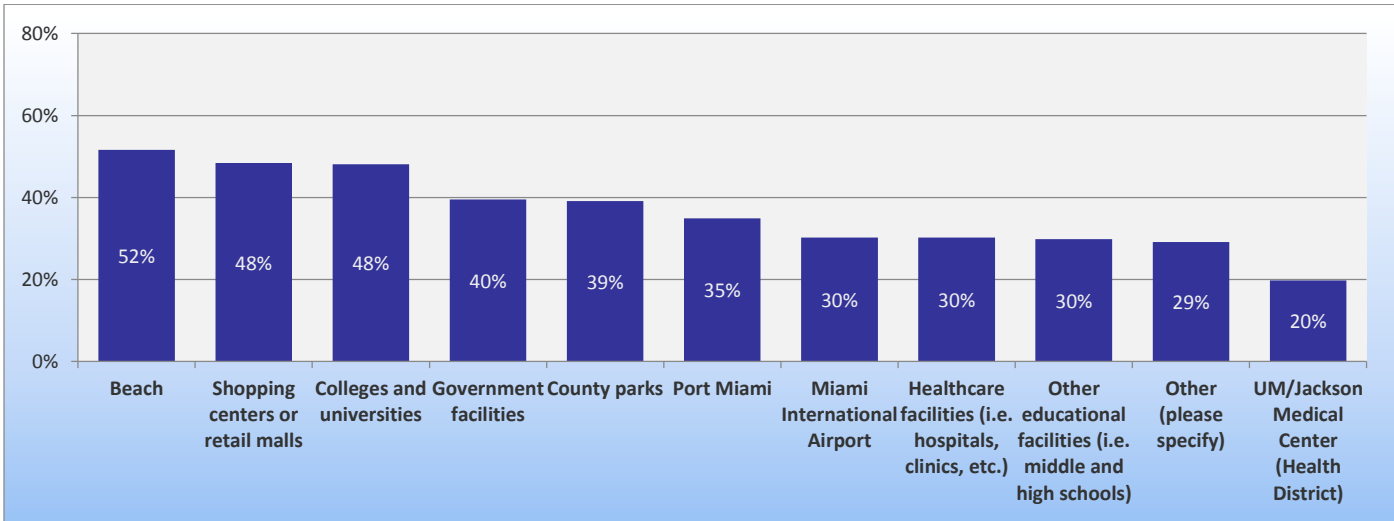
Figure A.7.14: I Use Transit Because Or Would Use Transit If...



DESTINATIONS

Figure A.7.15 provides insight into what types of destinations respondents would like to travel to. The number one response was to provide service to the beach followed closely by shopping centers and colleges and universities. For those who indicated “Other” as a response, the two most popular were sports stadiums and tourist attractions.

Figure A.7.15: Which of the Following Destinations Could Miami-Dade Transit Serve Better?



FARE INCREASE

As displayed in Figure A.7.16, when asked about the tradeoff between better service and higher fares, 63 percent of respondents indicated that they would be willing to pay more for better service. However, when asked if they would be willing to pay a fare increase if given the option to pay with a mobile device, only 33 percent of respondents said they would. Those results are shown in Figure A.7.17.

Figure A.7.16: Would You Be Willing To Pay Increased Transit Fares For Improved Transit Services?

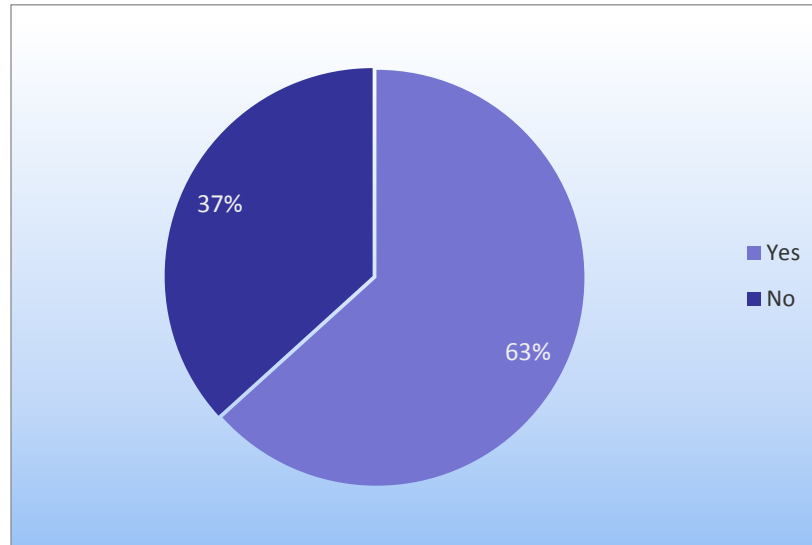
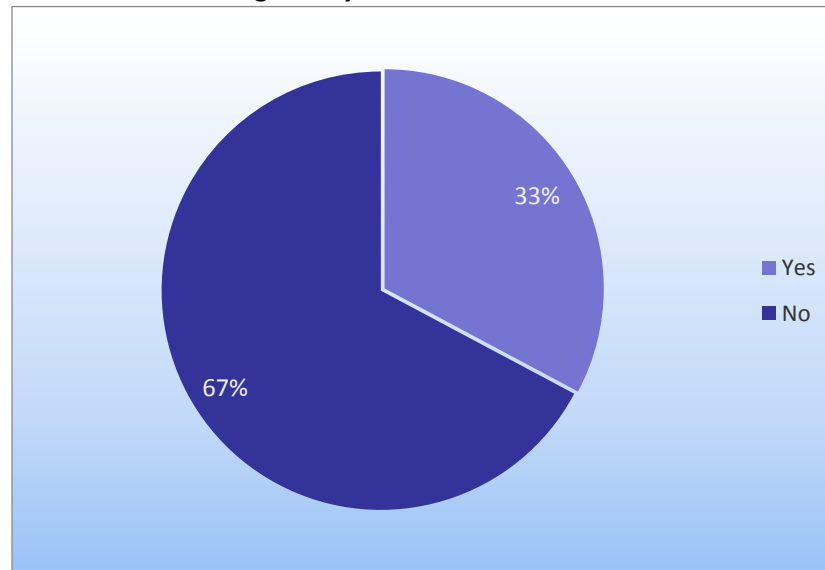


Figure A.7.17: Would You Be Willing To Pay Increased Transit Fares For A Mobile Payment Option?



PARKING FEE INCREASES

Of the respondents from the online survey and shown in Figure A.7.18, only 33 percent indicated they were willing to pay increased fees for parking at stations. Respondents were also asked whether they would pay an increased parking fee if given the option to pay for parking via a mobile phone, or if they were given the option to reserve a parking space in advance. Those results are displayed in Figures A.7.19 and A.7.20, respectively.

Figure A.7.18: Would You Be Willing To Pay Increased Parking Fees At Rail Stations Or New Parking Fees At Bus Stations For More Parking Spaces?

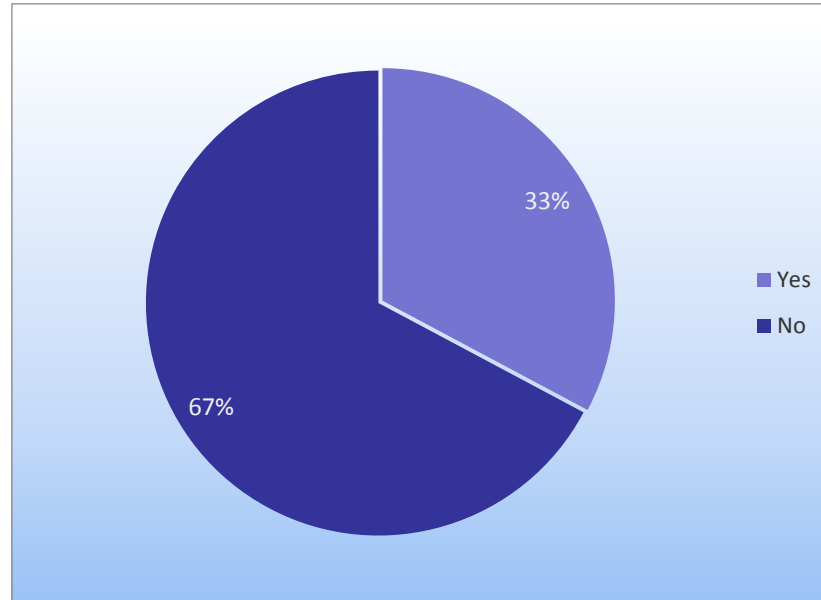


Figure A.7.19: Would You Be Willing To Pay Increased Parking Fees At Rail Stations Or New Parking Fees At Bus Stations For A Mobile Payment Option?

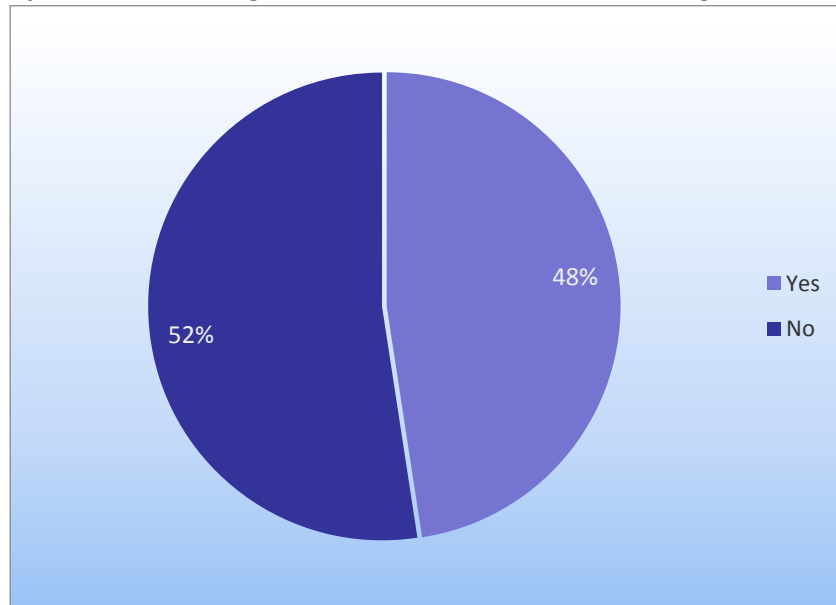
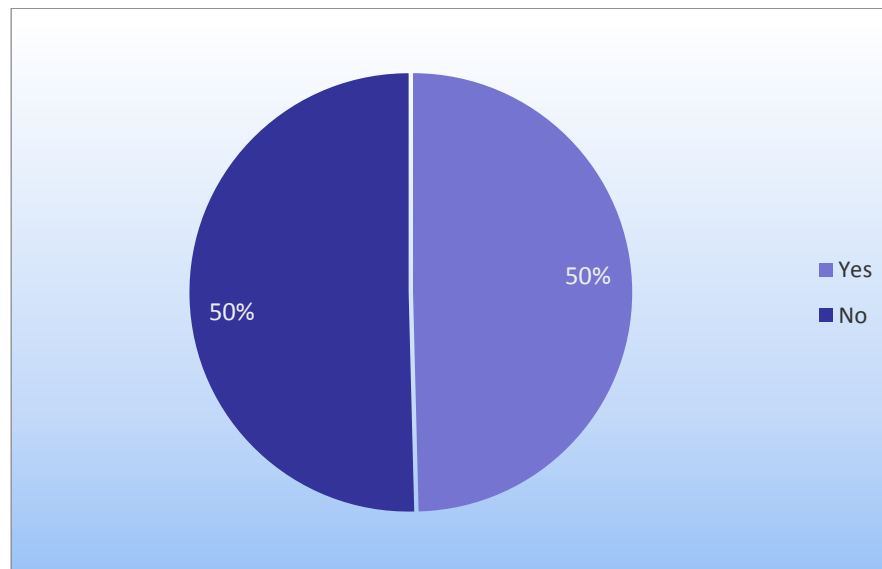


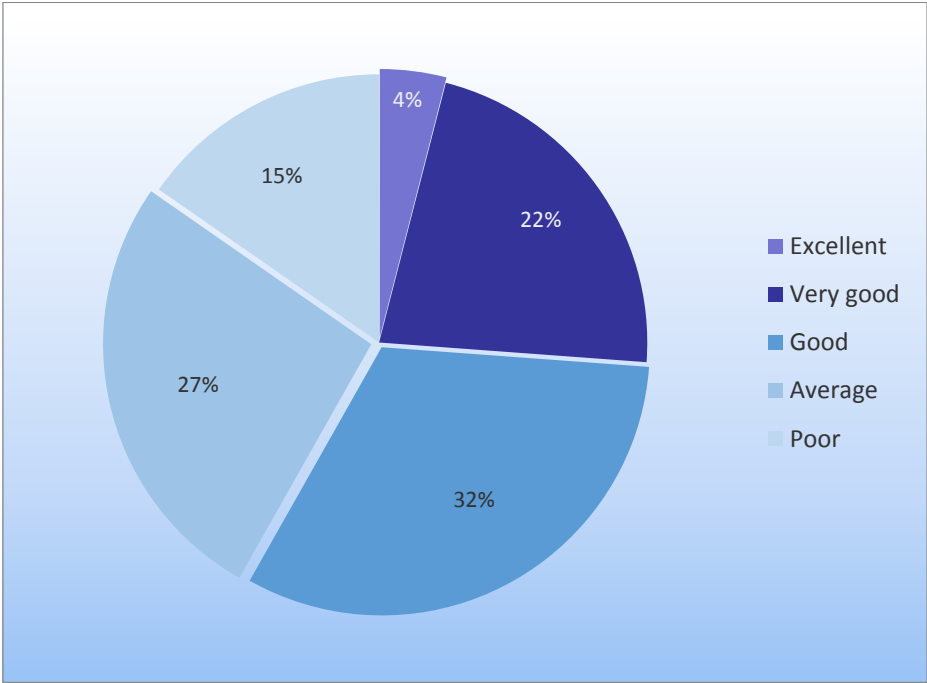
Figure A.7.20: Would You Be Willing To Pay Increased Parking Fees At Rail Stations Or New Parking Fees At Bus Stations For An Option To Reserve A Parking Space In Advance?



SATISFACTION

Figure A.7.21 provides an overview of the responses from a question asking users to rate MDT’s service. Approximately 58 percent indicated a satisfaction of good, very good, or excellent.

Figure A.7.21: Rate Your Overall Experience with Miami-Dade Transit



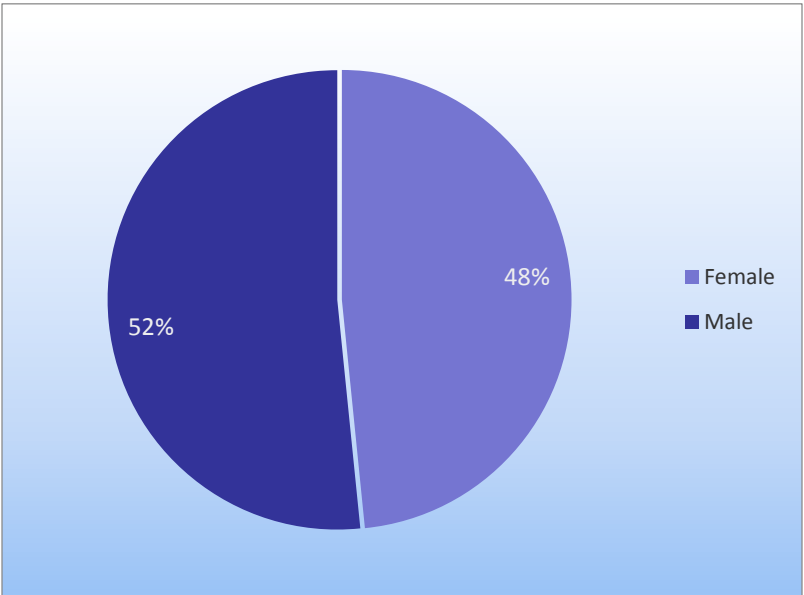
DEMOGRAPHIC INFORMATION

The remainder of this report provides demographic information for those taking the survey.

Gender

As shown in Figure A.7.22, approximately 52 percent of the respondents were male.

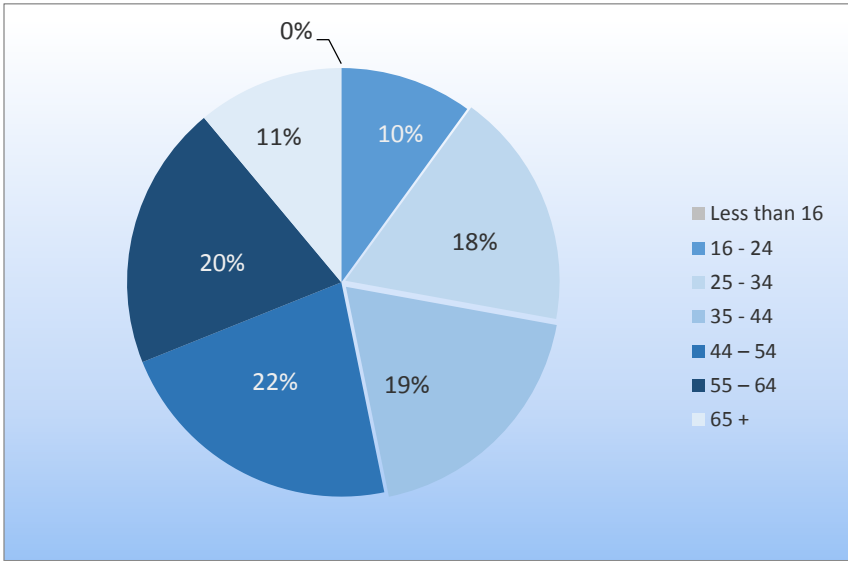
Figure A.7.22: What Is Your Gender?



Age

Respondents by age group are provided in Figure A.7.23. The largest cohort is between 44 and 54 years old.

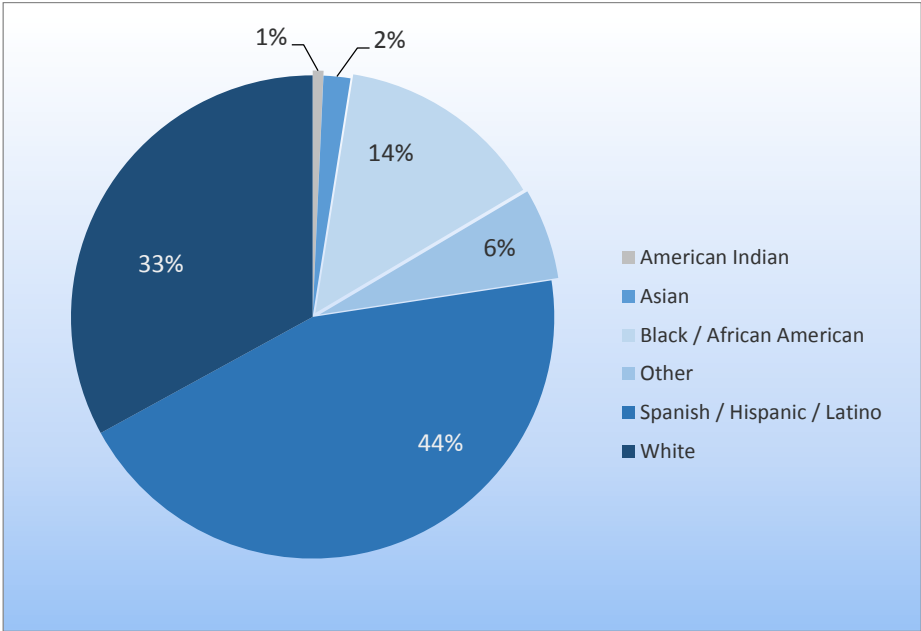
Figure A.7.23: What Is Your Age Group?



Race/Ethnicity

Figure A.7.24 provides information on the race and/or ethnicity of respondents. The two largest groups to complete the survey were Spanish/Hispanic/Latino and White with 44 percent and 33 percent, respectively.

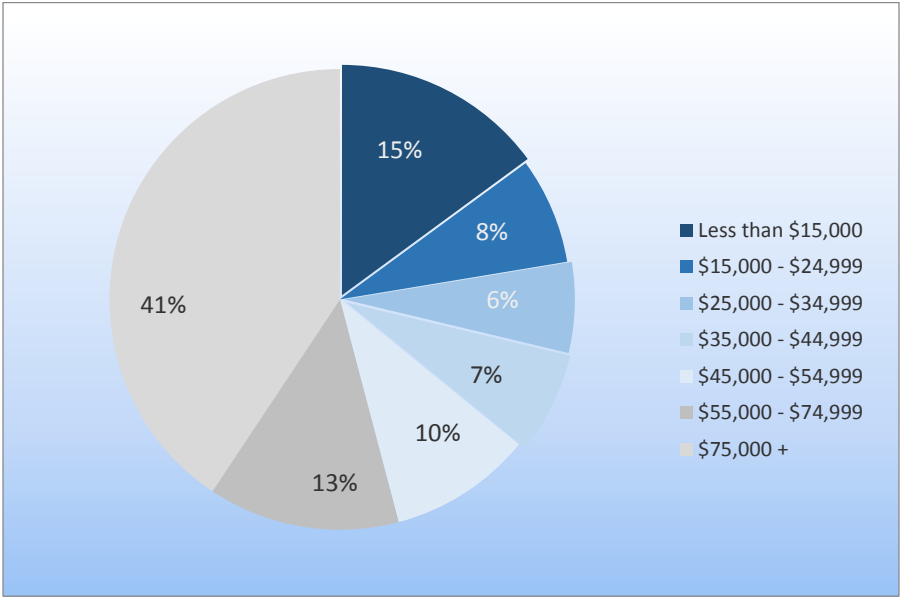
Figure A.7.24: Which Best Describes Your Race/Ethnic Group?



Annual Income

Figure A.7.25 displays the income levels of respondents. The largest group of respondents make at least \$75,000 annually. Approximately 15 percent of respondents have an annual income less than \$15,000.

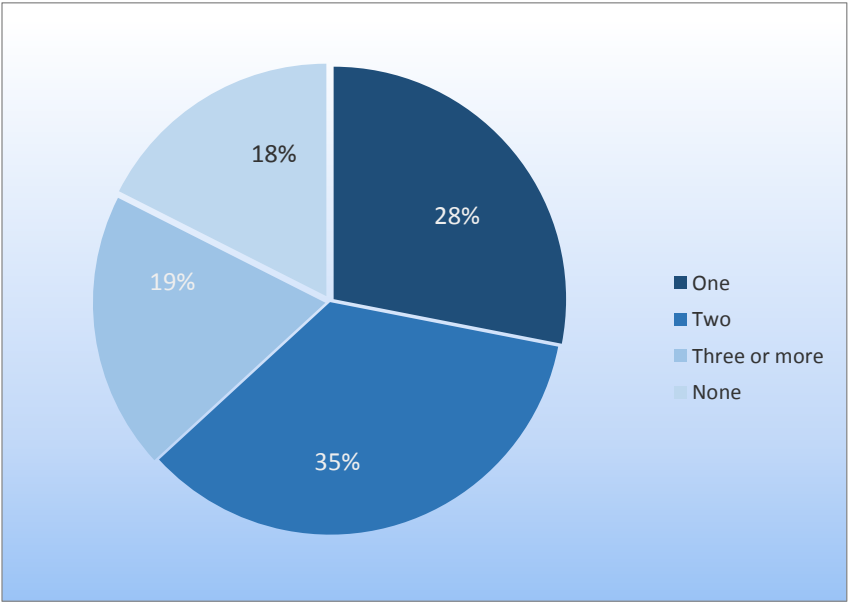
Figure A.7.25: What Is Your Household’s Approximate Total Income?



Household Vehicles

As shown in Figure A.7.26, 18 percent of respondents do not have a working vehicle in the home. Almost 20 percent have three or more working vehicles.

Figure A.7.26: How Many Working Motor Vehicles Are Available In Your Household?



GENERAL COMMENTS

When asked if there were any other comments respondents would like to share with MDT, many respondents chose to make comments. The following themes were noted by many respondents.

- Survey participants expressed a need to increase efficiency, whether it be to add new service areas or increase frequencies, especially at peak times.
- Services could be improved with regard to on-time performance, bus conditions, and bus driver customer service.
- If there is to be a fare increase, passengers need to be able to see what they are paying for. Many feel that recent increases have not yielded results.
- Survey participants expressed a need for expanded Metrorail service to west Miami and further south.

