



TRANSIT DEVELOPMENT PLAN

ANNUAL UPDATE

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CHAPTER 1

INTRODUCTION



1 INTRODUCTION AND PURPOSE

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

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

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

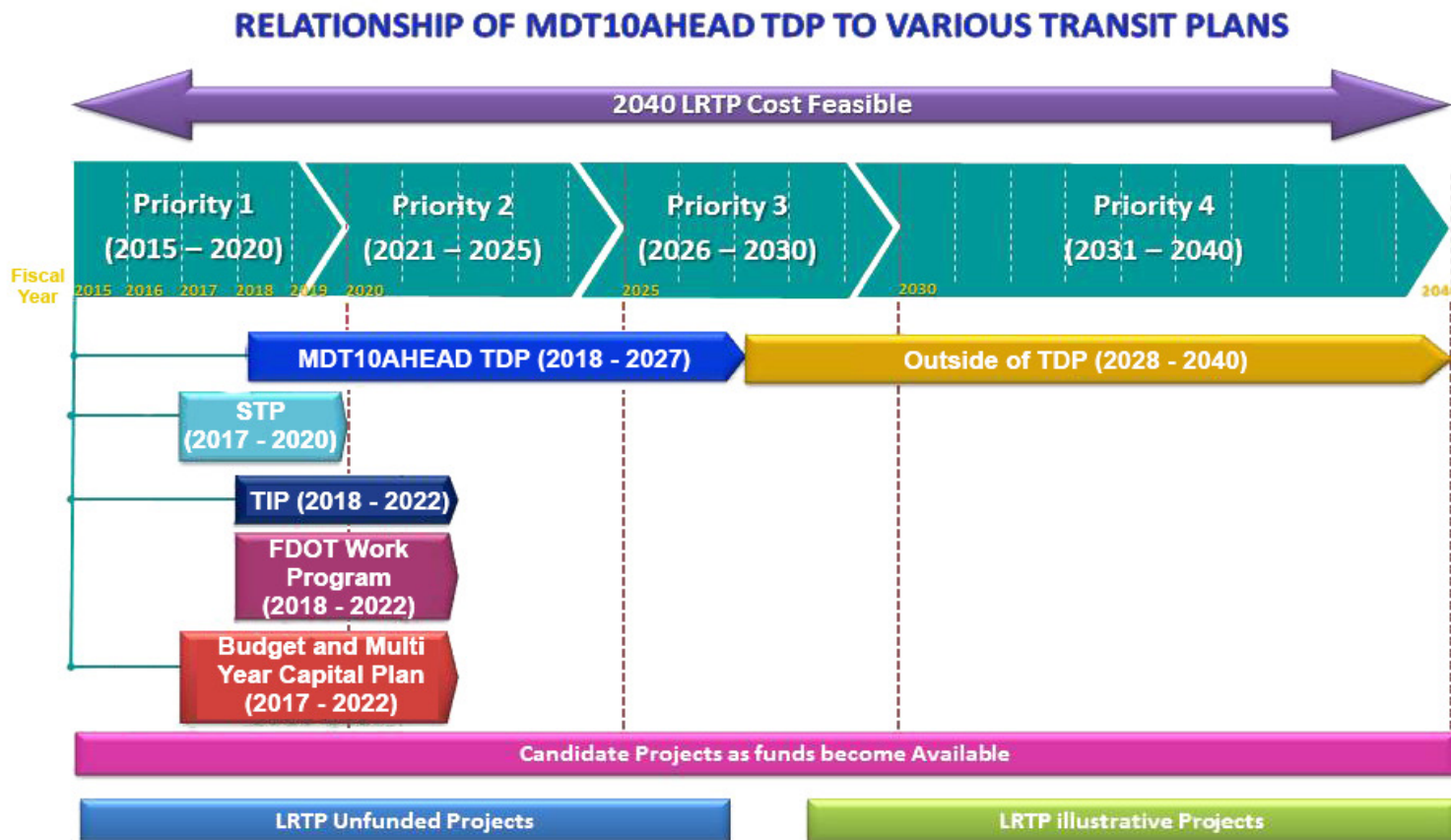
DTPW is proud to present MDT10Ahead 2017 Annual Update, the agency's TDP, which serves as the agency's strategic guide for public transportation in Miami-Dade County over the course of the next ten years. The 2014 Major Update, MDT10Ahead, was adopted by the Board of County Commissioners, pursuant to resolution R-1036-14. The 2016 Annual Update was approved by the FDOT District Six office on September 21, 2016.

MDT10Ahead includes a summary of DTPW's facilities and services in Chapter 2; describes the past year's civic engagement efforts in Chapter 3; assesses the agency's performance in 2016 in Chapter 4; identifies DTPW's 2017 implementation plan in Chapter 5; explores short-term plans (2018-2027) in Chapter 6 and longer term plans (2028 and Beyond) in Chapter 7; and Chapter 8 explores the Transit agency's finances. Overall, MDT10Ahead presents the operational and capital improvements needed to ensure DTPW is able to provide quality transit services to the County's residents and visitors for years to come. This document is DTPW's planning tool for the implementation and operation of transit services through 2027.

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

1.1 Relationship of MDT10Ahead to other Locally Adopted Transportation Plans

MDT10Ahead establishes both funded and unfunded needs in order to create the framework for a long-term vision of transit improvement projects as represented in the 25-year Miami-Dade County 2040 Long Range Transportation Plan (LRTP). In addition, MDT10Ahead, as updated annually, identifies and presents short-term improvements for implementation through the five-year Miami-Dade Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP), FDOT Work Program process and Miami-Dade County FY 2017 Adopted Budget and Multi-Year Capital Plan.



1.1.1 Long Range Transportation Plan to the Year 2040



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

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

1.1.2 Transit Development Plan (TDP) - MDT10Ahead



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

The 2014 Major Update, MDT10Ahead, was adopted by the Board of County Commissioners (BCC) on December 2nd, 2014. The 2016 Annual Update was approved by the FDOT District Six Office on September 21, 2016.

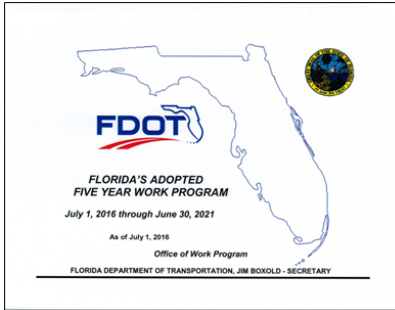
1.1.3 Transit Improvement Program (TIP)



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

The current TIP covers the period from October 1st, 2016 through September 30th, 2021, and was approved by the MPO Governing Board on May 19th, 2016. Categories of improvements include Highway, Transit, Aviation, Seaport, and Non-Motorized improvements. All of the projects and priorities listed in the adopted TIP are consistent with those in the adopted 2040 LRTP.

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



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

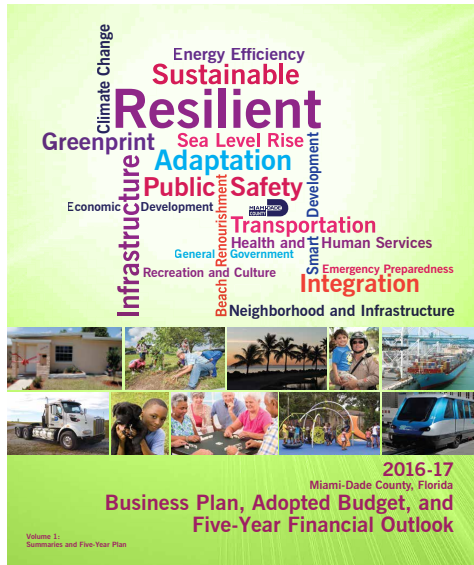
In each cycle, a new fifth year is added, and the first year drops off as projects are completed. A new project only begins to move forward after it is funded and then placed in the Work Program's fifth year. Each phase of a project generally takes two years to complete. Therefore, some projects could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

1.1.5 State Transportation Improvement Program (STIP)

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

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

1.1.6 Adopted Budget and Multi Year Capital Plan



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

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

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

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CHAPTER 2

SYSTEM OVERVIEW



2 SYSTEM OVERVIEW

The Department of Transportation and Public Works (DTPW) is the 14th largest transit system in the United States (based on unlinked passenger trips and passenger miles), with a service area of approximately 306 square miles. It is composed of 34 individual municipalities with a county population of approximately 2.7 million. A trend persists in some areas throughout the county to incorporate, which leaves a large portion of the county populated by disadvantaged individuals in unincorporated areas that are dependent upon county services. DTPW is one of the largest departments in Miami-Dade County government and responsible for planning and providing public transit services in the County.

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

Department of Transportation and Public Works Transit Mission Statement

Plan for, operate, and maintain a clean, safe, reliable, and convenient transportation system that effectively enhances mobility in Miami-Dade County.



In 2016, there were an average of 302,500 weekday boardings on the DTPW system. Table 2-1 presents DTPW service characteristics by transit mode.

Table 2-1 DTPW Service Characteristics by Transit Mode, 2016

System Characteristics	Metrobus		Metrorail	Metromover	STS
	DTPW Operated Routes	Contracted Routes			
Operating Hours	24 hours ¹	5:10am-12:40am	5:00am-12:00am (Sun – Thurs) 5:00am-2:00am (Fri and Sat)	5:00am-12:00am (Sun – Thurs) 5:00am-2:00am (Fri and Sat)	24 hours
Number of Routes	96	2	2	3	Demand Resp.
No. of Stations/Stops	8,828	32 ²	23*	21*	N/A
Peak Headways	5-80 minutes	N/A	5-10 minutes**	1½ -5 minutes	(Pick up +/-30 minutes of scheduled time)
Midday Headways	12 -70 minutes	N/A	15 minutes	1½ - 3 minutes	
Weekend Headways	12 -70 minutes	N/A	Orange Line: 15 minutes Green Line: 30 minutes	3-6 minutes	
Routes Miles	1,869 (Directional Route Miles)	142 (Round Trip Miles)	24.8 miles	4.4 miles	N/A
Peak Vehicle Requirements*	709	7	84	23	358
Total Fleet Size*	847	9*	136*	27	376
Annual Revenue Miles*	28,242,594	798,674	8,189,085	1,189,377	13,339,934
Annual Boardings*	65,150,553	389,214	21,461,039	10,318,149	1,643,345
Park-Ride Spaces	3,141	N/A	9,125	0	N/A
Annual Operating Expense*	\$348,009,841	\$5,956,518	\$96,742,980	\$27,396,983	\$51,071,628
Annual Operating Revenue*	\$85,770,902	\$503,374	\$19,160,013	\$0	\$5,653,540
Annual Revenues (Other)*	\$19,889,826 ³	\$0	\$0	\$0	N/A
Base Fare	\$2.25***	\$2.65***	\$2.25	Free	\$3.50
Pedestrian Overpasses	1	0	3	0	N/A
Maintenance/Storage Facilities	3	N/A	1	1	N/A

* Source: National Transit Database, Department of Transportation and Public Works, 1st Submission 2015 Data, January 31, 2017.

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

*** Express Bus fare for routes operating within the County is \$2.25; Routes that travel to other Counties (301 Dade-Monroe Express, 302 Card Sound Express, and four Dade-Broward Express Routes) remain at the current trip fare of \$2.65. Shuttle bus fare is \$0.25.

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

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

³ Includes all modes.

2.1 Metrobus

Metrobus is DTPW's fixed-route bus service. Metrobus operates seven days a week, 24 hours per day. A total of 96 routes comprise DTPW's regular bus service structure as served by a total fleet of 847 buses and two contracted routes with seven buses. DTPW's family of Metrobus services include local, circulator, limited-stop, express, and BRT (Bus Rapid Transit) services. Figure 2-1 illustrates the DTPW Metrobus service area coverage while Figure 2-2 presents the Metrobus system route map. A detailed service schedule for current DTPW operated Metrobus routes is presented in Appendix A.2.

2.1.1 Local Service

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

2.1.2 Circulator Service

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

2.1.3 Limited-Stop Service

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

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

2.1.4 Express Bus Service

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

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



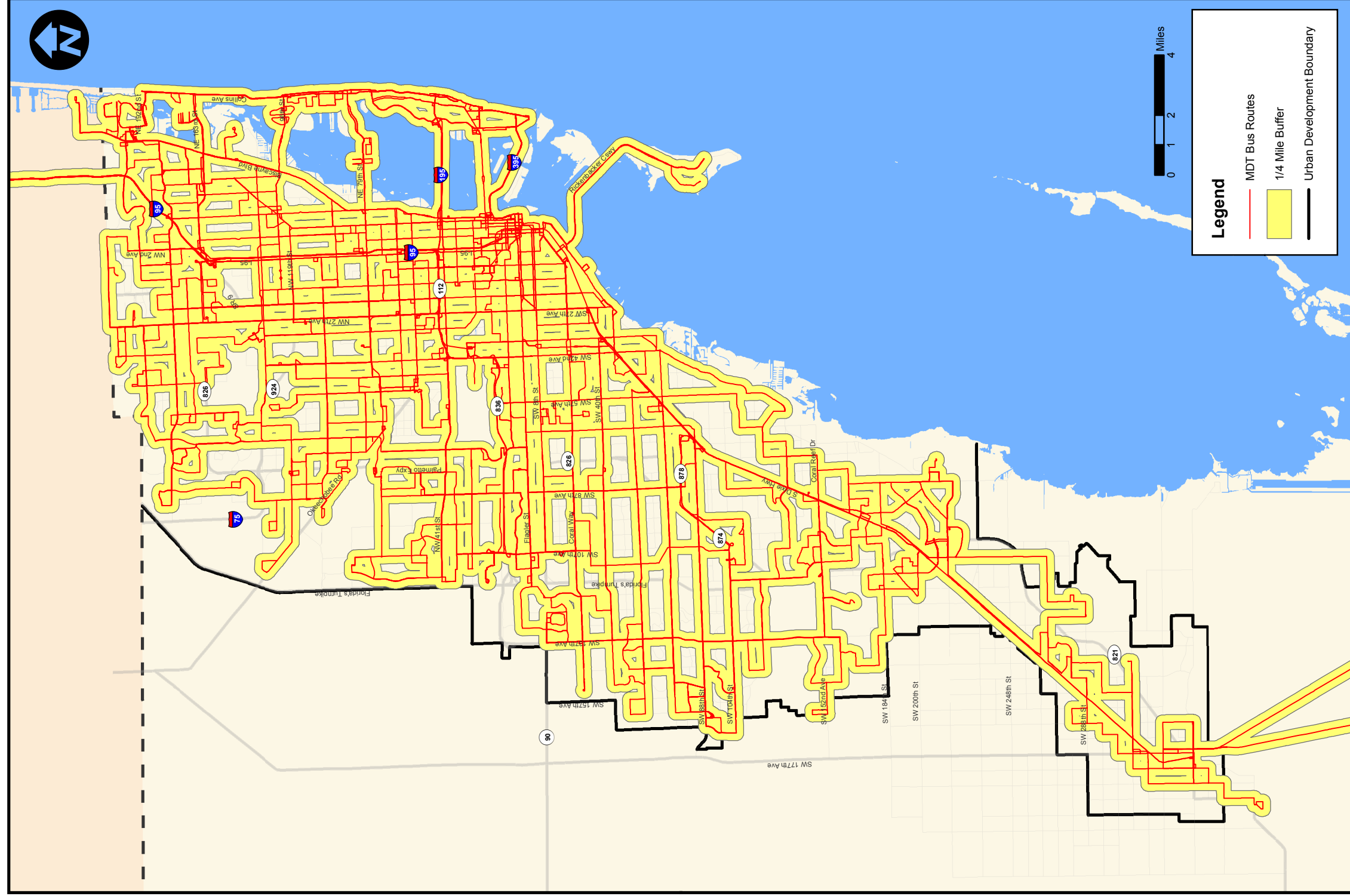
2.1.5 Bus Rapid Transit (BRT)

A resolution was passed in June of 2016 rebranding what was formerly known as the "South Miami-Dade Busway" as the "South Dade Transitway." The Transitway is a 19.8-mile two-lane, at-grade dedicated Bus Rapid Transit (BRT) corridor for DTPW bus service which runs parallel to U.S. 1 from SW 344th Street in South Miami-Dade to the Dadeland South Metrorail Station. Full size (40-foot) and articulated (60-foot) buses serve 30 stations (including Dadeland North) and six park-and-ride lots along the Transitway. Buses also operate within adjacent neighborhoods and enter the exclusive lanes at major intersections.

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

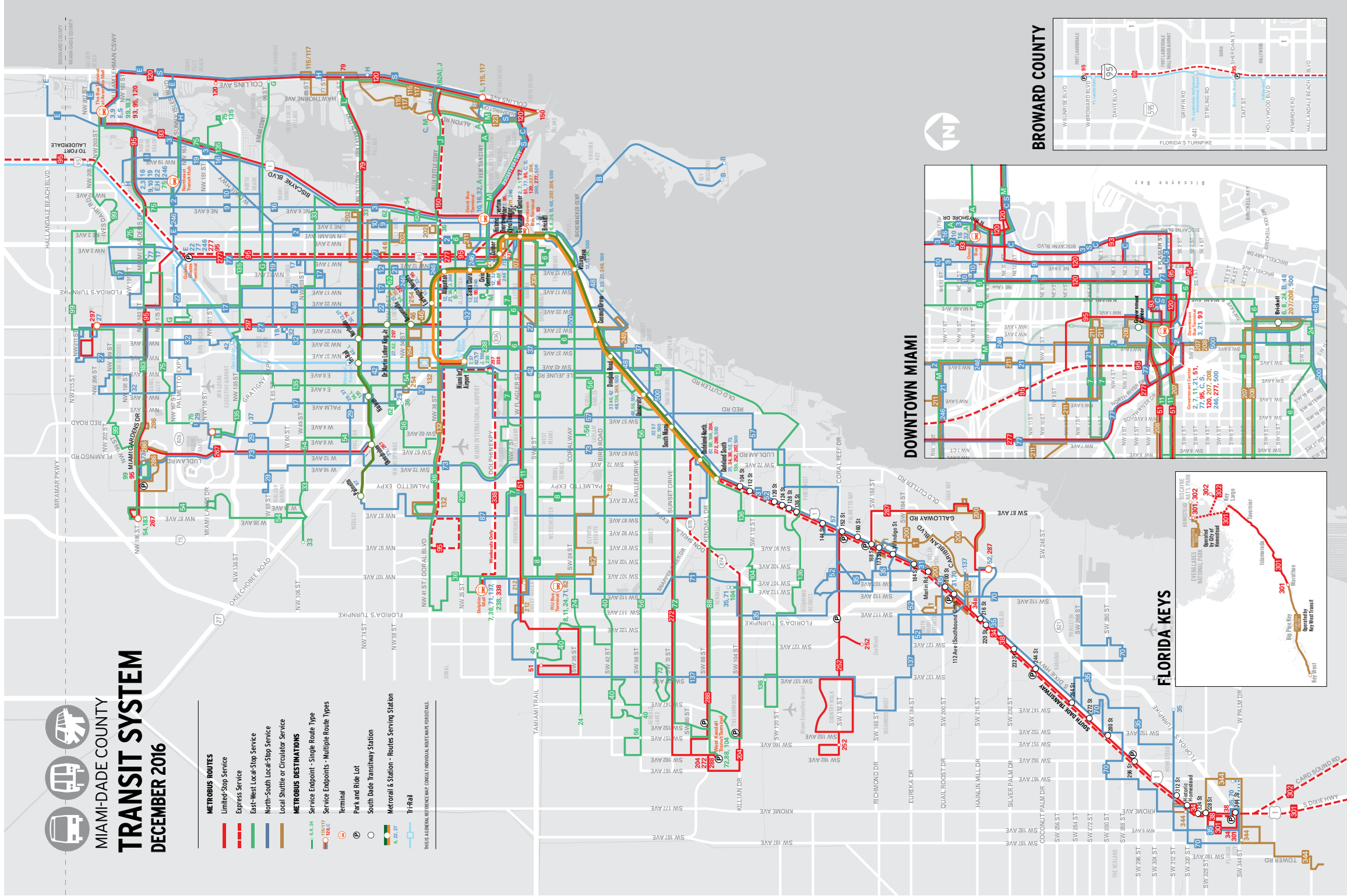


Figure 2-1: DTPW Service Area Coverage



Miami Dade Transit Bus Service Area Coverage. Source: Miami-Dade Transit, December 2016

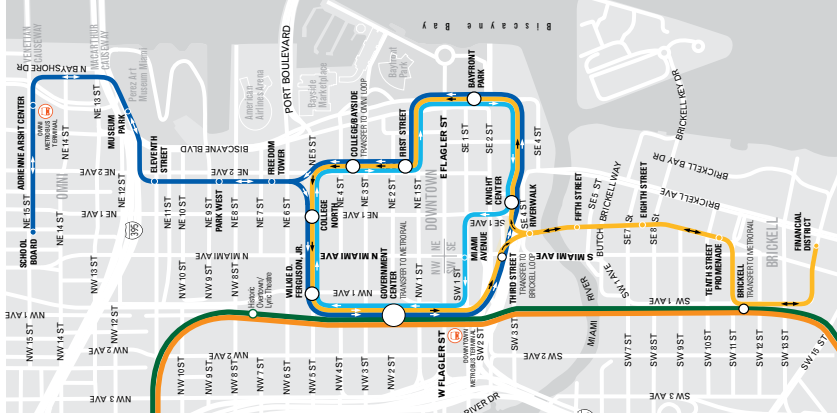
Figure 2-2: DTPW Metrobus System Map





METROBUS ROUTES

 Serves Miami International Airport

 Connects with Tri-Rail
METROMOVER

- Omni Loop
- Inner Loop
- Brickell Loop
- Stations Serving A Single Loop
- Station Serving Multiple Loops
- Metrorail
- Metrobus Terminal

2.2 Metrorail

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

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

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

Both lines provide premium transit service with a combined headway of five (5) minutes during the peak AM and PM travel times from Dadeland South Station to the Earlington Heights Station. Mid-day off-peak headways are 15 minutes. Weekend and holiday Green Line service operates with headways of 30 minutes. In March 2016, DTPW increased the Orange Lines weekend frequency to achieve 15 minute headways between the MIC and Dadeland South. In December 2015, DTPW initiated the new Metrorail-Downtown Express Service which provides non-stop service between Dadeland North and Brickell Metrorail stations in the southern segment of the system and express service between Palmetto and Civic Center Metrorail stations during the AM/PM peak travel periods.

In March 2016, Orange Line trains began departing from the MIA Station every 15 minutes instead of every 30 minutes in order to provide passengers more frequent transit service from MIA. In addition, in October 2016, Metrorail service was extended to run until 2:00 am on Fridays and Saturdays

Figure 2-3 illustrates the current DTPW Metrorail system.

Figure 2-3: DTPW Metrorail System 2016



Source: DTPW, December 2016

2.3 Metromover

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

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

DTPW maintains a fleet of 29 Metromover vehicles and operates with a maximum of two (2) cars per train. Metromover operates free of charge and stops at 21 wheelchair-accessible stations from the School Board area to Brickell, serving major destinations throughout Downtown Miami.

Metromover's Inner/Downtown, Outer/Omni and Brickell loops operate seven days a week and runs from 5:00 a.m. to 12:00 a.m. Sunday through Thursday and 5:00 a.m. to 2:00 a.m. Fridays and Saturdays. During the AM/PM peak period, service frequency is every 90 seconds in the central business district and every three (3) minutes during weekends and holidays.

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

Figure 2-4 illustrates the DTPW Metromover system map as of December 2016.

Figure 2-4: DTPW Metromover System



Source: DTPW, December 2016

2.4 Special Transportation Services

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

Service is provided by sedans, vans and lift-equipped vehicles, seven (7) days a week, 24 hours per day. Presently, there are 376 vehicles available for paratransit service transportation. Currently, these vehicles are privately contracted through Transportation America (TA).

As of December 2016, a total of 33,174 eligible clients are enrolled in the STS program including both ambulatory and non-ambulatory clients.



2.5 Services Provided by Private Contractors

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

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

2.6 Miami-Dade Transit Passenger Fare Structure

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

Table 2-2: DTPW Fare Structure Summary, December 2016

	Regular Fare	Discount Fare ¹
Metrobus	\$2.25	\$1.10
Inter-County Express Bus	\$2.65	\$1.10 - \$1.30
Intra County Express Bus Reg Fare	\$2.25	\$1.30
Shuttle Bus ²	25¢	10¢
Metrorail	\$2.25	\$1.10
Metrorail daily parking fee	\$4.50	Not Applicable
Metrorail monthly parking permit ³	\$11.25	Not Applicable
Metromover	Free	Free
Special Transportation Service (STS)	\$3.50	Not applicable
Bus-to-Bus Transfer ⁴	Free	Free
Bus-to-Express Bus Transfer	50¢+45¢ upgrade=95¢	25¢+20¢ upgrade=45¢
Bus-to-Rail Transfer	60¢	30¢
Rail-to-Bus Transfer	60¢	30¢
Shuttle Bus-to-Bus or Rail Transfer	\$2.00	\$1.00
Shuttle Bus-to-Express Bus Transfer	\$2.40	\$1.20
1-Month Pass	\$112.50	\$56.25
1-Month Pass + Monthly Metrorail Parking Permit	\$123.75	\$67.50
1-Month Pass - Group Discount 4-99 passes	\$101.25	Not applicable
Regional Monthly Pass	\$145	\$72.50

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

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

³ Only available with the purchase of a monthly pass.

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

Table 2-2: DTPW Fare Structure Summary, December 2016 (continued)

	Regular Fare	Discount Fare ¹
1-Month Pass - Group Discount 100 or more passes	\$95.65	Not applicable
7-Day Pass	\$29.25	\$14.60
1-Day Pass	\$5.65	\$2.80
College/Adult Education Center Monthly Pass	\$56.25	Not applicable
Golden Passport or Patriot Passport	Free	Free
EASY Card (cost of media)	\$2.00	Not applicable
EASY Ticket (cost of media)	Free	Not applicable
Transit Mobility	Free	Free
Commuter Reduced	Not Applicable	Half-fare on every ride

Source: Department of Transportation and Public Works, December 2016

2.6.1 Farebox Recovery Ratio

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

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

Table 2-3: Farebox Recovery by DTPW Mode

Mode	FY 2015	FY 2016
Metrobus	24.8%	22.3%
Metrorail	29.3%	27.3%
STS	11.5%	11.1%

Source: DTPW National Transit Database Facts at a Glance Report, Dec. 2016

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

2.7 Miami-Dade Transit's Special Programs

Section 427, Florida 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 EASY Tickets on a monthly basis to social service agencies that service the transportation disadvantaged (homeless, children and families at risk, vocational training, and rehabilitation). The purpose of this program is to provide EASY Tickets to qualifying agencies to distribute to their clients for use on the Miami-Dade County transit system. Currently there are 97 agencies enrolled in the program.

2.7.2 Section 5310 Program

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

2.7.3 Corporate Discount Program

DTPW's Corporate Discount Program (CDP) allows participants to save on commuting costs through group discounts and pre-tax savings, by purchasing public transportation through a tax deduction from their employer under IRS Code 132(f). It allows employees to pay for their public transit rides using pre-tax dollars, up to \$255 month (\$3,000/year) in 2016. The CDP provides monthly transit passes on Corporate EASY Cards, good for a month of unlimited rides on Metrobus and Metrorail, at a 10 percent (10%) discount for groups of 4-99 participants, and a 15 percent (15%) discount for groups of 100+ participants. Participants who take Metrorail can save even more by purchasing their \$11.25 monthly Metrorail parking permit with pre-tax dollars. In 2016, the CDP generated over \$9 million in revenue. The program currently has 212 participants.

2.7.4 College / Vocation School Discount Program

College, university, vocational/technical and adult education school students can purchase a one-month pass on an Orange EASY Ticket for \$56.25, half the cost of a full price monthly pass. This program is offered to full-time students using DTPW's public transportation system to get to school. Over 50 schools are participating in the program generating approximately \$3.7 million in annual sales.

2.7.5 K-12 Discount Program

Miami-Dade County students in grades K-12 can ride Metrobus and Metrorail at 50 percent (50%) off the regular fare. First time eligible students may obtain a specially encoded EASY Card at no cost by applying online www.miamidade.gov/transit/fare-k12 or visiting the Transit Service Center Kiosk located on the second floor of the Stephen P. Clark Center, at 111 NW 1st Street, or Pass Sales Office located at 701 NW 1 Court, Suite 121. This program is open to any student attending public or private schools in Miami-Dade County. Currently, there are over 2,700 K-12 customer accounts.

2.7.6 EASY Card Sales Outlets

EASY Card Sales Outlets are conveniently located throughout Miami-Dade County for transit customers to obtain or load cash value and/or passes onto the EASY Card or EASY Ticket. The DTPW EASY Card Services Division is responsible for training new vendors and managing all EASY Card Sales Outlets, providing DTPW with an average of \$5.9 million in revenue a year. Currently there are over 90 sales vendors throughout Miami-Dade County.

2.7.7 Golden Passport Office

The Golden Passport EASY Card provides free transportation to senior citizens 65 years and over or Social Security beneficiaries who are permanent Miami-Dade County residents. A Patriot Passport provides free transportation to disabled veterans who are permanent Miami-Dade County residents. Currently, there are 205,224 certified Golden Passport/Patriot Passport customer accounts; this includes 182,188 Golden Passport customers over 65 years of age, 20,717 Golden Passport customers under 65 years of age, and 2,319 Patriot Passport customers.

2.8 Customer Information / Convenience

2.8.1 Smartphone Mobile Application (iPhone and Android)

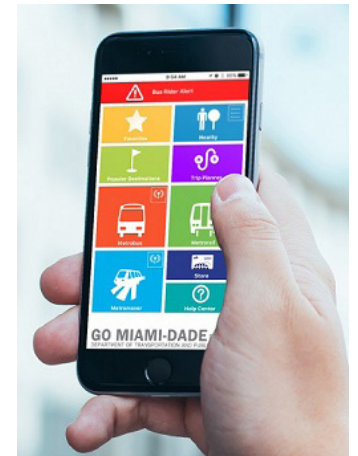
DTPW has deployed real-time iPhone and Android applications for Metrorail/Metrobus/Metromover arrival/departure, route and schedule information. These mobile applications provide DTPW passengers with everything that is currently present on the DTPW mobile web site as well as additional smartphone-specific features in the form of an app to include: rider alerts; Train Tracker; Bus Tracker; service updates; elevator/escalator operational status; Metrobus schedules and routes; Metrorail station information; Metromover station information; fare information; rider alerts registration; contact numbers; feedback zone; Where Am I?; and Live Mapping. The mobile app went through a complete redesign last year for both the iPhone and Android versions that introduced a modern and easier to use interface, giving users quicker access to real-time tracking and maps. The following new features have been implemented in the mobile app in the past year:

- “Nearby” - Shows all stops/stations and real-time vehicles around you with the ability to scroll around the county.
- “Bus Stop Look Up” - Input the bus stop number (located on the bus stop) to see the next arrival time for all routes servicing that stop.
- New section dedicated to STS with access to the new STS Connect online service for its clients
- Integration with other apps such as EASY Pay, Pay by Phone, and the new MDT Transit Watch mobile application for submitting safety concerns in real-time.
- 3D-touch support for iPhones

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

DTPW continues to implement customer convenience enhancements to their Rider Alert system that notifies passengers about transit service delays. Registered users receive electronic alerts on detours, route changes, and updates for Metrobus as well as service interruptions for Metrorail, Metromover, Metrobus and Special Transportation Services. The Rider Alert system also provides the operational status of Metrorail or Metromover station elevators and escalators. Customers must sign-up to receive these electronic alerts to their cellular phones, email addresses, text pagers, and smart phones. There are currently 2,577 customers who are signed up to receive these electronic alerts. Train Tracker service allows users to see, via the web and on mobile devices, the estimated time of arrival of the next Metrorail train.

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



2.9 Maintenance and Storage Facilities

DTPW currently operates three (3) maintenance bus garages to serve a fleet of 847 buses. The DTPW garages are located in various areas throughout the County to provide efficient maintenance and storage services at the following locations:

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

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

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

2.10 Park-and-Ride Facilities

DTPW currently has more than 12,000 available parking spaces, including 28 park-and-ride lots which serve one or more Metrobus routes. Seventeen of those locations are located at Metrorail stops.

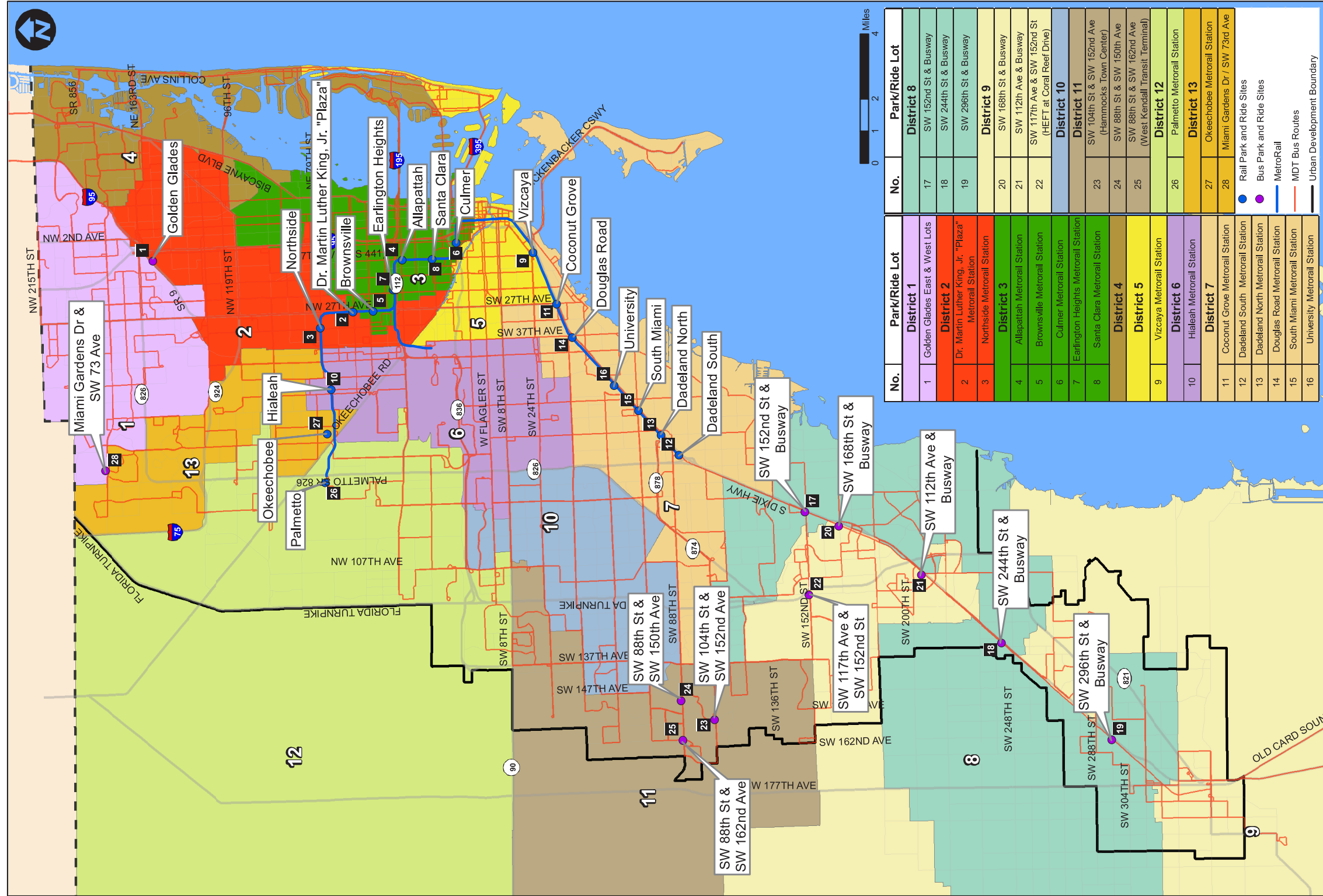
Actual parking usage is highest on the southern portion of the Metrorail line and to the north at the Metrobus Golden Glades park-and-ride lot. Figure 2-5 identifies the location of existing park-and-ride sites that serve the DTPW system.

2.11 Pedestrian Overpasses

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

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

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



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2.12 Transit Oriented Development

In an effort to increase transit ridership, generate revenue, create attractive and dynamic station areas, DTPW has partnered with the private sector to implement the following transit oriented development Projects:

Dr. Martin Luther King, Jr. Plaza Metrorail Station

Project: Dr. Martin Luther King, Jr. Plaza Office Building

- 5-story, 172,000 sq. ft. office building including 13,500 sq. ft. of ground floor retail
- Demolition of portion of parking structure and renovation of 631-space entire garage
- Covered walkway linking building with station

Location: NW 62nd Street at NW 27th Avenue

Development Area: 7.9 Acres

Status: 2001 Groundbreaking; 2004 office building opened and garage re-opened

Allapattah Metrorail Station

Project: Allapattah Garden Apartments.

- Affordable rental housing complex with surface parking
- 8 garden-style, 3-story buildings totaling 135,100 SF
- 128 two and three bedroom units
- Clubhouse, tenant amenities, resident programs and services, day care center

Location: NW 36th Street at NW 12th Avenue, City of Miami

Development Area: 4.7 Acres

Status: Groundbreaking October 2002. Completed spring 2004

Santa Clara Metrorail Station

Project: Santa Clara Apartments

- Phase I: 9-story, 208-unit affordable rental apartment building, 157 surface parking and 51 Phase II garage parking spaces
- Phase II: 17-story, 204-unit affordable rental apartment building; 319 parking spaces on 5 levels with 207 spaces for Phase II tenants, 51 spaces for Phase I tenants and 61 ground floor spaces dedicated for Metrorail patrons

Location: NW corner, NW 20th Street at NW 12th Avenue, City of Miami

Development Area: 3.3 Acres

Status: Phase I Certificate of Occupation (CO) 2004 - Phase II CO 2006



Overtown

Projects: Overtown Transit Village (OTV) North (Phase 1)

- 17-story, 309,900 sq. ft. office building
- separate 9-story, 590-space parking garage
- 4,000 sq. ft. ground floor retail

Overtown Transit Village South (Phase II)

- 21-story, 300,000 sq. ft. office building including garage
- 7,152 sq. ft. ground floor lobby
- integrated 6-story, 334-space parking garage

Location: NW 1st Court between NW 6th and 8th Streets, City of Miami

Development Area: 2.1 Acres

Status: OTV I: Groundbreaking May 2004, construction began May 2004, completed June 2006. First occupancy March 2007

OTV II: Construction began winter 2007, completion early-mid 2010



Dadeland South

Projects: Datran Center I & II (Phases 1 & 3)

- 2 Class A office buildings, 476,412 rentable square feet
- 35,000 square feet retail space
- 3,500 parking spaces, 1,100 = dedicated transit patron usage

Miami Marriott Dadeland Hotel and Conference Center (Phase 2)

- 302 luxury hotel rooms

Dadeland Centre I (Phase 4A)

- 18 story Class A office building (8 floors offices, 9 floors parking)
- 152,014 square feet

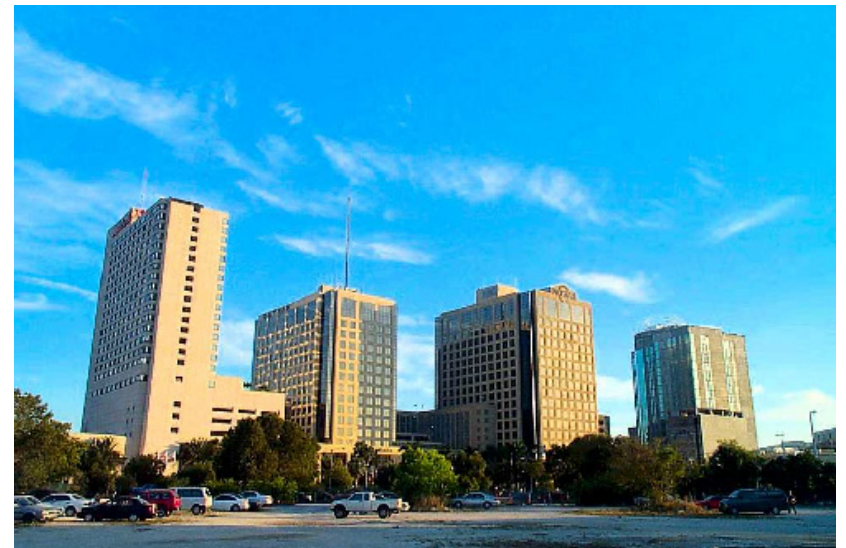
Dadeland Centre II (Phase 4B)

- 15 story Class A office building (8 floors office, 6 floors parking)
- 119,516 square feet; ground floor retail

Location: S. Dixie Highway/U.S. 1 between Dadeland Boulevard and the Palmetto Expressway Overpass, Unincorporated Miami-Dade County

In Operation: Phases 1, 2 & 3 since 1984, Phase 4A since 2005 & Phase 4B since 2008

Term: Lease commenced July 1982; initial term to Dec. 2038; automatic 44-year renewal to Dec. 2082; automatic 50-year renewal to 2132.



2.13 Municipal Transit Services

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

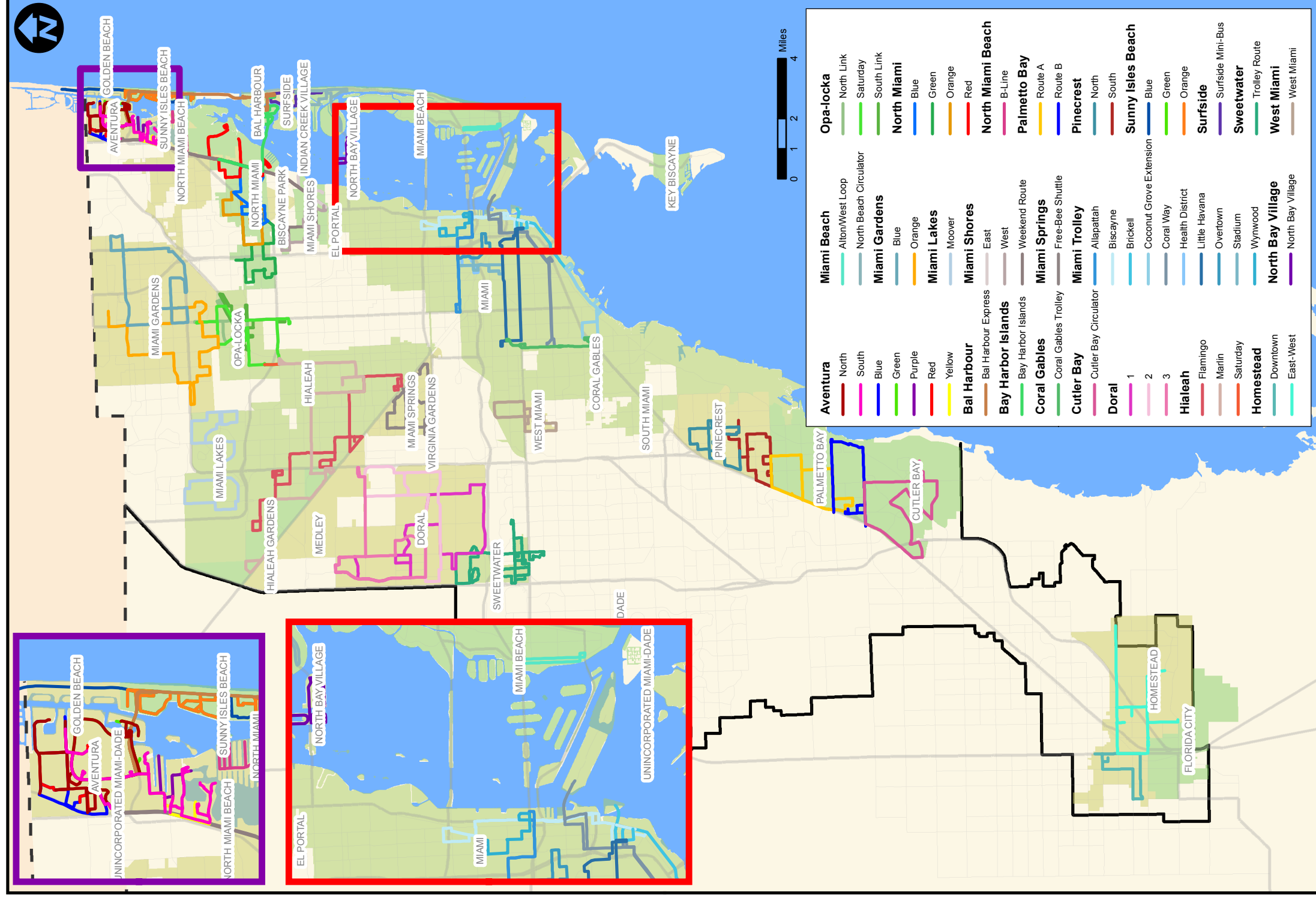
- City of Aventura
- Village of Bal Harbour
- Town of Bay Harbor Islands
- City of Coral Gables
- Town of Cutler Bay (Interlocal Agreement (ILA) with DTPW)
- City of Doral
- City of Hialeah
- City of Hialeah Gardens (ILA with the City of Hialeah)
- City of Homestead
- City of Miami
- City of Miami Beach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

The collective ridership on these circulators exceeds 9.5 million passenger trips annually. The annual ridership of the three (3) largest circulator systems – (1) City of Miami, (2) City of Miami Beach and (3) City of Coral Gables, - collectively totaled 7,555,580 in 2016 and grew by approximately 9.3% since 2015. It should be noted that many of the municipalities operating circulator systems exceed the 20 percent (20%) minimum surtax transit expenditure requirement. Appendix A.3 provides a listing of each municipality, respective service operator and website.

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Figure 2-6: Municipal Circulator Routes

Hialeah Gardens is served by the Hialeah system
Virginia Gardens is served by the Miami Springs system



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2.14 REGIONAL TRANSIT SERVICE CONNECTIONS

2.14.1 Broward County Transit (BCT)

The Broward County Office of Transportation operates BCT, a fixed route bus service, which connects with DTPW service. BCT operates 45 routes during weekdays, 31 routes on Saturday and 29 routes on Sundays, with varying service schedules spanning from before 4:35 AM to after midnight on weekdays. A regular one-way fare is \$2.00 while a reduced one-way fare is \$1.00, and an all day pass is \$5.00. The express bus one-way fare is \$2.65 while the reduced one-way fare is \$1.30. DTPW passengers transferring to BCT will provide the BCT bus operator with the Inter-County Ticket and pay \$0.50. Passengers transferring from BCT to DTPW will provide the DTPW bus operator with the BCT Transfer and pay \$0.60 for a full-fare transfer, \$0.30 for a discounted-fare transfer, \$0.95 for an express-bus transfer or \$0.45 for a discounted fare transfer. BCT and DTPW have partnered to provide regional bus service between Broward and Miami-Dade Counties. Currently, DTPW buses travel into Hallandale Beach (southern Broward), and BCT buses travel into Aventura, North Miami, Miami Gardens, and the Golden Glades interchange. Bus service from both agencies operates within the I-95 express lanes, connecting northern and central Broward communities with Downtown Miami. BCT operates the 595 Express which connects western Broward communities to the Civic Center and Downtown Miami. The following table lists those locations and BCT bus routes that provide connecting service to Metrobus routes.

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

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

Source: Broward County Transit, 2016

2.14.2 South Florida Regional Transportation Authority (SFRTA)

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

Weekday service spans from 4:00 AM to 11:35 PM, with operations of 20 minute headways in each direction during the Peak periods, Off-peak headways are 60 minutes in each direction. Weekend service spans from 5:17 AM to 11:45 PM with 60 minute headways. Tri-Rail operates a zonal fare system and is comprised of six (6) equidistant zones. Fares are determined by the sum of zones traveled; the regular base fare for one-way travel is \$2.50, discounted one-way is \$1.25, regular round-trip is \$4.40 and discounted round-trip is \$2.50. On weekends and holidays, daily passes are issued for \$5.00 and discounted is \$2.50. The cost for the Tri-Rail monthly pass is \$145 (\$72.50 discounted for children, seniors, and persons with disabilities).

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

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

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

Source: Tri-Rail, 2016

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

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

Tri-Rail Station	DTPW Route	Major Destinations
Broward County		
Fort Lauderdale	95 Dade-Broward Express	Downtown Miami, Fort Lauderdale Tri-Rail station
Sheridan St	95 Dade-Broward Express	Downtown Miami, Sheridan Street Tri-Rail station
Miami-Dade County		
Golden Glades	105 E	Jackson North, The Mall at 163rd Street, City of North Miami Beach, Eastern Shores, Winston Towers, Aventura Mall, Turnberry Isle, Diplomat Mall/Hallandale
	22	City of North Miami Beach, The Mall at 163rd Street, Earlington Heights Metrorail station, Coconut Grove Metrorail station, Sunshine State Industrial Park
	77	SR 441, Liberty City, Culmer Metrorail station, Government Center Metrorail station, Main Library, Historical Museum of South Florida, Miami Art Museum, Downtown Miami Bus Terminal, NW 7th Avenue Transit Village
	246 Night Owl	The Mall at 163rd Street, Downtown Miami, Government Center Metrorail station, Overtown, Civic Center Metrorail station, University of Miami/Jackson Memorial Hospitals and clinics, Allapattah Metrorail station
	277 NW 7th Ave MAX	Downtown Miami, Government Center Metrorail station, Culmer Metrorail station, Edison Center, North Miami, Biscayne Gardens, NW 7th Avenue Transit Village
	95 Golden Glades Express	Golden Glades Park & Ride Lot, Civic Center, Veterans Hospital, Jackson Memorial Hospital, Norwood, Earlington Heights Metrorail station, Downtown Miami, Brickell
Opa-locka	32	Carol City, St. Thomas University, Florida Memorial College, City of Opa-locka, Opa-locka Tri-Rail station, Miami Dade College North Campus, Northside Metrorail station, Northside Shopping Center, Santa Clara Metrorail station, Omni Bus Terminal
	42	Miami Springs, City of Opa-locka City Hall, Opa-locka Tri-Rail station, City of Hialeah, Amtrak Passenger Terminal, Tri-Rail Metrorail station, Miami International Airport Metrorail station, City of Coral Gables, Douglas Road Metrorail station
	135	Hialeah Metrorail station, Miami Lakes, Opa-locka Tri-Rail, FIU Biscayne Bay
Tri-Rail / Metrorail Transfer	112 L	Lincoln Road Mall, Miami Beach Convention Center, JFK Causeway, Northside Metrorail station, Amtrak Terminal, Hialeah Metrorail station
	42	Miami Springs, City of Opa-locka City Hall, Opa-locka Tri-Rail station, City of Hialeah, Amtrak Passenger Terminal, Tri-Rail Metrorail station, Miami International Airport Metrorail station, City of Coral Gables, Douglas Road Metrorail station
Hialeah Market	110 J*	Miami International Airport Metrorail station, Allapattah Metrorail station, City of Miami Beach
	37	City of Hialeah, Dept. of Children & Families, Hialeah Metrorail station, Tri-Rail Airport station, Miami International Airport Metrorail station, Douglas Road Metrorail station, City of South Miami, South Miami Metrorail station
	36*	Dolphin Mall, Miami International Mall, Miami Dade College West Campus, Doral Center, City of Miami Springs, Miami Springs High School, Allapattah Metrorail station
	132 Doral/ Tri-Rail Shuttle	Doral Executive Center, Doral Country Club, Atrium Shopping Center, Miami Springs, Hialeah Market, Tri-Rail station

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

Source: DTPW, December 2016, SFRTA, December 2016

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

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

2.15 NATIONAL CONNECTIONS

2.15.1 Greyhound Intercity Passenger Bus Service

Greyhound operates 1 station and 3 additional stops in Miami. The Miami Greyhound Bus Station is located East of MIA Airport, at 3801 NW 21st Street #171, and also operates buses out of the nearby Miami Intermodal Center (MIC). The additional Greyhound stops are located in Cutler Bay, Downtown Miami, and the Golden Glades Park & Ride in North Miami. Greyhound offers bus service from Miami to all major US cities and more than 1,800 minor cities and towns across the country. Ticket prices currently range from \$9 for a trip from Cutler Bay to North Miami, up to \$300 for a trip to Seattle, WA.

2.15.2 Amtrak Intercity Passenger Rail Service

The Miami Amtrak station is located at 8303 NW 37th Avenue with an extension running to the Miami Intermodal Center (MIC). Miami is the southern terminus for the Silver Service / Palmetto Line, which connects Miami to New York Penn Station by way of Philadelphia, Baltimore, Washington DC, Raleigh, Charleston, Jacksonville, Orlando, Fort Lauderdale, and many smaller cities in between. Major connections to East-West running lines are available in Washington DC and beyond. Coach seats are currently available from Miami for prices starting at \$40 for a trip to Winter Haven Florida, up to \$320 to reach the other end of the Palmetto Line at New York Penn Station. Sleeper rooms are currently available for prices starting at \$140 for a trip to Winter Haven, up to \$1,400 for a trip to New York.

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CHAPTER 3

CIVIC ENGAGEMENT



3 CIVIC ENGAGEMENT

The Department of Transportation and Public Works (DTPW) fully encourages civic engagement for the TDP development to address the continued implementation of the People's Transportation Plan (PTP) as well as the recently endorsed Strategic Miami Area Rapid Transit (SMART) Plan. The FDOT approved Public Involvement Plan (PIP) for the MDT10Ahead TDP outlines various coordination efforts for DTPW to provide opportunities for public participation and facilitate consensus building for this visioning document.

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

This chapter provides a detailed description of all the public outreach activities undertaken throughout the TDP development process. While DTPW receives continuous feedback from its patrons, the deadline for consideration in this TDP Annual Update is July 31st, 2017.



3.1 Civic Engagement Goals and Objectives

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

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

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

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

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

3.2 Stakeholder Coordination

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

3.2.1 CareerSource South Florida (Regional Workforce Board)

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

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

3.2.2 Citizens Transportation Advisory Committee (CTAC)

DTPW presented to the CTAC on June 28, 2017. The CTAC ensures that transportation projects in all stages of the planning process adhere to established visions, goals, objectives and collective needs of the community. This group is comprised of Miami-Dade County residents appointed by the MPO Governing Board members.

3.2.3 Transportation Planning Technical Advisory Committee (TPTAC)

DTPW presented to the TPTAC on July 5, 2017. The MPO TPTAC provides technical support, via a review process, to the Transportation Planning Council (TPC). TPTAC discussions are focused on technical aspects related to the projects. This group is comprised of representatives from the same government agencies that maintain a voting membership on the Transportation Planning Council (TPC), including DTPW and other county departments, the six largest cities within the County, Miami-Dade Expressway Authority, Florida Department of Transportation, Miami-Dade County Public Schools, and the South Florida Regional Transportation Authority.

3.2.4 Electronic Communication

DTPW promoted TDP public engagement activities and encouraged input through its electronic communication outlets. Notices were posted on the DTPW, MPO, and CITT websites. DTPW posted information on its Facebook page (www.facebook.com/GoMiamiDade) and through its Twitter account (www.twitter.com/IRideMDT). Email blasts were also sent out to various distribution lists to solicit public comments. DTPW also used its mobile app to reach passengers. DTPW established a TDP specific email address (MDT10Ahead@miamidade.gov) where commenter's could send TDP-related comments. DTPW staff received 13 emails through this address.

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

3.2.5 Commission on Disability Issues (CODI)

The Commission on Disability Issues (CODI) is an official advisory board to the Miami-Dade County Commission. CODI advises both the Board of County Commissioners and the County administration on issues affecting people with disabilities. County staff may be invited to CODI meetings to make presentations, provide information or discuss issues.

3.3 Civic Engagement Outcomes

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

Through the Special Transportation Services (STS) Golden Passport Program, DTPW also reaches a wide variety of patrons.

In order to promote participation in the TDP development process DTPW actively engaged the public at various public events. DTPW participated in four outreach events throughout the course of the development of the TDP where DTPW and requested input via surveys from attendees. A listing of these events and distribution sites can be found in Appendix A.4. The data collected from the surveys are analyzed and presented in Section 3.4, with detailed data found in Appendix A.7.

3.4 Survey Results

A survey administered by DTPW was conducted from May to July 2017 in order to collect information on socio-demographics, travel behavior, and service needs of both current transit riders as well as the non-riding public. The method used for surveying the public was an electronic and mail-in paper-based survey instrument totaling 26- or 15-questions in length, respectively. Spanish and Creole versions of the survey also were available. A copy of the survey instrument is provided in Appendix A.7.

A total of 655 respondents completed the survey, seven were completed in Spanish and one in Creole. The remainder were completed in English.

Passenger travel characteristics and behaviors were identified by questions including:

- Current reason for riding bus
- Current method for reaching bus
- Travel time to nearest/preferred transit station
- Number of days a week which include bus trips
- Payment type used
- If transfers are made

Socio-demographic information was identified by questions including:

- Household vehicle availability
- Age
- Gender
- Race/ethnic origin
- Household income
- ZIP code of primary residence
- Household size and age composition

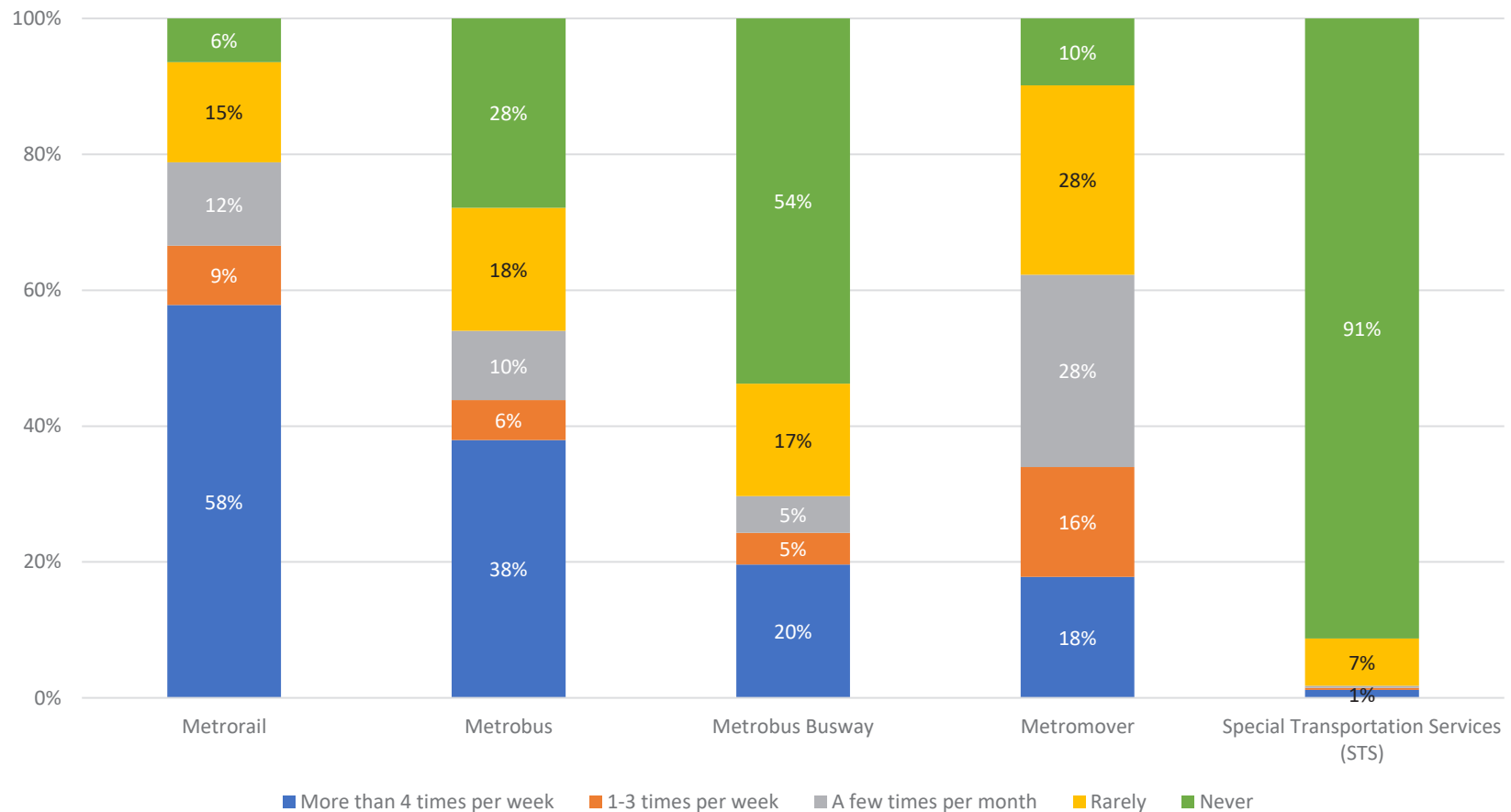
Transit priorities/preferences were identified by questions including:

- Ranking 10-year priorities with respect to services, stops/stations, and parking
- Identifying a top corridor for premium transit service
- Willingness to pay for increased fares and parking fees
- Support for a proposed increase in the local sales tax to support transit
- Preference for receiving information about DTPW services
- Recommendations for service area improvements
- Satisfaction with overall DTPW transit services

The following graphs present a few of the survey question responses.

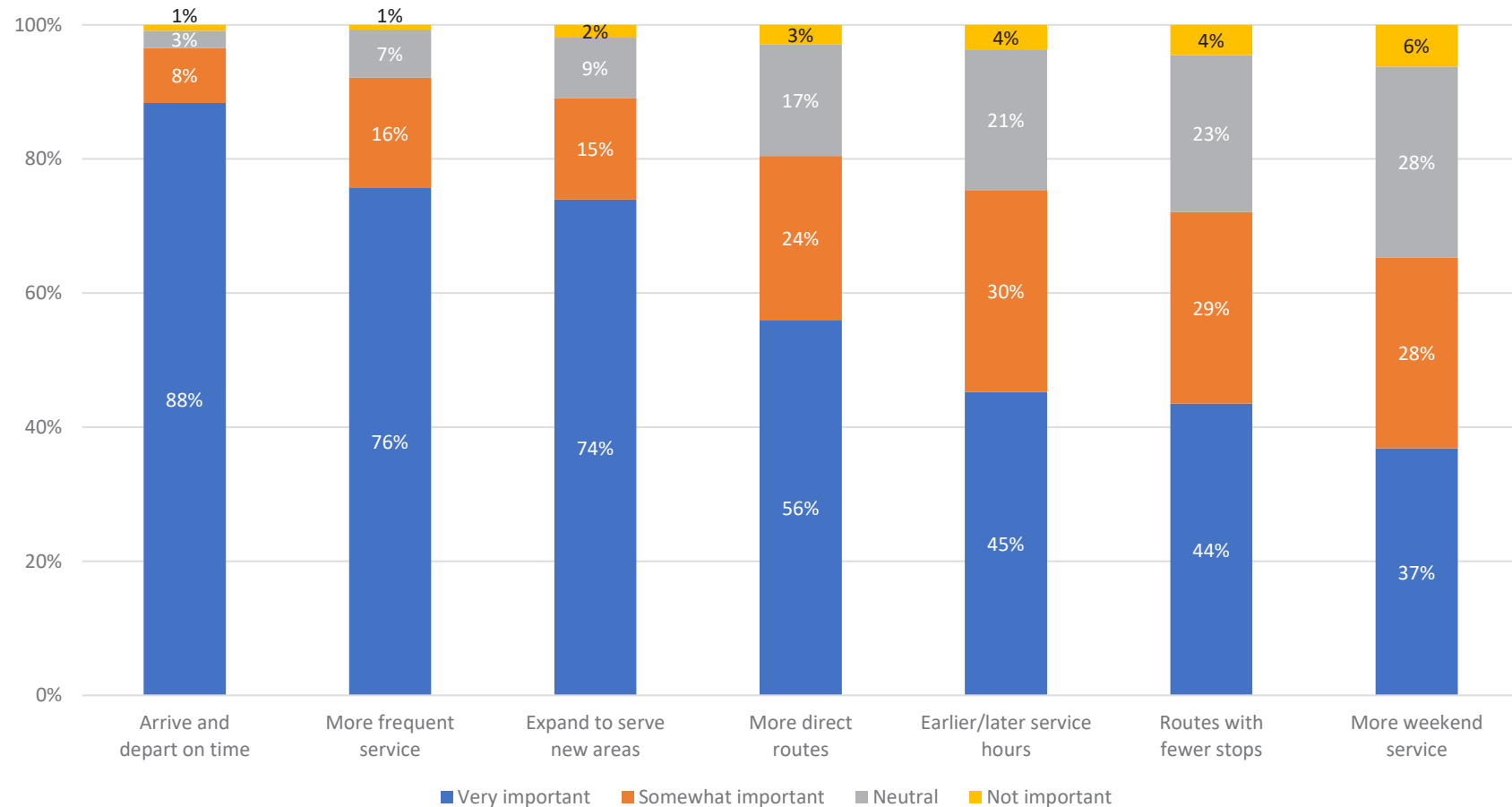
Figure 3-1 examines which transit mode respondents use most on a regular basis. Approximately 67 percent of respondents use Metrorail at least weekly, and roughly 44 percent use Metrobus weekly.

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



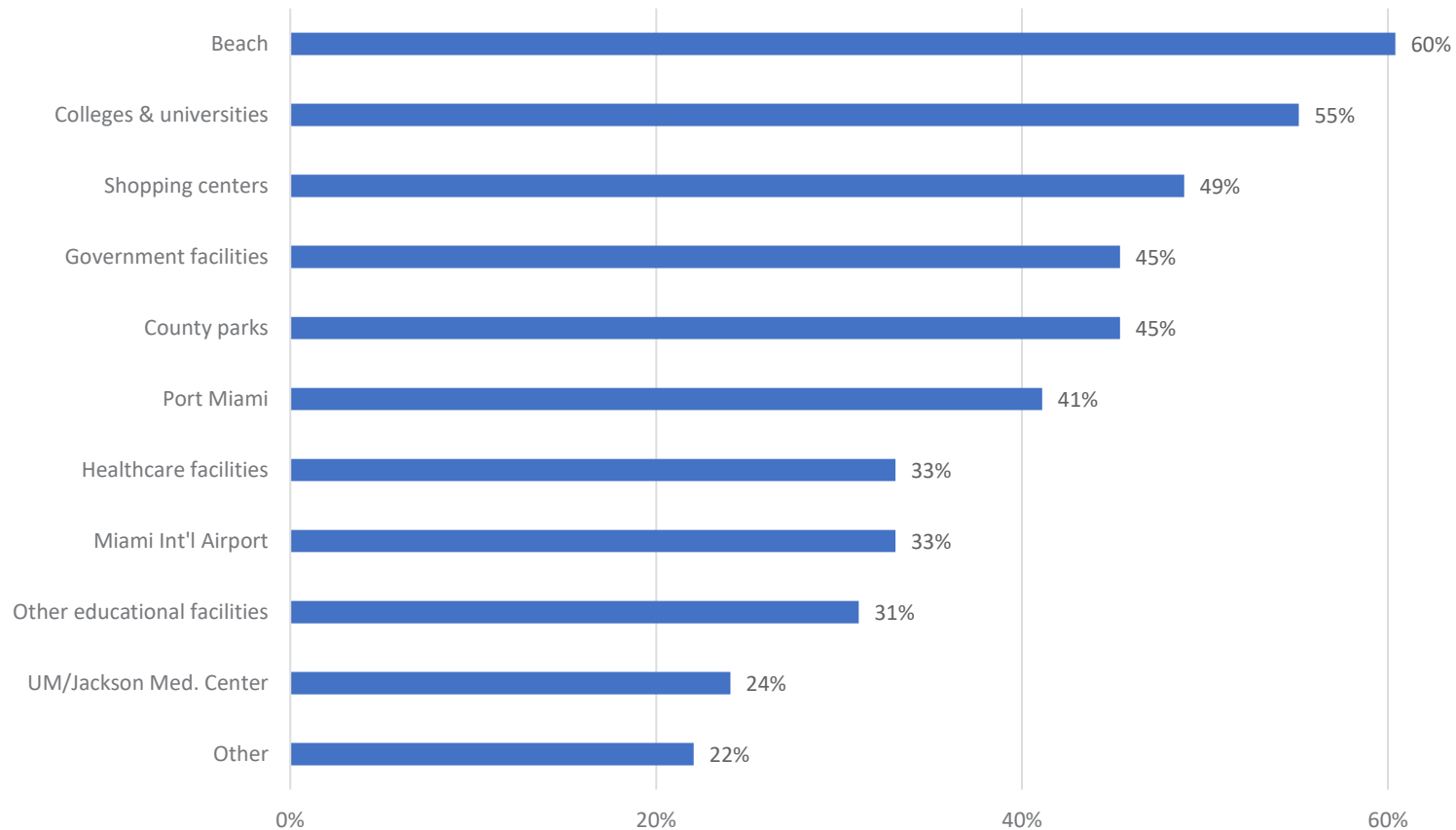
When asked about prioritization of service needs, the most important need noted by respondents is “on-time performance” as shown in Figure 3-2. This response is followed by “more frequent service,” and “expanding to new service areas.”

Figure 3-2: Question 6 - What Should DTPW's Priorities Be for the Next Ten Years?



When asked about what destinations DTPW could serve better, respondents indicated the beach followed by colleges and universities and shopping centers. Figure 3-3 displays the full results from this question. For those who indicated “Other” as a response, the most popular responses were for Homestead, western Miami-Dade County, South Dade and South Miami, Kendall and West Kendall, Florida City, Doral, Florida International University campus, and sporting arenas/concert venues/cultural destinations.

Figure 3-3: Question 11 - Which of the Following Destinations Could Miami-Dade Transit Serve Better?



Please refer to Appendix A.7 for the complete survey results.

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CHAPTER 4

PERFORMANCE ASSESSMENT



4 PERFORMANCE ASSESSMENT

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

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

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

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

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

4.1 GOAL 1 - Improve Convenience, Reliability, and Customer Service of Transit Services

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Measure	Target	Accomplishments	Status
1.1 - Improve accessibility to major employment, recreation, educational, healthcare, retail centers, and cultural attractions	Percent coverage of the urbanized area	Provide a minimum of 60% transit coverage of the urbanized area	72.8%	▲
	Amount of transit service route miles within ¼ mile of major health facilities, recreation, education, employment, cultural and social service facilities	Healthcare: 50 route miles	59.5	▲
		Tourist Attractions and Special attractors: 300 route miles	333	▲
		Educational: 100 route miles	105.8	▲
		Major Employment Areas and Employers: 40 route miles	60.7	▲
		Retail Centers: 90 route miles	102.7	▲

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

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Measure	Target	Accomplishments	Status
1.2 - Improve service for transit dependent population	Service coverage of transit supportive areas (TSA) include:	Transit service coverage in route miles within TSAs.		
	% of Population Age 65 & Up		-0.60%	▼ *
	% Low income Households		-1.03%	
	% Zero Car Households		-0.59%	
	% Minority		-0.96%	
	% Pop Density		-0.47%	
	% Population Age 18 & Under		0.27%	

* Slight reductions in route miles within TSAs are attributed to minor route adjustments.

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

Objective	Measure	Target	Accomplishments	Status
1.3 - Improve transit service reliability	On-time performance of transit vehicles per mode	Metrorail – 95%	97%	▲
		Metrobus – 78%	74%	▼ *
		STS – 80%	88%	▲
	Percentage of missed pullouts	Agency target – 0%	0.2%	▼ **
	Achievement of mean distance between service failures	Metrorail – 39,000 miles	42,518	▲
		Metrobus – 4,000 miles	3,758	▼ ***
		Mover – 6,000 miles	7,302	▲

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

**Changes to Metrorail Schedules needed in order to improve on-time performance. In addition, long lead times and obsolescence of available rail parts as well as a shortage of operators has also contributed to on-time performance issues for Metrorail. DTPW will be adjusting Metrorail schedules and anticipates approval of an overage of thirty two rail operators in order to improve Metrorail on-time performance.

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

****Approximately 70% of DTPW's Metrobus fleet have reached their useful life expectancy as defined in the Federal Transit Administration (FTA) Circular 5010.D, page IV-17 (12 years and/or 500,000 miles of service). These buses include 1999-2006 NABI model series (648), 2009 NABI model series buses (13), 2006 MCI 06700 Over the Road Coaches (12), and 2010-2014 Gillig model series buses (40). The older model buses (Model Year 2006 and earlier) currently average less than 3,500 miles between failures as compared to the average distance between failures (over 6,000 miles) on remaining newer buses (Model Year 2009 and later). This decreased distance between failures results in a 41% higher than average maintenance cost. In 2017, DTPW anticipates delivery of 33 electric, zero emission buses which will lower the average age of the Metrobus fleet and facilitate progress towards achievement of the mean distance between service failure targets for Metrobus.

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

Objective	Measure	Target	Accomplishments	Status
1.4 - Match transit service coverage with passenger demand	Number of average daily boardings per mode	Metrorail - 67,000	71,400	▲
		Metrobus – 241,000	204,300	▼ *
		Mover – 30,000	33,000	▲
	Hours of transit service/service population	Provide a minimum of 1.5 hours of transit service/service population	1.6	▲
1.5 - Improve transportation facilities' and services' regional connectivity	Number of transit service route miles in corridors of regional significance	Provide a minimum of 90% bus route miles in corridors of regional significance	81%	▶ **
	Percent coverage of Strategic Intermodal System (SIS) roadway facilities with transit service	Introduce four (4) new express bus routes along SIS roadway facilities by 2024	* I-95 Express: 2 new routes were launched in 2015 * SR 836 Express: 3 new routes on track for implementation (2019)	▲
	Percent of SIS facilities (airport/port/etc.) served by transit	100% of Miami-Dade County SIS facilities served by transit	100%	▲
	Percent of Miami-Dade County Tri-Rail stations served by MDT	100% of Tri-Rail Stations serviced by transit	100%	▲

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

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

4.1.1 Pedestrian Overpass at University Metrorail Station

This project encompasses the construction of a Pedestrian Overpass over US-1/South Dixie Highway to serve the University Metrorail Station. This overpass is a low-profile pedestrian bridge structure comprised of two vertical circulation towers providing access/egress to the pedestrian bridge that spans across US-1/South Dixie Highway. The project is located at the intersection of Mariposa Court and SR 5/US-1/South Dixie Highway. This project is scheduled for completion by February 2017



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

Objective	Measure	Target	Accomplishments	Status
1.6 - Improve service accessibility for non-motorized modes (e.g., bicycle, pedestrian connections)	Identification of non-motorized access deficiencies at transit hubs	Complete prioritized list of non-motorized access deficiencies at transit hubs by 2016	100%	▲
	Enhancement of non-motorized trails within transit facilities	Coordination with the Underline Project	Ongoing Coordination	▲
1.7 - Improve customer satisfaction	Number of customer complaints per 100,000 boardings by mode	Metrorail – 1.5 complaints	1.6	▼*
		Metrobus -15 complaints	19.39	▼*
		Metromover - 0.5 complaints	0.53	▼*
	Number of formal complaints as a percent of total trips per month	STS – 0.5% complaints	0.20	▲

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

4.1.2 The Underline Phase I - Brickell Backyard Project

The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Station, will create a linear mobility corridor that will enhance connectivity, mobility, and biking safety for residents and visitors. In 2015, Friends of The Underline, selected a design consultant to develop the Vision and Master Plan for this project. At the Brickell Backyard, the off-road dedicated bicycle path is located along the west side of the Metrorail structure from the Miami River to SW 8th Street and between the Brickell Metrorail Station and SW 13th Street. In response to the large pedestrian volume along both sidewalks between SW 8th Street and SW 10th Street, the bicycle path is realigned to be centered between the Metrorail columns, creating a dedicated cycle track that minimizes conflicts between bus and trolley waiting areas and cyclists.

The pedestrian path in this area varies in its location. Between the Miami River and SW 7th Street, the design preserves the existing curved path connecting to the Miami River Walk as the pedestrian path. Between SW 7th Street and the Brickell Metrorail Station, the path is integrated with an expanded sidewalk along the west side of SW 1st Avenue, offering a significant width in order to accommodate perpendicular pedestrian flow from adjacent bus and trolley stops along SW 1st Avenue. Between the Brickell Metrorail and Metromover Stations, the path is reoriented, running parallel to the bicycle path from SW 11th Street south to SW 13th Street. DTPW is currently drafting a project schedule.

4.1.3 The Underline Phase II - Hammock Trail

The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Station, will create a linear mobility corridor that will enhance connectivity, mobility, and biking safety for residents and visitors. Phase II is approximately 2.3 miles in length and will extend the pedestrian and bicycle paths further south from SW 13th Street to SW 19th Avenue. DTPW is currently drafting a project schedule.

4.1.4 CAD/AVL System Replacement

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

Upgrading and replacing this infrastructure will greatly improve managing and dispatching the transit fleet by providing real time bus bunching, service performance, vehicle diagnosis, on demand or subscription alerts; enabling remote video look in and on-board PA announcements; and centralized incident management. Full implementation is targeted to be completed by May 2017.

4.1.5 Real-Time Analytics and Reporting for Operational Efficiencies

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

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Measure	Target	Accomplishments	Status
1.8 - Implement the best available technologies and innovations to improve the reliability and efficiency of the transportation system	Number of transportation improvements projects that result in the deployment and operation of new technologies (i.e., GPS)	Implementation of CAD/AVL project by 2015	Implementation of CAD/AVL at Central and North East Garages was complete in June 2016. Implementation of Metromover vehicles was complete in October 2016.	▶
		Installation of real-time signs at high ridership locations by 2015	Project completion date TBD	▼*
1.9 - Increase bicycle parking/storage at DTPW facilities and vehicles	Number and type (including covered) of bicycle parking spaces at DTPW facilities	Increase bicycle parking by one percent (1%) per year		
	Number of three-position bicycle racks on DTPW buses	Install three-position bicycle racks on 200 DTPW buses by 2015	546 installed	▲

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

4.1.6 Real-Time Signs

This Project is being implemented as part of the CAD/AVL project. DTPW is evaluating alternative designs with added features and functionality. The selected vendor is currently preparing a revised design and implementation plan, to be submitted to DTPW for review. A new completion date will be provided once all options are evaluated.

4.2 Goal 2 - Improve Operational Safety and Security

Goal 2: Improve Operational Safety and Security				
Objective	Measure	Target	Accomplishments	Status
2.1 - Reduce accidents on transit vehicles	Bus accident rate per 100,000 miles	3.77 per 100,000 miles	4.17	▼ *
	Bus preventable accident rate per 100,000 miles	1.50 accidents per 100,000 miles	1.61	▼ *
2.2 - Make transit vehicles and facilities a secure environment for customers	Total number of functioning video camera surveillance system-wide:	Installation and maintenance of a total of 13,153 video cameras system-wide by 2019	7,155	▶
	Number of transit facilities with camera surveillance	54 transit facilities with camera surveillance	52	▶
	Number of transit vehicles with camera surveillance	1,025 transit vehicles with camera surveillance	880	▶
	Number of security post inspections	Provide a minimum of 750 post inspections per month	837	▲
	Number of system-wide NTD Reportable Part One (1) Crimes (Serious) per 100,000 riders (monthly moving average)	Part 1 Crimes (Serious) - 0.30 per 100,000 riders	0.21	▲
	Number of system-wide NTD Reportable Part Two (2) Crimes (Petty) per 100,000 riders (monthly moving average)	Part 2 Crimes (Petty) - 1.62 per 100,000 riders	0.17	▲

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

4.2.1 System-wide Safety and Security Upgrades

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

4.3 Goal 3 - Improve Coordination and Outreach

Goal 3: Improve Coordination and Outreach				
Objective	Measure	Target	Accomplishments	Status
3.1 - Enhance outreach opportunities to educate the community on transportation issues and highlight transit service benefits such as service reliability, passenger cost savings, and environmental benefits	Number of community/stakeholder outreach events per measure	Conduct a minimum of two (2) public outreach events for community/stakeholder per month	104 outreach events	▲
	Number of social media endorsements	Monitor number of social media endorsements	Facebook: 11.3 page likes/day 4145 new likes 673.4 average engagements/day 17,749 daily total reach 16,176 total likes Twitter: 4,334 new followers 43,076 engagements 2.4 million impressions ___ mentions	▲
	Number of transit dependent outreach events per year	Conduct a minimum of six (6) public outreach events for transit dependent population per year	72 outreach events	▲
3.2 - Increase coordination between regional and local transportation providers to provide better multimodal connections	Number of coordination events with municipal providers	Conduct semi-annual coordination meetings with local transit service providers	27 meetings	▲
	Number of coordination events with regional service providers (BCT, Tri-Rail, PalmTran)	90% attendance rate by DTPW at regional transportation service providers coordination meetings	17/21 meetings attended for a 81% attendance rate	▼*
3.3 - Coordinate municipal transit service options that complement each other to avoid duplication of services	Execution and monitoring of the number of current Interlocal Agreements as required by Code	100% of executed Interlocal Agreements required.	3 interlocal agreements were approved in 2016, in South Miami, Key Biscayne and Doral, for 100% rate	▲

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

4.3.1 Collaboration of Regional Transportation Initiatives

4.3.1.1 - Bus-on-Shoulder program

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

Operation of express transit routes on expressway shoulders is one of the most affordable options for implementing rapid bus service along expressways because it is less expensive to modify existing shoulders than it is to construct new roadways. DTPW in partnership with the Miami-Dade Expressway Authority (MDX), Florida Department of Transportation (FDOT), and the Florida Turnpike Enterprise, is planning on expanding the Bus-on-Shoulder program to include all expressways in the County. Express bus service on bus-only shoulders increases the reliability and attractiveness of public transportation. With this in mind, shoulders are designed adequately and a commitment must be made to maintain them free of debris.

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



4.3.1.2 - North Corridor Commuter Rail Opportunities

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

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



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

Goal 4: Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment				
Objective	Measure	Target	Accomplishments	Status
4.1 - Apply transportation and land use planning techniques, such as transit-oriented development (TOD), best practices in architecture and landscape architecture that support intermodal connections and coordination and promote placemaking strategies	Identify TOD opportunities at Metrorail Stations	Complete study of TOD feasibility at Metrorail Stations by 2017	Study not yet started	▶
	Identify TOD opportunities at Miami-Dade Transitway Stations	Complete study of TOD feasibility at South Miami-Dade Transitway Stations by 2019	Study not yet started	▶
	Encourage opportunities for access to healthy food options near transit stations including farmers markets	Number of farmers markets events held at transit facilities	156 Farmer's Markets hosted at Metrorail Stations	▲
4.2 - Promote transit service projects that support urban infill and densification	Number of transit service route miles within the Urban Infill Area (UIA)	Provide a minimum of 1,400 transit service route miles within the UIA	1,500	▲

4.4.1 Current Joint Development and Transit Oriented Development Projects

4.4.1.1 - Brownsville Metrorail Station:

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

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



4.4.1.2 - NW 7th Avenue Transit Village (NW 7th Avenue and NW 62nd Street):

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





4.4.1.3 - Brickell City Centre:

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

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

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

4.4.1.4 - Palmer Lake:

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

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

4.4.1.5 - Northside Metrorail Station:

3.3 acres of DTPW property adjacent to the Northside Metrorail Station was transferred to the Miami-Dade County Office of Public Housing and Community Development (PHCD). A developer was selected for a joint development project from an Invitation to Negotiate process. The proposed development will be carried out in four phases with two family and two senior developments consisting of approximately 438 total units ranging from one bedroom to four bedroom units and approximately 20,000 square feet of retail/commercial space. Total estimated development cost is \$88.1 million. The development will include 598 parking spaces of which 250 will be dedicated for the exclusive use of transit patrons. Phase I consists of 100 apartments and 100 dedicated parking spaces for transit patrons, and was completed in 2015. The three remaining phases are pending construction initiation.



4.4.1.6 - Senator Villas:

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

4.4.1.7 - NW 27th Avenue and NW 215th Street (Unity Station):

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

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



4.4.1.8 - Caribbean Boulevard:

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

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



4.4.1.9 - Douglas Road Metrorail Station:

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

4.4.1.10 - South Miami Metrorail Station:

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

4.4.1.11 - Coconut Grove Metrorail Station:

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

4.4.1.12 - Miami Intermodal Center (MIC)

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



4.4.1.13 - Okeechobee Metrorail Station

In 2007 and 2008, Miami Dade Transit and the PHCD issued an Interdepartmental Memorandum of Agreement to initiate an affordable housing project near the Okeechobee Metrorail Station, on a 12 acre site located between West Okeechobee Road/U.S. 27 and West 19th Street (theoretical NW 74th Street). In 2009 the City of Hialeah agreed to develop affordable elderly housing for the project, and in 2014 a lease agreement was approved with City of Hialeah using the County's Building Better Communities General Obligation Bonds to fund a 2-phase 98-unit elderly affordable housing project on 3.5 acres to be completed by 2021. This agreement was terminated in 2016, and PHCD advertised an RFP for a developer to take on the project. This project is expected to be awarded by October 2017.

4.4.1.14 - Dadeland North Metrorail Station (Phase III)

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

4.4.1.15 - Adrienne Arsht Metromover Station - Omni Bus Terminal

An RFP was issued in January 2015 for the reconstruction, upgrade and expansion of the Omni Bus Terminal and Metromover station located at North Bayshore Drive and Biscayne Boulevard/U.S. 1 between NE 14th Terrace and NE 15th Street (.987 acres or 43,000 SF). Resorts World Miami LLC intends to build a transit-oriented revenue-generating mixed-use development including 300-key hotel and ground floor retail. This will promote maximum use of the transit system and provides functional and aesthetic integration of the people mover station and bus terminal into the overall project. At an estimated cost of \$16.4 million to the tenant, the following upgrades are planned: additional bus bays, enclosed air-conditioned waiting areas, upgraded operator restrooms and lounges, platform tile replacement, improved station lighting, replacement of existing escalator and elevator, and renovation of the pedestrian bridge spanning NE 15th Street. The project is scheduled to commence in April 2017.

4.4.2 Future Joint Development and Transit Oriented Development Projects

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

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

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

4.4.3 Compressed Natural Gas Bus Retrofit Public-Private Partnership

After evaluating various alternative fuels, DTPW has decided to transition its bus fleet to clean-burning, compressed natural gas (CNG). On May 6, 2014 the Board issued a Request for Proposal for a Public Private Partnership (P3) to transition the fleet to CNG. The procurement process is currently ongoing and on January 24th, 2017 the Board approved the award of a master development agreement to trillium Transportation Fuels, LLC.

This Master Developer Agreement includes:

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

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

Objective	Measure	Target	Accomplishments	Status
4.3 - Reduce fossil fuels consumption through the consideration of alternative fuel vehicle technology	Number of hybrid technology buses in DTPW fleet	Procure an additional 39 diesel/electric hybrid articulated buses by 2019	43 electric hybrid buses were deployed in 2016	▲
	Increase number of alternative fuel vehicles	Advertise a Request for Proposals (RFP) for alternative fuel vehicles by 2015	On January 24th, 2017 the Board approved the award of a master development agreement to trillium Transportation Fuels, LLC.	▲

4.4.4 Metrobus New Vehicle Replacement

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

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



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

Project	Bus Type	Bus Size	Number of buses to be procured	Scheduled Completion
SR 836 Enhanced Bus Service	Low Floor Hybrid BRT	60 Ft	11	January 2017
Flagler Enhanced Bus Service	Low Floor Hybrid BRT	60 Ft	10	August 2017

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

Table 4-2: DTPW Bus Replacement/Enhancement Schedule

Year	Total Replacement / Enhancements			
	30 ft	40 ft	45 ft	60 ft
2017 - 2018	0	300 (CNG/Diesel)	12	0
2019 - 2020	0	358 (CNG/Diesel) 33 (Electric)	0	0
2021 - 2022	0	18 (CNG/Diesel)	0	25 (CNG)
2024 - 2026	3	35 (CNG/Diesel)	0	0

4.4.5 Metrorail New Vehicle Replacement



The Miami-Dade BCC and the Citizens' Independent Transportation Trust (CITT) in March 2008 approved the \$376 million procurement of 136 new rail vehicles for replacing the existing fleet. The new vehicles will feature the latest technological advances which will significantly improve passenger comfort, efficient maintenance and operations. The pilot vehicles are in the Hitachi Manufacturing Facility in Medley and are due to commence testing at the Lehman Center in the second Quarter of 2017.

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

Objective	Measure	Target	Accomplishments	Status
4.4 - Facilitate connections between transportation modes	Number of multimodal transit hubs	Complete construction of a minimum of 3 multimodal transit hubs by 2019	Transitway & SW 344 St Park-and-ride facility opened in June 2015 Northeast Transit Hub Enhancements (NETHE) at NE 163 St opened in May 2016 Dolphin Station is scheduled for completion before 2019	▶
	Coordinate with Broward County Transit (BCT) and Palm Beach County Transit (PalmTran) in the regional smart card program.	Integration with BCT and PalmTran in the regional smart card program by 2015	Agreement drafted/ approved by partners. Routing to Miami-Dade Board of County Commissioners	▶
4.5 - Continue to examine the provision and utilization of special-use lanes (Express lanes) on the existing system for transit use	Increase number of routes operating on express lanes	Introduction of three (3) new express bus routes on express lanes by 2019	Two routes serving the Health District began revenue service in November 2015 (95 Express BC and SC). Additional express routes are currently being planned along SR 836 and the HEFT - see table 6-4	▶

4.4.6 Multimodal Transit Hubs

4.4.6.1 - Transitway and SW 344th Street (Florida City):

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

4.4.6.2 - Dolphin Station (HEFT and NW 12th Street):

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

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

4.4.6.3 - Northeast Transit Hub - 163rd Street Mall:

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

4.4.6.4 - Golden Glades Intermodal Terminal:

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



4.5 Goal 5 - Maximize the Use of All Funding Sources

Goal 5: Maximize Use of All Funding Sources				
Objective	Measure	Target	Accomplishments	Status
5.1 - Achieve a sustainable transit financial plan that maximizes existing and pursues innovative and new funding sources	Implement a sustainable transit financial path	Complete two (2) additional corridor financing studies by 2019	Beach Corridor Transit Financing Study was completed in March 2016. Financing Studies for East-West, Metromover, Kendall, Northeast and South Corridors were completed in April 2016.	▲
5.2 - Optimize operations and maintenance expenses	Decrease system-wide cost per revenue mile	Maximum cost per revenue mile not to exceed \$9.00	\$10.22	▼*
	Decrease system-wide cost per revenue hour	Maximum cost per revenue hour not to exceed \$120.00	\$130.86	▼*
5.3 - Identify alternative project delivery methods	The number of projects that are built through alternative delivery methods (i.e., Public-Private Partnerships (PPP), Transportation Infrastructure Finance and Innovation Act (TIFIA), State Infrastructure Bank Loans, Design, Build, Operate and Maintain, and Concession agreements etc.)	Completion of two (2) PPP development projects by 2024	NW 7 Ave Transit Village was completed in December 2015; Unity Station TOD is on track for completion in 2019	▲
5.4 - Increase passenger fare revenue	Annual Farebox recovery ratio for Metrorail, Metrobus and STS	Maintain a system-wide minimum farebox recovery ratio of 25%	21%	▼**

* Increases in system-wide cost per revenue mile and cost per revenue hour may be attributed to the continued aging of MDT's Metrobus and Metrorail fleets which result in higher maintenance costs. Approximately 70% of DTPW's Metrobus fleet have reached their useful life expectancy as defined in the Federal Transit Administration (FTA) Circular 5010.D, page IV-17 (12 years and/or 500,000 miles of service). DTPW has a bus replacement/enhancement plan in place (please refer to Table 4-2) which will significantly lower the average age of the Metrobus fleet. As of December 2015, DTPW's Metrorail fleet had an average age of 32 years and is in need of replacement. Delivery of the first pilot rail vehicles is scheduled to begin in the second quarter of 2017.

**Farebox recovery ratio is the percentage of the agency's total operating cost recuperated by fares. The decrease in system-wide farebox recovery ratio may be attributed to increased operational costs due to DTPW's aging Metrobus and Metrorail fleets. As previously mentioned, DTPW has a bus replacement/enhancement plan in place (please refer to Table 4-2) which will significantly lower the average age of the Metrobus fleet and is also anticipating delivery of the first pilot Metrorail vehicles beginning the second quarter of 2017.

4.6 Goal 6 - Maximize and Expand Transit Services

Goal 6: Maximize and Expand Transit Services				
Objective	Measure	Target	Accomplishments	Status
6.1 - Upgrade and maintain existing transit infrastructure and facilities in a state of good repair	Increase capital expenditure on Infrastructure Renewal Program (IRP)	10% of deferred maintenance of funded IRP projects/unfunded IRP projects	For the period FY 2017 to FY 2022, DTPW's IRP is funded above the 10% established target.	▲
6.2 - Implement new expanded transit service in areas that exhibit growing passenger demand and land use densities	Proposed plans for transit service expansion	Implement six (6) new transit service expansion routes by 2024	836 Express project is fully funded. Lines A and B are on target to begin revenue service in 2019. Line C is on target to begin revenue service in 2017. The following BERT routes are anticipated to be implemented by the end of 2017: South Miami-Dade Express, Florida Turnpike Express, and Beach Express South.	▲

4.6.1 Lehman Yard Rehabilitation - Expansion Phase I

DTPW constructed five (5) storage tracks and two (2) Maintenance of Way (MOW) tracks at the existing Metrorail Lehman Center Facility. This expansion was necessary to provide the required storage and transition facility in support of the new 136 Metrorail vehicles delivered in late 2016. This project is scheduled for completion in March 2017.

4.6.2 Lehman Center Test Track

DTPW constructed a new test track (2,500 feet) at the existing Metrorail Lehman Center Facility. The test track provides the necessary infrastructure to support the existing Metrorail fleet as well as the 136 new Metrorail vehicles delivered in late 2016. This project is scheduled for completion in March 2017.

4.6.3 Infrastructure Renewal Projects (IRP)

4.6.3.1 - Dadeland South Intermodal Station:

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

4.6.3.2 - Electric Engine Cooling Fan System:

Existing conventional hydraulic cooling system will be retrofitted with an electric engine cooling fan system on an estimated 100 DTPW buses. This project was completed in May 2015. Procurement activities to select a vendor for retrofit of an additional 42 buses is ongoing.

4.6.3.3 - Metrorail Acoustical Barrier Replacement:

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

4.6.3.4 - Coverboard Replacement for Metrorail:

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

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

4.6.3.5 - Metrorail and Metromover Girder and Pier Coating:

This project will protect the girders and piers from weathering and improve the aesthetic appeal of these systems by concealing all the construction joints and repairs that have been done over past 25 years. Also included is the clearing of drains that are causing stains on piers. This project is scheduled to be completed in December 2019.

4.6.3.6 - Roof Repair for Bus Garages:

DTPW plans to install new roofing at the Central Bus Garages and Offices. The scope of work is in the process of being revised to match allocated funds. The project is scheduled for completion in June 2018.

4.6.3.7 - Bus Garage Plumbing Improvements:

The original scope of work for the project includes renovation of existing bathrooms at the Central Bus Facility, Procurement Office, Materials Management, Fuel Island and Warranty Administration. The project scope is being revised to match available funding. Currently, the focus of this project is the renovation of the existing bathrooms at the Central Bus Facility OEI Building 2nd Floor. The project is scheduled for completion in March 2017.

4.6.4 ARRA Funded Projects

4.6.4.1 - Transit Operations System Replacement Project:

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

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

This new system will greatly improve line-up timing and process as well as significantly improve bus and rail operational effectiveness and efficiencies by reducing labor costs and increasing data accuracy. The Notice to Proceed was issued on March 25, 2013, and was completed in March 2017.

4.6.4.2 - Metromover Closed Circuit Television Camera Replacement and Installation:

DTPW has set forth the installation of new digital cameras at all Metromover Station platforms with Network Video Recorders (NVR) for independent 24/7 recording. The new recorders will be networked into the DTPW Video System and new digital displays will be installed at the Mover Central Control. The project was completed in May 2016.

4.6.4.3 - DTPW Additional Elevators at Dadeland North Metrorail Station:

Since its completion in 1984, the Dadeland North Metrorail Station's use has increased dramatically through the years. Because of increasing ridership at the Dadeland North Metrorail Station, the existing bank of elevators (four elevators) does not provide an acceptable level of service during peak hours. Peak passenger flows create congestion and long waiting periods for Metrorail passengers waiting for the elevators, generating complaints from existing customers. DTPW is adding two (2) elevators to the existing parking facility, one elevator at each end of the structure. DTPW is currently in the consultant selection process for design services. The estimated project completion date is May 2021.

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

Goal 7: Transit System Shall Fully Meet Requirements of the Americans with Disabilities Act (ADA).				
Objective	Measure	Target	Accomplishments	Status
7.1 - Maintain a transit fleet that is 100% wheelchair accessible with working lifts and/or level boarding and working securement devices	Complete daily pre-trip inspections (including wheelchair/ramp/tie down inspection)	100% adherence	100%	▲
	Adherence to preventative maintenance program (including wheelchair/ramp/tie down inspection)	90% adherence	99.57%	▲
7.2 - Upgrade areas within quarter mile of the South Miami Dade Transitway (from Dadeland South station to SW 200th Street) to ensure that these areas are 100% wheelchair accessible	Completion of ADA Pedestrian Improvement project by target date	Completion of project by 2016	This project was completed in August 2016.	▲
7.3 - Implement travel training program to teach passengers with disabilities how to use fixed route service	Get contractor in place to provide training program	Implement travel training program by 2019	Funding to implement training program has not yet been identified	▶

4.7.1 ADA Pedestrian Improvements along the Transitway

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

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

Objective	Measure	Target	Accomplishments	Status
7.4 - Future design of Enhanced Bus service (EBS) projects will include pedestrian access within ¼ mile of proposed transit stations	Percent of EBS projects entering final design starting in 2015	100%	Miami-Dade MPO Resolution 31-14, amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service projects and reallocate said funds to three new PD&E projects "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." Public kick-off meetings for Flagler Corridor, Kendall Corridor and NW 27th Avenue Corridor were held in September, November, and December 2016, respectively.	▶
7.5 - Future design of Park-and-ride projects will include pedestrian access within ¼ mile of the site	Percent of Park-and-Ride projects entering final design starting in 2015	100%	The construction contract for the Kendall and SW 127th Ave park-and-ride project was advertised in December 2015. The project is scheduled for completion in September 2017. Design work for both the Tamiami Station and the Panther Station is underway. Both stations are scheduled for completion in August 2020.	▲

4.7.2 Park-and-Ride Facilities

4.7.2.1 - Parking Space Counters and Real-Time Dynamic Message Signs at Metrorail Station Park-and-Ride Facilities:

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

- Dadeland South;
- Dadeland North;
- South Miami;
- Earlington Heights;
- Okeechobee;
- MLK Jr; and
- Santa Clara

The completion date for phase I implementation is January 2018.

4.7.2.2. - Unity Station (NW 27th Avenue and NW 215th Street):

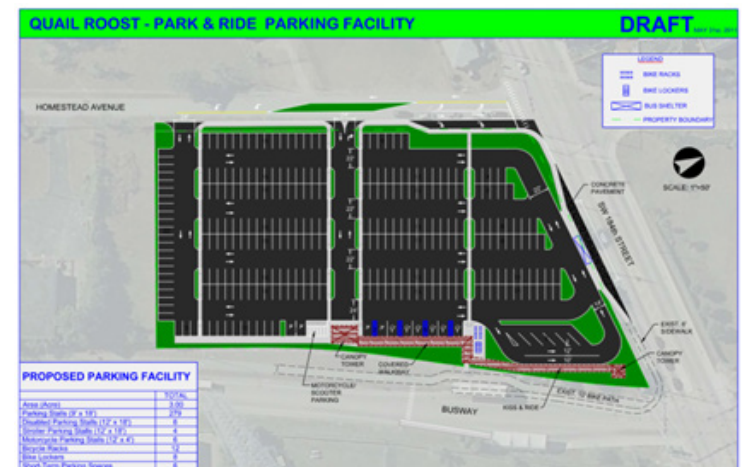
A 14-acre vacant parcel adjacent to the intersection of the Turnpike and NW 27th Avenue has been identified as a strategic park-and-ride location for the NW 27th Avenue Enhanced Bus Service project. Up to 350 parking spaces are proposed for this facility which would serve the northern most station for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

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

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

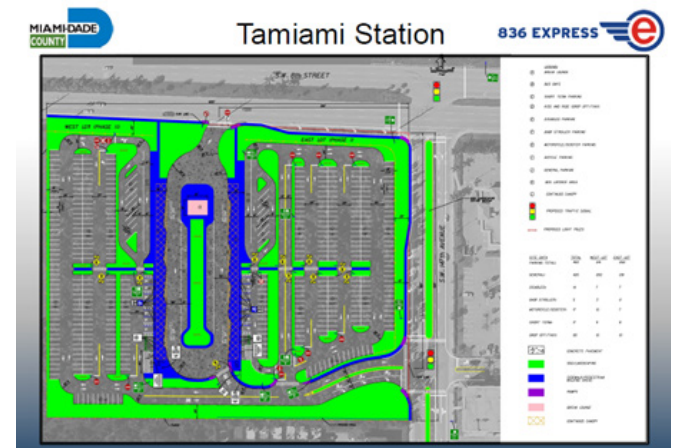
4.7.2.4 - Transitway and Quail Roost Drive (Transitway and SW 184th Street):

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



4.7.2.5 - Tamiami Station (SW 8th Street and SW 147th Avenue):

An 8-acre vacant parcel of land on the SW corner of the intersection at SW 8th Street and SW 147th Avenue has been identified as a strategic park-and-ride location for the SR 836 Express Bus Service project. The proposed park-and-ride facility will accommodate approximately 493 parking spaces, which would serve as the western most station for the new premium bus service in the corridor. The estimated completion date is June 2020.



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

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



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

Florida International University (FIU) is constructing a parking garage along SW 8th Street with ground floor space reserved for a future transit center. The location of the new parking garage, between SW 112th Avenue and SW 109th Avenue, presents an access challenge that requires roadway widening to construct bus only lanes and traffic signal improvements to provide bus signal priority at the two intersections along this roadway segment. The new transit center will provide 10 bus bays to accommodate the relocation of the existing DTPW routes from the current bus terminal located near SW 107th Avenue/SW 17th Street and provide capacity for future routes such as the SR-836 Express Bus, the Flagler Street premium routes and express routes operating on the Homestead Extension of the Florida Turnpike (HEFT). Completion of the transit center is anticipated in May 2020.



4.7.2.8 - Park-and-Ride Lot at South Miami-Dade Transitway and SW 112th Avenue:

DTPW is currently leasing approximately 454 parking spaces on the existing surface lot and is in the process of examining the feasibility of acquiring the site and improving the existing surface parking to better serve transit patrons and improve access to the Transitway.

4.8 2016 Consistency Analysis for the FY 2017-2026

For the FY 2017 – 2026 TDP Annual Update, a listing of committed bus service improvements and adjustments planned for 2016 were included. A consistency analysis of these committed improvements is being performed for this TDP to assess and measure DTPW's adherence to implementation plans presented in the 2016 Annual Update.

The results of the consistency analysis for improvements implemented between January and December 2016 is presented in Table 4-3: 2016 TDP Consistency Analysis. Each of the service changes are identified according to whether it was a programmed commitment of the FY 2017 – 2026 TDP Annual Update as indicated with a check mark or an additional change not included in the TDP Annual Update as marked by an asterisk.

Between January and December of 2016, DTPW made a total of 57 bus and rail service improvements and adjustments. Among these adjustments were 23 improvements that were not part of the TDP Annual Update. The 2016 TDP Annual Update anticipated 41 bus service improvements and adjustments. Of these, 34 were implemented as expected in 2016, resulting in a 83 percent level of consistency.

Table 4-3: 2016 TDP Consistency Analysis Summary

2016 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2016				
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2016 TDP CONSISTENCY
2	Realign south end loop in downtown Miami, ending at SW 1 ave / 1 St instead of MDC Wolfson Campus	Route realignment	6/19/16	√
	Minor schedule adjustments	Run time adjustments		*
3	Realign south end loop in downtown Miami, ending at the Downtown Bus Terminal.	Route realignment	6/19/16	√
	Schedule adjustments to improve reliability	Run time adjustments		*
	Additional late night trips will be added to the schedule seven days a week to provide service approximately every 30 minutes up to 1 a.m. leaving from Aventura Mall and from downtown Miami.	Run time improvements		*
7	Minor eastbound schedule adjustments	Run time adjustments	6/19/16	Cant tell
11	Minor weekday schedule adjustments.	Run time adjustments	6/19/16	√
24	Sunday service will now operate with limited-stops east of Ponce De Leon Blvd	Route realignment	11/20/16	*
33	Weekday schedule adjustments will be made in both directions to improve schedule reliability.	Run time adjustments	6/19/16	√
34	An additional evening southbound trip will be added to the schedule leaving Dadeland South Station at 7:10 p.m.	Run time improvements	6/19/16	√
	The route will be renamed 34 Express and divided into two segments to improve service: - Route 34A Express (Florida City to Dadeland South Metrorail Station) with service every 10 minutes. - Route 34B Express (South Dade Government Center to Dadeland South) with service every 15 minutes.	Service Improvement	11/20/16	*
35	Minor schedule adjustments	Run time adjustments	6/19/16	√
37	Minor schedule adjustments	Run time adjustments	6/19/16	√
38	Will no longer enter the Florida City Walmart parking lot. Instead, Southbound trips will remain on US 1 to SW 328 St. (Lucy St.) then continue south on Krome Ave., ending at the SW 344 St. Park & Ride bus terminal. Northbound trips will exit the terminal and travel north on the Transitway.	Route realignment	11/20/16	*
	Minor schedule adjustments	Run time adjustments		*

2016 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2016				
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2016 TDP CONSISTENCY
40	Weekday schedule adjustments will be made in both directions to improve schedule reliability.	Run time adjustments	6/19/16	√
42	The weekday Miami Springs (42A) portion of the route will be discontinued.	Route realignment	6/19/16	√
	Major schedule adjustments	Run time adjustments		*
48	The north end of the route will be realigned in the Brickell area. Northbound trips will enter Brickell Station via Coral Way, SW 2 Avenue and SW 11 Street to SW 1 Avenue. Southbound trips will operate to Brickell Avenue via SW 1 Avenue and Coral Way.	Route realignment	6/19/16	√
51	The east end loop serving downtown Miami will be realigned and will end on NW 1 Ave / 1 St; the route will no longer serve the bus stop on SW 1 Street at SW 1 Court. Westbound trips will continue to serve the front of Government Center.	Route realignment	6/19/16	√
	Major schedule adjustments	Run time adjustments		*
56	Schedule adjustments will be made in both directions to improve schedule reliability.	Run time improvements	6/19/16	√
70	The portion of the route on Ramey Avenue will be discontinued	Route realignment	6/19/16	*
73	Weekday schedule adjustments will be made in both directions to improve schedule reliability.	Run time adjustments	6/19/16	√
77	Minor route realignment leaving the Audrey M Edmonson Transit Village bus terminal.	Route realignment	6/19/16	*
93	The route will not enter the Omni bus terminal and will remain on Biscayne Blvd; the route now will serve all local bus stops south of 19th Street.	Route realignment	6/19/16	√
	The south end loop in downtown Miami will be realigned and the route will end inside the Downtown Bus Terminal.	Route realignment		√
	Schedule adjustments will be made in both directions to improve schedule reliability.	Run time adjustments		*

2016 TDP CONSISTENCY ANALYSIS SUMMARY

JANUARY TO DECEMBER 2016

√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2016 TDP CONSISTENCY
95	Afternoon southbound schedule adjustments will be made. - Trips will leave Sheridan Street every 15 minutes from 4:18 p.m. to 5:48 p.m. - Trips will leave Broward Blvd every 15 minutes from 4:37 p.m. to 5:52 p.m.	Run time adjustments	6/19/16	√
	Schedule Adjustments: - Morning northbound trips to Sheridan St. will leave Veterans' Hospital four minutes earlier than the current schedule. - Afternoon southbound trips will leave Ft. Lauderdale Tri-Rail Station five minutes earlier than the current schedule.	Run time adjustments	11/20/16	√
102 (B)	The north end of the route will be realigned in the Brickell area. The route will no longer serve the bus stop on the east side of the station. Passengers will be picked up and dropped off on the west side of the station.	Route realignment	6/19/16	√
	Three weekday morning northbound trips will be added to the schedule leaving Crandon Blvd near Cape Florida State Park at 8:42 a.m., 8:58 a.m. and 9:15 a.m.	Run time improvements		*
103 (C)	The current Downtown detour alignment will be made permanent; the route ends at SW 1 Ave / 1 St and does not enter the Downtown Bus Terminal.	Route realignment	6/19/16	√
	Weekday schedule adjustments will be made in both directions to improve schedule reliability.	Run time improvements		*
	The Downtown loop will be realigned to serve NW 1 St. near the Government Center Metrorail Station.	Route realignment	11/20/16	*
104	Weekday schedule adjustments will be made in both directions to improve schedule reliability.	Run time improvements	6/19/16	√
112 (L)	Weekday schedule adjustments will be made in both directions to improve schedule reliability	Run time improvements	6/19/16	√

2016 TDP CONSISTENCY ANALYSIS SUMMARY

JANUARY TO DECEMBER 2016

√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2016 TDP CONSISTENCY
119 (S)	The current Downtown detour alignment will be made permanent; the route ends at SW 1 Ave / 1 St and does not enter the Downtown Bus Terminal.	Route realignment	6/19/16	√
	An additional late night trip in both directions will be added to the schedule.	Run time improvements		*
	The Downtown loop will be realigned to serve NW 1 St. near the Government Center Metrorail Station.	Route realignment	11/20/16	*
120	The current Downtown detour alignment will be made permanent; the route ends at SW 1 Ave / 1 St and does not enter the Downtown Bus Terminal.	Route realignment	6/19/16	√
	The Downtown loop will be realigned to serve NW 1 St. near the Government Center Metrorail Station.	Route realignment	11/20/16	*
	New southbound and northbound stops will be added at Aventura Blvd. (NE 199 St.) and NE 29 Pl.	Route realignment		*
200	Route Modification per Cutler Bay request, extended to serve SW 211 St Walmart	Route realignment	6/19/16	√
207	The beginning / ending point for the loop routes will be moved to the Brickell Station. The 207 (clockwise loop) will leave Brickell Station to SW 7 Street and arrive at Government Center as currently scheduled and will then continue back to Brickell Station.	Route realignment	6/19/16	√
208	The beginning / ending point for the loop routes will be moved to the Brickell Station. The 208 (counterclockwise loop) will leave Brickell Station and arrive at Government Center continuing on to Flagler Street and SW 8 Street arriving back at Brickell Station as currently scheduled	Route realignment	6/19/16	√

2016 TDP CONSISTENCY ANALYSIS SUMMARY

JANUARY TO DECEMBER 2016

√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2016 TDP CONSISTENCY
238	The portion of the route serving Cargo City will be discontinued.	Route realignment	6/19/16	√
	Major schedule adjustments will be made in both directions.	Run time adjustments		√
249	The service to City Hall on eastbound trips will be discontinued.	Route realignment	6/19/16	√
	Weekday eastbound trips will leave Douglas Road Station two minutes later.	Run time adjustment		*
252	The portion of the route into Zoo Miami will be discontinued.	Route realignment	6/19/16	√
	Schedule adjustments will be made in both directions seven days a week.	Run time adjustments		√
	Will now serve Zoo Miami on weekends during zoo hours. Minor adjustments to weekend schedules will be made.	Run time improvements	11/20/16	*
254	The span of service for the route will be increased and will operate from 7:15 a.m. to 7 p.m.	Run time improvement	6/19/16	√
272	Minor schedule adjustments will be made in both directions.	Run time adjustments	6/19/16	√
344	Will no longer operate on SE 6 Ave. or enter the Florida City Walmart parking lot.	Route realignment	11/20/16	*
	Route will be realigned to operate on US 1, SW 336 St., and Krome Ave. The segment on Lucy St. between Krome Ave and US 1 will be discontinued.	Route realignment		*

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CHAPTER 5

FY 2017 TRANSIT IMPLEMENTATION PLAN



5 FY 2017 TRANSIT IMPLEMENTATION PLAN

DTPW is committed to implementing various transit improvement projects throughout its transit system in FY 2017. These committed transit initiatives include capital projects, new Metrobus service routes, existing service improvements, and infrastructure renewal projects that are all intended to further expand, improve and maintain DTPW services.

5.1 Committed Capital Improvement Plan

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

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

Project	2016-2017
Bus and Bus Facilities	\$4,087
Park-and-Ride Transit Projects	\$13,904
Metromover Improvements Projects	\$6,711
Lehman Yard Improvements	\$3,910
Infrastructure Renewal Plan	\$12,500
Track and Guideway Projects for Rail	\$8,554
Metrorail and Metromover Projects	\$13,687
Federally Funded Projects	\$85,495
Transit Signage and Communication	\$13,939
ROW Acquisition for Construction Projects	\$5,666
Miami Central Station - Downtown Miami Tri-Rail Link	\$8,000
Safety Improvements Countywide	\$9,997
Project Development Phase to Priority I in Long Range Transportation Plan (LRTP)	\$7,500
Bus Related Projects	\$240,734
Pedestrian Overpass At University Metrorail Station	\$638
Heavy Equipment Replacement	\$2,710
Fare Collection Equipment Projects	\$14,072
Bus Enhancements	\$15,383
Rail Vehicle Replacement	\$72,280
Metrorail Stations and Systems Improvements	\$19,631
TOTAL	\$559,398

5.2 New Facilities

5.2.1 Dolphin Station

Property owned by Florida Department of Transportation (FDOT) located adjacent to the intersection of the Homestead Extension of the Florida Turnpike (HEFT), SR 836 and NW 12th Street has been identified as a strategic location for a transit center with a park-and-ride facility that will provide approximately 850 parking spaces. This transit center would support the SR 836 Express Bus Service project and provide a potential terminus or stop for several local bus routes serving the Dolphin Mall and nearby Cities of Sweetwater and Doral. A groundbreaking ceremony was held in January 2017. The scheduled completion date is late 2017.

5.2.2 Kendall Park-and-Ride Facility

DTPW is constructing a 183-space park-and-ride facility on approximately 2.8 acres located at the southeast corner of SW 88th Street (Kendall Drive) and SW 127th Avenue. This facility will serve the Kendall Cruiser (Route 288) which began service in June 2010. DTPW leases this site from Florida Power and Light (FPL). On December 2, 2015 the construction contract was advertised. The project is scheduled for completion in September 2017.

5.3 New Service Routes

5.3.1 SR 836 Express Bus (Line C)

This route will begin revenue service in late 2017 to coincide with the opening of the Dolphin Station.

From: Dolphin Station (NW 12th Street and HEFT) **To:** Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue)

Via: SR 836 (Dolphin Expressway)

Service Span: 6:00 am to 9:00 am and from 3:00 pm to 7:00 pm **Headways:** 10 minutes

5.4 Committed Bus Service Adjustments

In an effort to continually match service capacity with ridership demand DTPW routinely revises the existing bus route network to better meet the transportation needs of Miami-Dade County. These revisions seek to improve the operational efficiency of the overall transit system. A listing of the committed bus service improvements and adjustments planned to occur between January and December 2017 is presented in Table 5-2. Route improvements are assigned letters in the last column to describe the type of improvement made: Adjustments (A), Improvements (I), and Reductions (R).

Table 5-2: 2017 Committed Bus Service Adjustments

ROUTE	SERVICE CHANGE	Type: A (Adjustment) I (Improvement) R (Reduction)
1	Reroute to use transitway between 112 Ave and Caribbean Blvd	A
	Contract out the service	A
6	Discontinue service	R
7	Add new regular service to Dolphin Station	I
8	Reduce weekday frequency up to 5 min peak and off-peak	R
	Reduce Saturday frequency up to 10 min	R
	Reduce Sunday frequency up to 10 min	R
10	Weekday running time adjustments	A
11	Reduce weekday frequency up to 4 min peak and 5 min off-peak	R
	Reduce Saturday frequency up to 10 min	R
	Reduce Sunday frequency up to 5 min	R
12	Weekday running time adjustments	A
16	Reduce weekday peak frequency from 20 to 30 min	R
19	Reduce night frequency from 40 to 60 min	R
21	Weekday running time adjustments	A
27	Weekday running time adjustments	A
29	Contract out the service	A
32	Running time adjustments 7 days a week	A
34	Split Route 34 into 2 routes - 34 A and B. Route 34 A to serve between SW 344 Street Park-and-Ride and SW 112 Avenue then directly to Dadeland South. Route 34 B to serve between SW 112 Avenue and Dadeland South Metrorail Station.	A
35	Reduce weekday frequency from 30 to 40 min	R

Table 5-2: 2017 Committed Bus Service Adjustments (Continued)

ROUTE	SERVICE CHANGE	Type: A (Adjustment) I (Improvement) R (Reduction)
36	Extend all EB last trips to Allapattah Station 7 days a week	I
	Extend route to Dolphin Station M-F	I
37	Reroute on north end due to road construction	A
46	Contract out the service	A
48	Discontinue the service	R
52	Reroute to use transitway between 112 Ave and Caribbean Blvd	A
	Weekday running time adjustments	A
56	Peak frequency reduced from 40 to 60 minutes	R
	Span shortened to 6:00 a.m. - 6:00 p.m.	R
57	Relocate southern layover	A
62	Truncate route at Biscayne Blvd	R
	Continue servicing MLK Station and extend all trips to Hialeah	I
	Peak frequency reduced from 12 to 30 minutes	R
	Base frequency reduced from 20 to 30 minutes	R
	Night frequency reduced from 30 to 60 minutes. Span shortened to 5:00 a.m. - 11:30 p.m.	R
	Span shortened to 5:00 a.m. - 11:30 p.m.	R
	Saturday night frequency reduced from 30 to 40 minutes	R
	Sunday night frequency reduced from 30 to 60 minutes. Span shortened to 6:30 a.m. - 11:30 p.m.	R
82	Contract out the service	A
71	Weekday running time adjustments	A
	Extend route to Dolphin Station M-F	I
73	Weekday running time adjustments and adjust PM northbound headway from 30 to 35 min	A
87	Relocate weekend short-turn layover location	A
101/A	Contract out the service	A
103/C	Truncate the route to only serve Miami Beach. Peak and base frequency reduced from 20 to 30 minutes, night frequency from 30 to 45 minutes. Span shortened 6:00 a.m. - 10:00 p.m.	R
	Saturday frequency is 45 minutes. Span shortened to 6:00 a.m. - 6:00 p.m.	R

ROUTE	SERVICE CHANGE	Type: A (Adjustment) I (Improvement) R (Reduction)
103/C	Sunday frequency 45 min. Span shortened to 6:00 a.m. - 10:00 p.m.	R
107/G	Truncate at MDC North Campus with northern leg discontinued. Night frequency reduced from 40 to 60 minutes. Span shortened to 5:30 a.m. - 1:00 a.m.	R
	Saturday night frequency reduced from 50 to 60 minutes. Span is shortened to 6:00 a.m. to 12:00 a.m.	R
	Sunday span shortened to 6:00 a.m. - 12:00 a.m.	R
108/H	Truncate route to serve between 163rd Street Mall and Haulover Beach. The frequency is 30 minutes. The span is shortened to 5:00 a.m. - 12:00 a.m.	R
	Saturday span is from 5:00 a.m. - 12:00 a.m.	A
	Sunday night frequency increase from 45 to 30 min. Span is from 5:00 a.m. - 12:00 a.m.	I
112/L	Reduce weekday frequency up to 5 min off-peak	R
113/M	Move layover (Safety concern)	A
115	Reroute to serve Alton Road Bi-directionally and reduce frequency from 45 to 60 minutes. Span 6:30 a.m. - 9:00 p.m.	R
	Saturday frequency 60 min. Span is 7:00 a.m. - 9:00 p.m.	I
	Sunday frequency 60 min. Span is 7:00 a.m. - 9:00 p.m.	I
	Route to be combined with 117 or discontinued in coordination with new City of Miami Beach trolley	R
117	Discontinue service	R
119/S	Reduce weekday frequency up to 3 min peak and off-peak	R
	Reduce Saturday frequency up to 5 min	R
120	Reduce weekday frequency up to 3 min peak and 10 min off-peak	R
	Reduce Saturday frequency up to 5 min	R
123	Route to be discontinued once the City of Miami Beach south trolley becomes operational	R
136	Truncate at The Falls Shopping Center and Douglas Rd Station. Three southbound trips (7:00 a.m., 7:40 a.m., 8:20 a.m.) and three northbound trips only (3:00 p.m., 3:40 p.m., 4:20 p.m.)	R
137	Extend route to Dolphin Station M-F	I
183	Truncate route at Miami Gardens Park-and-Ride (NW 186th Street). Peak frequency reduced from 12 to 15 minutes. Base frequency improved from 20 to 15 minutes. Night frequency improved from 40 to 30 minutes. Span is 5:00 a.m. - 11:00 p.m.	A
	Saturday base frequency 20 min and night frequency 30 min. Span 5:00 a.m. - 10:00 p.m.	I
	Sunday base frequency 30 min and night frequency 30 min. Span 5:00 a.m. - 10:30 p.m.	I

ROUTE	SERVICE CHANGE	Type: A (Adjustment) I (Improvement) R (Reduction)
202	Contract out service	A
208	Reroute to 6th St	A
210/Sky Lake	New Contract service to cover route H truncation	I
211	Contract out the service	A
212	Contract out the service	A
246	Contract out the service	A
238	Extend route to Dolphin Station M-F	I
249	Reduce weekday frequency from 20 to 30 min	R
252	Restructure western end of route through Country Walk subdivision. Peak frequency reduced from 15 to 20 minutes, night to remain at 50 minutes	R
254	Reduce service span to 9:20 a.m. to 2:54 p.m. (June 2017)	R
	Trips will leave the Caleb Center every 30 minutes from 9:20 a.m. - 11:20 a.m. and from 12:00 p.m. - 2:30 p.m. (June 2017)	A
	Contract out service (August 2017)	A
267	Contract out service	A
272	Contract out service	A
277	Reroute downtown like route 51 (Exclude stop on NW 1 Ave)	A
286	Contract out service	A
287	Weekday running time adjustments	A
288	Add new service to Park-and-Ride lot on 127 Ave and adjust frequency on existing alignment for a 7.5 min effective headway east of 127 Ave	I
344	Contract out the service	A
500	Increase service to cover rail reduction	I

5.5 Committed Infrastructure Renewal Program (IRP) Projects

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

Table 5-3: FY 2016 - 2017 IRP Projects

Project Type	Project Name	Scope	FY 2016-17
Field Engineering & Systems Maintenance (FESM)	Metromover Public Address System Replacement	Replacement of the Public Address System will improve compliance with Safety and Security requirements. The system will allow improved intelligibility of announcements and will provide a means of supplying improved information to Transit Patrons in the event of a station or system emergency.	\$720,014
Rail Maintenance	Metrorail Floor and Component Replacement/Motor Control Component	The project consist of installing Nora Flooring in sixty (60) rail cars. The rail cars to be replaced have deteriorated sub-flooring, which is evidence as "soft floors". The process also includes the removal and replacement of interior seating, panels, and sanctions. Revision 13 is to add an additional \$4,357,852 for the Motor Control Overhaul to this project which is a full service maintenance overhaul to (100) MDT Budd rail car motor control boxes.	\$1,854,691
Rail Maintenance	Rail car Cleaner Platform Replacement Project	This project is to upgrade the existing Cleaning Platform located at the William Lehman Center. The existing wooden platform is in need of constant repair .	\$500,000
Track & Guideway	Replacement of Diamond Frogs at Culmer Crossover	Replace center frogs and running rail access to the bridge abutment at the Culmer Center crossover	\$533,941
Track & Guideway	Purchase of HY-Rail Crew cab Trucks	Purchase of (2) HY-Rail Crew cab Trucks needed to support track and guideway maintenance.	\$190,000
FESM	Fare Collection System Rev 1	MDT is seeking a new project to implement enhancement and regional expansions to the Automated Fare Collection System based on the existing Contract 8481-2/22-1. The contract includes an option to purchase additional equipment and service for expansions and modifications.	\$500,000
FESM	Rail Circuit Breaker Refurbishment	Rail circuit breaker refurbishment /retrofit and switchgear preventive maintenance.	\$336,000
Maintenance Facilities	Replacement of Brush/Train Modules and Operating Systems at Metrorail Train Wash	Furnish all labor, materials and equipment to complete the installation of an we 5 brush wash module, rinse modules (2), chemical dispensing and fully automated operating systems for the Metrorail train wash at the William Lehman Facility.	\$275,000
Maintenance Facilities	Replacement of Tactiles and Barriers at Metromover Stations	The scope includes furnishing labor, materials, tools, appliances, equipment and other means of construction for performing and completing the work at all mover stations. Also to provide detectable warning safety edge tiles and between the ace barrier (BCB) system in compliance with the DOT ADA regulations.	\$20,952

Project Type	Project Name	Scope	FY 2016-17
FESM	Systems Software and Hardware Upgrade	Upgrades to address operational and security related issues.	\$300,000
Information Technology	Fueling Terminal Modernization	The project will upgrade legacy fueling terminal to the IRP based EJ Ward Fuel Control Terminal with modernized tank level interface. While MDT intends to convert buses to CNG this is a multi-year effort; subsequently, the existing legacy terminals are in need of replacement to address issues with accuracy and real-time reporting data.	\$250,000
Information Technology	Automated Passenger Counter Modernization for Bus and Mover	This project will retire the obsolete Metrobus Infrared Sensor counting technology and implement modernized Compact Optical Stereo/Dual Camera Automatic Passenger Counter (APC) that offer minimum accuracy of 95% of better for bi-directional counting, resistant to interference from light reflections and moving shadows, and detection of passengers entering or existing vehicles.	\$1,788,200
Bus Maintenance	Diesel Tank Cleaning and Maintenance	This project is for the cleaning and maintenance of diesel fuel tanks at three bus divisions.	\$9,000
Metromover	Metromover HVAC EPA Compliance / Overhaul	The Metromover vehicle HVAC system currently uses Freon 22 which will be banned by the EPA as of 2020. The compliance will ensure EPA approved upgraded refrigerant equipment while the overhaul will restore efficiency and reliability as part of a mid-life system overhaul.	\$433,333
Materials Management	Purchase of 5 Electric Forklift for Materials Management	Purchase 5 forklifts to replace the very old ones that were purchased in 1985, which are constantly in need of repair costing about \$21K per year in repairs.	\$125,000
Metromover	Mover Vehicle Floor Replacement	Replace the failing flooring system in the Metromover vehicles which could present tripping hazards.	\$391,500
Facilities Maintenance	Metrorail Platform Cabling Replacement	The project is to include the replacement, disposal, and reinstallation of the infrastructure and cabling necessary to support the Emergency Transfer Switch, Emergency Paging Microphones, End gate Intrusion Alarm and Blue Light at MLK, North Side and Santa Clara Metrorail Stations	\$435,000
Track & Guideway	Emergency Exit at William Lehman Center	Funds from this project will be reallocated to another project in 2018.	\$230,494
FESM	Metrorail and Metromover UPS Room HVAC Installation	New HVAC systems will be installed to provide cooling capacity for all UPS rooms on Metrorail and Metromover.	\$616,019
FESM	Metrorail and Metromover CCTV Recovery Servers	The new Avigilon servers will enable a backup to existing NVRs and will protect against the loss of CCTV information in the event of a NVR failure on Metrorail or Metromover.	\$305,000
Information Technology	MDT Data Closets UPS Replacement	This project provides replacement for end of life UPS devices deployed at all Bus Garages, Metromover Admin Building and Lehman Center facilities	\$183,375
Service Planning and Scheduling	Bus Passenger Shelters Project	A provider to manage the Bus Shelter Program by cleaning, maintaining and repairing existing and new bus passenger shelters under this contract throughout the county to ensure that shelters are safe, attractive, has proper lighting, and in overall operational condition.	\$2,445,000
TOTAL			\$12,442,519

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6 TEN YEAR IMPLEMENTATION PLAN (FY 2018 - FY 2027)

The Ten Year FY2018-FY2027 MDT10Ahead Implementation Plan Tables present the transit project items' cost and status as of December 2016. Tables 6-1 and 6-2 list DTPW's Strategic Miami Area Rapid Transit Plan (SMART) and Bus Express Rapid Transit (BERT) projects. Combined, these two tables present the County's vision for six rapid transit and eight express bus corridors that will serve as the framework for DTPW's transit network. Tables 6-3 through 6-5 list the agency's Funded, Partially Funded, and Unfunded Projects. Information highlighting changes in scope, timing, budget or completion versus the 2016 Annual Update is also provided in each table.

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

6.1 SMART Plan

The Strategic Miami Area Rapid Transit (SMART) Plan is a bold infrastructure investment program that will significantly improve transportation mobility and will provide a world-class system that will support economic growth and competitiveness in the global arena. Miami is a global hub representing not only the Gateway of the Americas, but also the nation's southeast capital for international freight and cargo, as well as the number one passenger cruise port in the world. Miami-Dade Mayor Carlos A. Gimenez has declared that the advancement of transportation infrastructure is the top priority for Miami-Dade County which is the most populous county in Florida, representing 2.7 Million residents living in the Miami Urbanized Area of over 5.5 Million people. In addition, the Miami-Dade Metropolitan Planning Organization (MPO) has prioritized the advancement of the SMART Plan, which is strongly supported by public and private sector partners, residents, and elected officials.

The SMART Plan represents a vision for our region that is both strategic and far-reaching by creating a system of multiple transportation options that leverage existing infrastructure and integrate technology at the highest levels. The plan is comprehensive, proactive and supports the future population and employment growth anticipated in our region.

The Federal Highway Administration (FHWA) estimates the annual cost of congestion to motorists in urban areas is approximately \$7 Billion. This represents a significant cost and economic disadvantage that if not addressed, will result in urban areas like Miami being left behind.

Miami-Dade County has become a region of global significance that attracts people from all over the world to live, work and play. Labor force and employment growth in Miami-Dade greatly exceeded national growth from 2010 to 2015. Research shows that transit mobility directly affects quality of life and economic vitality. As Miami-Dade continues to grow, the SMART Plan will ensure that current and future residents will have the most efficient and effective transportation network to get to where they are going, faster and safer. The SMART Plan represents mobility insurance for our region.

The Miami-Dade County transportation team is working to change the approach to mobility by creating a system that offers multiple options throughout the county, leverages existing infrastructure, and integrates technology at the highest levels. There are limited opportunities to widen and/or build new roads. Therefore the need to extend mass-transit represents the balanced approach necessary to address roadway congestion and connect communities to educational and employment centers. This balanced approach is needed to ensure the community continues to grow and thrive in the future.

In order to improve livability and ensure economic growth in the future, it is important to improve mobility in Miami-Dade County. Miami-Dade County's SMART Plan helps accomplish this by connecting major airport and seaport facilities to the rest of our population and ultimately the entire United States. The goal is to make Miami-Dade County a car-optional community by ensuring that mass-transit options are available everywhere in the County and region.

6.1.1 Beach Corridor

The Beach Corridor Extension project will serve the cities of Miami and Miami Beach along a 9.7 mile corridor, crossing Biscayne Bay to link Downtown Miami to Miami Beach. The Beach Corridor area is an epicenter for population and economic growth and a major employment center and tourist destination in the region. As a result, the roadways between Miami and Miami Beach are typically heavily congested. This high bus transit ridership corridor has been identified as a candidate for consideration for premium transit over the past two decades as part of a strategy to address east-west directional travel demands.

6.1.2 East-West Corridor

This project will run approximately 11 miles from Miami International Airport west along the SR-836/Dolphin Expressway to the Turnpike in the vicinity of Florida International University (FIU). It provides multimodal solutions for severe traffic congestion along SR-836 which is the only east-west expressway in central Miami-Dade County. This project will also serve major activity centers including FIU, Miami International Airport, the Miami Intermodal Center (MIC), Downtown Miami, and PortMiami, while transporting riders to and from major employment areas (Doral, Health District, Central Business District, Brickell, etc).

6.1.3 Kendall Corridor

The Kendall Corridor project is 10 miles from the Dadeland North Metrorail Station west along SR 94/Kendall Drive/SW 88th Street to approximately SW 167th Avenue. This project provides multimodal solutions for severe traffic congestion along Kendall Drive, one of the most congested east-west roadways in Miami-Dade County. The project facilitates the highest demand movement of passengers to and from West Kendall to Downtown Miami.

In 2016, the Florida Department of Transportation (FDOT), District Six, initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for Kendall Drive. The Kendall corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in late 2016. The study is scheduled for completion by mid-2018.

6.1.4 North Corridor

This project is approximately 12 miles from the Miami Intermodal Center (MIC) via existing Metrorail Orange Line then north along NW 27th Avenue to NW 215th Street. It will connect the cities of Miami, Opa-Locka, and Miami Gardens with major activity centers, including the Miami-Dade College North Campus, North Dade Health Center, St. Thomas University, Florida Memorial College, Miami Jobs Corps Center, Hard Rock Stadium (home of NFL Miami Dolphins and University of Miami), and Calder Race Course. A new transit terminal and park-and-ride facility at the northern end of the project will be constructed to provide a connection to Metrobus and Broward County Transit (BCT) routes. The long-term vision includes transit-oriented development (TOD) at the new NW 215th Street transit terminal.

In 2016, the Florida Department of Transportation (FDOT), District Six, initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for SR 9 / SR 817 / NW 27th Avenue. The North corridor is being studied as part of the SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in late 2016. The study is scheduled for completion by mid-2018.

6.1.5 Northeast Corridor

This corridor is roughly defined as U.S. Route 1 from the Downtown Miami area to the Aventura Mall near the Miami-Dade/Broward County line. It is one of the busiest transit corridors in the region. It extends approximately 13.5 miles through the historic core of the County developed along the Florida East Coast (FEC) railroad and links Aventura, North Miami, North Miami Beach, and Miami Shores with the County's Central Business District located in Downtown Miami.

6.1.6 South Corridor

This project will run approximately 20 miles from the Dadeland South Metrorail Station along the existing Transitway (aka Busway) to the SW 344th Street Park-and-Ride/Transit Terminal Facility. It will connect Florida City, City of Homestead, Town of Cutler Bay, Village of Palmetto Bay, and Village of Pinecrest, which represent the fastest population growth in Miami-Dade County. This rapid transit project facilitates the highest demand movement of passengers to and from southern Miami-Dade to Downtown Miami.

Table 6-1 Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) Plan





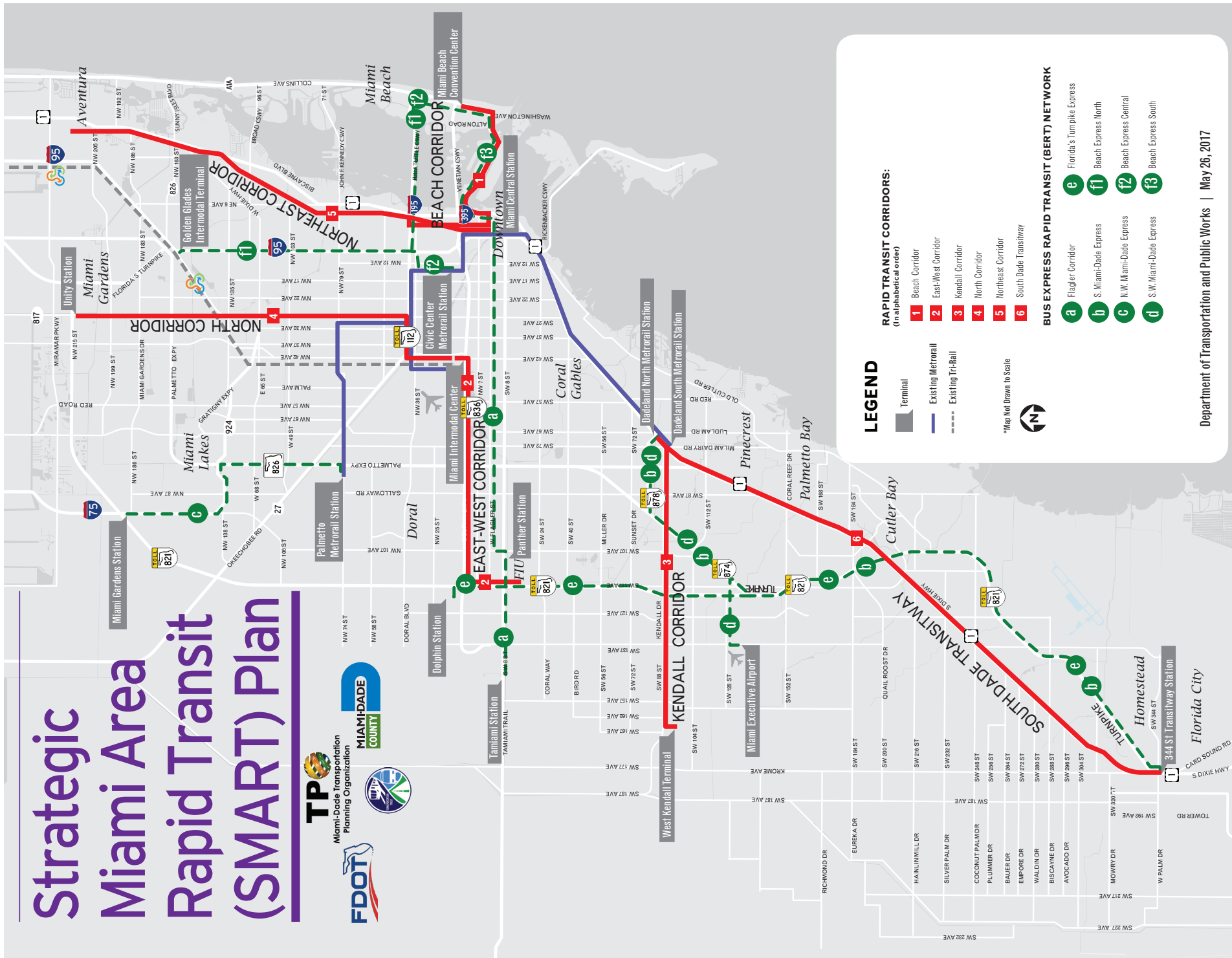
<div>     </div>						
Corridor Name	Limits	Corridor Length (miles)	Lead Agency	Environmental Document Cost	Implementation Activities Cost	Status
North Corridor (NW 27th Avenue)	Miami Intermodal Center (MIC) to NW 215th Street	12	FDOT-6	\$4.2M	\$840,000	<ul style="list-style-type: none"> MPO Resolution #01-15 authorized the development of the PD&E PD&E Funding Source: 100% State PD&E started in June 2016; anticipated completion date: August 2018 PD&E considering Light Rail Transit (LRT) and/or appropriate premium transit technology
Beach Corridor	Miami Beach Convention Center to Midtown Miami (at or near NE 41st Street and NE 2nd Avenue)	9.7	DTPW	\$10.0M	\$2.0M	<ul style="list-style-type: none"> MPO Resolution #40-16 authorized the development of the PD&E PD&E Funding Sources: FDOT-6 (\$5.0M); CITT (\$3.75M); Miami-Dade County (\$417,000); City of Miami (\$417,000); City of Miami Beach (\$417,000) PD&E will start in early-mid 2017; City of Miami Beach is moving forward with the environmental study for the South Beach segment to the Convention Center PD&E considering Light Rail Transit (LRT) and/or appropriate premium transit technology
East-West Corridor	Miami Intermodal Center (MIC) to Florida International University (FIU)	11	DTPW	\$9.0M	\$1.2M	<ul style="list-style-type: none"> MPO Resolution #35-16 authorized the development of the PD&E PD&E Funding Source: 100% CITT PD&E will start in early-mid 2017 PD&E considering Light Rail Transit (LRT) and/or appropriate premium transit technology
South Dade Transitway	Florida City to Dadeland South Metrorail Station	20	DTPW	\$7.0M	\$1.2M	<ul style="list-style-type: none"> MPO Resolution #34-16 authorized the development of the PD&E PD&E Funding Source: 100% CITT PD&E will start in early-mid 2017 PD&E considering the conversion of US-1 Busway from Enhanced Bus Service to Light Rail Transit (LRT) and/or appropriate premium transit technology
Tri-Rail Coastal Link (Northeast/FEC Corridor)	Downtown Miami to City of Aventura (Miami-Dade segment)	13.5	FDOT-4; DTPW	\$5.7M	\$1.14M	<ul style="list-style-type: none"> PD&E is being conducted by FDOT-4 Long-term Project: FDOT-4 is lead agency; Short-term Project: DTPW is lead agency Passenger Rail Service project is under construction (All Aboard Florida - private sector) DTPW is improving transit services along Biscayne Boulevard
Kendall Corridor	SW 167th Avenue to Dadeland Area Metrorail Stations	10	FDOT-6	\$4.0M	\$800,000	<ul style="list-style-type: none"> MPO Resolution #01-15 authorized the development of the PD&E PD&E Funding Sources: 100% State PD&E started in June 2016; anticipated completion date: August 2018 PD&E considering Light Rail Transit (LRT) and/or appropriate premium transit technology

Figure 6-1 Strategic Miami Area Rapid Transit (SMART) Plan



6.2 Bus Express Rapid Transit (BERT) Network

Most of the urban and interregional corridors in Miami-Dade County are already congested. Congestion is expected to worsen even with completion of planned transportation improvement projects. The pace of growth far exceeds the ability to add capacity in order to reduce congested conditions. Significant expansion is required in rail and transit systems to deliver viable options for moving people within Miami-Dade County and the Southeast Florida Region.

In April 2016, Miami-Dade Metropolitan Planning Organization (MPO) Governing Board adopted the Strategic Miami Area Rapid Transit Plan (SMART Plan), which includes six (6) rapid transit corridors and a Bus Express Rapid Transit (BERT) network. Since then, implementation of the SMART Plan has become a top priority of the Miami-Dade County Department of Transportation and Public Works (DTPW). Subsequently, the Florida Department of Transportation (FDOT), District Six (D-6), and DTPW staff started the planning activities for implementation of the BERT network. DTPW staff assessed the infrastructure needs for the BERT network. To implement the BERT network, necessary infrastructure projects include new transit terminals, improvement to or expansion of existing terminals, and new direct roadway/ramp connections, etc. Coordination is also required between DTPW and other transportation agencies such as FDOT, Florida's Turnpike Enterprise (FTE) and Miami-Dade Expressway Authority (MDX) to ensure transit access to roadways are supported. Among these BERT routes, some are further advanced than others. Routes b, e, and f3 are anticipated to be implemented by early 2018; Routes c, d, f1, and f2 will be the next in line; Route a, Flagler Corridor, is undergoing a Project Development and Environment (PD&E) study and is expected to complete the study by mid-2018. Based on the results of the study, project schedule will be planned.

Table 6-2 lists additional information on the BERT network. Figure 6-2 shows DTPW's Express Bus System Vision with supportive transit terminals.

6.2.1 Flagler Corridor

In 2016, the Florida Department of Transportation (FDOT), District Six, began a Project Development and Environment (PD&E) study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. The FDOT project team is currently identifying and refining recommended alternatives. The study is scheduled for completion by mid-2018.

DTPW is coordinating the bus purchase component of this project which includes purchase of 10 new 60-foot alternative fuel buses. Acceptance of vehicles is anticipated in late 2017.

Figure 6-2 Express Bus System Vision

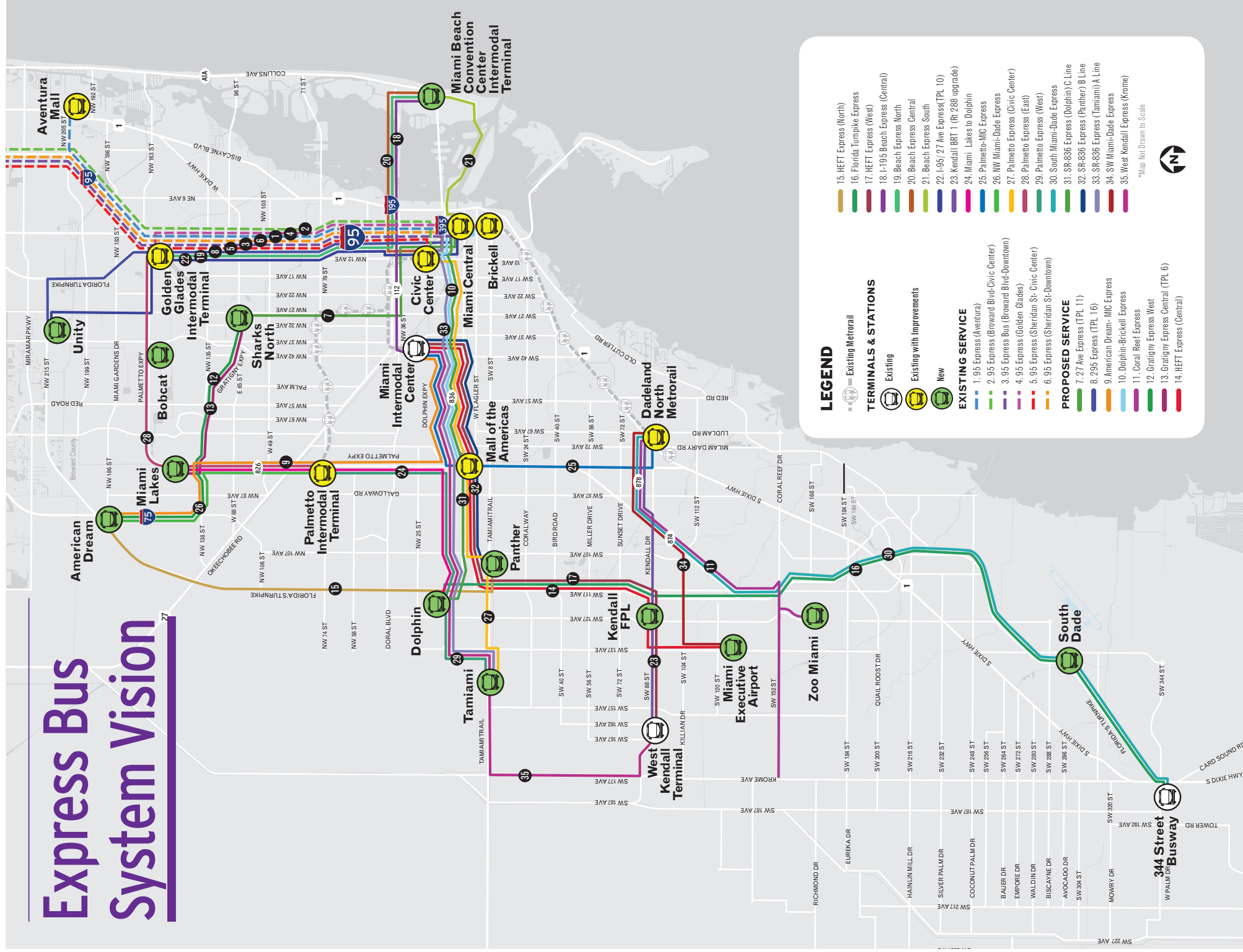


Table 6-2 Bus Express Rapid Transit (BERT) Network (Partially funded)

SMART Plan Route #	Project Name	Location	Project Description	Project Length (Miles)	Commission District	Project		Cost (in 000s)		Number of Buses	Type of Change	Status		2040 LRTP Status
						Type [§]	Phase	Capital Cost [†]	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
a	Flagler Corridor	Tamiami Station/SW 147th Avenue to Downtown Miami	In 2016, FDOT initiated a Project Development and Environment (PD&E) study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. The FDOT project team is currently identifying and refining recommended alternatives. The study is scheduled for completion by mid-2018. DTPW is coordinating the bus purchase component of this project which includes purchase of 10 new 60-foot alternative fuel buses. Acceptance of vehicles is anticipated in late 2017.	15.4	5, 6, 10, 11, 12	6	Capital (FDOT PD&E Study)	\$5,521 (Cost of PD&Study Only)	TBD	10	New Bus Rapid Transit (BRT) Service	TBD	TBD	Priority I
b	S Miami-Dade Express	SW 344 St. Transitway Station/Dadeland North Metrorail Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours.	24.7	7, 9	6	Operations	\$15,000	\$2,915	15	New Express Bus Service	TBD	2018	N/A
c	NW Miami-Dade Express	Miami Gardens Station / Palmetto Metrorail Station	Route will provide express bus service from the Miami Gardens Station to the Palmetto Metrorail Station. Headways will be 10 minutes during peak hours	8.9	12	6	Operations	\$8,000	\$1,458	8	New Express Bus Service	TBD	TBD	N/A
d	SW Miami-Dade Express	Miami Executive Airport/Dadeland North Metrorail Station	Route will provide express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours.	8.5	7, 11	6	Operations	\$8,000	\$1,458	8	New Express Bus Service	TBD	TBD	N/A
e	Florida's Turnpike Express (South)	344 St. Transitway Station/Dolphin Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to Dolphin Station. Headways will be 10 minutes during peak hours.	28.0	9, 11	6	Operations	\$16,000	\$3,158	16	New Express Bus Service	TBD	2018	N/A
f1	Beach Express North	Golden Glades Intermodal Terminal/Miami Beach Convention Center	Route will provide express bus service from Golden Glades Intermodal Terminal to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service Span will be from 5:30am to 8:00pm.	13.8	2, 5	6	Operations	\$9,000	\$2,742	9	New Express Bus Service	TBD	TBD	N/A
f2	Beach Express Central	Civic Center Metrorail Station/Miami Beach Convention Center	Route will provide express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service Span will be from 5:30am to 9:00pm.	8.7	3, 5	6	Operations	\$6,000	\$2,100	6	New Express Bus Service	TBD	TBD	N/A
f3	Beach Express South	Miami Central Station/Miami Beach Convention Center	Route will provide express bus service from Miami Central Station to the Miami Beach Convention Center. Service will run all day with 10 minute headways. Service Span will be from 5:00am to 2:00am.	6.3	3, 5	6	Operations	\$6,000	\$3,644	6	New Express Bus Service	TBD	2018	N/A
TBD	Florida's Turnpike Express (North)*	FIU Panther Station/Miami Gardens Station	Route will provide express bus service from the FIU Panther Station to the Miami Gardens Station. This route will operate all day with 20 minute headways	14.4	12, 13	6	Operations	\$4,000	\$2,221	4	New Express Bus Service	TBD	TBD	N/A
							TOTAL COST (000S)	\$72,000	\$19,696					

*Candidate BERT Route requires SMART Plan Amendment by TPO. If SMART Plan is amended to include this route, Total Distance of BERT Network increases from 114.3 miles to 128.7 miles

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

Bus Totals:
+82 Buses
† 'A' denotes articulated bus

6.3 Funded Transit Projects

Table 6-3 presents a listing of various capital, operational, and infrastructure improvement projects that are funded and will be implemented within the MDT10Ahead planning horizon over the next ten years.

Table 6-3 Funded Transit Projects FY 2018 - 2027

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
1	SR 836 Express Bus A Line Express	SR 836 Express Bus A Line: Tamiami Station (US-41/SR 90/SW 8th Street and SW 147th Avenue) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue)	A Line Express would provide premium express transit service along SR 836 from the proposed park-and-ride/transit center Tamiami Station (US-41/SR 90/SW 8th Street and SW 147th Avenue) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue) via US-41/SR 90/SW 8th Street, SW 137th Avenue and SR 836. This route will operate during peak periods only. Service headways will be 10 minutes during the AM/PM peak-hour. Service hours are weekdays 6:00am to 9:00am and 3:00pm to 7:00pm.	6, 10, 11, 12	6	Operations	\$25,600	\$2,700	11A	New Express Bus Service	2020	2020	Priority I
2	SR 836 Express Bus B Line Express	SR 836 Express Bus Route B: Panther Tech Station at FIU's MMC and the Miami Intermodal Center (MIC)	B Line Express would provide premium express transit service between the proposed Panther Tech Station at FIU's MMC and the Miami Intermodal Center (MIC), via US-41/SR 90/SW 8th Street, SR 821/HEFT and SR 836. This route will operate all day with 20 minute headways. Service hours are 6:00am to 10:00pm on weekdays.	6, 10, 11, 12	6	Operations	Total cost included as part of Line A	\$1,900	Included as part of Line A	New Express Bus Service	2020	2020	Priority I
3	Panther Station	Florida International University's (FIU) Modesto A. Maidique Campus – MMC	Florida International University (FIU) constructed a parking garage along SW 8 th Street with ground floor space reserved for a future transit center. The location of the new parking garage, between SW 112 th Avenue and SW 109 th Avenue, presents an access challenge that requires roadway widening to construct bus only lanes and traffic signal improvements to provide bus signal priority at the two intersections along this roadway segment. The new transit center would provide 10 bus bays to accommodate the relocation of the existing DTPW routes from the current bus terminal located near SW 107 th Avenue/SW 17 th Street and provide capacity for future routes such as the SR-836 Express Bus, the Flagler Street Bus Rapid Transit (BRT) and express routes operating on the Homestead Extension of the Florida Turnpike (HEFT). Completion of the transit center should coincide with the beginning of the SR-836 Express Bus in 2020.	12	9	Capital	Cost included in SR 836 Express Bus Line A	TBD	0	Station Improvements	2019	2020	N/A
4	Unity Station	NW 215th St and NW 27th Ave	A 14-acre vacant parcel adjacent to the intersection of the Turnpike and NW 27 th Avenue has been identified as a strategic park-and-ride location for the North Corridor (NW 27 th Avenue) Premium Transit project which is being studied by the Florida Department of Transportation (FDOT). Up to 350 parking spaces are proposed for this facility which would serve the northern most station for new premium transit service in the corridor. This park-and-ride lot also provides strategic transit oriented development (TOD) opportunities. This project is currently being negotiated and is under the cone of silence.	1	11	Capital	\$5,000	TBD	0	Access Improvement	TBD	TBD	Priority I
5	Tamiami Station	SW 8th St and SW 147th Ave	An 8-acre vacant parcel of land on the SW corner of the intersection at SW 8 th Street and SW 147 th Avenue has been identified as a strategic park-and-ride location for the SR 836 Express Bus Service project. The proposed park-and-ride facility will accommodate 493 parking spaces, which would serve as the western most station for the new premium bus service in the corridor as well as other local bus routes. The estimated completion date is 2020.	12	11	Capital	Cost included in SR 836 Express Bus Line A	TBD	0	Access Improvement	2019	2020	Priority I
6	Golden Glades Intermodal Terminal Phase I	Golden Glades Interchange	Located in northern Miami-Dade County, adjacent to City of Miami Gardens, North Miami Beach, North Miami and the Golden Glades Community. The center will consolidate the existing bus transit services at Golden Glades into a single facility adjacent to the Tri-Rail Station. The new multi-bay bus terminal facility will include upgraded sidewalks, walkways, platforms, bus bays and all improvements related to transit operations, including internal roads, drainage, lighting systems, fencing, internal directional and traffic control signage. The center will feature a multi-story parking garage surface parking lots. Additionally, the center will provide spaces for scooters and motorcycles. Other amenities will include bicycle parking and lockers. The complex will also feature a transit hub, retail space, and a break lounge for bus drivers.	1	9, 11	Capital (FDOT Project)	\$56,300	\$860	0	Station Improvements	2019	2019	Priority I
7	Dadeland South Intermodal Station	Dadeland South Metrorail Station	Facility improvements to the existing Dadeland South Metrorail Station, the parking garage, roadways, signage, fencing, painting, landscaping, canopy, escalators and lighting up-grades.	7	12	Capital	\$1,686	TBD	0	Station Improvements	2018	2018	N/A
8	Dadeland North Metrorail - Elevators	8300 S Dixie Hwy	Since its completion in 1984, the Dadeland North Metrorail Station's use has increased dramatically through the years. Because of increasing ridership at the Dadeland North Metrorail Station, the existing bank of elevators (four elevators) does not provide an acceptable level of service during peak hours. Peak passenger flows create congestion and long waiting periods for Metrorail passengers waiting for the elevators, generating complaints from existing customers. DTPW is adding two (2) elevators to the existing parking facility, one elevator at each end of the structure. DTPW is currently in the consultant selection process for design services. The estimated project completion date is May 2021.	7	4	Capital	\$5,350	\$0	0	Roadway Construction	2019	2019	N/A
9	Transitway Lot (Caribbean Station)	Transitway and SW 200th St	Construct Park-and-Ride facility with 150 parking spaces	9	11	Capital (Private Developer)	\$0	TBD	0	Access Improvement	2020	2020	Privately Funded
10	Downtown Intermodal Terminal	112 NW 3rd Street	Construct new Downtown Bus Terminal with approximately 27 bus bays, customer service areas, passenger waiting areas with seating, TVs, video displays, restrooms, a security office, support areas (driver comfort area), janitor/supply closet, bus supervisor booth, 8 parking spaces for transit staff, bicycle parking/station, kiss-and-ride area. The project also includes a conversion of NW 1st Street to bus drop-off area with 7 saw tooth bus bays, dedicated taxi and jitney areas, landscaping, lighting, and unified directional signage.	5	9	Capital (All Aboard Florida) and Downtown Miami Development of Regional Impact Increment III	\$10,796	TBD	0	Station Improvements	TBD	TBD	Privately Funded
11	Senator Villas	SW 40th St between SW 89th Ave and SW 89th Ct	Construct Park-and-Ride facility	10	9	Capital (Private Developer)	\$0	TBD	0	Access Improvement	TBD	TBD	Privately Funded
12	Miami Gardens Station (f.k.a. American Dream North)	I-75 and Miami Gardens Drive Interchange	Construct new park-and-ride facility with 298 parking spaces to support new express bus service connection	12, 13	9	Capital(FDOT Project)	\$5,000	\$100	N/A	Station Improvements	2018	2018	Unfunded

Table 6-3 Funded Transit Projects FY 2018 - 2027 (continued)

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type ⁵	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
13	NW 12th Street Roadway Improvements (Bus-Only) Project for Dolphin Station	along NW 12th Street between 122nd Avenue and 114th Avenue	This project includes widening and resurfacing along NW 12th Street to add bus-only lanes from NW 122nd Avenue to NW 114th Avenue. These new bus-only lanes will allow buses to bypass traffic congestion along this segment of NW 12th Street and will thereby reduce travel time for buses traveling between the Dolphin Station Park-and-Ride/Transit Terminal and Dolphin Mall. This roadway project is an integral component of the Dolphin Station Park-and-Ride/Transit Terminal Facility. The Dolphin Station Park-and-Ride/Transit Terminal Facility is part of the East West Corridor Rapid Transit Project which connects the largest employment areas of Miami-Dade County (Florida International University (FIU), City of Doral, Miami International Airport (MIA), Miami Health District, Downtown Miami and Brickell). The East West Corridor Rapid Transit Project will also connect to the Miami Intermodal Center (MIC) – the County's major ground transportation hub.	12	10	Capital	\$10,616	TBD	0	Roadway Construction	n/a	2021	Priority I
14	The Underline Phase I - Brickell Backyard Project	from the Miami River to SW 13th Street	The future 10-mile Underline is a linear mobility corridor below the Metrorail extending from the Miami River to Dadeland South Metrorail Station enhancing connectivity, increasing mobility, and improving pedestrian and bicyclist safety. Phase 1 extends from the Miami River to SW 13th St. and is approximately ½ mile long and creates pedestrian and bicycle paths that travel and transverse various new amenities. The amenities include the Gym, The Oolite Room, the Dining Room, the Game room, the Bike Garage and the River Trail. This segment transverses 3 FDOT intersections, which are SW 7th St., SW 8th St., and SW 13th St.	5	10	Capital	\$9,865	TBD	0	Pedestrian Multi-Use Trail	n/a	2019	Priority I
15	The Underline Phase II - Hammock Trail	from SW 13th Street to SW 19th Avenue	The future 10-mile Underline is a linear mobility corridor below the Metrorail extending from the Miami River to Dadeland South Metrorail Station enhancing connectivity, increasing mobility, and improving pedestrian and bicyclist safety. This segment of the Underline is approximately 2.14 miles long and is mainly composed of pedestrian and bicycle paths, lighting, landscaping and signage. Currently drafting a project schedule.	5,7	10	Capital	\$13,000	TBD	0	Pedestrian Multi-Use Trail	n/a	TBD	Priority I
Not Mapped	East West Corridor Transit Oriented Development (TOD) Project	generally along SR-836 between the MIC and FIU	The East-West Corridor is one of six premium transit corridors included in the Strategic Miami Area Rapid Transit (SMART) Plan as endorsed by the Miami-Dade MPO Governing Board. DTPW will conduct a comprehensive planning effort that will inform transit and land use planning in the East-West Corridor, a 12-mile corridor linking the Miami Intermodal Center with Florida International University and the western communities of Miami-Dade County. In June 2016, DTPW submitted a grant application to FTA under the TOD Planning Pilot Program. In October 2016, FTA awarded \$960,000 to DTPW for this project. DTPW is currently finalizing a draft scope of services for this project.	6, 10, 11, 12	10	Project Development	\$1,200	TBD	0	Planning Study	n/a	2019	Priority I
Not Mapped	Bus Facilities Projects	Various Sites	Provide federal allocation designated for bus and bus facility projects to include the bus garages, plumbing, roofing, fire suppression.	Countywide	2	Capital	\$27,084	\$0	0	State of Good Repair	ongoing	ongoing	N/A
Not mapped	Urbanized Area Formula Grant FTA 5307	Countywide	Preventative maintenance as well as other projects for Metrobus, Metrorail, and Metromover.	Countywide	3	Equipment Acquisition	\$84,310	\$0	N/A	State of Good Repair	ongoing	ongoing	N/A
Not mapped	Capitalization of Preventive Maintenance and Other Costs	Countywide	Preventative maintenance as well as other projects for Metrobus, Metrorail, and Metromover.	Countywide	3	Equipment Acquisition	\$561,040	TBD	N/A	State of Good Repair	ongoing	ongoing	N/A
Not mapped	Professional Services - Transit's Capital Improvement Plan	Countywide	Professional services for development of Transit's Capital Improvement Plan	Countywide	10	Project Development	\$22,000	N/A	N/A	Project Development	ongoing	ongoing	N/A
Not mapped	Metrorail Stations Refurbishment	Metrorail	Refurbish and modernize specific areas as needed throughout the entire rail system	Countywide	8	Metrorail Projects	\$35,000	\$0	N/A	Station Improvements	2019	2019	N/A
Not mapped	Metrorail and Metromover Train Control Replacement	Metrorail and Metromover	Replace existing relay based control equipment and modify software and hardware central control to accommodate new train control systems	Countywide	5	Infrastructure Improvements	\$70,000	\$0	N/A	State of Good Repair	2020	2020	2021
Not mapped	Underfloor Rail Wheel Truing Machine	William Lehman Facility	Purchase and install a new underfloor rail wheel truing machine at the William Lehman Facility	12	8	Metrorail Projects	\$7,000	\$0	N/A	State of Good Repair	2018	2018	N/A
Not mapped	Escalators Replacement and Elevators Refurbishment	Various Sites	Replace approximately 80 escalators and 92 elevators systemwide to include Metrorail and Metromover stations at various transit facilities	Countywide	5	Infrastructure Improvements	\$35,500	TBD	N/A	State of Good Repair	ongoing	ongoing	N/A
Not mapped	AC Unit Substations	Various Sites	Replace all major power components in all AC unit substations to include SCADA communication equipment and associated sub sets; implementation to interface with Central Control	Countywide	5	Infrastructure Improvements	\$15,000	TBD	N/A	State of Good Repair	2021	2021	N/A
Not mapped	Track and Guideway 10-15 Year Heavy Equipment Replacement	Metrorail	Replace track and guideway heavy equipment and work trains; useful life 10-15 years	Countywide	8	Metrorail Projects	\$8,268	\$0	N/A	State of Good Repair	2021	2021	N/A
Not mapped	Metrorail Switch Machine Improvement	Metrorail	Replace switch machines and cables at the William Lehman Yard and Mainline Area	Countywide	8	Metrorail Projects	\$12,320	TBD	N/A	State of Good Repair	2023	2023	N/A
Not Mapped	Traction Power Gap Ties	Metrorail	Replace existing equipment and major power components at gap ties in three (3) locations throughout the Metrorail system.	Countywide	8	Metrorail Projects	\$5,680	\$0	N/A	State of Good Repair	2021	2021	N/A
Not Mapped	Metromover Track and Guideway Improvement	Metromover	Repaint approximately 4.5 miles of existing rusted steel girders of the Metromover in various stations	Countywide	7	Metromover Projects	\$20,010	TBD	N/A	State of Good Repair	2021	2021	N/A
Not Mapped	Capitalization of Preventive Maintenance and Other Costs	Various Sites	Capitalize preventive maintenance and other costs for Metrobus, Metrorail, Metromover, and specialized transportation	Countywide	5	Infrastructure Improvements	\$383,084	N/A	N/A	State of Good Repair	ongoing	ongoing	N/A
Not mapped	Track and Guideway Rehabilitation	Countywide	Rehabilitate existing track and guideway equipment and fixtures; replacement of safety items for rail to include coverboard, fasteners, insulated joints, metal acoustical barriers, and drains; replace 10-15 year rail bound service equipment	2, 3, 5, 7, 12, 13	8	Capital	\$45,669	\$0	0	State of Good Repair	2021	2021	N/A
Not mapped	Rail Vehicle Replacement	Countywide	Overhaul and modernize existing standard size and purchase 136 new heavy rail buses	2, 3, 5, 7, 12, 13	8	Capital	\$375,787	\$0	0	State of Good Repair	2019	2019	N/A

Table 6-3 Funded Transit Projects FY 2018 - 2027 (continued)

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type [§]	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
Not mapped	Route 27	Sun Life Stadium to Coconut Grove Metrorail	Extend route to new Transit Center located at NW 27 Avenue and NW 215 Street (Unity Station)	1, 2, 3, 5, 7	14	Operations	\$0	\$0	0	Route Extension	TBD	TBD	N/A
Not mapped	Metrorail and Metromover Traction Power Cable and Transformer Replacement	Countywide	Replace traction power cable and transformer for Metrorail and Metromover	Countywide	10	Capital	\$12,000	\$0	0	State of Good Repair	2020	2020	N/A
Not mapped	Bus Replacement	Countywide	Replace buses to maintain the bus standard size replacement plan	Countywide	3	Capital	\$477,709	\$0	0	Bus Purchase	ongoing	ongoing	N/A
Not mapped	Infrastructure Renewal Plan	Various Sites	Replace and upgrade physical assets according to normal replacement cycles to include buses, facilities, systems, and equipment overhauls and acquisitions	Countywide	5	Capital	\$87,500	\$0	0	State of Good Repair	ongoing	ongoing	N/A
Not mapped	Associated Transportation Improvements	Countywide	Replace signage at Metrorail Systems; install bicycle-related amenities on buses and at locations such as Metrorail and Metromover stations; provide for other federally qualified passenger amenities or enhancements	2, 3, 5, 7, 12, 13	4	Capital	\$3,909	\$0	0	State of Good Repair	ongoing	ongoing	N/A
Not mapped	Traction Power Rectifier Transformer	Countywide	Replace 28-year old Rectifier Transformers used in the Metrorail System.	Countywide	3	Capital	\$12,880	TBD	0	State of Good Repair	2019	2019	N/A
Not mapped	Metrorail and Metromover Cable Replacement Equipment	Countywide	Metrorail and Metromover cable replacement equipment	Countywide	3	Capital	\$18,251	TBD	0	State of Good Repair	2020	2020	N/A
Not mapped	Metrorail and Metromover Train Control Replacement Project	Countywide	This is a 10-year project to replace the existing Metrorail and Metromover relay based train control equipment with vital processor controllers or their equivalent. Includes software and hardware modification at Central Control to accommodate the new train control systems.	Countywide	3	Capital	\$70,000	TBD	0	State of Good Repair	2021	2021	N/A
Not mapped	Metrobus Mobile Closed-Circuit Television Replacement	Countywide	DTPW currently has approximately 591 buses with CCTV's that exceed thier useful life and are obsolete. This project will replace and upgrade the CCTV system on approximately 382 of these buses. The new CCTV system will have a useful life of seven years.	Countywide	3	Capital	\$3,824	TBD	0	State of Good Repair	N/A	2019	N/A
Not mapped	Metrorail Train Wayside Communication Equipment Installation at Rail	Countywide	TWC Equipment Installation at 21 Metrorail Stations, except MIC and Earlington Heights stations, to interface with the station signs and PA to display the train route information at the platform.	Countywide	3	Capital	\$8,762	TBD	0	State of Good Repair	N/A	2019	N/A
Not mapped	Bicycle locker Replacement at All Metrorail Stations and Transit Facilities	Countywide	Purchase of state-of-the-art Bike Lid units as part of the Bike Locker Replacement Project at Metrorail stations to replace the existing 30 year old bicycle lockers that are in disrepair and unusable due to their age.	Countywide	12	Capital	\$555	TBD	0	State of Good Repair	2018	2018	N/A
Not Mapped	IRP233 Replacement of Diamond (Center) Frogs at Culmer Crossover	Culmer Station	This project includes removal and replacement of the complete diamond and the associated rails ,ties and ballast on the track segment at the Culmer Metrorail Station.	3	8	Capital	\$960	TBD	N/A	State of Good Repair	2018	2018	N/A
Not mapped	Transportation Security Projects	Various Sites	Install security and safety improvements such as security surveillance, safety rails, security locks and lighting improvements throughout Miami-Dade County at all MDT facilities	Countywide	13	Capital	\$3,406	\$0	0	Safety Improvements	ongoing	ongoing	N/A
Not Mapped	South Miami-Dade Transitway Service Improvement (Route 34)	Dadeland South Metrorail Station to Florida City	Improve weekday peak headway of Route 34 from 10 to 5 minutes	7,8,9	14	Operations	\$9,800	\$1,130	11	Improve Headway and On-Time Performance	2022	2022	N/A
Not Mapped	South Miami-Dade Transitway Service Improvement (Route 38)	Dadeland South Metrorail Station to Florida City - Walmart	Improve weekday peak headway of Route 38 from 10 to 7.5 minutes	7, 8, 9	14	Operations	\$9,800	\$1,130	11	Improve Headway and On-Time Performance	2023	2023	N/A
							TOTALCOST (000s)	\$2,571,521	\$3,220				

§ Project Type Key

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

Bus Totals:
- 21 Traditional Buses
+ 65 Articulated Buses
-6 Mini 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

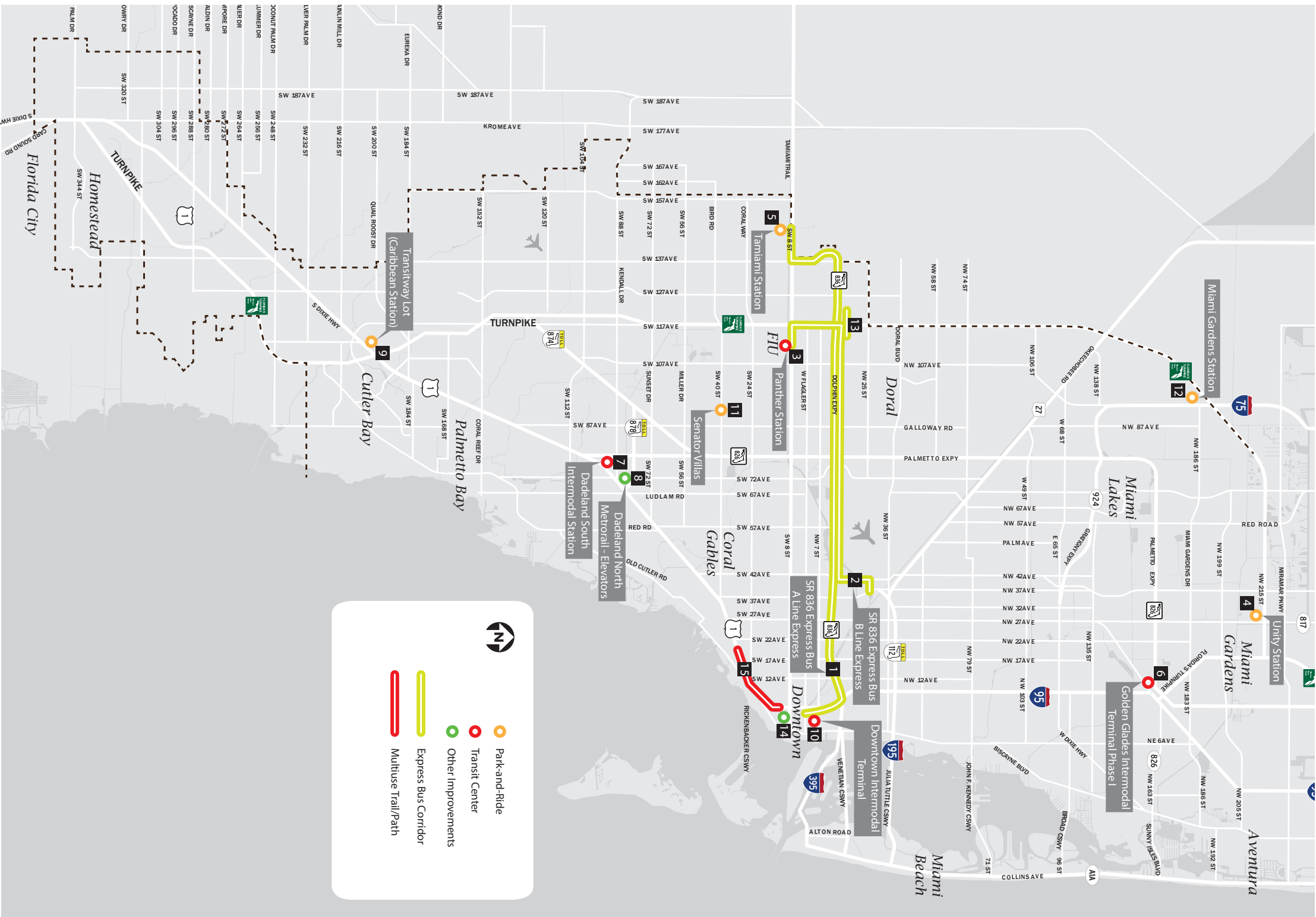
* Projects in green have been advanced from their original start date or are new; projects in red have been deferred, or cancelled

†† 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, 2016.

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

Figure 6-3 Funded Transit Projects FY 2018 - 2027



6.4 Partially Funded Transit Projects

Table 6-4 presents a listing of various capital, operational, and infrastructure improvement projects that are partially funded and will be implemented within the MDT10Ahead planning horizon over the next ten years.

Table 6-4 Partially Funded Transit Projects FY 2018 - 2027

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in '000s)			Number of Buses/Vehicles†	Type of Change	Status		2040 L RTP Status
					Type§	Phase	Total Capital Cost	Funded Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
1	Palmetto Intermodal Terminal	SR 826 (Palmetto Expressway) at NW 74th Street	DTPW recommends that the FDOT SR 826/Palmetto Expressway Express Lanes PD&E Study address the feasibility of acquiring an 11.88-acre semi-vacant parcel of land located immediately south of the Palmetto Metrorail Station for the purpose of constructing the Palmetto Station Intermodal Terminal that will include but not be limited to: a minimum of 1,000 parking space garage which includes long-term parking, short-term parking, kiss-and-ride, pool-and-ride and a minimum of 12 bus bays.	12	11	Capital	\$25,000	\$10,040	TBD	N/A	Station Improvements	TBD	TBD	Priority III
2	SR 90/SW 7th St/SW 8th St	SW 27th Ave to Brickell Ave	Operational and capacity improvements PD&E study for bus only lanes fully funded; scheduled for Spring 2018 completion. Total cost TBD upon completion of PD&E.	5	10	Capital (FDOT Project)	TBD	\$2,040	TBD	N/A	Roadway Redesign	TBD	TBD	Priority I
3	* Flagler BRT ††	FIU to Downtown Miami	In 2016, FDOT initiated a Project Development and Environment (PD&E) study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. The FDOT project team is currently identifying and refining recommended alternatives. The study is scheduled for completion by mid-2018. DTPW is coordinating the bus purchase component of this project which includes purchase of 10 new 60-foot alternative fuel buses. Acceptance of vehicles is anticipated in late 2017.	5, 6, 10, 11, 12	6	Capital (FDOT PD&E Study)	TBD	\$5,521	TBD	10	New Bus Rapid Transit Service	No Planned Improvement	TBD	Priority I
4	Transitway Lot (Quail Roost Dr) Park and Ride	Transitway and SW 184th St	In 2017, the Department of Public Housing and Community Development (PHCD) in partnership with the DTPW will release an Request for Proposals (RFP) seeking for experienced developers to design and construct a mixed-income housing development with commercial uses adjacent to the existing Transitway stop as well as structured parking with spaces reserved for transit patrons. The Development Plan must provide a fully integrated transit-oriented development with housing, commercial space and transit amenities. At a minimum, a successful proposal will include 500 housing units, 10,000 square feet of commercial space, a park-and-ride garage with 261 spaces exclusively for transit users and parking spaces to support the housing and commercial components. DTPW will conduct an environmental study of the 8.5 acre site to comply with all NEPA requirements.	8	11	Capital	TBD	\$3,989	TBD	0	Access Improvement	2018	2021	Partially Funded
5	Transitway Lot	Transitway and SW 152nd St	Expand Park and Ride facility with new parking garage with 500 spaces	8	11	Capital	\$16,250	\$170	TBD	0	Access Improvement	2025	2025	Priority II
6	*East-West Corridor	Miami International Airport west along the SR-836/Dolphin Expressway, to the Turnpike in the vicinity of Florida International University (FIU)	This project will provide multimodal solutions for severe traffic congestion along SR-836, the only east-west expressway in central Miami-Dade County. This project will also serve major activity centers including FIU, Miami International Airport, the Miami Intermodal Center (MIC), Downtown Miami, and PortMiami, while transporting riders to and from major employment areas (Doral, Health District, Central Business District, Brickell, etc.). The East-West Corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	5, 6, 10, 12	6	Capital	TBD	\$10,200	TBD	TBD	New Rapid Transit Service	2027 & Beyond	TBD	Priority I
7	*South Miami-Dade Corridor	Florida City to Dadeland South	This project will connect Florida City, City of Homestead, Town of Cutler Bay, Village of Palmetto Bay, and Village of Pinecrest, which represent the fastest population growth in Miami-Dade County. This premium transit project facilitates the highest demand movement of passengers to and from southern Miami-Dade to Downtown Miami. The South Corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	7, 8, 9	6	Capital	TBD	\$8,200	TBD	TBD	New Rapid Transit Service	2027 & Beyond	TBD	Priority I
8	* North Corridor	MIC to NW 215th Street	This project is approximately 12 miles from the Miami Intermodal Center via the existing Metrorail Orange Line then north along NW 27th Avenue to NW 215th Street. It will connect the cities of Miami, Opa-Locka, and Miami Gardens, including the Miami-Dade College North Campus, North Dade Health Center, St. Thomas University, Florida Memorial College, Miami Jobs Corps Center, Hard Rock Stadium (home of NFL Miami Dolphins and University of Miami), and Calder Race Course. At the northern end of the project, a new transit terminal and park-and-ride facility will be constructed to provide a connection to Metrobus and Broward County Transit (BCT) routes. The long-term vision includes transit-oriented development (TOD) at the new NW 215th Street transit terminal. In 2016, the Florida Department of Transportation (FDOT), District Six, initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for SR 9 / SR 817 / NW 27th Avenue. The North corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in late 2016. The study is scheduled for completion by mid-2018.	1, 2, 3, 6	6	Capital (FDOT Project)	TBD	\$5,040	TBD	Roadway Construction	New Rapid Transit Service	2027 and Beyond	TBD	Priority I
9	* Kendall Corridor	West Kendall Transit Terminal to Dadeland North Metrorail Station	This project provides multimodal solutions for severe traffic congestion along Kendall Drive, one of the most congested east-west arterial roadways in Miami-Dade County. The project facilitates the highest demand movement of passengers to and from West Kendall to Downtown Miami. In 2016, FDOT initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for Kendall Drive. The Kendall corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	7, 10, 11	6	Capital (FDOT Project)	TBD	\$4,800	TBD	TBD	New Rapid Transit Service	2027 and Beyond	TBD	Priority I

Table 6-4 Partially Funded Transit Projects FY 2018 - 2027 (continued)

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)			Number of Buses/Vehicles†	Type of Change	Status		2040 LRTP Status
					Type [§]	Phase	Total Capital Cost	Funded Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
10	*Beach Connection (Baylink)	Midtown Miami to Miami Beach Convention Center	The Beach Corridor area is an epicenter for population and economic growth and a major employment center and tourist destination in the region. As a result, the roadways between Miami and Miami Beach are typically heavily congested. This high bus transit ridership corridor has been identified as a candidate for consideration for premium transit over the past two decades as part of a strategy to address east-west directional travel demands. This corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	3, 5	6	Capital	TBD	\$12,000	TBD	TBD	New Rapid Transit Service	2027 and Beyond	TBD	Priority I
11	Northeast Corridor	Downtown Miami to City of Aventura (Miami-Dade segment)	PD&E is being conducted by FDOT-4, who is the lead agency for the Long-term Project. The Short-term project is led by DTPW. Passenger Rail Service project is under construction by a private sector company, All Aboard Florida. DTPW is improving transit services along Biscayne Boulevard. The Northeast corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	2, 3, 4, 5	6	Capital	TBD	\$6,840	TBD	TBD	New Rapid Transit Service	N/A	TBD	N/A
12	Beach Express North	Golden Glades Intermodal Terminal/Miami Beach Convention Center	Route will provide express bus service from Golden Glades Intermodal Terminal to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service Span will be from 5:30am to 8:00pm.	2, 5	6	Operations	TBD	TBD	\$2,742	9	New Express Bus Service	N/A	TBD	N/A
13	Beach Express Central	Civic Center Metrorail Station/Miami Beach Convention Center	Route will provide express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service Span will be from 5:30am to 9:00pm.	3, 5	6	Operations	TBD	TBD	\$2,100	6	New Express Bus Service	N/A	TBD	N/A
14	Beach Express South	Miami Central Station/Miami Beach Convention Center	Route will provide express bus service from Miami Central Station to the Miami Beach Convention Center. Service will run all day with 10 minute headways. Service Span will be from 5:00am to 2:00am.	3, 5	6	Operations	TBD	TBD	\$3,644	6	New Express Bus Service	N/A	2018	N/A
15	S Miami-Dade Express	SW 344 St. Transitway Station/Dadeland North Metrorail Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours.	7, 9	6	Operations	TBD	TBD	\$2,915	15	New Express Bus Service	N/A	2018	N/A
16	NW Miami-Dade Express	Miami Gardens Station / Palmetto Metrorail Station	Route will provide express bus service from the Miami Gardens Station to the Palmetto Metrorail Station. Headways will be 10 minutes during peak hours.	12	6	Operations	TBD	TBD	\$1,458	8	New Express Bus Service	N/A	TBD	N/A
17	SW Miami-Dade Express	Miami Executive Airport/Dadeland North Metrorail Station	Route will provide express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours.	7, 11	6	Operations	TBD	TBD	\$1,458	8	New Express Bus Service	N/A	TBD	N/A
18	Florida Turnpike Express (South)	344 St. Transitway Station/Dolphin Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to Dolphin Station. Headways will be 10 minutes during peak hours.	9, 11	6	Operations	TBD	TBD	\$3,158	16	New Express Bus Service	N/A	2018	N/A
Not Mapped	IRP - Bus Replacement Plan	Countywide	Capital purchase to replace older existing vehicles and add vehicles to the fleet to improve service and reliability.	Countywide	3	Equipment Acquisition	\$331,910	\$180,000	TBD	557	State of Good Repair	N/A	N/A	N/A
Not mapped	Metrorail Traction Power Switchgear Equipment	Metrorail	This project involves the removal of obsolete Traction Power Switchgear equipment and replace with new updated Seimans Switchgear. This IRP would replace switchgear at Martin Luther King, Brownsville, and Earlington Heights Traction Power Sub-Stations. Contractor will remove existing switchgear, inventory, replace, test and certify new equipment.	Countywide	8	Metrorail Projects	\$2,000	\$2,500	N/A	State of Good Repair	N/A	2017	TBD	N/A
							TOTAL COST (000S)	\$379,149	\$247,351	\$17,475				

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

Bus Totals:
+635 Buses
† 'A' denotes articulated bus

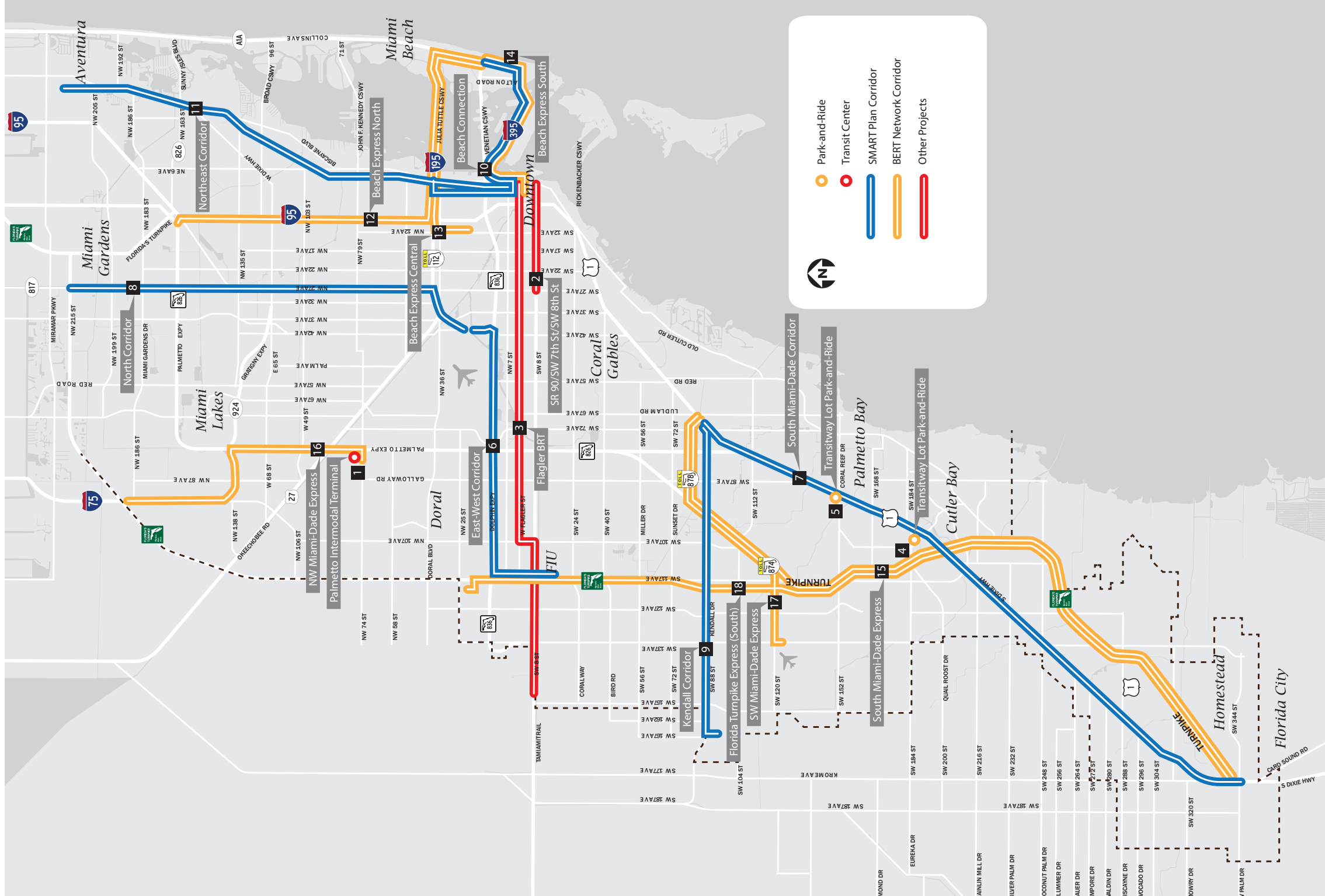
2040 LRTP	
Priority I	2015-2020
Priority II	2021-2025
Priority III	2026-2030
Priority IV	2031-2040

†† Please note, as per Miami-Dade MPO Resolution Number 31-15, the MPO Board amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service Projects and reallocate said funds to three new projects as follows: "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." However, bus purchase components of the Biscayne, Flagler and NW 27th Avenue EBS projects remain funded and are proceeding in order to provide near-term capacity improvements along these corridors.
* Per Miami-Dade MPO Resolution Number 01-15, the MPO Board prioritized this corridor to be evaluated in a Project Development and Environmental (PD&E) Study for the implementation of premium transit. In February 2016, the MPO Governing Board adopted Resolution Number 06-16, unanimously approving a policy to set as highest priority the advancement of Rapid Transit Corridors and transit supportive projects in Miami-Dade County. In April 2016, the MPO Governing Board adopted Resolution Number 26-16 endorsing the Strategic Miami Area Rapid Transit (SMART) Plan and directing the MPO Executive Director to Work with the MPO Fiscal Priorities Committee to determine the costs and potential sources of funding for project development and environment study for six priority corridors

Projects highlighted in blue are part of the Strategic Miami Area Rapid Transit Plan

Projects highlighted in yellow are part of the Bus Express Rapid Transit Network

Figure 6-4 Partially Funded Transit Projects FY 2018 - 2027



6.5 Unfunded Transit Projects

Table 6-5 presents a listing of unfunded transit projects. Please note that while the TDP Annual Update was being prepared DTPW had not finalized the IRP evaluation and prioritization process results for FY 2016 – 2017. Once these results are final the following table will be updated. DTPW will continue to pursue funding for these projects in the future.

Table 6-5 Unfunded Transit Projects FY 2018 - 2027

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in '000s)		Number of Buses	Type of Change	Status		2040 LRTP Status
					Type ^s	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
1	79 Street Enhanced Bus Service (FKA Route 79/79 Street MAX)	Northside Metrorail to Collins Ave via NW 79 St	Extend route to Miami Beach Convention Center. Improve peak headways from 24 to 10 minutes. Introduce weekend service with 15 minute headways. Route to be converted to Enhanced Bus Service	2,3,4	14	Operations	\$55,047	\$5,800	9	Route Extension & Improved Headway	2025	2025	Priority II
	Route 79 (79 Street Max)	Northside Metrorail to Collins Ave via NW 79 St	Route to be transformed to the 79 Street Enhanced Bus Service	2,3,4	14	Operations	\$0	-\$563	-4	Route Rebrand	2025	2025	Priority II
2	Transitway Lot	Transitway and SW 104th St	Lease Park and Ride facility with 250 parking spaces	7	9	Capital	\$0	\$116	0	Access Improvement	2025	2025	Priority II
3	Dadeland South Intermodal Station	Dadeland South Metrorail Station	Expand park-and-ride facility with 1,000 parking space garage	7	9	Capital	\$25,000	\$250	0	Station Improvements	2025	2025	Priority II
4	Direct Ramps to Dolphin Station Transit Terminal	SR 821 HEFT Express Lanes to Dolphin Station	Construct direct access ramps to connect the SR 821 HEFT Express Lanes to Dolphin Station	12	5	Capital	\$45,000	N/A	N/A	Direct Access Ramps	TBD	TBD	Priority II
5	Sole Mia (fka 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
6	Douglas Corridor EBS ††	NW/SW 37th Ave	Enhanced bus service from the Douglas Road Metrorail Station to the MIC. This is a phased project that proposes EBS, Light Rail, and eventually Metrorail, with dates TBD for the final two phases.	5,6,7	6	Mass Transit Projects	\$15,000	\$5,000	6	Station Improvements	2025	2025	Priority II
7	NW 122nd Ave	NW 12th St to NW 41st St	Construction of new two-lane road	12	10	Capital	\$11,640	\$0	N/A	Roadway Construction	TBD	TBD	Priority II
8	South Dade Park-and-Ride	HEFT and SW 288th St	Purchase or lease land and construct Park and Ride facility	9	9	Capital	TBD	TBD	0	Access Improvement	2018	2018	N/A
9	295 Express Bus	Unity Station (NW 215th St and NW 27th Ave) to Downtown Miami via the Turnpike and I-95	Express commuter transit service between the Miami-Dade/Broward County Line (NW 215th St and NW 27th Ave) and Downtown Miami via the Turnpike and I-95.	1,2,3,5	6	Operations	\$8,000	\$1,184	6A	New Express Route	2019	2019	Unfunded
10	Palmetto Express Bus (West)	Tamiami Station (SW 8th St/ SW 147th Ave) to Palmetto Intermodal Terminal	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour.	6, 10, 11, 12	6	Operations	\$7,620	\$1,876	6A	New Express Bus Service	2024	2024	Unfunded
11	Palmetto Express Bus (South)	Dadeland North Metrorail Station to Dolphin Station (HEFT/NW 12 St.)	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour.	7, 10, 6, 12	6	Operations	\$4,910	\$1,163	4A	New Express Bus Service	2024	2024	Unfunded
12	Palmetto Express Bus (East)	Palmetto Intermodal Terminal to Golden Glades Multimodal Terminal	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour.	1, 12, 13	6	Operations	\$7,680	\$1,907	6A	New Express Bus Service	2024	2024	Unfunded
13	Palmetto Express Bus (Central)	Dolphin Station (HEFT/NW 12 St.) via Palmetto Intermodal Terminal to Miami Lakes Terminal (SR 826 at NW 154 St.)	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour.	12, 10, 6, 13, 1	6	Operations	\$8,750	\$2,116	7A	New Express Bus Service	2024	2024	Unfunded
14	Miami Lakes Terminal	SR 826 (Palmetto Expressway) at NW 154th St	Construct new park-and-ride facility with 8 bus bays to support new express bus service connection	13	9	Capital	\$2,600	TBD	N/A	Station Improvements	2024	2024	Unfunded
15	Miami Executive Airport Park-and-Ride	12800 SW 145th Ave	Construct park-and-ride facility	11	9	Capital	\$0	TBD	0	Access Improvement	TBD	TBD	Privately Funded
16	Miami Gardens – MIC Express	Miami Gardens Station (Miami Gardens Mall) to MIC	Implement express bus service from Miami Gardens Station to MIC	6,13	6	Capital	\$22,109	\$4,950	23A	New Express Bus Service	2027 and Beyond	2020	N/A
17	Miami Gardens Station	East of HEFT and west of I-75 between NW 170th St and the intersection of I-75 and HEFT	Construct Transit Center within the proposed Mall site with 6 bus bays, 2 layover bus bays, passenger waiting areas, bus operator comfort station, ticket vending and other associated transit amenities. Privately funded project.	13	4	Capital	\$0	\$0	N/A	New Passenger Facilities	2027 and Beyond	2020	N/A
18	Florida's Turnpike Express (North)**	FIU Panther Station/Miami Gardens Stations	Route will provide express bus service from the FIU Panther Station along the Turnpike to the Miami Gardens Station. This route will operate all day with 20 minute headways	12, 13	6	Operations	TBD	\$2,221	4	Express Bus Service	TBD	TBD	N/A
Not Mapped	Waterborne Transit Service	Biscayne Bay	This project will introduce Miami-Dade County to waterborne transportation. It will consist of the implementation of two water-transit routes: (1) North/South Route: express route from Haulover Marina (North) to Sea Isle Marina (south) 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	2017	2017	N/A
Not Mapped	Route 54	NW Miami Dade	Extend route to serve future Miami Gardens Miami (Mega Mall) & Graham Site	12,13	14	Operations	\$450	\$535	1	State of Good Repair	2019	2019	N/A
Not Mapped	Route 73	NW Miami Dade	Extend route to serve future Miami Gardens Miami (Mega Mall) & Graham Site	12,13	14	Operations	\$900	\$714	2	Route Extension	2019	2019	N/A
Not Mapped	Route 95	NW Miami Dade	Extend route to serve future Miami Gardens Miami (Mega Mall) & Graham Site	12,13	14	Operations	\$450	\$214	1	Route Extension	2019	2019	N/A
Not Mapped	Route 99	NW Miami Dade	Extend route to serve future Miami Gardens Miami (Mega Mall) & Graham Site	12,13	14	Operations	\$450	\$832	1	Route Extension	2019	2019	N/A
Not Mapped	Route 183	NW Miami Dade	Extend route to serve future Miami Gardens Miami (Mega Mall) & Graham Site	12,13	14	Operations	\$1,350	\$858	3	Route Extension	2019	2019	N/A
Not Mapped	Route L (112)	Hialeah Metrorail to Miami Beach Convention Center	Replace existing 17 standard size buses with 21 articulated buses (includes 4 spares)	2,3,4	14	Service Adjustment	\$19,950	\$0	-17 21A	Bus Purchase	2020	2020	N/A
Not Mapped	Route 33	NW 106 St & S River Dr to Miami Shores Village	Extend route to Flagler Station Development of Regional Impact (DRI)	2,3,12,13	14	Operations	\$650	\$300	1	Route Extension	2019	2019	N/A
Not Mapped	Palmetto Metrorail to Dadeland North Metrorail		Extend route to Flagler Station Development of Regional Impact (DRI)	6,7,10,12	14	Operations	\$650	\$400	1	Route Extension	2019	2019	N/A
Not Mapped	Route 1	South Miami-Dade County	Extend route to Dadeland South Metrorail Station during weekday peak periods	8,9	14	Operations	\$0	\$880	3	Route Extension	2020	2020	N/A

Table 6-5 Unfunded Transit Projects FY 2018 - 2027 (continued)

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)		Number of Buses	Type of Change	Status		2040 L RTP Status
					Type ^s	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
Not Mapped	Route 12	Northside Metrorail Station to Mercy Hospital	Improve peak headway from 30 to 15 minutes and from 40 to 20 minutes on weekends	2,3,5,7	14	Operations	\$3,900	\$5,200	6	Improve Headway	2020	2020	N/A
Not Mapped	Route 10	Miami Gardens Dr to Downtown Miami	Extend route to Aventura Mall	2,3,4	14	Operations	\$650	\$1,400	1	Route Extension	2021	2021	N/A
Not Mapped	Route 252 (Coral Reef MAX)	Country Walk to Dadeland South Metrorail	Operate later evening service into the Zoo Miami Entertainment Complex	7,8,9,11	14	Operations	\$0	\$80	0	Increase Service Span	No Planned Improvement	No Planned Improvement	N/A
Not Mapped	Parking Garage Overhaul, Metrorail Stations	Metrorail	Perform a general overhaul at 6 parking garages from the original 1984 Metrorail construction: Okeechobee, Earlington Heights, Santa Clara, South Miami, Dadeland North, and Dadeland South. Perform a general overhaul at the MLK rail station parking garage. Scope of work includes: metal doors, lighting, parking stops, irrigation, drainage, sump pumps, and plumbing.	2,3,5,7,12,13	8	Metrorail Projects	\$5,590	TBD	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	Conduit Rebuild Grounding	Metrorail	The grounding system will be tested and repaired for the entire Metrorail guideway structure. Testing of the track system will be performed to ensure it is not grounded and meets present FTA standards. This will be performed by an outside testing service. Repairs and re-testing will also be accomplished using an outside contracting service.	2,3,5,7,12,13	8	Metrorail Projects	\$80	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	Ac Unit Substations	Metrorail	Replace all major power components in all AC Unit substations. Project will include SCADA communication equipment and all associated sub sets, as well as implementation to interface with Central Control.	2,3,5,7,12,13	8	Metrorail Projects	\$17,590	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	Metromover Brickell Extension Guideway Painting	Metromover	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Brickell Extension. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof.	2,3,5,7,12,13	6	Mass Transit Projects	\$5,000	\$2,019	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Bus Maintenance Component Replacement Plan	Countywide	Replacement of major components that have reached the end of their expected useful life cycle to improve vehicle reliability and availability.	Countywide	3	Equipment Acquisition	\$34,440	\$0	N/A	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Switch Machine Cable - Yard	Metrorail	Replace the switch machine in the entire Yard area.	2,3,5,7,12,18	8	Metrorail Projects	\$4,340	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - AC Unit Substations - Palmetto Yard	Metrorail	Replace all major power components in the AC unit substations at Palmetto Yard.	2,3,5,7,12,19	8	Metrorail Projects	\$8,590	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Switch Machine Cable- Mainline	Metrorail	Replace all the switch machine on the entire mainline.	2,3,5,7,12,20	8	Metrorail Projects	\$5,040	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Replace Switch Machines - Yard	Metrorail	Replace all track switch machines (YM-2) at Palmetto Yard.	2,3,5,7,12,21	8	Metrorail Projects	\$2,940	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Fastener Replacement Station Areas	Metrorail	Replace rail fasteners at the Metrorail stations.	2,3,5,7,12,22	8	Metrorail Projects	\$4,180	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metromover Wayside Overhaul	Metromover	This project includes the overhaul and repair of all major wayside components.	3,5	7	Metromover Projects	\$72,344	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Transit System Signage Replacement	Metrorail	New sign structures and graphics to replace damaged, unsightly and outdated signs throughout the Miami-Dade Transit system. The project includes the addition of new signage to identify areas and/or inform customers of new services and procedures such as paying for parking instruction at Metrorail garages and surface parking lots. Also includes the replacement of missing Braille signage at passenger stations' elevators and entrances as required by the American with Disabilities Act (ADA).	Countywide	10	Passenger Facilities	\$200	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Electronic Document Management System (EDMS)	Countywide	This project is used to provide continuous and infrastructure support to track and store electronic documents and for images of paper documents. It identifies and manages document location, filing, retrieval, security, and disaster recovery, retentions, archiving, workflow and authentication. This project provides continuous hardware and software upgrades that increase efficiency and facilitates a controlled environment for document sharing and availability.	Countywide	5	Information Technology	\$126	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Bus Maintenance Yard Sweepers Replacement Project	Countywide	Acquisition of four (4) replacement yard sweepers. Existing equipment is in disrepair, has exceeded its useful life, and/or is no longer cost effective to maintain.	Countywide	5	Rolling Stock	\$200	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Currency Counters @ Govt Center Station - Money Room	Countywide	Purchase and install 4 new high-speed jet sorter coin currency counters with software and 7 validating currency counters for the Money Room at Government Center station. This equipment was last replaced in 2002. At the end of the six year replacement period, the capability and reliability to handle extremely high volume daily coin / currency processing has greatly diminished. The repair and maintenance cost and down time will outweigh the price of new equipment.	Countywide	5	Maintenance Facilities	\$230	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Lehman Facility - Fire Systems	Countywide	Replace the fire system including sprinkler heads, flow switches, hoses, extinguishers, halon, pumps and other accessories including the replacement of the 8" fire pump line throughout the facility.	Countywide	5	Safety & Security	\$2,500	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Emergency Plumbing Fixtures	Countywide	Replacement of Emergency Plumbing Fixtures (emergency showers, eye washers) at Metrorail Maintenance, TPSS, Metromover Maintenance & Metrobus facilities.	Countywide	5	Safety & Security	\$370	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Bus Garages: Northeast Rollup Doors	Countywide	Replace the garage's 32 rollup doors.	Countywide		Maintenance Facilities	\$450	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Bus Garages: Bus Washers and Cyclones	Countywide	Overhaul all existing Bus Washers at Northeast (2-lanes), Central (3-lanes) & Coral Way (2-lanes). Replacement of existing vacuum system (Cyclone) at all three facilities.	Countywide	5	Maintenance Facilities	\$800	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Bus Maintenance DEF Dispensing System	Countywide	Installation of Diesel Exhaust Fluid (DEF) 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	TBD	TBD	N/A
Not Mapped	IRP - Metrorail & Metromover Train Wash	Countywide	Repair or replace the Metrorail and Metromover train washing system.	Countywide	5	Passenger Amenities	\$300	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Chiller Unit Replacement	Countywide	The Computer and electronic communications equipment to MDT functions must be maintained in an air-conditioned environment to maintain system reliability. Replacement Chiller Units at Central Bus.	Countywide	5	Maintenance Facilities	\$1,110	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Train Control DC Power Source	Countywide	Replace all existing Train Control DC power supplies at all rail stations, Central Control and Palmetto Yard.	Countywide	5	Systems	\$450	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metromover Station Ceiling Signage Cabinet Replacement	Countywide	Replace the broken and outdated sign cabinets and/or acrylic faces at some Metrorail stations. Most of these ceiling signs are 25 years old and have old information, the acrylic panels are missing, or some cabinets need to be refurbished or replace due to fatigue. Also with the new opening of the Miami International Airport Metrorail station, a new signage brand will be introduced to identify all transit service options. The Metromover signage system must reflect the new brand to ensure seamless transition from one system to the other.	Countywide	5	Passenger Amenities	\$1,620	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metrorail Parking Fare Payment Signage	Countywide	Installation of vinyl skins to resurface approx 600 existing aluminum signs posted at Metrorail Stations with parking facilities. The new skins are printed with the approved County branding and the new instructions on how to pay the daily parking fate. The cost includes the installation at 15 stations.	Countywide	5	Passenger Amenities	\$120	\$0	0	State of Good Repair	TBD	TBD	N/A

Table 6-5 Unfunded Transit Projects FY 2018 - 2027 (continued)

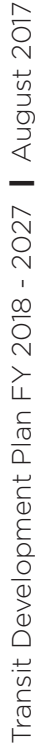
Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)		Number of Buses	Type of Change	Status		2040 L RTP Status
					Type [§]	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
Not Mapped	IRP - Metrorail & Metromover Regulatory Signage Replacement	Countywide	Design, produce and install new permanent signs to replace a portion of the damaged, outdated or missing This project includes signage and high performance decals installed inside and outside cars.	Countywide	5	Passenger Amenities	\$300	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metrorail Station Identifier Sign Panel Replacement	Countywide	Design, produce install new permanent signs to replace damaged, outdated or missing signs panels of monumental signs at Metrorail property entrance. Replace part of the inventory of the damaged station-identifier porcelain enamel panels on existing monumental sign structures located at the entrance of Metrorail station ' properties.	Countywide	5	Passenger Amenities	\$420	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metrorail/Metromover Vehicle Signage Replacement	Countywide	Design, produce and install new Metrorail Metromover vehicle signage to replace damaged and outdated customer information materials. This project includes signage and high performance decals installed inside and outside cars.	Countywide	5	Passenger Amenities	\$840	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metrorail-M-Path Implementation of MPO Master Plan	Countywide	To provide the total cost of implementing the Metrorail Bike Path Upgrades as per the Metropolitan Planning Organization (MPO) M-Path Master Plan. It also includes the preparation of contract documents for bidding, estimated construction cost, permits, inspections, construction administration, County administration and project contingency. Finally the scope of work shall include coordinating with MDPWD, MDT, FDOT, MDBD, and the cities of Miami, South Miami and Coral Gables..	Countywide	5	Design and Engineering	\$4,500	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Destination Sign Refurb	Countywide	Purchase parts and equipment to refurbish/replace old destination sign systems that are no longer repairable or maintainable. Purchase 75 replacement sign systems to include Front/Side/Rear signs, Operator Control Unit and all required cables.	Countywide	5	Division 34	\$0	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Replacement of Currency counters/ discriminators	Countywide	Current inventory of "single pocket" currency distributors are over ten years old. Increased number of bills in large denominations from Ticket Vending Machines requires more sorting and counting time.	Countywide	5	Division 41	\$0	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Proximity Control System Upgrade	Countywide	Upgrade to the electronic proximity control system currently utilized by MDT to control access to critical areas throughout the system. This ensures that only persons with authorized access, as determined by MDT management, have controlled and trackable access to critical areas of the system. The upgrade would be to the computer hardware and management software.	Countywide	5	Division 51	\$0	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metrorail/Metromover Door Replacement	Countywide	Replacement of custom ancillary doors, emergency exit doors, traction power substation doors, elevator machine room doors at Metrorail/Metromover Stations due to corrosion and damage.	Countywide	5	Division 58	\$0	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - ATS Replacements	Countywide	The Automatic Transfer Switch (ATS) needs to be replaced to operate automatically. It is essential to ensure the power is transferred to the emergency feed in the event of loss of power of the main FPL System. This will prevent any potential shutdown of the system.	Countywide	5	Division 58	\$0	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Escalator Modernization	Countywide	Perform a modernization of 2 system escalators. Remove existing escalator to truss. Install new Transit rated equipment into existing trusses. Bring units to current escalator safety code. Perform a modernization of 2 system escalators. Remove existing escalator to truss. Install new Transit rated equipment into existing trusses. Bring units to current escalator safety code.	Countywide	5	Division 58	\$0	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Replacement of equipment required for Trapeze and CAD systems	Countywide	Allows bus supervisors and other operations staff to remote access schedules, GIS data, bus locations and other information. Replacement of electronic equipment required to utilize Trapeze and CAD systems	Countywide	5	Division 71	\$0	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Bus Passenger Seat Replacement	Countywide	Improve the riding comfort of passengers and replace soiled cloth seats. Replacement of Passenger Seats for an additional 320 buses.	Countywide	5	Division 72	\$0	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Bus Solar Panels	Countywide	Procurement and installation of Bus Solar Panels. Reduces battery usage and bus failures due to "no starts". Improves the reliability of the fleet. Cost may be less due to age of certain buses in the fleet.	Countywide	5	Division 72	\$0	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metromover Inner Loop Guideway Painting	Countywide	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Inner Loop. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof The existing steel girders will be repainted for the entire length of Metromover's Inner Loop, which is approximately 1.9.miles long.	Countywide	5	Track & Guideway	\$12,710	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metromover Omni Extension Guideway Painting	Countywide	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Omni Extension. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof The existing steel girders will be repainted for the entire length of Metromover's Omni Extension, which is approximately 1.4.miles long.	Countywide	5	Track & Guideway	\$10,490	\$0	0	State of Good Repair	TBD	TBD	N/A
Not Mapped	IRP - Metrorail Steel Box Girder Guideway Painting	Countywide	Provide all the necessary labor, equipment, and materials to repaint all the existing steel box girders supporting the guideway of the Metrorail Mainline. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof The existing steel box girders are located at specific locations Metrorail's 22.6 mile long Mainline. The Metrorail Mainline has 154 steel box girders out of a total of 2, 796 steel box girders, which equals 5.5.%.	Countywide	5	Track & Guideway	\$17,400	\$0	0	State of Good Repair	TBD	TBD	N/A
TOTAL COST (000S)							\$468,326	\$45,452					

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

Bus Totals:
44 Buses
† 'A' denotes articulated bus

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

** This route is a candidate for inclusion in the BERT Network



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CHAPTER 7

2028 AND BEYOND TRANSIT VISION PLAN



7 2028 AND BEYOND VISION PLAN

DTPW identified 113 transit improvement projects as part of the 2040 needs plan process for the Miami-Dade 2040 Long Range Transportation Plan (LRTP) Update which occurred during 2014. Upon undergoing an LRTP screening evaluation, 92 projects were adopted as part of the 2040 LRTP. Many of these adopted projects are identified as Priority 3 (2026 - 2030) or Priority 4 (2031-2040) projects which are beyond the 10-year planning horizon of the FY 2018 - 2027 TDP.

7.1 2040 Long Range Transportation Plan Priority Transit Projects

Table 7-1 and corresponding maps, Figures 7-1, 7-2, 7-3 and 7-4, identify those DTPW priority projects beyond 2028 that require consideration by the Miami-Dade Transportation Planning Organization (TPO) for purposes of amending the 2040 LRTP to promote these projects to a Priority 1 or Priority 2 time frame.

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Table 7-1: 2028 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
1	Direct Ramps to Palmetto Intermodal Terminal from Palmetto Express Lanes	SR 826 (Palmetto Expressway) at NW 74th St	Construct ramps from express lanes to Palmetto Metrorail Station to provide access to buses and transit patrons.	12	5	Capital	\$45,000	N/A	N/A	Direct Access Ramps	2027 and Beyond	2028 and Beyond	Priority III
2	Direct Ramps between the South Miami-Dade Transitway and SR 826 (Palmetto Expressway)	South Miami-Dade Transitway and SR 826	Construct ramps connecting the South Miami-Dade Transitway and SR 826 (Palmetto Expressway)	7	5	Capital	\$60,000	N/A	N/A	Direct Access Ramps	2027 and Beyond	2028 and Beyond	Priority III
3	Direct Ramps to Dolphin Station Transit Terminal	SR 836 and NW 122nd Ave	Construct direct access ramps to connect SR 836 to Dolphin Station	12	5	Capital	\$45,000	N/A	N/A	Direct Access Ramps	2027 and Beyond	2028 and Beyond	Priority III
4	NW 7th Ave Enhanced Bus	from Downtown Miami to Golden Glades Interchange	This route would provide premium limited-stop transit service along NW 7th Ave between Downtown Miami and the park-and-ride lot located at the Golden Glades Interchange. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day. This route will provide a premium transit connection to the NW 7th Ave Transit Village located at NW 7th Ave and NW 62nd St.	2,3,5	6	Capital	\$37,050	\$3,452	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Priority III
5	Government Center Station Upgrade (Downtown Miami Development of Regional Impact - Increment III)	101 NW 1st St	This project consists of upgrades to the existing Government Center Metrorail Station in the form of new elevators, escalators, new pedestrian bridge connecting to adjacent Brightline Station (Intercity Passenger Rail)/Tri-Rail Downtown Link (Commuter Rail), upgrades to existing flooring and roofing, fare collection updates, security equipment updates, new rolling gates and automatic sliding doors.	5	4	Capital	\$14,094	TBD	N/A	Station Improvements	2027 and Beyond	2028 and Beyond	N/A
6	Douglas Road BRT (SW 27/37 Avenue)	MIC to Coconut Grove Metrorail	Premium Bus Rapid Transit service along NW/SW 37th Ave / 27th Ave connecting the MIC on the north and the Coconut Grove Metrorail Station on the south, linking employment centers at MIA and in Coral Gables	5,6,7	6	Capital	\$166,400	\$0	TBD	New Bus Rapid Transit Service	2027 and Beyond	2028 and Beyond	Partially Funded
7	Golden Glades Multimodal Center (Phase II)	Golden Glades Interchange	Construction of an additional 1,800 parking spaces housed within 2 parking garages with ground floor retail.	2	12	Capital	\$45,000	\$1,000	0	Station Improvements	2027 and Beyond	2028 and Beyond	Partially Funded
8	*Beach Connection (Baylink)	Downtown Miami Intermodal Terminal to Miami Beach Convention Center	Recent momentum for implementing a rapid transit solution to connect Miami Beach with the mainland is demonstrated in the commitments by the County and the Cities of Miami and Miami Beach. Currently, the County and the Cities are in the process of approving a Memorandum of Understanding with FDOT that will pave the way for initiating the study phase of this project. While the City of Miami Beach may independently move forward with funding the Miami Beach Connector loop in their jurisdiction with local and state dollars, the County proposes to pursue Federal New Starts funding for the Miami Connector loop. In the future, this loop can be completed by running an extension of the system through the Julia Tuttle Causeway.	3,5	6	Capital	\$532,132	\$22,000	N/A	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Partially Funded
9	Historic Overtown/Lyric Theatre (Downtown Miami Development of Regional Impact - Increment III)	100 NW 6th St	This project consists of upgrades to the existing Historic Overtown/Lyric Theatre Metrorail Station in the form of new elevators, escalators, upgrades to existing flooring, fare collection, fare gates and Ticket Vending Machine (TVM) updates, security equipment updates. This projects will also reconfigure the alleyway between Overtown Transit Village and the Station to include new stamped concrete as well as a shared use Promenade with canopy from NW 6 St to NW 8 St.	3	4	Capital	\$5,356	TBD	N/A	Station Improvements	2027 and Beyond	2028 and Beyond	N/A
10	Bus-Only Lanes in Downtown Miami (Downtown Miami Development of Regional Impact - Increment III)	Various Locations in Downtown (total length approximately 4.55 miles)	SW/SE 1st St (from I-95 to SE 1st Ave) NE/NW 1st St (from NE 2nd Ave to I-95) NE/NW 6th St (from Biscayne Blvd. to I-95) NW 5th St (from I-95 to NW 1st Ave) NE 2nd Ave (from NE 20th St to NE 1st St) SE/NE 1st Ave (south of NE 6th St) (from SE 1st St to NE 17th St) NE 1st Ave (north of NE 6th St) (from NE 6th St to NE 17th St)	3,5	5	Capital	\$910	TBD	N/A	New Bus-Only Lanes	2027 and Beyond	2028 and Beyond	N/A
11	Collins Ave Enhanced Bus	Miami Beach Convention Ctr / Wash Ave / 17th St to Aventura Mall Terminal	Implement limited stop enhanced bus service	4,5	6	Capital	\$54,210	TBD	N/A	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
12	Direct Ramps between SR 878 (Snapper Creek Expressway) and Dadeland North Metrorail Station	SR 878 (Snapper Creek Expressway) and Dadeland North Metrorail Station	Construct ramps connecting SR 878 (Snapper Creek Expressway) to Dadeland North Metrorail Station	7	5	Capital (MDX Projects)	\$45,000	N/A	0	Direct Access Ramps	TBD	TBD	N/A
13	Miami Beach Convention Center Terminal	Convention Center Dr and 19th St	Construct Park and Ride facility/Transit Center	5	9	Capital	\$3,900	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
14	SW 137th Ave Enhanced Bus Service	Tamiami Station to Caribbean Blvd / US-1	Premium limited-stop transit service along SW 137th Ave to link West Kendall neighborhoods. Project to include park-and-ride facilities	8,9,10,11,12	6	Capital	\$63,570	\$2,763	9A	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
15	Midtown LRT West	Allapattah Metrorail to Biscayne Blvd and NW 36th St	Midtown LRT West	3	6	Capital	\$154,700	TBD	N/A	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
16	Midtown LRT East	Biscayne Blvd and NW 36th St to Miami Beach Convention Ctr. NW 17th St	Midtown LRT East	3,4,5	6	Capital	\$391,300	TBD	N/A	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
17	Transitway Lot (SW 244th St)	Transitway and SW 244th St	Improve Existing Park and Ride facility	8	11	Capital	TBD	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	N/A

Table 7-1: 2028 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 L RTP Status
					Type [§]	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
18	Transitway Lot (SW 296th St)	Transitway and SW 296th St	Improve Existing Park and Ride facility	8	11	Capital	TBD	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	N/A
19	Southland Mall	SW 205th St and South Dixie Highway	Improve Existing Transit Center	8	9	Capital	TBD	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	N/A
20	Sharks South Station at MDC	Miami Dade College Kendall Campus - 11011 SW 104th St	Construct Transit Center	2	12	Capital	TBD	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	N/A
21	Julia Tuttle Multimodal Terminal	Southwest corner of Alton Rd and I-195	Construction of 300 surface parking spaces with six bus bays	4	9, 11	Capital	\$4,000	\$75	0	Access Improvement	2028 and Beyond	2028 and Beyond	N/A
22	Sharks North Station at MDC	Miami Dade College North Campus - 11380 NW 27th Ave	Construct Transit Center	2	12	Capital	TBD	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	N/A
23	Dolphin Mall-Dolphin Station Connector Road	Dolphin Mall - Dolphin Station (HEFT/SR 836/NW 12th St)	New cut and cover roadway that would connect the Dolphin Mall to the proposed Dolphin Station/HEFT park-and-ride	12	10	Capital	\$10,000	N/A	N/A	Roadway Construction	2027 and Beyond	2028 and Beyond	Unfunded
24	Coral Reef Enhanced Bus	Dadeland North Metrorail Station to SW 152nd Ave/SW 152nd St	This route would provide premium limited-stop transit service along SW 152nd St from SW 152nd Ave to Dadeland North Metrorail Station. This enhanced bus route would provide a premium transit connection to the future regional entertainment complex near Zoo Miami and Metrorail. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.	7,8,9,11	6	Capital	\$42,900	\$2,200	7A	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
25	Dolphin Tri-Rail Extension	MIC to Dolphin Mall Area	Implement new passenger rail service on SFRC/CSX tracks along SR 836/East-West Corridor	6,10,12	6	Capital	\$140,000	\$7,600	N/A	New passenger rail service	2027 and Beyond	2028 and Beyond	Unfunded
26	East -West Corridor BRT along SW 8th St	SW 8th St (Tamiami)/SW 147th Ave to MIC	Implement bus rapid transit with dedicated lanes along SW 8th St from SW 147th Ave to the Miami Intermodal Center (MIC) via SR 826 (Palmetto Expressway) and SR 836 (Dolphin Expressway)	11,12,10,6	6	Capital	\$182,000	\$13,534	TBD	New Bus Rapid Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
27	Expand Park-and-Ride Facility at Dadeland North	Dadeland North Metrorail Station	Construct a new 1,000-space parking garage with ground-floor retail and office space. Provide additional service and layover bays.	7	12	Capital	\$25,000	\$250	N/A	Station Improvements	2027 and Beyond	2028 and Beyond	Unfunded
28	I-75/Gratigny Express Bus	I-75 at Miami Gardens Drive Park-and-Ride (Miami Gardens Stations) to Sharks North Station	Implement express bus service on express lanes.	12,13,2	6	Capital	\$10,170	\$2,639	9A	New Express Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
29	Intermodal Terminal at SW 88th St (Kendall Drive/ SR 821 HEFT)	SW 88th St (Kendall Drive) at SR 821 (HEFT)	Lease surface parking spaces for park-and-ride/transit center	10,7	9	Capital	\$0	\$50	N/A	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
30	Park-and-Ride Facility at NW 27 Ave / NW 119 St / Gratigny Parkway	NW 27th Ave and Gratigny Parkway	Construct terminal / Park-and-Ride	2	11	Capital	\$5,460	TBD	N/A	New Park-and-Ride	2027 and Beyond	2028 and Beyond	Unfunded
31	NW 7th St Enhanced Bus	Dolphin Station to Government Center	This route would provide premium limited-stop transit service along NW 7th St from the proposed park-and-ride/transit center station at Dolphin Station (HEFT at NW 12th St) to Government Center. This enhanced bus route would provide an additional east-west premium transit connection between west Miami-Dade County and Downtown Miami. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.	5,6,12	6	Capital	\$58,890	\$5,279	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
32	SW 8th St EBS	FIU Panther Station to Brickell Metrorail Station	This route will provide premium limited-stop transit service along SW 8th St from FIU Panther Station to the Brickell Metrorail Station. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.	5,6,11	6	Capital	\$43,680	\$4,089	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
33	US-1 Transitway Signal Priority	US-1 Transitway all intersections from SW 88th St to SW 344th St	Implement transit signal priority at all 45 intersections along the South Miami-Dade Transitway from SW 88th St to SW 344th St	7,8,9	2	Operations	\$8,780	\$381	N/A	Transit Signal Priority	2027 and Beyond	2028 and Beyond	Unfunded
34	Transitway Lot (312th St)	Transitway and SW 312th St	Construct Park and Ride facility with 90 surface parking spaces	8	9	Capital	\$1,073	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
35	Transitway Lot (136th St)	Transitway and SW 136th St	Lease 50-75 Parking Spaces	8	9	Capital	\$0	\$38	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
36	Transitway Lot (Killian Pkwy)	Transitway and SW 112th St	Construct Park and Ride facility with 200 parking spaces	7	9	Capital	\$2,860	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
37	Little River Park and Ride	NE 79th St and Biscayne Blvd	Lease 75 parking spaces	3	9	Capital	\$0	\$38	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
38	Okeechobee Terminal	HEFT and US 27/Okeechobee Rd	Construct Park and Ride facility	12	9	Capital	\$2,600	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
39	Transitway Lot (168th St)	Transitway and SW 168th St	Expand Park and Ride facility with 300 parking spaces	9	11	Capital	\$4,290	\$45	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
40	Americas Station	W Flagler St and NW 77th Ave	Construct Transit Center	6	9	Capital	\$2,000	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded

Table 7-1: 2028 and Beyond Transit Vision Plan (Continued)

Map ID #	Project Name	Location	Project Description Reference	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type [§]	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
41	Brickell Station (Downtown Miami Development of Regional Impact - Increment III)	1001 SW 1st Ave	The Brickell Station serves as an intermodal station that provides passenger connections with the local circulator (City of Miami Trolley), local fixed route service (Metrobus), regional bus service (BCT I-595 Express) as well as Metromover and Metrorail. The station area is a linear site that spans between SW 8th St and SW 13th St. The primary goal of the Brickell Metrorail/Metromover Station improvements is to enhance passenger and pedestrian access to transit. Specifically, the recommended implementation plan includes additional bus passenger pick-up/drop areas, additional shuttle pick-up/drop off capacity, provide a new designated kiss-n-ride area, upgrade pedestrian connections between neighboring development and Improve passenger convenience through way finding, upgraded/ADA compliant sidewalks, continuous passenger canopies, and additional bike storage.	5	4	Capital	\$3,900	TBD	N/A	Station Improvements	2027 and Beyond	2028 and Beyond	Unfunded
42	Civic Center Metrorail Station Improvements	NW 15th St and NW 12th Ave	Construct Transit Center	3	9	Capital	\$3,000	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
43	Kendall South / Zoo Miami Station	12400 SW 152nd St	Lease 100 parking spaces	9	9	Capital	\$0	\$50	0	Access Improvement	2028 and Beyond	2028 and Beyond	Unfunded
44	West Kendall Transit Terminal Improvements	SW 88th St and SW 162nd Ave	Improve Existing Terminal Facility	11	12	Capital	\$12,500	TBD	0	Station Improvements	2027 and Beyond	2028 and Beyond	Unfunded
45	Transitway extension to Dadeland North	Between Dadeland South and Dadeland North Metrorail Stations	Extend Transitway from Dadeland South to Dadeland North Metrorail Station	7	10	Capital	\$26,000	N/A	0	Roadway Construction	2027 and Beyond	2028 and Beyond	Unfunded
46	Park-and-Ride at SW 152nd St/ SR 821 (HEFT)	Coral Reef Dr and HEFT	Expand existing 2 bay / 200 space Park-and-Ride lot. Facility is over Capacity. Construct new parking garage w/ 500 parking spaces.	9	11	Capital	\$12,500	TBD	N/A	Expand existing Park-and-ride	2028 and Beyond	2028 and Beyond	Unfunded
47	North Corridor (NW 27th Ave) Metrorail Extension	MLK Jr. Metrorail Station to NW 215th St	Convert full BRT to Heavy Rail	1,2,3,6	6	Capital	\$1,747,200	TBD	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded
48	South Corridor Metrorail Extension	SW 104th St to Dadeland South	Extend Metrorail to SW 104 St	7,8	6	Capital	\$140,000	TBD	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded
49	Kendall Corridor North / Metrorail Extension	SW 88th St to SW 8th St	Metrorail Link between E-W Corridor and Kendall Corridor along HEFT	11,12	6	Capital	\$964,600	TBD	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded
50	Douglas Road LRT	Douglas Road Metrorail / US-1 to MIC at MIA	Construct LRT	5,6,7	6	Capital	\$427,700	TBD	TBD	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
51	SR874 Ramp Connector Park-and-Ride	SR 874 and SW 128th St	Construct Park-and-Ride	9	11	Capital	\$2,860	TBD	N/A	New Passenger Facilities	2027 and Beyond	2028 and Beyond	Unfunded
52	Transitway BRT with grade separated intersections	Florida City / SW 344th St to Dadeland North	Bus-only grade separations at all intersections including and south of SW 98 St	7,8,9	6	Capital	\$307,800	TBD	TBD	BRT Improvement	2027 and Beyond	2028 and Beyond	Unfunded
53	East-West Metrorail	SW 147th Ave / SW 8th St to MIC at MIA	Convert BRT to Heavy Rail	6,12,10	6	Capital	\$2,311,400	TBD	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded
54	Kendall Corridor South	SW 200th St / Turnpike to SW 88th St and Turnpike	Metrorail Turnpike Extension Phase 2	7,8,9,10	6	Capital	\$1,365,000	TBD	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded
55	Miami Beach LRT Collins Extension	Miami Beach Convention Center to 71st St	Extend light rail north to 71 St	4,5	6	Capital	\$400,400	TBD	TBD	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
56	72nd Ave / 67th Ave Enhanced Bus	Dadeland North Metrorail Station to Miami Lakes Terminal NW 154th St & SR-826	Implement limited stop enhanced bus service	6,7,12,13	6	Capital	\$67,860	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
57	57th Ave Enhanced Bus South	South Miami Metrorail Station to MIC at MIA	Implement limited stop enhanced bus service	6,7	6	Capital	\$32,760	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
58	57th Ave Enhanced Bus North	Okeechobee Metrorail Station to Miami Lakes Terminal at NW 154th St and SR-826	Implement limited stop enhanced bus service	6,13	6	Capital	\$30,030	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
59	NW 37th Ave Enhanced Bus	MIC at MIA to NW 215th St / NW 27th Ave	Implement limited stop enhanced bus service	1,2,6,13	6	Capital	\$56,550	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
60	Bird Road-40th St Enhanced Bus	SW 147th Ave & SW 8th St (Tamiami Station) to Douglas Road Metrorail Station	Implement limited stop enhanced bus service	6,7,11	6	Capital	\$60,060	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
61	Miller Drive Enhanced Bus	SW 147th Ave & SW 8th St (Tamiami Station) to University Metrorail Station	Implement limited stop enhanced bus service	7,10	6	Capital	\$62,010	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
62	Sunset Enhanced Bus	SW 162nd Ave & SW 88th St (West Kendall Transit Terminal) to South Miami Metrorail	Implement limited stop enhanced bus service	7,10	6	Capital	\$45,240	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
63	NE 163rd St (Sunny Isles Blvd)	Collins Ave to Golden Glades Interchange	Improve/Implement transit service	1,2,4	6	Capital	\$24,570	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
64	107th Ave Enhanced Bus	(Miami-Dade College - Sharks South Station) SW 104th St/ SR-874 to Palmetto Intermodal Terminal	Implement limited stop enhanced bus service	7,10,12	6	Capital	\$58,890	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded

Table 7-1: 2028 and Beyond Transit Vision Plan

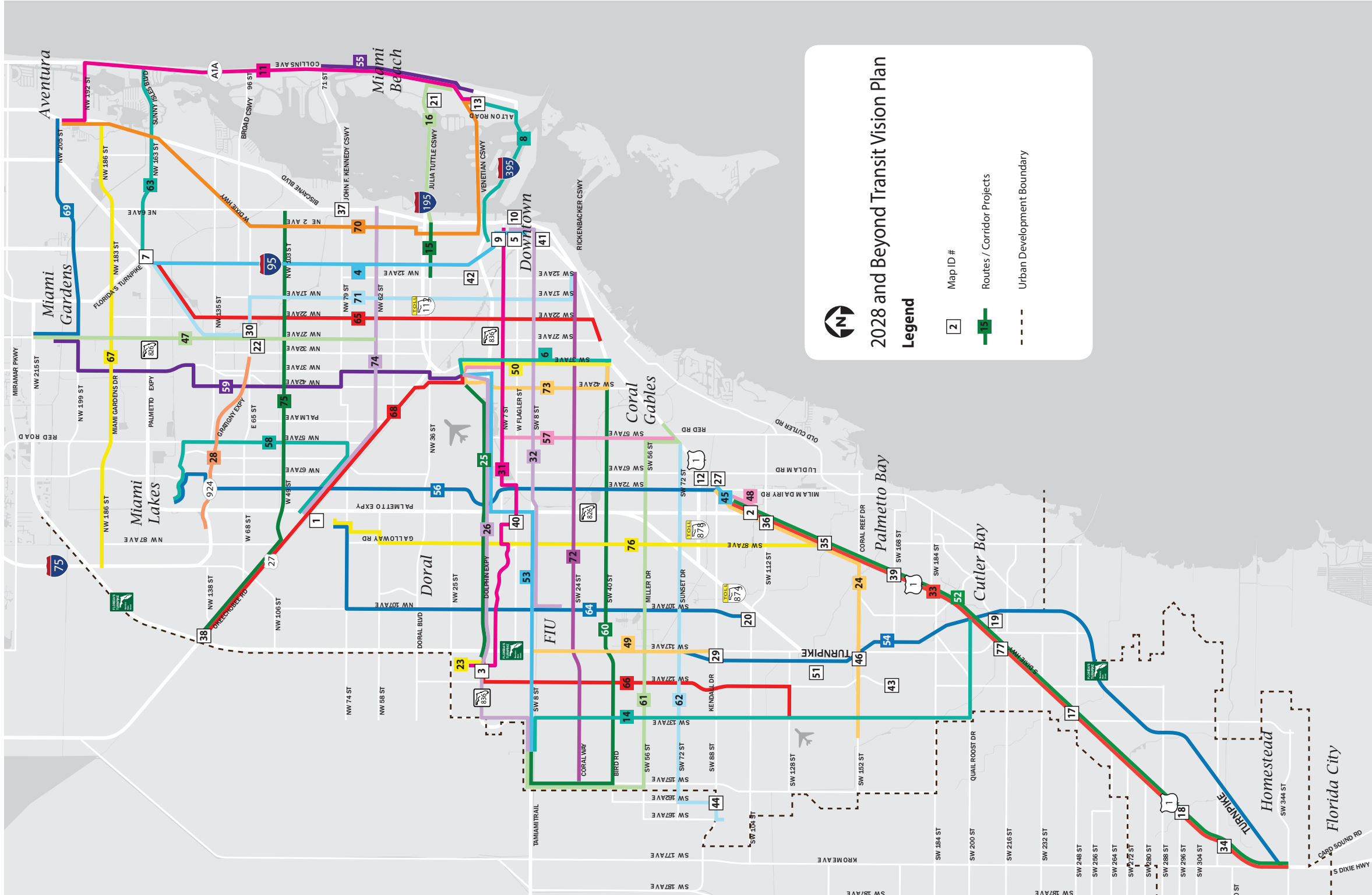
Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page if Applicable	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2016 Annual Update Implementation Year*	2017 Annual Update Implementation Year*	
65	22nd Ave Enhanced Bus	Coconut Grove Metrorail to Golden Glades Interchange	Implement limited stop enhanced bus service	1,2,3,5,7	6	Capital	\$53,430	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
66	127th Ave Enhanced Bus	(Tamiami Executive Airport) SW 137th Ave at SW 128th St to (Dolphin Station) HEFT / NW 12th St	Implement limited stop enhanced bus service	7,8,9,11,12	6	Capital	\$40,950	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
67	NW 183 St Enhanced Bus	Miami Gardens Station to Aventura Terminal	Implement limited stop enhanced bus service	1,2,4,12,13	6	Capital	\$56,500	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
68	Okeechobee Enhanced Bus	Turnpike to MIC at MIA	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Omni Extension. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof. The existing steel girders will be repainted for the entire length of Metromover's Omni Extension, which is approximately 1.4 miles long.	2,5,6,12,13	6	Capital	\$43,680	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
69	199/203 St Enhanced Bus	NW 27th Ave / NW 215th St to Aventura Terminal	Implement limited stop enhanced bus service	1,4	6	Capital	\$29,640	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
70	2nd Ave Enhanced Bus	Miami Beach Convention Center to Aventura Terminal	Implement limited stop enhanced bus service	2,3,4,5	6	Capital	\$69,030	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
71	17th Ave Enhanced Bus	Vizcaya Metrorail Station to Golden Glades Terminal	Implement limited stop enhanced bus service	1,2,3,5,7	6	Capital	\$56,160	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
72	Coral Way Enhanced Bus	SW 147th Ave / SW 26th St to Brickell Metrorail Station	Implement limited stop enhanced bus service	5,6,7,10	6	Capital	\$60,450	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
73	Le Jeune Road Enhanced Bus	Douglas Road Metrorail Station to MIC at MIA via 25th St	Implement limited stop enhanced bus service	6,7	6	Capital	\$19,500	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
74	NW 62nd St Enhanced Bus	Okeechobee Metrorail Station to Biscayne Blvd	Implement limited stop enhanced bus service	2,3,6,13	6	Capital	\$30,030	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
75	NW 103rd St Enhanced Bus	Okeechobee Terminal to US-1/ NE 79th St (Little River Park-and-Ride)	Implement limited stop enhanced bus service	2,3,6,13	6	Capital	\$57,330	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
76	87th Ave Enhanced Bus	Palmetto Intermodal Terminal to Transitway at SW 136th St	Implement limited stop enhanced bus service	6,7,8,10,12	6	Capital	\$56,160	TBD	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
77	Transitway Lot (SW 112 Ave)	Transitway and SW 112th Ave	Purchase land and improve existing Park and Ride facility	9	11	Capital	TBD	TBD	0	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
Projects highlighted in blue are located along a Strategic Miami Area Rapid Transit Plan corridor						TOTALCOST (000S)	\$10,943,015	\$65,482					

§ 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:
+77 Articulated Buses
† 'A' denotes articulated bus

2040 LRTP	
Priority I	2015-2020
Priority II	2021-2025
Priority III	2027-2030
Priority IV	2031-2040

Figure 7-1: 2028 and Beyond Transit Vision Plan



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Figure 7-2: 2028 and Beyond Transit Vision Plan - North View



Figure 7-3: 2028 and Beyond Transit Vision Plan - Central View

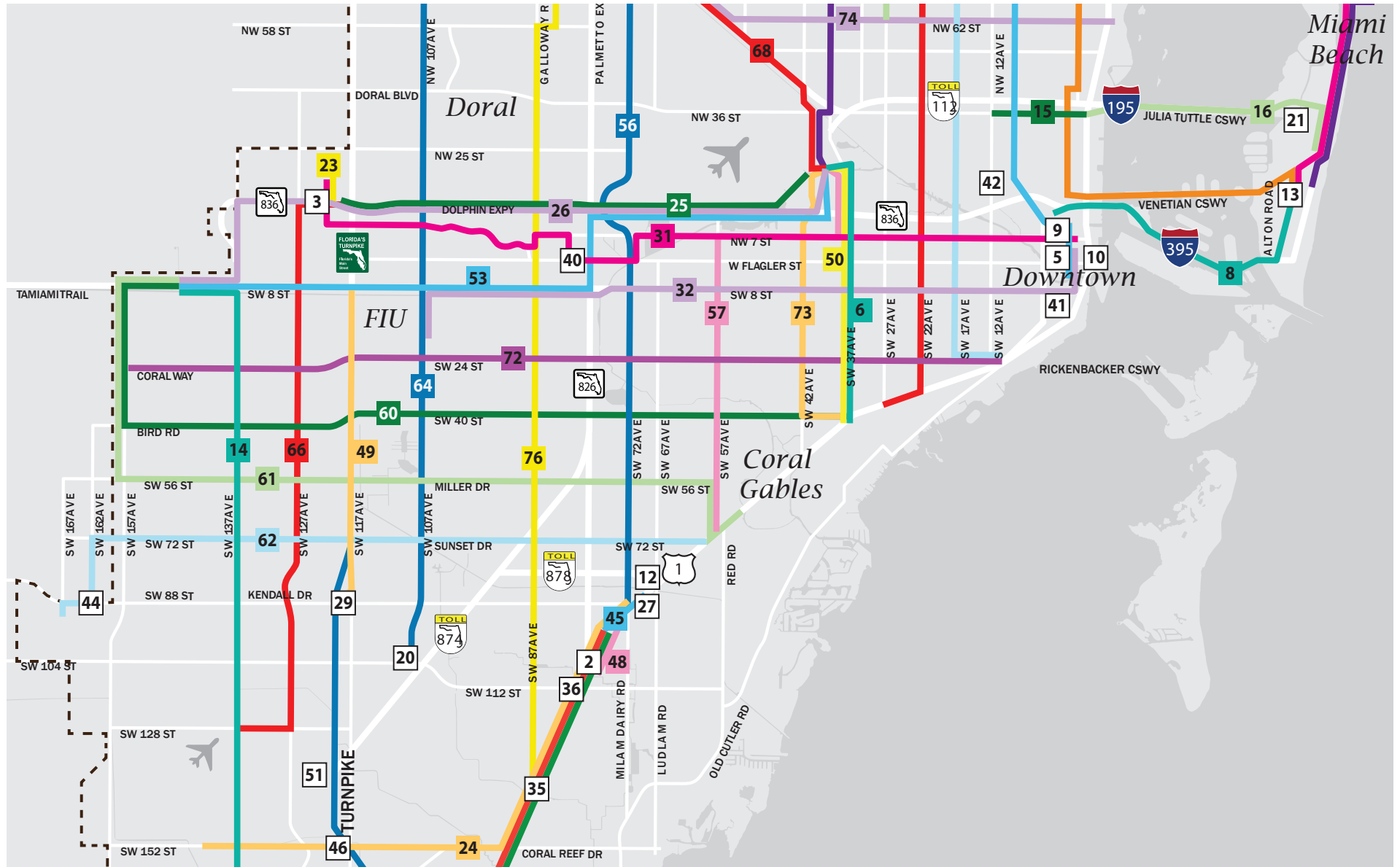


Figure 7-4: 2028 and Beyond Transit Vision Plan - South View



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8 TRANSIT FINANCIAL PLAN

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

8.1 Operating Expenses and Revenues

DTPW is the largest transit operator in the State of Florida and the 14th largest transit provider in the U.S. according to the 2016 Public Transportation Fact Book (based on unlinked passenger trips and passenger miles). DTPW's size is reflected in the agency's direct operating budget, which is projected at approximately \$451 million in FY 2018. The primary components of the direct operating expenses are shown in Table 8-1.

Salaries and overtime make up 46 percent of DTPW's total operating expenses. Contractual services make up 16 percent of the operating budget. Metrobus is a fixed-route bus service that DTPW operates seven (7) days a week, 24 hours per day. A total of 96 routes comprise DTPW's regular bus service structure as served by a total fleet of 847 buses and two (2) contracted routes with nine (9) buses.

In addition to these direct expenses, DTPW will support \$98 million of other operating expenses and debt service payments in FY 2018. These other expenses are detailed below. Almost 30 percent (30%) of these other operating expenses are DTPW's contribution to municipal transit services within Miami-Dade County.

In total, DTPW will spend \$451 million in FY 2018 for the ongoing operation of the transit system and the support of DTPW's other local and regional responsibilities.

Table 8-1: DTPW Projected Transit FY 2018 Direct Operating Expenses

Transit Operating Expenses		Projected Amount FY 18 (000s)
	Salary	\$213,419
	Overtime	\$37,661
	Group Health	\$41,922
	Benefits	\$47,928
	Court Costs	\$40
	Contractual Services	\$89,194
	Other Operating Expenses	\$97,909
	Charges for County Services	\$16,774
	Capital	\$256
	Distribution of Funds in Trust	\$15
	Subtotal	\$545,118
Transit Reimbursements		Projected Amount FY 18 (000s)
	Federal Reimbursements	-\$69,391
	Capital Fund Reimbursements	-\$3,541
	State Grant Reimbursements	-\$3,762
	CILOGIT Reimbursements	-\$19,260
	Subtotal	-\$95,954
Transit Operating Adjustments		Projected Amount FY 18 (000s)
	COLA	\$4,825
	Bus Replacement Savings	-\$3,229
	Enhancements (Extended Rail & Mover hrs)	\$421
	Subtotal	\$2,017
Total Transit Operating Expenses		\$451,181

Source: Transit Pro Forma FY 2016

* Total may vary slightly due to rounding

DTPW's transit operations are supported by a range of federal, state, local, and directly-generated revenue streams. Table 8-2 shows the projected operating revenues for FY 2018 by major category that total over \$456 million.

Table 8-2: DTPW Projected FY 2018 Transit Operating Revenues

Transit Proprietary Revenue	Transit Proprietary Revenue	Projected Amount FY18 (000s)
	Beginning Fund Balance (Carryover in Operating Fund)	\$659
	Bus, Rail, STS, & Farebox	\$114,307
	Other Revenues	\$17,018
	Interagency Revenue (Tri-Rail)	\$666
	Operating Total	\$132,650
State Grant Revenue	State Grant Revenue	Projected Amount FY18 (000s)
	Block Grant	\$20,888
	Transportation Disadvantage Program	\$8,766
	State Total	\$29,654
Local Revenue	Local Revenue	Projected Amount FY18 (000s)
	Miami Dade General Fund MOE (3.5 Percent)	\$190,265
	PTP Surtax	\$98,736
	Additional Local Revenue*	\$5,488
	Local Total	\$294,489
Total Revenue		\$456,793

Source: Transit Pro Forma FY 2016

* Total may vary slightly due to rounding

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

- **Fare Revenues:** DTPW currently recovers approximately 21 percent (21%) of its operating expenses from transit fare revenue.
- **Other Operating Revenues:** These operating revenues include items such as advertising.
- **State Block Grants:** These revenues were developed by the Florida Legislature to provide a stable source of funding for public transit. The grants are distributed to all eligible Florida transit providers on a formula basis.
- **Transportation Disadvantaged program:** The Transportation Disadvantaged (TD) Programs provide funding to assist TD populations which include persons with physical or mental disabilities, have low incomes, or are older individuals who are unable to transport themselves or purchase transportation.
- **People's Transportation Plan Surtax:** The People's Transportation Plan (PTP) provides for sales tax revenue to support public transit and roadway infrastructure improvements.
- **County General Funds:** Miami-Dade County supplies DTPW with funding each year from its general fund.
- **Additional Local Revenue:** DTPW may receive funds from other local sources in a given year.

8.1.1 Projected Operating Revenues

Future revenue growth is projected to fluctuate with a low level of tax revenue growth resulting from the existing state of the economy. However, in years without any major policy changes, total available funding for DTPW is expected to grow at a rate of slightly over three percent (3%) annually. In addition, DTPW does foresee a separate major policy action related to funding during FY 2018 – FY 2027 to include:

- Regular programmed fare increases: The Pro Forma projects a 25 cent increase in the base fare (from its current level of \$2.25 to \$2.50) in FY 2018, with another 25 cent increase levied in years 2022 and 2026. These increases have the effect of increasing the overall revenue growth rate in those years. These programmed fare increases which occur every four (4) years are determined by policies approved by the Miami-Dade County Board of County Commissioners that authorize DTPW to implement regular fare increases to keep pace with inflation.

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

Table 8-3: DTPW Operating Transit Revenue Growth Assumptions

Operating Revenue Growth Assumptions	Revenue Item	Annual Growth Rate
	PTP Surtax	2.90%
	General Funds (MOE)	1.00%
	Fare Revenue (Trip Growth)	0.5%
	State Block Grants	0.0%
	Transportation Disadvantaged Funds	0.0%
	Federal Funds	2.5%
	Local Option Gas Tax	0.0%

Source: Transit Pro Forma FY 2016

8.1.2 Summary of Operating Budget

The operating budget, as presented in the 2016 Pro Forma for the ten-year period from FY 2018 to FY 2027, is balanced. The projected operating expenses are covered by the forecasted revenues from various sources. DTPW balances its operating budget by adhering to a combination of strategies aimed at producing cost efficiencies; an avoidance of any major service expansion and aggressive use of available local funding sources (LOGT and general funds). This operating budget is based upon the budgetary assumptions that were applied within the FY 2016 Pro Forma. It should be noted that these budgetary assumptions are subject to change due to the volatility in gas prices and pressure from the public to reduce the tax roll which could have impacts to the general fund share DTPW receives and the availability of federal and state grants, thus resulting in a different budgetary outcome than presented in this TDP.

Table 8-4: DTPW Operating Transit Revenues (FY 2018 - FY 2027) (\$000s)

Transit Proprietary Revenues	FY 2017-2018	FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027
Beginning Fund Balance	\$659,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bus, Rail, STS, & Farebox	\$107,859,000	\$114,879,000	\$115,453,000	\$116,030,000	\$116,610,000	\$124,330,000	\$124,952,000	\$125,577,000	\$126,205,000	\$134,703,000
Other Revenues (Adv., Permitting, Joint Dev.)	\$17,018,000	\$17,018,000	\$17,018,000	\$17,018,000	\$17,018,000	\$17,018,000	\$17,018,000	\$17,018,000	\$17,018,000	\$17,018,000
Planned Fare Increase	\$6,448,000	\$0	\$0		\$7,101,000	\$0	\$0	\$0	\$7,828,000	\$0
Interagency Revenue (Tri-Rail)	\$666,000	\$666,000	\$666,000	\$666,000	\$666,000	\$666,000	\$666,000	\$666,000	\$666,000	\$666,000
State Grant Revenue										
Block Grant	\$20,888,000	\$21,097,000	\$21,308,000	\$21,521,000	\$21,736,000	\$21,953,000	\$22,173,000	\$22,395,000	\$22,619,000	\$22,845,000
TD Program	\$8,766,000	\$8,766,000	\$8,766,000	\$8,766,000	\$8,766,000	\$8,766,000	\$8,766,000	\$8,766,000	\$8,766,000	\$8,766,000
Local Revenue										
Miami Dade General Fund MOE (3.5 Percent)	\$190,265,000	\$202,604,000	\$236,638,000	\$281,018,000	\$295,342,000	\$311,805,000	\$322,795,000	\$341,796,000	\$359,499,000	\$372,081,000
PTP Surtax	\$98,736,000	\$76,319,000	\$44,485,000	\$44,223,000	\$37,328,000	\$43,442,000	\$42,549,000	\$43,707,000	\$42,780,000	\$43,920,000
Additional Local Revenue	\$5,488,000	\$26,032,000	\$34,877,000	\$4,337,000	\$5,919,000	\$74,000	\$7,443,000	\$5,546,000	\$0	\$7,459,000
Total Transit Revenues	\$456,793,000	\$467,381,000	\$479,211,000	\$493,579,000	\$510,486,000	\$528,054,000	\$546,362,000	\$565,471,000	\$585,381,000	\$607,458,000
Total Expenses	\$456,793,000	\$467,381,000	\$479,211,000	\$493,579,000	\$510,486,000	\$528,054,000	\$546,362,000	\$565,471,000	\$585,381,000	\$607,458,000
Operational Funding Surplus (Deficit)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Source: Transit Pro Forma FY 2016

Table 8-5: DTPW Operating Transit Expenses (FY 2018 - FY 2027) (\$000s)

Direct Operating Expenses/ Fiscal Year	FY 2017-2018	FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027
Direct Operating Expenses										
Total Transit Operating Expenses	\$451,181,000	\$461,769,000	\$473,599,000	\$487,967,000	\$504,874,000	\$522,442,000	\$540,750,000	\$559,859,000	\$579,769,000	\$601,846,000
Transit Transfer Out Expenses										
SFRTA Contribution	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000
Van Pool	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000
MDT Debt Service Fund	\$827,000	\$827,000	\$827,000	\$827,000	\$827,000	\$827,000	\$827,000	\$827,000	\$827,000	\$827,000
Total Expenses	\$456,793,000	\$467,381,000	\$479,211,000	\$493,579,000	\$510,486,000	\$528,054,000	\$546,362,000	\$565,471,000	\$585,381,000	\$607,458,000

Source: Transit Pro Forma FY 2016

8.2 Transit Capital Expenditures and Funding Sources

8.2.1 Planned Capital Expenditures

The Department's planned transit capital budget for the period FY 2018 to FY 2027 is summarized in Table 8-6. Large capital projects or ongoing projects during FY 2018 – FY 2027 (such as bus acquisition and replacement), may be funded by a combination of debt proceeds and cash.

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

Table 8-6: DTPW Capital Transit Budget (FY 2018 - FY 2027) (\$000s)

Project	FY 17-18		FY 18-19		FY 19-20		FY 20-21		FY 21-22		Fiscal Years 22-27		Total*		
	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	Total
Bus and Bus Facilities	\$3,200	\$224	\$3,200	\$0	\$3,200	\$0	\$3,200	\$0	\$3,200	\$0	\$0	\$0	\$16,000	\$224	\$16,224
Park and Ride Transit Projects	\$3,808	\$2,652	\$895	\$415	\$2,434	\$0	\$6,128	\$0	\$1,274	\$0	\$0	\$0	\$14,539	\$3,067	\$17,606
Metromover Improvements Projects	\$3,100	\$0	\$3,100	\$0	\$3,100	\$0	\$3,100	\$0	\$0	\$0	\$0	\$0	\$12,400	\$0	\$12,400
Lehman Yard Improvements	\$1,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750	\$0	\$1,750
Infrastructure Renewal Plan	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$75,000	\$0	\$75,000
Track and Guideway Projects for Rail	\$5,951	\$350	\$4,537	\$0	\$3,595	\$0	\$3,450	\$0	\$0	\$0	\$0	\$0	\$17,533	\$350	\$17,883
Bus Enhancements	\$2,964	\$6,022	\$1,338	\$4,563	\$190	\$93	\$0	\$0	\$0	\$0	\$0	\$0	\$4,492	\$10,678	\$15,170
Rail Vehicle Replacement	\$108,373	\$0	\$58,705	\$0	\$3,659	\$0	\$1,781	\$0	\$1,802	\$0	\$10,938	\$0	\$185,258	\$0	\$185,258
Metrorail Stations and Systems Improvements	\$18,618	\$692	\$18,692	\$1,078	\$13,130	\$485	\$7,910	\$0	\$0	\$500	\$0	\$0	\$58,350	\$2,755	\$61,105
Metrorail and Metromover Projects	\$7,920	\$7,060	\$8,330	\$7,073	\$16,320	\$8,354	\$16,320	\$4,089	\$3,500	\$4,103	\$10,500	\$10,500	\$62,890	\$41,179	\$104,069
Federally Funded Projects	\$2,000	\$98,274	\$2,000	\$98,047	\$2,000	\$97,818	\$4,000	\$97,587	\$0	\$102,323	\$0	\$0	\$10,000	\$494,049	\$504,049
Transit Signage and Communication	\$1,339	\$1,274	\$939	\$637	\$941	\$0	\$944	\$0	\$945	\$0	\$2,628	\$0	\$7,736	\$1,911	\$9,647
ROW Acquisition for Construction Projects	\$664	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$664	\$0	\$664
SUBTOTAL	\$172,187	\$116,548	\$114,236	\$111,813	\$61,069	\$106,750	\$59,333	\$101,676	\$23,221	\$106,926	\$36,566	\$10,500	\$466,612	\$554,213	\$1,020,825
TOTAL	\$288,735		\$226,049		\$167,819		\$161,009		\$130,147		\$47,066				

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

* Project totals do not reflect prior year funds

8.2.2 Summary of Capital Plan

Revenue sources for capital projects are presented in Table 8-7 for the ten-year period from FY 2018 to FY 2028. All projected capital expenditures could be funded with either PTP surtax debt proceeds or on a pay-as-you-go basis, depending on the availability of funds. This capital budget is achieved by aggressive borrowing against the PTP surtax (ultimately requiring the inclusion of additional LOGT and general funds in DTPW's budget, as described above, to guarantee debt coverage).

This capital budget is based upon the budgetary assumptions applied within the FY 2016 Pro Forma and these assumptions are subject to change correspondingly in line with the finalization of the DTPW's Transit Budget and Capital Operating Plan resulting in a different budgetary outcome than presented in this TDP.

Table 8-7: Projected "Cash" Revenue Sources for Transit Capital Projects (FY 2018 - FY 2027) (\$000s)

Funding Source	Prior	FY 2017-2018	FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2027	Total
FTA 5339 Bus & Bus Facility Formula	\$11,578	\$1,276	\$637	\$0	\$0	\$0	\$0	\$13,491
Secondary Gas Tax	\$32,618	\$16,543	\$16,543	\$16,543	\$16,543	\$16,543	\$0	\$115,333
BBC GOB Series 2008B	\$7,631	\$0	\$0	\$0	\$0	\$0	\$0	\$7,631
BBC GOB Series 2008B-1	\$9,688	\$0	\$0	\$0	\$0	\$0	\$0	\$9,688
FTA 5307/5309 Formula Grant	\$192,054	\$90,158	\$89,402	\$86,200	\$81,421	\$86,984	\$10,500	\$636,719
BBC GOB Series 2013A	\$3,067	\$0	\$0	\$0	\$0	\$0	\$0	\$3,067
Non-County Contributions	\$3,244	\$0	\$0	\$0	\$0	\$0	\$0	\$3,244
Stormwater Utility	\$14,391	\$6,489	\$4,825	\$3,700	\$3,700	\$3,700	\$0	\$36,805
WASD Project Fund	\$1,854	\$0	\$0	\$0	\$0	\$0	\$0	\$1,854
BBC GOB Series 2014A	\$57,548	\$0	\$0	\$0	\$0	\$0	\$0	\$57,548
BBC GOB Series 2005A	\$13,943	\$0	\$0	\$0	\$0	\$0	\$0	\$13,943
City of Homestead Contribution	\$81	\$0	\$0	\$0	\$0	\$0	\$0	\$81
City of Miami Contribution	\$417	\$0	\$0	\$0	\$0	\$0	\$0	\$417
Operating Revenue	\$93	\$0	\$0	\$0	\$0	\$0	\$0	\$93
FDOT Funds	\$97,023	\$11,332	\$5,301	\$3,883	\$4,633	\$2,883	\$0	\$125,055
Florida Inland Navigational District	\$916	\$0	\$0	\$0	\$0	\$0	\$0	\$916
People's Transportation Plan Bond Program	\$762,714	\$205,547	\$128,703	\$63,177	\$59,333	\$23,221	\$36,566	\$1,279,261
City of Miami Beach Contribution	\$5,272	\$0	\$0	\$0	\$0	\$0	\$0	\$5,272
Other - Non-County Sources	\$8,617	\$0	\$0	\$0	\$0	\$0	\$0	\$8,617
Capital Improvement Local Option Gas Tax	\$46,643	\$20,543	\$20,443	\$20,342	\$20,238	\$20,131	\$0	\$148,340

Lease Financing - County Bonds/Debt	\$226,300	\$181,317	\$85,000	\$0	\$0	\$0	\$0	\$492,617
Road Impact Fees	\$307,283	\$84,185	\$67,143	\$74,952	\$75,448	\$5,000	\$23,752	\$637,763
People's Transportation Plan Capital	\$18,066	\$9,500	\$9,500	\$0	\$750	\$0	\$0	\$37,816
BBC GOB Series 2011A	\$684	\$0	\$0	\$0	\$0	\$0	\$0	\$684
BBC GOB Financing	\$40,922	\$21,502	\$10,917	\$8,409	\$2,464	\$0	\$52	\$84,266
Charter County Transit System Surtax	\$3,627	\$500	\$500	\$500	\$500	\$500	\$0	\$6,127
FDOT - County Incentive Grant Program	\$15,518	\$0	\$0	\$0	\$0	\$0	\$0	\$15,518
Total:	\$1,881,792	\$648,892	\$438,914	\$277,706	\$265,030	\$158,962	\$70,870	\$3,742,166
Expenditure Commitments	\$1,772,122	\$702,607	\$477,582	\$280,643	\$260,380	\$153,962	\$94,870	\$3,742,166
Capital Funding Surplus/(Deficit)	\$109,670	-\$53,715	-\$38,668	-\$2,937	\$4,650	\$5,000	-\$24,000	\$0

Source: DTPW FY 2016-17 Proposed Budget and Multi-Year Capital Plan Volume 2, Page 148

8.3 Total Unfunded Transit Need

DTPW's FY 2018 – FY 2027 TDP Annual Update is based upon initiatives as identified by DTPW that are currently unfunded, which represent important areas of need to include:

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

DTPW's total unfunded need between FY 2018 – FY 2027 – covering bus service improvements, capital investment in priority travel corridors, and CIP projects – is \$1.125 billion. The unfunded need is calculated as the sum of the capital cost of Table 6-5 – Unfunded Transit Projects FY 2018 – 2027 and the unfunded portion of Table 6-4 – Partially Funded Transit Projects FY 2018 – 2027. A portion of the unfunded need identified may be programmed in a LRTP priority and are eligible to receive funding as additional funds become available.

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APPENDIX



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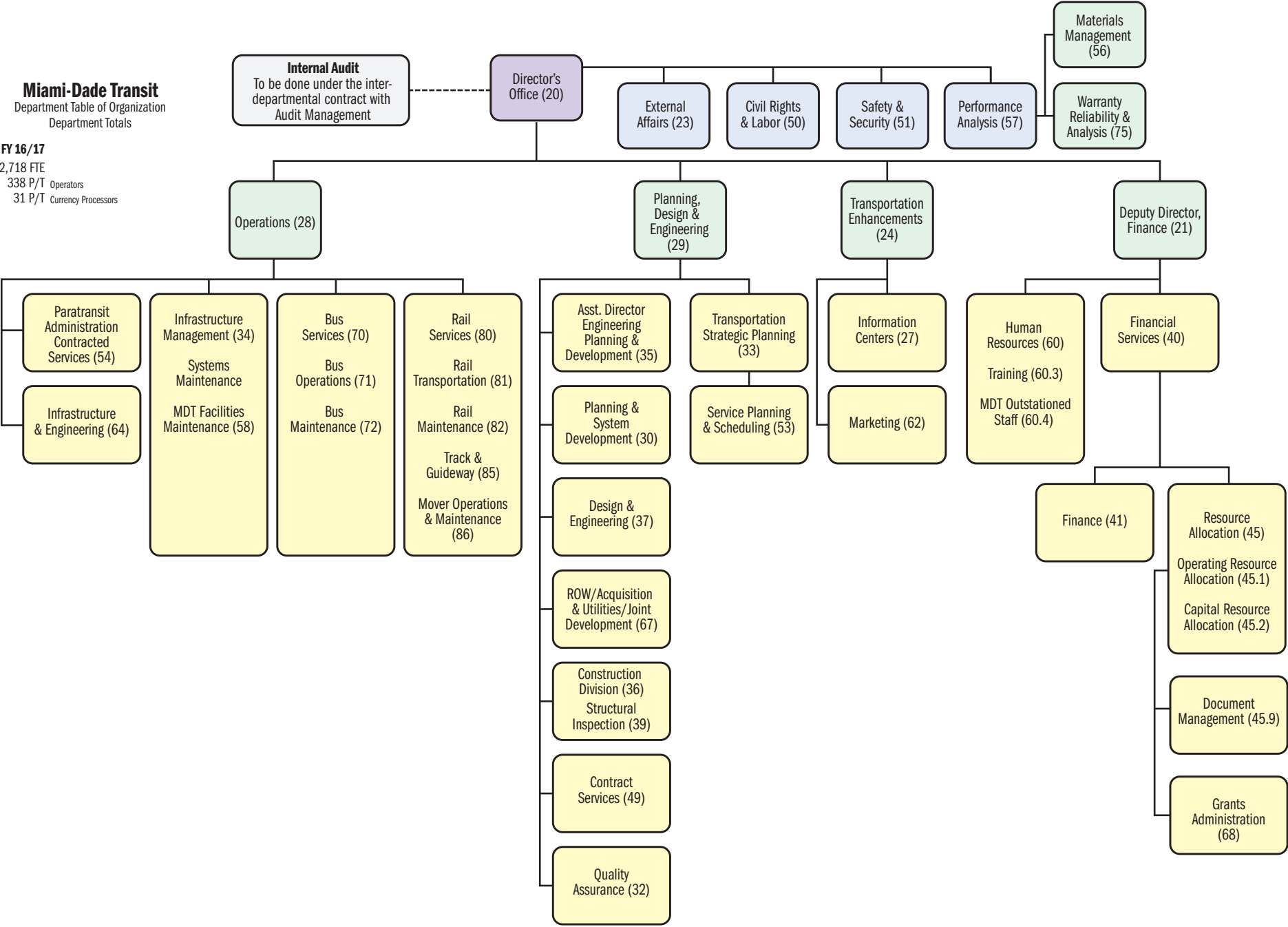
APPENDIX A.1



A.1 Department of Transportation and Public Works Table of Organization

Miami-Dade Transit
 Department Table of Organization
 Department Totals

FY 16/17
 2,718 FTE
 338 P/T Operators
 31 P/T Currency Processors



APPENDIX A.2



A.2 Service Characteristics (December 2016)

DTPW METROBUS ROUTE HEADWAYS (December 2016)

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

DTPW METROBUS ROUTE HEADWAYS (December 2016)

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

DTPW METROBUS ROUTE HEADWAYS (December 2016)

ROUTE	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
BRANCHES						
South of NW 183 Street	8	12	30	n/a	15	30
NW 199 Street	15	24	30	n/a	30	60
79 (79 Street MAX)	24	n/a	n/a	n/a	n/a	n/a
82 (Westchester Circulator)	60	70	n/a	n/a	n/a	n/a
87						
Koger Center	30	45	60	n/a	45	60
Palmetto Station	30	45	60	n/a	n/a	n/a
88	20	30	30	n/a	30	30
93 (Biscayne MAX)	15	30	n/a	n/a	n/a	n/a
95 Express						
Downtown	5	n/a	n/a	n/a	n/a	n/a
Miami Gardens Dr./Carol City	35	n/a	n/a	n/a	n/a	n/a
Aventura Mall	20	n/a	n/a	n/a	n/a	n/a
Civic Center	15	n/a	n/a	n/a	n/a	n/a
Earlington Heights *	*	n/a	n/a	n/a	n/a	n/a
99						
East of NW 47 Avenue	30	24	45	n/a	40	40
Miami Lakes	60	60	60	n/a	40	40
101 (Route A)	30	n/a	n/a	n/a	30	30
102 (Route B)						
East of Harbor Drive	8	30	30	n/a	30	30
Cape Florida State Park	8	60	30	n/a	60	60
Mashta Drive	60	60	n/a	n/a	60	60
103 (Route C)	20	20	30	n/a	20	30
104	24	45	60	n/a	60	60
105 (Route E)	30	45	30	n/a	60	60
107 (Route G)	30	30	60	n/a	30	30
108 (Route H)	30	30	45	n/a	30	30
110 (Route J)	20	30	30	n/a	30	30
112 (Route L)						
Northside Station	12	12	15	60	15	20
Amtrak Station	24	24	60	n/a	sel	sel
Hialeah Station	24	24	20	n/a	30	40
113 (Route M)	45	60	60	n/a	60	60
115 (Mid-North Beach Connection CW)	45	45	n/a	n/a	60	60
117 (Mid-North Beach Connection CCW)	45	45	60	n/a	60	60
119 (Route S)	12	12	12	60	15	15
120 (Beach MAX)						
South of Collins Avenue/Haulover Park Entrance	12	12	30	n/a	15	30
Haulover Park Marina	24	24	n/a	n/a	30	n/a
Aventura Mall	24	24	30	n/a	30	30
123 (South Beach Local)	12	12	20	n/a	12	12
132 (Tri-Rail Doral Shuttle)	80	n/a	n/a	n/a	n/a	n/a
135						
East of LeJeune Road	30	30	30	n/a	60	60
Hialeah Station	50	60	70	n/a	60	60
Miami Lakes	50	60	70	n/a	n/a	n/a
136	50	n/a	n/a	n/a	n/a	n/a
137 (West Dade Connection)	30	45	60	n/a	40	45
150 (Miami Beach Airport Flyer)	20	20	20	n/a	20	20

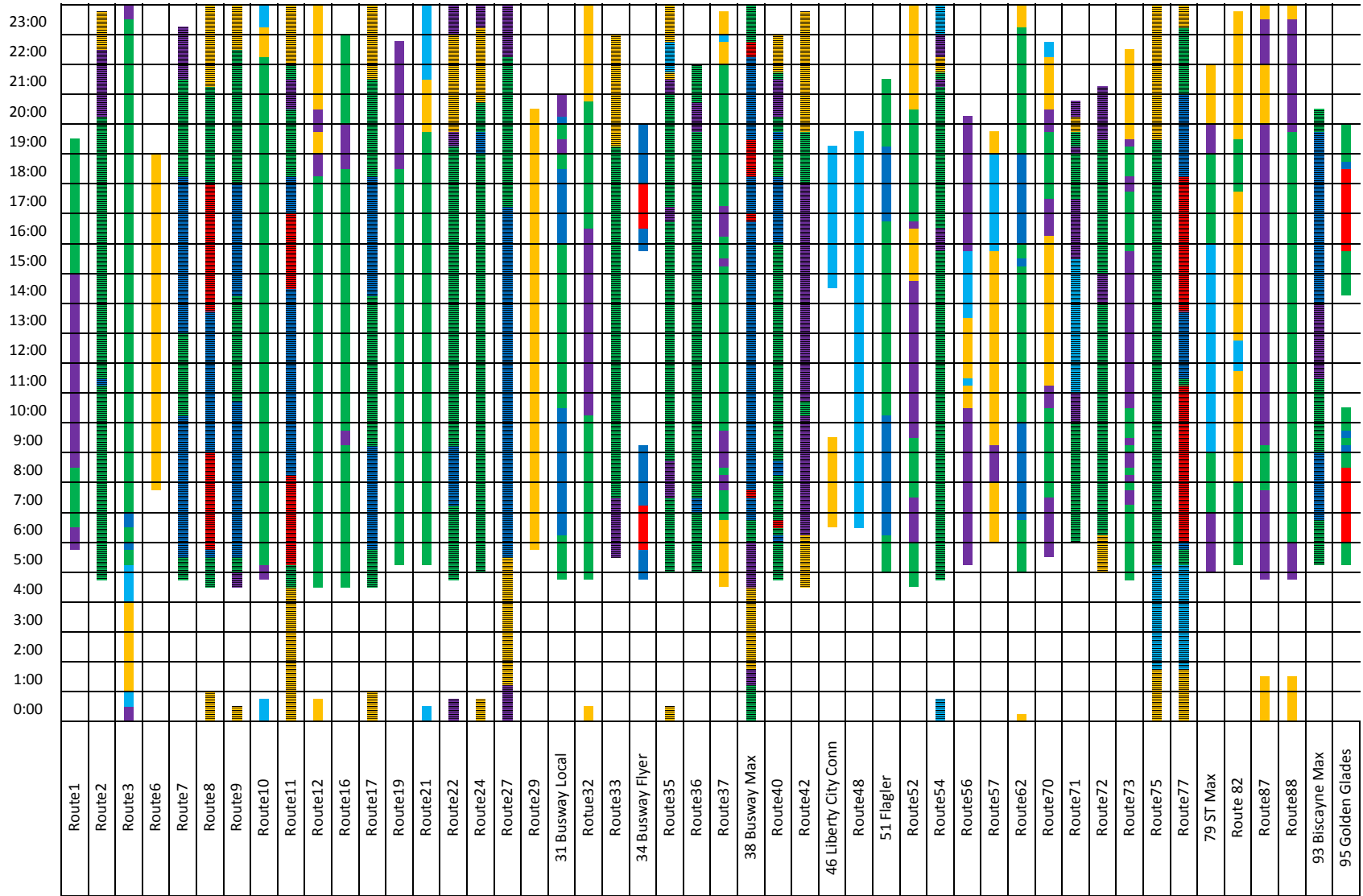
DTPW METROBUS ROUTE HEADWAYS (December 2016)

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

Notes:

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

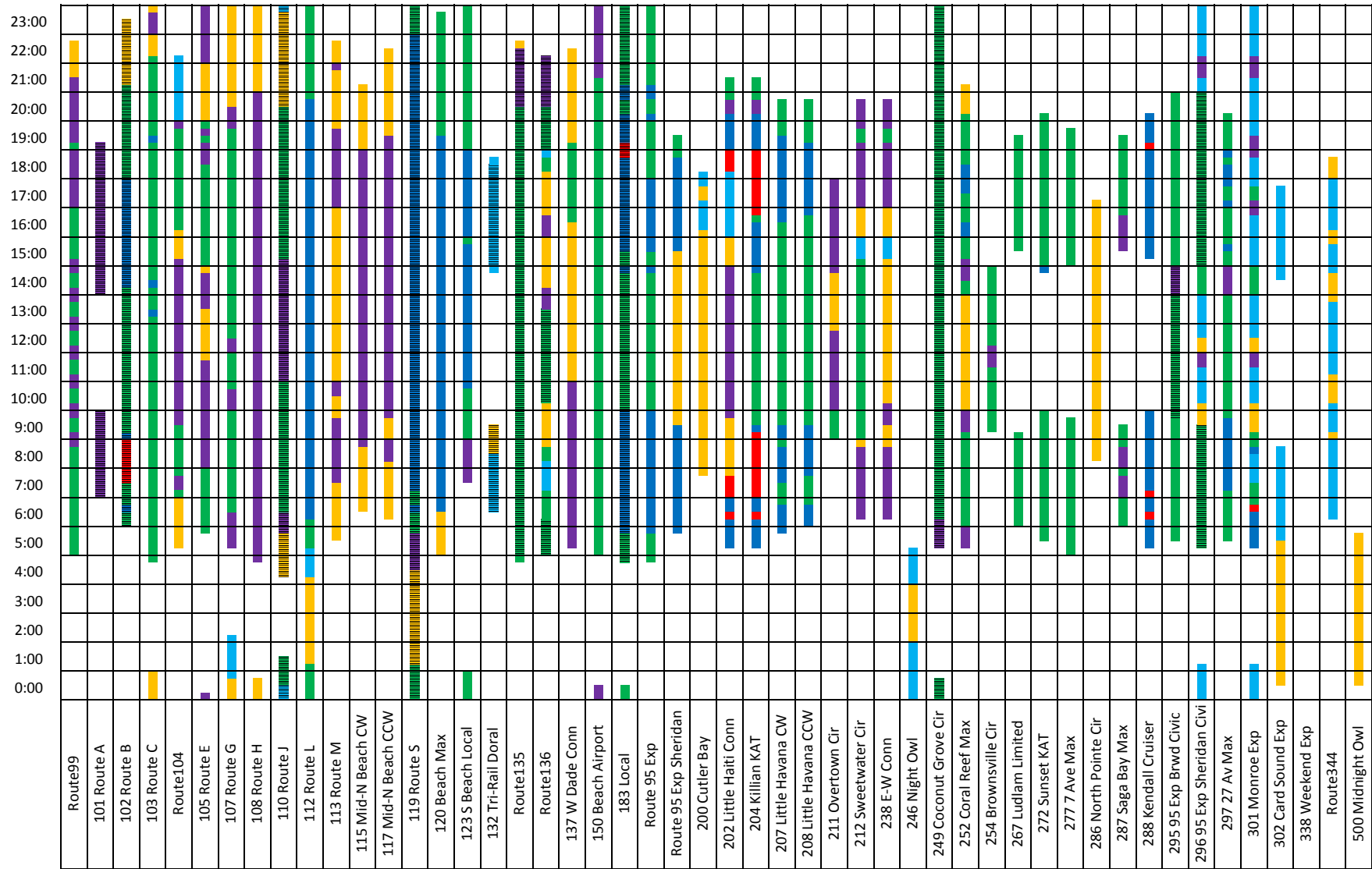
Weekday



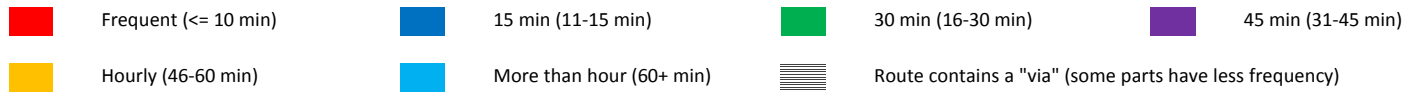
Legend

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

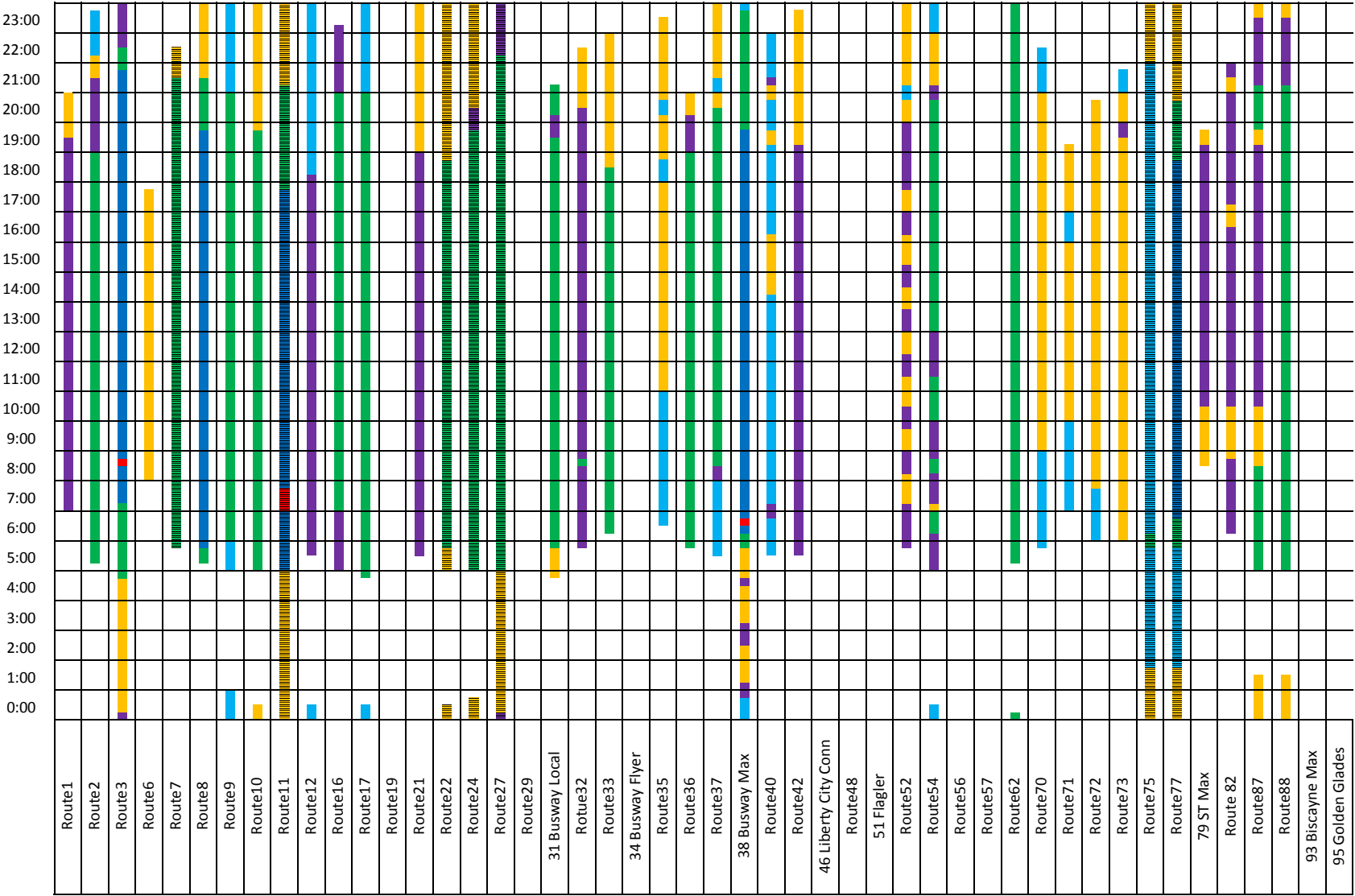
Weekday










Legend



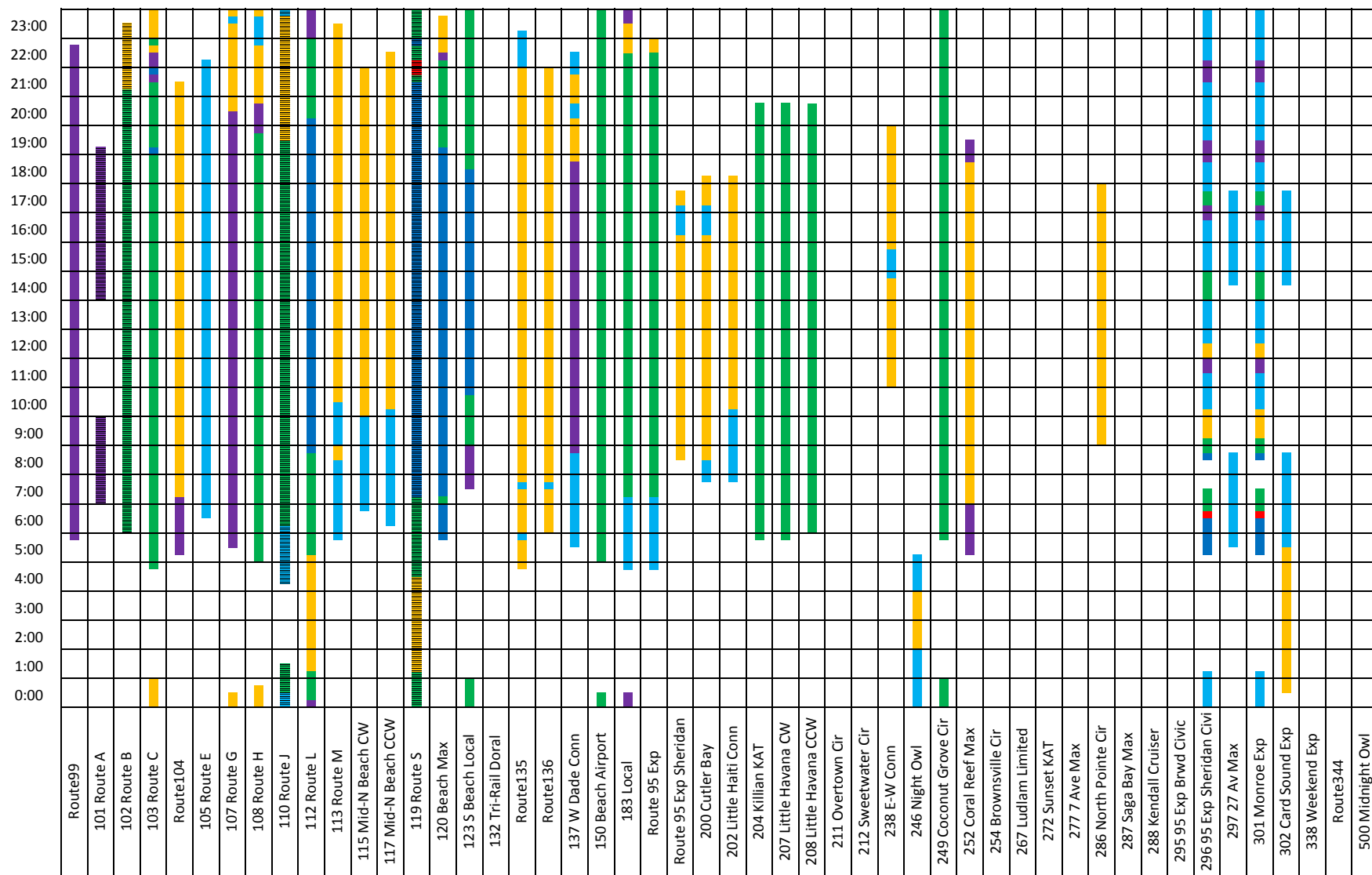
Saturday



Legend

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

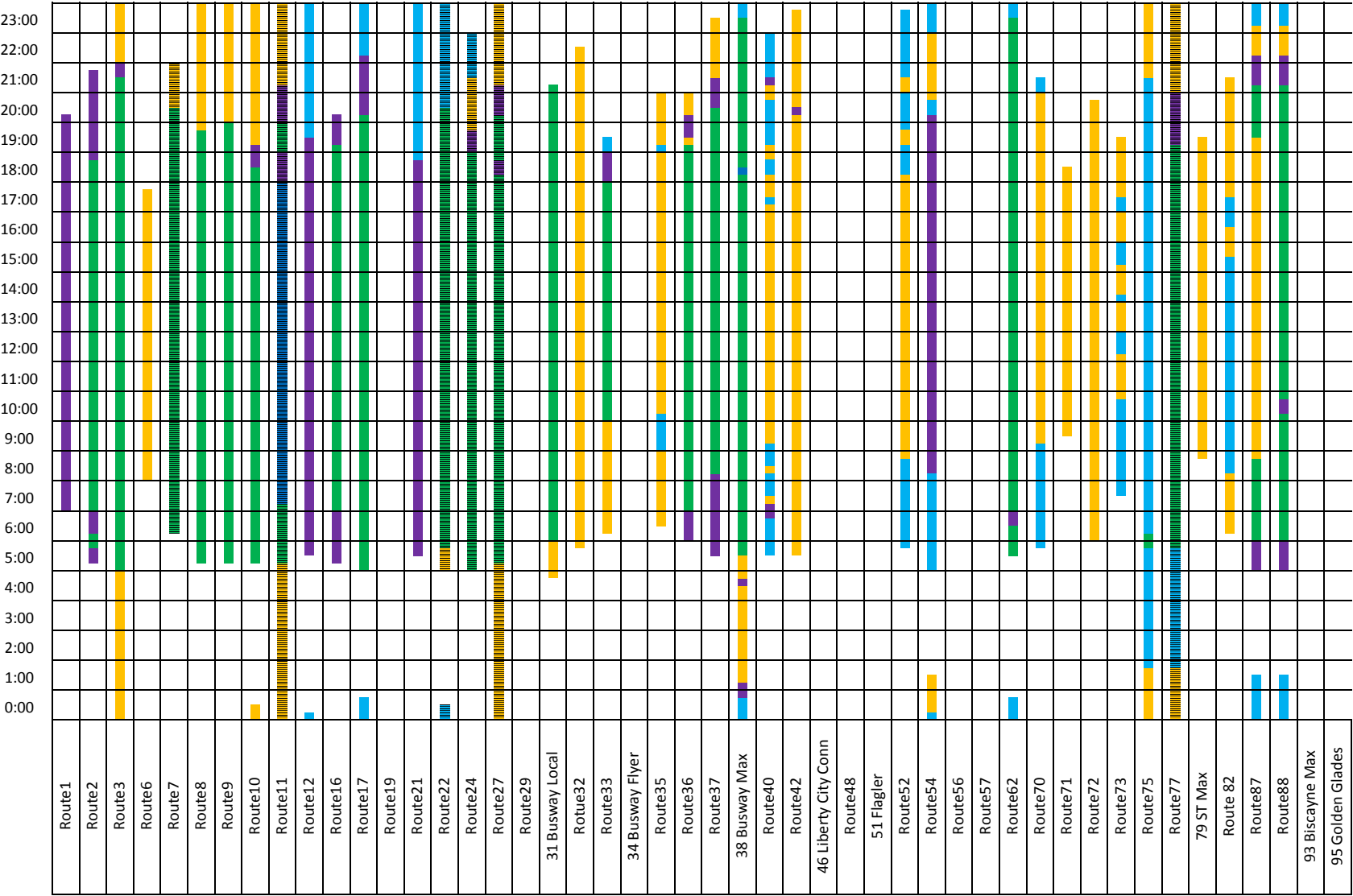
Saturday










Legend

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

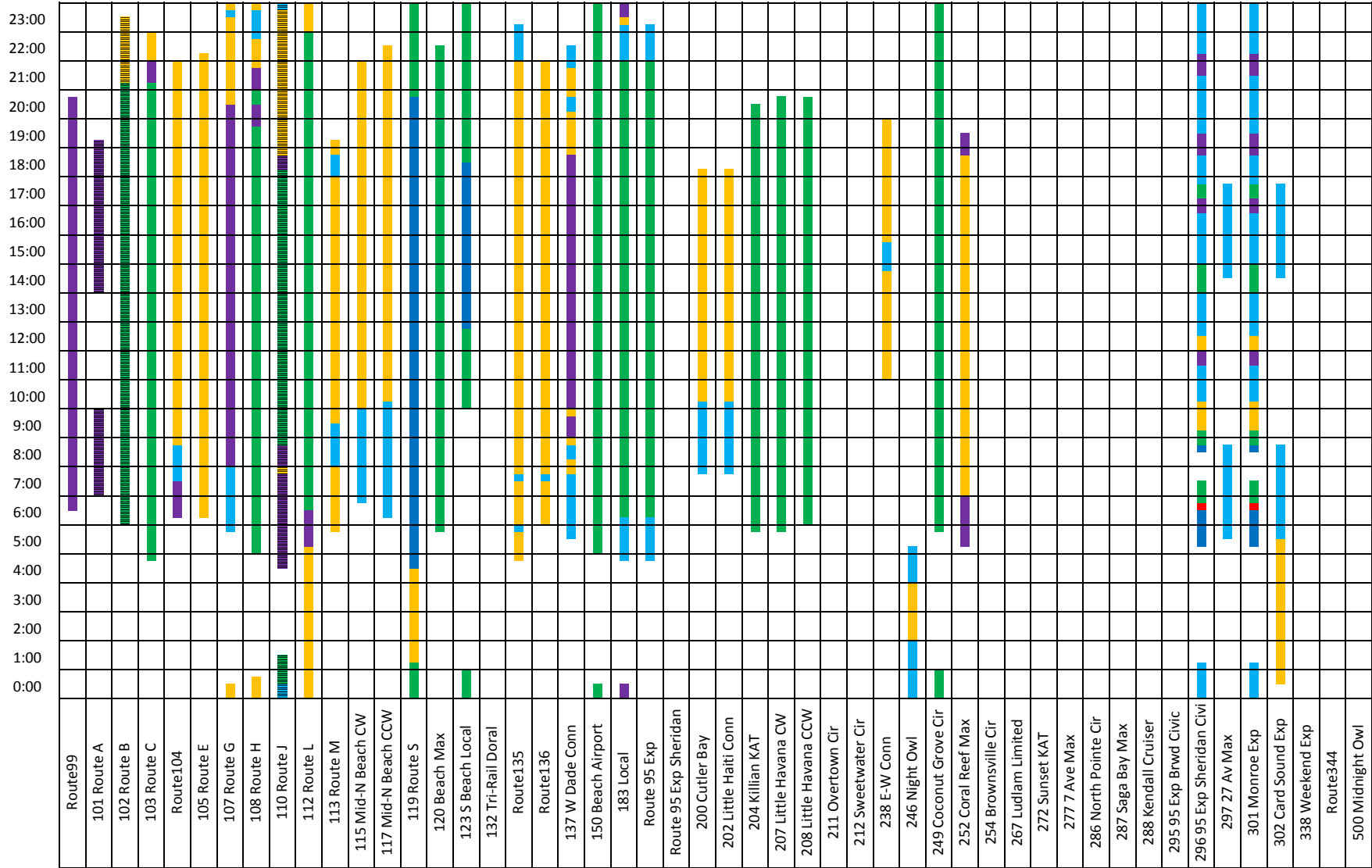
Sunday



Legend

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

Sunday



Legend

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

APPENDIX A.3



A.3 Municipal Transit Services

Municipal Transit Services



Municipality	Service Operator	Website Address
City of Aventura	Contractor	http://www.cityofaventura.com/index.aspx?page=121
Village of Bal Harbour	Contractor	http://cdn.trustedpartner.com/docs/library/TownofBayHarborIslands2015/Content/SHUTTLEBUS-BUS-INFO.pdf
Village of Bay Harbor Islands	Contractor	http://www.bayharborislands.org/town-shuttle-service
Village of Biscayne Park	N/A	
City of Coral Gables	Contractor	http://www.coralgables.com/index.aspx?page=325
Town of Cutler Bay	DTPW	http://cutlerbay-fl.gov/your-community/town-circulator-bus
City of Doral	Contractor	https://www.cityofdoral.com/all-departments/public-works/doral-trolley/
Village of El Portal	N/A	
City of Florida City	N/A	
Town of Golden Beach	N/A	
City of Hialeah	Contractor	http://www.hialeahfl.gov/index.php?option=com_content&view=article&id=141&Itemid=409&lang=en
City of Hialeah Gardens	ILA with Hialeah	http://cityofhialeahgardens.com/cohg2/index.php?option=com_content&view=article&id=63&Itemid=1
City of Homestead	Contractor	http://www.cityofhomestead.com/index.aspx?NID=374
Village of Indian Creek	N/A	
Village of Key Biscayne	Planning ongoing - Service Start Date TBD	http://keybiscayne.fl.gov/
Town of Medley	Municipality	http://www.townofmedley.com/
City of Miami	Contractor	http://www.miamigov.com/trolley/
City of Miami Beach	DTPW	http://web.miamibeachfl.gov/transportation/default.aspx?id=80881
City of Miami Gardens	Contractor	http://www.miamigardens-fl.gov/publicworks/express.html

Municipal Transit Services



Town of Miami Lakes	Contractor	http://miamilakes-fl.gov/index.php?option=com_content&view=article&id=65&Itemid=410
Village of Miami Shores	Contractor	http://www.miamishoresvillage.com/miami-shores-village/shores-shuttle-information.html
City of Miami Springs	Contractor	http://www.miamisprings-fl.gov/community/free-bee-shuttle-route-and-schedule-changes-feb-24-2014
City of North Bay Village	Municipality	http://www.nbvillage.com/Pages/NorthBayFL_WebDocs/Minibus
City of North Miami	Contractor	http://www.northmiamifl.gov/Departments/publicworks/transportation.aspx
City of North Miami Beach	Municipality	http://www.citynmb.com/index.asp?Type=B_BASIC&SEC={F5855F6B-71D6-496D-ACFD-5F00349C448A}
City of Opa Locka	South Florida Regional Transportation Authority (SFRTA)	http://opalockafl.gov/index.aspx?nid=239
Village of Palmetto Bay	Municipality	http://www.palmettobay-fl.gov/content/ibus-bus-circulator-service#Bus_Schedule_and_Route_Map
Village of Pinecrest	Contractor	http://www.pinecrest-fl.gov/index.aspx?page=503
City of South Miami	Planning ongoing - Service Start Date TBD	www.southmiamifl.gov/
City of Sunny Isles Beach	Municipality	http://www.sibfl.net/transportation/
Town of Surfside	Contractor	http://www.townofsurfsidefl.gov/Pages/SurfsideFL_WebDocs/miscdocumentsandforms/Shuttleinfo.pdf
City of Sweetwater	Municipality	http://cityofsweetwater.fl.gov/transit.html
Village of Virginia Gardens	ILA with Miami Springs	http://www.virginiagardens-fl.gov/
City of West Miami	Municipality	http://cityofwestmiamifl.com/index.asp?SEC=C9863CB6-1E5C-4866-8827-ED8E82058ABC&Type=B_BASIC

Note: ILA = Interlocal Agreement

Legend:

Total 34 municipalities

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

APPENDIX A.4



A.4 MDT10Ahead Outreach Activities

2016 Golden Passport Outreach Schedule

	Date	Hours	Location	Address	Requested By	Staff Assigned	Customers Assisted
1	1/14/2016	9:00 - 12:00	Miami VA	1435 W Flagler	Shelia Leroy	Yolanda	22
2	1/23/2016	10:00 - 1:00	Gwen Cherry PHCD Complex	2099 NW 23 ST	Marta Martinez-Aleman	Sonia	179
3	1/26/2016	10:00 - 12:00	Miami Wellness Center	551 E 49 St	Dotty Vazquez	Frank	17
4	1/27/2016	10:00 - 1:00	Key Biscayne Community Center	10 Village Green Way	Beatriz Jimenez	Frank	24
5	2/13/2016	8:30 - 6:30	Coconut Grove Art Festival	2820 MacFarlane Rd		Sonia	
6	2/14/2016	8:30 - 6:30	Coconut Grove Art Festival	2820 MacFarlane Rd		Sonia	
7	2/15/2016	8:30 - 6:30	Coconut Grove Art Festival	2820 MacFarlane Rd		Sonia	
8	2/18/2016	10:00 - 12:00	Miami Wellness Homestead	151 NW 11 ST	Dotty Vazquez	Mike	5
9	3/3/2016	10:00 - 12:00	Cherry Village	421 NE 12 Ave	Dotty Vazquez	Mike	8
10	3/11/2016	10:00 - 1:00	Carroll Manor	3667 South Miami Ave	Miriam Vidal 305-894-8953	Pierre	68
11	3/18/2016	10:30 - 2:00	North Miami Wellness Center	13220 Biscayne Blvd	Dotty Vazquez	Pierre	24
12	3/31/2016	9:30 - 12:00	Arcadia Lakes Senior Center	8401 NW 14 Ave	Allan Tavss	Sylvia	54
13	4/6/2016	10:00 - 1:00	St Dominic Gardens	5849 NW 7 ST	Lissett Fernandez 305-262-0962	Mike	31
14	4/14/2016	9:00 - 12:00	Miami VA	1435 W Flagler	Shelia Leroy	Yolanda	14
15	4/19/2016	10:00 - 12:00	Allapattah Senior Center	2257 NW North River Dr	Dotty Vazquez	Yolanda	127
16	4/20/2016	1:00 - 3:00	DV Archbishop McCarthy	13201 NW 28 Ave	Dotty Vazquez	Pierre	38
17	4/21/2016	10:00 - 12:00	Hostos Senior Center	2902 NW 2 Ave	Dotty Vazquez	Pierre	7
18	4/21/2016	10:00 - 1:00	Pinecrest Community Center	5855 Killian Dr	Isabel Dossul	Yolanda	16
19	4/22/2016	9:00 - 12:00	Humana Health Fair	711 NW 72 Ave	Claudia Delgado 305-984-1242	Pierre	4
20	5/10/2016	9:30 - 1:00	Leon Medical Center	Kendall Dr & 125 Ave	Dotty Vazquez	Yolanda	173
21	5/11/2016	10:00 - 12:00	Leon Medical Center	79 Ave & Flagler	Dotty Vazquez	Yolanda	89
22	5/12/2016	9:30 - 2:00	Pinecrest Community Center	5855 Killian Dr		Mike	158

2016 Golden Passport Outreach Schedule

	Date	Hours	Location	Address	Requested By	Staff Assigned	Customers Assisted
23	5/12/2016	10:00 - 12:00	Leon Medical Center	64 St & 20 Ave	Dotty Vazquez	Yolanda	110
24	5/13/2016	9:30 - 1:00	Leon Medical Center	101 SW 27 Ave	Dotty Vazquez	Yolanda	95
25	5/14/2016	9:00 - 2:00	Mary Collins Center	15151 NW 82 Ave	Leena Borjes (Dist 13)	Pierre	73
26	5/16/2016	9:00 - 2:00	Three Towers	2800 NW 18 Ave	Virginia Salas 305-633-0462	Yolanda	136
27	5/17/2016	2:00 - 4:00	Palermo Lakes	5311 NW 7 ST	Dotty Vazquez	Yolanda	51
28	5/18/2016	10:00 - 2:00	Collins Park	3625 NW 20 Ave	Alicia Fernandez 305-250-5427	Yolanda	83
29	5/20/2016	9:00 - 12:00	Miami VA	1492 W Flagler	Shelia Leroy	Yolanda	20
30	5/20/2016	10:00 - 12:00	Hostos Senior Center	2902 NW 2 Ave	Dotty Vazquez	Pierre	88
31	5/23/2016	9:30 - 10:30	Jackson Senior High K-12	1751 NW 36 St	Ana-Rosa Ross	Pierre	50
32	5/24/2016	9:30 - 2:00	Stirup Plaza	3150 Mundy St	Rosa Diaz 786-452-0302	Yolanda	110
33	5/25/2016	9:30 - 1:00	Leon Medical Center	7950 NW 2 ST	Dotty Vazquez	Yolanda	148
34	5/26/2016	9:30 - 1:00	Leon Medical Center	6450 W 21 Court	Dotty Vazquez	Yolanda	182
35	5/27/2016	9:30 - 1:00	Leon Medical Center	2285 W Flagler St	Dotty Vazquez	Yolanda	121
36	5/31/2016	10:00 - 12:00	Active Adult Card	1470 NW 36 St	Dotty Vazquez	Yolanda	51
37	6/2/2016	1:00 - 3:00	Robert Sharp Towers	115 NW 202 Ter	Patricia Walker 305-652-1506	Yolanda	32
38	6/4/2016	8:00 - 12:00	Village Hall	9705 Hibiscus St	Cheryl Motsco 786-469-5162	Sonia/Lynn	5
39	6/7/2016	9:30 - 1:00	Leon Medical Center	12515 SW 88 St	Dotty Vazquez	Yolanda	160
40	6/8/2016	9:30 - 1:00	Leon Medical Center	7950 NW 2 ST	Dotty Vazquez	Yolanda	117
41	6/9/2016	9:30 - 1:00	Leon Medical Center	6450 W 21 Court	Dotty Vazquez	Yolanda	136
42	6/14/2016	11:00 - 2:00	Mt. Zion Missionary Baptist Church	301 NW 9 ST	Robby Hall 305-379-4147	Yolanda	26
43	6/17/2016	9:00 - 12:00	Miami VA	1492 W Flagler	Shelia Leroy	Yolanda	17
44	6/24/2016	10:00 - 12:00	Leon Medical Center	2285 W Flagler St	Dotty Vazquez	Yolanda	84
45	6/28/2016	10:00 - 12:00	Leon Medical Center	12515 SW 88 St	Dotty Vazquez	Pierre	173
46	6/29/2016	9:30 - 1:00	Leon Medical Center	7950 NW 2 ST	Dotty Vazquez	Pierre	123
47	6/30/2016	9:30 - 1:00	Leon Medical Center	6450 W 21 Court	Dotty Vazquez	Pierre	148

2016 Golden Passport Outreach Schedule

	Date	Hours	Location	Address	Requested By	Staff Assigned	Customers Assisted
48	7/1/2016	10:00 - 12:00	Leon Medical Center	2285 W Flagler St	Dotty Vazquez	Pierre	126
49	7/14/2016	10:00 - 1:00	Comm. Bovo Dist. Office	1490 W 68 St	Leena Borjes (Dist 13)	Yolanda	84
50	7/15/2016	9:00 - 12:00	Miami VA	1492 W Flagler	Shelia Leroy	Mike	5
51	7/16/2016	9:00 - 1:00	Comm. Zapata Senior Fair	15900 SW 56 ST	Isamar Ramos	Sonia	178
52	7/20/2016	10:00 - 1:00	Goodlet Senior Center	900 W 44 Pl	Leena Borjes (Dist 13)	Yolanda	84
53	7/22/2016	10:00 - 12:00	De Hostos Senior Center	2902 NW 2 Ave	Vincent Delgado	Yolanda	12
54	7/23/2016	11:00 - 2:00	Comm. Zapata Hurricane Prep	15735 SW 144 Ave	Jessica Pena	Sonia	59
55	7/30/2016	9:00 - 1:00	Bethany Maranatha Church	10640 NW 12 Ave	Edeline Mondestin	Sonia	200
56	8/4/2016	10:00 - 12:00	Comm. Bovo Dist. Office	1490 W 68 St	Leena Borjes (Dist 13)	Yolanda	0
57	8/13/2016	10:00 - 2:00	Olinda Park Comm. Edmonson K-12	2101 NW 51 St		Sonia	263
58	8/17/2016	1:00 - 4:00	Gus Machado Ford K-12	1200 W 49 St	Leena Borjes (Dist 13)	Mike	67
59	8/19/2016	9:00 - 12:00	Miami VA	1492 W Flagler	Shelia Leroy	Yolanda	48
60	8/26/2016	10:00 - 1:00	Town of Medley	7777 NW 72 Ave	Janette	Yolanda	52
61	9/2/2016	9:00 - 12:00	De Hostos Senior Center	2902 NW 2 Ave	Vincent Delgado	Sylvia	0
62	9/14/2016	12:00 - 1:00	Dorsey Tech	7100 NW 17 Ave	Leroy Jones	Pierre	43
63	9/15/2016	10:00 - 11:00	South Dade Skill Center	28300 SW 152 Ave	Leroy Jones	Mike	29
64	9/16/2016	2:00 - 4:00	Hialeah Hospital	651 East 25 St	Katharine Cue-Fuente	Pierre	27
65	9/21/2016	9:00 - 1:00	Miami Dade College (Kendall)	11011 SW 104 St	Monica Darden	Mike	162
66	10/18/2016	10:00 - 12:00	Pinecrest Community Center	5855 Killian Dr	Isabel Dossul	Mike	6
67	10/25/2016	11:00 - 2:00	Adult Activity Ctr of Coral Gables	2 Andalusia Ave	Roberta Gilmore	Sylvia	37
68	11/4/2016	11:00 - 2:00	Robert King High	1405 NW 7 ST		Sylvia	42
69	12/7/2016	10:00 - 1:30	Veranda Senior Apts	28355 SW 152 Ave	Linda	Mike	49
70	12/8/2016	10:00 - 12:00	Pinecrest Community Center	5855 Killian Dr	Isabel Dossul	Mike	7

Marketing Communications Events		
Location No.	Location Name	Date
1	Miami Marathon	Jan. 2016
2	Miami Bot Show & Coconut Grove Art Festival	Feb. 2016
3	South Dade Senior College Fair	Feb. 2016
4	Underline event at South Miami Hospital	Feb. 2016
5	Venetian Cuaseway Opening	Feb. 2016
6	Bike to Work Day	Mar. 2016
7	Hitachi Rail Center Ceremony	Mar. 2016
8	The Underline-Userve	Mar. 2016
9	DTPW outreach at MPO event	Mar. 2016
10	Bike the Underline	Apr. 2016
11	Miami Soul Train	Apr. 2016
12	Douny - Spring into Wellness	Apr. 2016
13	Great Park Summit	Apr. 2016
14	Transit Watch at eMerge	Apr. 2016
15	Cycle de Mayo at Museum Park station	May. 2016
16	Crandon Blvd Bike Lane Improvmnts	June. 2016
17	WAZE Press conference	June. 2016

Marketing Communications Events		
Location No.	Location Name	Date
18	NE 2nd Ave Ground Breaking	July. 2016
19	App Launch/Real Time	Aug. 2016
20	7-Day Pass distribution throughout county	Aug. 2016
21	Traffice Magenement Center Press Conference/Ribbon cutting	Aug. 2016
22	Com. Edmunson Health Fair	Aug. 2016
23	AC Bus Shelter Ribbon cutting	Aug. 2016
24	Underlounge at the Underline	Oct. 2016
25	Outreach on Metrorail w/Miami Heat	Oct. 2016
26	Hitchi Married Pair press conference	Oct. 2016
27	Bay Skate outreach	Oct. 2016
28	Transit Loves the Arts - Tropical Park	Nov. 2016
29	Articulated Buses -Ribbon Cutting	Nov. 2016
30	Senior Center outreach	Nov. 2016
31	Miami Book Fair	Nov. 2016
32	Art Express/Art Basel outreach	Dec. 2016
33	Traffic Jam event - outreach	Dec. 2016
34	Transit Day	Dec. 2016

Brochure Outreach

Location No.	Date	Location Name	Address	DTPW Staff Attended	Commission District - Commissioner
1	5/12/2017	Miami Dade County Spring Wellness	"Stephen P. Clark Center 111 NW 1st Street Miami, FL 33128"	DTPW Marketing / Planning Staff	District 5 - Bruno A Barreiro
2	6/8/2017	Coral Gables Youth Center	405 University Drive, Coral Gables, Florida 33134	Celia Ramos and Kenia Garcia	District 7 - Xavier L. Suarez
3	6/14/2017	Palm Medical Center	1251 NW 36 Street Miami. Fl. 33142	Kenia Garcia	District 3 - Audrey M. Edmundson
4	6/19/2017	Kendall Park-and-Ride	"Kendall Park-and-Ride SW 88th Street/SW 127th Avenue"	DTPW Marketing Team	District 7 - Xavier L. Suarez

**MDT10Ahead Survey Distribution Events**

Location No.	Date	Location Name	Address	DTPW Staff Attended	Commission District - Commissioner
1	5/12/2017	Miami Dade County Spring Wellness	Stephen P. Clark Center 111 NW 1st Street Miami, FL 33128	DTPW Marketing / Planning Staff	District 5 - Bruno A Barreiro
2	6/8/2017	Coral Gables Youth Center	405 University Drive, Coral Gables, Florida 33134	Celia Ramos and Kenia Garcia	District 7 - Xavier L. Suarez
3	6/14/2017	Palm Medical Center	1251 NW 36 Street Miami. Fl. 33142	Kenia Garcia	District 3 - Audrey M. Edmundson
4	6/19/2017	Kendall Park-and-Ride	Kendall Park-and-Ride SW 88th Street/SW 127th Avenue	DTPW Marketing Team	District 7 - Xavier L. Suarez

APPENDIX A.5



A.5 MDT Major Trip Generator Maps

TABLE 4-8
DTPW MAJOR TRIP GENERATORS (December 2016)

MAJOR GENERATORS		ROUTES					COMMENTS
ID	Special Attractors						
1	Adrienne Arsht Center	3	9	10	16	32	Service on adjacent roadways
		93	103 (C)	113 (M)	119 (S)	120	
2	American Airlines Arena	6	101 (A)	Mover			Service on local roadways
		3	93	103 (C)	119 (S)		Service on adjacent roadways
3	The Cloisters of the Ancient Spanish Monastery	9	120	Mover			Service on local roadways
		3	75	93	105	108 (H)	Service on local roadways
4	Watsco Center (Formerly Bank United Center)	48	56	500	Rail		Service on adjacent roadways and within walking distance of University station
5	Barnacle Historic State Park	48	249				Service on local roadways
6	Bass Museum of Art	123					Service on adjacent roadways
		103 (C)	112 (L)	113 (M)	115	117	Service on local roadways
7	Calder Race Course/Casino	119 (S)	120	143			
8	Coconut Grove	99					Service on adjacent roadways
9	Coral Castle	6	22	48	249	Rail	Service on local roadways
10	Coral Gables Merrick House	31	34	38	287		Service on local roadway and the Busway
11	Downtown Miami	24					Service on adjacent roadway
		2	3	6	7	9	
		11	21	51	77	93	Service on local roadways and within walking distance of Government Center and Historic Overtown/Lyric Theatre stations and various Metromover stations
		95	103 (C)	119 (S)	120	195	
		196	207	208	211	246	
12	Flagler Kennel Club-Magic City Casino	277	500	Mover	Rail		
13	Haulover Beach	6	7	37	238		Service on adjacent roadways
14	Hialeah Race Track	108 (H)	119 (S)	120			Service on adjacent roadway
15	Fillmore Miami Beach at the Jackie Gleason Theater	29	37	54	112	135	Service on local roadways
		Rail					
16	Joseph Caleb Community Center	103 (C)	112 (L)	113 (M)	115	117	Service on local roadways
		119 (S)	120	123	150		
17	Jungle Island/Miami Children's Museum	22	57	246	254		Service on adjacent roadways
18	Key Biscayne	103 (C)	113 (M)	119 (S)	120		Service on adjacent roadways
		120 (B)					Service on adjacent roadways

TABLE 4-8
DTPW MAJOR TRIP GENERATORS (December 2016)

	MAJOR GENERATORS	ROUTES					COMMENTS
19	Marlins Park	7	17				Service on adjacent roadways
		6	11	12	51	208	Service on local roadways
20	Perez Art Museum Miami	3	93	103 (C)	119 (S)	908	Service on local roadways
		Mover					
21	Miami Beach Convention Center	115	117	123	143		Service on adjacent roadways
		103 (C)	112 (L)	113 (M)	119 (S)	120	Service on local roadways
		150					
22	Miami-Dade County Auditorium	11	27	51			Service on adjacent roadway
23	Miami International Airport	7	37	42	57	110	Routes restructured to serve MIC; from MIC use MIA Mover to access Airport
		150	238	297	338	Rail	
24	Miami Jai-Alai	36	110 (J)				Service on adjacent roadway
25	Miami Seaquarium	115 (B)					Service on adjacent roadway
26	Museum of Science						Service on adjacent roadway
	Closed 2016 pending move to new location downtown.						Service on local roadway
27	PortMiami						No MDT service to PortMiami
28	South Beach	103 (C)	113 (M)	120	123	150	Service on local roadways
29	South Miami-Dade Cultural Arts Center	1	31	34	35	38	Service on adjacent roadways
		52	70	137	200		
30	Hard Rock Stadium (Formerly Sunlife Stadium)	27	99	297			Service on local roadways
31	Venetian Pool	24					Service on local roadway
32	Vizcaya	12	14	24	48	Rail	Service on adjacent roadway
33	The Wolfsonian - FIU Museum	103 (C)	120	123	150		Service on adjacent roadway
34	Zoo Miami	252					On-site service to entrance

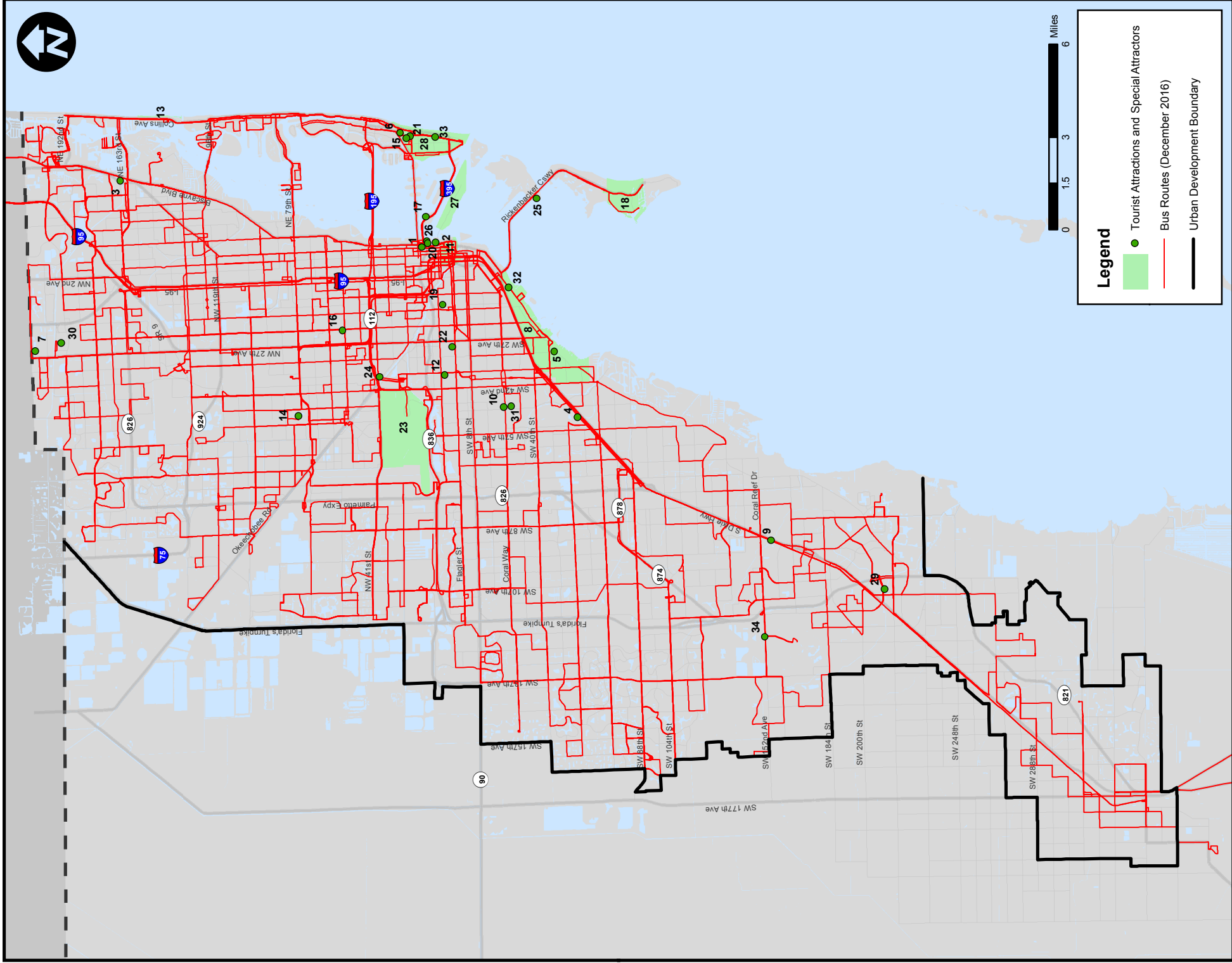


TABLE 4-8
DTPW MAJOR TRIP GENERATORS (December 2016)

	MAJOR GENERATORS	ROUTES					COMMENTS	
ID	Health Care Facilities							
1	Aventura Hospital	105 (E)					Service on adjacent roadway	
2	Baptist Hospital	88	104				Service on adjacent roadways	
3	Bascom Palmer Eye Institute/Ann Bates Leach Eye Hospital	113 (M)	21	246	Rail		Service on adjacent roadways and within walking distance from Civic Center station	
		12	32	77	95	277	Service on local roadways	
4	Community Health Center of South Dade (Doris Ison Health Center)	35	52	70	287	On-site service and service on adjacent roadways		
5	Coral Gables Hospital	37					Service on adjacent roadways	
6	Doctors' Hospital	56					Service on adjacent roadway	
7	HealthSouth Rehabilitation Hospital of Miami	70	200				Service on adjacent roadway	
8	Hialeah Hospital	112 (L)	42	Rail	Service on adjacent roadways			
9	Homestead Hospital (Baptist)	35					Service on adjacent roadway	
10	Jackson Memorial / U.M. / V.A. Hospital	12	21	32	95	113 (M)	Service on adjacent roadways and within walking distance from Civic Center station	
		246	295	296	Rail			
11	Jackson North Medical Center	105 (E)	22	246	Service on adjacent roadways			
12	Jackson South Community Hospital	52	252				Service on adjacent roadways	
		31	34	38	57	287	Service on local roadways	
13	Kendall Regional Medical Center	40					Service on adjacent roadway	
14	Kindred Hospital South Florida - Coral Gables	8					Service on adjacent roadway	
15	Larkin Community Hospital	37	72				Service on adjacent roadway	
		57	500	Rail	Service on local roadways			
16	Mercy Hospital	12	48				On-site service with shelters	
17	Miami Children's Hospital	56					On-site service with shelters	
18	Miami Jewish Home & Hospital for the Aged	9	10	202	Service on adjacent roadway			
		54	Service on local roadway					
19	Mount Sinai Medical Center	103	113	115	117		On-site service	
		62	110 (J)	143	150		Service on adjacent roadway	
20	North Dade Health Center	107 (G)					On-Site Service	
		27	297				Service on local roadways	
21	North Shore Medical Center	33					Service on adjacent roadways	
22	Palmetto General Hospital	29					On-site service with shelters	
23	Palm Springs General Hospital	33	54				On-site service with shelters	
		29	Service on adjacent roadways					
24	Selected Specialty Hospital	7					Service on adjacent roadway	
		6	11	12	51	208	Service on local roadway	
25	Sister Emmanuel Hospital	12	48				On-site service with shelters	
26	South Miami Hospital	37	57	72	500	Rail	Service on adjacent roadways and within walking distance from South Miami station	
27	Westchester General Hospital	24					Service on adjacent roadway	
28	West Kendall Baptist Hospital	72	88	104	204	272	Service on adjacent roadway	
		288						

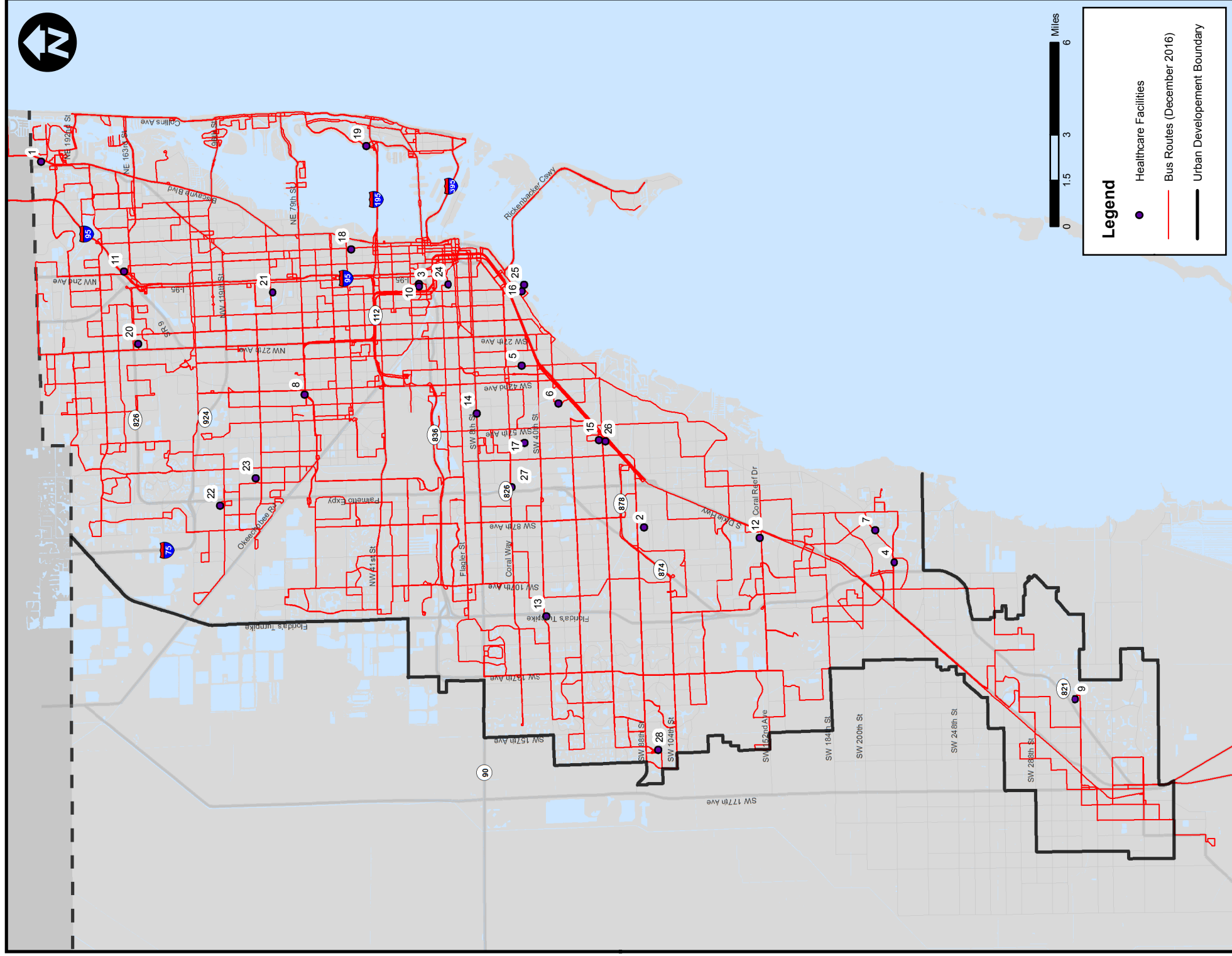


TABLE 4-8
DTPW MAJOR TRIP GENERATORS (December 2016)

	MAJOR GENERATORS	ROUTES					COMMENTS
ID	Retail Centers						
1	Aventura Mall	3 105 (E)	9 119 (S)	93 120	95 183	99	On-site service
2	Bal Harbour Shops	108 (H)	119 (S)	120			Service on adjacent roadways
3	Bayside Market Place	3 9	93 120	103 (C)	119 (S)	Mover	Service on adjacent roadways Service on local roadways
4	Coco Walk/ Mayfair in the Grove	48	249				Service on adjacent roadways
5	Dadeland Mall	73 204	87 272	88 500	104 Rail		Service on adjacent roadways.
6	Diplomat Mall	105 (E)					Service on adjacent roadway
7	Dolphin Mall	7 338	36	71	137	238	On-site terminal with shelters
8	Kendall Village	88	288				Service on adjacent roadway
9	(The) Falls	31 252	34 287	38	52	136	Service on adjacent roadway and at Busway Station at SW 136 Street
10	Lincoln Road Mall	103 (C) 119 (S)	112 (L) 120	113 (M) 123	115 143	117 150	Service on adjacent roadways
11	London Square	136	137				Service on adjacent roadways
12	Mall of the Americas	7	11	51	87		On-site service with shelters
13	Miami International Mall	7 338	36	71	137	238	Service on adjacent roadways
14	Miracle Mile	24	37	42	56		Service on adjacent roadways
15	Northside Shopping Plaza	12 297	21 Rail	27	79	112 (L)	On-site and adjacent roadway service
16	Palms at Town and Country	88	288				Service on adjacent roadways
17	Perrine Plaza	1 31	52 34				Service on adjacent roadways Service on local Busway (park & ride lot at SW 168 St.)
18	Florida Keys Outlet Center	35 344	38	70	301	302	Service on adjacent roadways
19	Shops at Midtown Miami	9 202	10 36	36	110 (J)	143	Service on adjacent roadways
20	Shops at Sunset Place	37	57	72	500	Rail	On-site and adjacent roadway service
21	Shops at Paradise Lake	104	204				Service on adjacent roadways
22	Skylake Mall	9	10	95	108 (H)	183	Service on adjacent roadways
23	Southland Mall	1 52	31 70	34 137	35 200	38	Service on adjacent roadways
24	Village at Merrick Park	37 136	40 249	42 500	48 Rail	56	Service on adjacent roadways and within walking distance of Douglas Road station
25	Westchester Shopping Center	8	87				Service on adjacent roadways
26	Westland Mall	29	33	54			Service on adjacent roadways
27	163rd Street Mall	2 19 246	3 22	9 75	10 105 (E)	16 108 (H)	Service on adjacent roadways and off-site terminal

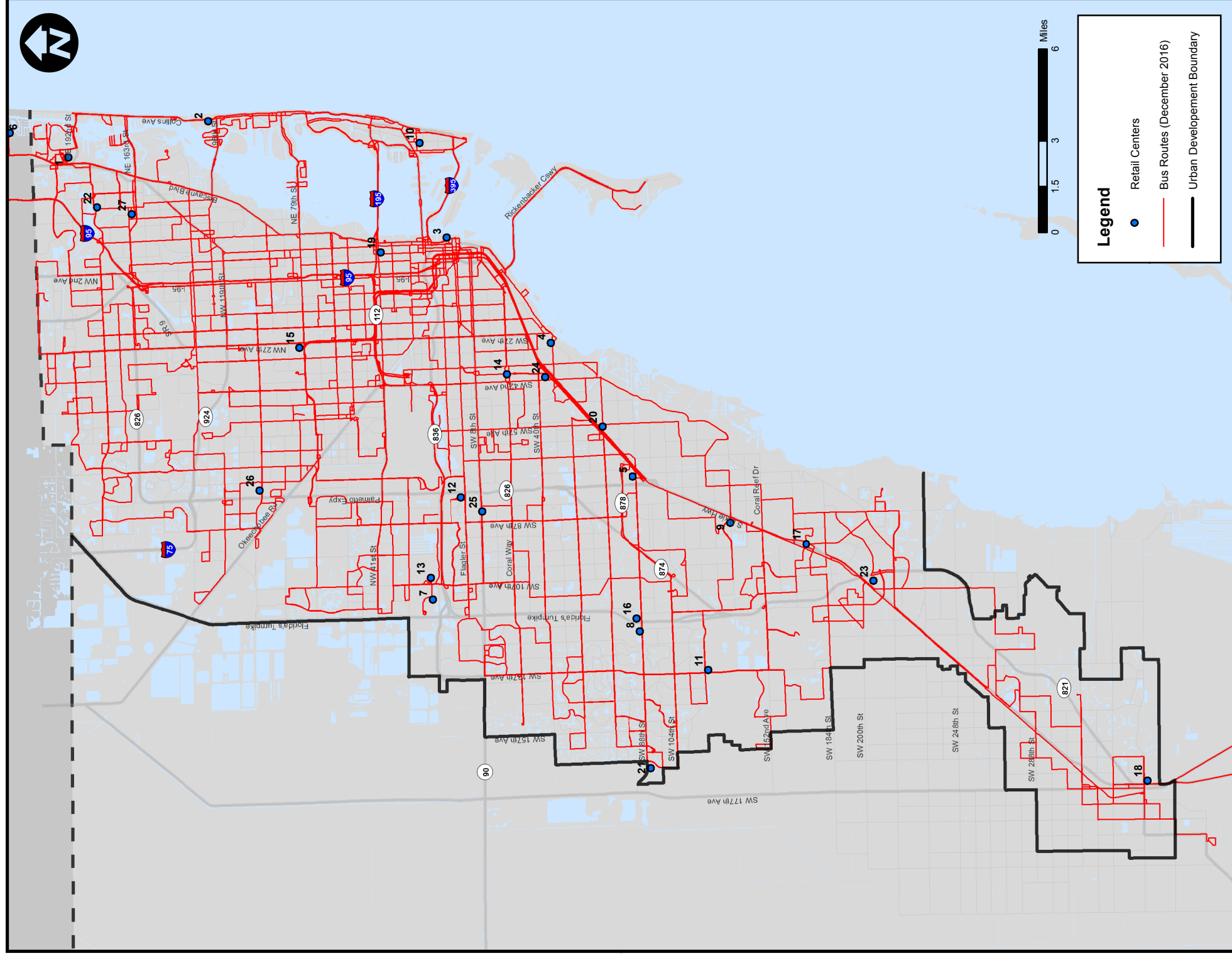
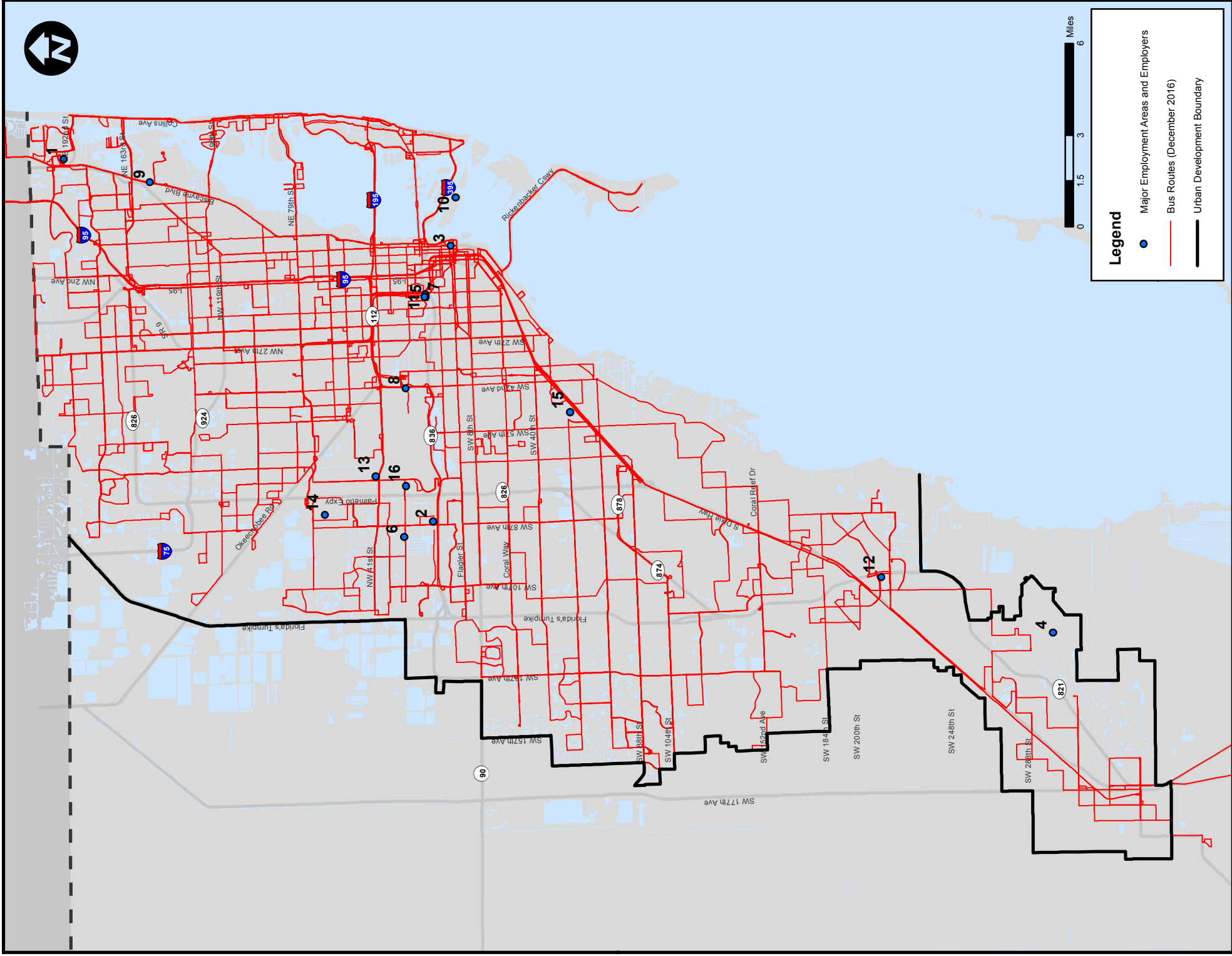


TABLE 4-8
DTPW MAJOR TRIP GENERATORS (December 2016)

	MAJOR GENERATORS	ROUTES					COMMENTS
ID	Major Employment Areas and Employers						
1	Aventura Mall	3 105 (E)	9 119 (S)	93 120	95 183	99	On-site service
2	Doral - Warehouse Area	87	95	238			Service on adjacent roadways
3	Downtown Miami	2 11 95 196 277	3 21 103 (C) 207 Mover	6 51 119 (S) 208 Rail	7 77 120 211	9 93 195 246	Service on local roadways and within walking distance of Government Center and Historic Overtown/Lyric Theatre stations and various Metromover stations
4	Homestead Air Reserve Base						No service to Homestead Air Reserve Base
5	Miami-Dade Pre-Trial Detention Center	12 295	95 296	113 (M) Rail	211	246	Service on local roadways and located within walking distance of Civic Center station
6	Miami-Dade Police Department	95	238				Service on adjacent roadway
7	Miami Dade State Attorney's Office	12 295	95 296	113 (M) Rail	211	246	Service on local roadways and located within walking distance of Civic Center station
8	Miami International Airport	7 150	37 238	42 297	57 338	110 (J) Rail	Routes restructured to serve MIC; from MIC use MIA Mover to access Airport
9	North Dade Justice Center	3	75	93	135	Service on adjacent roadways	
10	Port of Miami						None
11	Richard E. Gerstein Justice Building	12 295	95 296	113 (M) Rail	211	246	Service on local roadways and located within walking distance of Civic Center station
12	South Miami-Dade Government Center	1 70	31 137	34 200	35	52	Service on adjacent roadway
13	Turner-Guilford Knight Correctional Center	36	73	95	132	Service on adjacent roadways	
14	Unincorporated Miami-Dade County Area bounded by NW 74 St. to the North, NW 58 St. to the South between SR-826 and NW 87 Ave.	87					Service on adjacent roadway
15	University of Miami	48	56	500	Rail	Service on adjacent roadways and within walking distance of University station	
16	U.S. Post Office- General Mail Facility	73	238				Service on adjacent roadways



Major Employment Areas and Employers. Source: DTPW, December 2016

TABLE 4-8
DTPW MAJOR TRIP GENERATORS (December 2016)

	MAJOR GENERATORS	ROUTES					COMMENTS
ID	Educational Centers						
1	Barry University - Main Campus	2	9	10			Service on adjacent roadways
2	Barry University - Kendall Campus	71					Service on adjacent roadway
		88	288				Service on local roadway
3	Carlos Albizu University	95	238				Service on local roadway
4	City College	31 88 Rail	34 136	38 252	52 287	73 500	Within walking distance of Dadeland South Station and route 252.
5	College of Business and Technology - Cutler Bay	31	34	35	38	200	Service on adjacent roadway
6	College of Business and Technology - Flagler	11	51	87			Service on adjacent roadway
		7					Service on local roadway
7	College of Business and Technology - Miami Gardens	32					Service on local roadways
8	FIU - Center for Engineering & Applied Sciences	11	51	137	212		Service on adjacent roadways
9	FIU - Modesto A. Maidique Campus	8	11	24	71	82	On-site terminal with shelters
10	FIU - Biscayne Bay	75	135				On-site service
11	FIU - The Metropolitan Center	48 6	102 (B) Mover				Service on adjacent roadways Service on local roadways
12	FIU - The Wolfsonian	103 (C)	120	123	150		Service on adjacent roadway
13	Florida Career College - Miami	8	11	24	71	82	Service on adjacent roadway
14	Florida Career College - Hialeah	29					Service on local roadways
15	Florida Career College - Kendall	88	288				Service on local roadways
16	Florida Memorial University	32					Service on adjacent roadway
17	Florida National College - South Campus	24	40	51			Service on adjacent roadways
18	International Fine Arts College (Miami International University of Art & Design)	3 101 (A) Mover	10 103 (C)	16 113 (M)	32 119 (S)	93 120	Service on adjacent roadways
		6	9				Service on local roadways
19	Johnson & Wales University	3	16	93			Service on adjacent roadway
20	Jones College	88	288				Service on adjacent roadway

TABLE 4-8
DTPW MAJOR TRIP GENERATORS (December 2016)

	MAJOR GENERATORS	ROUTES					COMMENTS
21	Keiser University	7 338	36	71	137	238	Service on local roadways
22	Lindsey Hopkins Technical Education Center	32 21	77 113	277 246			Service on adjacent roadways Service on local roadways
23	MDC - Hialeah	29	33	54			Service on adjacent roadway
24	MDC - Homestead	34 70	35	38	344		Service on adjacent roadways Service on local roadways
25	MDC - Interamerican	8	27	207	208		Service on adjacent roadways
26	MDC - Kendall	35	71	104	204		On-site service with shelters
27	MDC - Medical Center	21 77	32 246	113 (M) 277			Service on adjacent roadways Service on local roads
28	MDC - North	19	27	32	297		On-site terminal with shelters
29	MDC - West	36					Service on adjacent roadway
30	MDC - Wolfson Campus	3 103 (C)	6 119 (S)	7 120	9 Mover	93	Service on adjacent roadways
		2 195	11 196	51 207	77 208	95 246	Service on local roadways
31	Miami Lakes Education Center	29	75				Service on adjacent roadway
32	New World School of the Arts	3 93	6 103 (C)	9 119 (S)	11 120	77	Service on adjacent roadways
		2 196 500	21 207 Mover	51 208 Rail	95 246	195 277	Service on local roadways
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	52 137					Service on adjacent roadways Service on local roadway
36	St. Thomas University	32					Service on adjacent roadway
37	University of Miami	48	56	500	Rail		Service on adjacent roadways and within walking distance of University station
38	University of Miami - Marine Campus	102 (B)					Service on adjacent roadway
39	University of Miami - South Campus	252					Service on adjacent roadway

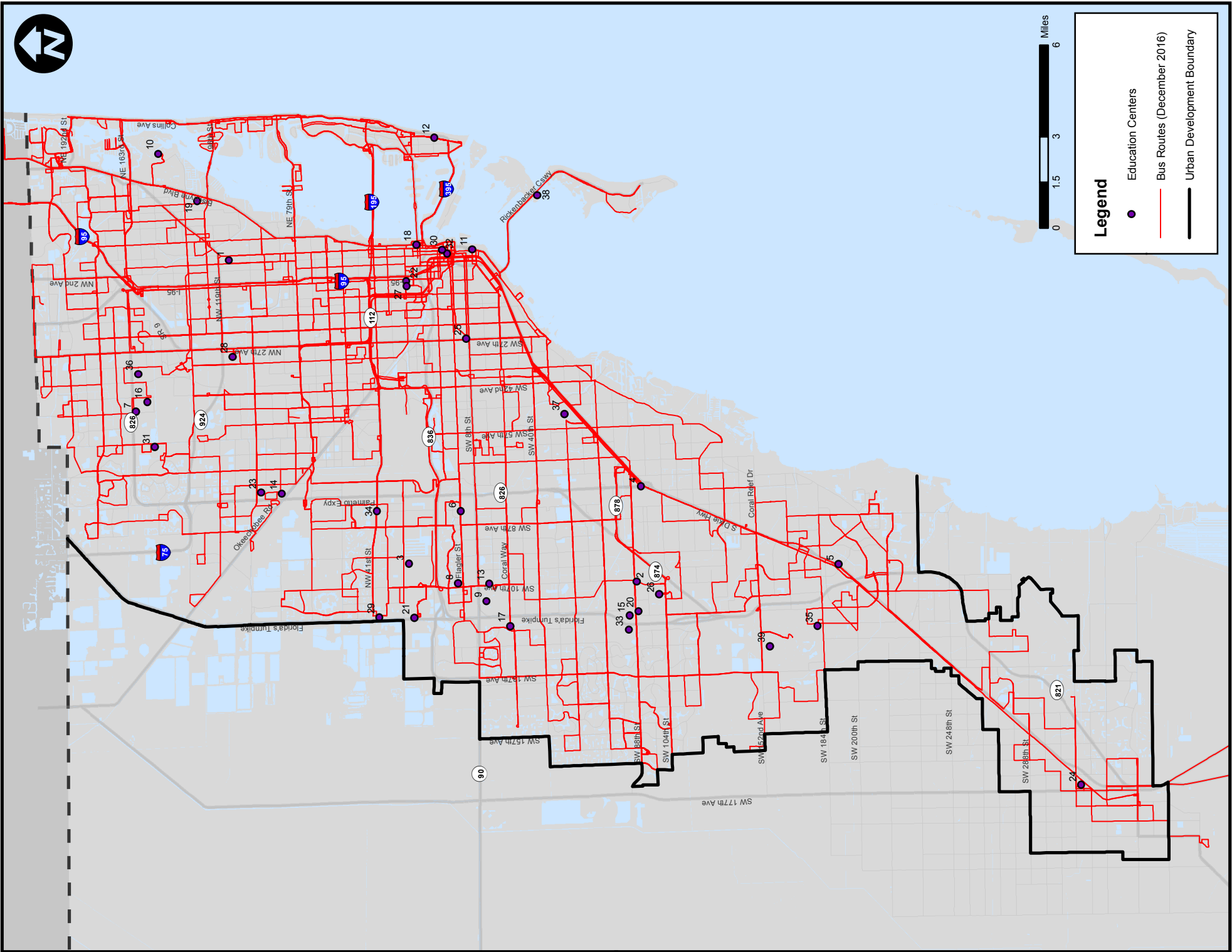


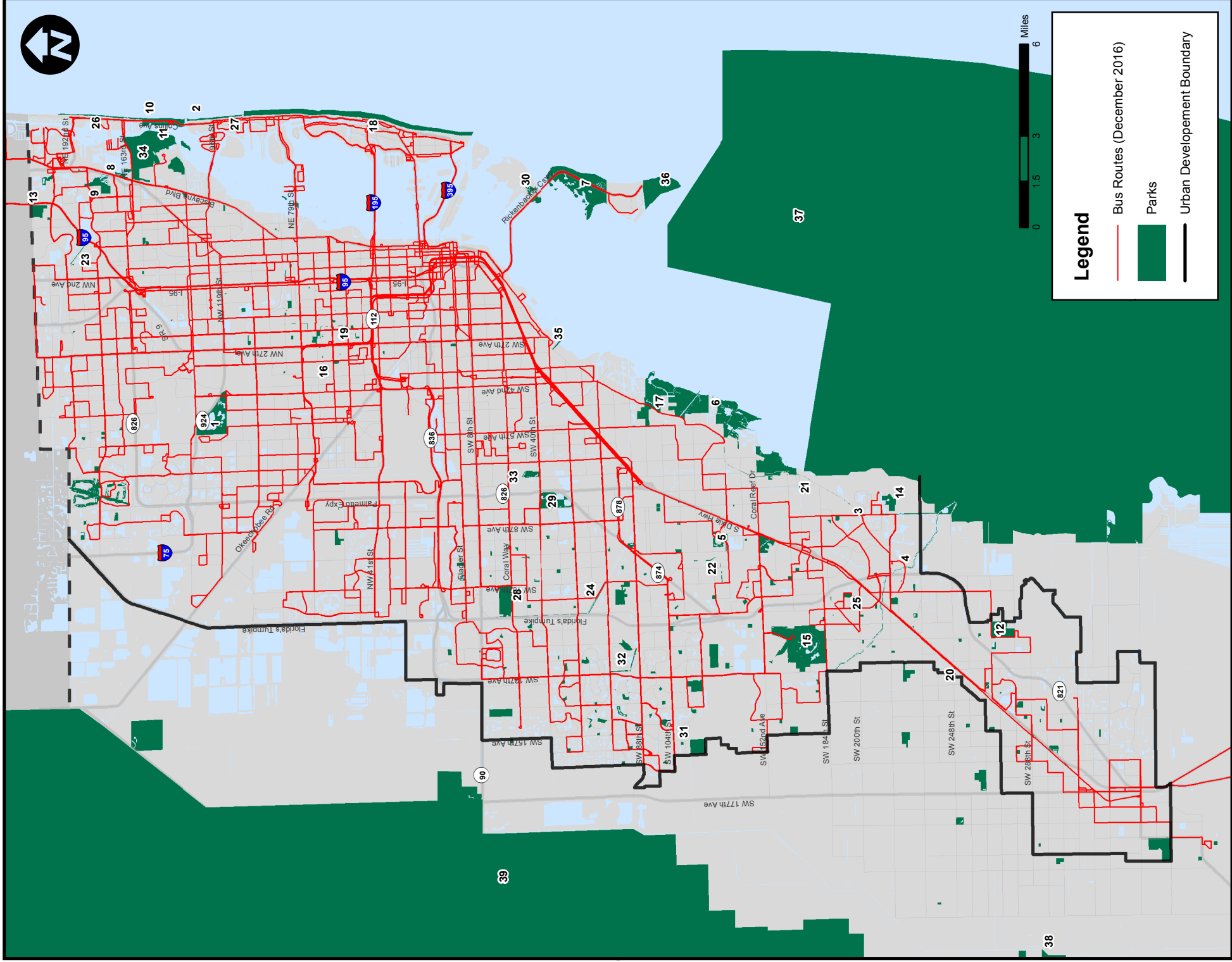
TABLE 4-8
DTPW MAJOR TRIP GENERATORS (December 2016)

	MAJOR GENERATORS	ROUTES					COMMENTS
ID	County Parks						
1	Amelia Earhart Park	37	135				Service on adjacent roadway
		42					Service on local roadway
2	Bal Harbour Beach	H	S	120			Service on adjacent roadway
		G					Service on local roadway
3	Biscayne Trail (East Side of Canal)	70	200	287			Service on intersecting roadway
4	Black Creek Trail (Along C1 Canal)	1	31	34	35	38	Service on intersecting roadway
		52	70	137	200	287	
5	Briar Bay Linear Park	136					Service on adjacent roadway
6	Chapman Field Park	136					Service on local roadway
7	Crandon Park	102 (B)					Service on local roadway
8	East Greynolds Park	93	105 (E)	108 (H)			Service on adjacent roadway
9	Greynolds Park	3	9	93	95	183	Service on adjacent roadways
10	Haulover Beach	108 (H)	119 (S)	120			Service on adjacent roadways
11	Haulover Park	108 (H)	119 (S)	120			Service on adjacent roadways
12	Homestead Air Reserve Park	70					Service on adjacent roadway
13	Ives Estates Park	99					Service on local roadway
14	Lakes by the Bay Park	70	200	287			Service on local roadways
15	Larry & Penny Thompson Park	137					Service on adjacent roadway
		52					Service on local roadway
16	Martin Luther King Jr. Memorial Park	32	62				Service on adjacent roadway
17	Matheson Hammock Park	136					Service on local roadway
18	Miami Beach (from South Beach to NW 86 ST)	112 (L)	119 (S)	120			Service on adjacent roadway
		62	79	103 (C)	108 (H)	110 (J)	Service on local roadways
		113 (M)	115	117	123	150	
19	Model Cities Trail	12	21	22	54	62	Service on intersecting roadways
		79	112	246	254		
20	North South Trail (South Dade Trail)	34	35	38	70		Service on adjacent roadway
		31	52	137	200	344	Service on local roadways
21	Old Cutler Bike Path	37	70	136	200	287	Service on intersecting roadway
22	Pinewoods Park	136					Service on local roadway
23	Snake Creek Trail	77	99				Service on intersecting roadways
24	Snapper Creek Trail	24	40	56	71	72	Service on intersecting roadways
		272					
25	Southridge Park	1					Service on adjacent roadway
		52					Service on local roadway
26	Sunny Isles Beach	105 (E)	108 (H)	119 (S)	120		Service on adjacent roadway
27	Surfside Beach	107 (G)	108 (H)	115	117	119 (S)	Service on adjacent roadway
		120					
28	Tamiami Park	8	11	24	71	82	Service on adjacent roadway
29	Tropical Park	40	56	82			Service on adjacent roadway
30	Virginia Key	B120 (B)					Service on local roadway
31	West Kendall District Park						None
32	Winston Linear Park	72	272				Service on adjacent roadway
		88	137	288			Service on local roadway
33	A. D. Barnes Park	40					Service on adjacent roadway

TABLE 4-8
DTPW MAJOR TRIP GENERATORS (December 2016)

	MAJOR GENERATORS	ROUTES		COMMENTS
ID	National and State Parks			
34	Oleta River State Park	105	108	Service on adjacent roadway
35	The Barnacle Historic State Park	48	249	Service on local roadway
36	Bill Baggs Cape Florida State Park	102		Service on intersecting roadway
37	Biscayne National Park	None*		
38	Everglades National Park	None*		
39	Everglades Water Conservation Area	None*		

* Park is located outside of the Urban Development Boundary where transit services cannot be provided.



APPENDIX A.6



A.6 MDT Bus Replacement Plan

BUS PROCUREMENT / REPLACEMENT	2017	2018	2019	2020	2021	2022	2023	2024	2025
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	75	0	0	0	0
Total number of 40 Ft buses required 40 LFW diesel hybrid	99	110	185	13	0	0	0	18	5
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	0	0	0	0	0	0	0	25	0
Total Buses Required for Replacement	99	110	185	13	75	0	0	43	5

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

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

APPENDIX A.7



A.7 MDT10Ahead Survey Results

Appendix A.7

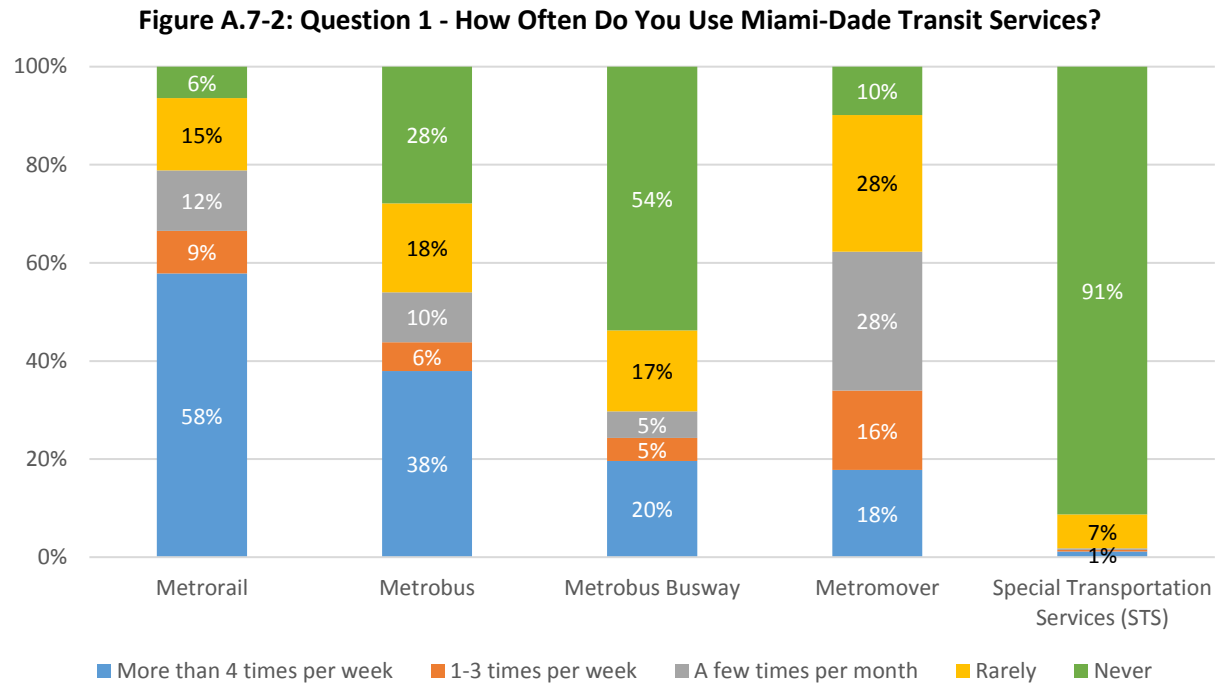
In total, 655 surveys and comment cards have been collected as shown in Table A.7-1. Of the total response pool, 416 surveys (64%) were collected through the electronic survey and 239 were collected through comment cards. The results of the surveys are provided in the following figures in this Appendix. Questions included on the electronic survey and the shorter comments cards are noted. If not otherwise noted, the question was only asked on the electronic survey. It should also be noted some graphics may not sum precisely to 100 percent due to rounding.

Table A.7-1: Completed Survey Summary

Survey Type	Responses Received	
Electronic Survey	416	64%
Comment Card	239	36%
Total	655	100%

TRANSIT USE

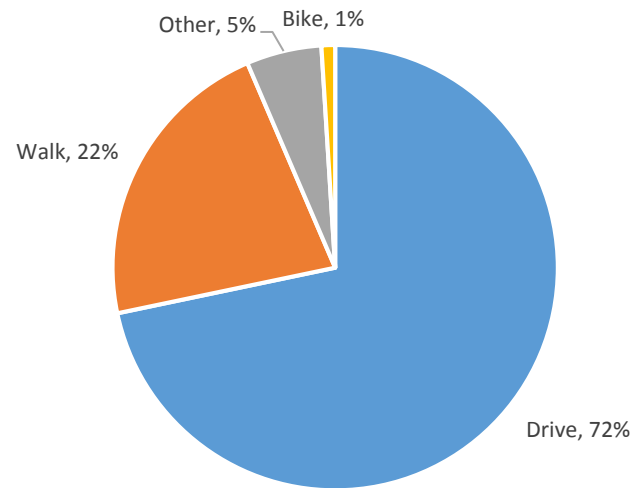
Figure A.7-2 provides insight into the types of transit being used by respondents. This question was on the electronic survey, as well as the comment card. Approximately 58 percent of the respondents use Metrorail more than four times per week. Meanwhile, approximately 38 percent use the Metrobus more than four times per week. Just about 8 percent of respondents were occasional Special Transportation Services (STS) users.



STATION ARRIVAL

When respondents were asked about how they regularly arrive at their local transit station, the majority indicated they reach the stop by driving (72%), while only 22 percent indicated they walk to the station. Figure A.7-3 shows the full list of responses.

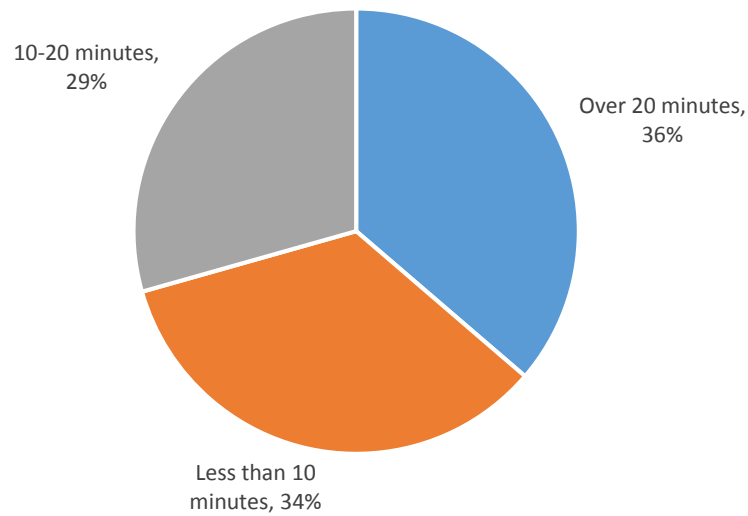
Figure A.7-3: Question 2 - How do you arrive at your transit station?



TRAVEL TIME

The results of a question which asked respondents how long it takes them to arrive at their nearest transit station were fairly mixed. More than 20 minutes was the time indicated by the majority of respondents (36%), and less than 10 minutes was identified as the second most common travel time (34%). Figure A.7-4 includes the full set of responses.

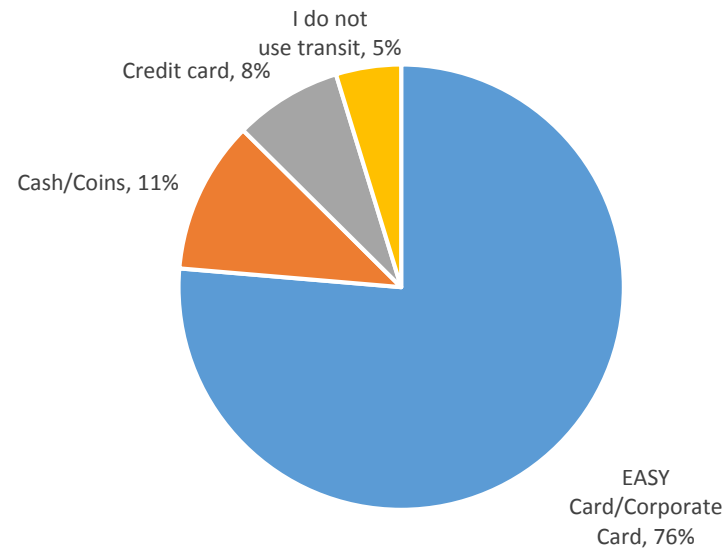
Figure A.7-4: Question 3 - How long does it take you to get to your nearest/preferred transit station?



FARE PAYMENT

As shown in Figure A.7-5, respondents on both the electronic survey and the comment card were asked how they paid for transit fares. Approximately 76 percent of respondents use the EASY card to pay their transit fares. Another 11 percent use cash to pay for their fares, and only 8 percent use credit card.

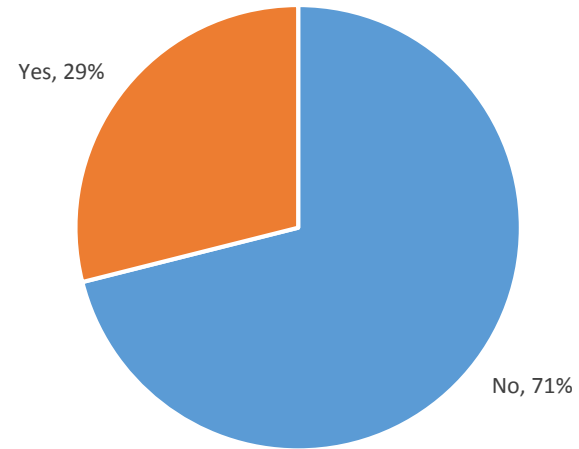
Figure A.7-5: Question 4 - How Do You Pay for Transit Fares?



TRANSFER UTILIZATION

Regarding typical travel choices, respondents were asked if they use transfers on the DTPW system. More than 71 percent of respondents indicated they do not transfer when traveling on the DTPW System. A summary of transfer utilization is shown in Figure A.7-6.

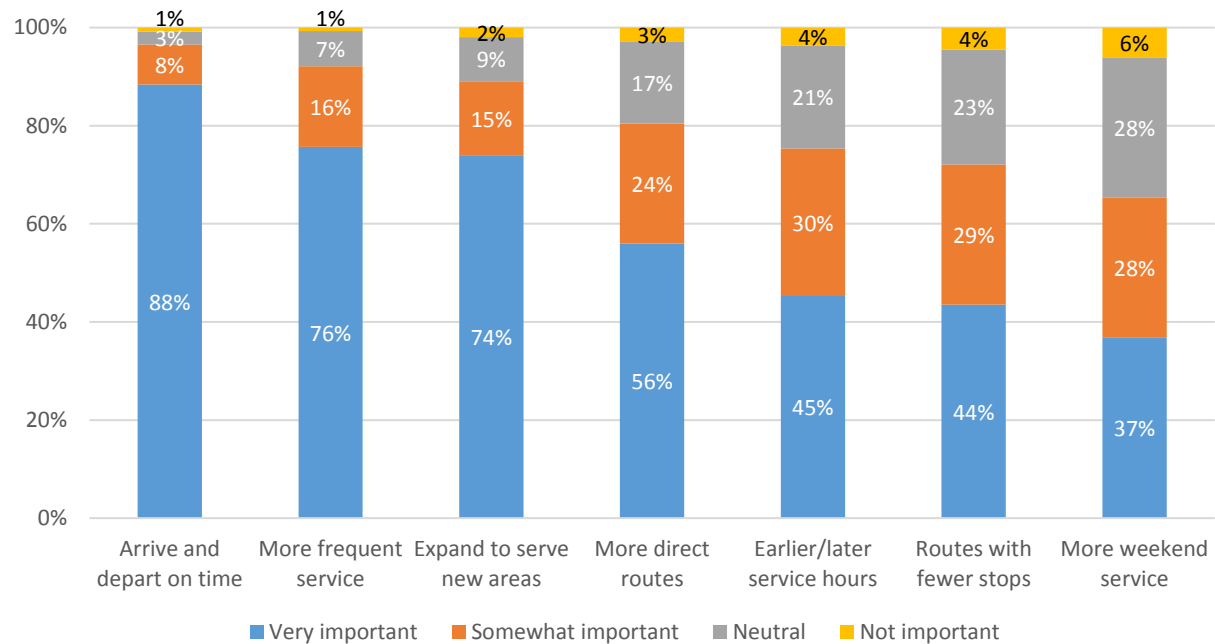
Figure A.7-6: Question 5 - Do you transfer?



SERVICE PRIORITIES

When asked about service priorities, respondents on both the electronic survey and comment cards indicated on-time performance was the most important service priority. Lower in priority, more frequent service and expanding service to new areas were also important. Figure A.7-7 shows the total breakdown of all service priorities.

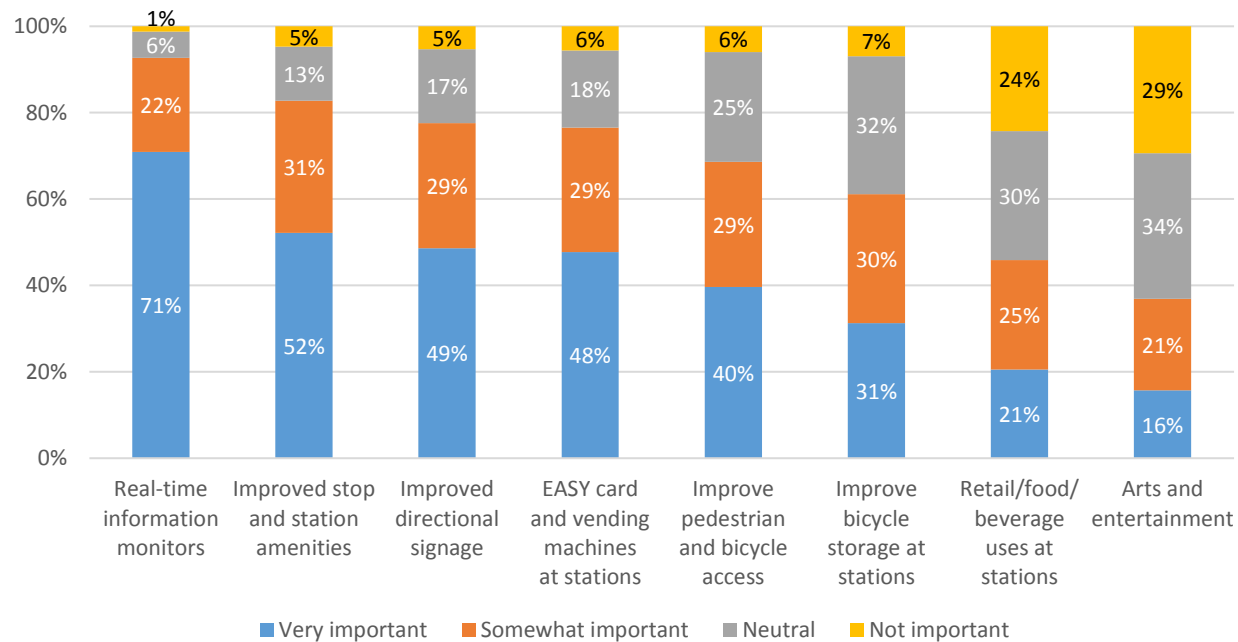
Figure A.7-7: Question 6 – SERVICE: What Should DTPW’s Priorities Be for the Next Ten Years?



STOP/STATION PRIORITIES

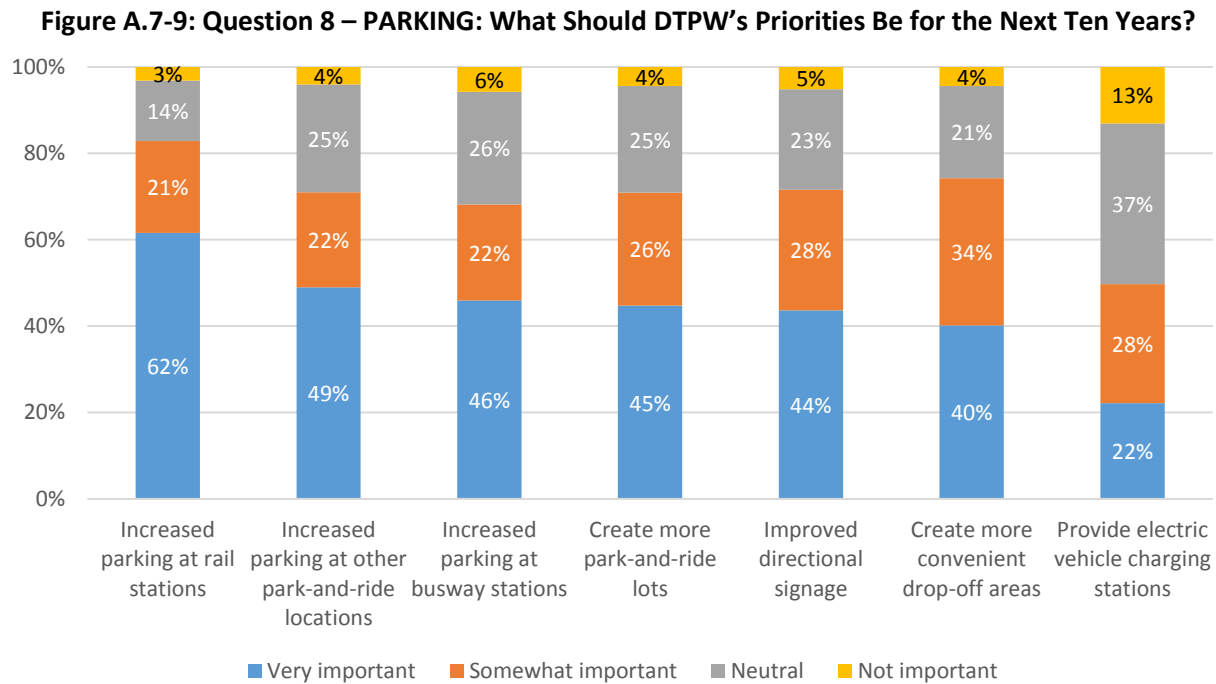
When asked about priorities for stations and stops, electronic survey and comment card respondents indicated the two most important priorities were adding real-time information monitors and improved stop/station amenities. It is important to note the comment cards did not ask about the “Real-time information monitors” option. A full summary of respondent priorities are displayed in Figure A.7-8.

Figure A.7-8: Question 7 – STATIONS/STOPS: What Should DTPW’s Priorities Be for the Next Ten Years?



PARKING PRIORITIES

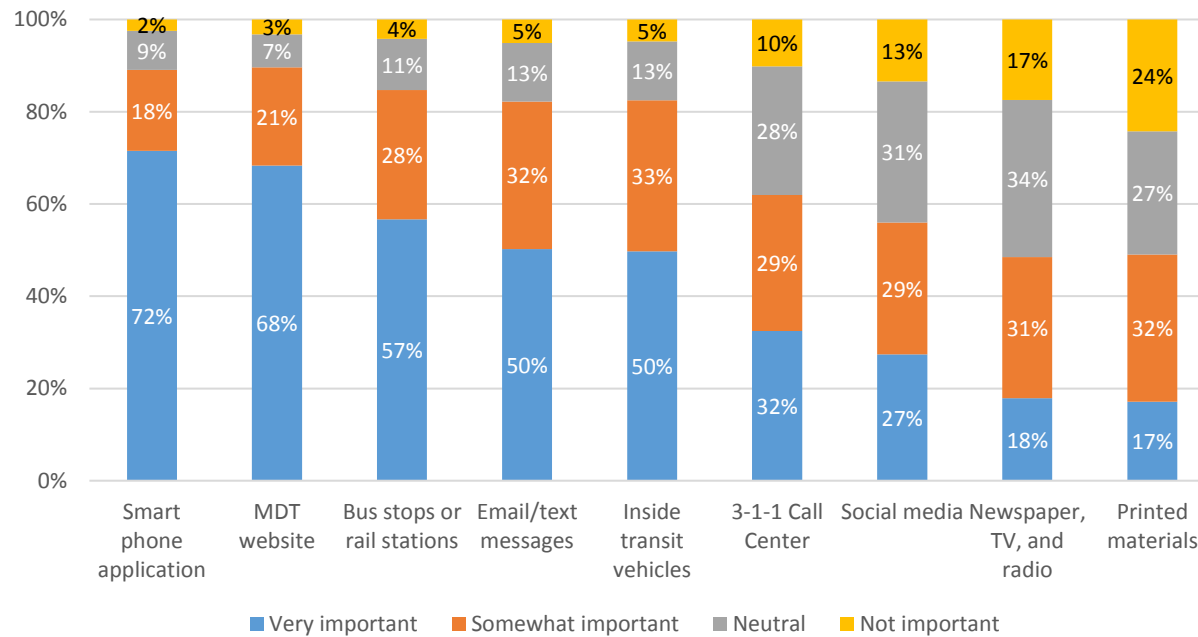
Asked of both electronic and comment card respondents, increasing parking spaces at rail stations received the highest priority ranking for parking facilities. It is important to note the comment cards did not ask about the “Create more convenient drop-off areas,” the “Provide electric vehicle charging stations,” or the “Create more park-and-ride lots” options. Figure A.7-9 displays the results for parking priorities.



TRANSIT INFORMATION

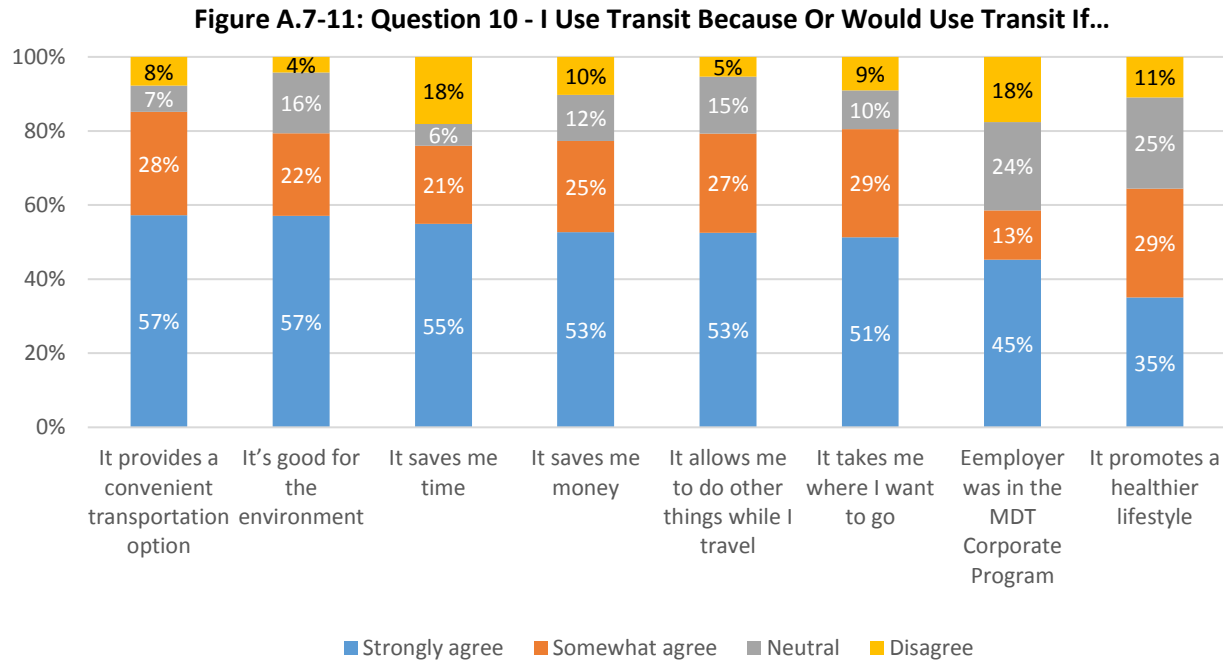
DTPW asked respondents through the electronic survey how they preferred to access information about DTPW's routes. Figure A.7-10 shows 72 percent and 68 percent were interested in receiving information through smartphone applications and through the DTPW website, respectively. It is important to note this question was not included on the shorter comment card, which may have led to a bias toward electronic priorities.

Figure A.7-10: Question 9 - How Important Is It to Get Transit Materials in the Following Formats?



REASON FOR TRANSIT USE

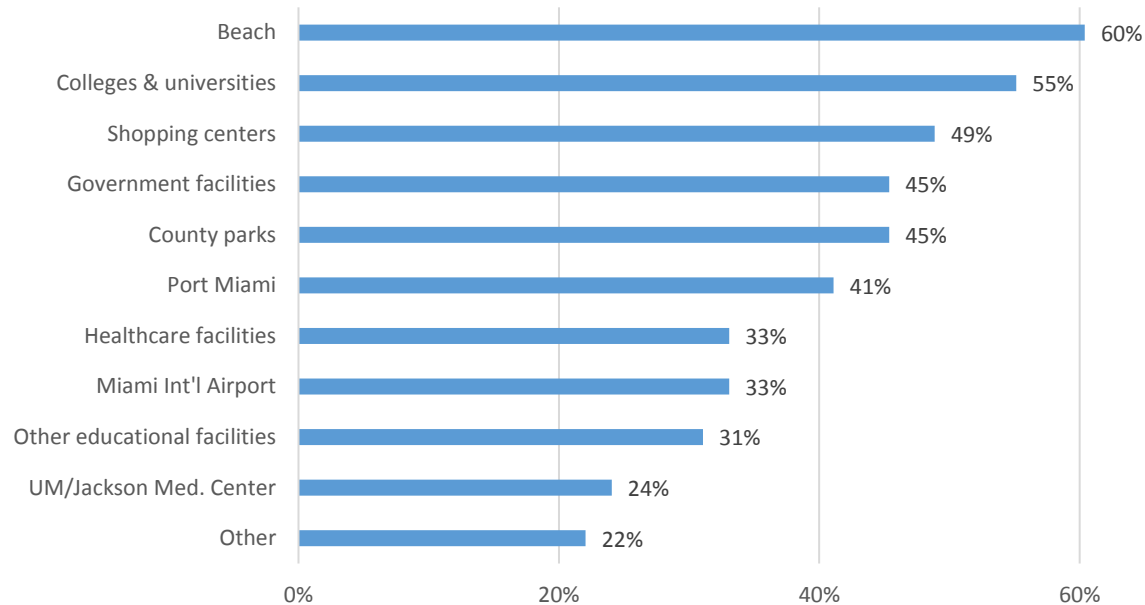
When asked why they use transit, the most popular response by electronic survey respondents was it saves them money followed closely by the belief it is good for the environment and provides a convenient transportation option. Figure A.7-11 shows why respondents choose to use transit services provided by DTPW or the reasons a non-user might use transit. Some of the open-ended responses fell within the realm of wanting service expanded to new areas, faster and more frequent service, cleaner and better quality facilities and vehicles, and preferring to avoid traffic/vehicle costs.



DESTINATIONS

Figure A.7-12 provides insight into what types of destinations respondents would like to travel to. The number one response was to provide service to the beach followed closely by shopping centers and colleges and universities. For those who indicated “Other” as a response, the two most popular were sports stadiums and tourist attractions.

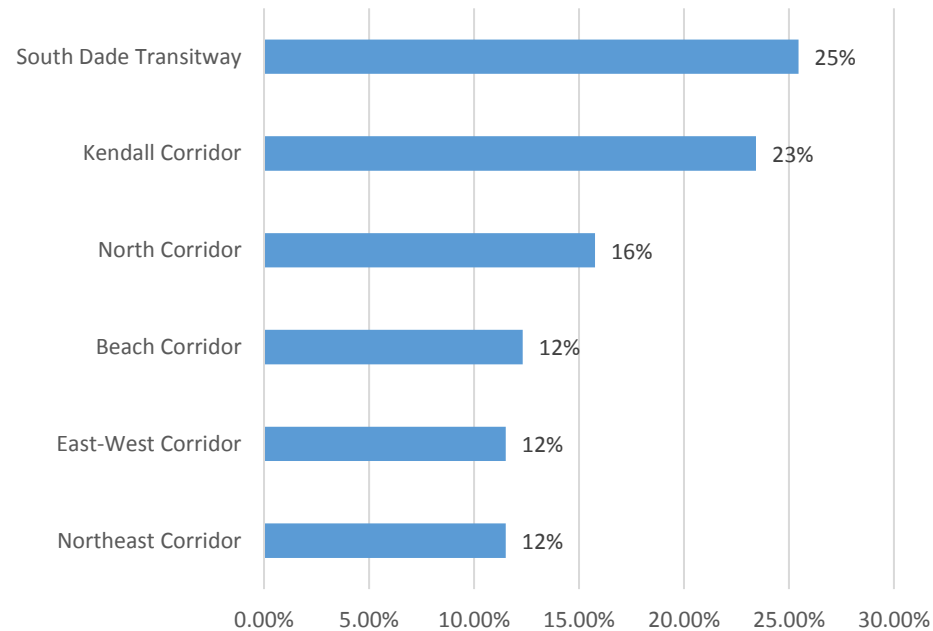
Figure A.7-12: Question 11 - Which of the Following Destinations Could Miami-Dade Transit Serve Better?



PREMIUM TRANSIT PRIORITIES

Respondents of the electronic survey and comment cards were also asked their preferences about the corridors currently under consideration to receive premium transit service. Approximately 25 percent of respondents indicated the South Dade Transitway would be the corridor they used the most if implemented. The Kendall Corridor was indicated to be the second most popular (23%), as depicted in Figure A.7-13.

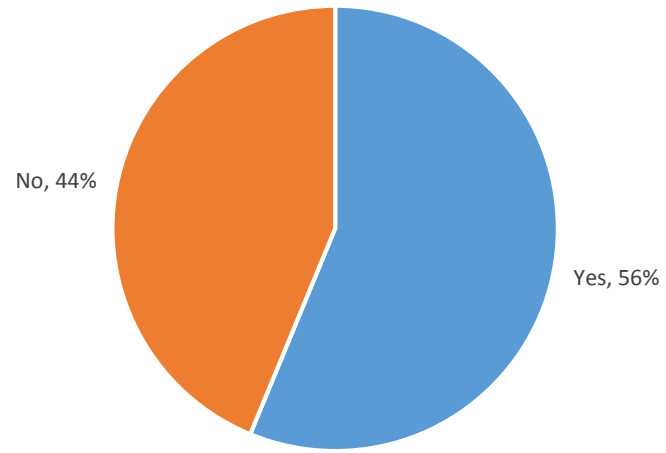
Figure A.7-13: Question 12 - Of the six corridors in the Strategic Miami Area Rapid Transit (SMART) Plan which are being considered for premium transit service, which corridor would you most use?



FARE INCREASE

As displayed in Figure A.7-14, when asked about the tradeoff between better service and higher fares, 56 percent of respondents indicated they would be willing to pay more for better service. Those results are shown in Figure A.7-13.

Figure A.7-14: Question 13 - Would You Be Willing To Pay Increased Transit Fares For Improved Transit Services?



PARKING FEE INCREASES

Of the respondents from the electronic survey and shown in Figure A.7-15, 68 percent indicated they were willing to pay increased fees for parking at stations. Respondents also indicated (58%) whether they would pay an increased parking fee if they were given the option to reserve a parking space in advance. Those results are displayed in Figure A.7-16.

Figure A.7-15: Question 14 - Would You Be Willing To Pay Increased Parking Fees At Rail Stations Or New Parking Fees At Bus Stations For More Parking Spaces?

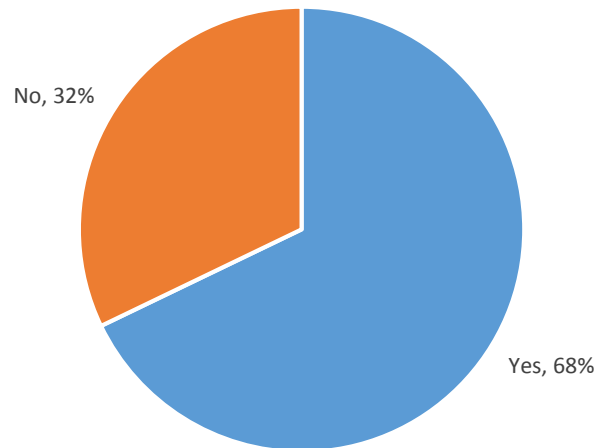
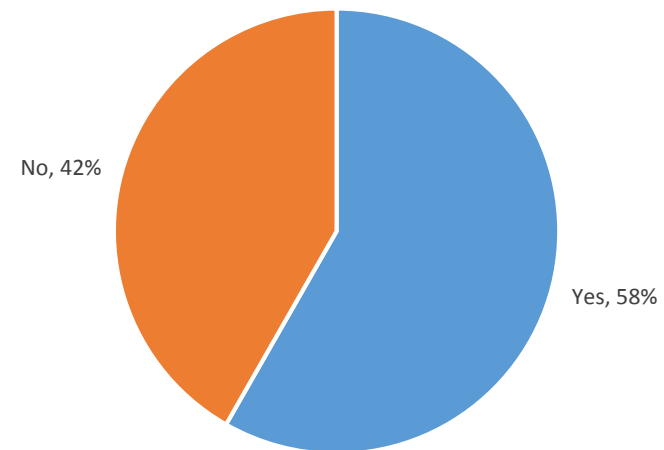


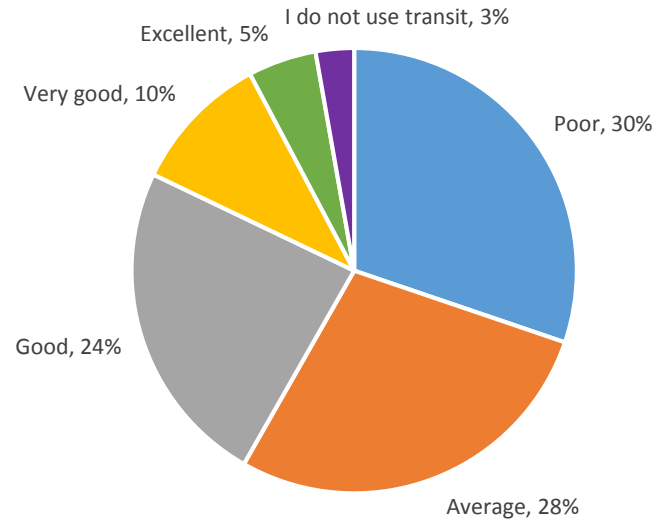
Figure A.7-16: Question 15 - Would You Be Willing To Pay Increased Parking Fees At Rail Stations Or New Parking Fees At Bus Stations For An Option To Reserve A Parking Space In Advance?



SATISFACTION

Figure A.7-17 provides an overview of the electronic and comment card responses from a question asking users to rate DTPW's services. Almost 39 percent of all respondents noted they would rate their experience with DTPW as excellent, very good, or good. However, approximately 30 percent indicated a satisfaction of poor with DTPW's services.

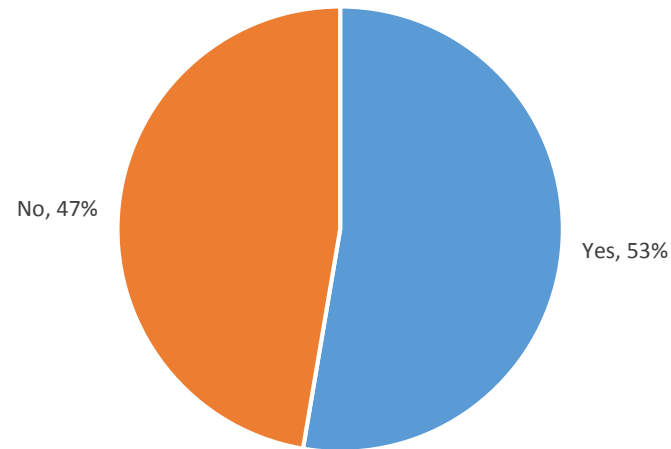
Figure A.7-17: Question 16 - Rate Your Overall Experience with Miami-Dade Transit



SALES TAX SUPPORT

Figure A.7-18 provides an overview of the responses from a question asking users whether they would support a referendum for an additional ½-cent sales tax which would support improved/expanded transit services. Approximately 53 percent indicated they would support a referendum for transit.

Figure A.7-18: Question 17 - Would you support a referendum for an additional 1/2 cent sales tax for improved/expanded transit services?

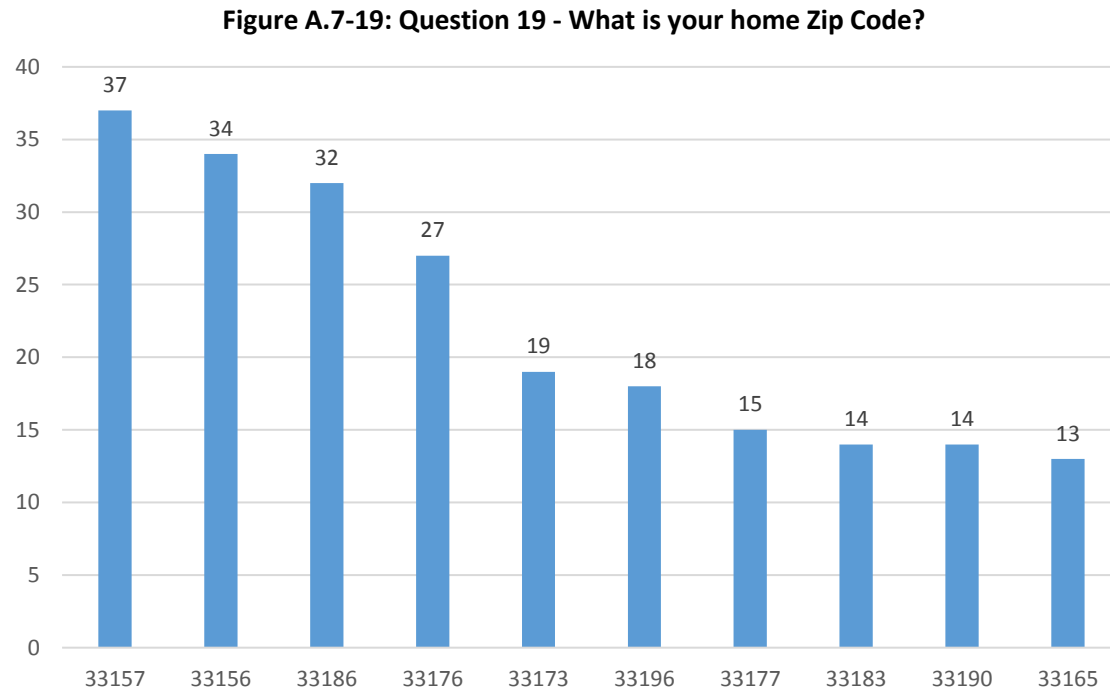


DEMOGRAPHIC INFORMATION

The remainder of this report provides demographic information of survey participants.

Zip Code

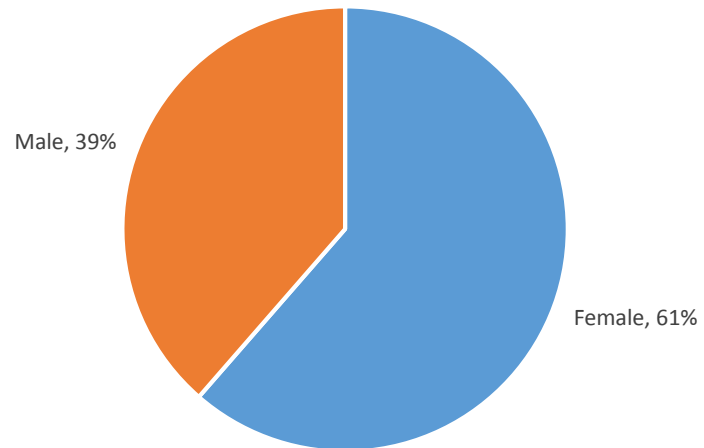
Figure A.7-19 lists the top ten most frequently reported zip codes among survey respondents to both the electronic survey and comment card.



Gender

As shown in Figure A.7-20, approximately 61 percent of the electronic survey and comment card respondents were female.

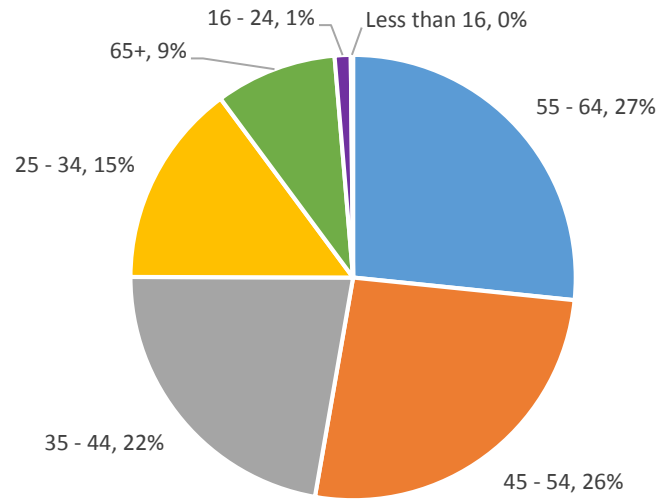
Figure A.7-20: Question 20 - What Is Your Gender?



Age

Electronic survey and comment card respondents by age group are provided in Figure A.7-21. The largest cohort (27 percent) is between 55 and 64 years old.

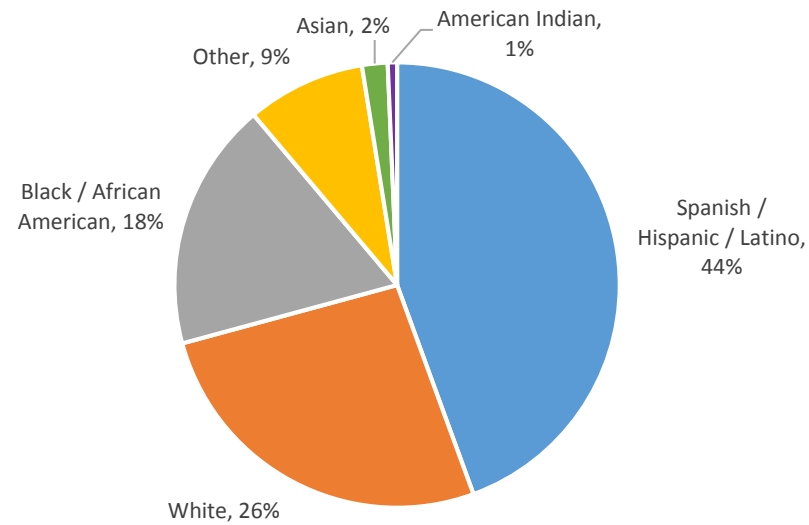
Figure A.7-21: Question 21 - What Is Your Age Group?



Race/Ethnicity

Figure A.7-22 provides information on the race and/or ethnicity of electronic survey and comment card respondents. The two largest groups to complete the survey were Spanish/Hispanic/Latino and White with 44 percent and 26 percent, respectively.

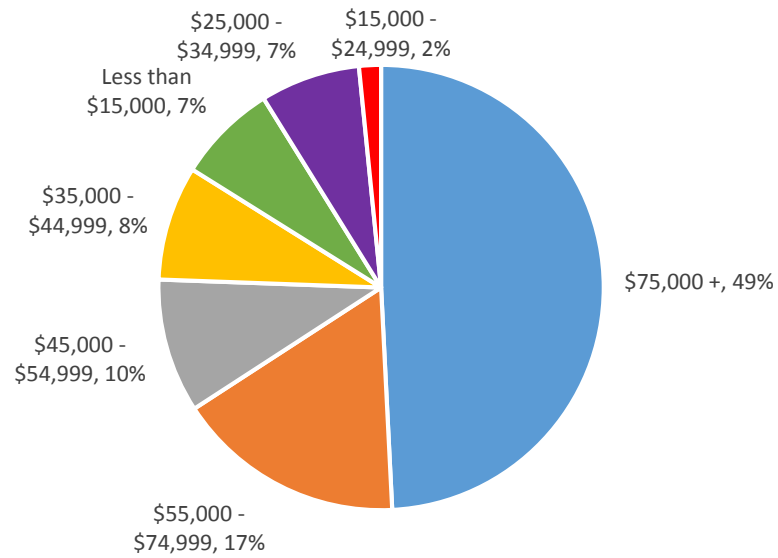
Figure A.7-22: Question 22 - Which Best Describes Your Race/Ethnic Group?



Annual Income

Figure A.7-23 displays the income levels of respondents. The largest group of electronic survey and comment card respondents make at least \$75,000 annually. Approximately nine percent of respondents have an annual income less than \$25,000.

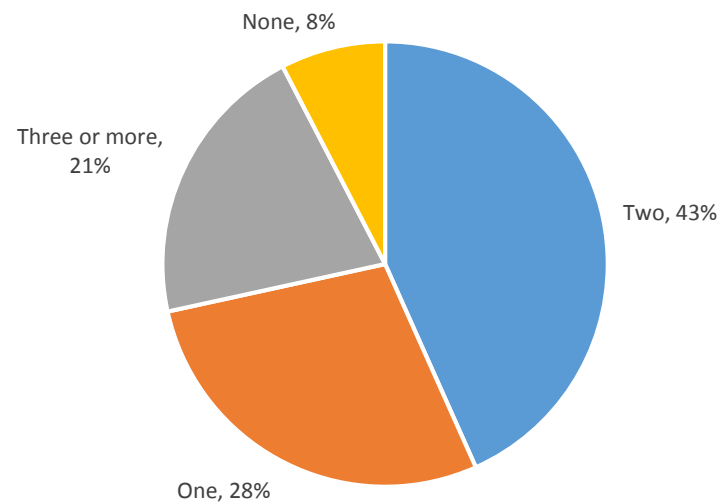
Figure A.7-23: Question 23 - What Is Your Household's Approximate Total Income?



Household Vehicles

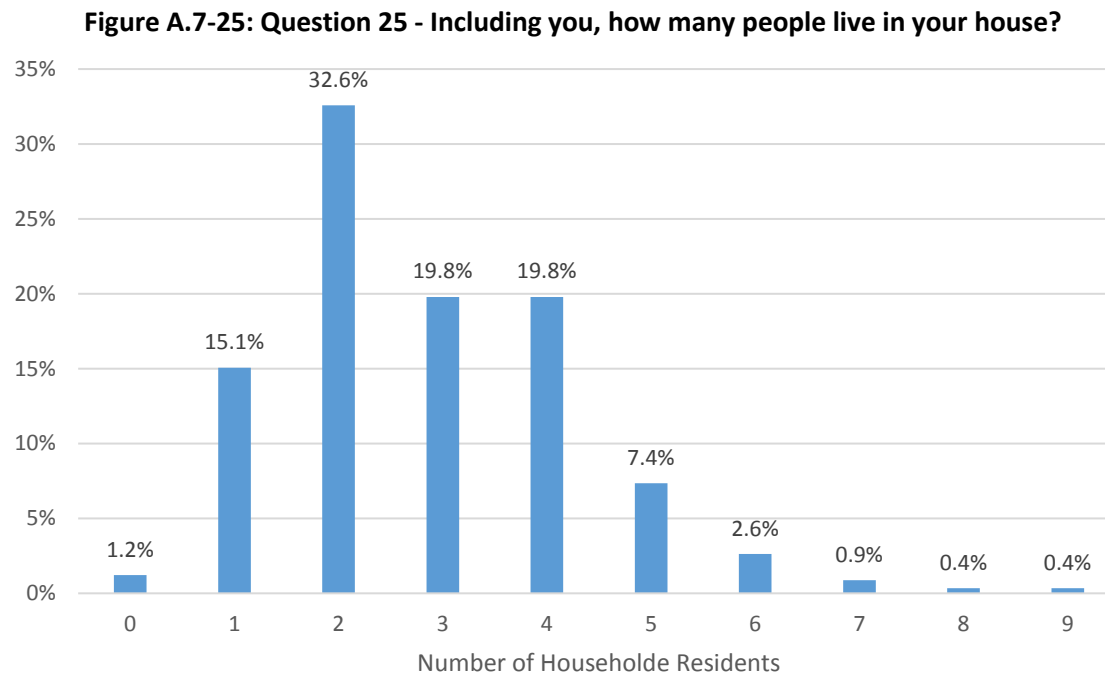
As shown in Figure A.7-24, almost eight percent of electronic survey and comment card respondents do not have a working vehicle at home. Approximately 43 percent have two working vehicles.

Figure A.7-24: Question 24 - How Many Working Motor Vehicles Are Available In Your Household?



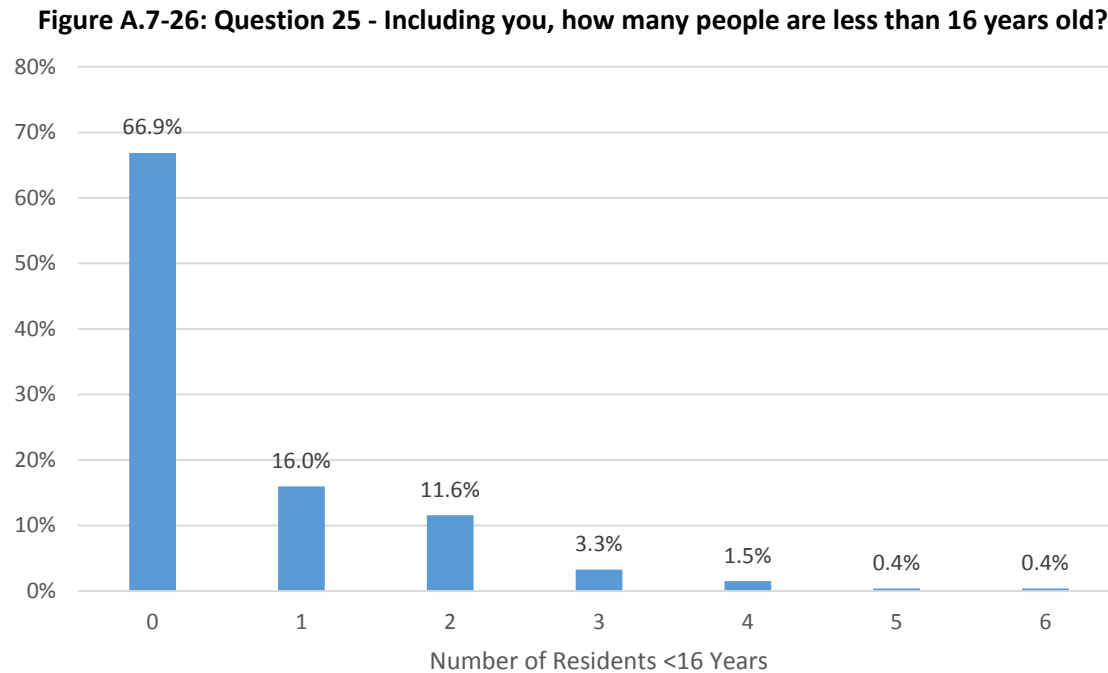
Household Size

Figure A.7-25 shows the distribution of electronic survey and comment card respondent's households by household size. The most commonly reported household size was two persons.



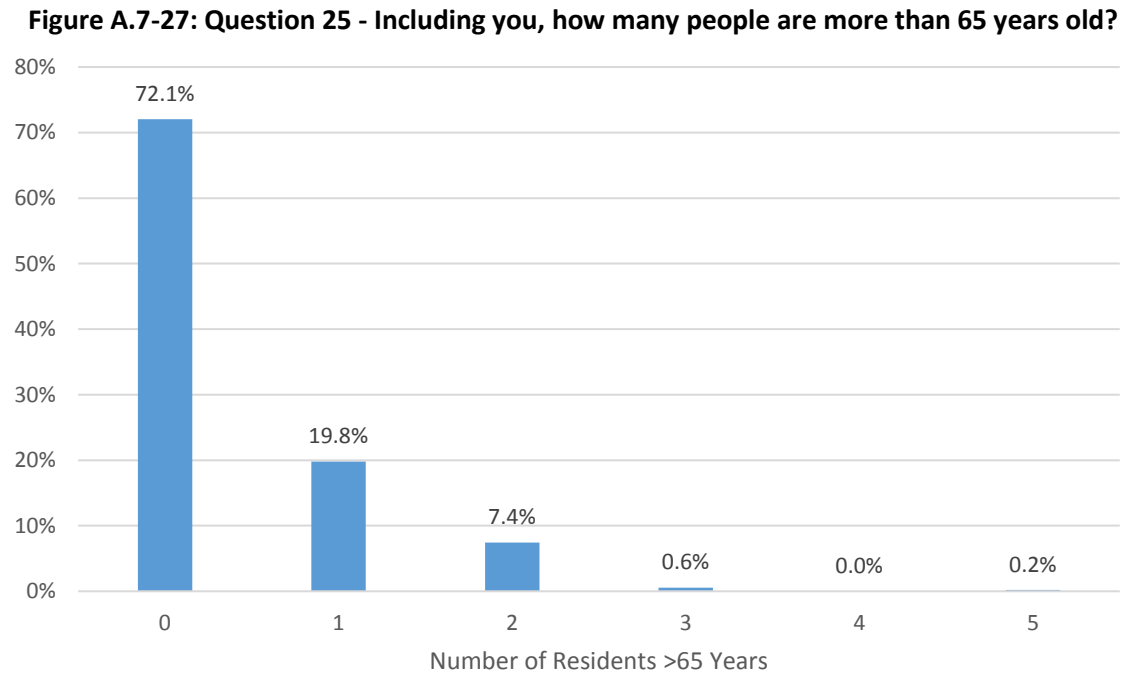
Household Youths

Figure A.7-26 shows the distribution of electronic survey and comment card respondent's households by the number of youths living in the residence. The most commonly reported number of youths was none, and if there were any youth, one youth household member was the most common response (15%).



Household Elderly

Figure A.7-27 shows the distribution of electronic survey and comment card respondent's households by the number of elderly individuals living in the residence. The most commonly reported number of elderly individuals was none, and if there were any elderly, one elderly household member was the most common response (16%).



GENERAL COMMENTS

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

- Disfavor with Sales Tax Results: Respondents generally disagree the prior sales tax referendum was used to improve service. Additionally many respondents voiced concerns over how these funds were allocated, and some even suggested voters were defrauded.
- Service Expansions: Respondents were supportive of expansions in service area, particularly for rail service in the northern and southern parts of the county. Furthermore, respondents advocated new service expansions should carefully select the activity centers stations/stops locations, as the current impression is these facilities are not easily accessible.
- Improve Service Reliability: Many respondents voiced concerns over the lack of reliable service due to technical and operational issues. Furthermore, a lack of transit alternatives sometimes leaves many travelers waiting for hours due to the delays
- Cleaner Buses and Trains: Other respondents voiced their support for improved maintenance services on trains and buses.
- Improve On-time Performance: By improving the ability for transit services to remain on schedule, respondents agreed travel would be much easier for riders.
- Security Enhancements: Riders expressed a need for improved station security, at parking facilities, and on trains/buses themselves.
- Other Key Themes, less commonly expressed, yet still reported by at least a dozen respondents include:
 - The need for more rail, not buses, because it avoids traffic
 - New trains should be purchased because the current ones are deteriorating
 - Resources should be devoted to improving peak-hour frequencies
 - Facility improvements including more reliable elevators/escalators, adding air conditioning/fans, fixing bus announcement and signage, as well as adding public restrooms

RESPONSE RATE

Table A.7-28 provides the response rate by question. On average, 77 percent of questions were completed, when excluding two optional, open-ended questions.

Table A.7-2: Rate of Responses Received by Question

Question	Responses Received	
1	574 *	87.63%
2	403	61.53%
3	405	61.83%
4	613 *	93.59%
5	401	61.22%
6	588 *	89.77%
7	579 *	88.40%
8	581 *	88.70%
9	416	63.51%
10	415	63.36%
11	399	60.92%
12	495 *	75.57%
13	393	60.00%
14	392	59.85%
15	393	60.00%
16	503 *	76.79%
17	393	60.00%
18	231	35.27% †
19	587 *	89.62%
20	596 *	90.99%
21	601 *	91.76%
22	592 *	90.38%
23	566 *	86.41%
24	591 *	90.23%
25	571 *	87.18%
26	102	15.57% *

- † Question was an optional, open-ended response
- * Question also part of Comment Card



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