



# TRANSIT DEVELOPMENT PLAN

## ANNUAL UPDATE







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# CHAPTER 1

# INTRODUCTION









# 1 INTRODUCTION AND PURPOSE

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

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

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

DTPW is proud to present MDT10Ahead 2018 Annual Update, the agency's TDP, which serves as the agency's strategic guide for public transportation in Miami-Dade County over the course of the next ten years. The 2014 Major Update, MDT10Ahead, was adopted by the Board of County Commissioners, pursuant to resolution R-1036-14. The last annual update, the 2017 Annual Update, was approved by FDOT District Six on September 20, 2017.

MDT10Ahead includes a summary of DTPW's facilities and services in Chapter 2; describes the past year's civic engagement efforts in Chapter 3; assesses the agency's performance in 2017 in Chapter 4; identifies DTPW's 2018 implementation plan in Chapter 5; explores short-term plans (2019-2028) in Chapter 6 and longer term plans (2029 and Beyond) in Chapter 7; and Chapter 8 explores the Transit agency's finances. Overall, MDT10Ahead presents the operational and capital improvements needed to ensure DTPW is able to provide quality transit services to the County's residents and visitors for years to come. This document is DTPW's planning tool for the implementation and operation of transit services through 2028.

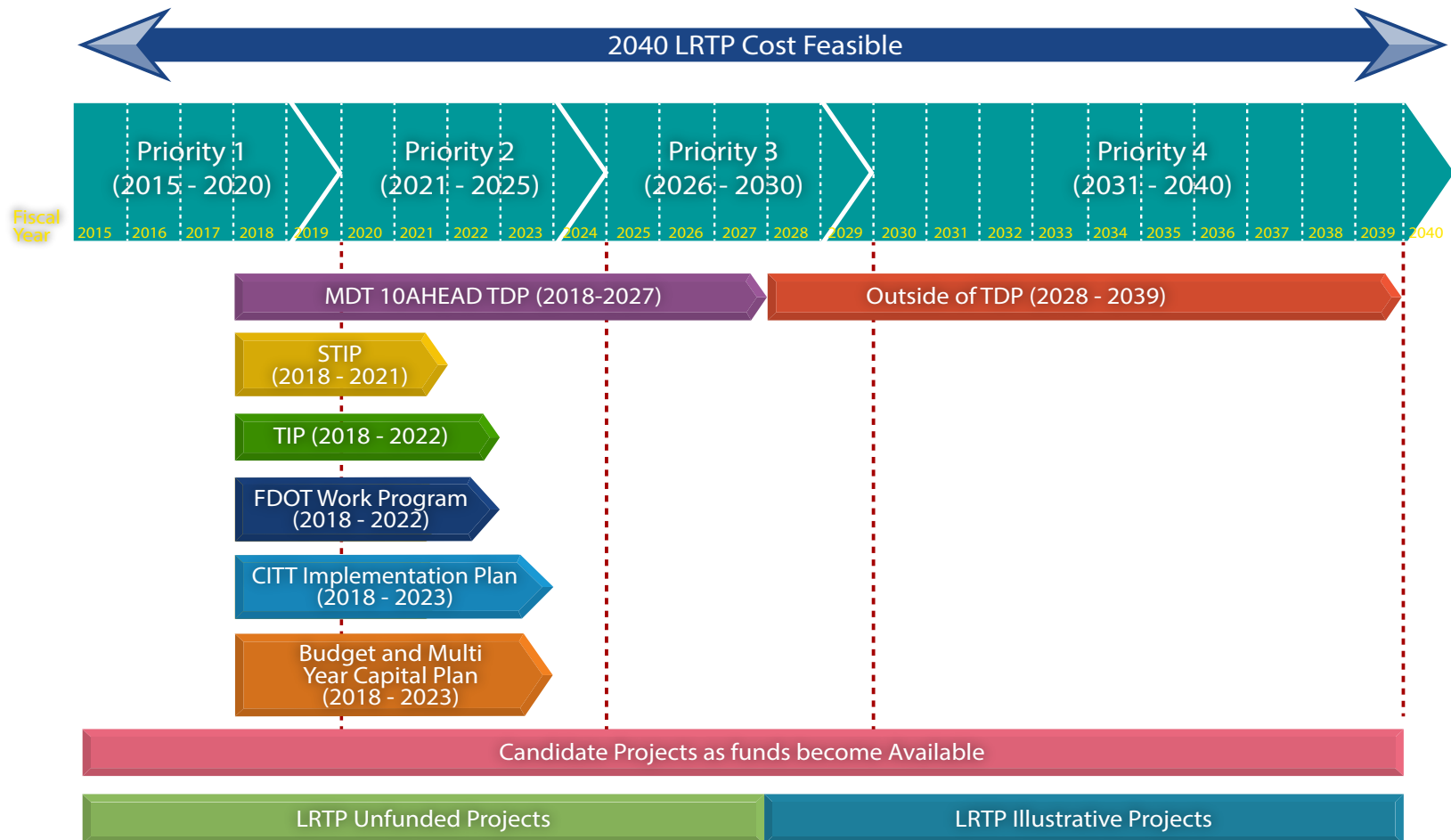
On the whole, the TDP is a benchmark document that describes the current state of DTPW, and the direction it intends to go in the coming years. MDT10Ahead is fiscally constrained, and the proposed ten year improvements were developed with this constraint. The TDP is subject to change in correspondence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



## 1.1 Relationship of MDT10Ahead to other Locally Adopted Transportation Plans

MDT10Ahead establishes both funded and unfunded needs in order to create the framework for a long-term vision of transit improvement projects as represented in the Miami-Dade Transportation Planning Organization's (TPO; formerly known as the Metropolitan Planning Organizations) 2040 Long Range Transportation Plan (LRTP). In addition, MDT10Ahead, as updated annually, identifies and presents short-term improvements for implementation through the TPO's Five-Year Transportation Improvement Program (TIP), FDOT's Work Program process, the Citizens Independent Transportation Trust's (CITT) Five-Year Implementation Plan, and Miami-Dade County's FY 2018 Adopted Budget and Multi-Year Capital Plan.

Figure 1-1 Relationship of MDT10Ahead TDP to Various Transit Plans





## 1.1.1 Long Range Transportation Plan to the Year 2040



MIAMI-DADE 2040  
Long Range Transportation Plan  
October 23, 2014



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

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

## 1.1.2 Transit Development Plan (TDP) - MDT10Ahead

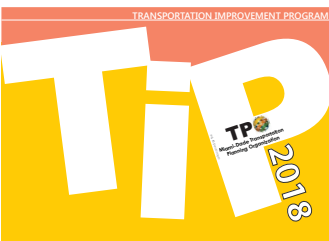


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MDT10Ahead presents both funded and unfunded transit needs in order to create a framework for transit improvements that can be implemented within a 10-year planning horizon. As previously mentioned, DTPW is a recipient of the State of Florida Public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

The 2014 Major Update, MDT10Ahead, was adopted by the Board of County Commissioners (BCC) on December 2nd, 2014. The 2017 Annual Update was approved by the FDOT District Six Office on September 20, 2017.

## 1.1.3 Transit Improvement Program (TIP)

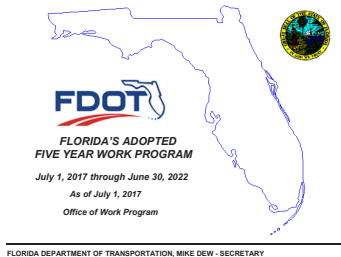


The Transportation Improvement Program (TIP) specifies transportation improvements for the next five years. All projects receiving federal funds must be included in this plan. Other major projects which are part of the area's program of improvements, but which do not receive federal funds, are included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

The current TIP covers the period from October 1st, 2017 through September 30th, 2022, and was approved by the TPO Governing Board on June 22nd, 2017. Categories of improvements include Highway, Transit, Aviation, Seaport, and Non-Motorized improvements. All of the projects and priorities listed in the adopted TIP are consistent with those in the adopted 2040 LRTP.



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



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

In each cycle, a new fifth year is added, and the first year drops off as projects are completed. A new project only begins to move forward after it is funded and then placed in the Work Program's fifth year. Each phase of a project generally takes two years to complete. Therefore, some projects could take up to 10 years or more from initiation to completion and would cycle through the Work Program several times. The current Five Year Work Program covers the period from July 1st, 2017 through June 30th, 2022.

### 1.1.5 State Transportation Improvement Program (STIP)

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

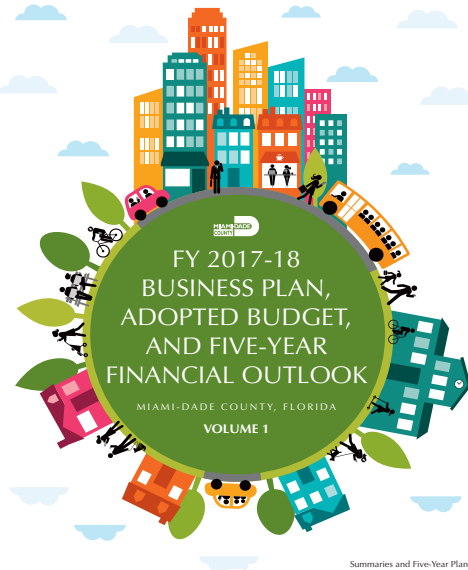
Projects shown in both the Work Program and the STIP are all drawn from the same Work Program Administration (WPA) database. Work Program reports and STIP reports are simply differently formatted reports of the same projects programmed in the WPA database. Therefore, in order for a project to be listed in the approved STIP, it must first be included in the WPA database and programmed in the first four years of the Adopted Five Year Work Program. The project must either be included in the Tentative Work Program during the annual Tentative Work Program development cycle, or it must be amended into the Work Program and STIP after it has been adopted on July 1st of each state fiscal year. The current STIP covers the period from July 1st, 2017 through June 30th, 2021.

### 1.1.6 CITT Five Year Implementation Plan

The CITT 5-year Implementation Plan documents the current implementation status of surtax-funded People's Transportation Plan (PTP) projects as well as their progress versus the baseline provided in the previous years initial plan. This includes references to projects from the County's 2017-2018 Proposed Capital Budget. Future annual updates to the PTP will continue to monitor the actual implementation of the projects, their adherence to budget and schedule, and any changes to the Plan including project additions, deletions or deferrals. The current Five Year Implementation Plan covers fiscal years 2018 through 2023.



## 1.1.7 Adopted Budget and Multi Year Capital Plan



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

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

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

The current Adopted Budget and Multi Year Capital Plan covers Fiscal Year 2017-18, the period from October 1st, 2017 through September 30th, 2018.







# CHAPTER 2

## SYSTEM OVERVIEW









## 2 SYSTEM OVERVIEW

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

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

### Department of Transportation and Public Works Transit Mission Statement

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



In 2017, there were an average of 285,000 weekday boardings on the DTPW system. Table 2-1 presents DTPW service characteristics by transit mode.



**Table 2-1: DTPW Service Characteristics by Transit Mode, 2017**

System Characteristics	Metrobus			Metrorail	Metromover	STS
	DTPW Operated Routes	Contracted Routes (301 & 302)	14 Contracted Routes <sup>4</sup>			
Operating Hours	24 hours <sup>1</sup>	5:10am-1:10am	12:00am - 5:06am, 5:41am - 8:17pm	5:00am-12:00am seven days a week	5:00am-12:00am seven days a week	24 hours
Number of Routes	79	2	14	2	3	Demand Resp.
No. of Stations/Stops	8,319	32 <sup>2</sup>	893	23*	21*	N/A
Peak Headways	5-80 minutes	N/A	N/A	5-10 minutes**	1½ - 3 minutes	(Pick up +/-30 minutes of scheduled time)
Midday Headways	12 -70 minutes	N/A	N/A	15 minutes	1½ - 5 minutes	
Weekend Headways	12 -70 minutes	N/A	N/A	Orange Line: 15 minutes Green Line: 30 minutes	3-6 minutes	
Routes Miles	1,850 (Directional Route Miles)	142 (Directional Route Miles)	207	24.8 miles	4.4 miles	N/A
Peak Vehicle Requirements*	709	9	29	84	21	369
Total Fleet Size*	781	11	32	136	26	385
Annual Revenue Miles*	28,755,316	899,892	58,477	7,857,582	1,122,584	13,016,158
Annual Boardings*	58,000,998	345,784	37,004	19,984,735	9,463,403	1,633,236
Park-Ride Spaces	3,355	N/A	N/A	9,091	0	N/A
Annual Operating Expense*	\$363,156,856	\$7,588,950	\$238,694	\$101,483,951	\$28,675,295	\$50,311,740
Annual Operating Revenue*	\$70,367,510	\$398,692	\$13,161	\$16,120,089	\$0	\$5,877,893
Annual Revenues (Other)*	\$20,355,930 <sup>3</sup>	\$0	\$0	\$0	\$0	N/A
Base Fare	\$2.25***	\$2.65***	\$2.25	\$2.25	Free	\$3.50
Transit Center	2	N/A	N/A	N/A	N/A	N/A
Pedestrian Overpasses	1	0	0	3	0	N/A
Maintenance/Storage Facilities	3	1	1	1	1	N/A

Table footnotes on next page





\* Source: National Transit Database, Department of Transportation and Public Works, 1st Submission 2016 Data, January 31, 2018.

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

\*\*\* Express Bus fare for routes operating within the County is \$2.25; Routes that travel to other Counties (301 Dade-Monroe Express, 302 Card Sound Express, and four 95 Dade-Broward Express routes) remain at the current trip fare of \$2.65. Shuttle bus fare is \$0.25.

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

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

<sup>3</sup> Includes all modes.

<sup>4</sup> Data for the 14 contracted routes is from late August to September 30, 2017 only.



## 2.1 Metrobus

Metrobus is DTPW's fixed-route bus service. Metrobus operates seven (7) days a week, 24 hours per day. A total of 79 routes comprise DTPW's regular bus service structure as served by a total fleet of 781 buses and 16 contracted routes with 43 buses. DTPW's family of Metrobus services include local, circulator, limited-stop and express. Figure 2-2 illustrates the DTPW Metrobus service area coverage while Figure 2-1 presents the Metrobus system route map. A detailed service schedule for current DTPW operated Metrobus routes is presented in Appendix A.2.

### 2.1.1 Local Service

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

### 2.1.2 Circulator Service

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

### 2.1.3 Limited-Stop Service

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

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



## 2.1.4 Express Bus Service

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

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



## 2.1.5 Transitway

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

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









## METROBUS ROUTES



Connects with Metrorail  
Connects with Metrolink  
Connects with Tri-Rail  
Connects with Miami International Airport  
Overnight Service  
Serves Park & Ride Lot  
Serves Miami International Airport  
Connects with Tri-Rail

1	Perline ↔ Oual Roost ↔ SW 177 Ave
2	163 St Mall, 84 St ↔ Downtown Miami
3	Aventura Mall ↔ Downtown Miami
4	
5	
6	
7	Dolphin Mall, Miami Int Airport ↔ Downtown Miami
8	FIU Madriqae Campus ↔ Brickell Metrorail
9	Aventura ↔ Downtown Miami
10	Skydale Mall ↔ Omni Merobios Terminal
11	FIU Madriqae Campus ↔ Downtown Miami
12	Northside Metrorail ↔ Mercy Hospital
13	163 St Mall ↔ Omni Merobios Terminal
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16	Northside Metrorail ↔ Vizeaya Metrorail
17	Norwood
18	
19	(WEEKDAYS ONLY) MDC North Campus ↔ 163 St Mall
20	
21	Northside Metrorail ↔ Downtown Miami
22	163 St Mall ↔ Coconut Grove Metrorail
23	CORAL WAY LIMITEDWest Dade ↔ Brickell Metrorail
24	
25	Miami Gardens ↔ Coconut Grove Metrorail
26	
27	(WEEKDAYS ONLY) Miami Lakes Education Center ↔ Hialeah
28	
29	BUSWAY LOCASouth Dade Government Center ↔ Dadeland South Metrorail
30	
31	Card City ↔ Omni Merobios Terminal
32	Hialeah ↔ NE 79 St Biscayne Blvd
33	34 EXPRESS(WEEKDAY RUSH-HOUR ONLY)
34	34A-Florida City ↔ Dadeland South Metrorail
35	34B-5 Dade Govt Ctr ↔ Dadeland South Metrorail
36	MDC Kendall Campus ↔ Florida City
37	
38	Dolphin Mall, Doral, Miami Springs ↔ Midtown Miami
39	Hialeah ↔ South Miami Metrorail
40	BUSWAY MAXDadeland South Metrorail ↔ Florida City
41	West Dade ↔ Douglas Road Metrorail
42	Openlocks Tr-Rail ↔ Douglas Road Metrorail
43	LIBERTY CITY CONNECT(WEEKDAY RUSH-HOUR ONLY)
44	Brownsville Metrorail ↔ Seventh Avenue Transit Village
45	
46	FLAGLER MAX(WEEKDAYS ONLY) West Dade ↔ Downtown Miami
47	Dadeland South Metrorail ↔ South Dade Health Center
48	Miami Gardens Bv/NW 87 Ave, Hialeah Gardens ↔ Biscayne Blvd/NE 54 St
49	(WEEKDAYS ONLY) West Dade ↔ Miami Children's Hospital
50	(WEEKDAYS ONLY) Miami Int Airport ↔ Jackson South Hospital
51	Hialeah ↔ Biscayne Blvd /62 St
52	Dolphin Mall ↔ MDC Kendall Campus
53	West Kendall Terminal, Miller Square ↔ South Miami Metrorail
54	Miami Gardens Dr & NW 73 Ave Park & Ride ↔ Dadeland South Metrorail
55	Miami Lakes ↔ FU Biscayne Bay Campus
56	Norwood ↔ Downtown Miami
57	75 STREET MAX(WEEKDAY RUSH-HOUR ONLY) Northside Metrorail ↔ 72 St / Miami Beach
58	WESTCHESTER CIRCULAT(WEEKDAYS ONLY) FU Madriqae Campus ↔ Tropical Park
59	Painetito Metrorail, Dorci ↔ Dadeland North Metrorail
60	Dadeland North Metrorail ↔ West Kendall Terminal
61	Dadeland South Metrorail
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<b>99</b>	<b>P</b>	Miami Gardens Dr & NW 73 Ave Park & Ride ⇄ Aventura Mall
<b>A</b>	<b>P</b>	ROUTE 101: Omni ⇄ 20th Street & West Avenue / Miami Beach
<b>B</b>	<b>PM</b>	ROUTE 102: Brickell Metrorail ⇄ Key Biscayne
<b>C</b>	<b>P</b>	ROUTE 103: South Beach ⇄ Mt. Sinai Medical Center
<b>104</b>	<b>P</b>	West Medical Terminal ⇄ Dadeland North Metrorail
<b>E</b>	<b>P</b>	ROUTE 105: Golden Glades ⇄ Hallandale Beach
<b>G</b>	<b>P</b>	ROUTE 107: 94 St / Miami Beach ⇄ MDC North Campus
<b>H</b>	<b>P</b>	ROUTE 108: 63 Street Mall ⇄ Hialeah Park
<b>J</b>	<b>PM</b>	ROUTE 110: Miami Int'l Airport ⇄ 41 St / Miami Beach
<b>L</b>	<b>PM</b>	ROUTE 112: Lincoln Rd ⇄ Hialeah Hospital
<b>M</b>	<b>PM</b>	ROUTE 113: Civic Center ⇄ Mt. Sinai Hospital
<b>115</b>	<b>PM</b>	MID-NORTH BEACH CONNECTION: Collins Ave / 68 St ⇄ Lincoln Rd
<b>S</b>	<b>PM</b>	ROUTE 119: Downtown Miami ⇄ Aventura Mall
<b>120</b>	<b>PM</b>	BEACH MAX: Downtown Miami ⇄ Aventura Mall
<b>132</b>	<b>PM</b>	TRI-RAIL DODGE SHUTTLE: WEEKDAY RUSH-HOUR ONLY; Doral ⇄ Hialeah Market Tri-Rail
<b>135</b>	<b>PM</b>	Hialeah Metrorail, Miami Lakes ⇄ FIU Biscayne Bay Campus
<b>136</b>	<b>PM</b>	(WEEKDAY RUSH-HOUR ONLY) SW 136 St / US1 ⇄ Douglas Road Metrorail
<b>137</b>	<b>PM</b>	WEST DADE CONNECTION: Dolphin Mall ⇄ South Dade Civic Center
<b>150</b>	<b>PM</b>	MIAMI BEACH AIRPORT EXPRESS: Miami Int'l Airport ⇄ South Beach
<b>183</b>	<b>P</b>	Miami Gardens Dr & NW 73 Ave Park & Ride ⇄ Aventura Mall
<b>200</b>	<b>PM</b>	CUTLER BAY LOCAL: SUNNYVALES
<b>202</b>	<b>PM</b>	LITTLE HAVEN CONNECTION: Kameyenne Shopping Plaza, NW 5 Ave / 63 St ⇄ Miami Design District
<b>204</b>	<b>PM</b>	KILLIAN VARIATION: WEEKDAY RUSH-HOUR ONLY West Kendall Terminal ⇄ Dadeland North Metrorail
<b>207</b>	<b>PM</b>	LITTLE HAVENIA CONNECTION: DOWNTOWN SE: Downtown Miami, Brickell ⇄ SW 25 Ave
<b>208</b>	<b>PM</b>	LITTLE HAVANIA CONNECTION: DOWNTOWN SE: Downtown Miami, Brickell ⇄ SW 27 Ave
<b>210</b>	<b>PM</b>	SKYLAKE CIRCULATOR: SkyLake Mall ⇄ 63 Street Mall
<b>211</b>	<b>PM</b>	OVERTOWN CIRCULATOR: OVERTOWN
<b>212</b>	<b>PM</b>	SWEETWATER CIRCULATOR: SWEETWATER
<b>217</b>	<b>PM</b>	BUNCHED PARK CIRCULATOR: WEEKDAYS ONLY NW 127 St / 33 Ave ⇄ N Dade Health Center
<b>238</b>	<b>PM</b>	EASTWEST CONNECTION: WEEKDAYS ONLY Dolphin Mall ⇄ Miami Int'l Airport
<b>246</b>	<b>P</b>	NIGHT OMNI: Downtown Miami ⇄ 63 St Mall
<b>252</b>	<b>P</b>	CORAL REEF MAX: Country Walk ⇄ Dadeland South Metrorail, Zoo Miami (Weekends Only)
<b>254</b>	<b>PM</b>	BROWNSVILLE CIRCULATOR: WEEKDAYS ONLY Cade Center ⇄ Jefferson Reeves Park, Hialeah (Thursday only)
<b>267</b>	<b>P</b>	LUDLAM LIMITED: TUESDAY RUSH-HOUR ONLY NW 196 St/67 Ave ⇄ OverseasChloe Metrorail
<b>272</b>	<b>P</b>	SUNSET VARIATION: WEEKDAY RUSH-HOUR ONLY West Kendall Terminal ⇄ Dadeland North Metrorail
<b>277</b>	<b>P</b>	NW 7 AVENUE MAX: WEEKDAY RUSH-HOUR ONLY Downtown Miami ⇄ Golden Glades Park & Ride
<b>286</b>	<b>P</b>	NORTH-POINTE CIRCULATOR: SUNNYVALES Miami Gardens Dr & NW 73 Ave Park & Ride ⇄ NW 57 Ave/NW 175 St
<b>287</b>	<b>PM</b>	SAGA BAY MAX: WEEKDAY RUSH-HOUR ONLY S Dade Health Center ⇄ Dadeland South Metrorail
<b>288</b>	<b>P</b>	KENDALL CRUISEWAY: WEEKDAY RUSH-HOUR ONLY
<b>297</b>	<b>PM</b>	West Medical Terminal, SW 127 Ave Park & Ride ⇄ Dadeland North Metrorail
<b>301</b>	<b>P</b>	27TH AVE ORANGE MAX: WEEKDAYS ONLY Miami Int'l Airport ⇄ Miami Gardens
<b>302</b>	<b>PM</b>	DADE-MONROE EXPRESS: Florida City ⇄ Marathon Key
<b>334</b>	<b>PM</b>	CARD SOUND EXPRESS: Florida City ⇄ Ocean Reef Club
<b>348</b>	<b>PM</b>	(WEEKENDS ONLY) Florida City ⇄ Miami Int'l Airport ⇄ Dolphin Mall
<b>500</b>	<b>PM</b>	MIDNIGHT OMBLASE: Dadeland South Metrorail ⇄ Downtown Miami

## SPECIFIC ROUTE INFORMATION / TRIP PLANNING:

[www.miamidade.gov/transit](http://www.miamidade.gov/transit)

MDT Tracker App

311 OR 305.468.5900 (TDD: 305.468.5402)






| MDT TRANSIT WATCH

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

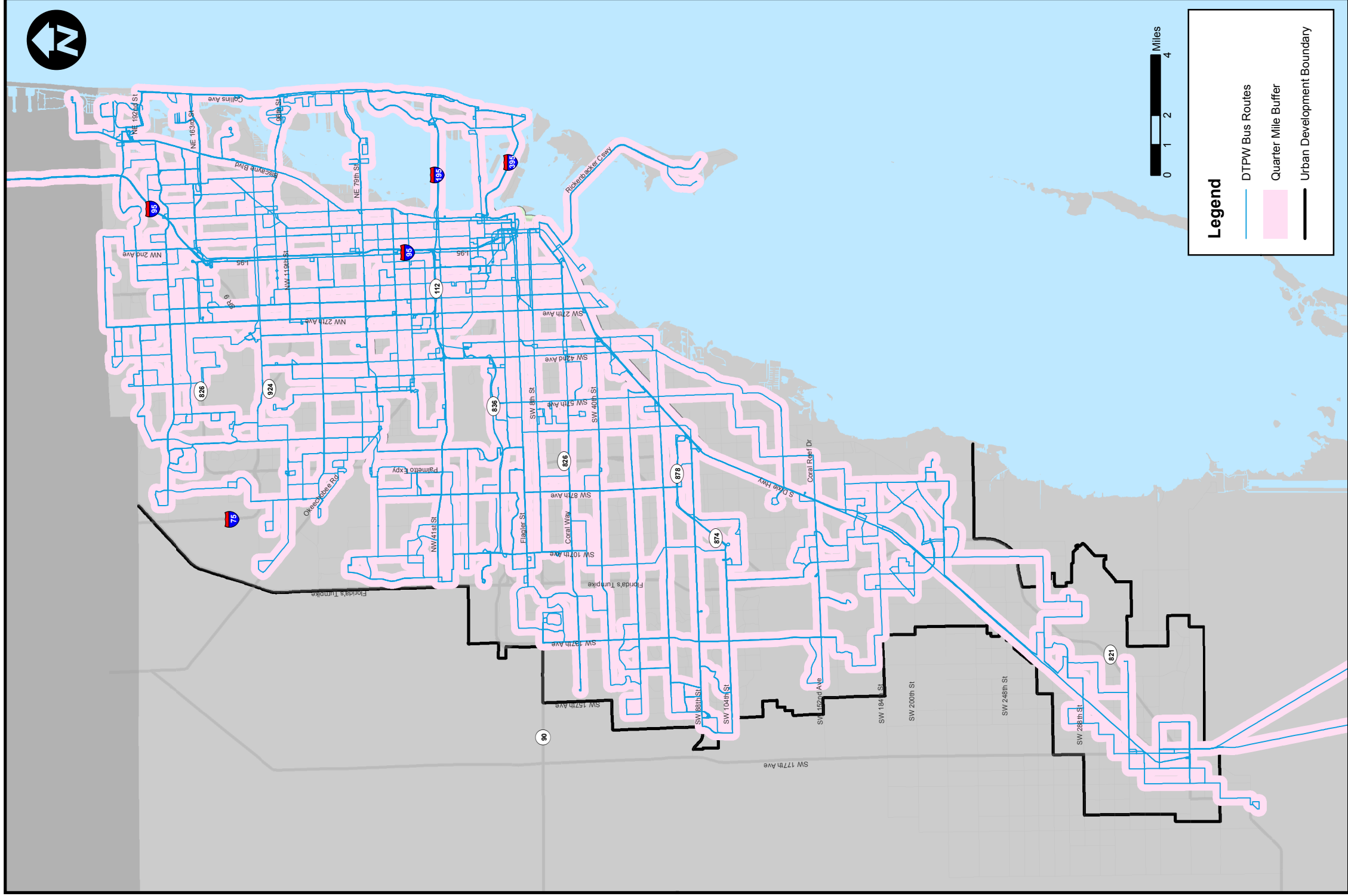


DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



Figure 2-2: DTPW Service Area Coverage



Miami Dade County Department of Transportation and Public Works Bus Service Area Coverage.

Source: DTPW, December 2017



## 2.2 Metrorail

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

The last southbound trains depart the Palmetto and Airport Stations at:

- Palmetto Station, Green line departs at 11:54 p.m. and arrives at Dadeland South at 12:41 a.m.
- Airport Station, Orange Line departs at 12:23 a.m. and arrives at Dadeland South at 12:56 a.m.

The last northbound trains depart Dadeland South Station at:

- Dadeland South, Orange line departs at 11:45 p.m. and arrives at the Airport Station at 12:18 a.m.
- Dadeland South, Green line departs at 12:00 a.m. and arrives at the Palmetto Station 12:48 a.m.

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

The Orange Line provides direct service between the MIC and Dadeland South Station every 15 minutes during peak hours. The Green Line operates at 15-minute headways during the morning and afternoon peak travel times between the Palmetto Station and Dadeland South Station.

Both lines provide premium transit service with a combined headway of 7.5 to 8 minutes during the peak morning and afternoon travel times from Dadeland South Station to the Earlington Heights Station. Weekend and holiday Green Line and Orange Line service operates with headways of 30 minutes and combine to provide a 15 minute headway from Earlington Heights to Dadeland South Station. DTPW provides a Metrorail Downtown Express Service from Dadeland North to Brickell Station in the morning peak periods and from Brickell to Dadeland North in the afternoon peak periods.

Figure 2-3: DTPW Metrorail System 2017



Source: DTPW, December 2017



## 2.3 Metromover

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

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

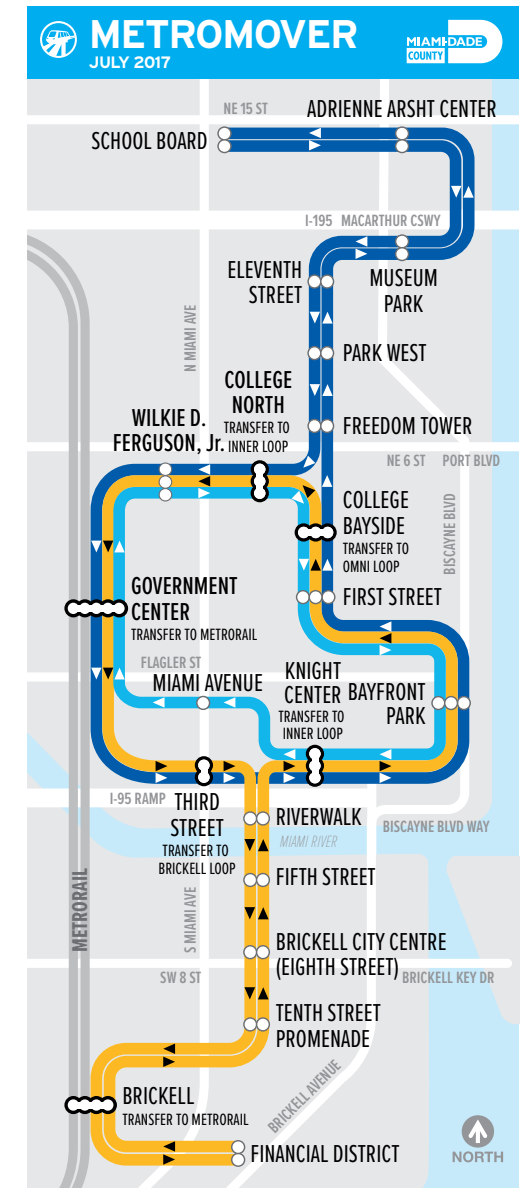
DTPW maintains a fleet of 29 Metromover vehicles and operates with a maximum of two (2) cars per train. Metromover operates free of charge and stops at 21 wheelchair-accessible stations from the School Board area to Brickell, serving major destinations throughout Downtown Miami.

Metromover's Inner/Downtown, Outer/Omni and Brickell loops operate seven (7) days a week and runs from 5:00 a.m. to 12:00 a.m. During the morning and afternoon peak periods, service frequency is every 90 seconds in the central business district and every three (3) minutes during weekends and holidays.

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

Figure 2-4 illustrates the DTPW Metromover system map as of December 2017.

Figure 2-4: DTPW Metromover System



Source: DTPW, December 2017



## 2.4 Special Transportation Services

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

Service is provided by sedans, vans and lift-equipped vehicles, seven (7) days a week, 24 hours per day. Presently, there are 386 vehicles available for paratransit service transportation. Currently, these vehicles are privately contracted through Transportation America (TA).

As of December 2017, a total of 31,224 eligible clients are enrolled in the STS program including both ambulatory and non-ambulatory clients.



## 2.5 Services Provided by Private Contractors

DTPW currently contracts out 16 fixed route bus services, which are operated by America's Transportation (AT) and Limousines of South Florida d/b/a Transportation America (TA). AT operates two bus routes that provide service to Mile Marker 50 in the City of Marathon in Monroe County (Routes 301 and 301). TA operates 14 bus routes that serve approximately 893 bus stops with over 207 directional route miles in Miami-Dade County. The private sector also provides several transit support services, such as:

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



## 2.6 Miami-Dade Transit Passenger Fare Structure

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

**Table 2-2: DTPW Fare Structure Summary, December 2017**

	Regular Fare	Discount Fare <sup>1</sup>
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 <sup>2</sup>	25¢	10¢
Metrorail	\$2.25	\$1.10
Metrorail daily parking fee	\$4.50	Not Applicable
Metrorail monthly parking permit <sup>3</sup>	\$11.25	Not Applicable
Metromover	Free	Free
Special Transportation Service (STS)	\$3.50	Not applicable
Bus-to-Bus Transfer <sup>4</sup>	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

<sup>1</sup> 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.

<sup>2</sup> DTPW operates six shuttle routes: 132/Doral-Tri-Rail Shuttle, 200/Cutler Bay Local, 211/Overtown Circulator, 212/Sweetwater Circulator, 254/Brownsville Circulator, and 286/North Pointe Circulator. There is no fare for route 132 (Doral-Tri-Rail Shuttle).

<sup>3</sup> Only available with the purchase of a monthly pass.

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



**Table 2-2: DTPW Fare Structure Summary, December 2017 (continued)**

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

Source: Department of Transportation and Public Works, December 2017

## 2.6.1 Farebox Recovery Ratio

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

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

**Table 2-3: Farebox Recovery by DTPW Mode**

Mode	FY 2016	FY 2017
<b>Metrobus</b>	24.3%	19.1%
<b>Metrorail</b>	19.8%	15.9%
<b>STS</b>	11.1%	11.7%

Source: DTPW National Transit Database Facts at a Glance Report, Dec. 2017

<sup>1</sup> 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 and EASY Cards to transportation disadvantaged (homeless, children and families at risk, vocational training, and rehabilitation) Miami-Dade County residents. The EASY Ticket program provides tickets to qualifying social service agencies to distribute to their clients for use on the Miami-Dade County transit system. Currently there are 100 agencies enrolled in the program. The Transit Mobility EASY Card Program provides annual EASY Cards to individuals who are TD eligible. Currently, there are 10,176 TD Mobility Customers.

### 2.7.2 Section 5310 Program

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

### 2.7.3 Corporate Discount Program

DTPW's Corporate Discount Program (CDP) allows participants to save on commuting costs through group discounts and pre-tax savings, by purchasing public transportation through a tax deduction from their employer under IRS Code 132(f). It allows employees to pay for their public transit rides using pre-tax dollars, up to \$255 month (\$3,060/year) in 2017. The CDP provides monthly transit passes on Corporate EASY Cards, good for a month of unlimited rides on Metrobus and Metrorail, at a 10 percent (10%) discount for groups of 4-99 participants, and a 15 percent (15%) discount for groups of 100+ participants. Participants who take Metrorail can save even more by purchasing their \$11.25 monthly Metrorail parking permit with pre-tax dollars. In 2017, the CDP generated approximately \$8.8 million in revenue. Currently the number of companies enrolled is 211.



### 2.7.4 College / Vocation School Discount Program

College, university, vocational/technical, and adult education school students can purchase a one-month pass on an Orange EASY Ticket for \$56.25, half the cost of a full price monthly pass. This program is offered to full-time students using DTPW's public transportation system to get to school. Over 50 schools are participating in the program generating approximately \$2.8 million in annual sales.

### 2.7.5 K-12 Discount Program

Miami-Dade County students in grades K-12 can ride Metrobus and Metrorail at 50 percent (50%) off the regular fare. First time eligible students may obtain a specially encoded EASY Card at no cost by applying online [www.miamidade.gov/transit/fare-k12](http://www.miamidade.gov/transit/fare-k12) or visiting the Transit Service Center Kiosk located on the second floor of the Stephen P. Clark Center, at 111 NW 1st Street, or Pass Sales Office located at 701 NW 1 Court, Suite 121. This program is open to any student attending public or private schools in Miami-Dade County. Currently, there are over 6,200 K-12 customer accounts.

### 2.7.6 EASY Card Sales Outlets

EASY Card Sales Outlets are conveniently located throughout Miami-Dade County for transit customers to obtain or load cash value and/or passes onto the EASY Card or EASY Ticket. The DTPW EASY Card Services Division is responsible for training new vendors and managing all EASY Card Sales Outlets, providing DTPW with an average of \$5.9 million in revenue a year. Currently there are over 98 sales vendors throughout Miami-Dade County.

### 2.7.7 Golden Passport Office

The Golden Passport EASY Card provides free transportation to senior citizens 65 years and over or Social Security beneficiaries who are permanent Miami-Dade County residents. A Patriot Passport provides free transportation to disabled veterans who are permanent Miami-Dade County residents. Currently, there are 208,562 certified Golden Passport/Patriot Passport customer accounts; this includes 183,968 Golden Passport customers over 65 years of age, 22,480 Golden Passport customers under 65 years of age, and 2,114 Patriot Passport customers.



## 2.8 Customer Information / Convenience

### 2.8.1 Smartphone Mobile Application (iPhone and Android)

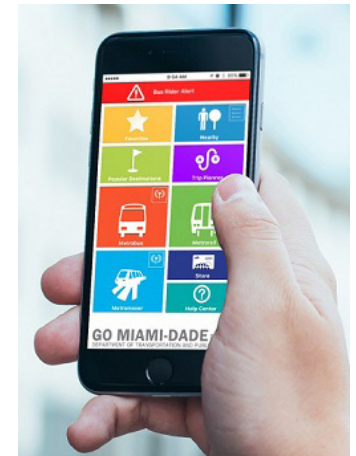
DTPW has deployed real-time iPhone and Android applications for Metrorail/Metrobus/Metromover arrival/departure, route and schedule information. These mobile applications provide DTPW passengers with everything that is currently present on the DTPW mobile web site as well as additional smartphone-specific features in the form of an app to include:

- Rider alerts
- Train Tracker
- Bus Tracker
- Service updates
- Elevator/escalator operational status
- Metrobus schedules and routes
- Metrorail station information
- Metromover station information
- Fare information
- Rider alert registration
- Contact numbers
- Feedback zone
- Where Am I?
- Live Mapping
- Bus Stop Look Up
- Nearby (which shows all stops/stations and real-time vehicles around you with the ability to scroll around the County)
- STS (with access to the STS Connect online service for its clients)
- Integration with other apps such as EASY Pay, Pay by Phone, and MDT Transit Watch mobile application for submitting safety concerns in real-time
- 3-D touch support for iPhones.

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

DTPW continues to implement customer convenience enhancements to their Rider Alert system that notifies passengers about transit service delays. Registered users receive electronic alerts on detours, route changes, and updates for Metrobus as well as service interruptions for Metrorail, Metromover, Metrobus, and Special Transportation Services. The Rider Alert system also provides the operational status of Metrorail or Metromover station elevators and escalators. Customers must sign-up to receive these electronic alerts to their cellular phones, email addresses, text pagers, and smart phones. There are currently 2,766 customers who are signed up to receive these electronic alerts. Train Tracker service allows users to see, via the web and on mobile devices, the estimated time of arrival of the next Metrorail train.

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





## 2.9 Maintenance and Storage Facilities

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

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

The Metrorail fleet of 136 rail cars is maintained and stored at:

- William E. Lehman Center: 6601 NW 72nd Avenue, Miami, Florida 33166.

The Metromover fleet of 46 cars is supported by the maintenance facility located at:

- 100 SW 1st Avenue in Downtown Miami

## 2.10 Park-and-Ride Facilities

DTPW currently has over 12,000 available parking spaces, including 31 park-and-ride lots which serve one or more Metrobus routes. Seventeen of those locations are located at Metrorail stops.

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

## 2.11 Pedestrian Overpasses

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

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

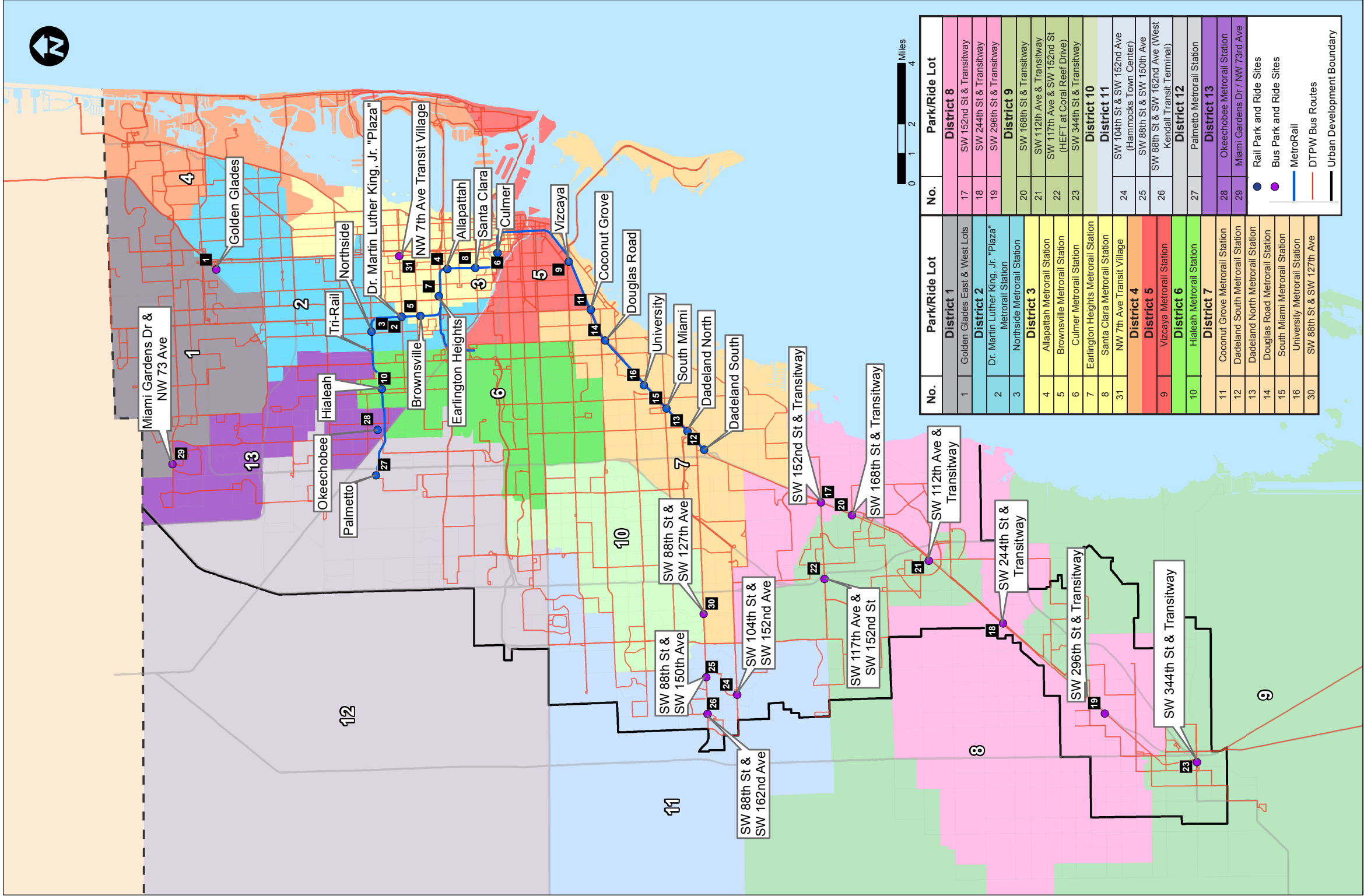




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Figure 2-5: Existing DTPW Park-and-Ride Facilities





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## 2.12 Transit Oriented Development

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

### ***Dr. Martin Luther King, Jr. Plaza Metrorail Station***

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

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

**Location:** NW 62nd Street at NW 27th Avenue

**Development Area:** 7.9 Acres

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



### ***Allapattah Metrorail Station***

**Project:** Allapattah Garden Apartments.

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

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

**Development Area:** 4.7 Acres

**Status:** Groundbreaking October 2002. Completed spring 2004



### ***Santa Clara Metrorail Station***

**Project:** Santa Clara Apartments

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

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

**Development Area:** 3.3 Acres

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





## Overtown

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

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

Overtown Transit Village South (Phase II)

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

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

**Development Area:** 2.1 Acres

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

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



## Dadeland South

**Projects:** Datan Center I & II (Phases 1 & 3)

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

Miami Marriott Dadeland Hotel and Conference Center (Phase 2)

- 302 luxury hotel rooms

Dadeland Centre I (Phase 4A)

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

Dadeland Centre II (Phase 4B)

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

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

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

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





## 2.13 Municipal Transit Services

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

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

The collective ridership on these circulators exceeds 10.8 million passenger trips annually. The annual ridership of the three largest circulator systems – (1) City of Miami, (2) City of Miami Beach and (3) City of Coral Gables, - collectively totaled 8,456,422 in FY 17 and grew 12 percent since FY 16. It should be noted that many of the municipalities operating circulator systems exceed the 20 percent minimum surtax transit expenditure requirement. Appendix A.3 provides a listing of each municipality, respective service operator and website.

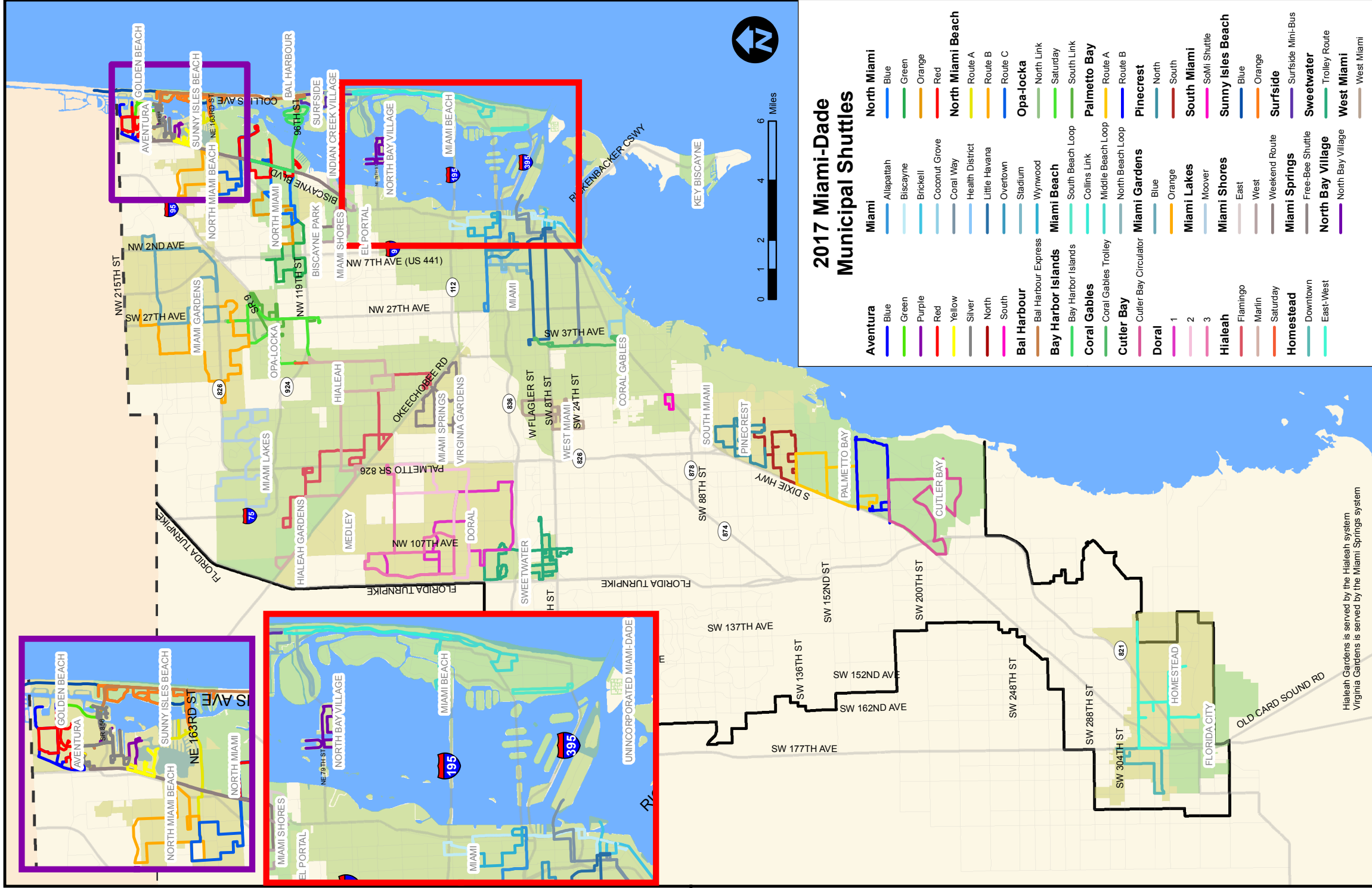




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Figure 2-6: Municipal Circulator Routes





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## 2.14 REGIONAL TRANSIT SERVICE CONNECTIONS

### 2.14.1 Broward County Transit (BCT)

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

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

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

Source: Broward County Transit, 2017



## 2.14.2 South Florida Regional Transportation Authority (SFRTA)

The SFRTA operates Tri-Rail a commuter rail service that operates along 72 miles of the South Florida Rail Corridor (SFRC) which spans Palm Beach County, Broward County, and Miami-Dade County. Tri-Rail primarily runs through the eastern urbanized areas of the three (3) counties between the Mangonia Park station in Palm Beach County and the Miami Airport station in Miami-Dade County. Tri-Rail serves 18 passenger stations and averages more than 14,000 boardings per weekday.

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

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

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

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

Source: Tri-Rail, 2017

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

In 2019, Tri-Rail will provide a direct connection to downtown Miami from the SFRC to the Little River FEC railroad spur and into the Miami Central Station adjacent to Government Center.



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

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



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

Source: DTPW, December 2017, SFRTA, December 2017

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

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



## 2.15 NATIONAL CONNECTIONS

### 2.15.1 Greyhound Intercity Passenger Bus Service

Greyhound operates one (1) station and three (3) additional stops in Miami. The Miami Greyhound Bus Station is located East of MIA Airport, at 3801 NW 21st Street #171, and also operates buses out of the nearby Miami Intermodal Center (MIC). The additional Greyhound stops are located in Cutler Bay, Downtown Miami, and the Golden Glades Park and Ride in North Miami. Greyhound offers bus service from Miami to all major US cities and more than 1,800 minor cities and towns across the country. Ticket prices currently range from \$9.00 for a trip from Cutler Bay to North Miami, up to \$300 for a trip to Seattle, WA.



### 2.15.2 Amtrak Intercity Passenger Rail Service

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







## CHAPTER 3

# CIVIC ENGAGEMENT









## 3 CIVIC ENGAGEMENT

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

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

This chapter provides a detailed description of all the public outreach activities undertaken throughout the TDP development process. While DTPW receives continuous feedback from its patrons, the deadline for consideration in this TDP Annual Update is July 31st, 2018.



### 3.1 Civic Engagement Goals and Objectives

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

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

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

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

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



## 3.2 Stakeholder Coordination

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

### 3.2.1 CareerSource South Florida (Regional Workforce Board)

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

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

### 3.2.2 Citizens Transportation Advisory Committee (CTAC)

DTPW presented to the CTAC on June 27, 2018. The CTAC ensures that transportation projects in all stages of the planning process adhere to established visions, goals, objectives, and collective needs of the community. This group is comprised of Miami-Dade County residents appointed by the TPO Governing Board members.

### 3.2.3 Transportation Planning Technical Advisory Committee (TPTAC)

DTPW presented to the TPTAC on July 5th, 2018. The TPO TPTAC provides technical support, via a review process, to the Transportation Planning Council (TPC). TPTAC discussions are focused on technical aspects related to the projects. This group is comprised of representatives from the same government agencies that maintain a voting membership on the TPC, including DTPW and other County departments, the six (6) largest cities within the County, Miami-Dade Expressway Authority, FDOT, Miami-Dade County Public Schools, and SFRTA.



### 3.2.4 Electronic Communication

DTPW promoted TDP public engagement activities and encouraged input through its electronic communication outlets. Notices were posted on the DTPW, TPO, FDOT and CITT websites. DTPW posted information on its Facebook page ([www.facebook.com/GoMiamiDade](http://www.facebook.com/GoMiamiDade)), and through its Twitter account ([www.twitter.com/IRideMDT](http://www.twitter.com/IRideMDT)), and on its Instagram account ([www.instagram.com/gomiamidade](http://www.instagram.com/gomiamidade)). Email blasts were also sent out to various distribution lists to solicit public comments. DTPW also used its mobile app to reach passengers. DTPW established a TDP specific email address ([MDT10Ahead@miamidade.gov](mailto:MDT10Ahead@miamidade.gov)) where commenter's could send TDP-related comments. DTPW staff received five (5) emails through this address.

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

### 3.2.5 Commission on Disability Issues (CODI)

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

## 3.3 Civic Engagement Outcomes

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

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

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



## 3.4 Survey Results

A survey administered by DTPW was conducted from April to July 2018 to collect information on demographics, travel behavior, and service needs of current transit riders and the non-riding public. The method used for surveying the public was an electronic and mail-in paper-based survey instrument totaling 26 or 15 questions in length, respectively. Spanish and Creole versions of the survey were also available. A copy of the survey instruments is provided in Appendix A.7.

Surveys were distributed through a variety of techniques - the electronic survey was made available on the TDP website (<https://www.miamidade.gov/transit/mdt-10-ahead.asp>), and was promoted through partner agencies, social media, and newsletters. The paper-based survey instrument was distributed at a variety of public outreach events and transit stations. 1,068 digital survey responses were received, and 351 brochure surveys were completed, for a total of 1,419 total responses; 1,040 were completed in English, 23 in Spanish, and five in Creole.

### **Passenger travel characteristics and behaviors were identified by questions including:**

- Current reason for riding transit
- Current method for reaching transit
- Travel time to nearest/preferred transit station
- Frequency of transit usage
- Payment type used
- If transfers are made

### **Socio-demographic information was identified by questions including:**

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

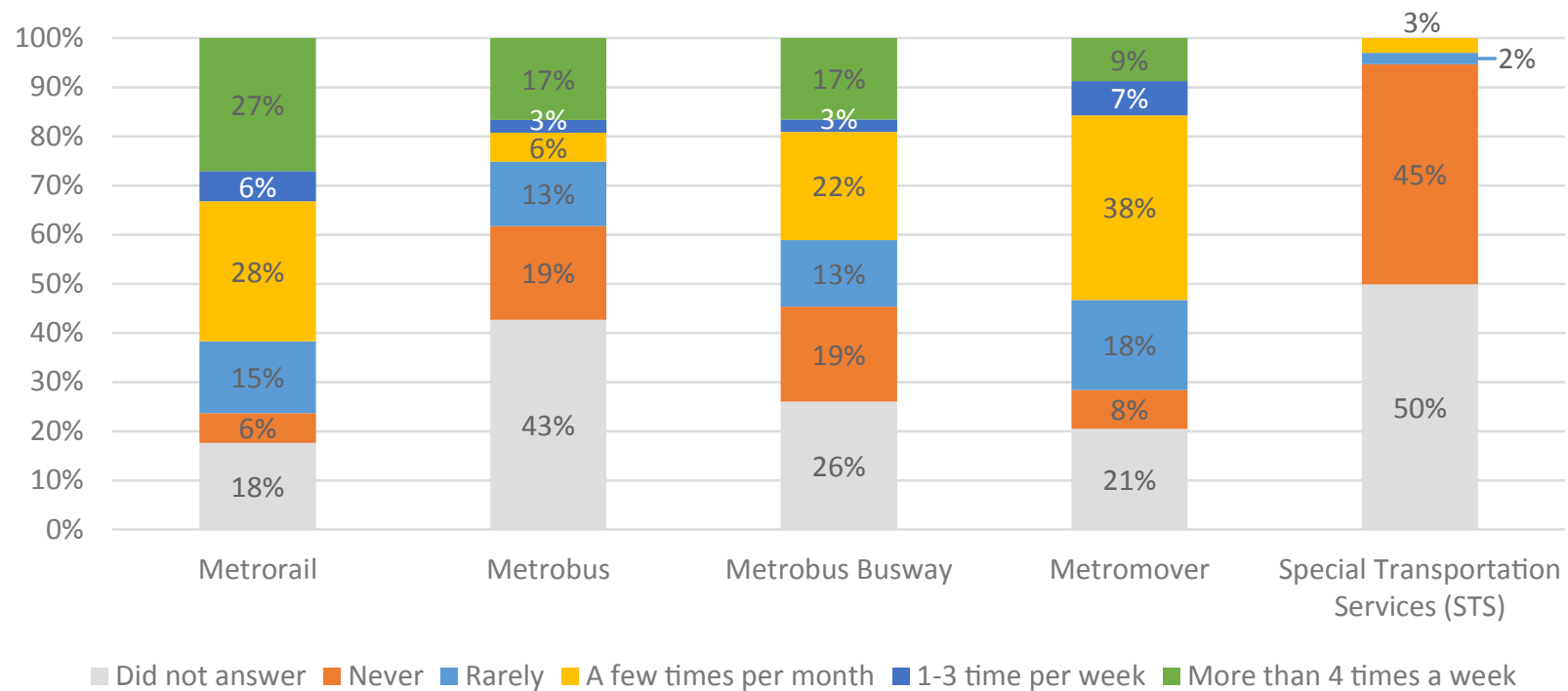
### **Transit priorities/preferences were identified by questions including:**

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



Figure 3-1 examines which transit mode respondents use most on a regular basis. Approximately 33 percent of respondents use Metrorail at least weekly, and roughly 20 percent use Metrobus weekly.

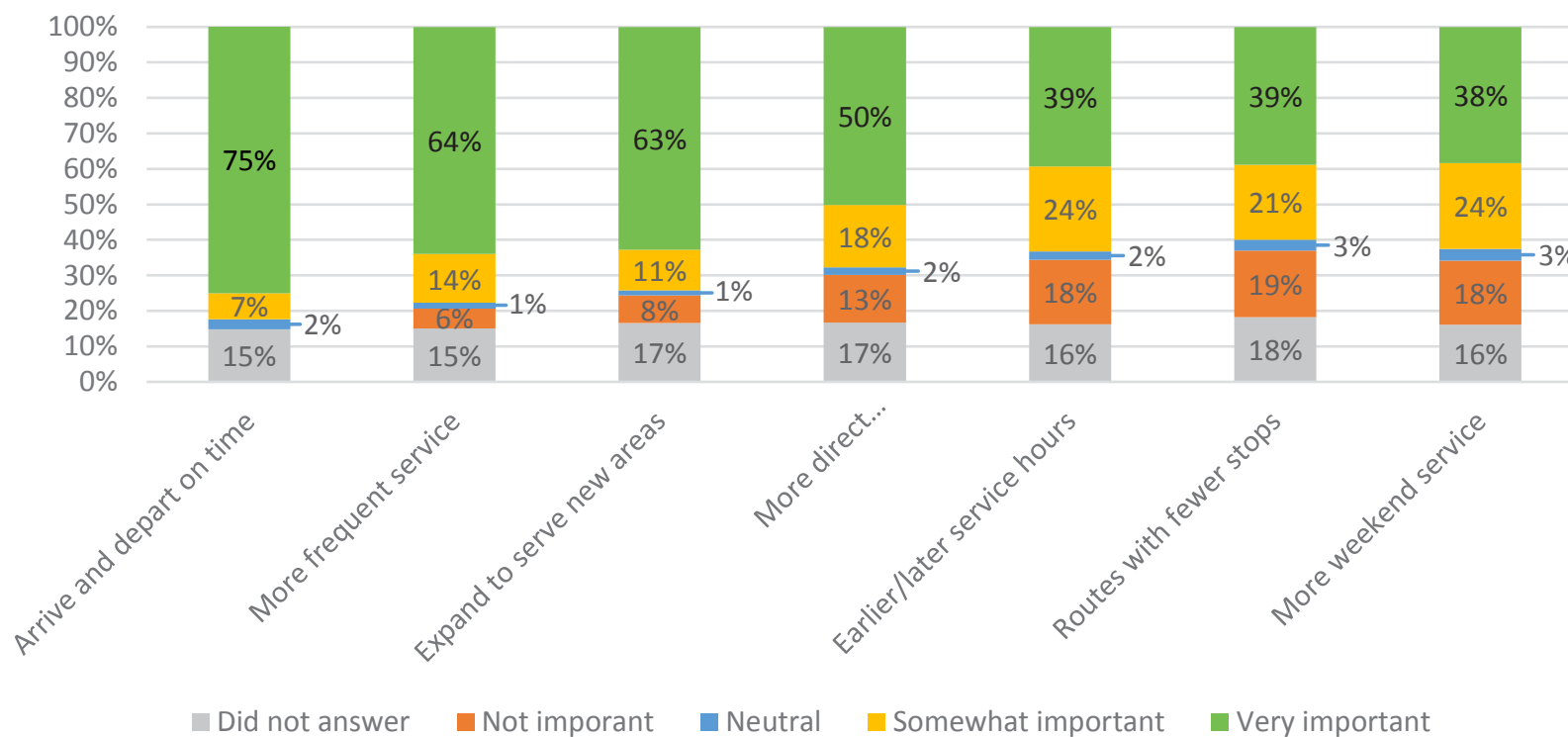
**Figure 3-1: Question 1 - How Often Do You Use Miami-Dade Transit Service?**





When asked about prioritization of service needs, the most important need noted by respondents is “Arrive and Depart on Time” as Shown in Figure 3-2. This response is followed by “More Frequent Service” and “Expand to New Service Areas”

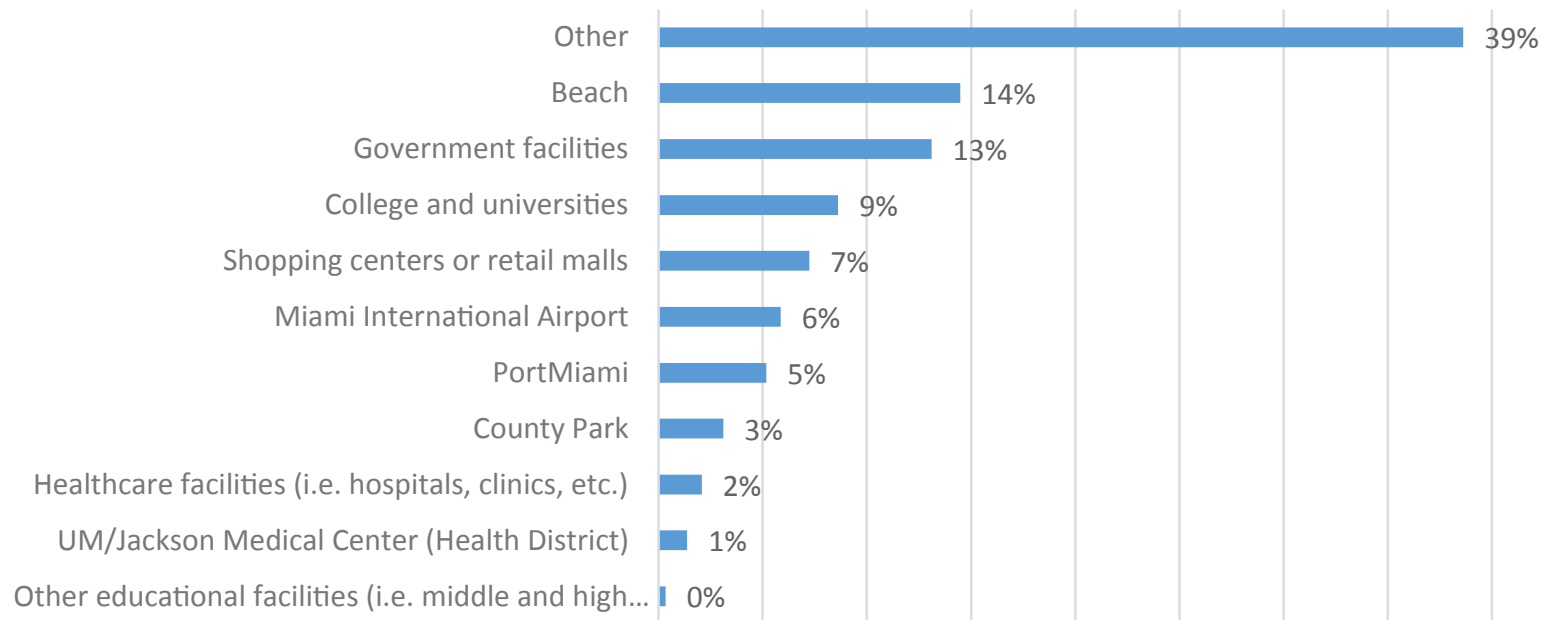
**Figure 3-2: Question 6 - What Should DTPW's Priorities Be for the Next Ten Years?**





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

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



**80 percent of survey respondents did not answer this question.**

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















## 4 PERFORMANCE ASSESSMENT

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

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

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

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

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



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

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Measure	Target	Accomplishments (Previous Year)	Status
1.1 - Improve accessibility to major employment, recreation, educational, healthcare, retail centers, and cultural attractions	Percent coverage of the urbanized area	Provide a minimum of 60% transit coverage of the urbanized area	72% (73%)	▲
	Amount of transit service route miles within ¼ mile of major health facilities, recreation, education, employment, cultural and social service facilities	Healthcare: 50 route miles	49* (59.5)	▼
		Tourist Attractions and Special attractors: 300 route miles	251* (333)	▼
		Educational: 100 route miles	88* (105.8)	▼
		Major Employment Areas and Employers: 40 route miles	49 (60.7)	▲
		Retail Centers: 90 route miles	83* (102.7)	▼

\*Service mile reductions are a result of the elimination of DTPW routes. In instances where municipalities have implemented transit service that is duplicative, DTPW has ended routes to maximize transit investments and reduce service redundancy.

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



Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Target	Measure	Accomplishments (Previous Year)	Status
1.2 - Improve service for transit dependent population	Transit service coverage within TSAs.	Service coverage of transit supportive areas (TSA) include:		▲
		% of Population Age 65 & Up	+27% (-0.60%)	
		% Low income Households	+4% (-1.03%)	
		% Zero Car Households	+1% (-0.59%)	
		% Minority	+8% (-0.96%)	
		% Pop Density	+4% (-0.47%)	
		% Population Age 18 & Under	+6% (0.27%)	



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

Objective	Measure	Target	Accomplishments (Previous Year)	Status
1.3 - Improve transit service reliability	On-time performance of transit vehicles per mode	Metrorail – 95%	87.6% (91.9%)	▼ *
		Metrobus – 78%	69.2% (69.8%)	▼ **
		STS – 80%	91% (90.5%)	▲
	Percentage of missed pullouts	Agency target – 0%	1% (1.75%)	▼ ***
	Achievement of mean distance between service failures	Metrorail – 39,000 miles	26,774 (40,856)	▼ *
		Metrobus – 4,000 miles	2,977 (3,074)	▼ **
		Mover – 6,000 miles	6,562 (6,594)	▲

\*Reduction in on-time performance and service failures is due to aging vehicle fleet. New rail vehicles began to enter service in 2018 and will continue being added to the fleet throughout the coming years.

\*\*Changes to Metrobus Schedules needed in order to improve on-time performance. Planning & Scheduling Division continue to evaluate historical running time data and update schedules accordingly. Schedules will continue to be revised and additional available buses will continue to be assigned to routes as necessary. It is likely that not all routes with on-time performance deficiencies will be addressed within the course of one line-up due to fiscal and equipment constraints. Additionally, the aging bus fleet contributes to decreased on-time performance, DTPW has started to add new Compressed Natural Gas (CNG) buses to the fleet. 381 new vehicles will be entering service between 2018 and 2020..

\*\*\*Missed pullouts are attributed mainly to DTPW's aging fleet, which will soon be upgraded with the addition of 381 new CNG vehicles between 2018 and 2020.



Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Measure	Target	Accomplishments (Previous Year)	Status
1.4 - Match transit service coverage with passenger demand	Number of average daily boardings per mode	Metrorail - 67,000	65,174 (71,400)	▼ *
		Metrobus – 241,000	177,658 (204,300)	▼ *
		Mover – 30,000	28,630 (33,000)	▼ *
	Hours of transit service/service population	Provide a minimum of 1.5 hours of transit service/service population	1.6 (1.6)	▲
1.5 - Improve transportation facilities' and services' regional connectivity	Number of transit service route miles in corridors of regional significance	Provide a minimum of 90% bus route miles in corridors of regional significance	81% (81%)	▼ **
	Percent coverage of Strategic Intermodal System (SIS) roadway facilities with transit service	Introduce four (4) new express bus routes along SIS roadway facilities by 2024	I-95 Express: Two new routes were launched in 2015. SR 836 Express: Three new routes on track for implementation (One in 2018, two in 2021). BERT: Two new routes on track for implementation (2019).	▲
	Percent of SIS facilities (airport/port/ etc.) served by transit	100% of Miami-Dade County SIS facilities served by transit	100% (100%)	▶
	Percent of Miami-Dade County Tri-Rail stations served by MDT	100% of Tri-Rail Stations serviced by transit	100% (100%)	▶

\*Nationwide, transit ridership numbers continued to decline in 2017. Reasons for this reduction include low gas prices, a strengthening economy, increased use of local municipal trolleys, and increased use of ride share services such as Uber and Lyft.

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



## 4.1.1 Pedestrian Overpass at University Metrorail Station

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



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

Objective	Measure	Target	Accomplishments (Previous Year)	Status
1.6 - Improve service accessibility for non-motorized modes (e.g., bicycle, pedestrian connections)	Identification of non-motorized access deficiencies at transit hubs	Complete prioritized list of non-motorized access deficiencies at transit hubs by 2016	100% (100%)	▲
	Enhancement of non-motorized trails within transit facilities	Coordination with the Underline Project	Ongoing Coordination	▲
1.7 - Improve customer satisfaction	Number of customer complaints per 100,000 boardings by mode	Metrorail – 1.5 complaints	11.25 (5.24)	▼*
		Metrobus -15 complaints	19.89 (25.82)	▼*
		Metromover - 0.5 complaints	1.06 (0.77)	▼*
	Number of formal complaints as a percent of total trips per month	STS – 0.5% complaints	0.16% (0.20)	▲

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



## 4.1.2 The Underline

The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Station, will create a linear mobility corridor that will enhance connectivity, increase mobility, and improve pedestrian and biking safety for residents and visitors. In 2015, Friends of The Underline, selected a design consultant to develop the Vision and Master Plan for this project. Currently the project is structured in nine phases for development as funding becomes available.

### 4.1.2.1 - Phase I - Brickell Backyard Project

The Underline Phase 1 is known as the Brickell Backyard and extends from the Miami River to SW 13th Street. The off-road dedicated bicycle path is located along the west side of the Metrorail structure from the Miami River to SW 8th Street and between the Metrorail Station and SW 13th Street. In response to the large pedestrian volume along both sidewalks between SW 8th Street and SW 13th Street, the bicycle path is realigned to be centered between the Metrorail Columns, creating a dedicated cycle track that minimizes conflicts between bus and trolley waiting areas, pedestrians and cyclists.

The pedestrian path in this area varies in its location. Between the Miami River and SW 7th Street, the design preserves the existing curved path connecting to the Miami River Greenway as the pedestrian path. Between SW 7th Street and the Brickell Metrorail Station, the path is integrated with an expanded sidewalk along the west side of SW 1st Avenue, offering a significant width in order to accommodate perpendicular pedestrian flow from adjacent bus and trolley stops along SW 1st Avenue. Between the Brickell Metrorail and Metromover Stations, the path is reoriented, running parallel to the bicycle path from SW 11th Street south to SW 13th Street. This phase is currently under permitting and it is expected to go out to bid sometime in mid 2018. Construction is expected to begin late 2018 or early 2019.

### 4.1.2.2 - Phase II - Hammock Trail

Phase II is approximately 2.14 miles in length and will extend the pedestrian and bicycle paths further south from SW 13th Street to SW 19th Avenue. DTPW is currently drafting a project schedule. At this time, the design criteria guidelines are being finalized as well as all cost estimates. DTPW's intent is to procure a Design-Build firm to design and construct this segment. Procurement is expected to begin in mid 2018.

### 4.1.2.3 - Phases III - IX

Phases III - IX extend approximately 7.5 miles from SW 19th Avenue to Dadeland Boulevard and will extend the pedestrian and bicycle path further south. DTPW has funding for the development of the Design-Build Criteria Package, which will provide for all surveys, reports, geotechnical, full path alignment, 24 intersection designs, and costs associated with the remaining phases. This Design-Build Criteria





Package will be used to seek grant opportunities, provide design information to FDOT for the improvements to some of the intersections under their work program, and procure each of the remaining phases as funding becomes available.

#### 4.1.4 CAD/AVL System Replacement

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

Upgrading and replacing this infrastructure will greatly improve managing and dispatching the transit fleet by providing real time bus bunching, service performance, vehicle diagnosis, on demand or subscription alerts; enabling remote video look in and on-board PA announcements; and centralized incident management. The system acceptance certificate was executed in December 2017 with minor fine tuning to be completed in early 2018.

#### 4.1.5 Real-Time Analytics and Reporting for Operational Efficiencies

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

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Measure	Target	Accomplishments (Previous Year)	Status
1.8 - Implement the best available technologies and innovations to improve the reliability and efficiency of the transportation system	Number of transportation improvements projects that result in the deployment and operation of new technologies (i.e., GPS)	Implementation of CAD/AVL project by 2015	Installation complete and project accepted by DTPW in Dec. 2017.	▼
		Installation of real-time signs at high ridership locations by 2015	Project completion date is December 2020	▼*
1.9 - Increase bicycle parking/storage at DTPW facilities and vehicles	Number and type (including covered) of bicycle parking spaces at DTPW facilities	Increase bicycle parking by one percent (1%) per year	405 total bike racks, a 6.3% increase (381)	▲
	Number of three-position bicycle racks on DTPW buses	Install three-position bicycle racks on 200 DTPW buses by 2015	656 (546 installed)	▲

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



### 4.1.6 Real-Time Signs

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

This contract is in procurement and is expected to be awarded in the summer of 2018. The completion date is anticipated to be December 2020.





## 4.2 Goal 2 - Improve Operational Safety and Security

Goal 2: Improve Operational Safety and Security				
Objective	Measure	Target	Accomplishments (Previous Year)	Status
2.1 - Reduce accidents on transit vehicles	Bus accident rate per 100,000 miles	3.77 per 100,000 miles	4.37 (4.17)	▼ *
	Bus preventable accident rate per 100,000 miles	1.50 accidents per 100,000 miles	1.72 (1.61)	▼ *
2.2 - Make transit vehicles and facilities a secure environment for customers	Total number of functioning video camera surveillance system-wide	Installation and maintenance of a total of 13,153 video cameras system-wide by 2019	7,111 (7,155)	▼
	Number of transit facilities with camera surveillance	54 transit facilities with camera surveillance	52 (unchanged)	▶
	Number of transit vehicles with camera surveillance	1,025 transit vehicles with camera surveillance	794 (761 bus; 29 mover; 4 rail) (880)	▼
	Number of security post inspections	Provide a minimum of 750 post inspections per month	950 (837)	▲
	Number of system-wide NTD Reportable Part One (1) Crimes (Serious) per 100,000 riders (monthly moving average)	Part 1 Crimes (Serious) - 0.30 per 100,000 riders	0.15 (0.21)	▲
	Number of system-wide NTD Reportable Part Two (2) Crimes (Petty) per 100,000 riders (monthly moving average)	Part 2 Crimes (Petty) - 1.62 per 100,000 riders	0.64 (0.64)	▲

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

### 4.2.1 System-wide Safety and Security Upgrades

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



## 4.3 Goal 3 - Improve Coordination and Outreach

Goal 3: Improve Coordination and Outreach				
Objective	Measure	Target	Accomplishments (Previous Year)	Status
3.1 - Enhance outreach opportunities to educate the community on transportation issues and highlight transit service benefits such as service reliability, passenger cost savings, and environmental benefits	Number of community/stakeholder outreach events per measure	Conduct a minimum of two (2) public outreach events for community/stakeholder per month	70 outreach events (104)	▲
	Number of social media endorsements	Monitor number of social media endorsements	<b>Facebook:</b> 50.9 likes/day, 2,402 new likes 18,593 total likes 239.5 engagements per day 6,227 daily total reach (11.3 page likes/day, 4,145 new likes, 673.4 average engagements/day, 17,749 daily total reach, 16,176 total likes) <b>Twitter:</b> 9,264 New followers 42,664 Engagements 9.1 million Impressions (4,334 new followers, 43,076 engagements)	▲
	Number of transit dependent outreach events per year	Conduct a minimum of six (6) public outreach events for transit dependent population per year	64 (72 outreach events)	▲
3.2 - Increase coordination between regional and local transportation providers to provide better multimodal connections	Number of coordination events with municipal providers	Conduct semi-annual coordination meetings with local transit service providers	28 meetings (27)	▲
	Number of coordination events with regional service providers (BCT, Tri-Rail, PalmTran)	90% attendance rate by DTPW at regional transportation service providers coordination meetings	22/24 meetings for 92% attendance rate (17/21 meetings for 81% attendance rate)	▶*
3.3 - Coordinate municipal transit service options that complement each other to avoid duplication of services	Execution and monitoring of the number of current Interlocal Agreements as required by Code	100% of executed Interlocal Agreements required	3 interlocal agreements were approved in 2017, with Key Biscayne, North Miami Beach, and South Miami, for 100% rate (Key Biscayne, Doral, and South Miami)	▶

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



## 4.3.1 Collaboration of Regional Transportation Initiatives

### 4.3.1.1 - Bus-on-Shoulder program

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

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

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



### 4.3.1.2 - North Corridor Commuter Rail Opportunities

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

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





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

Goal 4: Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment				
Objective	Measure	Target	Accomplishments (Previous Year)	Status
4.1 - Apply transportation and land use planning techniques, such as transit-oriented development (TOD), best practices in architecture and landscape architecture that support intermodal connections and coordination and promote placemaking strategies	Identify TOD opportunities at Metrorail Stations	Complete study of TOD feasibility at Metrorail Stations by 2017	Study not yet started (Study not yet started)	▼
	Identify TOD opportunities at Miami-Dade Transitway Stations	Complete study of TOD feasibility at South Miami-Dade Transitway Stations by 2019	The Miami-Dade Transportation Planning Organization (TPO), in coordination with DTPW, began the South-Dade Transitway TOD/Land Use Study in May 2018 and is estimated for completion in December 2018 (Study not yet started)	▶
	Encourage opportunities for access to healthy food options near transit stations including farmers markets	Number of farmers markets events held at transit facilities	104 Farmer's Markets hosted at Metrorail Stations (156 Farmer's Markets)	▲
4.2 - Promote transit service projects that support urban infill and densification	Number of transit service route miles within the Urban Infill Area (UIA)	Provide a minimum of 1,400 transit service route miles within the UIA	1,427 (1,500)	▲



## 4.4.1 Current Joint Development and Transit Oriented Development Projects

### 4.4.1.1 - Brownsville Metrorail Station

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

Residents will benefit from immediate access to Metrorail and amenities such as a community center, a computer lab and an exercise room. In addition, on-site community programs will offer literacy training, health and nutrition classes, and first-time home buyer seminars. The first four phases of this project were completed in 2012. Phase five has not yet commenced; however, DTPW anticipates the final phase will be completed by 2022.



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

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







#### **4.4.1.3 - Brickell City Centre**

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

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

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

#### **4.4.1.4 - Palmer Lake**

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

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

#### **4.4.1.5 - Northside Metrorail Station**

3.3 acres of DTPW property adjacent to the Northside Metrorail Station was transferred to the Miami-Dade Public Housing and Community Development (PHCD) Department. A developer was selected for a joint development project from an Invitation to Negotiate process. The proposed development will be carried out in four phases with two family and two senior developments consisting of approximately 438 total units ranging from one bedroom to four bedroom units and approximately 20,000 square feet of retail/commercial space. Total estimated development cost is \$88.1 million. The development will include 598 parking spaces of which 250 will be dedicated for the exclusive use of transit patrons. Phase I consists of 100 apartments and 100 dedicated parking spaces for transit patrons, and was completed in 2015. Phase II is anticipated to begin in late 2018. All remaining phases are estimated for completion by 2022.





#### 4.4.1.6 - Senator Villas

This County-owned site is located on SW 40th Street between SW 89th Avenue and SW 89th Court, and will be developed by the County as a 23-unit affordable senior housing apartment building with an on-site enhanced bus stop. Construction is currently underway with completion expected in December 2018.

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

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

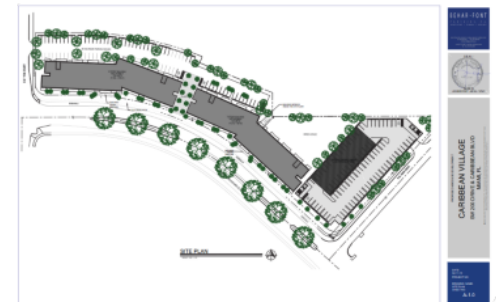
The study recommends that the remaining property be designated as a Community Urban Center (CUC) which calls for moderate to high-intensity, mixed use development. Such development may contain institutional, office and retail in an environment that encourages pedestrian activity with a defined, transit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



#### 4.4.1.8 - SW 200th Street/Caribbean Boulevard (Transitway)

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

The development will also include a parking garage with 150 spaces dedicated to the Transitway patrons. The estimated development cost is \$46.1 million. This project will begin construction in summer 2018, and is anticipated to be completed by December 2020.



#### 4.4.1.9 - Douglas Road Metrorail Station

The County issued an RFP in 2014 for a long-term lease for the joint development of this site, which will produce a significant long-term source of revenue for DTPW to offset expenses, focus density around the station and promote increased patronage of the Metrorail System. Phase I of this project is anticipated to be complete in October 2020, and will include 312 residential units and 6,100 square feet of retail. Phase II of this project will include 280,000 square feet of office, and 2,000 square feet of retail. Phase III will include 330 residential units and 2,000 square feet of ground floor retail. Phase IV will include 359 residential units.

#### 4.4.1.10 - South Miami Metrorail Station

In 2004, the selected developer implemented certain infrastructure improvements on the site; however, no significant construction was completed. In December 2006, the developer was placed into default and the County filed a lawsuit against the developer. The developer counterclaimed. A settlement agreement was reached in April 2015 and was subsequently approved by the Board of County Commissioners in October 2015. In 2016, the developer submitted plans for a mixed-use transit oriented development project that features 194,000 square feet of office space, and 22,600 square feet of retail, and 99 student housing apartment units. This project is anticipated to be substantially completed by Fall 2022.



#### **4.4.1.11 - Coconut Grove Metrorail Station**

The Coconut Grove Metrorail Station lease agreement was awarded to a developer however construction never commenced and the County subsequently terminated the lease agreement. The developer contested the County's lease termination. Litigation ensued. A settlement agreement was approved by the Board of County Commissioners in December 2015. Currently, DTPW is negotiating an amendment to the lease. Construction is estimated to begin in 2021.

#### **4.4.1.12 - Miami Intermodal Center (MIC)**

The Miami Intermodal Center is located between NW 37th Avenue and NW 39th Court, and between NW 21st Street and NW 25th Street. The MIC occupies 10 acres or 435,600 SF. The project was initiated with a 21.97 acre land transfer from FDOT to Miami-Dade County (Parcel C - 5.06 acres, Parcel F - 9.67 acres, Parcel G - 7.24 acres). Beginning in the summer of 2018, the County operates and maintains all common areas, while tenants operate their own systems and maintain their own areas. The County is to initiate an RFP offering development rights for the 10 currently undeveloped acres to private developers (e.g. hotel, office building, restaurants, etc.). The County will also offer, as separate opportunities, the right to operate concessions and to advertise, as well as naming rights.



#### **4.4.1.13 - Okeechobee Metrorail Station**

In 2007 and 2008, DTPW and the PHCD issued an Interdepartmental Memorandum of Agreement to initiate an affordable housing project near the Okeechobee Metrorail Station, on a 12 acre site located between West Okeechobee Road/U.S. 27 and West 19th Street (theoretical NW 74th Street). PHCD advertised an RFP for a developer to take on the project in 2016, and selected the developer in 2017. A lease for the land is currently being negotiated.

#### **4.4.1.14 - Dadeland North Metrorail Station (Phase III)**

Located on South Dixie Highway/US 1 at theoretical SW. 84th Street, the Dadeland North Metrorail Station completed Phase I of its development in 1996. Phase II was occupied in 2005, and Phase III began construction in August 2016. Phase III includes the construction of 272 market rate rental apartments in a 25 story building with garage, as well as 8,346 square feet of ground floor retail. This project is estimated for completion by January 2019.

#### **4.4.1.15 - Adrienne Arsht Metromover Station - Omni Bus Terminal**

An RFP was issued in January 2015 for the reconstruction, upgrade and expansion of the Omni Bus Terminal and Metromover station located at North Bayshore Drive and Biscayne Boulevard/U.S. 1 between NE 14th Terrace and NE 15th Street (0.987 acres or 43,000 SF). Resorts World Miami LLC intends to build a transit-oriented revenue-generating mixed-use development including 300-key hotel and ground floor retail. This will promote maximum use of the transit system and provides functional and aesthetic integration of the people mover station and bus terminal into the overall project. At an estimated cost of \$16.4 million to the tenant, the following upgrades are planned: additional bus bays, enclosed air-conditioned waiting areas, upgraded operator restrooms and lounges, platform tile replacement, improved station lighting, replacement of existing escalator and elevator, and renovation of the pedestrian bridge spanning NE 15th Street. The project is scheduled to commence in Fall 2018, and is expected to be completed by Fall 2021.

#### **4.4.1.16 - Quail Roost Park-and-Ride (Transitway)**

In 2017, the Department of Public Housing and Community Development (PHCD) in partnership with the DTPW released a Request for Proposals (RFP) seeking for experienced developers to design and construct a mixed-income housing development with commercial uses adjacent to the existing Transitway station between SW 184th Street (Eureka Drive) and SW 186th Street (Quail Roost Drive). A proposal was selected that includes 500 mixed-



income housing units, approximately 32,000 sq.ft. of commercial and retail space, and a 355-space parking garage (of which 267 parking spaces are reserved for transit patrons) with a kiss-and-ride plaza and is currently under negotiation with the County. DTPW received NEPA clearance in 2017 for the park-and-ride site.

#### **4.4.1.17 - SW 296th Street Park-and-Ride (Transitway)**

The County issued an RFP in 2017 for a long-term lease for development of this site as a mixed-use TOD. The northernmost portion of the site is improved with an existing park-and-ride facility that contains 140 parking spaces to serve Transitway patrons. No proposals were received, however, DTPW plans to re-advertise the RFP in 2019 with the expectation that proposals will be received due to the improving housing market in the area. The proposed development of this site will not affect the existing park-and-ride use already established on the property. Rather, the proposed joint development project is expected to enhance the Transitway and existing park-and-ride facility by introducing a parking garage and a commercial component to this site, which will provide amenities for transit patrons and focus on density around the station.

### **4.4.2 Future Joint Development and Transit Oriented Development Projects**

Miami-Dade County will pursue joint development opportunities at the Palmetto Metrorail Station, the Transitway Park-and-Ride at SW 112th Avenue/Allapattah Road (Target Lot), and other locations in the future.

Transitway Park-and-Ride at SW 112th Avenue/Allapattah Road: DTPW plans to issue an RFP for a TOD that would include a mixed-used development with affordable housing, commercial uses, and a bus terminal and other passenger amenities.

Palmetto Intermodal Station: After purchasing the land adjacent to the existing Palmetto Metrorail Station, DTPW plans to issue an RFP for the development of a TOD which will include an enhanced bus terminal, structured parking, housing and commercial uses.

### **4.4.3 Compressed Natural Gas Bus Retrofit Public-Private Partnership**

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

This Master Developer Agreement includes:

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



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

Objective	Measure	Target	Accomplishments (Previous Year)	Status
4.3 - Reduce fossil fuels consumption through the consideration of alternative fuel vehicle technology	Number of hybrid technology buses in DTPW fleet	Procure an additional 39 diesel/electric hybrid articulated buses by 2019	21 electric hybrid buses procured in 2017, totaling 64 (43 electric hybrid buses deployed)	▲
	Increase number of alternative fuel vehicles	Advertise a Request for Proposals (RFP) for alternative fuel vehicles by 2015	In May 2014, the RFP was advertised. On January 24th, 2017 the Board approved the award of a master development agreement to trillium Transportation Fuels, LLC.	▲

#### 4.4.4 Metrobus New Vehicle Replacement

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

Table 4-1 provides the Bus Replacement/Enhancement Schedule in accordance with the FTA bus retirement criteria.



**Table 4-1: DTPW Bus Procurement/Replacement Schedule**

Year	30 ft	40 ft	60 ft
2018	0	100 (CNG)	0
2019	2	150 (CNG) 33 (Electric)	0
2020	0	231 (CNG)	0
2021	0	93 (CNG)	25 (Diesel/ Electric Hybrid)
2022	0	5 (CNG)	0
2023	0	0	0
2024	3	0	0
2025	0	0	0
2026	0	35 (CNG)	0
2027	0	15 (CNG)	43 (Diesel/ Electric Hybrid)



#### 4.4.5 Metrorail New Vehicle Replacement



The Miami-Dade BCC and the Citizens' Independent Transportation Trust (CITT) in March 2008 approved the \$380 million procurement of 136 new rail vehicles for replacing the existing fleet. The new vehicles will feature the latest technological advances, which will significantly improve passenger comfort and the efficiency of maintenance and operations. The first new four car train entered service in November 2017 with additional vehicles being delivered between 2018 and 2020.

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

Objective	Measure	Target	Accomplishments	Status
4.4 - Facilitate connections between transportation modes	Number of multimodal transit hubs	Complete construction of a minimum of 3 multimodal transit hubs by 2019	Transitway & SW 344 St Park-and-ride facility opened in June 2015 Northeast Transit Hub Enhancements (NETHE) at NE 163 St Mall and Aventura Mall opened in March 2016 Dolphin Station is scheduled for completion in Fall 2018	▶
	Coordinate with Broward County Transit (BCT) and Palm Beach County Transit (PalmTran) in the regional smart card program.	Integration with BCT and PalmTran in the regional smart card program by 2015	Partners mutually agreed to not proceed with current Interoperability Agreement because technology was obsolete and needed updates with new capabilities. Financial services will be creating new agreement.	▼
4.5 - Continue to examine the provision and utilization of special-use lanes (Express lanes) on the existing system for transit use	Increase number of routes operating on express lanes	Introduction of three (3) new express bus routes on express lanes by 2019	Two routes serving the Health District began revenue service in November 2015 (95 Express BC and SC). SR 836 Express Bus Line C will begin service to coincide with the opening of the Dolphin Station. Additional express routes are being planned as part of the BERT network. See table 6-2 for more details.	▶



## 4.4.6 Multimodal Transit Hubs

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

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

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

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

This transit hub also provides potential for a future commuter rail station serving future passenger rail service along the CSX line. DTPW has partnered with the Miami-Dade Expressway Authority (MDX) to advance the completion date of this project. This project is estimated to be complete by Fall 2018.

### 4.4.6.3 - Northeast Transit Hubs - 163rd Street Mall and Aventura Mall:

The project supplements and enhances the existing DTPW bus terminals located at the two nearby malls. The enhanced bus hub connects DTPW circulator, regional, and premium bus routes within the project area. Other design amenities include landscaping, lighting, street furniture, bicycle facility, full ADA accessibility, bus recovery and staging areas. The Aventura Mall Transit Hub was opened in March 2016 and the 163rd Street Mall Transit Hub was opened in May 2016.

### 4.4.6.4 - Golden Glades Multimodal Transit Facility:

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





## 4.5 Goal 5 - Maximize the Use of All Funding Sources

Goal 5: Maximize Use of All Funding Sources				
Objective	Measure	Target	Accomplishments (Previous Year)	Status
5.1 - Achieve a sustainable transit financial plan that maximizes existing and pursues innovative and new funding sources	Implement a sustainable transit financial path	Complete two (2) additional corridor financing studies by 2019	Beach Corridor Transit Financing Study was completed in March 2016. Financing Studies for East-West, Metromover, Kendall, Northeast and South Corridors were completed in April 2016.	▲
5.2 - Optimize operations and maintenance expenses	Decrease system-wide cost per revenue mile	Maximum cost per revenue mile not to exceed \$9.00	\$10.76 (\$10.22)	▼ *
	Decrease system-wide cost per revenue hour	Maximum cost per revenue hour not to exceed \$120.00	\$135.20 (\$130.86)	▼ *
5.3 - Identify alternative project delivery methods	The number of projects that are built through alternative delivery methods (i.e., Public-Private Partnerships (PPP), Transportation Infrastructure Finance and Innovation Act (TIFIA), State Infrastructure Bank Loans, Design Build Operate and Maintain, and Design Build Finance Operate and Maintain.)	Completion of two projects delivered by alternative methods by 2024	NW 7 Ave Transit Village was completed in August 2017; CNG Fueling Facility is currently under construction	▲
5.4 - Increase passenger fare revenue	Annual Farebox recovery ratio for Metrorail, Metrobus and STS	Maintain a system-wide minimum farebox recovery ratio of 25%	16.8% (21%)	▼ **

\* Increases in system-wide cost per revenue mile and cost per revenue hour may be attributed to the continued aging of MDT's Metrobus and Metrorail fleets which result in higher maintenance costs. Approximately 70% of DTPW's Metrobus fleet have reached their useful life expectancy as defined in the Federal Transit Administration (FTA) Circular 5010.D (12 years and/or 500,000 miles of service). DTPW has a bus replacement/enhancement plan in place (please refer to Table 4-1) which will significantly lower the average age of the Metrobus fleet. As of December 2015, DTPW's Metrorail fleet had an average age of 32 years and is in need of replacement. Delivery of the first pilot rail vehicles took place in November 2017.

\*\*Farebox recovery ratio is the percentage of the agency's total operating cost recuperated by fares. The decrease in system-wide farebox recovery ratio may be attributed to increased operational costs due to DTPW's aging Metrobus and Metrorail fleets. As previously mentioned, DTPW has a bus procurement/replacement plan in place (please refer to Table 4-1) which will significantly lower the average age of the Metrobus fleet and is also anticipating ongoing delivery of Metrorail vehicles between 2018 and 2020.



## 4.6 Goal 6 - Maximize and Expand Transit Services

Goal 6: Maximize and Expand Transit Services				
Objective	Measure	Target	Accomplishments	Status
<b>6.1</b> - 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.	▲
<b>6.2</b> - Implement new expanded transit service in areas that exhibit growing passenger demand and land use densities	Proposed plans for transit service expansion	Implement six (6) new transit service expansion routes by 2024	836 Express project is fully funded. Lines A and B are on target to begin revenue service in 2021. Line C is on target to begin revenue service in 2018. The following BERT routes are anticipated to be implemented by 2019: South Miami-Dade Express, and Northwest Miami-Dade Express. An additional five BERT routes will be implemented by 2023.	▲

### 4.6.1 Lehman Yard Rehabilitation - Expansion Phase I

DTPW constructed five (5) storage tracks and two (2) Maintenance of Way (MOW) tracks at the existing Metrorail Lehman Center Facility. This expansion was necessary to provide the required storage and transition facility to support the 136 new Metrorail vehicles that began delivery in late 2017. Substantial completion of the Phase I rehabilitation was reached in July 2017.

### 4.6.2 Lehman Center Test Track

DTPW constructed a new test track (2,500 feet) at the existing Metrorail Lehman Center Facility. The test track provides the necessary infrastructure to support the existing Metrorail fleet as well as the 136 new Metrorail vehicles that began delivery in 2017 and will continue through 2020. Substantial completion of the test track was reached in July 2017.



### 4.6.3 Infrastructure Renewal Projects (IRP)

#### **4.6.3.1 - Dadeland South Intermodal Station:**

The Dadeland South Intermodal Station project includes facility improvements to the parking garage, roadways, signage, fencing, painting, landscaping, canopy, escalators, and lighting up-grades. There is a new request to add a new articulated bus parking area and a turnaround area. The final design of the project is on hold pending the recommendations from the on-going South Corridor Project Development and Environment (PD&E) Study. The estimated completion date is to be determined.

#### **4.4.6.2 - Metrorail Acoustical Barrier Replacement:**

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

#### **4.6.3.3 - Coverboard Replacement for Metrorail:**

This project includes the procurement and installation of 53.3 miles of coverboard and brackets, 28,150 insulators and 800 hurricane anchors. Installation will be completed by an in-house crew. The project is anticipated to be completed in December 2021.

#### **4.6.3.4 - Rail Fastener Replacement:**

DTPW will replace 50,000 rail fasteners and shims in mainline curves. The scope of work includes core drilling and replacing anchor bolt inserts. This replacement project is critical in order to ensure the rail system is in compliance with mandated track standards issued by FTA and DTPW. This project is scheduled for completion in December 2021.

#### **4.6.3.5 - Metrorail and Metromover Girder and Pier Coating:**

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

#### **4.6.3.6 - Roof Repair for Bus Garages:**

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



## 4.6.4 ARRA Funded Projects

### **4.6.4.1 - Transit Operations System Replacement Project:**

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

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

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

### **4.6.4.2 - DTPW Additional Elevators at Dadeland North Metrorail Station:**

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



4.7

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

Goal 7: Transit System Shall Fully Meet Requirements of the Americans with Disabilities Act (ADA).				
Objective	Measure	Target	Accomplishments (Previous Year)	Status
7.1 - Maintain a transit fleet that is 100% wheelchair accessible with working lifts and/or level boarding and working securement devices	Complete daily pre-trip inspections (including wheelchair/ramp/tie down inspection)	100% adherence	100% (100%)	▶
	Adherence to preventative maintenance program (including wheelchair/ramp/tie down inspection)	90% adherence	Cannot be accurately determined due to inaccuracies with EJ Ward. (99.57%)	▲
7.2 - Upgrade areas within quarter mile of the South Miami Dade Transitway (from Dadeland South station to SW 200th Street) to ensure that these areas are 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 (Previous Year)	Status
<b>7.4</b> - Future design of Enhanced Bus service (EBS) projects will include pedestrian access within ¼ mile of proposed transit stations	Percent of EBS projects entering final design starting in 2015	100%	Miami-Dade TPO Resolution 31-14, amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service projects and reallocate said funds to three new PD&E projects "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." Public kick-off meetings for Flagler Corridor, Kendall Corridor and NW 27th Avenue Corridor were held in September, November, and December 2016, respectively.	▶
<b>7.5</b> - Future design of Park-and-ride projects will include pedestrian access within ¼ mile of the site	Percent of Park-and-Ride projects entering final design starting in 2015	100%	The Kendall and SW 127th Ave Park-and-Ride facility opened in June 2017. Design work for both the Tamiami Station and the Panther Station is nearly complete. Both stations are scheduled for completion in 2021.	▲

## 4.7.2 Park-and-Ride Facilities

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

DTPW proposes to provide real-time parking space counters and dynamic message signs at all Metrorail Station Park-and-Ride Facilities. DTPW will implement this project incrementally starting with the larger and higher demand Metrorail parking facilities. Once implemented, Metrorail customers will be able to check real-time parking availability along with the estimated time of arrival of the next train approaching a particular station via the Internet, smart phones, tablets, and electronic signs. As part of the first phase of this project, DTPW successfully installed these parking systems at the following Metrorail Station's parking garages:

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



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

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

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

DTPW constructed a 183-space park-and-ride lot on approximately 2.8 acres at the southeast corner of SW 88th Street and SW 127th Avenue. This park-and-ride facility will serve the Kendall Cruiser which began service in June 2010. This facility was opened in June 2017.



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

The proposed Quail Roost Park-and-Ride Facility is located at SW 184 Street and the South Miami-Dade Transitway. In January 2011, Miami-Dade County submitted a Categorical Exclusion to comply with the National Environmental Policy Act (NEPA) requirement. Originally, this project was proposed to include a surface parking lot located on a 3.2 acre tract owned by Miami-Dade County. However, in February 2017, the Department of Public Housing and Community Development in partnership with DTPW, released a Request for Proposals seeking an experienced developer to design and construct a mixed-income housing project with commercial uses as well as structured parking with spaces reserved for transit patrons. The proposed transit oriented development component to the project increased the site footprint from 3.2 acres to a total of 8.5 acres. The project completion date will be determined once the RFP selection process is complete.

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

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





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

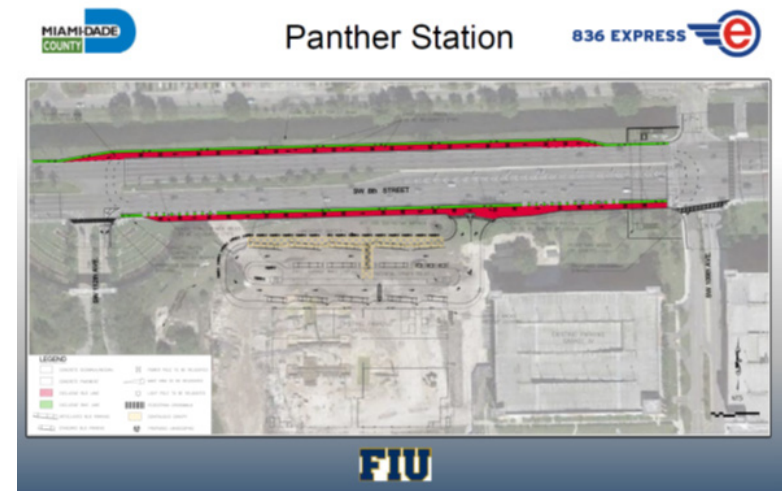
DTPW, in collaboration with the TPO, completed the Palmetto Intermodal Terminal Feasibility Study in 2014. The study developed a set of recommendations and steps needed for the continued planning of the proposed intermodal facility, as well as the associated roadway and other potential off-site improvements based on the preferred Final Site Development Configuration. These recommended phases are currently unfunded and would be subsequent to the necessary property acquisition. The location of this proposed future terminal is immediately south of the Palmetto Metrorail Station and consists of approximately 11.9 acres of semi-vacant land.

The first phase of this project is property acquisition. Subsequent unfunded phases include, but are not limited to, a minimum 1,000 space parking garage which includes long-term parking, short-term parking, kiss-and-ride, pool-and-ride, and a minimum of 12 bus bays. This intermodal terminal will provide strategic transit oriented development opportunities. The project completion date is to be determined.



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

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



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

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



## 4.8 DTPW Project Accomplishment Summary

DTPW has recently completed construction on numerous major projects which were featured in previous years TDP documents. These improvements represent DTPW's continued commitment to improving transit service in Miami-Dade County. A demonstrative sample of these projects are included in Table 4-3.

**Table 4-2: DTPW Project Accomplishment Summary**

Project	Description	Completion Year
Kendall Park-and-Ride Facility	DTPW constructed a 183-space park-and-ride facility on approximately 2.8 acres located at the southeast corner of SW 88th Street (Kendall Drive) and SW 127th Avenue. This facility serves the Kendall Cruiser (Route 288) which began service in June 2010. DTPW leases this site from Florida Power and Light (FPL).	2017
University Metrorail Station Pedestrian Overpass	DTPW constructed a new pedestrian overpass adjacent to the University Metrorail station at the intersection of US 1 and Mariposa Avenue. This facility provides an important link for passengers traveling from Metrorail to points east of US 1.	2017
Northeast Transit Hub Enhancements	DTPW constructed improvements/enhancements to the Transit Hubs in the vicinity of the 163rd Street Mall and Aventura Mall. This project enhances/supplements the existing DTPW bus terminals located at the two malls. The enhanced bus hub connects transit circulator, regional, and premium bus routes within the project area. Other design amenities that were considered include ADA, landscaping, lighting, street furniture, bicycle facility, bus recovery areas and bus staging areas. A new DTPW Bus facility will be built by Aventura Mall, as part of their Mall Master Plan Expansion project.	2016



## 4.9 2017 Consistency Analysis for the FY 2018-2027

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

The results of the consistency analysis for improvements implemented between January and December 2017 is presented in Table 4-4: 2017 TDP Consistency Analysis. Each of the service changes are identified according to whether it was a programmed commitment of the FY 2018– 2027 TDP Annual Update as indicated with a check mark or an additional change not included in the TDP Annual Update as marked by an asterisk.

Between January and December of 2017, DTPW made a total of 96 bus and rail service improvements and adjustments. Among these adjustments were 10 improvements that were not part of the TDP Annual Update. The 2017 TDP Annual Update anticipated 91 bus service improvements and adjustments. Of these, 86 were implemented as expected in 2017, resulting in a 95% level of consistency.

**Table 4-3: 2017 TDP Consistency Analysis Summary**

ROUTE	Service Change	Type: A (Adjustment) I (Improvement) R (Reduction)	Start Date	2017 TDP Consistency
✓	Implemented service change committed to in previous TDP			
✗	Implemented service change not included in previous TDP			
1	Reroute to use transitway between 112 Ave and Caribbean Blvd	A	6/18/2017	✓
	Contract out the service	A	8/27/2017	✓
6	Discontinue service	R	8/27/2017	✓
7	Add new regular service to Dolphin Station	I	TBD	✗
8	Reduce weekday frequency up to 5 min peak and off-peak	R	6/18/2017	✓
	Reduce Saturday frequency up to 10 min	R	6/18/2017	✓
	Reduce Sunday frequency up to 10 min	R	6/18/2017	✓
10	Weekday running time adjustments	A	6/18/2017	✓
11	Reduce weekday frequency up to 4 min peak and 5 min off-peak	R	6/18/2017	✓
	Reduce Saturday frequency up to 10 min	R	6/18/2017	✓
	Reduce Sunday frequency up to 5 min	R	6/18/2017	✓
12	Weekday running time adjustments	A	6/18/2017	✓





ROUTE	Service Change	Type: A (Adjustment) I (Improvement) R (Reduction)	Start Date	2017 TDP Consistency
✓	Implemented service change committed to in previous TDP			
✗	Implemented service change not included in previous TDP			
16	Reduce weekday peak frequency from 18 to 28 min	R	6/18/2017	✓
19	Reduce night frequency from 40 to 60 min	R	None	✗
21	Weekday running time adjustments	A	6/18/2017	✓
27	Weekday running time adjustments	A	6/18/2017	✓
29	Contract out the service	A	8/27/2017	✓
32	Running time adjustments 7 days a week	A	6/18/2017	✓
34 A	Discontinue service to transitway stops north of 112 Ave	R	6/18/2017	✓
34 B	Reroute to enter transitway at SW 211 St and serve 112 Ave transitway stop	A	6/18/2017	✓
35	Reduce weekday frequency from 30 to 40 min	R	6/18/2017	✓
36	Extend all EB last trips to Allapattah Station weekdays and Sundays	I	6/18/2017	✓
	Extend route to Dolphin Station M-F	I	6/18/2017	✓
37	Reroute on north end due to road construction	A	6/18/2017	✓
46	Contract out the service	A	8/27/2017	✓
48	Discontinue the service	R	8/27/2017	✓
52	Reroute to use transitway between 112 Ave and Caribbean Blvd	A	6/18/2017	✓
	Weekday running time adjustments	A	6/18/2017	✓
56	Peak frequency reduced from 40 to 60 minutes	R	8/27/2017	✓
	Span shortened to 6:00 a.m. - 6:00 p.m.	R	8/27/2017	✓
57	Relocate southern layover	A	8/27/2017	✓
62	Truncate route at Biscayne Blvd	R	8/27/2017	✓
	Continue servicing MLK Station and extend all trips to Hialeah	I	8/27/2017	✓
	Peak frequency reduced from 12 to 30 minutes	R	8/27/2017	✓
	Base frequency reduced from 20 to 30 minutes	R	8/27/2017	✓
	Night frequency reduced from 30 to 60 minutes. Span shortened to 5:00 a.m. - 11:30 p.m.	R	8/27/2017	✓
	Span shortened to 5:00 a.m. - 11:30 p.m.	R	8/27/2017	✓



ROUTE	Service Change	Type: A (Adjustment) I (Improvement) R (Reduction)	Start Date	2017 TDP Consistency
✓	Implemented service change committed to in previous TDP			
✗	Implemented service change not included in previous TDP			
62	Saturday night frequency reduced from 30 to 40 minutes	R	8/27/2017	✓
	Sunday night frequency reduced from 30 to 60 minutes. Span shortened to 6:30 a.m. - 11:30 p.m.	R	8/27/2017	✓
71	Weekday running time adjustments	A	6/18/2017	✓
	Extend route to Dolphin Station M-F	I	TBD	✗
73	Weekday running time adjustments and adjust PM northbound headway from 30 to 35 min	A	6/18/2017	✓
82	Contract out the service	A	8/27/2017	✓
87	Relocate weekend short-turn layover location	A	6/18/2017	✓
99	Weekday running time adjustments	A	6/18/2017	✗
101/A	Contract out the service	A	8/27/2017	✓
103/C	Truncate the route to only serve Miami Beach. Peak and base frequency reduced from 20 to 30 minutes, night frequency from 30 to 45 minutes. Span shortened 6:00 a.m. - 10:00 p.m.	R	8/27/2017	✓
	Saturday frequency is 35 minutes. Span shortened to 6:00 a.m. - 6:00 p.m.	R	8/27/2017	✓
	Sunday frequency 45 min. Span shortened to 6:00 a.m. - 10:00 p.m.	R	8/27/2017	✓
107/G	Truncate at MDC North Campus with northern leg discontinued. Night frequency reduced from 40 to 60 minutes. Span shortened to 5:30 a.m. - 1:00 a.m.	R	8/27/2017	✓
	Saturday night frequency reduced from 50 to 60 minutes. Span is shortened to 6:00 a.m. to 12:00 a.m.	R	8/27/2017	✓
	Sunday span shortened to 6:00 a.m. - 12:00 a.m.	R	8/27/2017	✓
108/H	Truncate route to serve between 163rd Street Mall and Haulover Beach. The frequency is 30 minutes. The span is shortened to 5:00 a.m. - 12:00 a.m.	R	8/27/2017	✓
	Saturday span is from 5:00 a.m. - 12:00 a.m.	A	8/27/2017	✓
	Sunday night frequency increase from 45 to 30 min. Span is from 5:00 a.m. - 12:00 a.m.	I	8/27/2017	✓
112/L	Reduce weekday frequency up to 5 min off-peak	R	6/18/2017	✓





ROUTE	Service Change	Type: A (Adjustment) I (Improvement) R (Reduction)	Start Date	2017 TDP Consistency
✓	Implemented service change committed to in previous TDP			
✗	Implemented service change not included in previous TDP			
113/M	Realign West end of route with trips beginning and ending at NW 21 Ave / NW 22 St	A	6/18/2017	✗
	Move layover (Safety concern)	A	6/18/2017	✓
115	Reroute to serve Alton Road Bi-directionally and reduce frequency from 45 to 60 minutes. Span 6:30 a.m. - 9:00 p.m.	R	8/27/2017	✓
	Saturday frequency 60 min. Span is 7:00 a.m. - 9:00 p.m.	I	8/27/2017	✓
	Sunday frequency 60 min. Span is 7:00 a.m. - 9:00 p.m.	I	8/27/2017	✓
	Route to be combined with 117 or discontinued in coordination with new City of Miami Beach trolley	R	8/27/2017	✓
117	Discontinue service	R	8/27/2017	✓
119/S	Reduce weekday frequency up to 3 min peak and off-peak	R	6/18/2017	✓
	Reduce Saturday frequency up to 5 min	R	6/18/2017	✓
120	Reduce weekday trunk frequency up to 3 min peak and 10 min off-peak	R	6/18/2017	✓
	Reduce Saturday trunk frequency up to 5 min	R	6/18/2017	✓
123	Route to be discontinued once the City of Miami Beach south trolley becomes operational	R	11/19/2017	✓
136	Truncate at The Falls Shopping Center and Douglas Rd Station. Three southbound trips (7:00 a.m., 7:40 a.m., 8:20 a.m.) and three northbound trips only (3:00 p.m., 3:40 p.m., 4:20 p.m.)	R	8/27/2017	✓
137	Extend route to Dolphin Station M-F	I	TBD	✗
183	Truncate route at Miami Gardens Park-and-Ride (NW 186th Street). Peak frequency reduced from 12 to 15 minutes. Base frequency improved from 20 to 15 minutes. Night frequency improved from 40 to 30 minutes. Span is 5:00 a.m. - 11:00 p.m.	A	8/27/2017	✓
	Saturday base frequency 20 min and night frequency 30 min. Span 5:00 a.m. - 10:00 p.m.	I	8/27/2017	✓
	Sunday base frequency 30 min and night frequency 30 min. Span 5:00 a.m. - 10:30 p.m.	I	8/27/2017	✓
202	Contract out service	R	8/27/2017	✓



ROUTE	Service Change	Type: A (Adjustment) I (Improvement) R (Reduction)	Start Date	2017 TDP Consistency
✓	Implemented service change committed to in previous TDP			
✗	Implemented service change not included in previous TDP			
208	Reroute to 6th St	A	6/18/2017	✓
210/Sky Lake	New Contract service to cover route H truncation	I	9/4/2017	✓
211	Discontinue first and last round trip of the day	R	6/18/2017	✗
	Contract out the service	R	8/27/2017	✓
212	Contract out the service	A	8/27/2017	✓
217	New Contract service to cover route G truncation	I	10/5/2017	✗
238	Extend route to Dolphin Station M-F	I	TBD	✗
246	Contract out the service	A	8/27/2017	✓
249	Weekday service adjusted to 30 minute Headways	A	6/18/2017	✗
	Reduce weekday frequency from 20 to 30 min	R	6/18/2017	✓
252	Restructure western end of route through County Walk subdivision. Peak frequency reduced from 15 to 20 minutes, night to remain at 50 minutes	A	8/27/2017	✓
254	Reduce service span to 9:20 a.m. to 2:54 p.m. (June 2017)	R	6/18/2017	✓
	Trips will leave the Caleb Center every 30 minutes from 9:20 a.m. - 11:20 a.m. and from 12:00 p.m. - 2:30 p.m. (June 2017)	A	6/18/2017	✓
	Contract out service (August 2017)	A	8/27/2017	✓
267	Contract out service	A	8/27/2017	✓
272	Contract out service	A	8/27/2017	✓
277	Reroute downtown using NW 2 St to access Govt Ctr	I	6/18/2017	✓
286	Contract out service	A	8/27/2017	✓
287	Weekday running time adjustments	A	6/18/2017	✓
288	Add new service to Park-and-Ride lot on 127 Ave (288A) and adjust frequency on existing alignment for a 7.5 min effective headway east of 127 Ave	I	6/18/2017	✓
344	Contract out the service	A	8/27/2017	✓
500	Increase service to cover rail reduction	R	8/27/2017	✓











## 5 FY 2018 TRANSIT IMPLEMENTATION PLAN

DTPW is committed to implementing various transit improvement projects throughout its transit system in FY 2018. These committed transit initiatives include capital projects, new Metrobus service routes, existing service improvements, and infrastructure renewal projects that are all intended to further expand, improve and maintain DTPW services.

### 5.1 Committed Capital Improvement Plan

Annually, DTPW prepares the Adopted Budget and Multi-Year Capital Plan that lists specific projects related to the expansion and improvement of DTPW's existing services. Table 5-1 presents the adopted capital budget for fiscal year 2017-2018.

**Table 5-1: DTPW FY 2017 - 2018 Adopted Capital Budget (\$000's)**

Project	2017-2018
Bus and Bus Facilities	\$8,438
Bus Enhancements	\$1,069
Bus Related Projects	\$164,367
Fare Collection Equipment Projects	\$5,804
Federally-Funded Projects	\$96,369
Heavy Equipment Replacement	\$10
Infrastructure Renewal Plan (IRP)	\$12,500
Lehman Yard	\$16,125
Metromover Improvement Projects	\$20,017
Metrorail Stations and Systems Improvements	\$27,380
Metrorail Track and Guideway Projects	\$17,761
Metrorail Vehicle Replacement	\$116,273
Metrorail and Metromover Projects	\$15,213
Miami Central Station Downtown Miami Brightline	\$3,107
Park and Ride Transit Projects	\$11,414
Pedestrian Overpass University Metrorail Station	\$293
Strategic Miami Area Rapid Transit Plan (SMART) Phase 1	\$15,030
The Underline	\$2,138
Transit Operations System (TOS) Replacement Project	\$1,013
Transit Signage And Communication Projects	\$9,887
<b>TOTAL</b>	<b>\$544,208</b>



## 5.2 New Facilities

### 5.2.1 Dolphin Station

Property owned by Florida Department of Transportation (FDOT) located adjacent to the intersection of the Homestead Extension of the Florida Turnpike (HEFT), SR 836 and NW 12th Street has been identified as a strategic location for a transit center with a park-and-ride facility that will provide approximately 850 parking spaces. This transit center would support the SR 836 Express Bus Service project and provide a potential terminus or stop for several local bus routes serving the Dolphin Mall and nearby Cities of Sweetwater and Doral. A groundbreaking ceremony was held in January 2017. The scheduled completion date is mid 2018.



### 5.2.2 Miami Gardens Station

FDOT is funding and constructing a new park-and-ride facility with 298 parking spaces at the intersection of Miami Gardens Drive (NW 183rd Street) and I-75. This facility will support new express bus service connections as well as extended existing Metrobus service. The scheduled completion date is late 2018.

### 5.2.3 Transitway Lot (SW 112th Avenue)

DTPW is purchasing the surface parking lot which is currently utilized as the SW 112th Avenue Park-and-Ride facility. This project has been divided into two phases - the first phase includes the acquisition of the lot and landscaping and lighting improvements. This first phase is scheduled for completion in summer 2018. The second phase, which includes a full retrofit of the facility, is unfunded.

### 5.2.4 Bicycle Locker Replacement Program

This project includes the purchase of state-of-the-art Bike Lid units as part of the bike locker replacement project at Metrorail stations. This project replaces the previous lockers, which were 30 years old, and were unusable due to their deteriorating condition. This project cost \$555,000.





## 5.3 New Service Routes

### 5.3.1 SR 836 Express Bus (Line C)

This route will begin revenue service in mid 2018 to coincide with the opening of the Dolphin Station.

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

**Via:** SR 836 (Dolphin Expressway)

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

## 5.4 Innovative and Joint Development Projects

### 5.4.1 US-1 Transitway Signal Priority

This project will implement signal prioritization upgrades to intersections along the Miami-Dade Transitway in South Miami-Dade County. The Transitway runs from SW 88th Street in the Kendall neighborhood to SW 344th Street in Florida City. 47 signals are being upgraded to fully adaptive signal controllers as a part of this effort. Upon project completion, traffic signal dwell time will decrease at intersections, thereby reducing bus travel time. Early tests of the system suggest travel reduction times of over 10 minutes. This project cost \$8.78 million. All upgrades have been completed excluding those located beneath active construction.

### 5.4.2 Car-Share Parking at Metrorail Stations

In August 2017, Miami-Dade County entered into a partnership with Zipcar to provide car-sharing (hourly car rental) services at five different metrorail stations: Coconut Grove, Vicaya, Earlington Heights, Hialeah, and Palmetto Station. A total of ten vehicles will be made available in reserved parking spaces to provide additional mobility options for transit users needing improved last mile connectivity to destinations beyond the reach of existing transit service.

The parking locations identified are currently experiencing less than 50% occupancy. As such, the implementation of this project is not anticipated to represent a loss of revenue for the County.



### 5.4.3 On-Demand Carpooling

DTPW, in partnership with South Florida Commuter Services, has enlisted RideFlag to help match commuters for car-pooling. RideFlag is a smart phone application-based service that helps connect commuters traveling to and from major transit stations and terminals. A pilot was initially tested at Florida International University in 2016.

### 5.4.4 Electric Bicycle Sharing Partnership

In December 2017, Miami-Dade County awarded a contract for a Countywide Electric Bicycle Sharing Program to Ride-On Miami. This program is intended to improve first and last mile connections to existing transit service.

Ride-On Miami provides a station-based bicycle sharing system that utilizes electric-assist bicycles, facilitating the use by various age ranges and physical capabilities. DTPW will work with Ride-On to develop a seamless payment transaction to allow commuters to use their transit Easy Cards to pay for the bicycle rentals.

Phase I of the program will take place in Fall of 2018. Docking points with 8-24 electric bicycles will be installed at DTPW facilities including Transitway, Metrorail and Metromover stations, and at Park-and-Ride facilities. Additionally, DTPW is currently working with other County departments, universities, and colleges to identify additional Phase I docking locations. DTPW is also looking for municipal partners to collaborate in this effort that seeks to enhance first and last mile mobility throughout the County.

### 5.4.5 Freedom Navigator App

The Freedom Navigator App builds and improves upon the existing Miami-Dade Transit Tracker App, using visual and voice recognition to provide people with visual, hearing, physical and cognitive disabilities the freedom to navigate public transit.

Although Miami-Dade Transit's trains, buses, and facilities are ADA accessible, most patrons with disabilities favor using Special Transportation Services (STS), a contracted program which provides point to point service. STS requires riders to make reservations 24 hours in advance, and the trip's operating cost is almost 7 times more per trip than Metrobus. The Freedom Navigator App, in combination with a robust rider training program, could capture up to 30% of trips currently made on STS. While this could save the department approximately \$11.5 million dollars per year, the most important impact will be providing our disabled residents the ability to come and go as they please without the need to make a reservation or incur a higher cost.



### 5.4.6 Waterborne Transportation Services

Miami-Dade County conducted a preliminary study to evaluate the potential for operating waterborne transportation services. The intention was to identify alternate routes that could provide direct connections between areas of high congestion located adjacent to the waterways while minimizing disruptions to waterfront properties, wildlife, and sea grasses. DTPW staff met with municipalities and County marina staff to evaluate candidate sites. The study has concluded with recommendations to update the overall waterborne transportation plan for Miami-Dade County with a special emphasis on the Miami River and canals. If additional funding can be secured, the County and the TPO would issue a Request for Information (RFI) for the implementation of a demonstration route from Haulover Marina to Sea Isle Marina.





## 5.5 Committed Bus Service Adjustments

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

**Table 5-2: 2018 Committed Bus Service Adjustments**

ROUTE	SERVICE CHANGE	Type: A (Adjustment) I (Improvement) R (Reduction)
3	Reduce weekday off-peak frequency from 20 to 30 min	R
	Reduce Saturday frequency from 15 to 20 min all day	R
7	Reduce weekday off-peak frequency from 20 to 30 min	R
	Reduce Saturday frequency from 20 to 30 min all day	R
	Reduce Sunday frequency from 20 to 30 min all day	R
	Reroute to use NW 17 St to enter/exit Dolphin Mall	A
	Extend Route to serve Dolphin Station	I
8	Reduce weekday off-peak frequency from 20 to 30 min	R
	Reduce Saturday frequency from 20 to 30 min all day	R
11	Reduce weekday off-peak frequency from 15 to 20 min	R
	Reduce Saturday frequency from 15 to 20 min all day	R
	Reduce Sunday frequency from 20 to 30 min all day	R
24	Reduce weekday off-peak frequency from 20 to 30 min	R
27	Reduce weekday off-peak frequency from 15 to 20 min	R
	Reduce Saturday frequency from 20 to 30 min all day	R
31	Reduce weekday peak frequency from 15 min to 30 min	R
34A	Running time adjustments	A
	Route name will be changed to Route 34	A
34B	Route name will be changed to Route 39	A
34/39	Modify Deadhead	A



Table 5-2: 2018 Committed Bus Service Adjustments (Continued)

ROUTE	SERVICE CHANGE	Type: A (Adjustment) I (Improvement) R (Reduction)
35	Restructure 35/70 as proposed in Grid. (Cumulative 35/70 reduction)	R
	Increase weekday frequency to 20 min trunk / 40 min legs	I
	Increase Sunday frequency to 30 min trunk / 60 min legs and operate 35a	I
	Increase Saturday frequency to 30 min trunk / 60 min legs and operate 35a	I
	Contract out	A
36	Extend route to serve Dolphin Station M-F	I
38	Reduce weekday off-peak frequency from 15 to 20 min	R
	Reduce Saturday frequency from 15 to 20 min all day	R
	Serve all stops during weekday peak	I
	Start PM 10 min SB peak earlier from 3:30PM to 2:30PM	A
54	Extend route to the I-75 / Miami Gardens Park-and-Ride	I
56	Contract out	A
71	Contract out	A
	Extend route to Dolphin Station M-F	I
	Reroute to use NW 17 St to enter/exit Dolphin Mall	A
72	Contract out	A
73	Extend route to the I-75 / Miami Gardens Park-and-Ride	I
77	Reduce weekday off-peak frequency from 12 to 20 min	R
	Reduce Saturday frequency from 15 to 20 min all day	R
	Adjust weekday running time after 6PM	A
88	Match last weekday trip with last train arrival at DLS. Add 10 minutes to last trip	A
95	Extend route to the I-75 / Miami Gardens Park-and-Ride	I
	Add 5 min running time to 6:30A SB trip between 186/73Ave and GG	A
99	Extend route to the I-75 / Miami Gardens Park-and-Ride	I
115	Contract out	A
	Reduce weekday to 3 AM and 3 PM trips	R
	Reduce Saturday to 3 AM and 3 PM trips	R



**Table 5-2: 2018 Committed Bus Service Adjustments (Continued)**

ROUTE	SERVICE CHANGE	Type: A (Adjustment) I (Improvement) R (Reduction)
115	Reduce Sunday to 3 AM and 3 PM trips	R
	Add midday service 7 days a week	I
120	Reroute to Biscayne Blvd like Route S	A
137	Adjust running times and add a bus in AM peak	I
	Extend Route to Dolphin Station M-F	I
	Reroute to use NW 17 St to enter/exit Dolphin Mall	A
155	Reroute as proposed and adjust frequency from 30 to 60 min weekdays only	R
183	Reduce weekday off-peak frequency from 15 to 20 min.	R
	Extend route to the I-75 / Miami Gardens Park-and-Ride	I
	Reduce Saturday frequency from 20 to 30 min all day.	R
200	Operate Sunday service with the same running times as Saturday from 10AM to 4PM	I
207	Reduce weekday off-peak frequency from 20 to 30 min.	R
	Reduce Saturday frequency from 20 to 30 min all day.	R
	Reduce Sunday frequency from 20 to 30 min all day.	R
208	Reduce weekday off-peak frequency from 20 to 30 min.	R
	Reduce Saturday frequency from 20 to 30 min all day.	R
	Reduce Sunday frequency from 20 to 30 min all day.	R
210	Contract out.	A
	Reduce frequency from 30 to 60 min 7 days a week.	R
	Increase frequency from 60 to 30 min weekdays from 8AM to 5PM only	I
217	Contract out.	A
238	Extend route to Dolphin Station M-F	I
248	New Princeton Circulator operating 60 minutes, weekdays from 6AM to 8PM	I
249	Discontinue Jan 2, 2018.	R
287	Minor schedule adjustments	A
338	Reroute to use NW 17 St to enter/exit Dolphin Mall.	A



## 5.6 Committed Infrastructure Renewal Program (IRP) Projects

The following section lists those committed projects proposed to be implemented during the FY 2017 – 2018 time frame. These commitments are based on an annual Infrastructure Renewal Program (IRP) evaluation and prioritization process by DTPW. The purpose of the IRP process is to identify, evaluate, prioritize, and program capital improvement projects that are necessary in order to maintain the existing transit system in a state of good repair. Table 5-3 presents committed IRP projects for implementation during FY 2017-2018. DTPW has \$12.5 million dollars allocated for IRP projects every year. In 2017, \$13 million were allocated.

**Table 5-3: FY 2017 - 2018 IRP Projects (in 000's)**

Project Type	Project Name	Scope	FY 2017-18
Maintenance Facilities	Parking Grg. Fire Suppression Syst. MDT#: IRP012 (Bus & Bus Facility)	Replace and upgrade the fire suppression system (piping, jockey & fire pumps, flow & tamper switches) at 4 parking garages built with the original Metrorail system: Okeechobee, Dadeland South, Earlington and Dadeland North.	\$98
Maintenance Facilities	Dadeland North Grg. Fire Suppression Syst. MDT#: IRP283	Replace and upgrade the fire suppression system (piping, jockey & fire pumps, flow & tamper switches) at 4 parking garages built with the original Metrorail system: Okeechobee, Dadeland South, Earlington and Dadeland North.	\$940
Design and Engineering	Bus Garage Plumbing -Central MDT#: IRP014 (Bus & Bus Facility)	Overhaul existing bathrooms at the Central Bus Facilities.	\$4
Maintenance Facilities	Bus Garage Roof -Central MDT#: IRP018 (Bus & Bus Facility)	Contractor to repair or install new roofing at Central Bus garage and offices. An additional \$90,000 has been added to this project in the IRP budget. The total project amount is \$448,327.	\$16
Service Planning and Scheduling	Bus Passenger Shelter Project ~ MDT#: CIP174	A provider to manage the Bus Shelter Program by cleaning, maintaining and repairing existing and new bus passenger shelters under this contract throughout the county to ensure that shelters are safe, attractive, has proper lighting, and in overall operational condition.	\$326
	Busway ADA Improvement ~ MDT#: CIP034, 072 & 074	Continuation of pedestrian accessibility improvements along South Miami Busway	\$576
Track & Guideway	Emergency Exit at William Lehman Center ~ MDT # CIP126	Expand the emergency exit at the William Lehman Center to facilitate emergency vehicles entering and existing the Palmetto Yard	\$640
Information Technology	Fueling Terminal Modernization ~MDT # IRP260	The project will upgrade legacy fueling terminal to the IRP based EJWard Fuel Control Terminal with modernized tank level interface. While MDT intends to convert buses to CNG this is a multi-year effort; subsequently, the existing legacy terminals are in need of replacement to address issues with accuracy and real-time reporting data.	\$250
Bus Maintenance	Hydraulic Mobile Bus Lifts ~ MDT # OSP202	The purchase of (48) individual hydraulic column lifts for the MDT Bus Mobile column lifting units for Metrobus Garages. The mobile column lifts will be provided with extended cables of approximately 70 feet each. Total of (48) forty-eight cables to be included.	\$43



**Table 5-3: FY 2017 - 2018 IRP Projects (in 000's) (Continued)**

Project Type	Project Name	Scope	FY 2017-18
FESM	Metromover Traction Power (Emergency) Cable Replacement ~ MDT# IRP237	Remove/replace the Eight Street Substation to Brickell Station T2 transformer 13200 volts three phase cables. The 350 mcm three phase cables is routed in the cables tray underneath the guideway. Remove /replace the Third Street Substation 111 breaker load side 250 mcm three phase cable to 0L6 power rail. Also, remove/replace the Switch 1 grounding switch three phase 3/0 cables and 3/0 jumper cables (Outer Loop).	\$236
Rail Maintenance	Metrorail Bathroom Rehabilitation ~ MDT#: IRP215	This project is for the repair and renovation of public restrooms at the 30 year old Metrorail stations.	\$47
Information Technology	Metrorail Electronic Real Time Signage ~ MDT#: IRP172	Phase II of the Wi-Fi at Metrorail Stations/Electronic Signage Information Systems (CIP054) project.	\$697
Rail Maintenance	Metrorail Floor and Component Replacement ~ MDT#: IRP225	The project consist of installing Nora Flooring in sixty (60) railcars. The railcars to be replaced have deteriorated sub-flooring, which is evidence as "soft floors". The process also includes the removal and replacement of interior seating, panels, and sanctions. Rev 13is to add an additional \$4,357,852 for the Motor Control Overhaul to this project which is a full service maintenance overhaul to (100) MDT Budd railcar motor control boxes. Submitted 11/2015.	\$500
Information Technology	MDT Data Closets UPS Replacement ~MDT # OSP209	This project provides replacement for end of life UPS devices deployed at all Bus Garages, Metromover Admin Building and Lehman Center facilities	\$323
FESM	Mover Public Address System ~ MDT#: IRP095	Replacement of the Public Address System will improve compliance with Safety and Security requirements. The system will allow improved intelligibility of announcements and will provide a means of supplying improved information to Transit Patrons in the event of a station or system emergency.	\$376
FESM	Parking Space Counters at Metrorail Station Garages ~ MDT#: IRP183	The replacement of the LED Available Parking Spaces signs for the upper and lower levels at the Dadeland North Parking Facility, Computer hardware, Software and parking space occupied detectors for ADA designated parking spaces.	\$445
Track and Guideway	Rail Crewcab Trucks (2 ea.) ~ MDT#: IRP236	Purchase of (2) HY-Rail Crew cab Trucks needed to support track and guideway maintenance.	\$100
Rail Maintenance	Rail Wheel Press Machine ~ MDT#: IRP267	The Rail Wheel Press Machine is capable of all component mounting and demounting operations for railway wheel sets. In an effort to continue to provide efficient customer service this new Wheel Press Machine will enable maintenance to perform daily maintenance in a more efficient manner.	\$1,000
Rail Maintenance	Railcar Cleaner Platform Replacement ~ MDT#: IRP234	This project is to upgrade the existing Cleaning Platform located at the William Lehman Center. The existing wooden platform is in need of constant repair .	\$427
Safety & Security	Rail Public Address System Replacement ~ MDT#: IRP096	The purpose of this project is to replace the existing Public Address System at all Metrorail Stations. The Scope of Work includes the replacement and upgrade of all electronic components in the Paging chain. The distribution wiring will also be upgraded.	\$1,659



**Table 5-3: FY 2017 - 2018 IRP Projects (in 000's) (Continued)**

Project Type	Project Name	Scope	FY 2017-18
Track & Guideway	Replacement of Diamond Frogs at Culmer Crossover ~ MDT#: IRP233	Replace center frogs and running rail access to the bridge abutment at the Culmer Center crossover	\$830
Maintenance Facilities	Replace Metrorail Train Wash ~ MDT#: IRP254	Furnish all labor, materials and equipment to complete the installation of an we 5 brush wash module, rinse modules (2), chemical dispensing and fully automated operating systems for the Metrorail train wash at the William Lehman Facility.	\$275
Maintenance Facilities	Replace Tactiles & Barriers at Mover Stations ~ MDT#: IRP255	The scope includes furnishing labor, materials, tools, appliances, equipment and other means of construction for performing and completing the work at all mover stations. Also to provide detectable warning safety edge files and between the ace barrier (BCB) system in compliance with the DOT ADA regulations.	\$155
FESM	Traction Power Rectifier Transformer for Rail ~ MDT# IRP140	This project is to replace twenty-eight (28) year old Rectifier Transformers used in the MDT Metrorail system. The system is currently experiencing power loss to the TPSS causing a disruption to passenger service.	\$620
Rail Maintenance	Traction Power Crane Truck (for Rail) - MDT# ~ IRP214	This is for the purchase of a crane truck for Traction Power to be used to perform work related to man-hole covers, high voltage cable pull, and cable spool lifts. See PPBA for crane specifications.	\$100
Rail Maintenance	Traction Power Three Reel Trailer (for Rail) - MDT# ~ IRP221	The trailer will be used to perform work related to high voltage cable pull and is necessary for the replacement of the thirty (30) year old Traction Power cables.	\$50
FESM	Uninterrupted Power Supply for MOVER AND RAIL ~ MDT#: IRP104	Replace the Mover Systems Uninterruptible Power Supplies at all the equipment rooms on the OMNI, Brickell, Inner, and Outer Loop. There are 28 UPS locations including Government Center. Parts are not available beyond the 10 year point and replacement of the equipment is necessary.	\$2,060
FESM	WLF Vehicle Maintenance Bathrooms ~ MDT#: IRP224	This is a request for contracted services for the renovation of the William Lehman Facility (6601 NW 72nd Avenue, Miami, Florida 33166), Vehicle Maintenance Bathroom to ensure proper sanitation for employees working in the Vehicle Maintenance shop.	\$72
<b>Total</b>			<b>\$12,865</b>











## 6 TEN YEAR IMPLEMENTATION PLAN (FY 2019 - FY 2028)

The Ten Year FY2018-FY2027 MDT10Ahead Implementation Plan Tables present the transit project items' cost and status as of December 2017. Tables 6-1 and 6-2 list DTPW's Strategic Miami Area Rapid Transit Plan (SMART) and Bus Express Rapid Transit (BERT) projects. Combined, these two tables present the County's vision for six (6) rapid transit and nine (9) express bus corridors that will serve as the framework for DTPW's transit network. Tables 6-3 through 6-5 list the agency's Funded, Partially Funded, and Unfunded Projects. Information highlighting changes in scope, timing, budget or completion versus the 2017 Annual Update is also provided in each table.

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

### 6.1 SMART Plan

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

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

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

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

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



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

### 6.1.1 Beach Corridor

The Beach Corridor Extension project will serve the cities of Miami and Miami Beach along a 9.7 mile corridor, crossing Biscayne Bay to link Downtown Miami to Miami Beach. The Beach Corridor area is an epicenter for population and economic growth and a major employment center and tourist destination in the region. As a result, the roadways between Miami and Miami Beach are typically heavily congested. This high bus transit ridership corridor has been identified as a candidate for consideration for premium transit over the past two decades as part of a strategy to address east-west directional travel demands. DTPW initiated a Project Development & Environment (PD&E) study to evaluate premium transit solutions in this corridor in May 2017. This study is scheduled for completion in late summer 2019.

### 6.1.2 East-West Corridor

This project will run approximately 11 miles from Miami International Airport west along the SR-836/Dolphin Expressway to the Turnpike in the vicinity of Florida International University (FIU). It provides multimodal options that mitigate the severe traffic congestion along SR-836 which is the only east-west expressway in central Miami-Dade County. This project will serve major activity centers including FIU, Miami International Airport, the Miami Intermodal Center (MIC), Dolphin Mall, and major employment areas like the City of Doral and the Blue Lagoon area. DTPW initiated a PD&E study to evaluate premium transit solutions in this corridor in April 2017. This study is scheduled for completion by late summer 2019.

### 6.1.3 Kendall Corridor

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

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



### 6.1.4 North Corridor

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

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

### 6.1.5 Northeast Corridor

This corridor is roughly defined as U.S. Route 1 from the Downtown Miami area to the Aventura Mall near the Miami-Dade/Broward County line. It is one of the busiest transit corridors in the region. It extends approximately 13.5 miles through the historic core of the County developed along the Florida East Coast (FEC) railroad and links Aventura, North Miami, North Miami Beach, and Miami Shores with the County's Central Business District located in Downtown Miami. FDOT District 4 is managing the PD&E study and is currently on hold.

### 6.1.6 South Corridor

This corridor stretches approximately 20 miles from the Dadeland South Metrorail Station along the existing Transitway (fka Busway) to the SW 344th Street Park-and-Ride/Transit Terminal Facility. This corridor will connect Florida City, City of Homestead, Town of Cutler Bay, Village of Palmetto Bay, and Village of Pinecrest, which represent the fastest population growth in Miami-Dade County. This rapid transit project facilitates the highest demand of passengers traveling to and from southern Miami-Dade to Downtown Miami. DTPW initiated a PD&E Study to evaluate premium transit solutions in this corridor in April 2017. This study is scheduled for completion by late summer 2018.

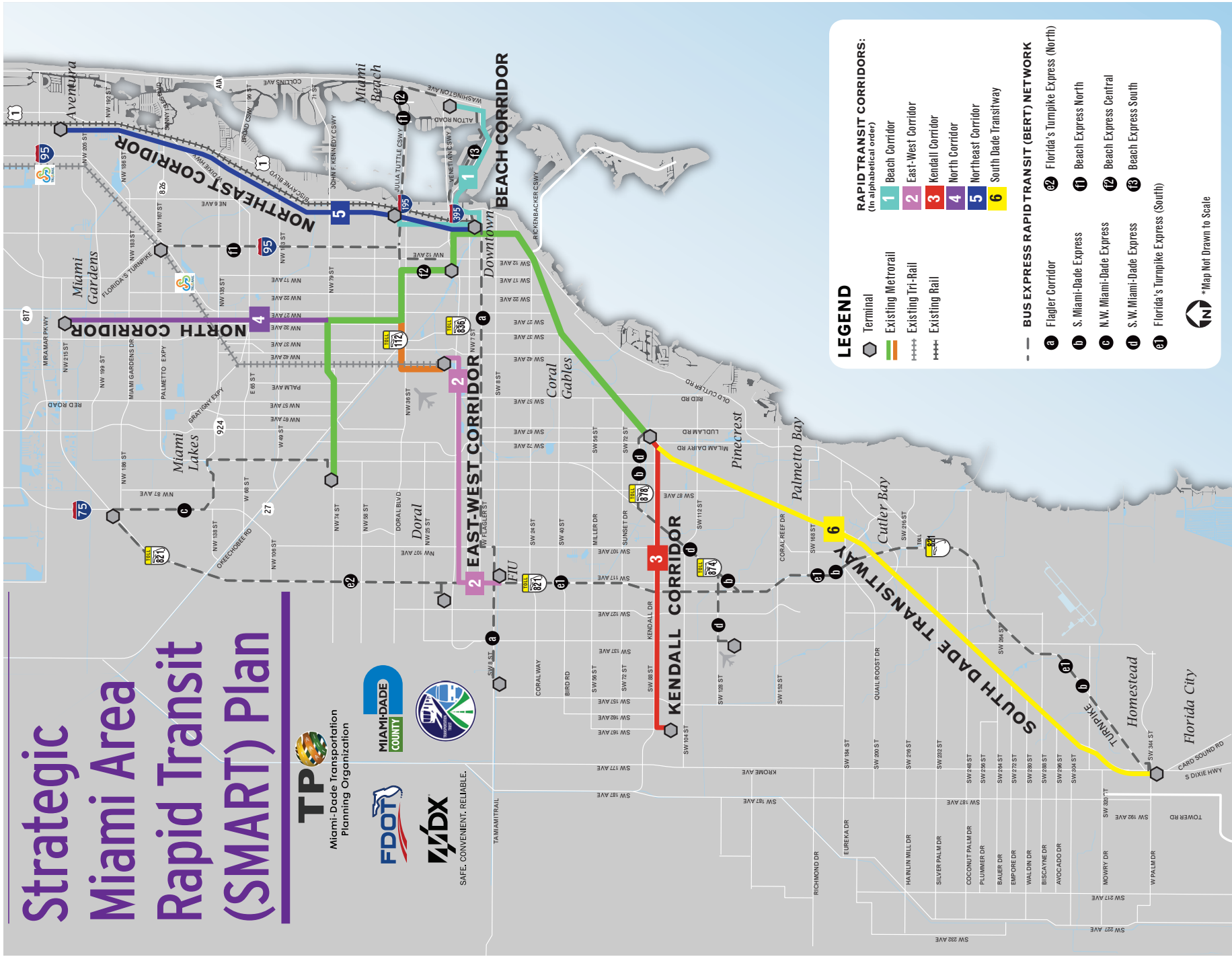


Table 6-1 Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) Plan

<div>     </div> <p>MIAMI-DADE COUNTY'S STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN</p> <p><b>TPO</b> Miami-Dade Transportation Planning Organization</p>						
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"> <li>TPO Resolution #01-15 authorized the development of the PD&amp;E</li> <li>PD&amp;E Funding Source: 100% State</li> <li>PD&amp;E started in June 2016; anticipated completion date: winter 2018</li> <li>PD&amp;E considering Rail Transit and/or appropriate premium transit technology</li> </ul>
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"> <li>TPO Resolution #40-16 authorized the development of the PD&amp;E</li> <li>PD&amp;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)</li> <li>PD&amp;E started in May 2017. Anticipated completion date: summer 2019.</li> <li>PD&amp;E considering Light Rail Transit (LRT) and/or appropriate premium transit technology</li> </ul>
East-West Corridor	Miami Intermodal Center (MIC) to Florida International University (FIU)	11	DTPW	\$9.0M	\$1.2M	<ul style="list-style-type: none"> <li>TPO Resolution #35-16 authorized the development of the PD&amp;E</li> <li>PD&amp;E Funding Source: 100% CITT</li> <li>PD&amp;E started in April 2017. Anticipated completion date: summer 2019.</li> <li>PD&amp;E considering Light Rail Transit (LRT) and/or appropriate premium transit technology</li> </ul>
South Dade Transitway	Florida City to Dadeland South Metrorail Station	20	DTPW	\$7.0M	\$1.2M	<ul style="list-style-type: none"> <li>TPO Resolution #34-16 authorized the development of the PD&amp;E</li> <li>PD&amp;E Funding Source: 100% CITT</li> <li>PD&amp;E started in April 2017. Anticipated completion date: summer 2018.</li> <li>PD&amp;E considering the conversion of US-1 Busway from Enhanced Bus Service to Light Rail Transit (LRT) and/or appropriate premium transit technology</li> </ul>
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"> <li>PD&amp;E is being conducted by FDOT-4</li> <li>Long-term Project: FDOT-4 is lead agency; Short-term Project: DTPW is lead agency</li> <li>Passenger Rail Service project is under construction (All Aboard Florida - private sector)</li> <li>DTPW is improving transit services along Biscayne Boulevard</li> </ul>
Kendall Corridor	SW 167th Avenue to Dadeland Area Metrorail Stations	10	FDOT-6	\$4.0M	\$800,000	<ul style="list-style-type: none"> <li>TPO Resolution #01-15 authorized the development of the PD&amp;E</li> <li>PD&amp;E Funding Sources: 100% State</li> <li>PD&amp;E started in June 2016; anticipated completion date: winter 2018</li> <li>PD&amp;E considering Light Rail Transit (LRT) and/or appropriate premium transit technology</li> </ul>



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





## 6.2 Bus Express Rapid Transit (BERT) Network

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

In April 2016, Miami-Dade Transportation Planning Organization (TPO) Governing Board adopted the SMART Plan, which includes six (6) rapid transit corridors and the BERT network. Since then, implementation of the SMART Plan has become a top priority of the Miami-Dade County DTPW. Subsequently, FDOT District Six (D-6), and DTPW staff started the planning activities for implementation of the BERT network. DTPW staff assessed the infrastructure needs for the BERT network. To implement the BERT network, necessary infrastructure projects include new transit terminals, improvement to or expansion of existing terminals, and new direct roadway/ramp connections, etc. Coordination is also required between DTPW and other transportation agencies such as FDOT, Florida's Turnpike Enterprise (FTE) and Miami-Dade Expressway Authority (MDX) to ensure transit access to roadways are supported. Among these BERT routes, some are further advanced than others. Routes b and c are anticipated to be implemented in 2019; Routes d, e1, f1, and f3 will be implemented between 2020 and 2021; Routes e2 and f2 will be implemented some time beyond 2021. Route a, the Flagler Corridor, is undergoing a PD&E study and is expected to complete the study by winter 2018. Based on the results of the study, project schedule will be planned.

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

### 6.2.1 Flagler Corridor

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



Figure 6-2 Express Bus System Vision

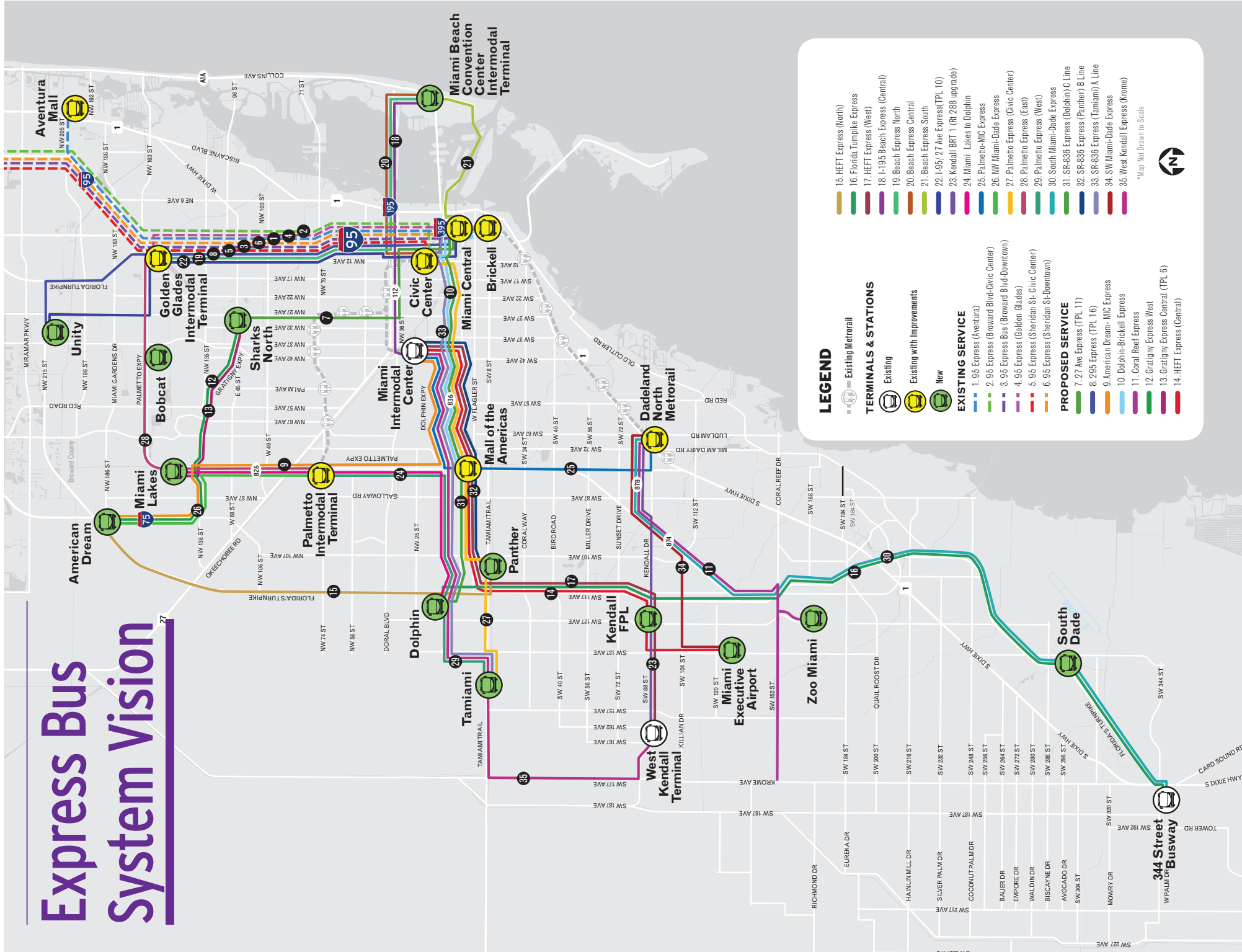






Table 6-2: Strategic Miami Area Rapid Transit (SMART) Plan - Bus Express Rapid Transit (BERT) Network

SMART Plan Route #	Project Name	Location	Project Description	Project Length (Miles)	Commission District	Project Type§	Project Phase	Capital Cost (in 000s) †	Annual O&M Cost (in 000s)	Number of Buses	Type of Change	2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	2040 LRTP Status
a	Flagler Corridor	Tamiami Station/SW 147th Avenue to Downtown Miami; Dolphin Station to Downtown Miami; Panther Station to Downtown Miami	In 2016, FDOT initiated a Project Development and Environment (PD&E) study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. The FDOT project team is currently identifying and refining recommended alternatives. The study is scheduled for completion by 2018. DTPW is coordinating the bus purchase component of this project which includes purchase of 10 new 60-foot alternative fuel buses.	15.4	5, 6, 10, 11, 12	6	Capital (FDOT PD&E Study)	\$5,521 (Cost of PD&Study Only)	TBD	10	New Bus Rapid Transit (BRT) Service	TBD	TBD	Priority I
b	S Miami-Dade Express	SW 344 St. Transitway Station/Dadeland North Metrorail Station; SW 288 St./HEFT to Dadeland North Metrorail Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to the Dadeland North Metrorail Station as well as from the SW 288 St/HEFT to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours and 30 minutes between 9:30am -3:00pm.	25.3	7, 9	6	Operations	\$9,000	\$1,790	9	New Express Bus Service	2018	2019	N/A
c	NW Miami-Dade Express	American Dream Mall Station / I-75/ Miami Gardens Dr Station / Palmetto Metrorail Station	Route will provide express bus service from the American Dream Mall Station to the I-75/Miami Gardens Dr Station to the Palmetto Metrorail Station. Headways will be 10 minutes during peak hours	9.5	12	6	Operations	\$6,000	\$940	6	New Express Bus Service	TBD	2019	N/A
d	SW Miami-Dade Express	Miami Executive Airport/Dadeland North Metrorail Station	Route will provide express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours.	9	7, 11	6	Operations	\$5,000	\$870	5	New Express Bus Service	TBD	2021	N/A
e1	Florida's Turnpike Express (South)	344 St. Transitway Station/Panther Station/Dolphin Station	Route will provide express bus service from the SW 344th Street Park-and-Ride/Transit Terminal Facility along the Turnpike to Panther and Dolphin Stations. Headways will be 10 minutes during peak hours and 30 minutes during off-peak hours.	30.5	9, 11	6	Operations	\$10,000	\$1,890	10	New Express Bus Service	2018	2020	N/A
e2	Florida's Turnpike Express (North)	FIU Panther Station/Dolphin Station/ Miami Gardens Station/American Dream Mall Station	Route will provide express bus service from the FIU Panther Station to the Dolphin Station, I-75/Miami Gardens Dr Station and the American Dream Mall Station. Headways will be 15 minutes during peak hours and 30 minutes during off-peak hours.	15.4	12, 13	6	Operations	\$4,000	\$650	4	New Express Bus Service	TBD	2023	N/A
f1	Beach Express North	Golden Glades Intermodal Terminal/ Earlington Heights Metrorail Station/ Mt Sinai Transit Terminal/Miami Beach Convention Center	Route will provide express bus service from Golden Glades Intermodal Terminal to the Earlington Heights Metrorail Station, the future Mt Sinai Transit Terminal, and the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 30 minutes during off-peak hours. Saturday service will provide headways of 20 minutes during the peak hours and 30 minutes in the off-peak hours, while Sunday service will provide headways of 40 minutes during the peak hours and 60 minutes in the off-peak hours. Service span will be from 5:00am to 12:00am.	8.2	2, 5	6	Operations	\$10,000	\$3,440	10	New Express Bus Service	TBD	2020	N/A
f2	Beach Express Central	Civic Center Metrorail Station/Miami Beach Convention Center	Route will provide express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service span will be from 5:30am to 12:00am.	6.7	3, 5	6	Operations	\$8,000	\$2,000	8	New Express Bus Service	TBD	TBD	N/A
f3	Beach Express South	Miami Central Station/Miami Beach Convention Center	Route will provide express bus service from Miami Central Station to the Miami Beach Convention Center. Service will run all day seven days a week with 10 minute headways. Service Span will be from 5:00am to 12:00am.	6.3	3, 5	6	Operations	\$12,000	\$5,280	12	New Express Bus Service	2018	2020	N/A

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

TOTAL DISTANCE (Miles)	126.3	TOTALCOST (000S)	\$64,000	\$16,860
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## 6.3 Funded Transit Projects

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

**Table 6-3 Funded Transit Projects FY 2019 - 2028**

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
1	SR 836 Express Bus A Line Express	SR 836 Express Bus A Line: Tamiami Station (US-41/SR 90/SW 8th Street and SW 147th Avenue) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue)	A Line Express would provide premium express transit service along SR 836 from the proposed park-and-ride/transit facility Tamiami Station (US-41/SR 90/SW 8th Street and SW 147th Avenue) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue) via US-41/SR 90/SW 8th Street, SW 137th Avenue and SR 836. This route will operate during peak periods only. Service headways will be 10 minutes during the AM/PM peak-hour. Service hours are weekdays 6:00am to 9:00am and 3:00pm to 7:00pm. DTPW is coordinating with MDX to potentially operate this service. This project will include the addition of ten new articulated buses.	6, 10, 11, 12	6	Operations	\$25,600	\$1,480	New Express Bus Service	2020	2020	Priority I
2	SR 836 Express Bus B Line Express	SR 836 Express Bus B Line: Panther Station at FIU's MMC and the Miami Intermodal Center (MIC)	B Line Express would provide premium express transit service between the proposed Panther Station at FIU's MMC and the Miami Intermodal Center (MIC), via US-41/SR 90/SW 8th Street, SR 821/HEFT and SR 836. This route will operate all day with 20 minute headways. Service hours are 6:00am to 10:00pm on weekdays. DTPW is coordinating with MDX to potentially operate this service. This project will include the addition of four new articulated buses	6, 10, 11, 12	6	Operations	Total cost included as part of Line A	\$1,010	New Express Bus Service	2020	2020	Priority I
3	Panther Station	Florida International University's (FIU) Modesto A. Maidique Campus – MMC	Florida International University (FIU) constructed a parking garage along SW 8th Street with ground floor space reserved for a future transit center. The location of the new parking garage, between SW 112th Avenue and SW 109th Avenue, presents an access challenge that requires roadway widening to construct bus only lanes and traffic signal improvements to provide bus signal priority at the two intersections along this roadway segment. The new transit center would provide eight (8) bus bays to accommodate the relocation of the existing DTPW routes from the current bus terminal located near SW 107th Avenue/SW 17th Street and provide capacity for future routes such as the SR-836 Express Bus, the Flagler Street Bus Rapid Transit (BRT) and express routes operating on the Homestead Extension of the Florida Turnpike (HEFT).	12	9	Capital	Cost included in SR 836 Express Bus Line A	TBD	Station Improvements	2020	2021	N/A
4	Unity Station	NW 215th St and NW 27th Ave	A 14-acre vacant parcel adjacent to the intersection of the Turnpike and NW 27th Avenue has been identified as a strategic park-and-ride location for the North Corridor (NW 27th Avenue) Premium Transit project which is being studied by the Florida Department of Transportation (FDOT). Up to 350 parking spaces are proposed for this facility which would serve the northern most station for new premium transit service in the corridor. This park-and-ride lot also provides strategic transit oriented development (TOD) opportunities. This project is currently being negotiated and is under the cone of silence.	1	11	Capital	\$5,000	TBD	Station Improvements	TBD	TBD	Priority I
5	Tamiami Station	SW 8th St and SW 147th Ave	An 8-acre vacant parcel of land on the SW corner of the intersection at SW 8th Street and SW 147th Avenue has been identified as a strategic park-and-ride location for the SR 836 Express Bus Service project. The proposed park-and-ride facility will accommodate 493 parking spaces, which would serve as the western most station for the new premium bus service in the corridor as well as other local bus routes.	12	11	Capital	Cost included in SR 836 Express Bus Line A	TBD	Station Improvements	2020	2121	Priority I
6	Golden Glades Multimodal Transportation Facility (GGMTF)	Golden Glades Interchange	Located in northern Miami-Dade County, adjacent to City of Miami Gardens, North Miami Beach, North Miami and the Golden Glades Community. The center will consolidate the existing bus transit services at Golden Glades into a single facility adjacent to the Tri-Rail Station. The new multi-bay bus terminal facility will include upgraded sidewalks, walkways, platforms, bus bays and all improvements related to transit operations, including internal roads, drainage, lighting systems, fencing, internal directional and traffic control signage. The center will feature a multi-story parking garage with surface parking lots. Additionally, the center will provide spaces for scooters and motorcycles. Other amenities will include bicycle parking and lockers. The complex will also feature a transit hub, retail space, and a break lounge for bus drivers. The total project cost is approximately \$56.3 million, all of which is being funded by FDOT.	1	9, 11	Capital (FDOT Project)	to be paid by FDOT	\$860	Station Improvements	2019	2021	Priority I





Table 6-3 Funded Transit Projects FY 2019 - 2028 (continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
7	Miami Beach Convention Center Terminal	Convention Center Dr and 19th St	Construct a transit terminal facility. Total project cost is estimated at \$3.9 million and is to be paid by the City of Miami Beach.	5	9	Capital	To be paid by the City of Miami Beach	TBD	Access Improvement	2027 and Beyond	TBD	Unfunded
8	Dadeland North Metrorail - Elevators	8300 S Dixie Hwy	Since its completion in 1984, the Dadeland North Metrorail Station's use has increased dramatically. As a result, the existing bank of elevators (four elevators) does not provide an acceptable level of service during peak hours. Peak passenger flows create congestion and long waiting periods for Metrorail passengers waiting for the elevators, generating complaints from existing customers. DTPW is adding two (2) elevators to the existing parking facility, one elevator at each end of the structure. DTPW is currently in the consultant selection process for design services. The estimated project completion date is May 2021.	7	4	Capital	\$5,350	\$0	Station Improvements	2019	2021	N/A
9	Transitway Park-and-Ride (Caribbean Station)	Transitway and SW 200th Street	Phase 1: Provide 116 surface parking spaces. Phase 2: Construction of an 150-space parking garage	9	11	Capital (Private Developer)	\$0	TBD	Station Improvements	2020	2020	Privately Funded
10	Transitway Park-and-Ride (Quail Roost Dr)	Transitway and SW 184th St	In 2017, the Department of Public Housing and Community Development (PHCD) in partnership with the DTPW will release an Request for Proposals (RFP) seeking for experienced developers to design and construct a mixed-income housing development with commercial uses adjacent to the existing Transitway stop as well as structured parking with spaces reserved for transit patrons. The Development Plan must provide a fully integrated transit-oriented development with housing, commercial space and transit amenities. At a minimum, a successful proposal will include 500 housing units, 10,000 square feet of commercial space, a park-and-ride garage with 261 spaces exclusively for transit users and parking spaces to support the housing and commercial components. DTPW received NEPA clearance in 2017 for the park-and-ride site.	8	11	Capital	\$3,989	\$0	Station Improvements	2021	2021	Privately Funded
11	Senator Villas	SW 40th St between SW 89th Ave and SW 89th Ct	Construct a 23-unit affordable senior housing apartment building with an on-site enhanced bus stop	10	9	Capital (Private Developer)	\$0	TBD	Station Improvements	TBD	2018	Privately Funded
12	Miami Lakes Terminal	SR 826 (Palmetto Expressway) at NW 154th St	Construct new park-and-ride facility with eight (8) bus bays to support new express bus service connection. This project is being funded and built by the Town of Miami Lakes.	13	9	Capital	to be paid by the Town of Miami Lakes	TBD	Station Improvements	2024	TBD	Privately Funded
13	NW 12th Street Roadway Improvements (Bus-Only) Project for Dolphin Station	along NW 12th Street between 122nd Avenue and 114th Avenue	This project includes widening and resurfacing along NW 12th Street to add bus-only lanes from NW 122nd Avenue to NW 114th Avenue. These new bus-only lanes will allow buses to bypass traffic congestion along this segment of NW 12th Street and will thereby reduce travel time for buses traveling between the Dolphin Station Park-and-Ride/Transit Terminal and Dolphin Mall. This roadway project is an integral component of the Dolphin Station Park-and-Ride/Transit Terminal Facility. The Dolphin Station Park-and-Ride/Transit Terminal Facility is part of the East West Corridor Rapid Transit Project which connects the largest employment areas of Miami-Dade County (Florida International University (FIU), City of Doral, Miami International Airport (MIA), Miami Health District, Downtown Miami and Brickell). The East West Corridor Rapid Transit Project will also connect to the Miami Intermodal Center (MIC) – the County's major ground transportation hub.	12	10	Capital	\$10,616	TBD	Roadway Construction	2021	2021	Priority I
14	The Underline Phase I - Brickell Backyard Project	from the Miami River to SW 13th Street	The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Metrorail Station, will create a linear mobility corridor that will enhance connectivity, increase mobility, and improve pedestrian and biking safety for residents and visitors. In 2015, Friends of The Underline, selected a design consultant to develop the Vision and Master Plan for this project. Currently the project is structured in nine phases for development as funding becomes available. The Underline Phase I is known as the Brickell Backyard and extends from the Miami River to SW 13th Street, approximately a ½ mile long. The off-road dedicated bicycle path is located along the west side of the Metrorail structure from the Miami River to SW 8th Street and between the Metrorail Station and SW 13th Street. This phase is currently under permitting and it is expected to go out to bid sometime in spring 2018. Construction is expected to begin late 2018 or early 2019.	5	10	Capital	\$16,250	TBD	Pedestrian Multi-Use Trail	2019	2019	Priority I



**Table 6-3 Funded Transit Projects FY 2019 - 2028 (continued)**

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type\$	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
15	The Underline Phase II - Hammock Trail	from SW 13th Street to SW 19th Avenue	The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Station, will create a linear mobility corridor that will enhance connectivity, increase mobility, and improve pedestrian and biking safety for residents and visitors. Phase II is approximately 2.14 miles in length and will extend the pedestrian and bicycle paths further south from SW 13th Street to SW 19th Avenue. At this time, the design criteria guidelines are being finalized as well as all cost estimates. DTPW's intent is to procure a Design-Build firm to design and construct this 2.14 mile segment. Procurement is expected to begin in summer 2018.	5,7	10	Capital	\$18,320	TBD	Pedestrian Multi-Use Trail	TBD	2020	Priority I
N/A	East West Corridor Transit Oriented Development (TOD) Project	generally along SR-836 between the MIC and FIU	The East-West Corridor is one of six premium transit corridors included in the Strategic Miami Area Rapid Transit (SMART) Plan as endorsed by the Miami-Dade TPO Governing Board. DTPW will conduct a comprehensive planning effort that will inform transit and land use planning in the East-West Corridor, a 12-mile corridor linking the Miami Intermodal Center with Florida International University and the western communities of Miami-Dade County. In June 2016, DTPW submitted a grant application to FTA under the TOD Planning Pilot Program. In October 2016, FTA awarded \$960,000 to DTPW for this project. DTPW is currently finalizing a draft scope of services for this project.	6, 10, 11, 12	10	Project Development	\$1,200	TBD	Planning Study	2019	2019	Priority I
N/A	Bus Facilities Projects	Various Sites	Provide federal allocation designated for bus and bus facility projects to include the bus garages, plumbing, roofing, fire suppression.	Countywide	2	Capital	\$27,084	\$0	State of Good Repair	ongoing	ongoing	N/A
N/A	Urbanized Area Formula Grant FTA 5307	Countywide	Preventative maintenance as well as other projects for Metrobus, Metrorail, and Metromover.	Countywide	3	Equipment Acquisition	\$84,310	\$0	State of Good Repair	ongoing	ongoing	N/A
N/A	Capitalization of Preventive Maintenance and Other Costs	Countywide	Preventative maintenance as well as other projects for Metrobus, Metrorail, and Metromover.	Countywide	3	Equipment Acquisition	\$561,040	TBD	State of Good Repair	ongoing	ongoing	N/A
N/A	Professional Services - Transit's Capital Improvement Plan	Countywide	Professional services for development of Transit's Capital Improvement Plan	Countywide	10	Project Development	\$22,000	N/A	Project Development	ongoing	ongoing	N/A
N/A	Metrorail Stations Refurbishment	Metrorail	Refurbish and modernize specific areas as needed throughout the entire rail system	Countywide	8	Metrorail Projects	\$35,000	\$0	Station Improvements	2019	2019	N/A
N/A	Underfloor Rail Wheel Truing Machine	William Lehman Facility	Purchase and install a new underfloor rail wheel truing machine at the William Lehman Facility	12	8	Metrorail Projects	\$7,000	\$0	State of Good Repair	2018	2019	N/A
N/A	Escalators Replacement and Elevators Refurbishment	Various Sites	Replace approximately 80 escalators and 92 elevators system wide to include Metrorail and Metromover stations at various transit facilities	Countywide	5	Infrastructure Improvements	\$35,500	TBD	State of Good Repair	ongoing	ongoing	N/A
N/A	AC Unit Substations	Various Sites	Replace all major power components in all AC unit substations to include SCADA communication equipment and associated sub sets; implementation to interface with Central Control	Countywide	5	Infrastructure Improvements	\$15,000	TBD	State of Good Repair	2021	2021	N/A
N/A	Track and Guideway 10-15 Year Heavy Equipment Replacement	Metrorail	Replace track and guideway heavy equipment and work trains; useful life 10-15 years	Countywide	8	Metrorail Projects	\$8,268	\$0	State of Good Repair	2021	2021	N/A
N/A	Metrorail Switch Machine Improvement	Metrorail	Replace switch machines and cables at the William Lehman Yard and Mainline Area	Countywide	8	Metrorail Projects	\$12,320	TBD	State of Good Repair	2023	2023	N/A





Table 6-3 Funded Transit Projects FY 2019 - 2028 (continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
N/A	Traction Power Gap Ties	Metrorail	Replace existing equipment and major power components at gap ties in three (3) locations throughout the Metrorail system.	Countywide	8	Metrorail Projects	\$5,680	\$0	State of Good Repair	2021	2021	N/A
N/A	Metromover Track and Guideway Improvement	Metromover	Repaint approximately 4.5 miles of existing rusted steel girders of the Metromover in various stations	Countywide	7	Metromover Projects	\$20,010	TBD	State of Good Repair	2021	2021	N/A
N/A	Capitalization of Preventive Maintenance and Other Costs	Various Sites	Capitalize preventive maintenance and other costs for Metrobus, Metrorail, Metromover, and specialized transportation	Countywide	5	Infrastructure Improvements	\$831,437	N/A	State of Good Repair	ongoing	ongoing	N/A
N/A	Track and Guideway Rehabilitation	Countywide	Rehabilitate existing track and guideway equipment and fixtures; replacement of safety items for rail to include coverboard, fasteners, insulated joints, metal acoustical barriers, and drains; replace 10-15 year rail bound service equipment	2, 3, 5, 7, 12, 13	8	Capital	\$45,669	\$0	State of Good Repair	2021	2021	N/A
N/A	Rail Vehicle Replacement	Countywide	Overhaul and modernize existing standard size and purchase 136 new heavy rail buses	2, 3, 5, 7, 12, 13	8	Capital	\$380,904	\$0	State of Good Repair	2019	2020	N/A
N/A	Route 27	Sun Life Stadium to Coconut Grove Metrorail	Extend route to new Transit Center located at NW 27 Avenue and NW 215 Street (Unity Station)	1, 2, 3, 5, 7	14	Operations	\$0	\$0	Route Extension	TBD	TBD	N/A
N/A	Metrorail and Metromover Traction Power Cable and Transformer Replacement	Countywide	Replace traction power cable and transformer for Metrorail and Metromover	Countywide	10	Capital	\$12,000	\$0	State of Good Repair	2020	2020	N/A
N/A	Infrastructure Renewal Plan	Various Sites	Replace and upgrade physical assets according to normal replacement cycles to include buses, facilities, systems, and equipment overhauls and acquisitions	Countywide	5	Capital	\$87,500	\$0	State of Good Repair	ongoing	ongoing	N/A
N/A	Associated Transportation Improvements	Countywide	Replace signage at Metrorail Systems; install bicycle-related amenities on buses and at locations such as Metrorail and Metromover stations; provide for other federally qualified passenger amenities or enhancements	2, 3, 5, 7, 12, 13	4	Capital	\$3,909	\$0	State of Good Repair	ongoing	ongoing	N/A
N/A	Traction Power Rectifier Transformer	Countywide	Replace 28-year old Rectifier Transformers used in the Metrorail System.	Countywide	3	Capital	\$12,880	TBD	State of Good Repair	2019	2019	N/A
N/A	Metrorail and Metromover Cable Replacement Equipment	Countywide	Metrorail and Metromover cable replacement equipment	Countywide	3	Capital	\$18,251	TBD	State of Good Repair	2020	2020	N/A
N/A	Metrorail and Metromover Train Control Replacement Project	Countywide	This is a 10-year project to replace the existing Metrorail and Metromover relay based train control equipment with vital processor controllers or their equivalent. Includes software and hardware modification at Central Control to accommodate the new train control systems.	Countywide	3	Capital	\$70,000	TBD	State of Good Repair	2021	2021	N/A



Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
N/A	Metrobús Mobile Closed-Circuit Television Replacement	Countywide	DTPW currently has approximately 591 buses with CCTV's that exceed their useful life and are obsolete. This project will replace and upgrade the CCTV system on approximately 382 of these buses. The new CCTV system will have a useful life of seven years.	Countywide	3	Capital	\$3,824	TBD	State of Good Repair	2019	2019	N/A
N/A	Metrorail Train Wayside Communication Equipment Installation at Rail	Countywide	TWC Equipment Installation at 21 Metrorail Stations, except MIC and Earlington Heights stations, to interface with the station signs and PA to display the train route information at the platform.	Countywide	3	Capital	\$8,762	TBD	State of Good Repair	2019	2019	N/A
N/A	Bicycle locker Replacement at All Metrorail Stations and Transit Facilities	Countywide	Purchase of state-of-the-art Bike Lid units as part of the Bike Locker Replacement Project at Metrorail stations to replace the existing 30 year old bicycle lockers that are in disrepair and unusable due to their age.	Countywide	12	Capital	\$555	TBD	State of Good Repair	2018	2018	N/A
N/A	IRP233 Replacement of Diamond (Center) Frogs at Culmer Crossover	Culmer Station	This project includes removal and replacement of the complete diamond and the associated rails, ties and ballast on the track segment at the Culmer Metrorail Station.	3	8	Capital	\$960	TBD	State of Good Repair	2018	2020	N/A
N/A	Transportation Security Projects	Various Sites	Install security and safety improvements such as security surveillance, safety rails, security locks and lighting improvements throughout Miami-Dade County at all DTPW facilities	Countywide	13	Capital	\$3,406	\$0	Safety Improvements	ongoing	ongoing	N/A
Funded Transit Projects FY 2019 - FY 2028 TOTAL COST (000s)							\$2,399,594	\$860	2040 LRTP			

Table 6-3: Funded Transit Projects FY 2019 - FY 2028 § Project Type Key		
1. ADA Accessibility Improvements	6. Mass Transit Projects	11. Park and Ride Improvements and New Facilities
2. Bus System Projects	7. Metromover Projects	12. Passenger Facilities Improvements
3. Equipment Acquisition	8. Metrorail Projects	13. Security Improvements
4. Facility Improvements	9. New Passenger Facilities	14. Service Adjustment
5. Infrastructure Improvements	10. Other	

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

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

\* Per Miami-Dade TPO Resolution Number 01-15, the TPO Board prioritized this corridor to be evaluated in a Project Development and Environmental (PD&E) Study for the implementation of premium transit. Information in this table is current as of December 31, 2016.



Figure 6-3 Funded Transit Projects FY 2019 - 2028





## 6.4 Partially Funded Transit Projects

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

**Table 6-4 Partially Funded Transit Projects FY 2019 - 2028**

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)			Type of Change	Status		2040 L RTP Status
					Type§	Phase	Total Capital Cost	Funded Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
1	Northeast Corridor	Downtown Miami to City of Aventura (Miami-Dade segment)	PD&E is being conducted by FDOT-4, who is the lead agency for the Long-term Project. The Short-term project is led by DTPW. Passenger Rail Service project is under construction by a private sector company, All Aboard Florida. DTPW is improving transit services along Biscayne Boulevard. The Northeast corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	2, 3, 4, 5	6	Capital	TBD	\$6,840	TBD	New Rapid Transit Service	TBD	TBD	N/A
2	* Flagler BRT ††	FIU to Downtown Miami	In 2016, FDOT initiated a Project Development and Environment (PD&E) study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. The FDOT project team is currently identifying and refining recommended alternatives. This project will include the addition of 10 new buses The study is scheduled for completion by mid-2018.	5, 6, 10, 11, 12	6	Capital (FDOT PD&E Study)	TBD	\$5,521	TBD	New Bus Rapid Transit Service	TBD	TBD	Priority I
3	Palmetto Intermodal Terminal (Phase 1)	SR 826/Palmetto Expressway at NW 74th Street	Purchase of an approximately 11.9 acres semi-vacant parcel of land located immediately south of the Palmetto Metrorail Station for the purpose of constructing the Palmetto Intermodal Terminal. A second phase of the project will include the design and construction of the Palmetto Intermodal Terminal.	12	11	Capital	\$13,000	TBD	N/A	N/A	TBD	2019	Priority III
4	*East-West Corridor	Miami International Airport west along the SR-836/Dolphin Expressway, to the Turnpike in the vicinity of Florida International University (FIU)	This project will provide multimodal solutions for severe traffic congestion along SR-836, the only east-west expressway in central Miami-Dade County. This project will also serve major activity centers including FIU, Miami International Airport, the Miami Intermodal Center (MIC), Downtown Miami, and PortMiami, while transporting riders to and from major employment areas (Doral, Health District, Central Business District, Brickell, etc.). The East-West Corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	5, 6, 10, 12	6	Capital	TBD	\$10,200	TBD	New Rapid Transit Service	TBD	TBD	Priority I
5	*South Miami-Dade Corridor	Florida City to Dadeland South	This project will connect Florida City, City of Homestead, Town of Cutler Bay, Village of Palmetto Bay, and Village of Pinecrest, which represent the fastest population growth in Miami-Dade County. This premium transit project facilitates the highest demand movement of passengers to and from southern Miami-Dade to Downtown Miami. The South Corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	7, 8, 9	6	Capital	TBD	\$8,200	TBD	New Rapid Transit Service	TBD	TBD	Priority I
6	* North Corridor	MIC to NW 215th Street	This project is approximately 12 miles from the Miami Intermodal Center via the existing Metrorail Orange Line then north along NW 27th Avenue to NW 215th Street. It will connect the cities of Miami, Opa-Locka, and Miami Gardens, including the Miami-Dade College North Campus, North Dade Health Center, St. Thomas University, Florida Memorial College, Miami Jobs Corps Center, Hard Rock Stadium (home of NFL Miami Dolphins and University of Miami), and Calder Race Course. At the northern end of the project, a new transit terminal and park-and-ride facility will be constructed to provide a connection to Metrobus and Broward County Transit (BCT) routes. The long-term vision includes transit-oriented development (TOD) at the new NW 215th Street transit terminal. In 2016, the Florida Department of Transportation (FDOT), District Six, initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for SR 9 / SR 817 / NW 27th Avenue. The North corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in late 2016. The study is scheduled for completion by mid-2018.	1, 2, 3, 6	6	Capital (FDOT Project)	TBD	\$5,040	TBD	New Rapid Transit Service	TBD	TBD	Priority I





Table 6-4 Partially Funded Transit Projects FY 2019 - 2028 (Continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)			Type of Change	Status		2040 LRTP Status
					Type§	Phase	Total Capital Cost	Funded Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
7	* Kendall Corridor	West Kendall Transit Terminal to Dadeland North Metrorail Station	This project provides multimodal solutions for severe traffic congestion along Kendall Drive, one of the most congested east-west arterial roadways in Miami-Dade County. The project facilitates the highest demand movement of passengers to and from West Kendall to Downtown Miami. In 2016,FDOT initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for Kendall Drive. The Kendall corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	7, 10, 11	6	Capital (FDOT Project)	TBD	\$4,800	TBD	New Rapid Transit Service	TBD	TBD	Priority I
8	*Beach Corridor (f.k.a. Baylink)	Midtown Miami to Miami Beach Convention Center	The Beach Corridor area is an epicenter for population and economic growth and a major employment center and tourist destination in the region. As a result, the roadways between Miami and Miami Beach are typically heavily congested. This high bus transit ridership corridor has been identified as a candidate for consideration for premium transit over the past two decades as part of a strategy to address east-west directional travel demands. This corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	3, 5	6	Capital	TBD	\$12,000	TBD	New Rapid Transit Service	TBD	TBD	Priority I
9	Transitway Park-and-Ride	Transitway and SW 152nd St	DTPW is proposing to upgrade the existing park-and-ride facility in two phases. Phase 1 includes adding 84 additional surface parking spaces for a total of 446 spaces, adding a canopy, electric vehicle charging stations, improved bicycle parking facilities, and other mobility and convenience improvements. Phase 2 includes a modernized 511 space parking garage with enhanced amenities.	8	11	Capital	\$16,250	\$4,510	\$170	Access Improvement	2025	2023	Priority II
10	Transitway Park-and-Ride	Transitway and SW 344th Street	DTPW has identified a need to expand the existing end-of-the-line transit terminal/park-and-ride facility at SW 344th Street in order to meet future demand for parking along the South Miami-Dade Transitway. The necessary right-of-way acquisition for this project is funded, but the design and construction costs are being developed.	9	11	Capital	TBD	\$3,878	TBD	Station Improvement	N/A	TBD	N/A
11	Underline Phases III - IX	from SW 19th Avenue to Dadeland Boulevard	DTPW has funding for the development of the Design-Build Criteria Package, which will provide for all surveys, reports, geotechnical, full path alignment, 24 intersection designs, and costs associated with the remaining phases. This Design-Build Criteria Package will be used to seek grant opportunities, provide design information to FDOT for the improvements to some of the intersections under their work program, and procure each of the remaining phases as funding becomes available.	5, 7	10	Project Development	TBD	\$2,000	TBD	Pedestrian Multi-Use Trail	N/A	TBD	Priority I
N/A	IRP - Bus Replacement Plan	Countywide	Capital purchase to replace older existing vehicles and add vehicles (557 buses) to the fleet to improve service and reliability.	Countywide	3	Equipment Acquisition	\$331,910	\$180,000	TBD	State of Good Repair	N/A	N/A	N/A
N/A	Metrorail Traction Power Switchgear Equipment	Metrorail	This project involves the removal of obsolete Traction Power Switchgear equipment and replace with new updated Siemens Switchgear. This IRP would replace switchgear at Martin Luther King, Brownsville, and Earlington Heights Traction Power Sub-Stations. Contractor will remove existing switchgear, inventory, replace, test and certify new equipment.	Countywide	8	Metrorail Projects	\$2,000	\$1,900	N/A	N/A	TBD	TBD	N/A

Partially Funded Transit Projects FY 2019 - FY 2028 TOTAL COST (000s)	\$363,160	\$244,889	\$170
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Table 6-4 Partially Funded Transit Projects FY 2019 - 2028 § Project Type Key		
1. ADA Accessibility Improvements	6. Mass Transit Projects	11. Park and Ride Improvements and New Facilities
2. Bus System Projects	7. Metromover Projects	12. Passenger Facilities Improvements
3. Equipment Acquisition	8. Metrorail Projects	13. Security Improvements
4. Facility Improvements	9. New Passenger Facilities	14. Service Adjustment
5. Infrastructure Improvements	10. Other	

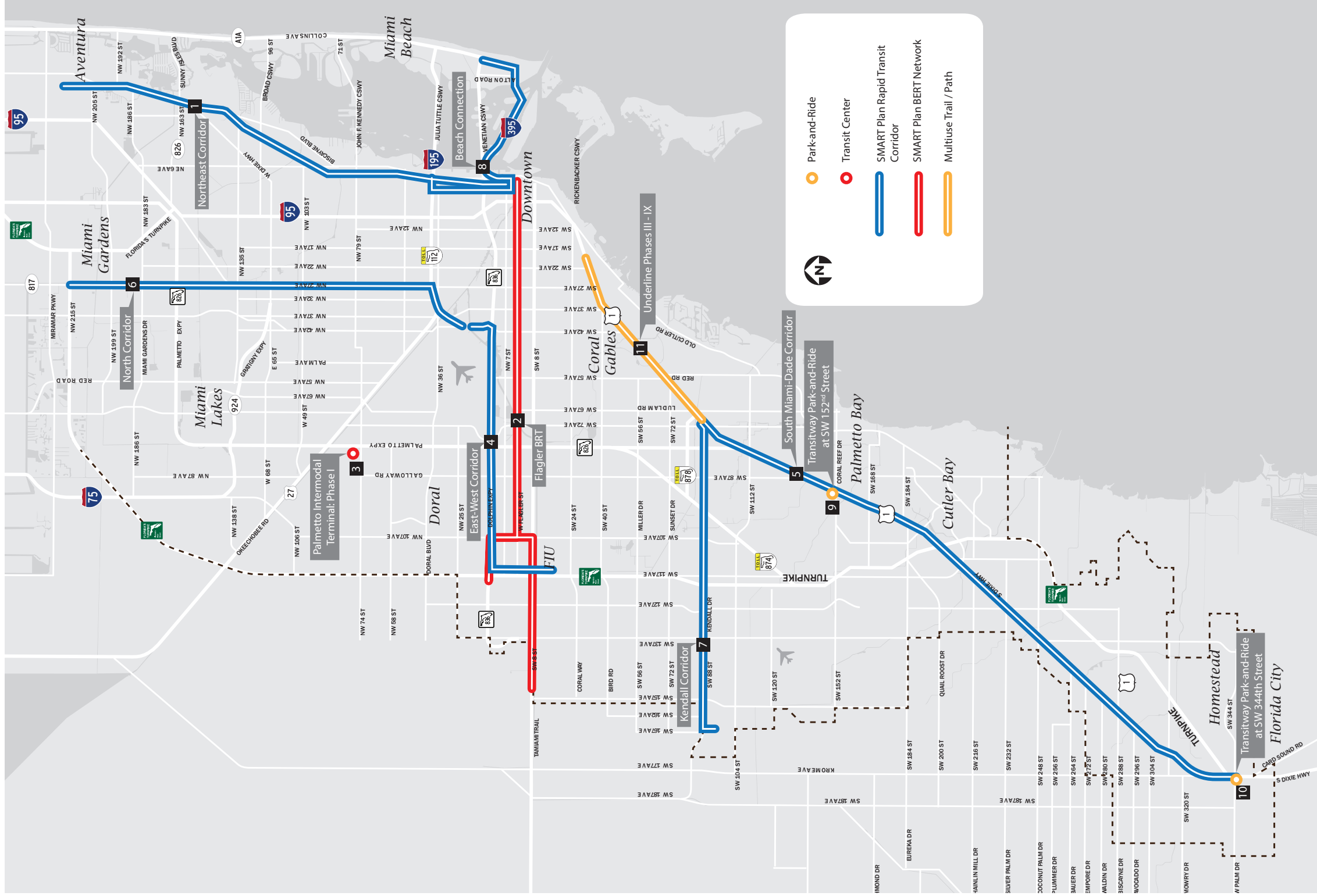
2040 LRTP	
Priority I	2015-2020
Priority II	2021-2025
Priority III	2026-2030
Priority IV	2031-2040

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

\* Per Miami-Dade TPO Resolution Number 01-15, the TPO Board prioritized this corridor to be evaluated in a Project Development and Environmental (PD&E) Study for the implementation of premium transit. In February 2016, the TPO Governing Board adopted Resolution Number 06-16, unanimously approving a policy to set as highest priority the advancement of Rapid Transit Corridors and transit supportive projects in Miami-Dade County. In April 2016, the TPO Governing Board adopted Resolution Number 26-16 endorsing the Strategic Miami Area Rapid Transit (SMART) Plan and directing the TPO Executive Director to Work with the TPO Fiscal Priorities Committee to determine the costs and potential sources of funding for project development and environment study for six priority corridors.



**Figure 6-4 Partially Funded Transit Projects FY 2019 - 2028**





## 6.5 Unfunded Transit Projects

Table 6-5 presents a listing of unfunded transit projects. Once these results are final the following table will be updated. DTPW will continue to pursue funding for these projects in the future.

**Table 6-5 Unfunded Transit Projects FY 2019 - 2028**

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
1	79 Street Enhanced Bus Service (FKA Route 79/79 Street MAX)	Northside Metrorail to Collins Ave via NW 79 St	Extend route to Miami Beach Convention Center. Improve peak headways from 24 to 10 minutes. Introduce weekend service with 15 minute headways. Route to be converted to Enhanced Bus Service. This project will include the addition of nine (9) new buses.	2,3,4	14	Operations	\$55,047	\$5,800	Route Extension & Improved Headway	2025	2025	Priority II
	Route 79 (79 Street Max)	Northside Metrorail to Collins Ave via NW 79 St	Route to be transformed to the 79 Street Enhanced Bus Service. This project will remove four (4) buses from service.	2,3,4	14	Operations	\$0	\$563	Route Rebrand	2025	2025	Priority II
2	Transitway Park-and-Ride	Transitway and SW 104th St	Lease Park and Ride facility with 250 parking spaces	7	9	Capital	\$0	\$116	Access Improvement	2025	2025	Priority II
3	Dadeland South Intermodal Station	Dadeland South Metrorail Station	Expand park-and-ride facility with 1,000 parking space garage	7	9	Capital	\$25,000	\$250	Station Improvements	2025	2025	Priority II
4	Direct Ramps to Dolphin Station Transit Terminal	SR 821 HEFT Express Lanes to Dolphin Station	Construct direct access ramps to connect the SR 821 HEFT Express Lanes to Dolphin Station	12	5	Capital	\$45,000	N/A	Direct Access Ramps	TBD	TBD	Priority II
5	Sole Mia (f.k.a. Biscayne Landings Transit Center) (NE 151st St Park-and-Ride)	NE 151 Street and Biscayne Blvd	Construct Park and Ride and Transit Center in anticipation of premium transit service on Biscayne corridor. Six bus bays and 2 layover bays.	2,4	11	Park and Ride Improvements and New Facilities	\$0	TBD	Access Improvement	2025	2025	Unfunded
6	Douglas Corridor EBS ††	NW/SW 37th Ave	Enhanced bus service from the Douglas Road Metrorail Station to the MIC. This is a phased project that proposes EBS, Light Rail, and eventually Metrorail, with dates TBD for the final two phases. This project will include the addition of six (6) new buses	5,6,7	6	Mass Transit Projects	\$15,000	\$5,000	Station Improvements	2025	2025	Priority II
7	NW 122nd Ave	NW 12th St to NW 41st St	Construction of new two-lane road	12	10	Capital	\$11,640	\$0	Roadway Construction	TBD	TBD	Priority II
8	South Dade Park-and-Ride	HEFT and SW 288th St	Purchase or lease land and construct Park and Ride facility	9	9	Capital	TBD	TBD	Access Improvement	2018	TBD	N/A
9	295 Express Bus	Unity Station (NW 215th St and NW 27th Ave) to Downtown Miami via the Turnpike and I-95	Express commuter transit service between the Miami-Dade/Broward County Line (NW 215th St and NW 27th Ave) and Downtown Miami via the Turnpike and I-95. This project will include the addition of six (6) new articulated buses.	1,2,3,5	6	Operations	\$8,000	\$1,184	New Express Route	2019	TBD	Unfunded
10	Palmetto Express Bus (West)	Tamiami Station (SW 8th St/ SW 147th Ave) to Palmetto Intermodal Terminal	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour. This project will include the addition of six (6) new articulated buses.	6, 10, 11, 12	6	Operations	\$7,620	\$1,876	New Express Bus Service	2024	2024	Unfunded
11	Palmetto Express Bus (South)	Dadeland North Metrorail Station to Dolphin Station (HEFT/NW 12 St.)	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour. This project will include the addition of four (4) new articulated buses.	7, 10, 6, 12	6	Operations	\$4,910	\$1,163	New Express Bus Service	2024	2024	Unfunded
12	Palmetto Express Bus (East)	Palmetto Intermodal Terminal to Golden Glades Multimodal Terminal	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour. This project will include the addition of six (6) new articulated buses.	1, 12, 13	6	Operations	\$7,680	\$1,907	New Express Bus Service	2024	2024	Unfunded
13	Palmetto Express Bus (Central)	Dolphin Station (HEFT/NW 12 St.) via Palmetto Intermodal Terminal to Miami Lakes Terminal (SR 826 at NW 154 St.)	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour. This project will include the addition of seven (7) new articulated buses.	12, 10, 6, 13, 1	6	Operations	\$8,750	\$2,116	New Express Bus Service	2024	2024	Unfunded
14	Miami Executive Airport Park-and-Ride	12800 SW 145th Ave	Construct park-and-ride facility	11	9	Capital	\$0	TBD	Access Improvement	TBD	TBD	Privately Funded
15	Miami Gardens – MIC Express	Miami Gardens Station (Miami Gardens Mall) to MIC	Implement express bus service from Miami Gardens Station to MIC. This project will include the addition of four (4) new articulated buses.	6,13	6	Capital	\$3,800	\$940	New Express Bus Service	2020	TBD	N/A



**Table 6-5 Unfunded Transit Projects FY 2019 - 2028 (continued)**

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
16	American Dream Mall Transit Terminal	East of HEFT and west of I-75 between NW 170th St and the intersection of I-75 and HEFT	Construct Transit Center within the proposed American Dream Mall site with 10 bus bays, 2 layover bus bays, passenger waiting areas, bus operator comfort station, ticket vending and other associated transit amenities. The construction and operating and maintenance costs are privately funded.	13	4	Capital	\$0	\$0	New Passenger Facilities	2020	TBD	N/A
17	Beach Express North	Golden Glades Intermodal Terminal/ Earlington Heights Metrorail Station/ Mt Sinai Transit Terminal/Miami Beach Convention Center	Route will provide express bus service from Golden Glades Intermodal Terminal to the Earlington Heights Metrorail Station, the future Mt Sinai Transit Terminal, and the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 30 minutes during off-peak hours. Saturday service will provide headways of 20 minutes during the peak hours and 30 minutes in the off-peak hours, while Sunday service will provide headways of 40 minutes during the peak hours and 60 minutes in the off-peak hours. Service span will be from 5:00am to 12:00am. This project will include the addition of 10 new articulated buses.	2, 5	6	Operations	\$10,000	\$3,440	New Express Bus Service	TBD	2020	N/A
18	Beach Express Central	Civic Center Metrorail Station/Miami Beach Convention Center	Route will provide express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service span will be from 5:30am to 12:00am. This project will include the addition of eight (8) new articulated buses.	3, 5	6	Operations	\$8,000	\$2,000	New Express Bus Service	TBD	TBD	N/A
19	Beach Express South	Miami Central Station/Miami Beach Convention Center	Route will provide express bus service from Miami Central Station to the Miami Beach Convention Center. Service will run all day with 10 minute headways. Service Span will be from 5:00am to 2:00am. Service will operate with 12 articulated buses.	6,3	3, 5	Operations	\$12,000	\$5,280	New Express Bus Service	2018	2020	N/A
20	Golden Glades Multimodal Transportation Facility - IT Components and Bike/Ped Improvements	Golden Glades Interchange	Construction/implementation for all of the necessary technological components for the Golden Glades Multimodal Transportation Facility (GGMTF), which includes, but is not limited to, wi-fi systems, security access control systems, CCTV systems, real-time signage systems, ticket vending machines, emergency phones/call boxes, electric vehicle charging stations, advanced parking management systems, and appropriate electrical and physical infrastructure components. Also included are the bicycle and pedestrian facility improvements immediately adjacent to the GGMTF that improve connectivity to the area.	1	1, 9, 11	Capital (FDOT Project)	\$20,000	TBD	Station Improvements	N/A	2023	Unfunded
21	NW Miami-Dade Express	American Dream Mall Station / I-75/ Miami Gardens Dr Station / Palmetto Metrorail Station	Route will provide express bus service from the American Dream Mall Station to the I-75/ Miami Gardens Dr Station to the Palmetto Metrorail Station. Headways will be 10 minutes during peak hours. This project will include the addition of six (6) new articulated buses.	12	6	Operations	\$6,000	\$940	New Express Bus Service	TBD	2019	N/A
22	SW Miami-Dade Express	Miami Executive Airport/Dadeland North Metrorail Station	Route will provide express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours. This project will include the addition of five (5) new articulated buses.	7, 11	6	Operations	\$5,000	\$870	New Express Bus Service	TBD	2021	N/A
23	Transitway Park-and-Ride (Phase 2)	Transitway and SW 112th Avenue	Currently leasing 462 spaces with plans to purchase land in 2018. This unfunded phase includes the construction of a bus terminal. The ultimate build-out of the facility will be based on the on-going South Corridor PD&E Study.	9	11	Capital	TBD	TBD	Access Improvement	2027 and Beyond	TBD	Unfunded
24	Florida's Turnpike Express (North)	FIU Panther Station/Dolphin Station/ Miami Gardens Station/American Dream Mall Station	Route will provide express bus service from the FIU Panther Station to Dolphin Station, the I-75/Miami Gardens Dr Station and the American Dream Mall Station. Headways will be 15 minutes during peak hours and 30 minutes during off-peak hours. This project will include the addition of four (4) new articulated buses.	11, 12, 13	6	Operations	\$4,000	\$650	New Express Bus Service	TBD	2023	N/A
25	Florida's Turnpike Express (South)	344 St. Transitway Station/Panther Station/Dolphin Station	Route will provide express bus service from the SW 344th Street Park-and-Ride/Transit Terminal Facility along the Turnpike to Panther and Dolphin Stations. Headways will be 10 minutes during peak hours and 30 minutes during off-peak hours. Service will operate with 10 new articulated buses.	9, 11, 12	9, 11	Operations	\$10,000	\$1,890	New Express Bus Service	2018	2020	N/A
26	Sunshine State Industrial Park Kiss-and-Ride / Transit Terminal Facility	NW 159th Dr (adjacent to the Golden Glades Multimodal Transit Facility)	DTPW, in coordination with the city of Miami Gardens and FDOT, is proposing the construction of a kiss-and-ride / transit terminal facility on the west side of the South Florida Rail Corridor (SFRC) just north of the Golden Glades Tri-Rail Station, which would be connected via a fully covered and illuminated pedestrian/bicycle overpass. This facility would be served by Metrobus service as well as City of Miami Gardens trolleys. Right-of-way acquisition is required	1,2	11	Capital	\$17,580	TBD	Access Improvement	N/A	TBD	N/A





Table 6-5 Unfunded Transit Projects FY 2019 - 2028 (continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
27	Downtown Intermodal Terminal	112 NW 3rd Street	Construct new Downtown Bus Terminal with approximately 27 bus bays, customer service areas, passenger waiting areas with seating, TVMs, video displays, restrooms, a security office, support areas (driver comfort area), janitor/supply closet, bus supervisor booth, 8 parking spaces for transit staff, bicycle parking/station, kiss-and-ride area. The project also includes a conversion of NW 1st Street to bus drop-off area with 7 saw tooth bus bays, dedicated taxi and jitney areas, landscaping, lighting, and unified directional signage.	5	9	Capital (All Aboard Florida) and Downtown Miami Development of Regional Impact Increment III	\$10,796	TBD	Station Improvements	TBD	TBD	Privately Funded
28	South Miami-Dade Express	SW 344 St. Transitway Station/Dadeland North Metrorail Station; SW 288 St./HEFT to Dadeland North Metrorail Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to the Dadeland North Metrorail Station as well as from the SW 288 St./HEFT to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours and 30 minutes between 9:30am -3:00pm. Service will operate with 9 articulated buses.	7, 9	7, 9	Operations	\$9,000	\$1,790	New Express Bus Service	2018	2019	N/A
29	Palmetto Intermodal Terminal (Phase 2)	SR 826/Palmetto Expressway at NW 74th Street	Construction of a 1,000 space parking garage including long-term and short-term parking, kiss-and-ride, pool-and-ride, and a minimum of a 12-bus bay terminal	12	11	Capital	\$25,000	TBD	Station Improvements	TBD	TBD	Priority III
30	Transitway Park-and-Ride	Transitway and SW 168th Street	DTPW is proposing to upgrade the existing park-and-ride facility in two phases. In Phase 1, DTPW is proposing to add 300 parking spaces to the 149 existing parking spaces for the park-and-ride lot located at SW 168th Street and the Transitway for a total of 449. This phase would require acquiring additional property. DTPW would mill and resurface the entire existing parking lot, upgrade pavement markings, construct additional sidewalks and access points to improve pedestrian access, construct a canopy along the Transitway for passenger cover and comfort, add bicycle parking facilities, provide a kiss-and-ride drop-off area and upgrade parking to include additional disabled parking, stroller parking, vanpool/carpool parking, and electric vehicle parking with associated charging stations. In Phase 2, the current park-and-ride facility will be modernized to a 450-space three-level garage. Improvements will include additional sidewalks and improved non-motorized circulation between the site, the Transitway station, and shared-use path. Other enhancements include secure high-capacity bicycle parking, a kiss-and-ride drop-off area, additional disabled parking, stroller parking, vanpool/carpool parking, electric vehicle charging spaces, and bike/car sharing capacity.	8,9	11	Capital	\$4,290	TBD	Station Improvements	N/A	TBD	N/A
31	FIU Engineering Park-and-Ride	W Flagler St and 107th Avenue	DTPW has identified a need to provide a park-and-ride facility at the FIU Engineering campus located at the northeast corner of W Flagler Street and 107th Avenue. This proposed park-and-ride facility will be served by existing Metrobus routes in the area as well as the future Flagler BRT service, East-West corridor BRT service, and other express bus services.	10,12	11	Capital	TBD	TBD	Station Improvements	N/A	TBD	N/A
N/A	Waterborne Transit Service	Biscayne Bay	This project will introduce Miami-Dade County to waterborne transportation. It will consist of the implementation of two water-transit routes: (1) North/South Route: express route from Haulover Marina (North) to Sea Isle Marina (south) 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. This project will include the addition of nine (9) new vessels.	3,4,5	6	Mass Transit Projects	\$10,000	\$6,000	New Enhanced Bus Service	2017	TBD	N/A
N/A	Route 54	NW Miami Dade	Extend route to serve future Miami Gardens Station and the American Dream Mall Transit Terminal. This project will include the addition of one (1) new bus.	12,13	14	Operations	\$450	\$535	Route Extension	2019	2019	N/A
N/A	Route 73	NW Miami Dade	Extend route to serve future Miami Gardens Station and the American Dream Mall Transit Terminal. This project will include the addition of two (2) new buses.	12,13	14	Operations	\$900	\$714	Route Extension	2019	2019	N/A
N/A	Route 95	NW Miami Dade	Extend route to serve future Miami Gardens Station and the American Dream Mall Transit Terminal. This project will include the addition of one (1) new bus.	12,13	14	Operations	\$450	\$214	Route Extension	2019	2019	N/A
N/A	Route 99	NW Miami Dade	Extend route to serve future Miami Gardens Station and the American Dream Mall Transit Terminal. This project will include the addition of one (1) new bus.	12,13	14	Operations	\$450	\$832	Route Extension	2019	2019	N/A



**Table 6-5 Unfunded Transit Projects FY 2019 - 2028 (continued)**

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type\$	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
N/A	Route 183	NW Miami Dade	Extend route to serve future Miami Gardens Station and the American Dream Mall Transit Terminal. This project will include the addition of three (3) new buses.	12,13	14	Operations	\$1,350	\$858	Route Extension	2019	2019	N/A
N/A	Route L (112)	Hialeah Metrorail to Miami Beach Convention Center	Replace existing 17 standard size buses with 21 articulated buses (includes 4 spares). This project will include the addition of 21 new articulated buses and the removal of 17 buses from service	2,3,4	14	Service Adjustment	\$19,950	\$0	Bus Purchase	2020	2020	N/A
N/A	Route 33	NW 106 St & S River Dr to Miami Shores Village	Extend route to Flagler Station Development of Regional Impact (DRI). This project will include the addition of one (1) new bus.	2,3,12,13	14	Operations	\$650	\$300	Route Extension	2019	2019	N/A
N/A	Route 87	Palmetto Metrorail to Dadeland North Metrorail	Extend route to Flagler Station Development of Regional Impact (DRI). This project will include the addition of one (1) new bus.	6,7,10,12	14	Operations	\$650	\$400	Route Extension	2019	2019	N/A
N/A	Route 1	South Miami-Dade County	Extend route to Dadeland South Metrorail Station during weekday peak periods. This project will include the addition of three (3) new buses.	8,9	14	Operations	\$0	\$880	Route Extension	2020	2020	N/A
N/A	Route 12	Northside Metrorail Station to Mercy Hospital	Improve peak headway from 30 to 15 minutes and from 40 to 20 minutes on weekends. This project will include the addition of six (6) new buses.	2,3,5,7	14	Operations	\$3,900	\$5,200	Improve Headway	2020	2020	N/A
N/A	Route 10	Miami Gardens Dr to Downtown Miami	Extend route to Aventura Mall. This project will include the addition of one (1) new bus.	2,3,4	14	Operations	\$650	\$1,400	Route Extension	2021	2021	N/A
N/A	Parking Garage Overhaul, Metrorail Stations	Metrorail	Perform a general overhaul at 6 parking garages from the original 1984 Metrorail construction: Okeechobee, Earlington Heights, Santa Clara, South Miami, Dadeland North, and Dadeland South. Perform a general overhaul at the MLK rail station parking garage. Scope of work includes: metal doors, lighting, parking stops, irrigation, drainage, sump pumps, and plumbing.	2,3,5,7,12,13	8	Metrorail Projects	\$5,590	TBD	State of Good Repair	TBD	TBD	N/A
N/A	Conduit Rebuild Grounding	Metrorail	The grounding system will be tested and repaired for the entire Metrorail guideway structure. Testing of the track system will be performed to ensure it is not grounded and meets present FTA standards. This will be performed by an outside testing service. Repairs and re-testing will also be accomplished using an outside contracting service.	2,3,5,7,12,13	8	Metrorail Projects	\$80	\$0	State of Good Repair	TBD	TBD	N/A
N/A	Ac Unit Substations	Metrorail	Replace all major power components in all AC Unit substations. Project will include SCADA communication equipment and all associated sub sets, as well as implementation to interface with Central Control.	2,3,5,7,12,13	8	Metrorail Projects	\$17,590	\$0	State of Good Repair	TBD	TBD	N/A
N/A	Metromover Brickell Extension Guideway Painting	Metromover	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Brickell Extension. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof.	2,3,5,7,12,13	6	Mass Transit Projects	\$5,000	\$2,019	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Bus Maintenance Component Replacement Plan	Countywide	Replacement of major components that have reached the end of their expected useful life cycle to improve vehicle reliability and availability.	Countywide	3	Equipment Acquisition	\$34,440	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Switch Machine Cable - Yard	Metrorail	Replace the switch machine in the entire Yard area.	2,3,5,7,12,18	8	Metrorail Projects	\$4,340	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - AC Unit Substations - Palmetto Yard	Metrorail	Replace all major power components in the AC unit substations at Palmetto Yard.	2,3,5,7,12,19	8	Metrorail Projects	\$8,590	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Switch Machine Cable-Mainline	Metrorail	Replace all the switch machine on the entire mainline.	2,3,5,7,12,20	8	Metrorail Projects	\$5,040	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Replace Switch Machines - Yard	Metrorail	Replace all track switch machines (YM-2) at Palmetto Yard.	2,3,5,7,12,21	8	Metrorail Projects	\$2,940	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Fastener Replacement Station Areas	Metrorail	Replace rail fasteners at the Metrorail stations.	2,3,5,7,12,22	8	Metrorail Projects	\$4,180	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metromover Wayside Overhaul	Metromover	This project includes the overhaul and repair of all major wayside components.	3,5	7	Metromover Projects	\$72,344	\$0	State of Good Repair	TBD	TBD	N/A





Table 6-5 Unfunded Transit Projects FY 2019 - 2028 (continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
N/A	IRP - Transit System Signage Replacement	Metrorail	New sign structures and graphics to replace damaged, unsightly and outdated signs throughout the Miami-Dade Transit system. The project includes the addition of new signage to identify areas and/or inform customers of new services and procedures such as paying for parking instruction at Metrorail garages and surface parking lots. Also includes the replacement of missing Braille signage at passenger stations' elevators and entrances as required by the American with Disabilities Act (ADA).	Countywide	10	Passenger Facilities	\$200	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Electronic Document Management System (EDMS)	Countywide	This project is used to provide continuous and infrastructure support to track and store electronic documents and for images of paper documents. It identifies and manages document location, filing, retrieval, security, and disaster recovery, retentions, archiving, workflow and authentication. This project provides continuous hardware and software upgrades that increase efficiency and facilitates a controlled environment for document sharing and availability.	Countywide	5	Information Technology	\$126	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Bus Maintenance Yard Sweepers Replacement Project	Countywide	Acquisition of four (4) replacement yard sweepers. Existing equipment is in disrepair, has exceeded its useful life, and/or is no longer cost effective to maintain.	Countywide	5	Rolling Stock	\$200	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Currency Counters at Government Center Station - Money Room	Countywide	Purchase and install 4 new high-speed jet sorter coin currency counters with software and 7 validating currency counters for the Money Room at Government Center station. This equipment was last replaced in 2002. At the end of the six year replacement period, the capability and reliability to handle extremely high volume daily coin / currency processing has greatly diminished. The repair and maintenance cost and down time will outweigh the price of new equipment.	Countywide	5	Maintenance Facilities	\$230	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Lehman Facility - Fire Systems	Countywide	Replace the fire system including sprinkler heads, flow switches, hoses, extinguishers, halon, pumps and other accessories including the replacement of the 8" fire pump line throughout the facility.	Countywide	5	Safety & Security	\$2,500	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Emergency Plumbing Fixtures	Countywide	Replacement of Emergency Plumbing Fixtures (emergency showers, eye washers) at Metrorail Maintenance, TPSS, Metromover Maintenance & Metrobus facilities.	Countywide	5	Safety & Security	\$370	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Bus Garages: Northeast Rollup Doors	Countywide	Replace the garage's 32 rollup doors.	Countywide		Maintenance Facilities	\$450	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Bus Garages: Bus Washers and Cyclones	Countywide	Overhaul all existing Bus Washers at Northeast (2-lanes), Central (3-lanes) & Coral Way (2-lanes). Replacement of existing vacuum system (Cyclone) at all three facilities.	Countywide	5	Maintenance Facilities	\$800	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Bus Maintenance DEF Dispensing System	Countywide	Installation of Diesel Exhaust Fluid (DEF) 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	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metrorail & Metromover Train Wash	Countywide	Repair or replace the Metrorail and Metromover train washing system.	Countywide	5	Passenger Amenities	\$440	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Chiller Unit Replacement	Countywide	The Computer and electronic communications equipment to MDT functions must be maintained in an air-conditioned environment to maintain system reliability. Replacement Chiller Units at Central Bus.	Countywide	5	Maintenance Facilities	\$1,110	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Train Control DC Power Source	Countywide	Replace all existing Train Control DC power supplies at all rail stations, Central Control and Palmetto Yard.	Countywide	5	Systems	\$450	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metromover Station Ceiling Signage Cabinet Replacement	Countywide	Replace the broken and outdated sign cabinets and/or acrylic faces at some Metrorail stations. Most of these ceiling signs are 25 years old and have old information, the acrylic panels are missing, or some cabinets need to be refurbished or replace due to fatigue. Also with the new opening of the Miami International Airport Metrorail station, a new signage brand will be introduced to identify all transit service options. The Metromover signage system must reflect the new brand to ensure seamless transition from one system to the other.	Countywide	5	Passenger Amenities	\$1,620	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metrorail Parking Fare Payment Signage	Countywide	Installation of vinyl skins to resurface approximately 600 existing aluminum signs posted at Metrorail Stations with parking facilities. The new skins are printed with the approved County branding and the new instructions on how to pay the daily parking fare. The cost includes the installation at 15 stations.	Countywide	5	Passenger Amenities	\$120	\$0	State of Good Repair	TBD	TBD	N/A



Table 6-5 Unfunded Transit Projects FY 2019 - 2028 (continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
N/A	IRP - Metrorail & Metromover Regulatory Signage Replacement	Countywide	Design, produce and install new permanent signs to replace a portion of the damaged, outdated or missing. This project includes signage and high performance decals installed inside and outside cars.	Countywide	5	Passenger Amenities	\$300	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metrorail Station Identifier Sign Panel Replacement	Countywide	Design, produce install new permanent signs to replace damaged, outdated or missing signs panels of monumental signs at Metrorail property entrance. Replace part of the inventory of the damaged station-identifier porcelain enamel panels on existing monumental sign structures located at the entrance of Metrorail station ' properties.	Countywide	5	Passenger Amenities	\$420	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metrorail/Metromover Vehicle Signage Replacement	Countywide	Design, produce and install new Metrorail Metromover vehicle signage to replace damaged and outdated customer information materials. This project includes signage and high performance decals installed inside and outside cars.	Countywide	5	Passenger Amenities	\$840	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metrorail-M-Path Implementation of TPO Master Plan	Countywide	To provide the total cost of implementing the Metrorail Bike Path Upgrades as per the TPO M-Path Master Plan. It also includes the preparation of contract documents for bidding, estimated construction cost, permits, inspections, construction administration, County administration and project contingency. Finally the scope of work shall include coordinating with MDPWD, MDT, FDOT, MDBD, and the cities of Miami, South Miami and Coral Gables..	Countywide	5	Design and Engineering	\$4,500	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Destination Sign Refurb	Countywide	Purchase parts and equipment to refurbish/replace old destination sign systems that are no longer repairable or maintainable. Purchase 75 replacement sign systems to include Front/ Side/Rear signs, Operator Control Unit and all required cables.	Countywide	5	Division 34	\$0	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Replacement of Currency counters/ discriminators	Countywide	Current inventory of "single pocke" currency distributors are over ten years old. Increased number of bills in large denominations from Ticket Vending Machines requires more sorting and counting time.	Countywide	5	Division 41	\$0	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Proximity Control System Upgrade	Countywide	Upgrade to the electronic proximity control system currently utilized by MDT to control access to critical areas throughout the system. This ensures that only persons with authorized access, as determined by MDT management, have controlled and trackable access to critical areas of the system. The upgrade would be to the computer hardware and management software.	Countywide	5	Division 51	\$0	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metrorail/Metromover Door Replacement	Countywide	Replacement of custom ancillary doors, emergency exit doors, traction power substation doors, elevator machine room doors at Metrorail/Metromover Stations due to corrosion and damage.	Countywide	5	Division 58	\$0	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - ATS Replacements	Countywide	The Automatic Transfer Switch (ATS) needs to be replaced to operate automatically. It is essential to ensure the power is transferred to the emergency feed in the event of loss of power of the main FPL System. This will prevent any potential shutdown of the system.	Countywide	5	Division 58	\$0	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Escalator Modernization	Countywide	Perform a modernization of 2 system escalators. Remove existing escalator to truss. Install new Transit rated equipment into existing trusses. Bring units to current escalator safety code. Perform a modernization of 2 system escalators. Remove existing escalator to truss. Install new Transit rated equipment into existing trusses. Bring units to current escalator safety code.	Countywide	5	Division 58	\$0	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Replacement of equipment required for Trapeze and CAD systems	Countywide	Allows bus supervisors and other operations staff to remote access schedules, GIS data, bus locations and other information. Replacement of electronic equipment required to utilize Trapeze and CAD systems	Countywide	5	Division 71	\$0	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Bus Passenger Seat Replacement	Countywide	Improve the riding comfort of passengers and replace soiled cloth seats. Replacement of Passenger Seats for an additional 320 buses.	Countywide	5	Division 72	\$0	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Bus Solar Panels	Countywide	Procurement and installation of Bus Solar Panels. Reduces battery usage and bus failures due to "no starts". Improves the reliability of the fleet. Cost may be less due to age of certain buses in the fleet.	Countywide	5	Division 72	\$0	\$0	State of Good Repair	TBD	TBD	N/A





Table 6-5 Unfunded Transit Projects FY 2019 - 2028 (continued)

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type\$	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
N/A	IRP - Metromover Inner Loop Guideway Painting	Countywide	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Inner Loop. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof The existing steel girders will be repainted for the entire length of Metromover's Inner Loop, which is approximately 1.9.miles long.	Countywide	5	Track & Guideway	\$12,710	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metromover Omni Extension Guideway Painting	Countywide	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Omni Extension. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof The existing steel girders will be repainted for the entire length of Metromover's Omni Extension, which is approximately 1.4.miles long.	Countywide	5	Track & Guideway	\$10,490	\$0	State of Good Repair	TBD	TBD	N/A
N/A	IRP - Metrorail Steel Box Girder Guideway Painting	Countywide	Provide all the necessary labor, equipment, and materials to repaint all the existing steel box girders supporting the guideway of the Metrorail Mainline. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof The existing steel box girders are located at specific locations Metrorail's 22.6 mile long Mainline. The Metrorail Mainline has 154 steel box girders out of a total of 2, 796 steel box girders, which equals 5.5%.	Countywide	5	Track & Guideway	\$17,400	\$0	State of Good Repair	TBD	TBD	N/A
Unfunded Transit Projects FY 2019 - FY 2028 TOTAL COST (000s)							\$589,223	\$57,127				

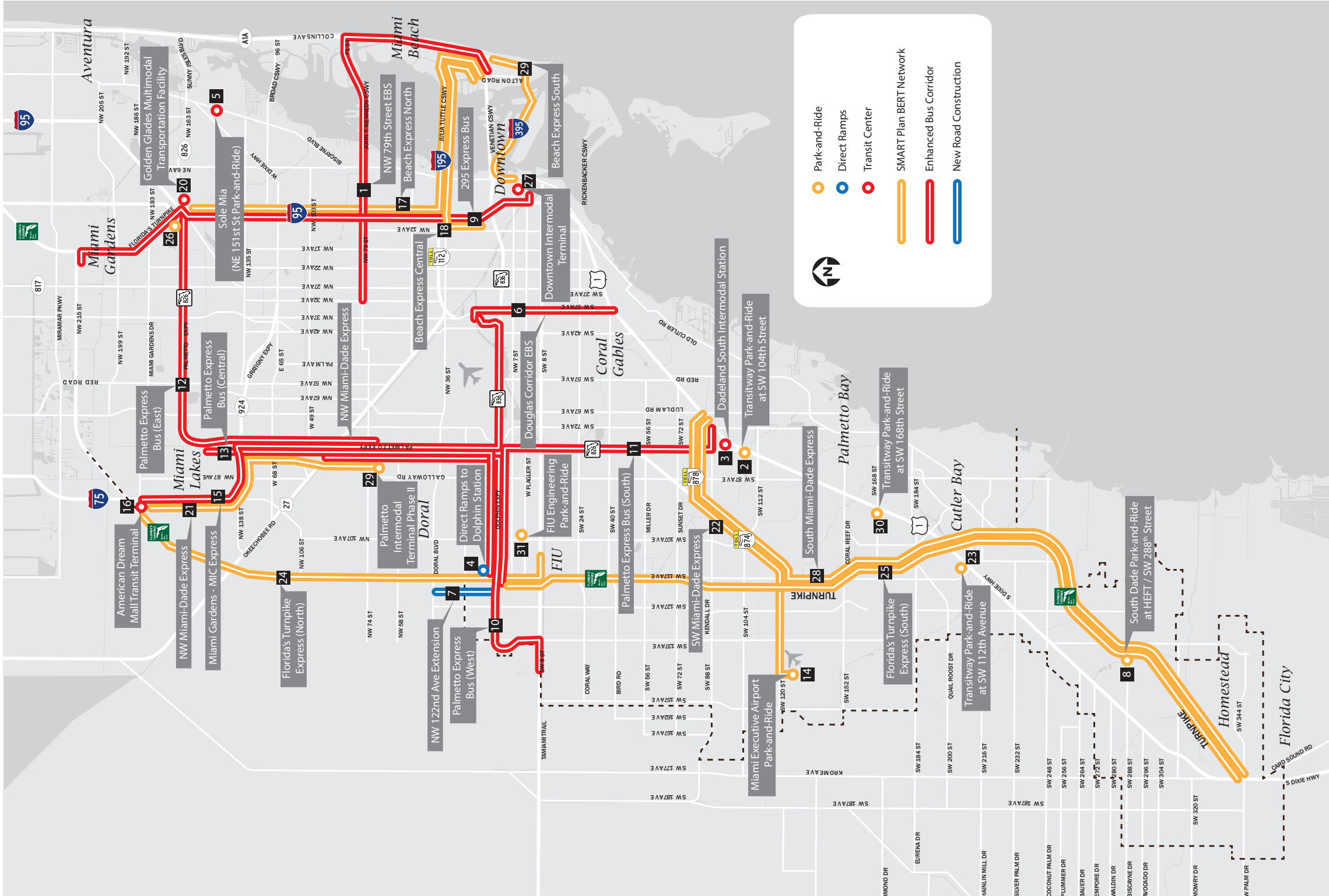
Table 6-5: Unfunded Transit Projects FY 2019 - FY 2028 § Project Type Key		
1. ADA Accessibility Improvements	6. Mass Transit Projects	11. Park and Ride Improvements and New Facilities
2. Bus System Projects	7. Metromover Projects	12. Passenger Facilities Improvements
3. Equipment Acquisition	8. Metrorail Projects	13. Security Improvements
4. Facility Improvements	9. New Passenger Facilities	14. Service Adjustment
5. Infrastructure Improvements	10. Other	

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

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



**Figure 6-5 Unfunded Transit Projects FY 2019 - 2028**













## 7 2028 AND BEYOND VISION PLAN

DTPW identified 113 transit improvement projects as part of the 2040 needs plan process for the Miami-Dade 2040 Long Range Transportation Plan (LRTP) Update which occurred during 2014. Upon undergoing an LRTP screening evaluation, 92 projects were adopted as part of the 2040 LRTP. Many of these adopted projects are identified as Priority 3 (2026 - 2030) or Priority 4 (2031-2040) projects, which are beyond the 10-year planning horizon of the FY 2019 - 2028 TDP.

### 7.1 2040 Long Range Transportation Plan Priority Transit Projects

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







**Table 7-1: 2028 and Beyond Transit Vision Plan**

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
1	Direct Ramps to Palmetto Intermodal Terminal from Palmetto Express Lanes	SR 826 (Palmetto Expressway) at NW 74th St	Construct ramps from express lanes to Palmetto Metrorail Station to provide access to buses and transit patrons.	12	5	Capital	\$45,000	N/A	Direct Access Ramps	2027 and Beyond	2028 and Beyond	Priority III
2	Direct Ramps between the South Miami-Dade Transitway and SR 826 (Palmetto Expressway)	South Miami-Dade Transitway and SR 826	Construct ramps connecting the South Miami-Dade Transitway and SR 826 (Palmetto Expressway)	7	5	Capital	\$60,000	N/A	Direct Access Ramps	2027 and Beyond	2028 and Beyond	Priority III
3	Direct Ramps to Dolphin Station Transit Terminal	SR 836 and NW 122nd Ave	Construct direct access ramps to connect SR 836 to Dolphin Station	12	5	Capital	\$45,000	N/A	Direct Access Ramps	2027 and Beyond	2028 and Beyond	Priority III
4	NW 7th Ave Enhanced Bus	from Downtown Miami to Golden Glades Interchange	This route would provide premium limited-stop transit service along NW 7th Ave between Downtown Miami and the park-and-ride lot located at the Golden Glades Interchange. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day. This route will provide a premium transit connection to the NW 7th Ave Transit Village located at NW 7th Ave and NW 62nd St.	2,3,5	6	Capital	\$37,050	\$3,452	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Priority III
5	Government Center Station Upgrade (Downtown Miami Development of Regional Impact - Increment III)	101 NW 1st St	This project consists of upgrades to the existing Government Center Metrorail Station in the form of new elevators, escalators, new pedestrian bridge connecting to adjacent Brightline Station (Intercity Passenger Rail)/Tri-Rail Downtown Link (Commuter Rail), upgrades to existing flooring and roofing, fare collection updates, security equipment updates, new rolling gates and automatic sliding doors.	5	4	Capital	\$14,094	TBD	Station Improvements	2027 and Beyond	2028 and Beyond	N/A
6	Douglas Road BRT (SW 27/37 Avenue)	MIC to Coconut Grove Metrorail	Premium Bus Rapid Transit service along NW/SW 37th Ave / 27th Ave connecting the MIC on the north and the Coconut Grove Metrorail Station on the south, linking employment centers at MIA and in Coral Gables	5,6,7	6	Capital	\$166,400	\$0	New Bus Rapid Transit Service	2027 and Beyond	2028 and Beyond	Partially Funded
7	Beach Connection (Baylink)	Downtown Miami Intermodal Terminal to Miami Beach Convention Center	Recent momentum for implementing a rapid transit solution to connect Miami Beach with the mainland is demonstrated in the commitments by the County and the Cities of Miami and Miami Beach. Currently, the County and the Cities are in the process of approving a Memorandum of Understanding with FDOT that will pave the way for initiating the study phase of this project. While the City of Miami Beach may independently move forward with funding the Miami Beach Connector loop in their jurisdiction with local and state dollars, the County proposes to pursue Federal New Starts funding for the Miami Connector loop. In the future, this loop can be completed by running an extension of the system through the Julia Tuttle Causeway.	3,5	6	Capital	\$532,132	\$22,000	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Partially Funded
8	Historic Overtown/Lyric Theatre (Downtown Miami Development of Regional Impact - Increment III)	100 NW 6th St	This project consists of upgrades to the existing Historic Overtown/Lyric Theatre Metrorail Station in the form of new elevators, escalators, upgrades to existing flooring, fare collection, fare gates and Ticket Vending Machine (TVM) updates, security equipment updates. This projects will also reconfigure the alleyway between Overtown Transit Village and the Station to include new stamped concrete as well as a shared use Promenade with canopy from NW 6 St to NW 8 St.	3	4	Capital	\$5,356	TBD	Station Improvements	2027 and Beyond	2028 and Beyond	N/A
9	Bus-Only Lanes in Downtown Miami (Downtown Miami Development of Regional Impact - Increment III)	Various Locations in Downtown (total length approximately 4.55 miles)	SW/SE 1st St (from I-95 to SE 1st Ave) NE/NW 1st St (from NE 2nd Ave to I-95) NE/NW 6th St (from Biscayne Blvd. to I-95) NW 5th St (from I-95 to NW 1st Ave) NE 2nd Ave (from NE 20th St to NE 1st St) SE/NE 1st Ave (south of NE 6th St) (from SE 1st St to NE 17th St) NE 1st Ave (north of NE 6th St) (from NE 6th St to NE 17th St)	3,5	5	Capital	\$910	TBD	New Bus-Only Lanes	2027 and Beyond	2028 and Beyond	N/A
10	Collins Ave Enhanced Bus	Miami Beach Convention Center / Washington Ave / 17th St to Aventura Mall Terminal	Implement limited stop enhanced bus service	4,5	6	Capital	\$54,210	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
11	Direct Ramps between SR 878 (Snapper Creek Expressway) and Dadeland North Metrorail Station	SR 878 (Snapper Creek Expressway) and Dadeland North Metrorail Station	Construct ramps connecting SR 878 (Snapper Creek Expressway) to Dadeland North Metrorail Station	7	5	Capital (MDX Projects)	\$45,000	N/A	Direct Access Ramps	TBD	TBD	N/A





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

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
12	SW 137th Ave Enhanced Bus Service	Tamiami Station to Caribbean Blvd / US-1	Premium limited-stop transit service along SW 137th Ave to link West Kendall neighborhoods. Project to include park-and-ride facilities and the addition of nine (9) articulated buses.	8,9,10,11,12	6	Capital	\$63,570	\$2,763	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
13	Midtown LRT West	Allapattah Metrorail to Biscayne Blvd and NW 36th St	Midtown LRT West	3	6	Capital	\$154,700	TBD	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
14	Midtown LRT East	Biscayne Blvd and NW 36th St to Miami Beach Convention Ctr. NW 17th St	Midtown LRT East	3,4,5	6	Capital	\$391,300	TBD	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
15	Transitway Lot (SW 244th St)	Transitway and SW 244th St	Increase the number of leased parking spaces from 96 spaces to 111 spaces.	8	11	Capital	TBD	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	N/A
16	Transitway Lot (SW 296th St)	Transitway and SW 296th St	Improve Existing Park and Ride facility	8	11	Capital	TBD	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	N/A
17	Southland Mall	SW 205th St and South Dixie Highway	Improve Existing Transit Center	8	9	Capital	TBD	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	N/A
18	Sharks Central Station at MDC	Miami Dade College Kendall Campus - 11011 SW 104th St	Construct Transit Center	2	12	Capital	TBD	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	N/A
19	Julia Tuttle Multimodal Terminal	Southwest corner of Alton Rd and I-195	Construction of 300 surface parking spaces with six bus bays	4	9, 11	Capital	\$4,000	\$75	Access Improvement	2028 and Beyond	2028 and Beyond	N/A
20	Sharks North Station at MDC	Miami Dade College North Campus - 11380 NW 27th Ave	Construct Transit Center	2	12	Capital	TBD	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	N/A
21	Dolphin Mall-Dolphin Station Connector Road	Dolphin Mall - Dolphin Station (HEFT/SR 836/NW 12th St)	New cut and cover roadway that would connect the Dolphin Mall to the proposed Dolphin Station/HEFT park-and-ride	12	10	Capital	\$10,000	N/A	Roadway Construction	2027 and Beyond	2028 and Beyond	Unfunded
22	Coral Reef Enhanced Bus	Dadeland North Metrorail Station to SW 152nd Ave/SW 152nd St	This route would provide premium limited-stop transit service along SW 152nd St from SW 152nd Ave to Dadeland North Metrorail Station. This enhanced bus route would provide a premium transit connection to the future regional entertainment complex near Zoo Miami and Metrorail. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day. Project will include the addition of seven (7) articulated buses	7,8,9,11	6	Capital	\$42,900	\$2,200	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
23	Dolphin Tri-Rail Extension	MIC to Dolphin Mall Area	Implement new passenger rail service on SFRC/CSX tracks along SR 836/East-West Corridor	6,10,12	6	Capital	\$140,000	\$7,600	New passenger rail service	2027 and Beyond	2028 and Beyond	Unfunded
24	East -West Corridor BRT along SW 8th St	SW 8th St (Tamiami)/SW 147th Ave to MIC	Implement bus rapid transit with dedicated lanes along SW 8th St from SW 147th Ave to the Miami Intermodal Center (MIC) via SR 826 (Palmetto Expressway) and SR 836 (Dolphin Expressway)	11,12,10,6	6	Capital	\$182,000	\$13,534	New Bus Rapid Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
25	Expand Park-and-Ride Facility at Dadeland North	Dadeland North Metrorail Station	Construct a new 1,000-space parking garage with ground-floor retail and office space. Provide additional service and layover bays.	7	12	Capital	\$25,000	\$250	Station Improvements	2027 and Beyond	2028 and Beyond	Unfunded
26	I-75/Gratigny Express Bus	I-75 at Miami Gardens Drive Park-and-Ride (Miami Gardens Stations) to Sharks North Station	Implement express bus service on express lanes. Project will include the addition of nine (9) articulated buses	12,13,2	6	Capital	\$10,170	\$2,639	New Express Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
27	Intermodal Terminal at SW 88th St (Kendall Drive/ SR 821 HEFT)	SW 88th St (Kendall Drive) at SR 821 (HEFT)	Lease surface parking spaces for park-and-ride/transit center	10,7	9	Capital	\$0	\$50	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
28	Park-and-Ride Facility at NW 27 Ave / NW 119 St / Gratigny Parkway	NW 27th Ave and Gratigny Parkway	Construct terminal / Park-and-Ride	2	11	Capital	\$5,460	TBD	New Park-and-Ride	2027 and Beyond	2028 and Beyond	Unfunded



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

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type\$	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
29	NW 7th St Enhanced Bus	Dolphin Station to Government Center	This route would provide premium limited-stop transit service along NW 7th St from the proposed park-and-ride/transit center station at Dolphin Station (HEFT at NW 12th St) to Government Center. This enhanced bus route would provide an additional east-west premium transit connection between west Miami-Dade County and Downtown Miami. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.	5,6,12	6	Capital	\$58,890	\$5,279	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
30	SW 8th St EBS	FIU Panther Station to Brickell Metrorail Station	This route will provide premium limited-stop transit service along SW 8th St from FIU Panther Station to the Brickell Metrorail Station. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.	5,6,11	6	Capital	\$43,680	\$4,089	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
31	Shark South Station at MDC (Homestead Campus)	Transitway and SW 312th St	Construct Park and Ride facility with 90 surface parking spaces	8	9	Capital	\$1,073	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
32	Transitway Lot (136th St)	Transitway and SW 136th St	Lease 50-75 Parking Spaces	8	9	Capital	\$0	\$38	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
33	Transitway Lot (Killian Pkwy)	Transitway and SW 112th St	Construct Park and Ride facility with 200 parking spaces	7	9	Capital	\$2,860	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
34	Little River Park and Ride	NE 79th St and Biscayne Blvd	Lease 75 parking spaces	3	9	Capital	\$0	\$38	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
35	Okeechobee Terminal	HEFT and US 27/Okeechobee Rd	Construct Park and Ride facility	12	9	Capital	\$2,600	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
36	Transitway Lot (168th St)	Transitway and SW 168th St	DTPW is proposing to upgrade the existing park-and-ride facility in two phases. Phase 1 includes adding approximately 90 additional surface parking spaces for a total of 239 spaces, improving pedestrian access, adding bicycle parking facilities, and other passenger amenities. Phase 2 includes a modernized 450-space parking garage with enhanced amenities.	9	11	Capital	\$4,290	\$45	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
37	Americas Station	W Flagler St and NW 77th Ave	Construct Transit Center	6	9	Capital	\$2,000	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
38	Brickell Station (Downtown Miami Development of Regional Impact - Increment III)	1001 SW 1st Ave	The Brickell Station serves as an intermodal station that provides passenger connections with the local circulator (City of Miami Trolley), local fixed route service (Metrobus), regional bus service (BCT I-595 Express) as well as Metromover and Metrorail. The station area is a linear site that spans between SW 8th St and SW 13th St. The primary goal of the Brickell Metrorail/Metromover Station improvements is to enhance passenger and pedestrian access to transit. Specifically, the recommended implementation plan includes additional bus passenger pick-up/drop areas, additional shuttle pick-up/drop off capacity, provide a new designated kiss-n-ride area, upgrade pedestrian connections between neighboring development and improve passenger convenience through way finding, upgraded/ADA compliant sidewalks, continuous passenger canopies, and additional bike storage.	5	4	Capital	\$3,900	TBD	Station Improvements	2027 and Beyond	2028 and Beyond	Unfunded
39	Civic Center Metrorail Station Improvements	NW 15th St and NW 12th Ave	Construct Transit Center	3	9	Capital	\$3,000	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
40	Kendall South / Zoo Miami Station	12400 SW 152nd St	Lease 100 parking spaces	9	9	Capital	\$0	\$50	Access Improvement	2028 and Beyond	2028 and Beyond	Unfunded
41	West Kendall Transit Terminal Improvements	SW 88th St and SW 162nd Ave	Improve Existing Terminal Facility	11	12	Capital	\$12,500	TBD	Station Improvements	2027 and Beyond	2028 and Beyond	Unfunded
42	Transitway extension to Dadeland North	Between Dadeland South and Dadeland North Metrorail Stations	Extend Transitway from Dadeland South to Dadeland North Metrorail Station	7	10	Capital	\$26,000	N/A	Roadway Construction	2027 and Beyond	2028 and Beyond	Unfunded
43	Park-and-Ride at SW 152nd St/ SR 821 (HEFT)	Coral Reef Dr and HEFT	Expand existing 2 bay / 200 space Park-and-Ride lot. Facility is over Capacity. Construct new parking garage w/ 500 parking spaces.	9	11	Capital	\$12,500	TBD	Expand existing Park-and-ride	2028 and Beyond	2028 and Beyond	Unfunded
44	North Corridor (NW 27th Ave) Metrorail Extension	MLK Jr. Metrorail Station to NW 215th St	Convert full BRT to Heavy Rail	1,2,3,6	6	Capital	\$1,747,200	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded





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

Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
45	South Corridor Metrorail Extension	SW 104th St to Dadeland South	Extend Metrorail to SW 104 St	7,8	6	Capital	\$140,000	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded
46	Kendall Corridor North / Metrorail Extension	SW 88th St to SW 8th St	Metrorail Link between E-W Corridor and Kendall Corridor along HEFT	11,12	6	Capital	\$964,600	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded
47	Douglas Road LRT	Douglas Road Metrorail / US-1 to MIC at MIA	Construct LRT	5,6,7	6	Capital	\$427,700	TBD	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
48	SR874 Ramp Connector Park-and-Ride	SR 874 and SW 128th St	Construct Park-and-Ride	9	11	Capital	\$2,860	TBD	New Passenger Facilities	2027 and Beyond	2028 and Beyond	Unfunded
49	Transitway BRT with grade separated intersections	Florida City / SW 344th St to Dadeland North	Bus-only grade separations at all intersections including and south of SW 98 St	7,8,9	6	Capital	\$307,800	TBD	BRT Improvement	2027 and Beyond	2028 and Beyond	Unfunded
50	East-West Metrorail	SW 147th Ave / SW 8th St to MIC at MIA	Convert BRT to Heavy Rail	6,12,10	6	Capital	\$2,311,400	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded
51	Kendall Corridor South	SW 200th St / Turnpike to SW 88th St and Turnpike	Metrorail Turnpike Extension Phase 2	7,8,9,10	6	Capital	\$1,365,000	TBD	Metrorail Extension	2027 and Beyond	2028 and Beyond	Unfunded
52	Miami Beach LRT Collins Extension	Miami Beach Convention Center to 71st St	Extend light rail north to 71 St	4,5	6	Capital	\$400,400	TBD	New Light Rail Transit Service	2027 and Beyond	2028 and Beyond	Unfunded
53	72nd Ave / 67th Ave Enhanced Bus	Dadeland North Metrorail Station to Miami Lakes Terminal NW 154th St & SR-826	Implement limited stop enhanced bus service	6,7,12,13	6	Capital	\$67,860	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
54	57th Ave Enhanced Bus South	South Miami Metrorail Station to MIC at MIA	Implement limited stop enhanced bus service	6,7	6	Capital	\$32,760	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
55	57th Ave Enhanced Bus North	Okeechobee Metrorail Station to Miami Lakes Terminal at NW 154th St and SR-826	Implement limited stop enhanced bus service	6,13	6	Capital	\$30,030	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
56	NW 37th Ave Enhanced Bus	MIC at MIA to NW 215th St / NW 27th Ave	Implement limited stop enhanced bus service	1,2,6,13	6	Capital	\$56,550	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
57	Bird Road-40th St Enhanced Bus	SW 147th Ave & SW 8th St (Tamiami Station) to Douglas Road Metrorail Station	Implement limited stop enhanced bus service	6,7,11	6	Capital	\$60,060	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
58	Miller Drive Enhanced Bus	SW 147th Ave & SW 8th St (Tamiami Station) to University Metrorail Station	Implement limited stop enhanced bus service	7,10	6	Capital	\$62,010	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
59	Sunset Enhanced Bus	SW 162nd Ave & SW 88th St (West Kendall Transit Terminal) to South Miami Metrorail	Implement limited stop enhanced bus service	7,10	6	Capital	\$45,240	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
60	NE 163rd St (Sunny Isles Blvd)	Collins Ave to Golden Glades Interchange	Improve/Implement transit service	1,2,4	6	Capital	\$24,570	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
61	107th Ave Enhanced Bus	(Miami-Dade College - Sharks South Station) SW 104th St/ SR-874 to Palmetto Intermodal Terminal	Implement limited stop enhanced bus service	7,10,12	6	Capital	\$58,890	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
62	22nd Ave Enhanced Bus	Coconut Grove Metrorail to Golden Glades Interchange	Implement limited stop enhanced bus service	1,2,3,5,7	6	Capital	\$53,430	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
63	127th Ave Enhanced Bus	(Tamiami Executive Airport) SW 137th Ave at SW 128th St to (Dolphin Station) HEFT / NW 12th St	Implement limited stop enhanced bus service	7,8,9,11,12	6	Capital	\$40,950	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded



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

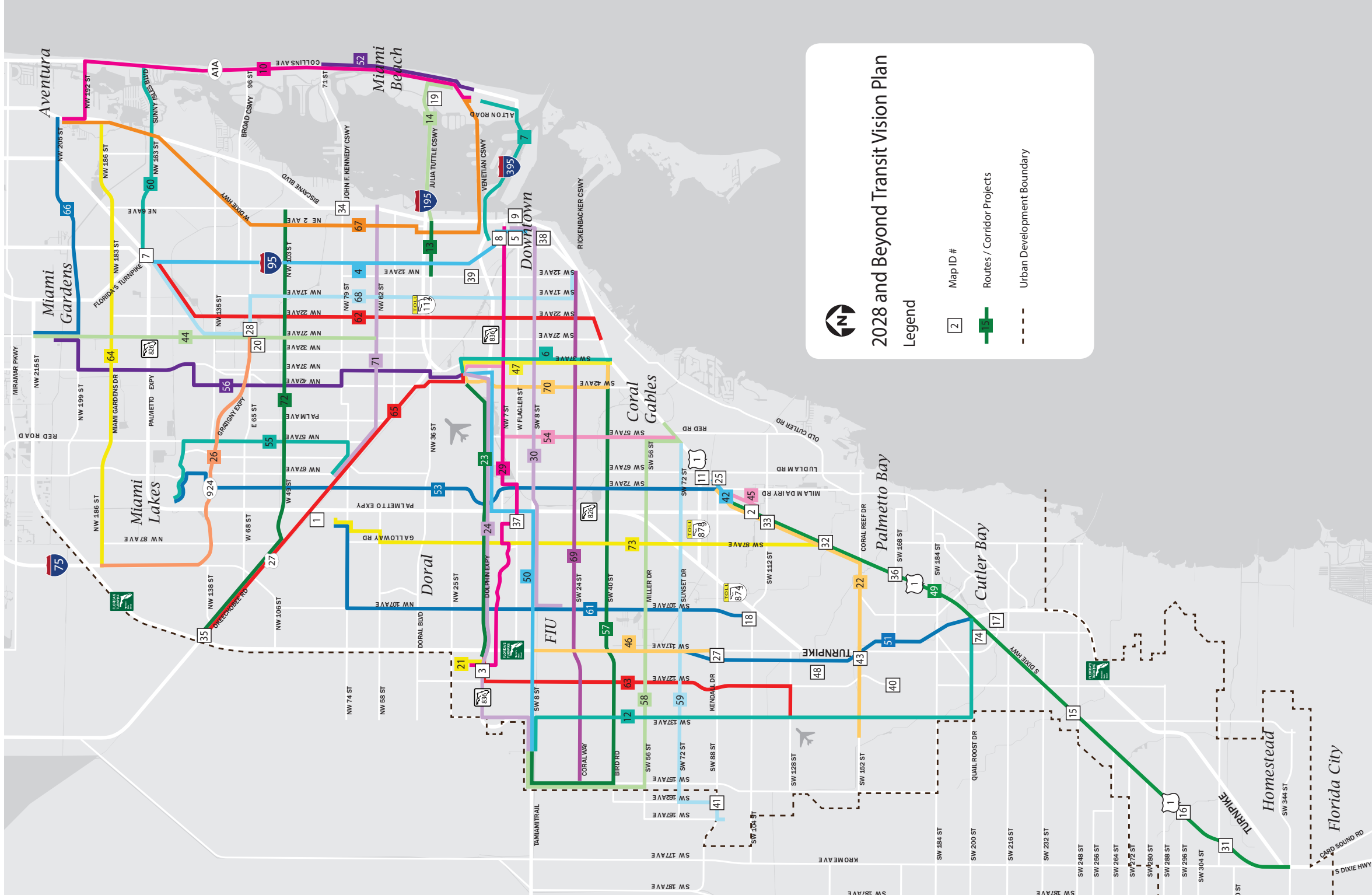
Map ID #	Project Name	Location	Project Description	Commission District	Project		Cost (in 000s)		Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)		2017 Annual Update Implementation Year*	2018 Annual Update Implementation Year*	
64	NW 183 St Enhanced Bus	Miami Gardens Station to Aventura Terminal	Implement limited stop enhanced bus service	1,2,4,12,13	6	Capital	\$56,500	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
65	Okeechobee Enhanced Bus	Turnpike to MIC at MIA	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Omni Extension. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof. The existing steel girders will be repainted for the entire length of Metromover's Omni Extension, which is approximately 1.4 miles long.	2,5,6,12,13	6	Capital	\$43,680	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
66	199/203 St Enhanced Bus	NW 27th Ave / NW 215th St to Aventura Terminal	Implement limited stop enhanced bus service	1,4	6	Capital	\$29,640	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
67	2nd Ave Enhanced Bus	Miami Beach Convention Center to Aventura Terminal	Implement limited stop enhanced bus service	2,3,4,5	6	Capital	\$69,030	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
68	17th Ave Enhanced Bus	Vizcaya Metrorail Station to Golden Glades Terminal	Implement limited stop enhanced bus service	1,2,3,5,7	6	Capital	\$56,160	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
69	Coral Way Enhanced Bus	SW 147th Ave / SW 26th St to Brickell Metrorail Station	Implement limited stop enhanced bus service	5,6,7,10	6	Capital	\$60,450	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
70	Le Jeune Road Enhanced Bus	Douglas Road Metrorail Station to MIC at MIA via 25th St	Implement limited stop enhanced bus service	6,7	6	Capital	\$19,500	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
71	NW 62nd St Enhanced Bus	Okeechobee Metrorail Station to Biscayne Blvd	Implement limited stop enhanced bus service	2,3,6,13	6	Capital	\$30,030	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
72	NW 103rd St Enhanced Bus	Okeechobee Terminal to US-1/ NE 79th St (Little River Park-and-Ride)	Implement limited stop enhanced bus service	2,3,6,13	6	Capital	\$57,330	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
73	87th Ave Enhanced Bus	Palmetto Intermodal Terminal to Transitway at SW 136th St	Implement limited stop enhanced bus service	6,7,8,10,12	6	Capital	\$56,160	TBD	New Enhanced Bus Service	2027 and Beyond	2028 and Beyond	Unfunded
74	Transitway Lot (SW 112 Ave)	Transitway and SW 112th Ave	Currently, DTPW leases 462 spaces with plans to purchase land in 2018. Phase 2, which is currently unfunded, includes construction of a bus terminal and structured parking. The Ultimate Buildout will be based on the on-going South Corridor PD&E study.	9	11	Capital	TBD	TBD	Access Improvement	2027 and Beyond	2028 and Beyond	Unfunded
Table 7-1: 2028 and Beyond Transit Vision Plan TOTAL COST (000s)							\$10,885,335	\$64,101				

Table 7-1: 2028 and Beyond Transit Vision Plan § Project Type Key		
1. ADA Accessibility Improvements	6. Mass Transit Projects	11. Park and Ride Improvements and New Facilities
2. Bus System Projects	7. Metromover Projects	12. Passenger Facilities Improvements
3. Equipment Acquisition	8. Metrorail Projects	13. Security Improvements
4. Facility Improvements	9. New Passenger Facilities	14. Service Adjustment
5. Infrastructure Improvements	10. Other	

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



Figure 7-1: 2028 and Beyond Transit Vision Plan





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





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

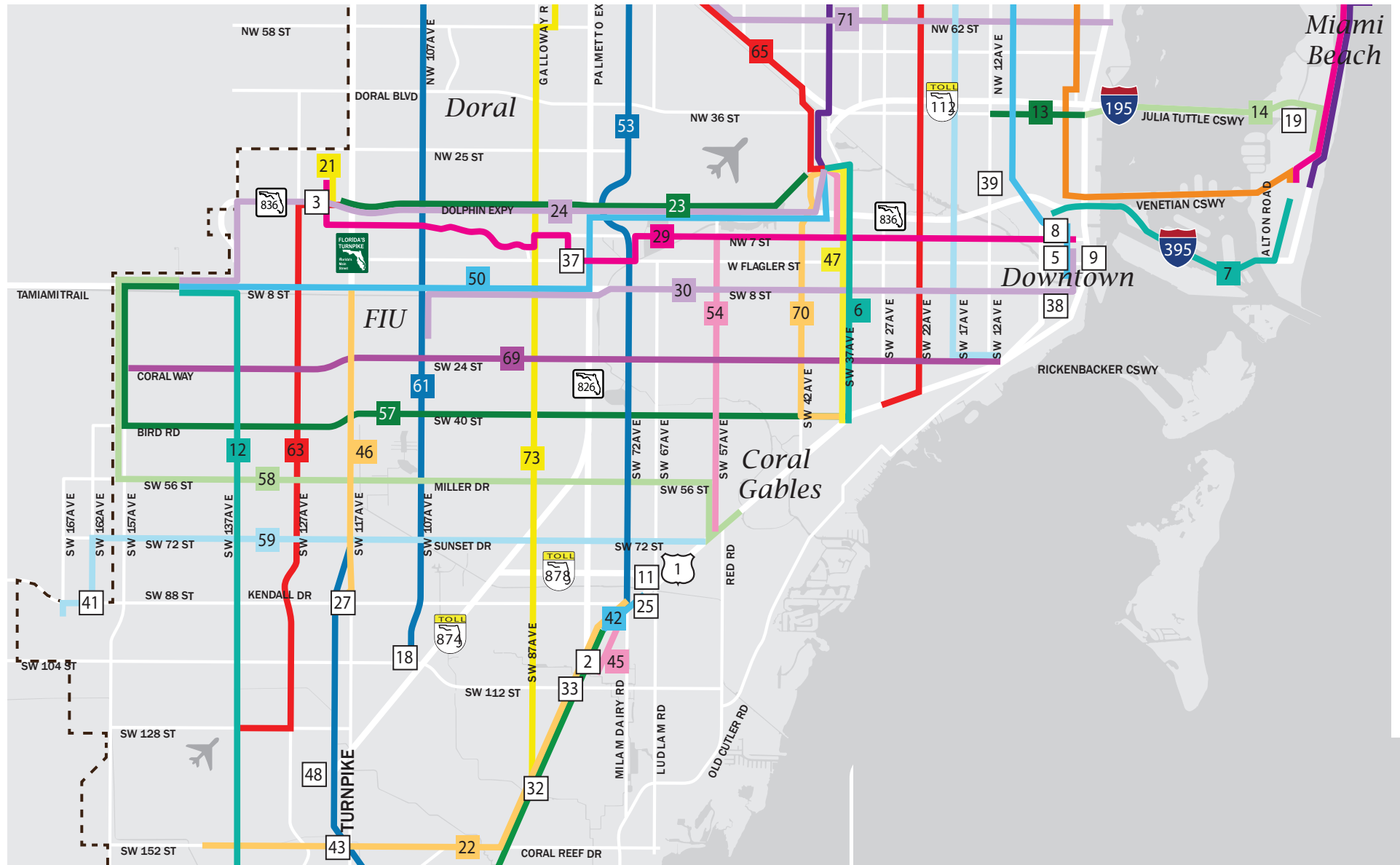
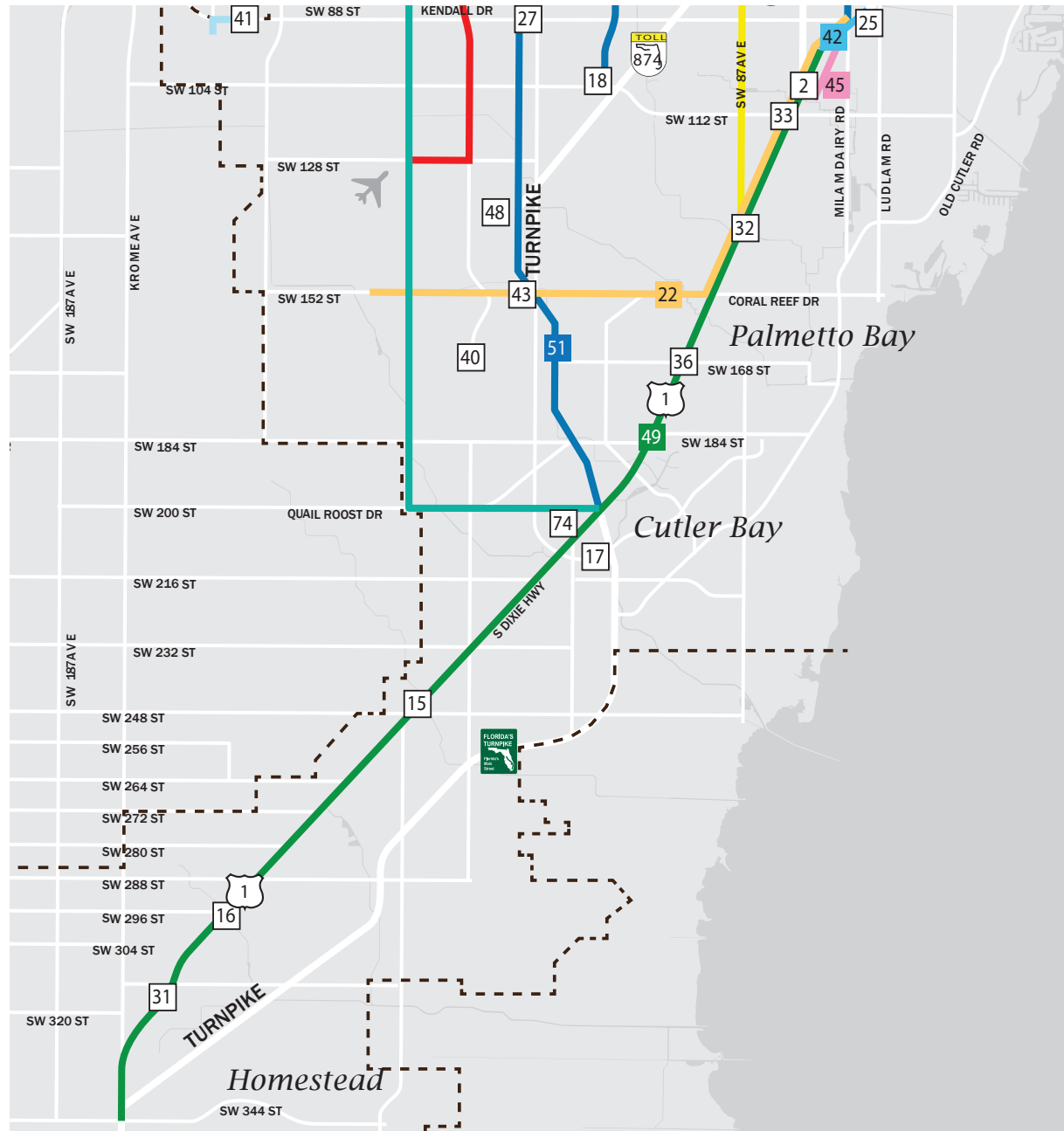




Figure 7-4: 2028 and Beyond Transit Vision Plan - South View







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## 8 TRANSIT FINANCIAL PLAN

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

### 8.1 Operating Expenses and Revenues

DTPW is the largest transit operator in the State of Florida and the 14th largest transit provider in the U.S. according to the 2017 Public Transportation Fact Book (based on unlinked passenger trips and passenger miles). DTPW's size is reflected in the agency's direct operating budget, which is projected at approximately \$410 million in FY 2018. The primary components of the direct operating expenses are shown in Table 8-1.

Salaries and overtime make up 43 percent of DTPW's total operating expenses. Contractual services make up 8 percent of the operating budget. Metrobus is a fixed-route bus service that DTPW operates seven (7) days a week, 24 hours per day. A total of 79 routes comprise DTPW's regular bus service structure as served by a total fleet of 781 buses and 14 contracted routes with 29 buses.

In addition to these direct expenses, DTPW will support \$95 million of other operating expenses and debt service payments in FY 2019. These other expenses are detailed in the subsequent tables of this chapter.

In total, DTPW will spend \$410 million in FY 2018 for the ongoing operation of the transit system and the support of DTPW's other local and regional responsibilities.



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

Transit Operating Expenses		Projected Amount FY 19 (000s)
	Salary	\$206,214
	Overtime	\$22,555
	Group Health	\$45,423
	Benefits	\$31,936
	Court Costs	\$16
	Contractual Services	\$42,290
	Other Operating Expenses	\$94,638
	Charges for County Services	\$23,803
	Capital	\$304
	Distribution of Funds in Trust	\$11
	STS Services	\$41,936
	Payment to Vanpool Program	\$1,700
	Restoration of Proposed Reduction	\$5,703
	Future Transit Efficiency/Savings Plan	-\$6,622
	Retirement	\$18,135
	<b>Subtotal</b>	<b>\$528,042</b>
Transit Reimbursements		Projected Amount FY 19 (000s)
	Federal Reimbursements	-\$69,031
	Capital Fund Reimbursements	-\$8,167
	State Grant Reimbursements	-\$21,097
	CILOGIT Reimbursements	-\$19,549
	STS/JARC Reimbursements	-\$4,894
	<b>Subtotal</b>	<b>-\$122,738</b>
Transit Operating Adjustments		Projected Amount FY 19 (000s)
	Payment to SFRTA	\$4,235
	Transfer to Debt Service	\$828
	<b>Subtotal</b>	<b>\$5,063</b>
<b>Total Transit Operating Expenses</b>		<b>\$410,367</b>

Source: Transit Pro Forma FY 2017

\* Total may vary slightly due to rounding



DTPW's transit operations are supported by a range of federal, state, local, and directly-generated revenue streams. Table 8-2 shows the projected operating revenues for FY 2018 by major category that total over \$410 million.

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

Transit Proprietary Revenue	Transit Proprietary Revenue	Projected Amount FY18 (000s)
	Bus, Rail, STS, & Farebox	\$89,966
	Planned Bus and Rail Fare and Fee Increase	\$4,578
	Other Revenues	\$8,416
	Interagency Revenue (Tri-Rail)	\$5,643
Operating Total		\$108,603
State Grant Revenue	State Grant Revenue	Projected Amount FY18 (000s)
	Transportation Disadvantaged Program	\$6,000
	State Total	\$6,000
Local Revenue	Local Revenue	Projected Amount FY18 (000s)
	Miami Dade General Fund MOE (3.5 Percent)	\$196,924
	PTP Surtax	\$95,126
	Additional Local Revenue*	\$3,714
	Local Total	\$295,764
Total Revenue		\$410,367

Source: Transit Pro Forma FY 2017

\* Total may vary slightly due to rounding

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

- **Fare Revenues:** DTPW currently recovers approximately 17 percent of its operating expenses from transit fare revenue.
- **Other Operating Revenues:** These operating revenues include advertising.
- **State Block Grants:** These revenues were developed by the Florida Legislature to provide a stable source of funding for public transit. The grants are distributed to all eligible Florida transit providers on a formula basis.
- **Transportation Disadvantaged program:** Transportation Disadvantaged (TD) programs provide funding to assist TD populations, which include individuals with physical or mental disabilities, have low incomes, or are older individuals who are unable to transport themselves or purchase transportation.
- **People's Transportation Plan Surtax:** The People's Transportation Plan (PTP) provides for sales tax revenue to support public transit and roadway infrastructure improvements.
- **County General Funds:** Miami-Dade County supplies DTPW with funding each year from its general fund.
- **Additional Local Revenue:** DTPW may receive funds from other local sources in a given year.



## 8.1.1 Projected Operating Revenues

Future revenue growth is projected to fluctuate with a low level of tax revenue growth resulting from the existing state of the economy. However, in years without any major policy changes, total available funding for DTPW is expected to grow at a rate of slightly over three percent (3%) annually. In addition, DTPW does foresee a separate major policy action related to funding during FY 2019 – FY 2028 to include:

- Regular programmed fare increases: The Pro Forma projects a 25 cent increase in the base fare (from its current level of \$2.25 to \$2.50) in FY 2019, with additional 25 cent increases in fiscal years 2024 and 2029. These increases have the effect of increasing the overall revenue growth rate in those years. These programmed fare increases which occur every four (4) years are determined by policies approved by the Miami-Dade County Board of County Commissioners that authorize DTPW to implement regular fare increases to keep pace with inflation.

The critical funding growth assumptions that drive the Pro Forma financial projections are outlined below in Table 8-3.

**Table 8-3: DTPW Operating Transit Revenue Growth Assumptions**

Operating Revenue Growth Assumptions	Revenue Item	Annual Growth Rate
	PTP Surtax	-4%*
	General Funds (MOE)	3.5%
	Fare Revenue (Trip Growth)	0.5%
	State Block Grants	1.0%
	Transportation Disadvantaged Funds	0.0%
	Federal funds	2.4%
	Local Option Gas Tax	1.50%

Source: Transit Pro Forma FY 2017

\*PTP surtax is reported as negative growth because DTPW is reducing its reliance on PTP funds for Operations expenses and shifting those revenues to the capital budget for the purposes of expanding transit service.



## 8.1.2 Summary of Operating Budget

The operating budget, as presented in the 2017 Pro Forma for the ten-year period from FY 2019 to FY 2028, is balanced. The projected operating expenses are covered by the forecasted revenues from various sources. DTPW balances its operating budget by adhering to a combination of strategies aimed at producing cost efficiencies; an avoidance of any major service expansion and aggressive use of available local funding sources (LOGT and general funds). This operating budget is based upon the budgetary assumptions that were applied within the FY 2017 Pro Forma. It should be noted that these budgetary assumptions are subject to change due to the volatility in gas prices and pressure from the public to reduce the tax roll which could have impacts to the general fund share DTPW receives and the availability of federal and state grants, thus resulting in a different budgetary outcome than presented in this TDP.

**Table 8-4: DTPW Operating Transit Revenues (FY 2019 - FY 2028) (\$000s)**

Transit Proprietary Revenues	FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027-2028
Bus, Rail, STS, & Farebox	\$89,966,000	\$95,017,000	\$95,492,000	\$95,969,000	\$96,449,000	\$96,449,000	\$101,648,000	\$102,156,000	\$102,667,000	\$103,180,000
Planned Bus and Rail Fare and Fee Increase	\$4,578,000	\$0	\$0	\$0	\$0	\$4,693,000	\$0	\$0	\$0	\$0
Interagency Revenue (Tri-Rail)	\$8,416,000	\$8,416,000	\$8,416,000	\$8,416,000	\$8,416,000	\$8,416,000	\$8,416,000	\$8,416,000	\$8,416,000	\$8,416,000
Other Revenues (Adv., Permitting, Joint Dev.)	\$5,643,000	\$5,643,000	\$5,643,000	\$5,643,000	\$5,643,000	\$5,643,000	\$5,643,000	\$5,643,000	\$5,643,000	\$5,643,000
<b>State Grant Revenue</b>										
TD Program	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000
<b>Local Revenue</b>										
Miami Dade General Fund MOE (3.5%)	\$196,924,000	\$207,660,000	\$273,545,000	\$295,299,000	\$316,029,000	\$357,206,000	\$377,456,000	\$390,667,000	\$404,340,000	\$418,492,000
PTP Surtax	\$95,126,000	\$46,054,000	\$39,416,000	\$33,990,000	\$9,873,000	\$4,612,000	\$7,997,000	\$11,587,000	\$15,373,000	\$17,272,000
Additional Local Revenue	\$3,714,000	\$56,635,000	\$11,768,000	\$10,043,000	\$29,098,000	\$7,486,000	\$0	\$0	\$0	\$0
<b>Total Transit Revenues</b>	<b>\$410,367,000</b>	<b>\$425,425,000</b>	<b>\$440,280,000</b>	<b>\$455,360,000</b>	<b>\$471,508,000</b>	<b>\$490,505,000</b>	<b>\$507,160,000</b>	<b>\$524,469,000</b>	<b>\$542,439,000</b>	<b>\$559,003,000</b>
Total Expenses	\$410,367,000	\$425,425,000	\$440,280,000	\$455,360,000	\$471,508,000	\$490,505,000	\$507,160,000	\$524,469,000	\$542,439,000	\$559,003,000
Operational Funding Surplus (Deficit)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Source: Transit Pro Forma FY 2017



**Table 8-5: DTPW Operating Transit Expenses (FY 2019 - FY 2028) (\$000s)**

Direct Operating Expenses/ Fiscal Year	FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027-2028
<b>Direct Operating Expenses</b>										
Total Transit Operating Expenses	\$528,042,000	\$545,329,000	\$562,465,000	\$580,320,000	\$598,938,000	\$615,938,000	\$633,567,000	\$651,858,000	\$670,820,000	\$688,387,000
<b>Transit Transfer Out Expenses</b>										
SFRTA Contribution	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000	\$4,235,000
MDT Debt Service Fund	\$828,000	\$828,000	\$828,000	\$828,000	\$828,000	\$828,000	\$828,000	\$828,000	\$828,000	\$828,000
<b>Transit Reimbursements</b>										
Federal Grant Reimbursements	-\$69,031,000	-\$70,756,000	-\$72,526,000	-\$75,086,000	-\$77,339,000	-\$75,122,000	-\$75,874,000	-\$76,632,000	-\$77,398,000	-\$78,173,000
State Grant Reimbursements	-\$21,097,000	-\$21,308,000	-\$21,521,000	-\$21,736,000	-\$21,953,000	-\$22,173,000	-\$22,395,000	-\$22,619,000	-\$22,845,000	-\$23,073,000
Capital Fund Reimbursements	-\$8,167,000	-\$8,167,000	-\$8,167,000	-\$8,167,000	-\$8,167,000	-\$8,167,000	-\$8,167,000	-\$8,167,000	-\$8,167,000	-\$8,167,000
CILOGIT Reimbursements	-\$19,549,000	-\$19,842,000	-\$20,140,000	-\$20,140,000	-\$20,140,000	-\$20,140,000	-\$20,140,000	-\$20,140,000	-\$20,140,000	-\$20,140,000
STS/JARC Reimbursement	-\$4,894,000	-\$4,894,000	-\$4,894,000	-\$4,894,000	-\$4,894,000	-\$4,894,000	-\$4,894,000	-\$4,894,000	-\$4,894,000	-\$4,894,000
<b>Total Expenses</b>	<b>\$410,367,000</b>	<b>\$425,425,000</b>	<b>\$440,280,000</b>	<b>\$455,360,000</b>	<b>\$471,508,000</b>	<b>\$490,505,000</b>	<b>\$507,160,000</b>	<b>\$524,469,000</b>	<b>\$542,439,000</b>	<b>\$559,003,000</b>

Source: Transit Pro Forma FY 2017

## 8.2 Transit Capital Expenditures and Funding Sources

### 8.2.1 Planned Capital Expenditures

The Department's planned transit capital budget for the period FY 2019 to FY 2028 is summarized in Table 8-6. Large capital projects or ongoing projects during FY 2019 – FY 2028 (such as bus acquisition and replacement), may be funded by a combination of debt proceeds and cash.

Many of the projects listed in the following table, such as the rail vehicle replacement, will greatly improve the quality and longevity of the existing DTPW transit system. However, most of the projects in Table 8-6 are scheduled for completion on or before 2023. After 2023, the capital program consists only of scheduled bus acquisitions, rail vehicle replacement, and the Infrastructure Renewal Program (IRP), which is the agency's long-term projection of future rehabilitation and replacement needs throughout the transit system.



Table 8-6: DTPW Capital Transit Budget (FY 2018 - FY 2023) (\$000s)

Project	FY 18-19		FY 19-20		FY 20-21		FY 21-22		FY 22-23		Future		Total*		
	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	Total
Bus and Bus Facilities	\$3,200	\$2,550	\$3,200	\$0	\$3,200	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$15,350	\$12,800	\$2,550
Bus Enhancements	\$717	\$6,157	\$6,860	\$947	\$0	\$419	\$0	\$0	\$0	\$0	\$0	\$0	\$15,100	\$7,577	\$7,523
Bus Related Projects	\$0	\$190,000	\$0	\$181,000	\$0	\$200,000	\$0	\$220,000	\$0	\$242,000	\$0	\$266,840	\$1,299,840	\$0	\$1,299,840
Federally-Funded Projects	\$70,591	\$20,667	\$72,330	\$20,915	\$74,115	\$20,915	\$76,689	\$20,915	\$78,948	\$20,915	\$0	\$0	\$477,000	\$372,673	\$104,327
Infrastructure Renewal Plan (IRP)	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$75,000	\$75,000	\$0
Lehman Yard	\$2,625	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,625	\$2,625	\$0
Metromover Improvement Projects	\$25,304	\$5,219	\$16,158	\$5,488	\$23,167	\$0	\$3,100	\$0	\$0	\$0	\$0	\$0	\$78,436	\$67,729	\$10,707
Metrorail Stations and Systems Improvements	\$35,272	\$545	\$8,640	\$1,035	\$8,130	\$490	\$7,910	\$500	\$0	\$0	\$0	\$0	\$62,522	\$59,952	\$2,570
Metrorail Track and Guideway Projects	\$20,451	\$0	\$15,006	\$0	\$13,020	\$0	\$10,106	\$0	\$10,106	\$0	\$68,106	\$0	\$136,795	\$136,795	\$0
Metrorail Vehicle Replacement	\$93,682	\$0	\$18,587	\$0	\$1,777	\$0	\$1,793	\$0	\$1,811	\$0	\$9,170	\$0	\$126,820	\$126,820	\$0
Metrorail and Metromover Projects	\$6,776	\$2,206	\$6,776	\$3,555	\$6,776	\$3,555	\$6,776	\$3,569	\$2,776	\$3,583	\$0	\$0	\$46,348	\$29,880	\$16,468
Park and Ride Transit Projects	\$2,371	\$2,674	\$7,407	\$977	\$6,340	\$0	\$210	\$0	\$0	\$0	\$0	\$0	\$19,979	\$16,328	\$3,651
Strategic Miami Area Rapid Transit Plan (SMART) Phase 1	\$3,666	\$2,334	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$3,666	\$2,334
The Underline	\$0	\$8,424	\$0	\$8,170	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,594	\$0	\$16,594
Transit Operations System (TOS) Replacement Project	\$154	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$154	\$154	\$0
Transit Signage And Communication Projects	\$3,209	\$2,088	\$1,189	\$637	\$1,189	\$0	\$1,189	\$0	\$1,190	\$0	\$0	\$0	\$10,691	\$7,966	\$2,725
SUBTOTAL	\$280,518	\$242,864	\$168,653	\$222,724	\$150,214	\$225,379	\$123,473	\$244,984	\$107,331	\$266,498	\$89,776	\$266,840	\$2,335,836	\$891,851	\$1,443,985
TOTAL	\$523,382		\$391,377		\$375,593		\$368,457		\$373,829		\$356,616				

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

\* Project totals do not reflect prior year funds



## 8.2.2 Summary of Capital Plan

Revenue sources for capital projects are presented in Table 8-7 for the ten-year period from FY 2019 to FY 2028. All projected capital expenditures could be funded with either PTP surtax debt proceeds or on a pay-as-you-go basis, depending on the availability of funds. This capital budget is achieved by aggressive borrowing against the PTP surtax (ultimately requiring the inclusion of additional LOGT and general funds in DTPW's budget, as described above, to guarantee debt coverage).

This capital budget is based upon the budgetary assumptions applied within the FY 2017 Pro Forma and these assumptions are subject to change correspondingly in line with the finalization of the DTPW's Transit Budget and Capital Operating Plan resulting in a different budgetary outcome than presented in this TDP.

**Table 8-7: Projected "Cash" Revenue Sources for Transit Capital Projects (FY 2019 - FY 2028) (\$000s)**

Funding Source	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Future	Total
BBC GOP Financing	\$53,008	\$8,740	\$6,433	\$5,000	\$5,000	\$5,052	\$1,867	<b>\$85,100</b>
Capital Improvements Local Option Gas Tax	\$49,195	\$20,665	\$20,707	\$20,408	\$20,104	\$20,104		<b>\$151,183</b>
Charter County Transit System Surtax	\$37,812	\$500	\$500	\$500	\$500	\$0	\$0	<b>\$39,812</b>
City of Miami Beach Contribution	\$5,105	\$167	\$0	\$0	\$0	\$0	\$0	<b>\$5,272</b>
City of Miami Contribution	\$250	\$167	\$0	\$0	\$0	\$0	\$0	<b>\$417</b>
City of Miami Park Impact Fees	\$0	\$1,963	\$1,571	\$0	\$0	\$0	\$0	<b>\$3,534</b>
FDOT Funds	\$111,494	\$13,837	\$10,010	\$4,007	\$4,007	\$4,007	\$0	<b>\$147,362</b>
FTA 5339 Bus & Bus Facility Formula	\$18,871	\$8,366	\$5,311	\$4,791	\$4,911	\$5,034	\$5,160	<b>\$52,444</b>
FTA 5307/5309 Formula Grant	\$243,170	\$85,538	\$83,128	\$78,588	\$80,772	\$82,546	\$0	<b>\$653,742</b>
Lease Financing - County Bonds/Debt	\$161,054	\$185,440	\$176,326	\$195,209	\$215,089	\$236,966	\$260,840	<b>\$1,430,924</b>
People's Transportation Plan Bond Program	\$907,678	\$232,630	\$106,505	\$79,649	\$42,784	\$25,607	\$89,776	<b>\$1,484,629</b>
People's Transportation Plan Capital Reserve Fund	\$35,390	\$3,499	\$0	\$0	\$0	\$0	\$0	<b>\$38,889</b>
Road Impact Fees	\$405,933	\$65,422	\$66,031	\$64,223	\$64,226	\$0	\$31,822	<b>\$697,657</b>
Secondary Gas Tax	\$49,684	\$15,981	\$15,981	\$15,981	\$15,981	\$15,981	\$0	<b>\$129,589</b>
Stormwater Utility	\$16,849	\$5,330	\$2,950	\$2,950	\$2,450	\$2,450	\$0	<b>\$32,979</b>
<b>Total:</b>	<b>\$2,095,493</b>	<b>\$648,245</b>	<b>\$495,453</b>	<b>\$471,306</b>	<b>\$455,824</b>	<b>\$397,747</b>	<b>\$389,465</b>	<b>\$4,953,533</b>
Expenditure Commitments	\$2,054,144	\$692,330	\$523,230	\$505,929	\$470,211	\$403,707	\$412,672	<b>\$5,062,223</b>
<b>Capital Funding Surplus/Deficit</b>	<b>\$41,349</b>	<b>-\$44,085</b>	<b>-\$27,777</b>	<b>-\$34,623</b>	<b>-\$14,387</b>	<b>-\$5,960</b>	<b>-\$23,207</b>	<b>-\$108,690</b>

Source: DTPW FY 2017-18 Proposed Budget and Multi-Year Capital Plan Volume 2, Page 150



## 8.3 Total Unfunded Transit Need

DTPW's FY 2019 – FY 2028 TDP Annual Update is based upon initiatives as identified by DTPW that are currently unfunded, which represent important areas of need to include:

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

DTPW's total unfunded need between FY 2019 – FY 2028 – covering bus service improvements, capital investment in priority travel corridors, and CIP projects – is \$636 million. The unfunded need is calculated as the sum of the capital cost of Table 6-5 – Unfunded Transit Projects FY 2019 – 2028 and the unfunded portion of Table 6-4 – Partially Funded Transit Projects FY 2019 – 2028. A portion of the unfunded need identified may be programmed in a LRTP priority and are eligible to receive funding as additional funds become available.





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# APPENDIX

















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

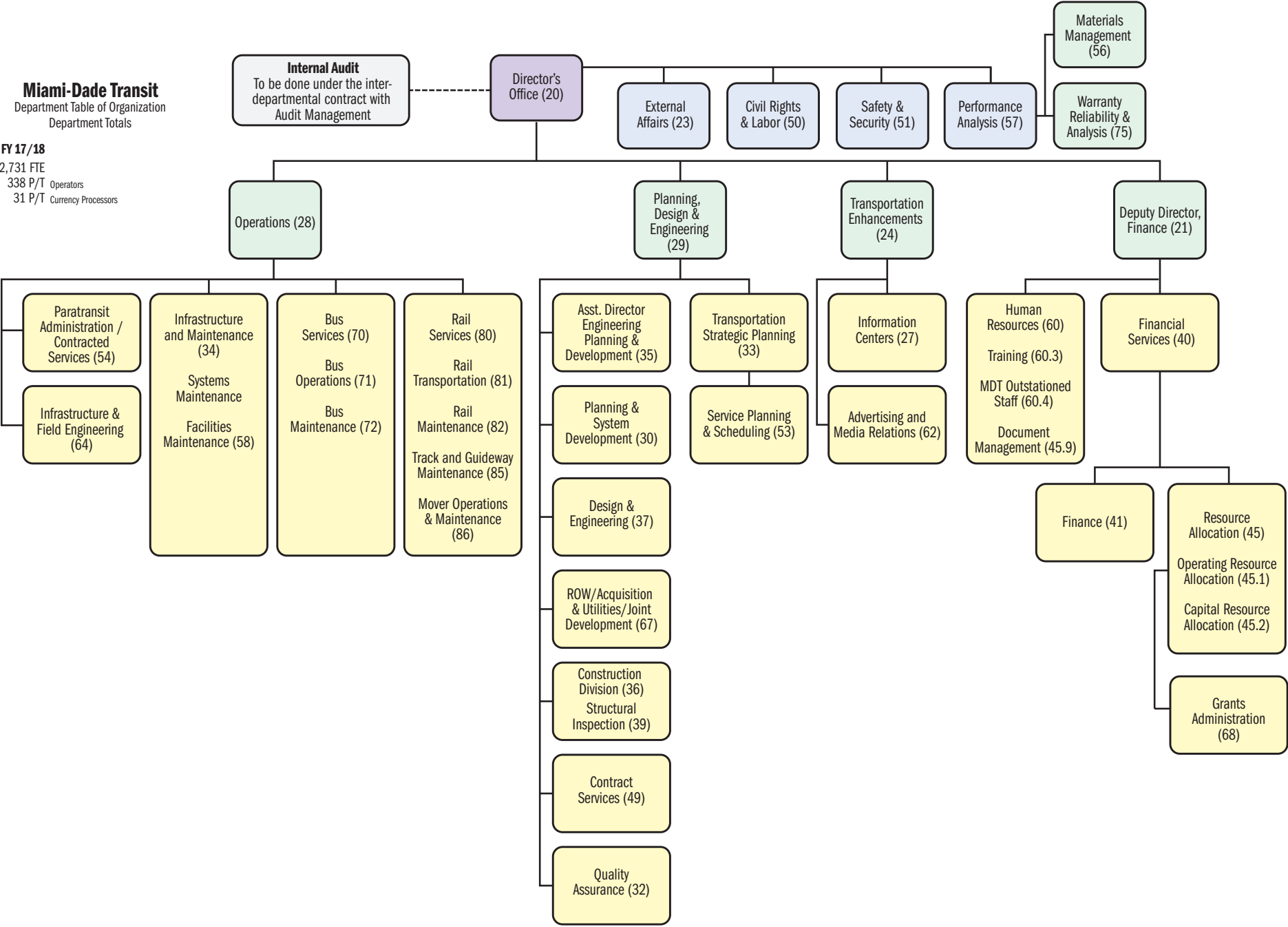


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**Miami-Dade Transit**  
 Department Table of Organization  
 Department Totals

**FY 17/18**  
 2,731 FTE  
 338 P/T Operators  
 31 P/T Currency Processors





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## A.2 Service Characteristics (December 2017)



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**MDT METROBUS ROUTE HEADWAYS (Updated: December 2017)**

ROUTE	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
BRANCHES						
1	40	40	n/a	n/a	40	40
2						
NW 2 Avenue / NW 79 Street	20	20	30	n/a	20	30
163rd Street Mall	60	60	50	n/a	n/a	n/a
3	20	20	30	60	15	20
7						
East of NW 44 Avenue	15	20	30	n/a	20	30
MIA Metrorail Station	30	40	60	n/a	40	40
Dolphin Mall	30	40	60	n/a	40	40
8						
East of SW 82 Avenue	15	20	30	n/a	20	30
Westchester	30	40	30	n/a	20	30
FIU via SW 8 Street	30	40	n/a	n/a	n/a	n/a
FIU via Coral Way	30	40	30	n/a	n/a	n/a
9						
163rd Street Mall	12	30	30	n/a	30	30
Aventura Mall	24	30	40	n/a	30	30
10	30	30	30	n/a	30	30
11						
East of 79 Avenue	10	15	20	60	15	20
Mall of the Americas	20	30	40	60	30	40
FIU-University Park Campus	20	30	40	60	30	40
12	30	30	45	n/a	40	40
16	30	30	30	n/a	24	30
17						
Vizcaya	30	30	60	n/a	30	30
South of NW 95 Street & north of W. Flagler Street	15	30	60	n/a	30	30
NW 7 Avenue/105 Street	30	n/a	n/a	n/a	n/a	n/a
Norwood	30	30	60	n/a	30	30
19	24	24	40	n/a	n/a	n/a
21	30	30	60	n/a	40	40
22						
North of West Flagler Street	15	30	60	n/a	30	30
Coconut Grove Station	30	60	60	n/a	60	60
24 Coral Way Limited						
Westchester	20	20	30	n/a	30	30
FIU-University Park Campus	30	40	40	n/a	60	60
SW 137 Avenue/26 Street	48	40	40	n/a	60	60
SW 147 Avenue/26 Street	40	n/a	n/a	n/a	n/a	n/a
27						
South of 183 Street	15	15	30	60	20	30
Calder via NW 27 Avenue	30	30	60	n/a	40	60
Calder via NW 37 Avenue	30	30	60	60	40	60
29	50	50	n/a	n/a	n/a	n/a



**MDT METROBUS ROUTE HEADWAYS (Updated: December 2017)**

<b>ROUTE</b>	<b>PEAK (AM/PM)</b>	<b>OFF-PEAK (Midday)</b>	<b>EVENING (at 8 pm)</b>	<b>OVER NIGHT</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
<b>BRANCHES</b>						
31 (Busway Local)	15	30	40	n/a	30	30
32	30	30	60	n/a	40	60
33	30	30	60	n/a	30	30
34 Express						
34A Florida City	10	n/a	n/a	n/a	n/a	n/a
34B South Dade Gov't Center	15	n/a	n/a	n/a	n/a	n/a
35	40	40	60	n/a	60	60
36						
East of NW 57 Avenue	20	30	40	n/a	30	30
Doral Center	20	60	n/a	n/a	60	60
Miami Springs Circle	60	60	60	n/a	60	60
Dolphin Mall	60	60	50	n/a	n/a	n/a
37	30	30	30	n/a	30	30
38 (Busway MAX)	10	15	15	60	15	20
40						
East of SW 127 Avenue	15	30	50	n/a	60	60
SW 8 Street/SW 129 Avenue	20	60	50	n/a	n/a	n/a
Miller Drive/SW 152 Avenue	30	60	45	n/a	60	60
42						
MIA Metrorail Station	30	30	60	n/a	40	60
Opa-locka Tri-Rail Station	60	60	n/a	n/a	40	60
46 (Liberty City Connection)	60	n/a	n/a	n/a	n/a	n/a
51 (Flagler MAX)	15	30	30	n/a	n/a	n/a
52	30	45	60	n/a	45	60
54						
Hialeah Gardens	30	30	24	n/a	30	40
Miami Gardens Drive/NW 87 Avenue	50	60	n/a	n/a	n/a	n/a
56	60	60	n/a	n/a	n/a	n/a
57	60	60	n/a	n/a	n/a	n/a
62	30	30	60	n/a	20	30
70						
South Dade Government Center	30	60	60	n/a	60	60
Saga Bay	n/a	n/a	n/a	n/a	n/a	60
71	30	60	45	n/a	60	60
72						
East of SW 137 Avenue	30	30	40	n/a	60	60
Miller Square	60	60	40	n/a	60	60
SW 162 Avenue/Kendall Drive	60	60	n/a	n/a	60	60
73	30	40	60	n/a	60	60
75	30	30	60	n/a	60	60
77						



**MDT METROBUS ROUTE HEADWAYS (Updated: December 2017)**

<b>ROUTE</b>	<b>PEAK (AM/PM)</b>	<b>OFF-PEAK (Midday)</b>	<b>EVENING (at 8 pm)</b>	<b>OVER NIGHT</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
<b>BRANCHES</b>						
South of NW 183 Street	8	12	30	n/a	15	30
NW 199 Street	15	24	30	n/a	30	60
79 (79 Street MAX)	24	n/a	n/a	n/a	n/a	n/a
82 (Westchester Circulator)	60	60	n/a	n/a	n/a	n/a
87						
Doral	30	45	60	n/a	45	60
Palmetto Station	30	45	60	n/a	n/a	n/a
88	20	30	30	n/a	30	30
93 (Biscayne MAX)	15	30	n/a	n/a	n/a	n/a
95 Express						
Downtown	5	n/a	n/a	n/a	n/a	n/a
Miami Gardens Dr./Carol City	35	n/a	n/a	n/a	n/a	n/a
Aventura Mall	20	n/a	n/a	n/a	n/a	n/a
Civic Center	15	n/a	n/a	n/a	n/a	n/a
Earlington Heights / Doral *	*	n/a	n/a	n/a	n/a	n/a
99						
East of NW 47 Avenue	30	30	45	n/a	40	40
Miami Gardens Dr / NW 73 Ave	60	60	60	n/a	40	40
101 (Route A)	35	n/a	n/a	n/a	35	35
102 (Route B)						
East of Harbor Drive	8/15	30	30	n/a	30	30
Cape Florida State Park	10/20	60	30	n/a	60	60
Mashta Drive	60	60	n/a	n/a	60	60
103 (Route C)	30	30	45	n/a	30	45
104	30	45	60	n/a	60	60
105 (Route E)	30	45	30	n/a	60	60
107 (Route G)	30	30	60	n/a	35	35
108 (Route H)	30	30	30	n/a	30	30
110 (Route J)	20	30	30	n/a	30	30
112 (Route L)						
Northside Station	12	15	30	60	15	20
Amtrak Station	24	30	50	n/a	sel	sel
Hialeah Station	24	30	30	n/a	30	40
113 (Route M)	45	60	60	n/a	60	60
115 (Mid-North Beach Connection)	50	50	50	n/a	50	50
119 (Route S)	15/12	15	15	60	15	15
120 (Beach MAX)						
South of Collins Avenue/Haulover Park Entrance	12	12	40	n/a	15	30
Haulover Park Marina	24	24	n/a	n/a	30	n/a
Aventura Mall	24	24	40	n/a	30	30
132 (Tri-Rail Doral Shuttle)	70/60	n/a	n/a	n/a	n/a	n/a
135						
East of LeJeune Road	30	30	30	n/a	60	60
Hialeah Station	50	60	70	n/a	60	60
Miami Lakes	50	60	70	n/a	n/a	n/a
136	40	n/a	n/a	n/a	n/a	n/a
137 (West Dade Connection)	30	45	60	n/a	45	45
150 (Miami Beach Airport Flyer)	20	20	20	n/a	20	20



**MDT METROBUS ROUTE HEADWAYS (Updated: December 2017)**

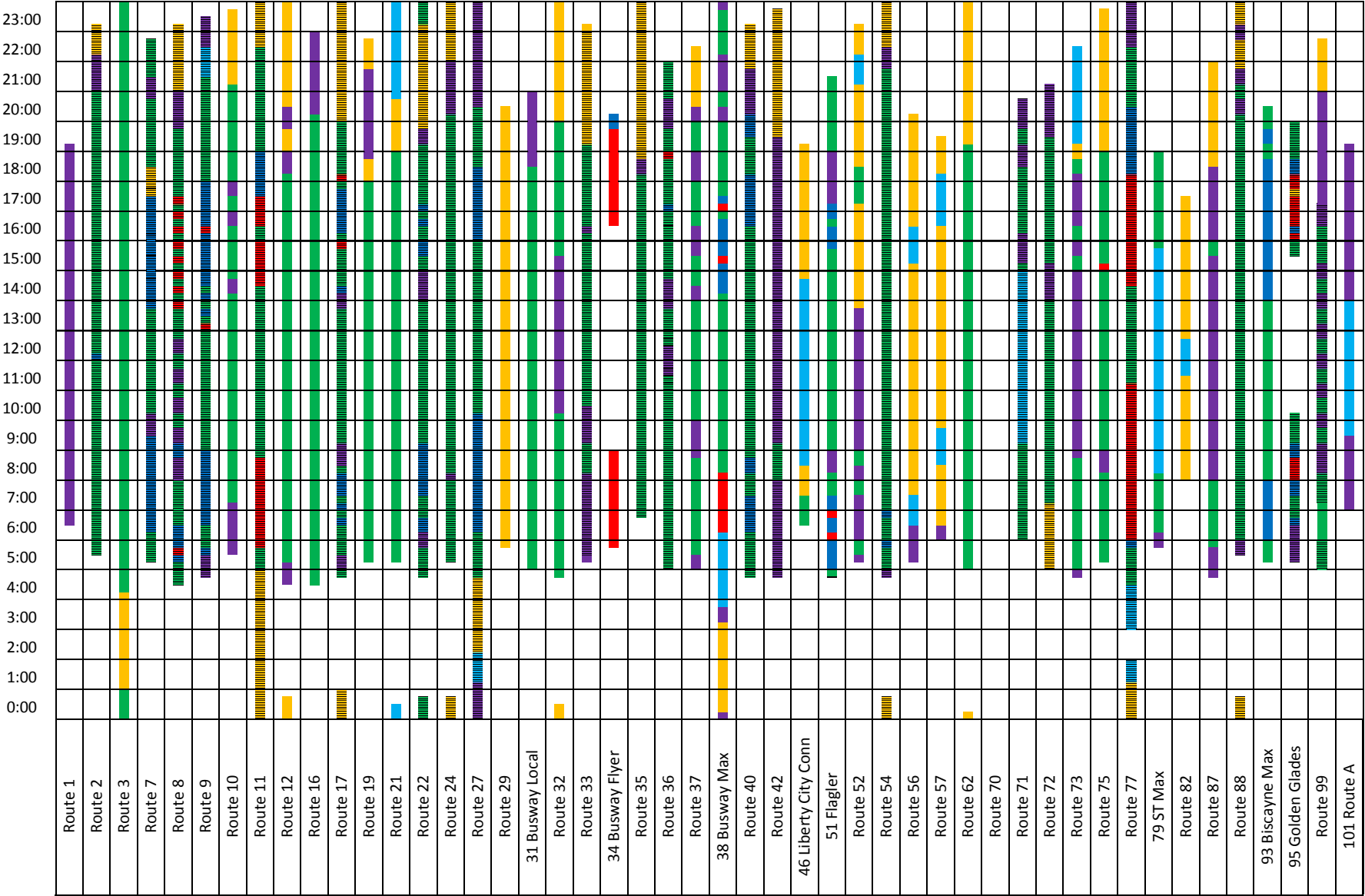
<b>ROUTE</b>	<b>PEAK (AM/PM)</b>	<b>OFF-PEAK (Midday)</b>	<b>EVENING (at 8 pm)</b>	<b>OVER NIGHT</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
<b>BRANCHES</b>						
183	15	15	30	n/a	20	30
195 (95 D-B Express Broward Blvd.)	15	n/a	n/a	n/a	n/a	n/a
196 (95 D-B Express Sheridan St.)	15	n/a	n/a	n/a	n/a	n/a
200 (Cutler Bay Local)	60	60	n/a	n/a	50	n/a
202 (Little Haiti Connection)						
West of NW 5 Avenue	60	45	n/a	n/a	60	60
Biscayne Plaza	n/a	45	n/a	n/a	n/a	n/a
204 (Killian KAT)	8½	n/a	30	n/a	n/a	n/a
207 (Little Havana Connection CW)	15	20	20	n/a	20	20
208 (Little Havana Connection CCW)	15	20	20	n/a	20	20
210 (Skylake Circulator)	30	30	30	n/a	30	30
211 (Overtown Circulator)	n/a	45	n/a	n/a	n/a	n/a
212 (Sweetwater Circulator)	n/a	30	n/a	n/a	n/a	n/a
217 (Bunche Park Circulator)	30	30	n/a	n/a	n/a	n/a
238 (East-West Connection)	45	60	n/a	n/a	n/a	n/a
246 (Night Owl)	n/a	n/a	n/a	60	60 ovn	60 ovn
249 (Coconut Grove Circulator)	30	30	30	n/a	25	25
252 (Coral Reef MAX)						
Zoo Miami	n/a	n/a	n/a	n/a	60	60
Country Walk	25/20	60	50	n/a	60	60
254 (Brownsville Circulator)	n/a	30	n/a	n/a	n/a	n/a
267 (Ludlam Limited)	25	n/a	n/a	n/a	n/a	n/a
272 (Sunset KAT)	20	n/a	n/a	n/a	n/a	n/a
277 (NW 7 Avenue MAX)	24	n/a	n/a	n/a	n/a	n/a
286 (North Pointe Circulator)	48	48	n/a	n/a	48	n/a
287 (Saga Bay MAX)	30	n/a	n/a	n/a	n/a	n/a
288 (Kendall Cruiser)						
East of SW 127 Ave	7½	n/a	n/a	n/a	n/a	n/a
West Kendall Transit Terminal	15	n/a	n/a	n/a	n/a	n/a
SW 127 Avenue P&R Lot	15	n/a	n/a	n/a	n/a	n/a
295 (95 D-B Express to Civic Center Broward Blvd.)	30	n/a	n/a	n/a	n/a	n/a
296 (95 D-B Express to Civic Center Sheridan St.)	30	n/a	n/a	n/a	n/a	n/a
297 (27th Avenue Orange MAX)	15	30	n/a	n/a	n/a	n/a
338 (Weekend Express)	n/a	n/a	n/a	n/a	60	60
344	60	60	n/a	n/a	n/a	n/a
500 (Midnight Owl)	n/a	n/a	n/a	60	60 ovn	60 ovn

Notes:





- 1) Gray shaded cells are branches to routes
- 2) n/a = no service available or not applicable
- 3) sel = selected trips only
- 4) ovn = overnight service only



Weekday



Legend

-  Frequent ( $\leq 10$  min)
-  15 min (11-15 min)
-  30 min (16-30 min)
-  45 min (31-45 min)

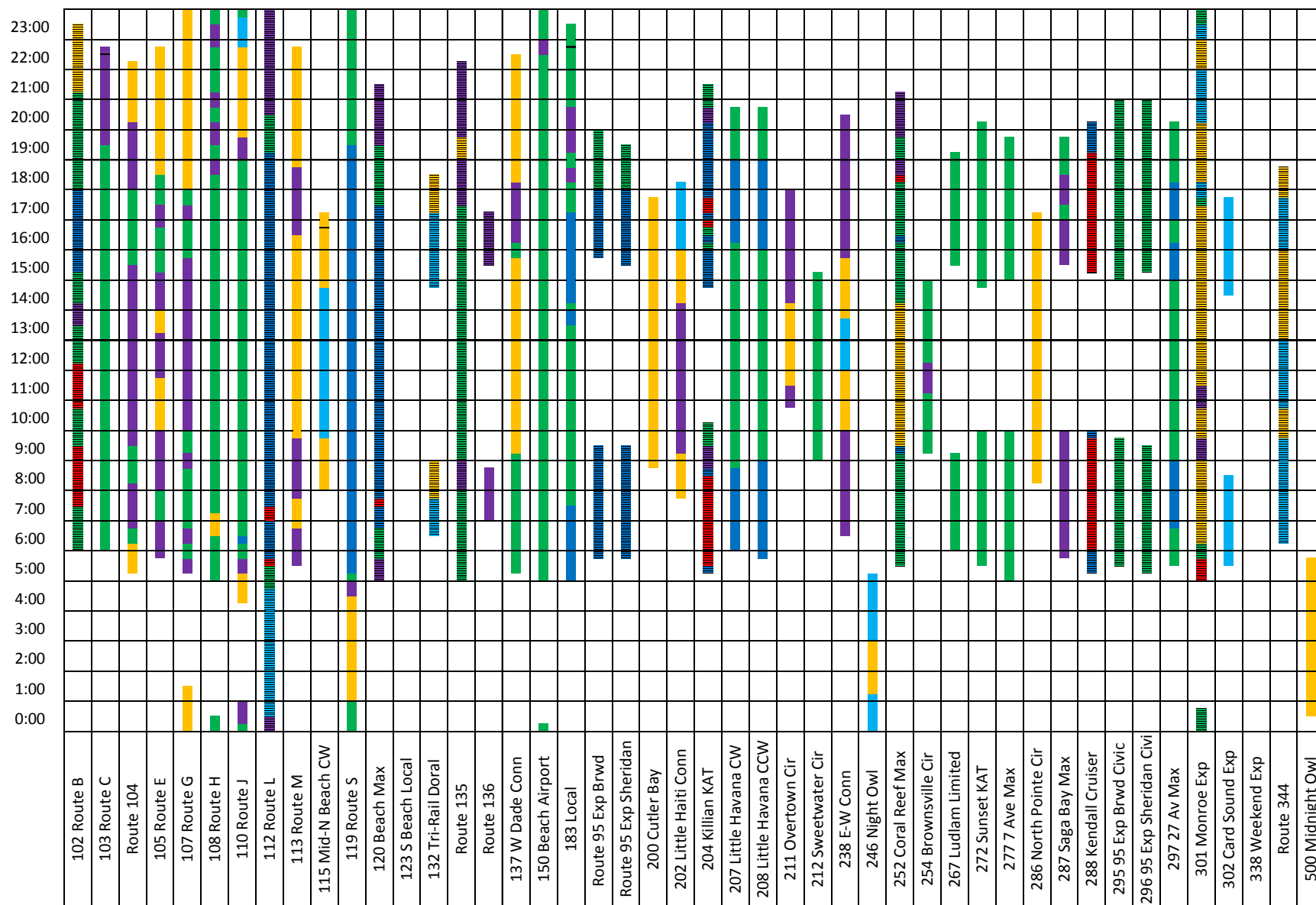
 Hourly (46-60 min)

 More than hour (60+ min)

Route contains a "via" (some parts have less frequency)



# Weekday

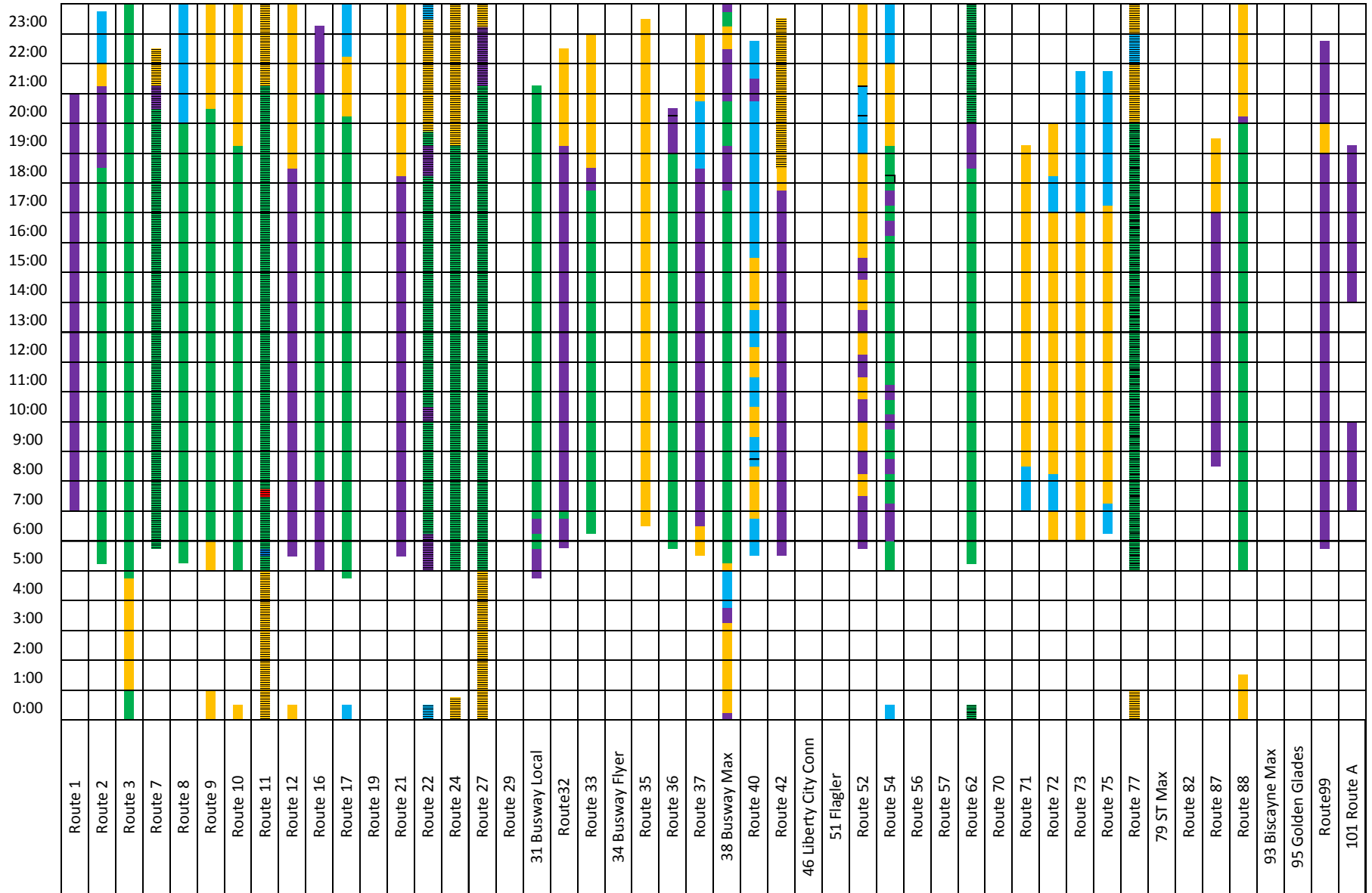


## Legend

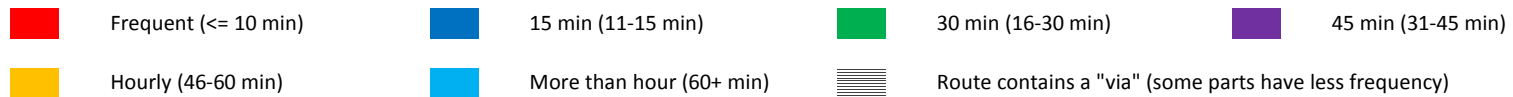
- Red: Frequent (<= 10 min)
- Blue: 15 min (11-15 min)
- Green: 30 min (16-30 min)
- Purple: 45 min (31-45 min)
- Yellow: Hourly (46-60 min)
- Cyan: More than hour (60+ min)
- White box: Route contains a "via" (some parts have less frequency)



# Saturday

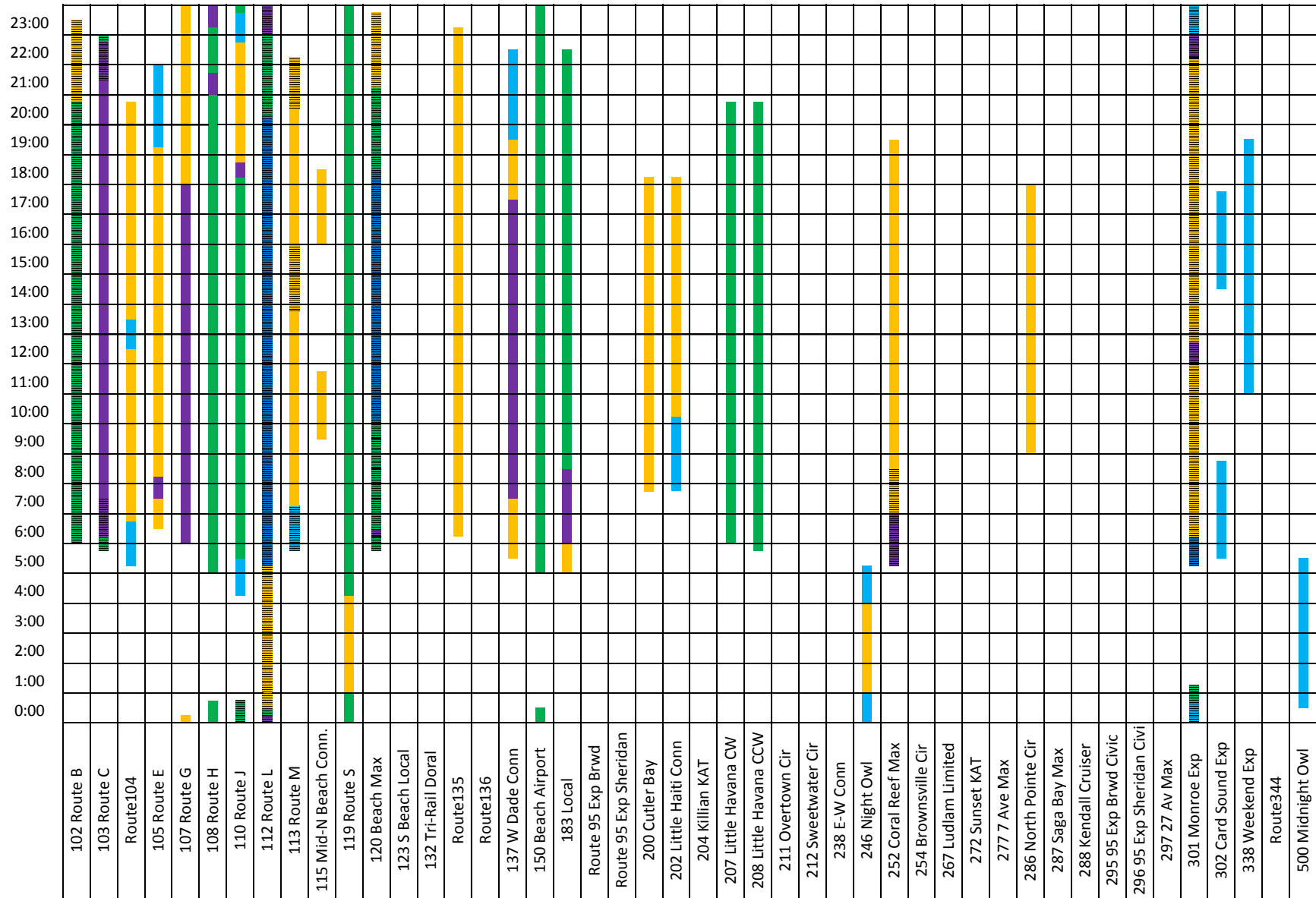


## Legend





# Saturday

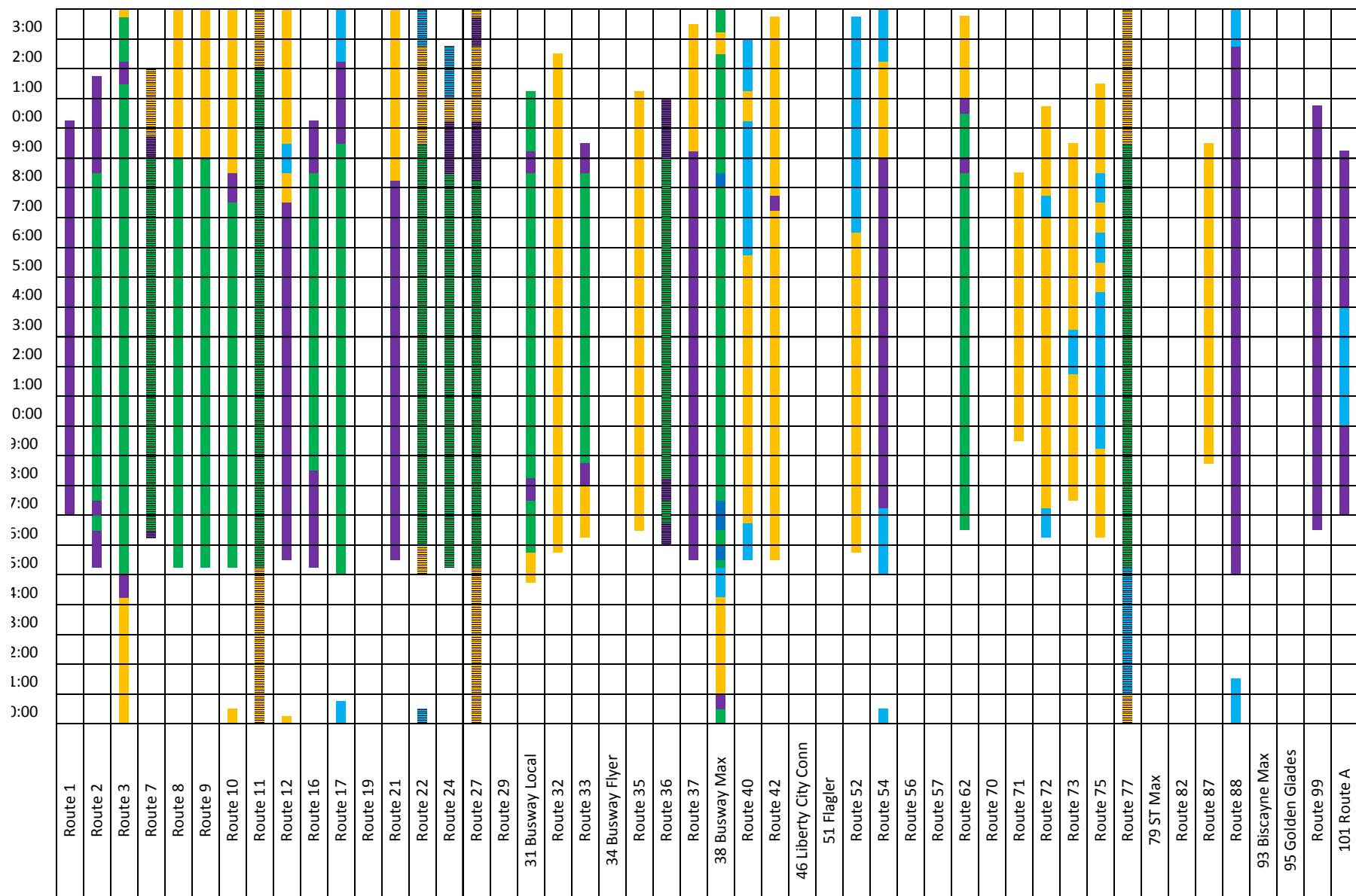


## Legend

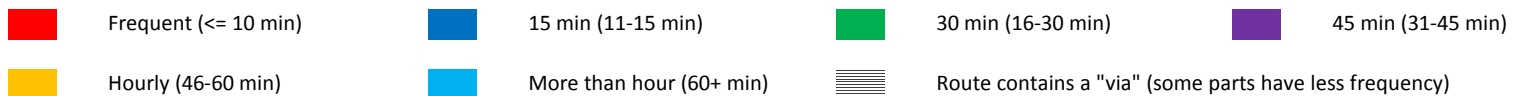
- Frequent (<= 10 min)
- 15 min (11-15 min)
- 30 min (16-30 min)
- 45 min (31-45 min)
- Hourly (46-60 min)
- More than hour (60+ min)
- Route contains a "via" (some parts have less frequency)



# Sunday

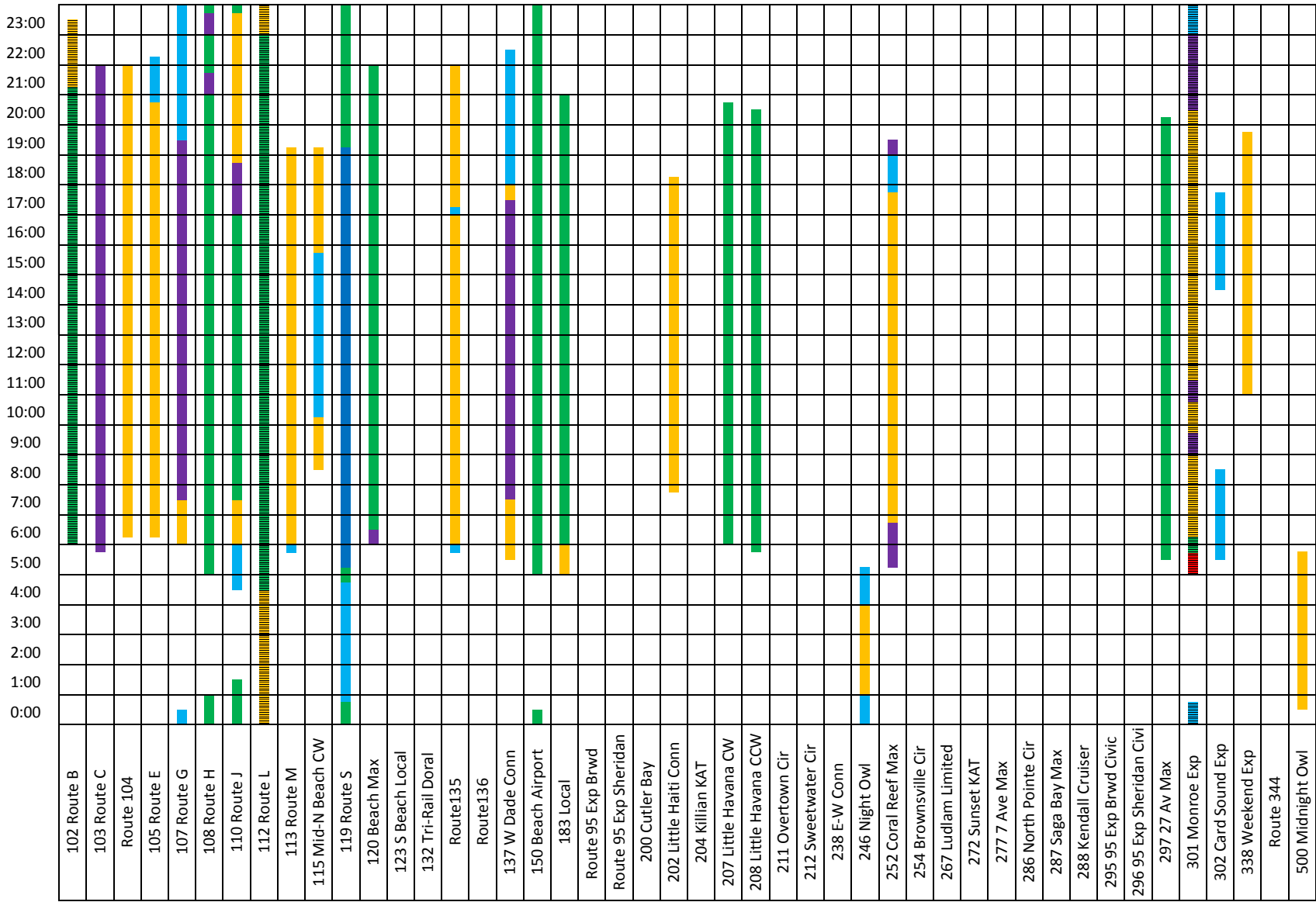


## Legend












Sunday



Legend

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











### A.3 Municipal Transit Services



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## Municipal Transit Services



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



## Municipal Transit Services



Town of Miami Lakes	Contractor	<a href="http://miamilakes-fl.gov/index.php?option=com_content&amp;view=article&amp;id=65&amp;Itemid=410">http://miamilakes-fl.gov/index.php?option=com_content&amp;view=article&amp;id=65&amp;Itemid=410</a>
Village of Miami Shores	Contractor	<a href="http://www.miamishoresvillage.com/miami-shores-village/shores-shuttle-information.html">http://www.miamishoresvillage.com/miami-shores-village/shores-shuttle-information.html</a>
City of Miami Springs	Contractor	<a href="http://www.miamisprings-fl.gov/community/free-bee-shuttle-route-and-schedule-changes-feb-24-2014">http://www.miamisprings-fl.gov/community/free-bee-shuttle-route-and-schedule-changes-feb-24-2014</a>
City of North Bay Village	Municipality	<a href="http://www.nbvillage.com/Pages/NorthBayFL_WebDocs/Minibus">http://www.nbvillage.com/Pages/NorthBayFL_WebDocs/Minibus</a>
City of North Miami	Contractor	<a href="http://www.northmiamifl.gov/Departments/publicworks/transportation.aspx">http://www.northmiamifl.gov/Departments/publicworks/transportation.aspx</a>
City of North Miami Beach	Municipality	<a href="http://www.citynmb.com/index.asp?Type=B_BASIC&amp;SEC={F5855F6B-71D6-496D-ACFD-5F00349C448A}">http://www.citynmb.com/index.asp?Type=B_BASIC&amp;SEC={F5855F6B-71D6-496D-ACFD-5F00349C448A}</a>
City of Opa Locka	South Florida Regional Transportation Authority (SFRTA)	<a href="http://opalockafl.gov/index.aspx?nid=239">http://opalockafl.gov/index.aspx?nid=239</a>
Village of Palmetto Bay	Municipality	<a href="http://www.palmettobay-fl.gov/content/ibus-bus-circulator-service#Bus_Schedule_and_Route_Map">http://www.palmettobay-fl.gov/content/ibus-bus-circulator-service#Bus_Schedule_and_Route_Map</a>
Village of Pinecrest	Contractor	<a href="http://www.pinecrest-fl.gov/index.aspx?page=503">http://www.pinecrest-fl.gov/index.aspx?page=503</a>
City of South Miami	Contractor	<a href="https://www.southmiamifl.gov/DocumentCenter/View/7841/Bus-Shuttle-Flyer">https://www.southmiamifl.gov/DocumentCenter/View/7841/Bus-Shuttle-Flyer</a>
City of Sunny Isles Beach	Municipality	<a href="http://www.sibfl.net/transportation/">http://www.sibfl.net/transportation/</a>
Town of Surfside	Contractor	<a href="http://www.townofsurfsidefl.gov/Pages/SurfsideFL_WebDocs/miscdocumentsandforms/Shuttleinfo.pdf">http://www.townofsurfsidefl.gov/Pages/SurfsideFL_WebDocs/miscdocumentsandforms/Shuttleinfo.pdf</a>
City of Sweetwater	Municipality	<a href="http://cityofsweetwater.fl.gov/transit.html">http://cityofsweetwater.fl.gov/transit.html</a>
Village of Virginia Gardens	ILA with Miami Springs	<a href="http://www.viriniagardens-fl.gov/">http://www.viriniagardens-fl.gov/</a>
City of West Miami	Municipality	<a href="http://cityofwestmiamifl.com/index.asp?SEC=C9863CB6-1E5C-4866-8827-ED8E82058ABC&amp;Type=B_BASIC">http://cityofwestmiamifl.com/index.asp?SEC=C9863CB6-1E5C-4866-8827-ED8E82058ABC&amp;Type=B_BASIC</a>

Note: ILA = Interlocal Agreement

### Legend:

Total 34 municipalities

Existing municipal service	27
Future municipal service	0
No current or planned service	5











#### A.4 MDT10Ahead Outreach Activities



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## 2017 Golden Passport Outreach Schedule

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



## 2017 Golden Passport Outreach Schedule

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



## 2017 Golden Passport Outreach Schedule

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



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

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



### Brochure Outreach

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



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## A.5 MDT Major Trip Generator Maps



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**DTPW MAJOR TRIP GENERATORS (December 2017)**

	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	
		101 (A)	Mover				
2	American Airlines Arena	3	93	103 (C)	119 (S)		Service on adjacent roadways
		9	120	Mover		Service on local roadways	
3	The Cloisters of the Ancient Spanish Monastery	3	75	93	105	108 (H)	Service on local roadways
4	Watsco Center (Formerly Bank United Center)	56	500	Rail			Service on adjacent roadways and within walking distance of University station
5	Barnacle Historic State Park						No service to Barnacle Historic State Park
6	Bass Museum of Art	123					Service on adjacent roadways
		103 (C)	112 (L)	113 (M)	115	119 (S)	Service on local roadways
		120	143				
7	Calder Race Course/Casino	99					Service on adjacent roadways
8	Coconut Grove	22	Rail		Service on local roadways		
9	Coral Castle	31	34	38	287		Service on local roadway and the Busway
10	Coral Gables Merrick House	24					Service on adjacent roadway
11	Downtown Miami	2	3	7	9	11	Service on local roadways and within walking distance of Government Center and Historic Overtown/Lyric Theatre stations and various Metromover stations
		21	51	77	93	95	
		103 (C)	119 (S)	120	195	196	
		207	208	211	246	277	
		500	Mover	Rail			
12	Flagler Kennel Club-Magic City Casino	7	37	238		Service on adjacent roadways	
13	Haulover Beach	108 (H)	119 (S)	120		Service on adjacent roadway	
14	Hialeah Race Track	29	37	54	112	135	Service on local roadways
15	Fillmore Miami Beach at the Jackie Gleason Theater	103 (C)	112 (L)	113 (M)	115	119 (S)	Service on local roadways
		120	123	150			
16	Joseph Caleb Community Center	22	57	246	254		Service on adjacent roadways
17	Jungle Island/Miami Children's Museum	103 (C)	113 (M)	119 (S)	120		Service on adjacent roadways
18	Key Biscayne	120 (B)					Service on adjacent roadways

Source: DTPW, 2017

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



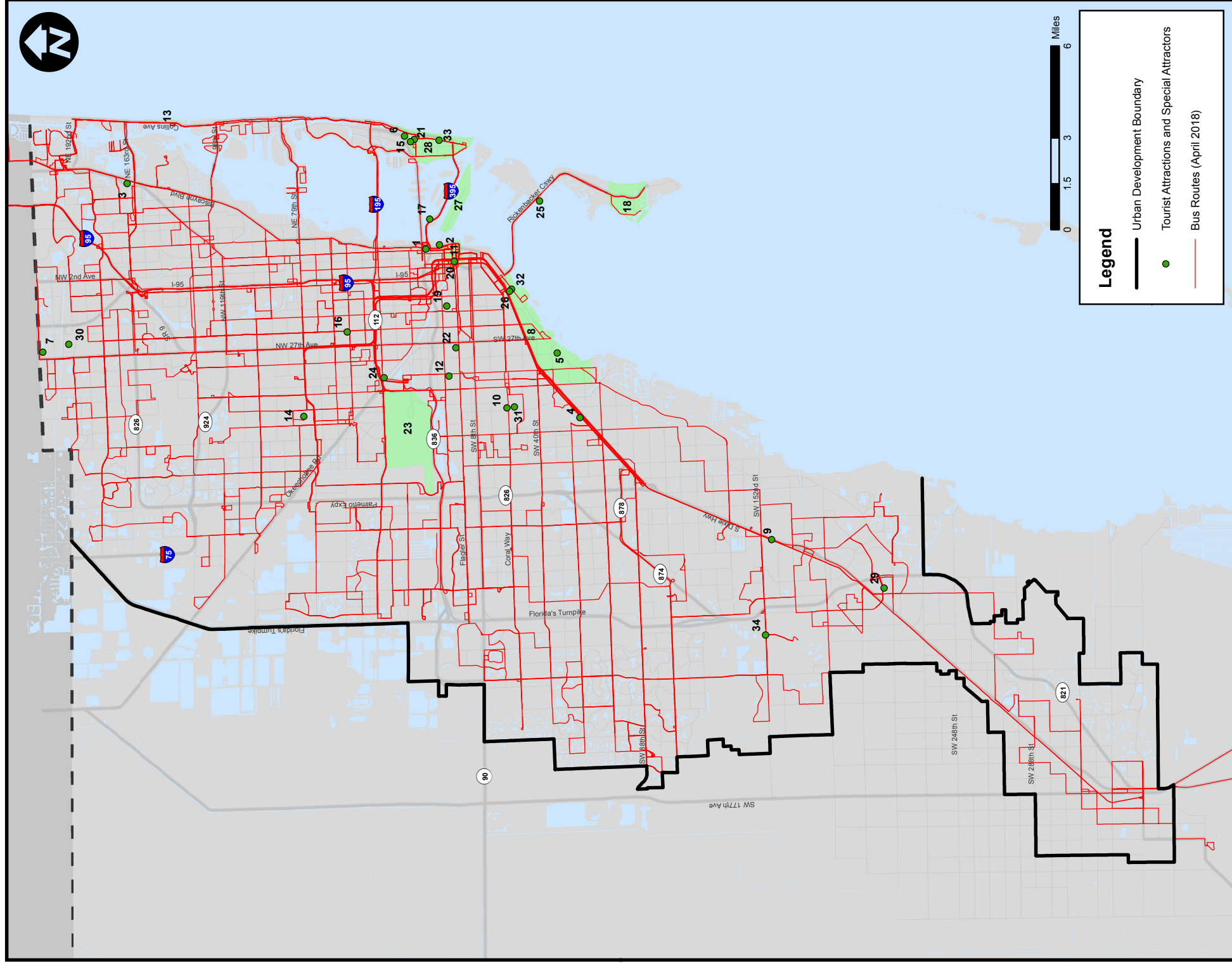
**DTPW MAJOR TRIP GENERATORS (December 2017)**

	MAJOR GENERATORS	ROUTES					COMMENTS
19	Marlins Park	7	17				Service on adjacent roadways
		11	12	51	208		Service on local roadways
20	Perez Art Museum Miami	3	93	103 (C)	119 (S)		Service on local roadways
		Mover					
21	Miami Beach Convention Center	115	123	143			Service on adjacent roadways
		103 (C)	112 (L)	113 (M)	119 (S)	120	Service on local roadways
		150					
22	Miami-Dade County Auditorium	11	27	51			Service on adjacent roadway
23	Miami International Airport	7	37	42	57	110	Routes restructured to serve MIC; from MIC 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	Frost Museum of Science	3	93	103 (C)	119 (S)		Service on adjacent roadway
		Mover					Service on local roadway
27	PortMiami						No DTPW service to PortMiami
28	South Beach	103 (C)	113 (M)	120	123	150	Service on local roadways
29	South Miami-Dade Cultural Arts Center	1	31	34	35	38	Service on adjacent roadways
		52	70	137	200		
30	Hard Rock Stadium (Formerly Sunlife Stadium)	27	99	297			Service on local roadways
31	Venetian Pool	24					Service on local roadway
32	Vizcaya	12	14	24	Rail		Service on adjacent roadway
33	The Wolfsonian - FIU Museum	103 (C)	120	123	150		Service on adjacent roadway
34	Zoo Miami	252					On-site service to entrance

Source: DTPW, 2017

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





**Tourist Attractions and Special Attractions.** Source: Miami-Dade Transit, December 2017



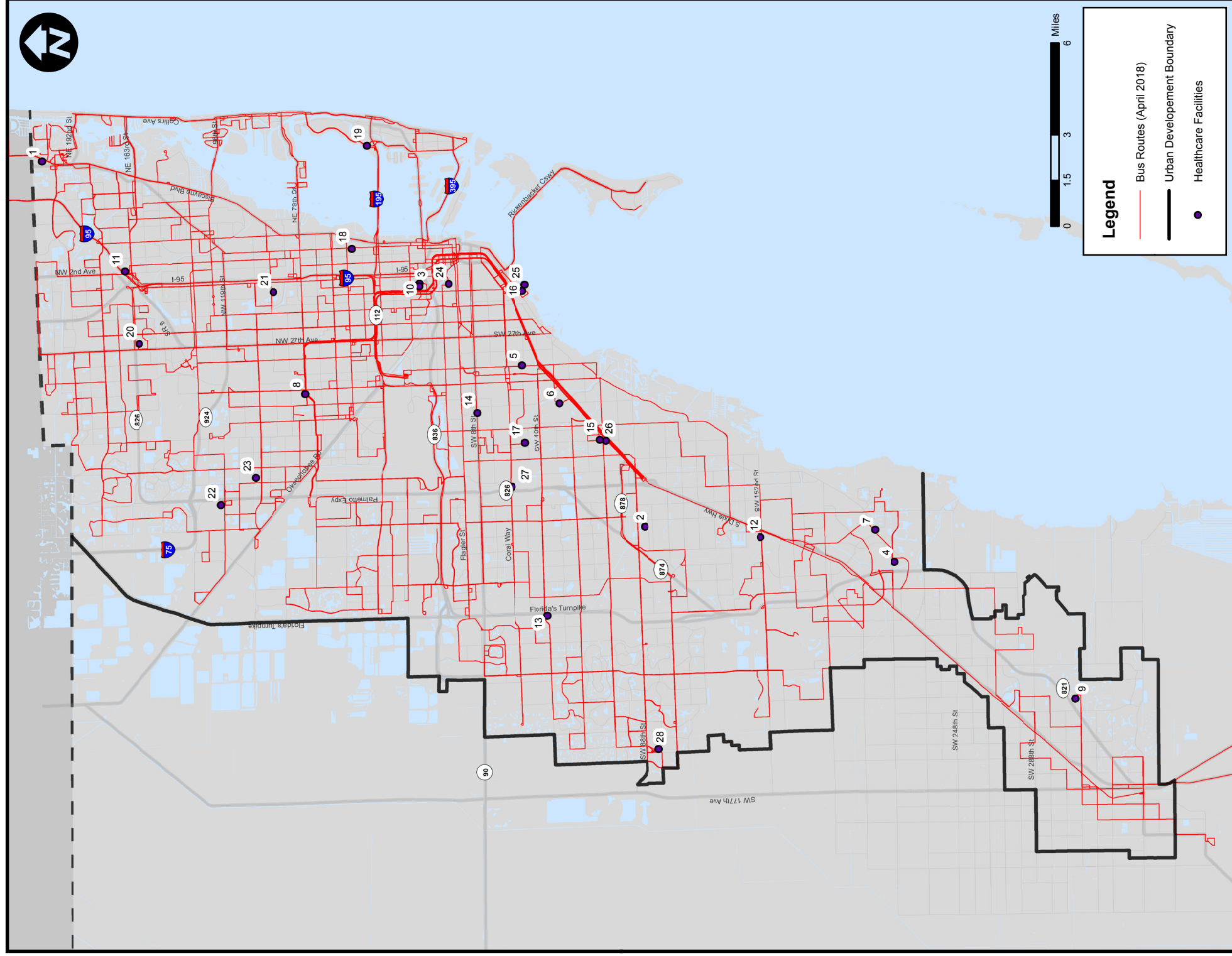
**DTPW MAJOR TRIP GENERATORS (December 2017)**

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

Source: DTPW, 2017

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







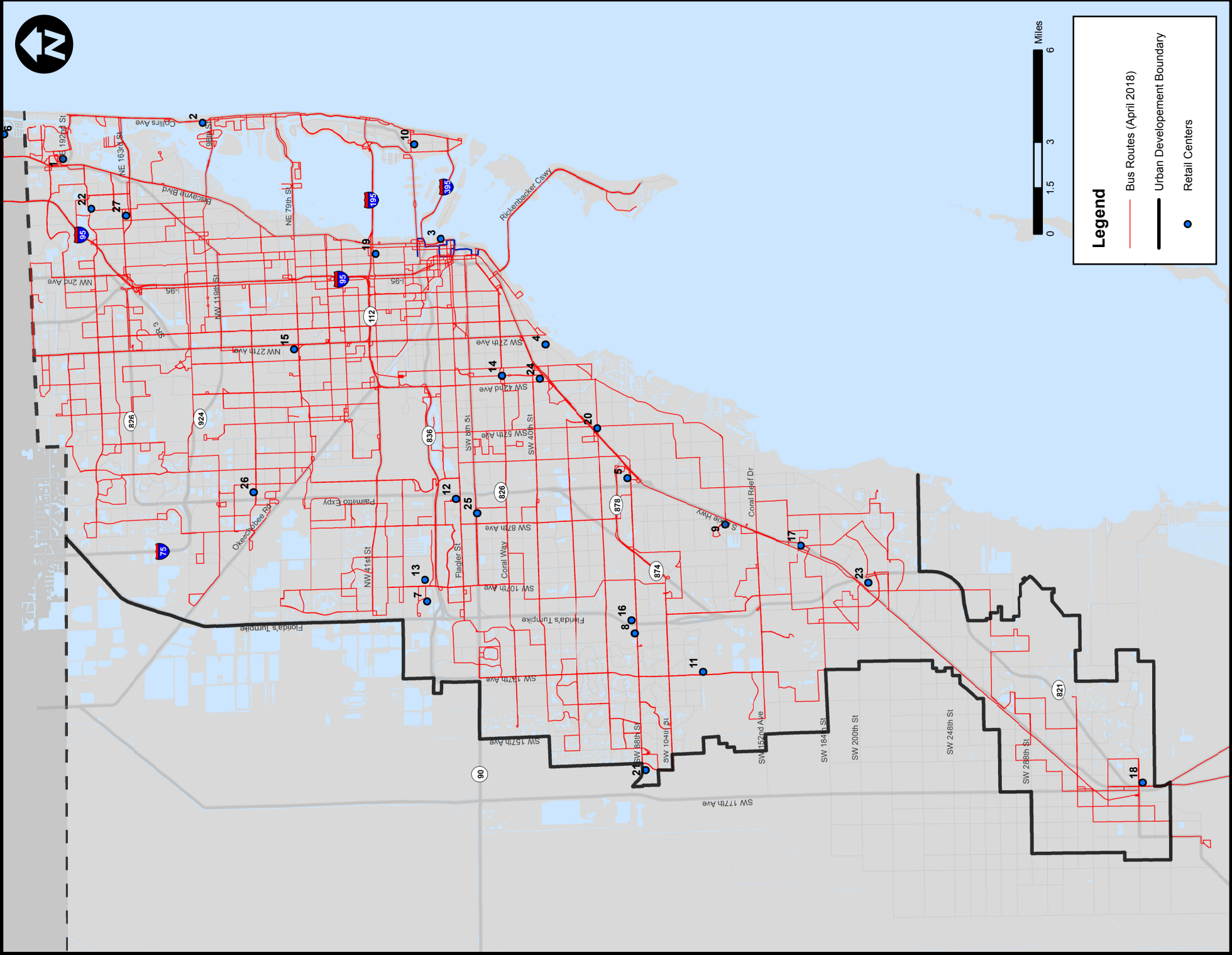
**DTPW MAJOR TRIP GENERATORS (December 2017)**

	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	93	103 (C)	119 (S)	Mover	Service on adjacent roadways
		9	120				Service on local roadways
4	Coco Walk/ Mayfair in the Grove						No service to Coco Walk
5	Dadeland Mall	73	87	88	104		Service on adjacent roadways.
		204	272	500	Rail		
6	Diplomat Mall	105 (E )					Service on adjacent roadway
7	Dolphin Mall	7	36	71	137	238	On-site terminal with shelters
		338					
8	Kendall Village	88	288				Service on adjacent roadway
9	(The) Falls	31	34	38	52	136	Service on adjacent roadway and at Busway Station at SW 136 Street
		252	287				
10	Lincoln Road Mall	103 (C )	112 (L)	113 (M)	115	119 (S)	Service on adjacent roadways
11	London Square	120	123	143	150		Service on adjacent roadways
12	Mall of the Americas	136	137				Service on adjacent roadways
13	Miami International Mall	7	11	51	87		On-site service with shelters
14	Miracle Mile	7	36	71	137	238	Service on adjacent roadways
		338					
15	Northside Shopping Plaza	24	37	42	56		Service on adjacent roadways
16	Palms at Town and Country	12	21	27	79	112 (L)	On-site and adjacent roadway service
		297	Rail				
17	Perrine Plaza	88	288				Service on adjacent roadways
18	Florida Keys Outlet Center	1	52				Service on adjacent roadways
		31	34	38			
19	Shops at Midtown Miami	35	38	70	301	302	Service on adjacent roadways
20	Shops at Sunset Place	344					Service on adjacent roadways
		9	10	36	110 (J)	143	
21	Shops at Paradise Lake	202	36				Service on adjacent roadways
22	Skylake Mall	37	57	72	500	Rail	On-site and adjacent roadway service
23	Southland Mall	104	204				Service on adjacent roadways
24	Village at Merrick Park	9	10	95	108 (H)	183	Service on adjacent roadways
		1	31	34	35	38	
25	Westchester Shopping Center	52	70	137	200		Service on adjacent roadways and within walking distance of Douglas Road station
		37	40	42	56	136	
26	Westland Mall	500	Rail				Service on adjacent roadways
27	163rd Street Mall	8	87				Service on adjacent roadways and off-site terminal
		29	33	54			
		2	3	9	10	16	
		19	22	75	105 ( E )	108 (H)	
		246					

Source: DTPW, 2017

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







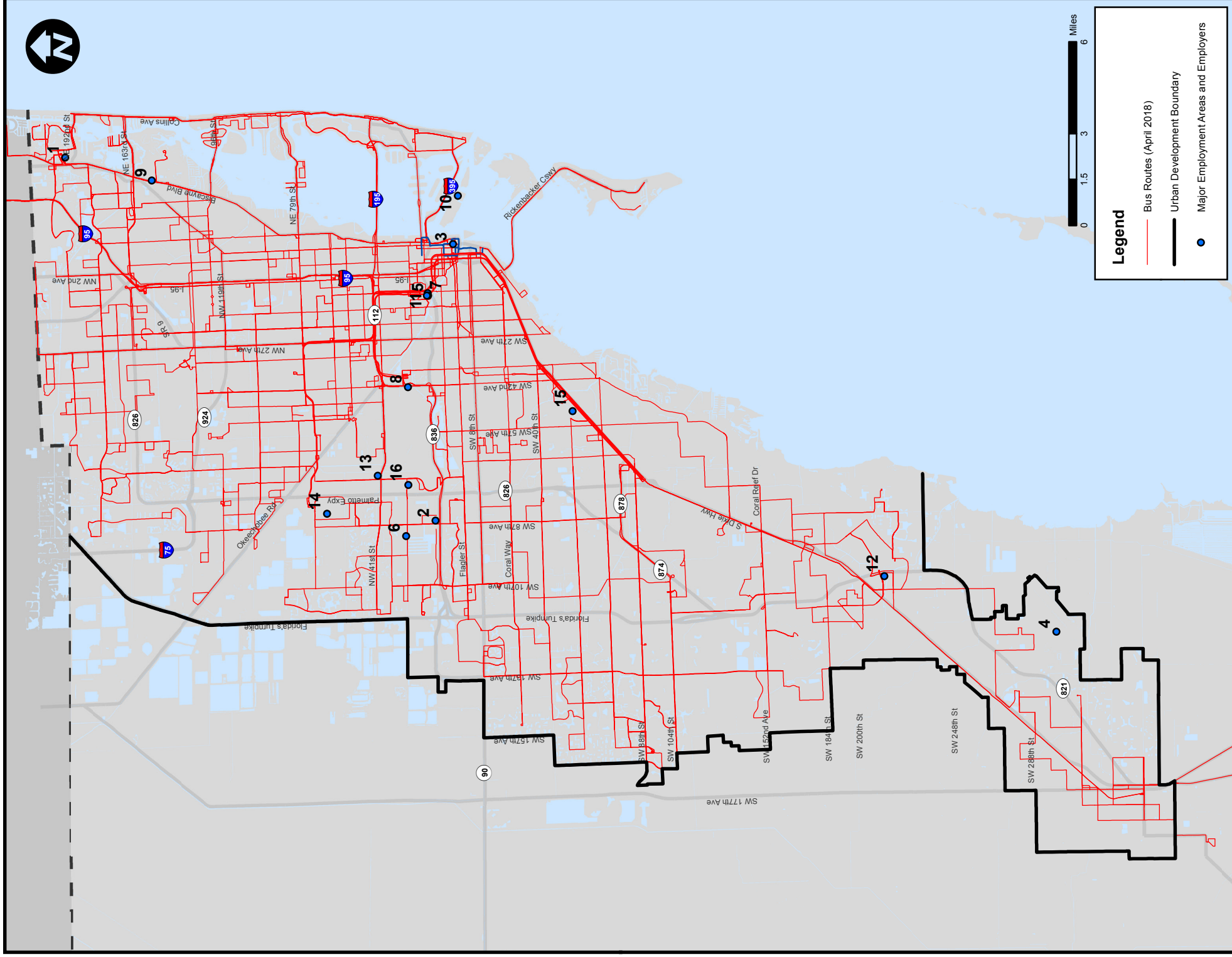
**DTPW MAJOR TRIP GENERATORS (December 2017)**

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

Source: DTPW, 2017

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







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**DTPW MAJOR TRIP GENERATORS (December 2017)**

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

Source: DTPW, 2017

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



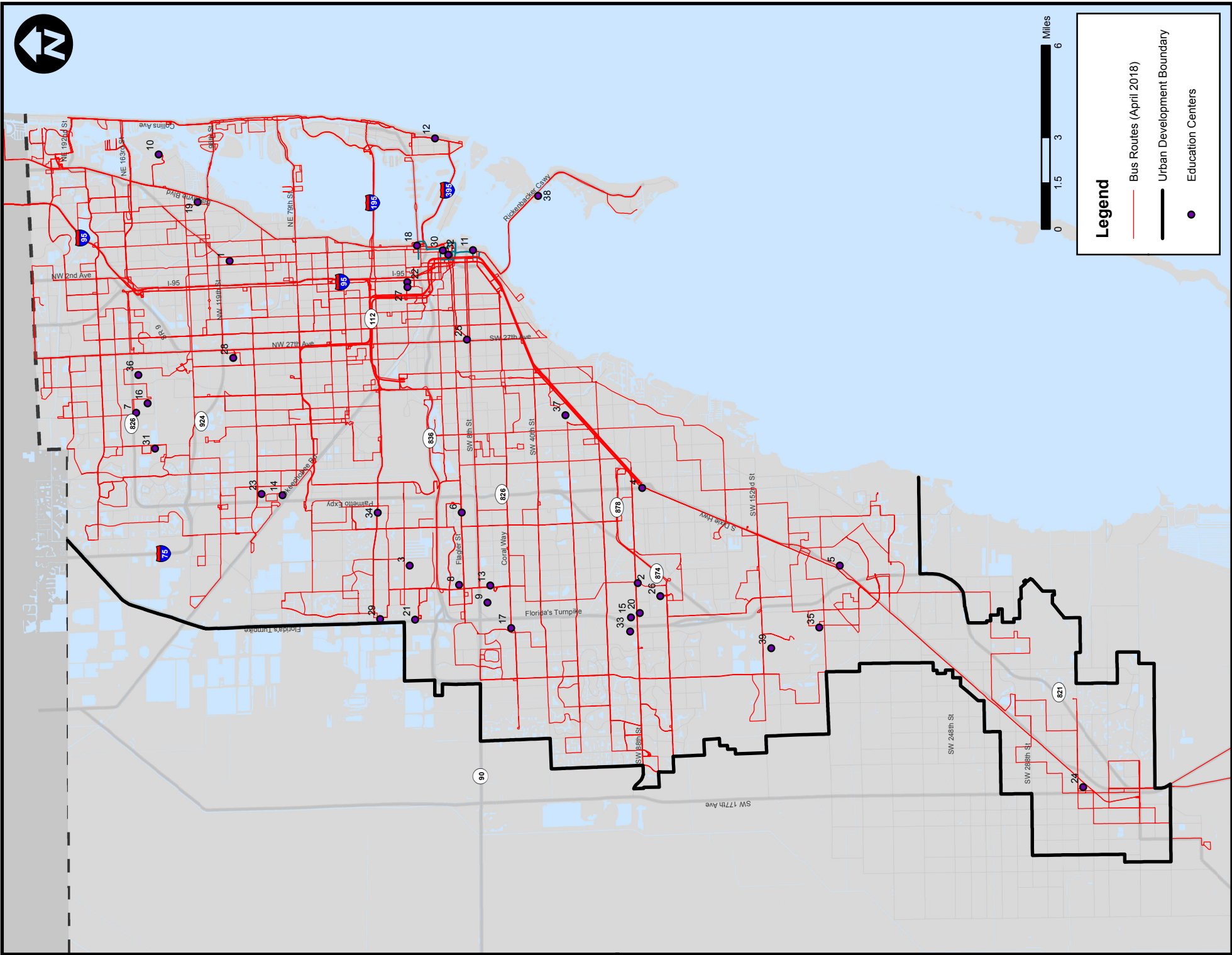
**DTPW MAJOR TRIP GENERATORS (December 2017)**

	MAJOR GENERATORS	ROUTES					COMMENTS
21	Keiser University	7 338	36	71	137	238	Service on local roadways
22	Lindsey Hopkins Technical Education Center	32	77	277			Service on adjacent roadways
		21	113	246			Service on local roadways
23	MDC - Hialeah	29	33	54			Service on adjacent roadway
24	MDC - Homestead	34	35	38	344		Service on adjacent roadways
		70					Service on local roadways
25	MDC - Interamerican	8	27	207	208		Service on adjacent roadways
26	MDC - Kendall	35	71	104	204		On-site service with shelters
27	MDC - Medical Center	21	32	113 (M)			Service on adjacent roadways
		77	246	277			Service on local roads
28	MDC - North	19	27	32	297		On-site terminal with shelters
29	MDC - West	36					Service on adjacent roadway
30	MDC - Wolfson Campus	3 119 (S)	7 120	9 Mover	93	103 (C)	Service on adjacent roadways
		2	11	51	77	95	Service on local roadways
		195	196	207	208	246	
31	Miami Lakes Education Center	29	75				Service on adjacent roadway
32	New World School of the Arts	3 103 (C )	9 119 (S)	11 120	77	93	Service on adjacent roadways
		2	21	51	95	195	Service on local roadways
		196	207	208	246	277	
		500	Mover	Rail			
33	Nova Southeastern University - Kendall Campus	88	288				Service on local roadway
34	Polytechnic University of Puerto Rico	36	95	132			Service on adjacent roadway
35	Robert Morgan Educational Center	52					Service on adjacent roadways
		137					Service on local roadway
36	St. Thomas University	32					Service on adjacent roadway
37	University of Miami	56	500	Rail			Service on adjacent roadways and within walking distance of University station
38	University of Miami - Marine Campus	102 (B)					Service on adjacent roadway
39	University of Miami - South Campus	252					Service on adjacent roadway

Source: DTPW, 2017

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





**Legend**

- Bus Routes (April 2018)
- Urban Development Boundary
- Education Centers



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**DTPW MAJOR TRIP GENERATORS (December 2017)**

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

Source: DTPW, 2017

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



**DTPW MAJOR TRIP GENERATORS (December 2017)**

	MAJOR GENERATORS	ROUTES	COMMENTS
<b>ID</b>	<b>National and State Parks</b>		
34	Oleta River State Park	105 108	Service on adjacent roadway
35	The Barnacle Historic State Park		Served by Miami Trolley Coconut Grove Rte.
36	Bill Baggs Cape Florida State Park	102	Service on intersecting roadway
37	Biscayne National Park*		
38	Everglades National Park*		
39	Everglades Water Conservation Area*		

\* Park is located outside the Urban Development Boundary where transit services can not be provided







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#### A.6 MDT Bus Replacement Plan



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<b>BUS PROCUREMENT / REPLACEMENT</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
Total number of small buses required 30 LFW diesel hybrid	0	2	0	0	0	0	3
Total number required 40ft Electric	0	<b>33</b>	0	0	0	0	0
Total number of 40 Ft buses required 40 LFW CNG	100	150	231	93	5	0	0
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	0	0	0	25	0	0	0
<b>Total Buses</b>	<b>100</b>	<b>185</b>	<b>231</b>	<b>118</b>	<b>5</b>	<b>0</b>	<b>3</b>

Source: Metrobus Fleet Management Plan, 2018 Revision



<b>BUS PROCUREMENT / REPLACEMENT</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	2
Total number required 40ft Electric	0	0	0	0	0	0	<b>33</b>
Total number of 40 Ft buses required 40 LFW CNG	0	35	15	0	5	100	150
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	0	0	43	11	10	0	0
<b>Total Buses</b>	<b>0</b>	<b>35</b>	<b>58</b>	<b>11</b>	<b>15</b>	<b>100</b>	<b>152</b>

Source: Metrobus Fleet Management Plan, 2018 Revision



<b>BUS PROCUREMENT / REPLACEMENT</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	3	0	0
Total number required 40ft Electric	0	0	0	0	0	0	0
Total number of 40 Ft buses required 40 LFW CNG	231	93	5	0	0	0	35
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	0	25	0	0	0	0	0
<b>Total Buses</b>	<b>231</b>	<b>118</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>35</b>

Source: Metrobus Fleet Management Plan, 2018 Revision















## A.7 MDT10Ahead Survey Results



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## MDT10Ahead Survey

### Section 1 - Introduction

A survey administered by MDT was conducted from April to July 2018 in order to collect information on demographics, travel behavior, and service needs of current transit riders. Two survey instruments were used for surveying transit riders, a web-based digital survey and a mail-in paper, totaling 26- or 15-questions in length, respectively. Spanish and Creole versions of the survey also were available for riders with limited English proficiency. A copy of the survey instrument is provided in Section 4 of this appendix.

In total, 1,419 surveys and comment cards have been collected. Of the total response pool, 1,068 surveys (75%) were collected through the electronic survey and 351 were collected through comment cards.

#### **Passenger travel characteristics and behaviors were identified by questions including:**

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

#### **Demographic information was identified by questions including:**

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

#### **Transit priorities/preferences were identified by questions including:**

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



Table 1 provides the response rate by question. On average, 67 percent of questions were completed, when excluding two optional, open-ended questions. A summary of all survey results is provided in Section 3.

**Table 1: Rate of Responses Received by Question**

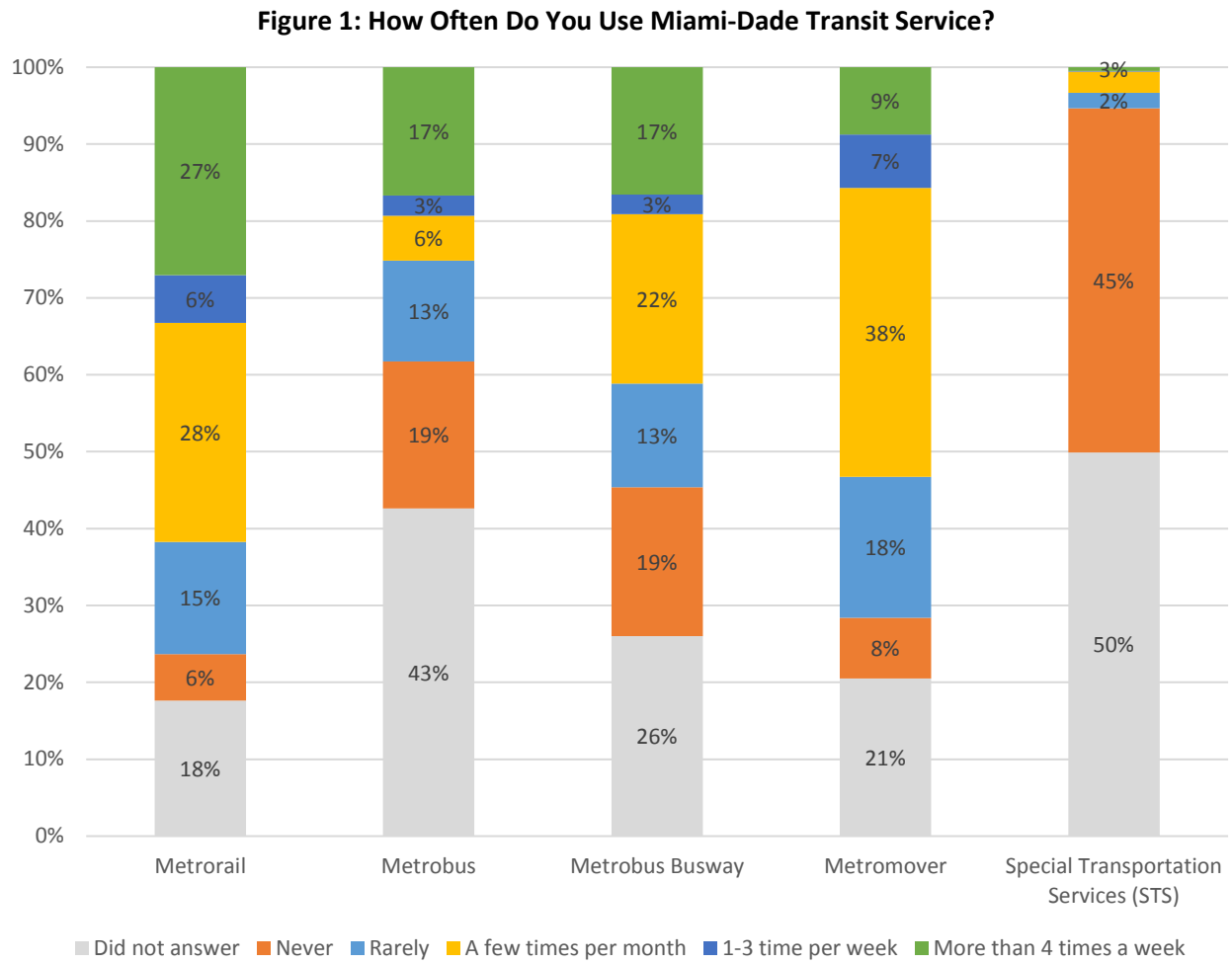
Question	Responses Received	
1	1169*	82.38%
2	858	60.47%
3	851	59.97%
4	1147*	80.83%
5	865	60.96%
6	855*	60.25%
7	1208*	85.13%
8	1167*	82.24%
9	1101*	77.59%
10	836	58.91%
11	851	59.97%
12	850	59.90%
13	1031*	72.66%
14	820	57.79%
15	810	57.08%
16	813*	57.29%
17	1118*	78.79%
18	815	57.43%
19	1102*	77.66%
20	1073*	75.62%
21	1121*	79.00%
22	1109*	78.15%
23	1092*	76.96%
24	830*	58.49%
25	835*	58.84%
26	200	14.09%

*\* Question also part of Comment Card*



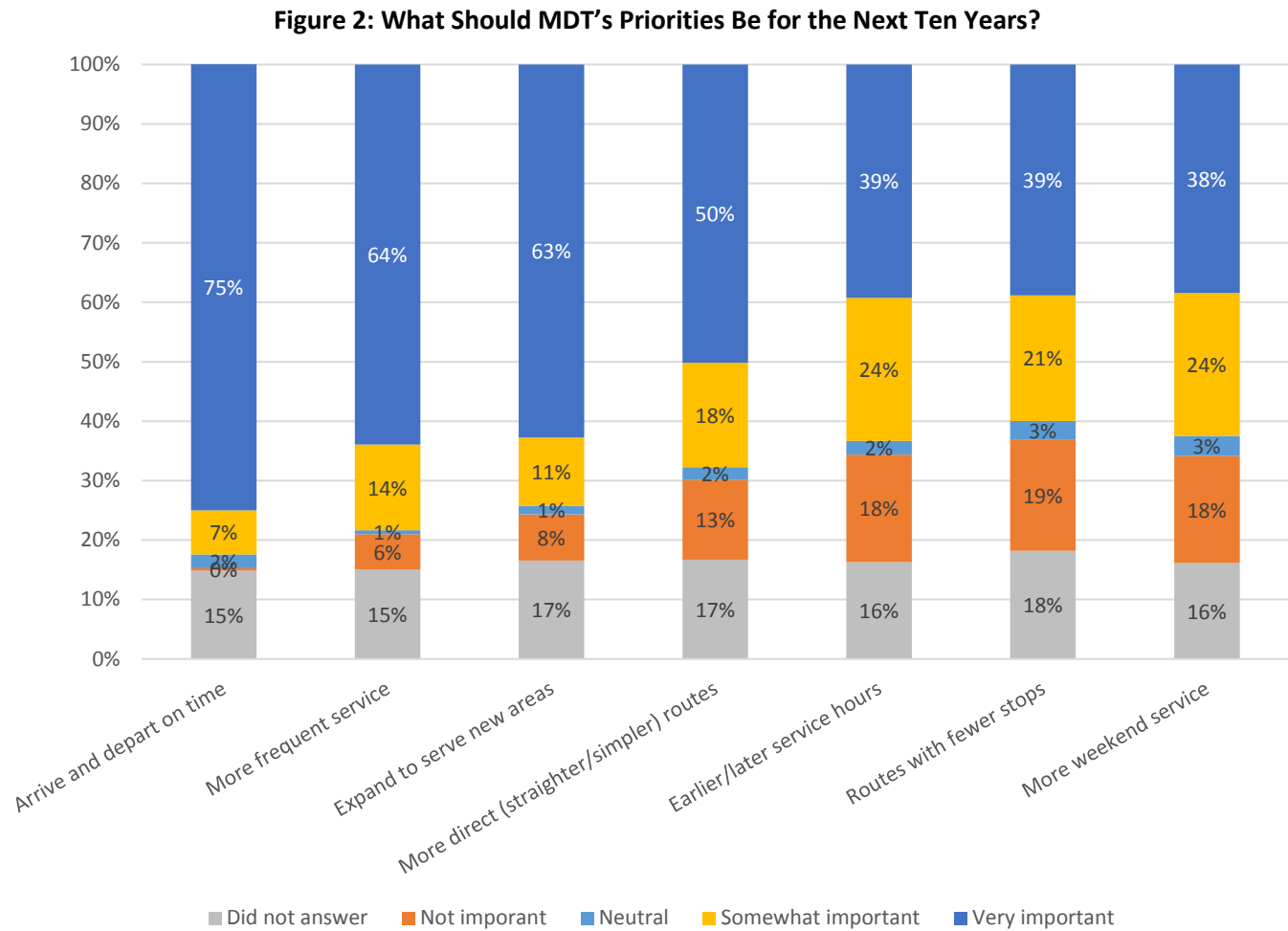
Section 2 - Overview

Figure 1 examines the frequency and mode characteristics of survey respondents. Approximately 33 percent of the electronic survey and comment card respondents are weekly users of Metrorail, and roughly 19 percent use Metrobus weekly.





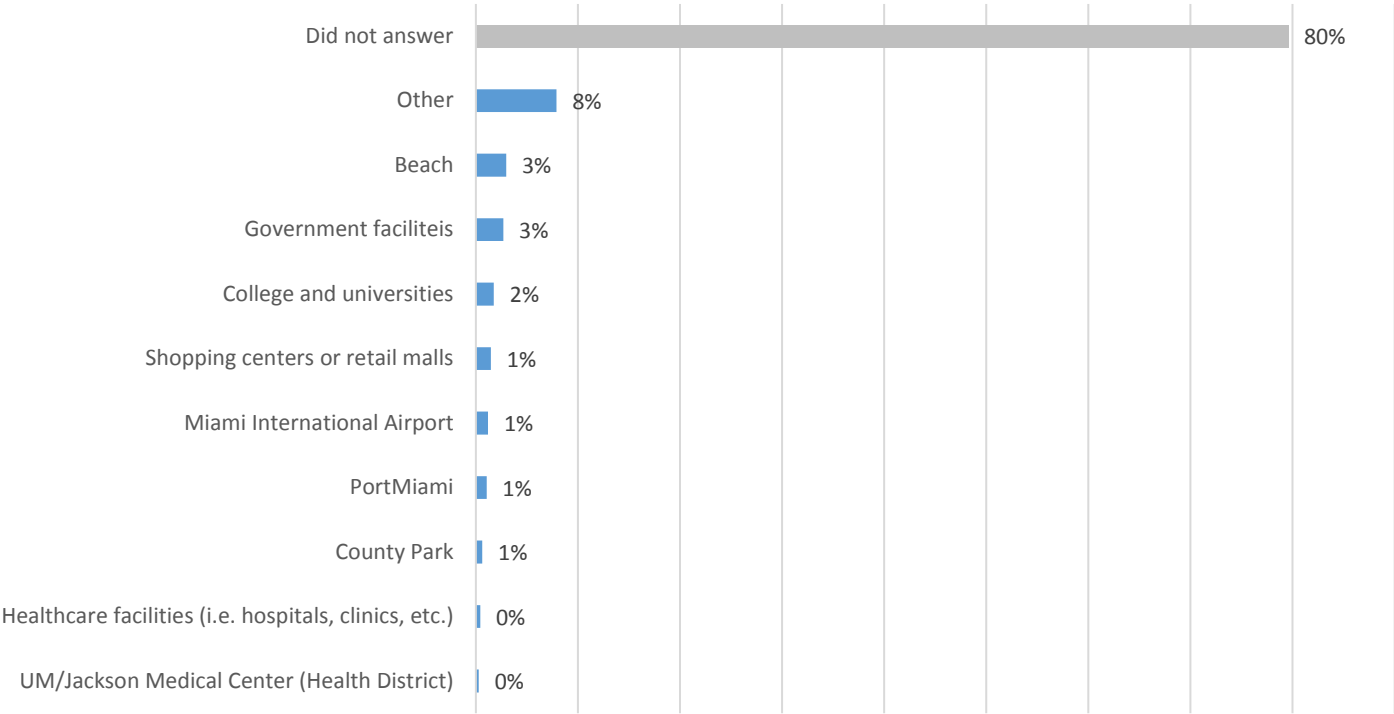
When asked about prioritization of service needs, the most important need noted by respondents is on-time performance as shown in Figure 2. On-time performance is followed by more frequent service and expanding to new service areas.





When asked about what destinations MDT could serve better, the most popular answer was “Other” followed by the Beach and Government facilities. Figure 3 displays the full results from this question. For those who answered “Other”, the most popular responses were for Homestead, western Miami-Dade County, South Dade and South Miami, Kendall and West Kendall, Florida City, Doral, Florida International University campus, and sporting arenas/concert venues/cultural destinations.

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





### Section 3 – Survey Results

In total, 1,419 surveys and comment cards have been collected as shown in Table 2. Of the total response pool, 1,068 surveys (75%) were collected through the electronic survey and 351 were collected through comment cards. The results of the surveys are provided in the following figures. Questions included on the electronic survey and the shorter comments cards are noted. If not otherwise noted, the question was only asked on the electronic survey. It should also be noted some graphics may not sum precisely to 100 percent due to rounding.

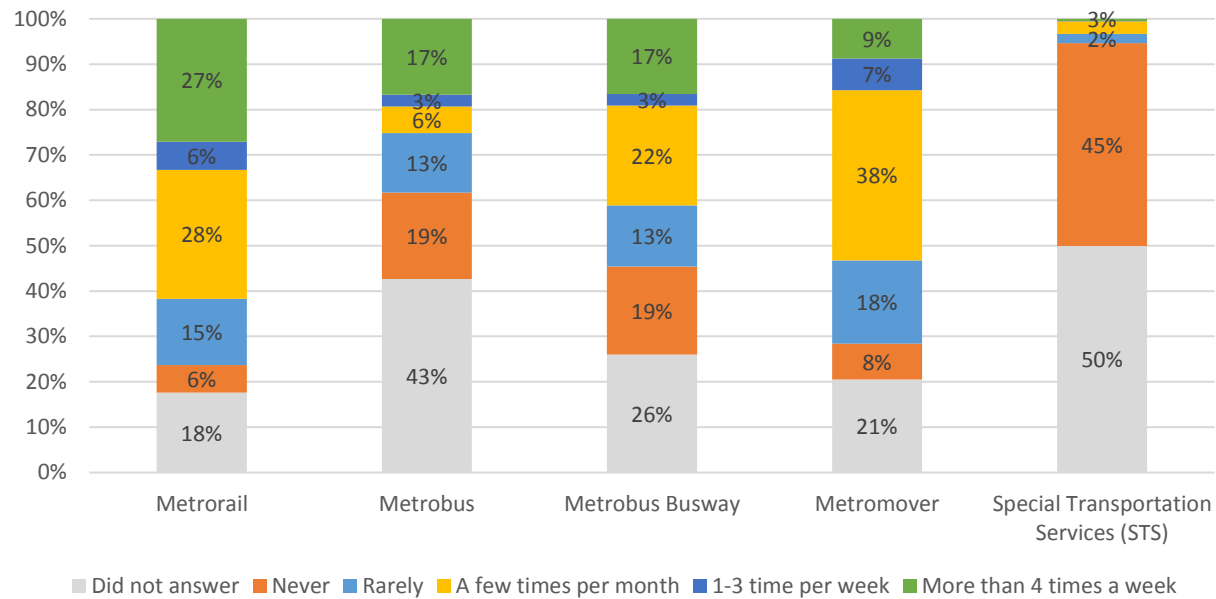
**Table 2: Completed Survey Summary**

Survey Type	Responses Received	
Electronic Survey	1,068	75%
Comment Card	351	25%
<b>Total</b>	<b>1,419</b>	<b>100%</b>

### TRANSIT USE

Figure 4 provides insight into the types of transit being used by respondents. This question was on the electronic survey, as well as the comment card. Approximately 27 percent of the respondents use Metrorail more than four times per week. Meanwhile, approximately 17 percent use the Metrobus Busway more than four times per week. Just about five percent of respondents were occasional Special Transportation Services (STS) users.

**Figure 4: How Often Do You Use Miami-Dade Transit Services?**

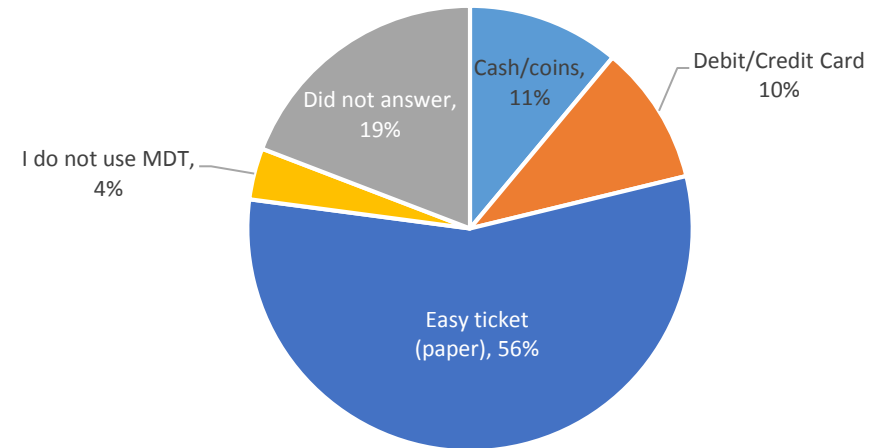




## FARE PAYMENT

As shown in Figure 5, respondents on both the electronic survey and the comment card were asked how they paid for transit fares. Approximately 56 percent of respondents use the EASY card to pay their transit fares. Another 11 percent use cash to pay for their fares, and only 10 percent use credit card. *Note:* the answer choice of “Credit Card” was not offered on the comment cards for this question.

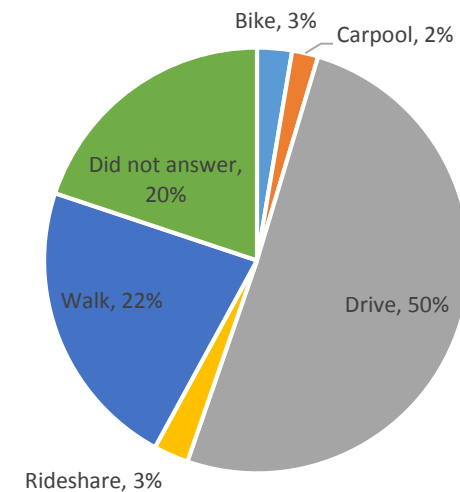
**Figure 5: How Do You Pay for Transit Fares?**



## STATION ARRIVAL

When respondents were asked about how they regularly arrive at their local transit station, the majority indicated they reach the stop by driving (50%), while 22 percent indicated they walk to the station. Figure 6 shows the full list of responses.

**Figure 6: How do you arrive at your transit station?**

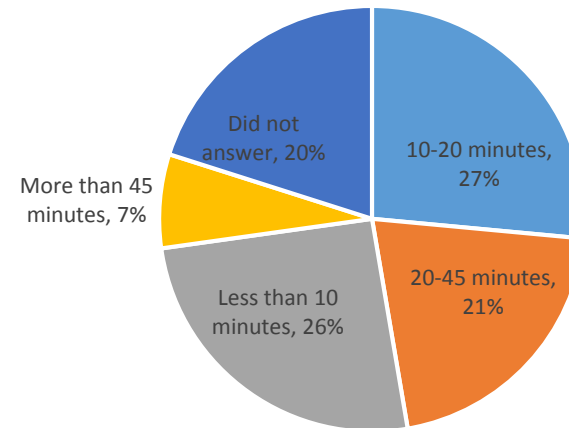




## TRAVEL TIME

The results of a question which asked respondents how long it takes them to arrive at their nearest transit station were mixed. 10-20 minutes was the time indicated by most respondents (27%), and less than 10 minutes was identified as the second most common travel time (26%). Figure 7 includes the full set of responses.

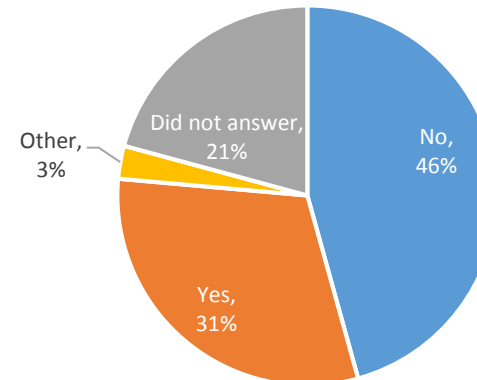
**Figure 7: How long does it take you to get to your nearest/preferred transit station?**



## TRANSFER USE

Regarding typical travel choices, respondents were asked if they use transfers on the MDT system. About 46 percent indicated they do not transfer when they travel. Results are shown in Figure 8.

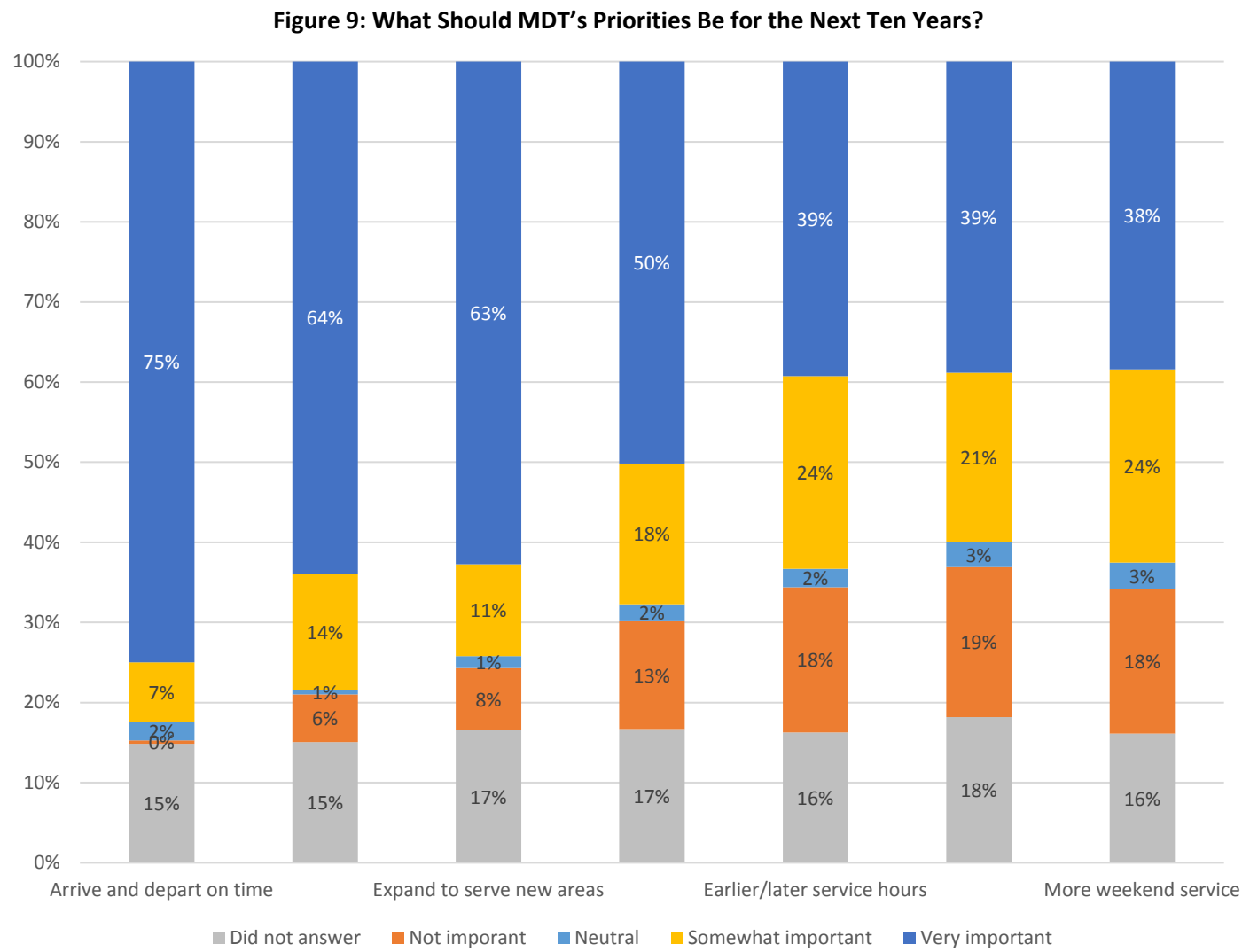
**Figure 8: Do you transfer?**





SERVICE PRIORITIES

When asked about service priorities, respondents on both the electronic survey and comment cards indicated on-time performance was the most important service priority, followed by more frequent service, and expanding service to new areas. Figure 9 shows the total breakdown of all service priorities.

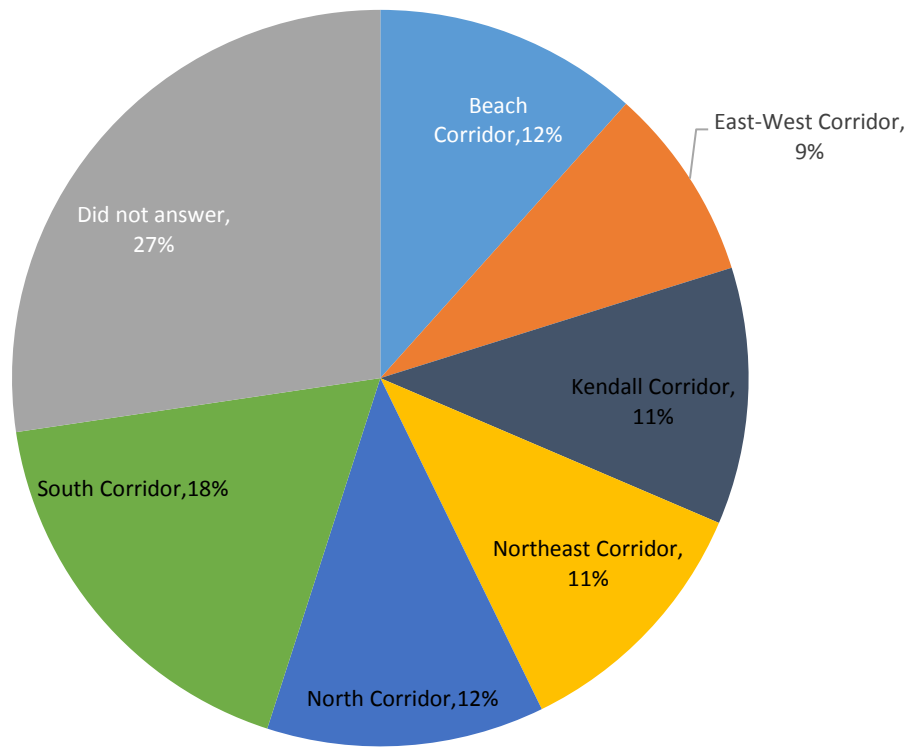




PREMIUM TRANSIT PRIORITIES

Respondents of the electronic survey and comment cards were also asked their preferences about the corridors currently under consideration to receive premium transit service. Approximately 18 percent of respondents indicated the South Dade Transitway would be the corridor they would use the most if implemented. The North Corridor was indicated to be the second most popular (12 percent).

**Figure 10: Of the six corridors in the Strategic Miami Area Rapid Transit (SMART) Plan which are being considered for premium transit service, which corridor would you most use?**

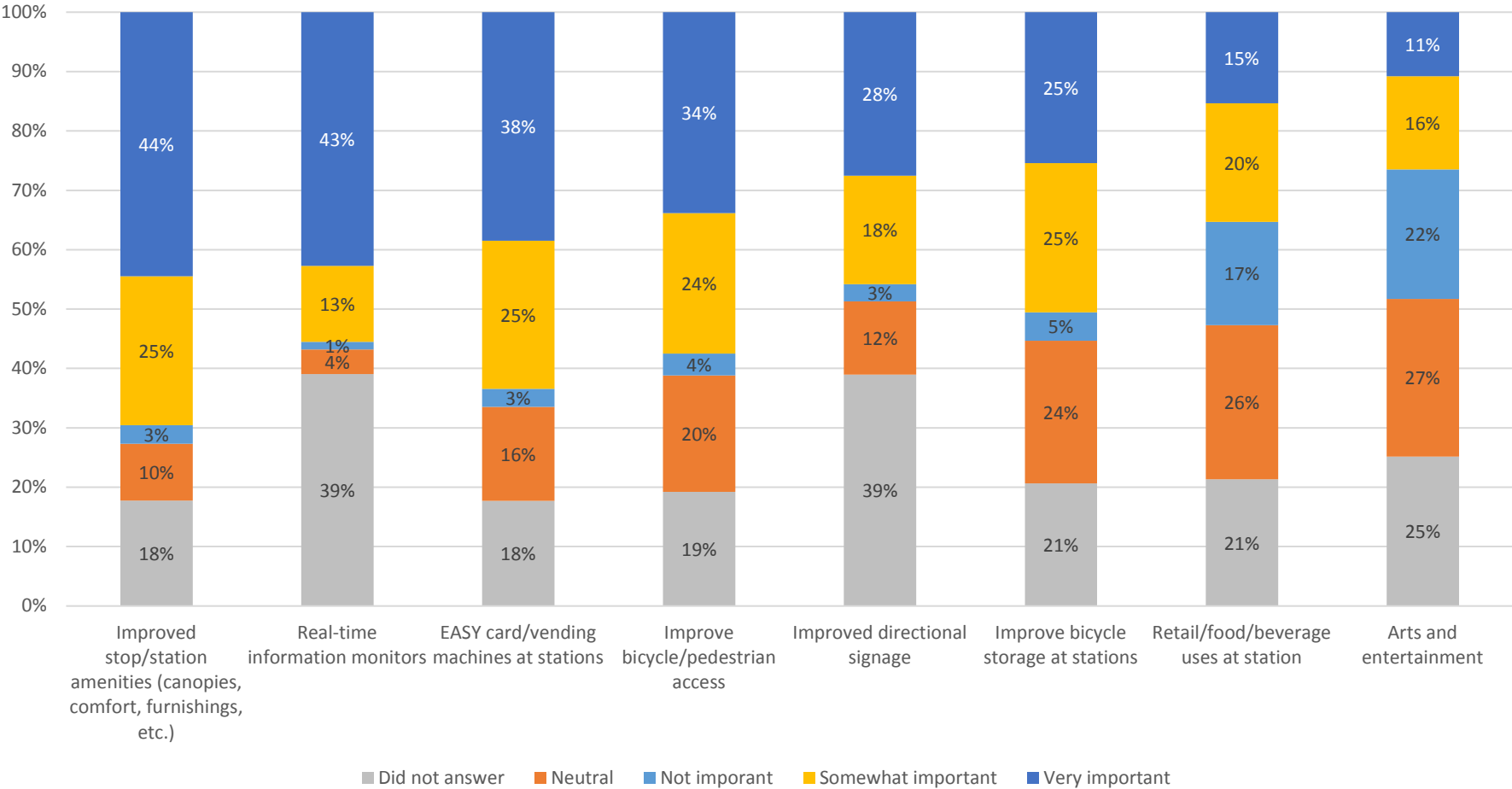




STOP/STATION PRIORITIES

When asked about priorities for stations and stops, electronic survey and comment card respondents indicated the two most important priorities were adding real-time information monitors and improved stop/station amenities. It is important to note the comment cards did not ask about the “Real-time information monitors” option. A full summary of respondent priorities are displayed in Figure 11.

Figure 11: What Should MDT’s Priorities Be for the Next Ten Years?

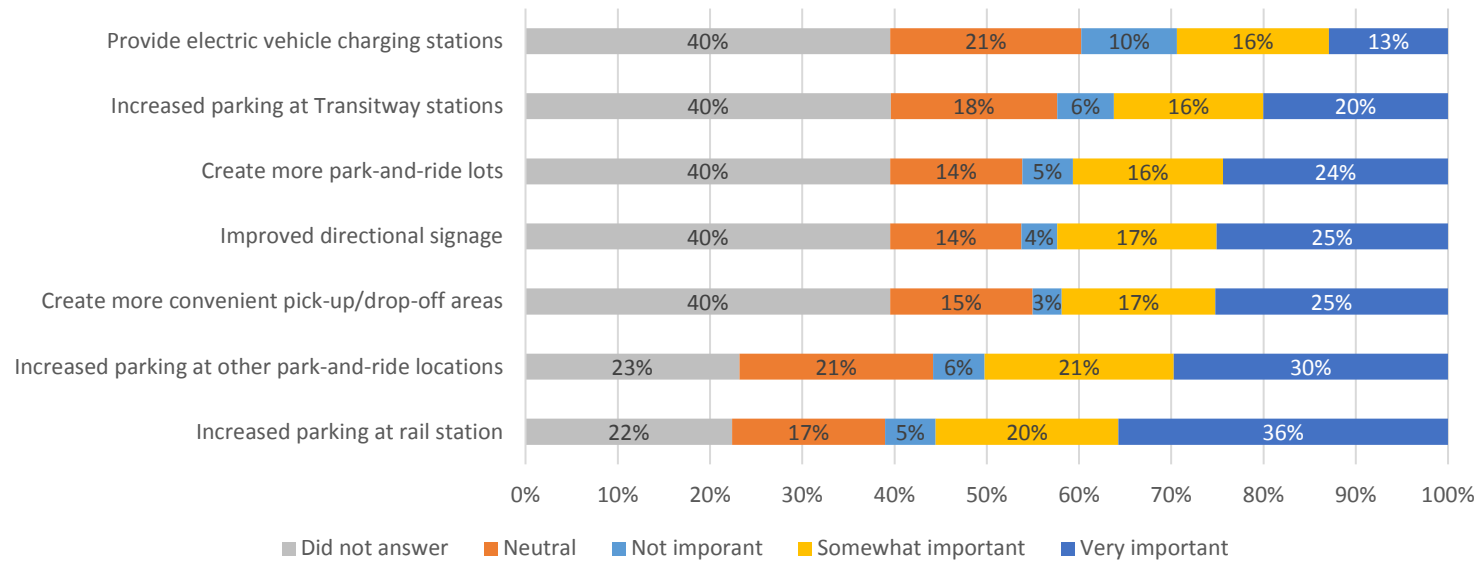




PARKING PRIORITIES

Asked of both electronic and comment card respondents, increasing parking spaces at rail stations received the highest priority ranking for parking facilities. It is important to note the comment cards did not ask about the “Create more convenient drop-off areas,” the “Provide electric vehicle charging stations,” or the “Create more park-and-ride lots” options. Figure 12 displays the results for parking priorities.

Figure 12: What Should MDT’s Priorities Be for the Next Ten Years?

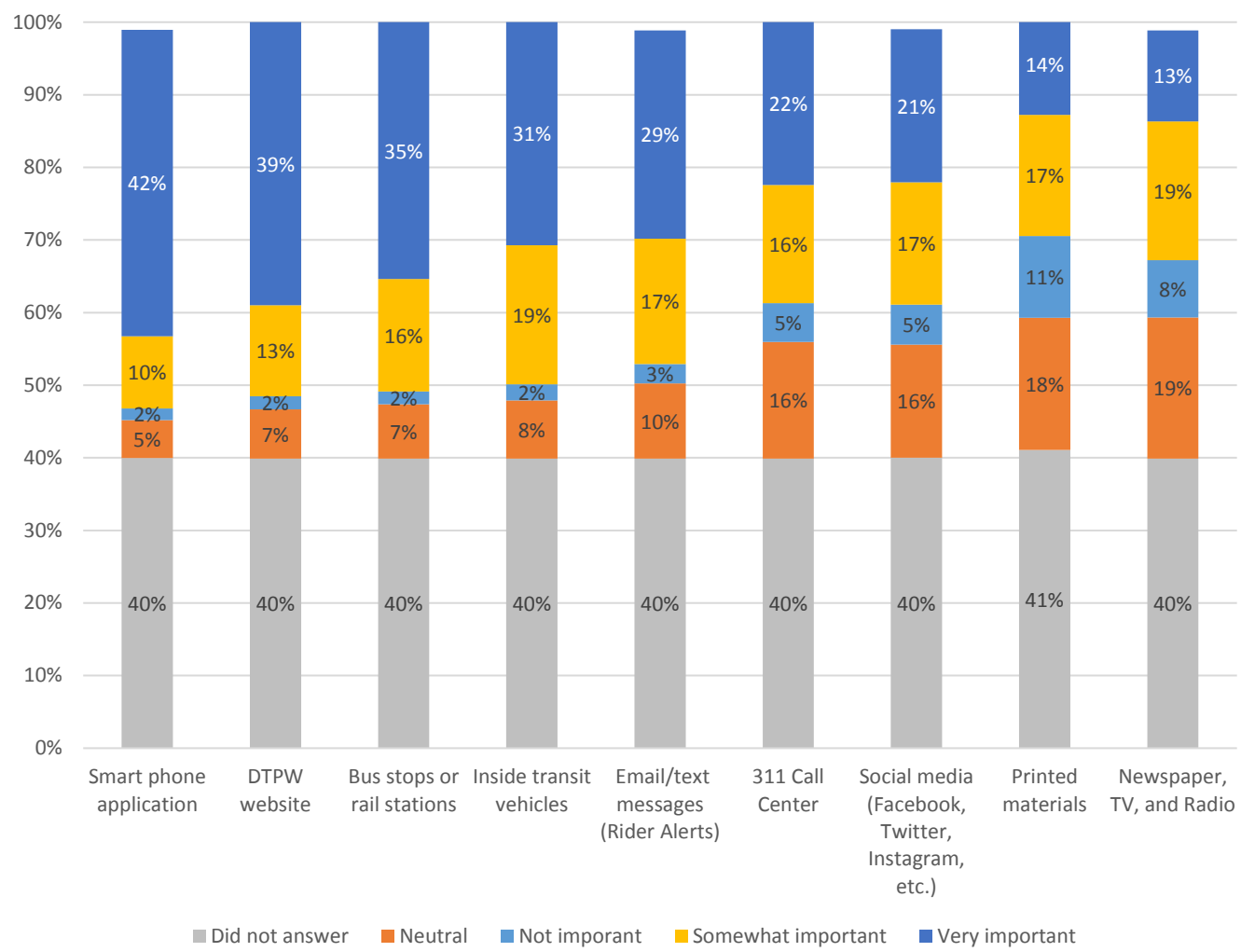




TRANSIT INFORMATION

MDT asked respondents through the electronic survey about the different formats which transit materials are available in. Figure 13 shows 42 percent indicated the smart phone app was very important, and 39 percent indicated the MDT website.

Figure 13: How Important Is It to Get Transit Materials in the Following Formats?

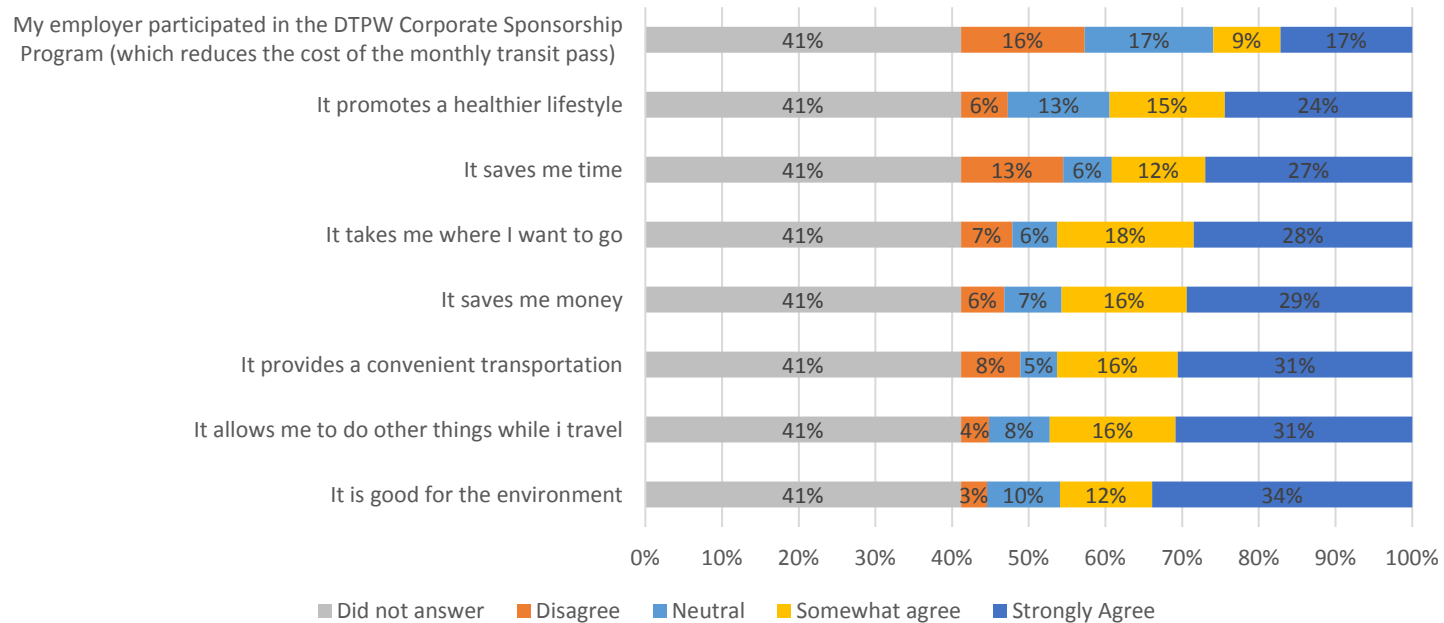




## REASON FOR TRANSIT USE

When asked why they use transit, the most popular response by electronic survey respondents was that it is good for the environment, followed closely by allowing riders to do other things while traveling and provides a convenient transportation option. Figure 14 shows why respondents choose to use transit services provided by MDT or the reasons a non-user might use transit. Some of the open-ended responses fell within the realm of wanting service expanded to new areas, faster and more frequent service, cleaner and better quality facilities and vehicles, and preferring to avoid traffic/vehicle costs.

**Figure 14: I Use Transit Because Or Would Use Transit If...**

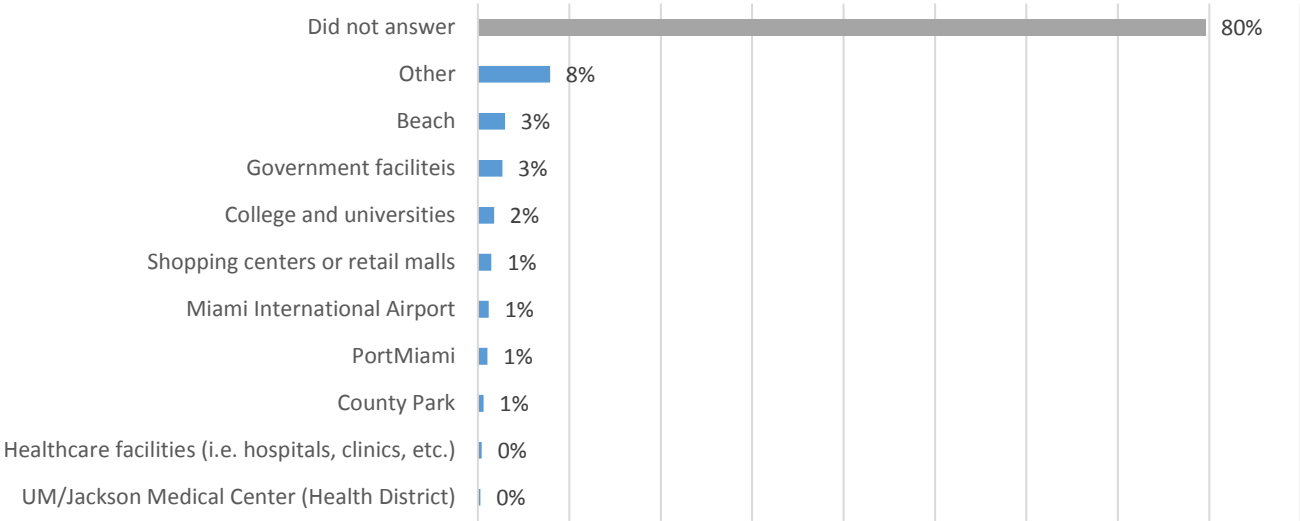




DESTINATIONS

Figure 15 provides insight into what types of destinations respondents would like to travel to. The number one response was to provide service to Other followed closely by the Beach. For those who indicated “Other” as a response, the two most popular were sports stadiums and tourist attractions.

Figure 15: Which of the Following Destinations Could Miami-Dade Transit Serve Better?

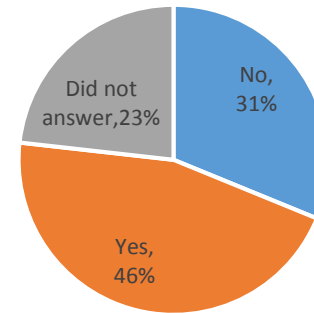




## FARE INCREASE

As displayed in Figure 16, when asked about the tradeoff between better service and higher fares, 46 percent of respondents indicated they would be willing to pay more for better service.

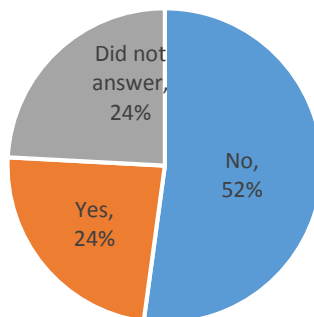
**Figure 16: Would You Be Willing To Pay Increased Transit Fares For Improved Transit Services?**



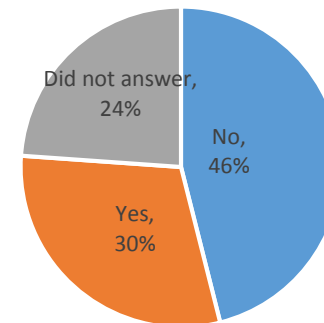
## PARKING FEE INCREASES

Figure 17 shows that of the respondents from the electronic survey, 24 percent are willing to pay increased fees for parking at stations. Figure 18 shows most respondents (46%) indicated they would not pay an increased parking fee if they were given the option to reserve a parking space in advance.

**Figure 17: Would You Be Willing To Pay Increased Parking Fees At Rail Stations Or New Parking Fees At Bus Stations For More Parking Spaces?**



**Figure 18: Would You Be Willing To Pay Increased Parking Fees At Rail Stations Or New Parking Fees At Bus Stations For An Option To Reserve A Parking Space In Advance?**

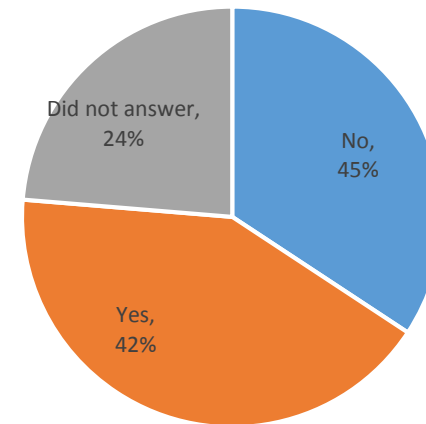




## SALES TAX SUPPORT

Figure 19 provides an overview of the responses from a question asking users whether they would support a referendum for an additional ½-cent sales tax which would support improved/expanded transit services. Approximately 42 percent indicated they would support a referendum for transit.

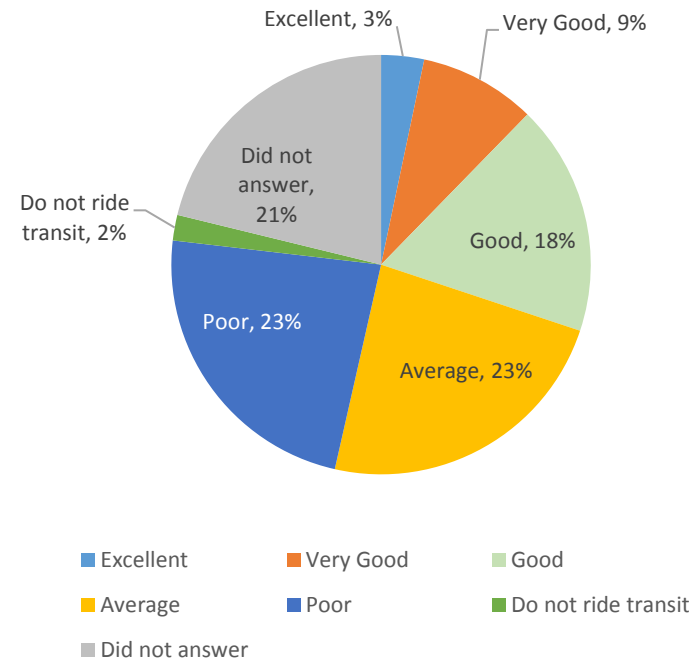
**Figure 19: Would you support a referendum for an additional 1/2 cent sales tax for improved/expanded transit services?**



## SATISFACTION

Figure 20 provides an overview of the electronic and comment card response to a question which asked users to rate MDT's services. Almost 23 percent of all respondents noted they would rate their experience with MDT as poor or average. However, approximately 30 percent indicated they are satisfied with MDT's services.

**Figure 20: Rate Your Overall Experience with Miami-Dade Transit**





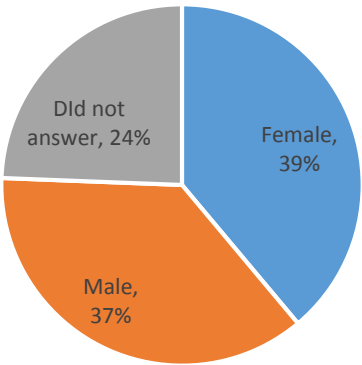
DEMOGRAPHIC INFORMATION

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

Gender

As shown in Figure 21, 24 percent of respondents did not indicate their gender. Of those who did indicate their gender, there was a slight skew towards female (2 %).

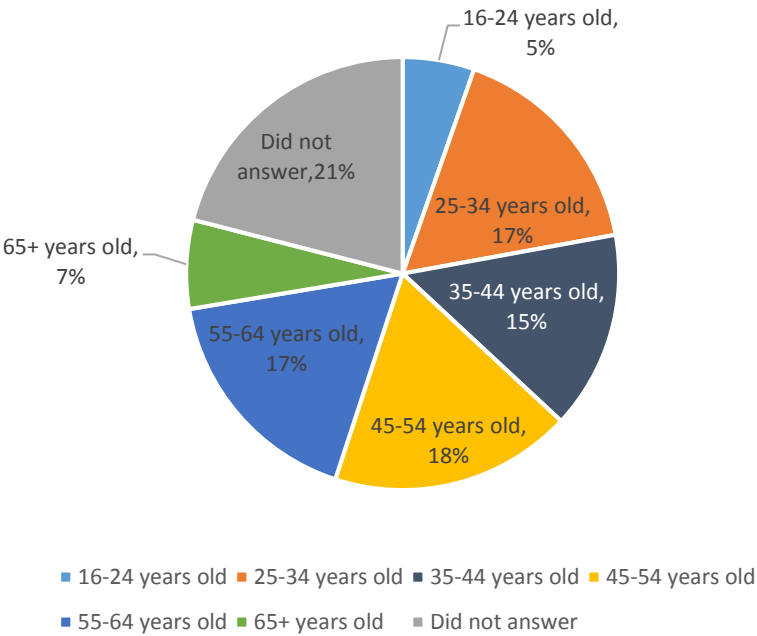
Figure 21: What Is Your Gender?



Age

Respondents are categorized by age group in Figure 22. The largest cohort is between 45 and 54 years old.

Figure 22: What Is Your Age Group?

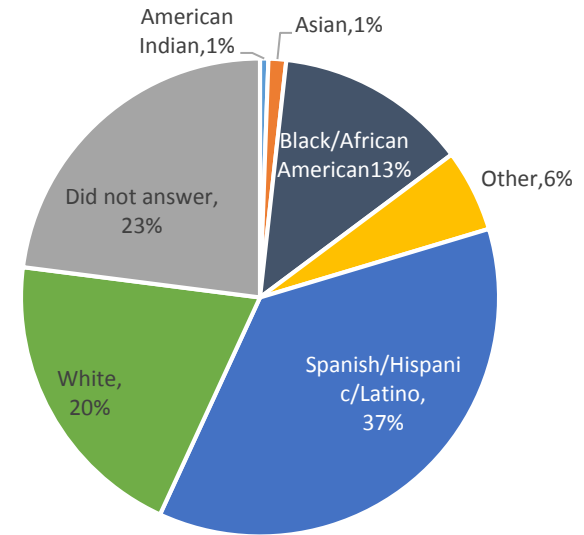




### Race/Ethnicity

Figure 23 provides information on the race and/or ethnicity of electronic survey and comment card respondents. The two largest groups to complete the survey were Spanish/Hispanic/Latino and White with 37 percent and 20 percent, respectively.

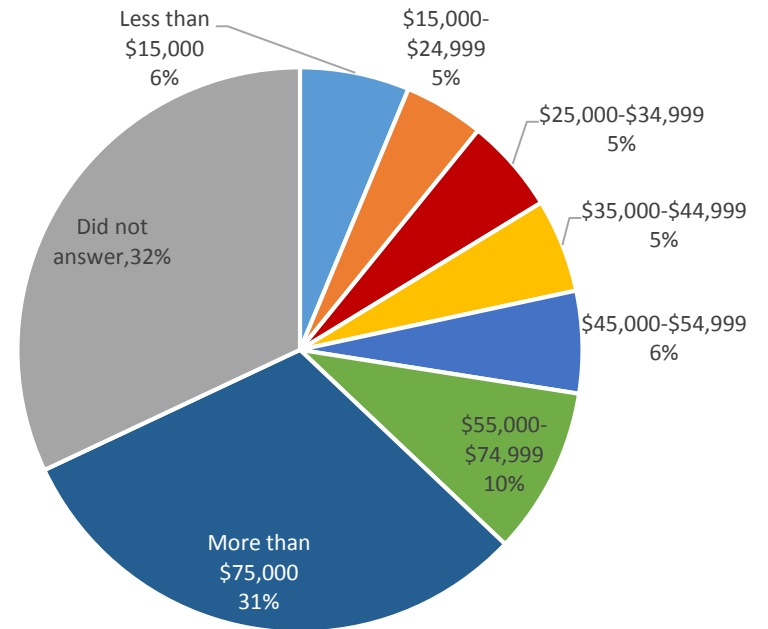
**Figure 23: Which Best Describes Your Race/Ethnic Group?**



### Annual Income

Figure 24 displays the income levels of respondents. The largest group of electronic survey and comment card respondents make at least \$75,000 annually. Approximately six percent of respondents have an annual income less than \$15,000.

**Figure 24: What Is Your Household's Approximate Total Income?**

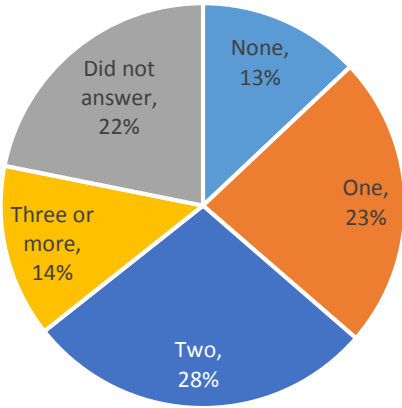




Household Vehicles

As shown in Figure 25, approximately 13 percent of electronic survey and comment card respondents do not have a working vehicle at home. Approximately 28 percent have two working vehicles.

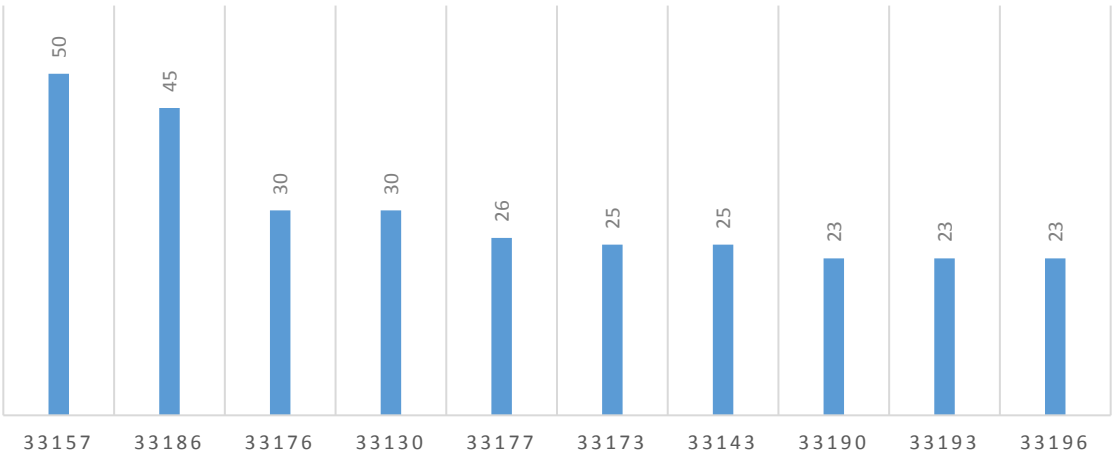
Figure 25: How Many Working Motor Vehicles Are Available In Your Household?



Zip Code

Figure 26 lists the top ten most frequently reported zip codes among survey respondents to both the electronic survey and comment card.

Figure 26: What is your home Zip Code?

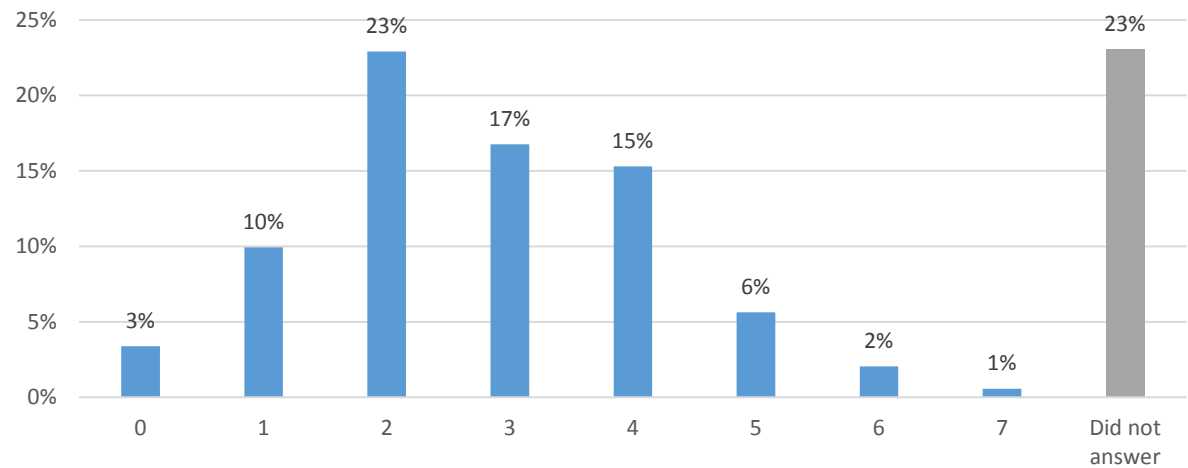




Household Size

Figure 27 shows the distribution of electronic survey and comment card respondent’s households by household size. The most commonly reported household size was two persons.

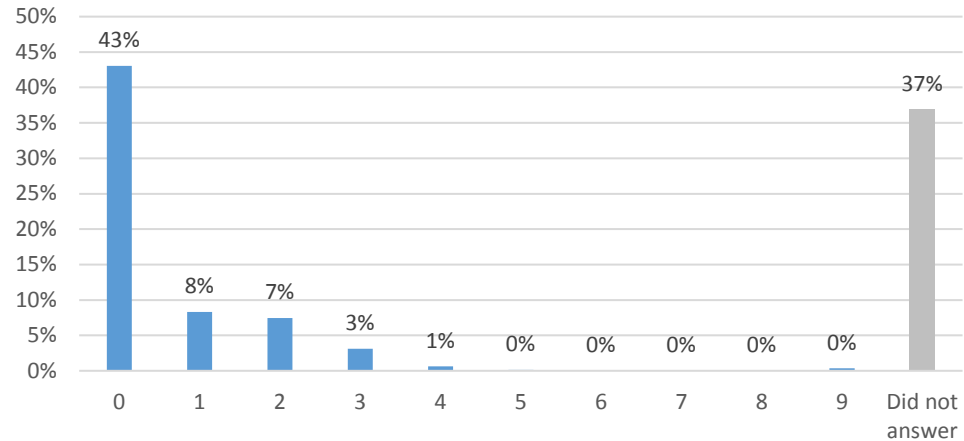
Figure 27: Including you, how many people live in your house?



Household Youths

Figure 28 shows the distribution of electronic survey and comment card respondent’s households by the number of youths living in the residence. The most commonly reported number of youths was none, and if there were any youth, one youth household members was the most common response (8%)

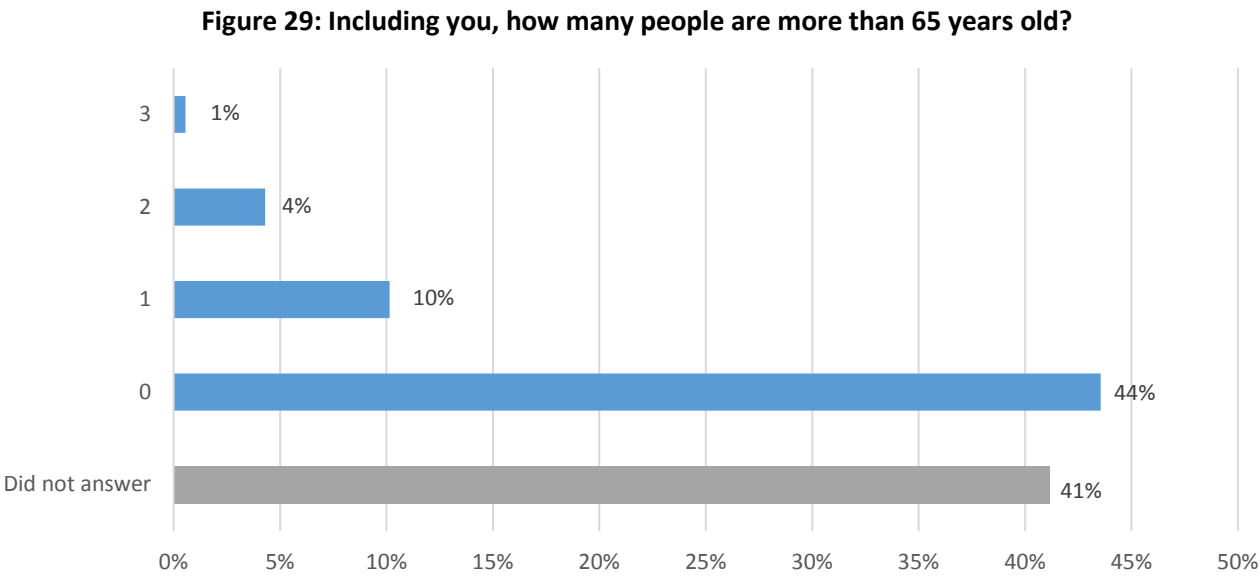
Figure 28: Including you, how many people are less than 16 years old?





Household Elderly

Figure 29 shows the distribution of electronic survey and comment card respondent’s households by the number of elderly individuals living in the residence. The most commonly reported number of elderly individuals was none. If a household contained any elderly people, it was twice as likely that they were the only elder in the household, rather than living with other elderly individuals.





## GENERAL COMMENTS

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

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





# What is MDT10Ahead?

*The Fiscal Year 2019-2028 Transit Development Plan (TDP), is a ten-year strategic vision for Miami-Dade Department of Transportation and Public Works (DTPW) to promote the operation of an efficient, reliable and financially sustainable transit system.*

**The Bottom Line:** The TDP assesses DTPW's existing transit system, identifies existing and future service improvements and capital investments, prioritizes transit needs, and presents a financial plan based upon available funding sources.

**Performance Evaluation:** Based upon TDP objectives established in the 2014 Major update, key performance measures are evaluated to assess DTPW's performance.

**Recommended Service Plan:** The ten year implementation plan guides decisions about existing and future service. The plan is based on service standards, citizen input, and stakeholder coordination.

**Capital Improvement Plan:** This plan prioritizes investments in buses, stations, infrastructure, and equipment needed to preserve and expand the transit system. This plan is dependent on the Recommended Service Plan.

**Financial Plan:** The financial plan identifies all available financial resources and determines financial needs based on the Recommended Service Plan and the Capital Improvement Plan.

**Be a Part of the Solution:** You can...

- Fill out and mail the short Q&A on this pamphlet – we pay for the stamp.
- Submit your comments to [MDT10Ahead@miamidade.gov](mailto:MDT10Ahead@miamidade.gov)
- Fill out our online survey at <https://www.miamidade.gov/transit/mdt10-ahead.asp>
- Look for one of our community events.
- Mail your suggestions to:  
Department of Transportation and Public Works  
MDT10Ahead  
701 NW 1st Court, 15th Floor, Miami, FL 33136
- More at [www.miamidade.gov/transit](http://www.miamidade.gov/transit)

## How often do you use DTPW services?

	BUS	TRANSITWAY (f.k.a. Busway)	RAIL	MOVER	STS
4+ times a week	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1-3 times a week	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A few times a month	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rarely	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Never	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## ABOUT YOURSELF (optional)

### How do you pay for your transit fare?

- ☐ Cash ☐ Credit Card  
☐ EASY Card/Corporate Card ☐ I do not ride Transit

What is your zip code? \_\_\_\_\_

What is your gender? ☐ Female ☐ Male

What is your age group?

- ☐ Less than 16 ☐ 16 - 24 ☐ 25 - 34  
☐ 35 - 44 ☐ 45 - 54 ☐ 55 - 64 ☐ 65 +

Which best describes your race/ethnic group?

- ☐ American Indian ☐ Asian ☐ Black/African American  
☐ Spanish/Hispanic/Latino ☐ White ☐ Other

## ABOUT YOUR HOUSEHOLD (Including yourself)

- How many people live in your household? \_\_\_\_\_
- How many people are less than 16 years old? \_\_\_\_\_
- How many people are over 65 years old? \_\_\_\_\_

Approximate total household's annual income?

- ☐ Less than \$15,000 ☐ \$45,000 - \$54,999  
☐ \$15,000 - \$24,999 ☐ \$55,000 - \$74,999  
☐ \$25,000 - \$34,999 ☐ \$75,000 - \$99,999  
☐ \$35,000 - \$44,999 ☐ \$100,000 +

Working motor vehicles in your household?

- ☐ One ☐ Two ☐ Three or more ☐ None

Enter your email address to receive transit updates:

Email: \_\_\_\_\_

**AFTER COMPLETING THE SURVEY, SEAL THE BROCHURE  
AND DROP IT IN THE MAIL BEFORE JULY 31, 2018**



## What should DTPW's priorities be for the next ten years?

	VERY IMPORTANT	SOMEWHAT IMPORTANT	NEUTRAL	NOT IMPORTANT
<b>SERVICE</b>				
Arrive and depart on time	4	3	2	1
Earlier/later service hours	4	3	2	1
More frequent service	4	3	2	1
More weekend service	4	3	2	1
Expand to serve new areas	4	3	2	1
More direct (straighter/simpler) routes	4	3	2	1
Routes with fewer stops	4	3	2	1
<b>STOPS/STATIONS/TERMINALS</b>				
Improve amenities	4	3	2	1
EASY Card vending machines	4	3	2	1
Retail/food/beverage uses	4	3	2	1
Improve pedestrian/bicycle access	4	3	2	1
Improve bicycle storage	4	3	2	1
Arts & Entertainment	4	3	2	1
<b>PARKING</b>				
Increased parking at rail stations	4	3	2	1
Increased parking at Transitway stations	4	3	2	1
Increased parking at other Park-and-Ride locations	4	3	2	1

These six corridors are being considered in the Strategic Miami Area Rapid Transit (SMART) Plan, which corridor would you most use?

- ☐ **North Corridor** (NW 27th Avenue between MLK Jr Metrorail Station and Broward County Line)
- ☐ **Northeast Corridor** (Downtown Miami to Aventura generally along US-1)
- ☐ **Beach Corridor** (Downtown Miami to Miami Beach generally along I-395)
- ☐ **East-West Corridor** (Miami Intermodal Center to FIU generally along SR-836)
- ☐ **Kendall Corridor** (SW 88th Street between Dadeland North Metrorail Station and SW 162 Avenue)
- ☐ **South Corridor** (Dadeland South Metrorail Station to SW 344 Street along the Transitway)

## RATE YOUR OVERALL EXPERIENCE WITH TRANSIT SERVICES

- ☐ EXCELLENT 
 ☐ VERY GOOD 
 ☐ GOOD 
 ☐ AVERAGE 
 ☐ POOR 
 ☐ I DO NOT RIDE TRANSIT

NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES

**BUSINESS REPLY MAIL**  
FIRST-CLASS MAIL PERMIT NO. 29 MIAMI, FL

POSTAGE WILL BE PAID BY ADDRESSEE

MIAMI-DADE DEPT OF TRANSPORTATION  
AND PUBLIC WORKS  
701 NW 1ST CT FL 15  
MIAMI FL 33136-9809



# BE A PART OF THE SOLUTION

## MIAMI-DADE COUNTY'S TRANSIT DEVELOPMENT PLAN







# ¿Qué es MDT10Ahead?

*El Plan de Desarrollo de Tránsito del año fiscal 2019-2028 (TDP) es una visión estratégica de diez años para el Departamento de Transporte y Obras Públicas de Miami-Dade (DTPW) para promover la operación de un sistema de tránsito eficiente, confiable y financieramente sustentable.*

**El resultado final:** El TDP evalúa el sistema de tránsito existente de DTPW, identifica las mejoras de servicio existentes y futuras y las inversiones de capital, prioriza las necesidades de tránsito y presenta un plan financiero basado en fuentes de financiación viables.

**Evaluación de desempeño:** En base a los objetivos de TDP establecidos en la actualización principal de 2014, se evalúan las principales medidas de desempeño para evaluar el desempeño de DTPW.

**Plan de servicio recomendado:** El plan de implementación de diez años guía las decisiones sobre el servicio existente y futuro. El plan se basa en los niveles del servicio, los comentarios de los ciudadanos y la coordinación de las partes interesadas.

**Plan de Mejoras de Capital:** Este plan prioriza las inversiones en autobuses, estaciones, infraestructura y equipos necesarios para preservar y expandir el sistema de tránsito. Este plan depende del Plan de Servicio Recomendado.

**Plan financiero:** El plan financiero identifica todos los recursos financieros disponibles y determina las necesidades financieras en función del Plan de Servicio Recomendado y el Plan de Mejoras de Capital.

**Sea parte de la solución:** Puede...

- Completar y enviar por correo las preguntas y respuestas en este folleto – pagamos por el sello.
- Envíe sus comentarios a:  
[MDT10Ahead@miamidade.gov](mailto:MDT10Ahead@miamidade.gov)
- Complete nuestra encuesta en línea en:  
<https://www.miamidade.gov/transit/mdt10-ahead.asp>
- Busque uno de nuestros eventos comunitarios.
- Envíe sus sugerencias a:  
Department of Transportation  
and Public Works MDT10Ahead  
701 NW 1st Court, 15th Floor, Miami, FL 33136
- Más en [www.miamidade.gov/transit](http://www.miamidade.gov/transit)

## ¿Con qué frecuencia usa los servicios del DTPW?

	BUS	TRANSITWAY (Busway)	RAIL	MOVER	STS
4+ veces por semana	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1-3 veces por semana	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aglunas veces al mes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Escasamente	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Nunca	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## HÁBLENOS DE USTED (opcional)

### ¿Cómo paga usted la tarifa de transporte público?

- ☐ Efectivo/Monedas      ☐ Tarjeta de Crédito  
☐ EASY Card/Corporate Card      ☐ No uso transporte público

### ¿Cuál es su Zona Postal? \_\_\_\_\_

### ¿Cuál es su género? ☐ Femenino ☐ Masculino

### ¿Cuál es su grupo de edad?

- ☐ Menos de 16    ☐ 16 - 24    ☐ 25 - 34  
☐ 35 - 44    ☐ 45 - 54    ☐ 55 - 64    ☐ 65 +

### ¿Cuál describe mejor su raza o grupo étnico?

- ☐ Indio Norteamericano    ☐ Asiático    ☐ Afro-Americano  
☐ Español/Hispano/Latino    ☐ Blanco    ☐ Otro

## HÁBLENOS DE SU HOGAR (Usted incluido)

- ¿Cuántas personas viven en su casa? \_\_\_\_\_
- ¿Cuántos son menores de 16 años? \_\_\_\_\_
- ¿Cuántos son mayores de 65 años? \_\_\_\_\_

### Ingreso anual aproximado.

- ☐ Menos de \$15,000      ☐ \$45,000 - \$54,999  
☐ \$15,000 - \$24,999      ☐ \$55,000 - \$74,999  
☐ \$25,000 - \$34,999      ☐ \$75,000 - \$99,999  
☐ \$35,000 - \$44,999      ☐ \$100,000 +

### Vehículos de motor activos

- ☐ Uno    ☐ Dos    ☐ Tres o más    ☐ Ninguno

**Escriba su dirección de correo electrónico para recibir información actualizada:**

Email: \_\_\_\_\_

**AL COMPLETAR LA ENCUESTA, SELLE EL FOLLETO Y LLÉVELO AL CORREO ANTES DEL 31 DE JULIO DEL 2018**



## ¿Cuáles deberían ser las prioridades del DTPW en los próximos diez años?

	MUY IMPORTANTE	DE ALGUNA IMPORTANCIA	NEUTRAL	NO IMPORTANTE
<b>SERVICIO</b>				
Llegar y salir a tiempo	4	3	2	1
Horario más temprano / más tarde	4	3	2	1
Servicio más frecuente	4	3	2	1
Mayor servicio los fines de semana	4	3	2	1
Expandir el servicio en áreas nuevas	4	3	2	1
Rutas más directas / sencillas	4	3	2	1
Menor cantidad de paradas	4	3	2	1
<b>PARADAS/ESTACIONES/TERMINALES</b>				
Mejorar los servicios / instalaciones	4	3	2	1
Máquinas de EASY Cards en paradas / estaciones	4	3	2	1
Ventas de comida y bebidas	4	3	2	1
Mejorar acceso de peatones/bicicletas	4	3	2	1
Mejorar estacionamiento de bicicletas	4	3	2	1
Artes y Entretenimiento	4	3	2	1
<b>ESTACIONAMIENTO</b>				
Aumentar la capacidad en estaciones de Metrorail	4	3	2	1
Aumentar la capacidad en estaciones del Transitway	4	3	2	1
Aumentar la capacidad en lotes de Park & Ride	4	3	2	1

De los seis corredores en el Plan Estratégico de Tránsito Rápido para el Área de Miami (SMART). ¿Cuál de los corredores usaría usted más?

- ☐ **North** (NW 27 Avenue entre MLK Jr Metrorail Station y Broward County Line)  
☐ **Northeast** (Downtown Miami a Aventura generalmente por la US-1)  
☐ **Beach Corridor** (Downtown Miami to Miami Beach generally along I-395)  
☐ **East-West** (Miami Intermodal Center to FIU generally along SR-836)  
☐ **Kendall** (SW 88th St entre Dadeland North Metrorail Station y SW 162 Ave)  
☐ **South** (Dadeland South Metrorail Station a SW 344 Street por el Transitway)

## EVALÚE SU EXPERIENCIA EN GENERAL CON NUESTRO SERVICIO

- ☐ EXCELENTE ☐ MUY BUENA ☐ BUENA ☐ REGULAR ☐ MALA ☐ NO USO EL SERVICIO

NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES

**BUSINESS REPLY MAIL**  
FIRST-CLASS MAIL PERMIT NO. 29 MIAMI, FL

POSTAGE WILL BE PAID BY ADDRESSEE

MIAMI-DADE DEPT OF TRANSPORTATION  
AND PUBLIC WORKS  
701 NW 1ST CT FL 15  
MIAMI FL 33136-9809



# SE PARTE DE LA SOLUCIÓN

PLAN DE DESARROLLO DEL TRANSPORTE  
PÚBLICO DEL CONDADO DE MIAMI-DADE







# Ki sa ki MDT10Ahead?

*Ane Fiskal 2019-2028 Plan Devlopman Transpo Piblik (TDP), se yon vizyon estratejik dis ane pou Depatman Transpò ak Travay Piblik Miami-Dade (DTPW) pou ankouraje operasyon yon sistèm transmisyon efikas, serye, ak finansyèman dirab.*

**Rezilta final la:** TDP evalye sistèm transpò piblik ki egziste deja nan DTPW, idantifye amelyorasyon sèvis ki la deja ak lavni ak envestisman kapital yo, priorite bezwen transpò piblik yo, epi prezante yon plan finansye ki baze sou sous finansman ki egziste.

**Evalyasyon Pèfòmans:** Dapre objektif TDP etabli nan Gwo aktyalizasyon 2014 lan, mezi kle pèfòmans yo itilize pou evalye pèfòmans DTPW.

**Plan Sèvis Rekòmande:** Plan Ekzekisyon dis lane gide desizyon sou sèvis ki la deja ak sak nan lavni. Se plan sa a ki baze sou sèvis nòmal, opinyon sitwayen, ak kowòdinasyon moun ki gen enterè.

**Plan de Mejoras de Capital:** Este plan prioriza las inversiones en autobuses, estaciones, infraestructura y equipos necesarios para preservar y expandir el sistema de tránsito. Este plan depende del Plan de Servicio Recomendado.

**Plan Amelyorasyon Kapital:** plan sa met an priorite envestisman nan otobis, estasyon, en-frastrikti, ak ekipman bezwen pou prezève ak

elaji sistèm transpò piblik la. Plan sa a depann de plan sèvis rekòmande a.

**Plan finansye:** plan finansye a idantifye tout resous finansye ki disponib epi li detèmine bezwen finans ki baze sou Plan Sèvis Rekòmande a ak Plan Amelyorasyon Kapital la.

**Fè yon pati nan solisyon an:** Ou ka ...

- Ranpli epi poste ti bout Q & A sou ti liv sa a - nou peye pou stanmp pou w poste l la

- Soumèt kòmantè ou yo bay [mdt10Ahead@miamidade.gov](mailto:mdt10Ahead@miamidade.gov)

- Ranpli ankèt sou entènèt nou an nan <https://www.miamidade.gov/transit/mdt10-ahead.asp>

- Chèche youn nan evènman kominote nou yo

- Voe sigjesyon ou yo

Department of Transportation  
and Public Works MDT10Ahead

701 NW 1st Court, 15th Floor, Miami, FL 33136

- Plis nan [www.miamidade.gov/transit](http://www.miamidade.gov/transit)

## Konbyen fwa ou itilize sèvis Transpò Miami-Dade?

(CHWAZI TOUT  
BON REpons YO)

	BIS	TRANSWAY	TREN	MOVER	STS
+ 4 fwa pa semèn	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1-3 fwa pa semèn	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Kèk fwa nan yon mwa	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Raman	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Jamè	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## SOU TÈT OU (si ou vle)

### Kijan ou peye pou tikèt transpò a?

- ☐ Lajan Kach/Pyès monnen ☐ Kat Kredi  
☐ EASY Card/Corporate Card ☐ Mwen pa itilize transpò piblik

### Ki Kod Postal ou? \_\_\_\_\_

**Ki sèks ou?** ☐ Fi ☐ Gason

### Nan ki kategori laj ou ye?

- ☐ Mwen pase 16 ☐ 16 - 24 ☐ 25 - 34  
☐ 35 - 44 ☐ 45 - 54 ☐ 55 - 64 ☐ 65 +

### Ki ras/etnisite ou?

- ☐ Endyen Ameriken ☐ Azyatik ☐ Nwa/Afriken Ameriken  
☐ Panyòl/Ispanik/Latinoo ☐ Blan ☐ Lòt

## SOU LAKAY OU (ki gen ladan tèt ou)

- Konbyen moun ki ap viv nan kay ou? \_\_\_\_\_  
• Konbyen moun ki gen mwens pase 16 ane fin vye a? \_\_\_\_  
• Konbyen moun ki gen plis pase 65 ane fin vye a? \_\_\_\_

### Revni anyèl Genyen apeprè swivan kay manm lan?

- ☐ Mwens pase \$15,000 ☐ \$45,000 - \$54,999  
☐ \$15,000 - \$24,999 ☐ \$55,000 - \$74,999  
☐ \$25,000 - \$34,999 ☐ \$75,000 - \$99,999  
☐ \$35,000 - \$44,999 ☐ \$100,000 +

### Konbyen veyikil amotè ki mache ki lakay ou?

- ☐ Youn ☐ De ☐ Twa oswa plis ☐ Pa genyen

### Make adrès imèl ou la kapab resevwa mizajou konsènan transpò:

Imèl: \_\_\_\_\_

**APRE W FIN RANPLI SONDAJ LA, PLIYE FÈY LA POU FÈMEN LI  
EPI METE L NAN YON BWAT POU LÈT LAPÒS JULY 31, 2018**



**Etandone resous li ki limite, ki priyorite Miami-Dade Transit ta dwe genyen pou pwochen dis (10) ane?**

	TRÈ ENPÖTAN	ENPÖTAN IMPORTANT	NET (pa gen opinyon)	PA ENPÖTAN
<b>SÈVIS</b>				
Rive epi derape alè	4	3	2	1
Orè sèvis pi bonè / pi ta	4	3	2	1
Plis sèvis	4	3	2	1
Plis sèvis pandan wikenn	4	3	2	1
Pwolonje pou ale nan nouvo zòn	4	3	2	1
Wout ki pi dirèk (pi dwat/pi senp)	4	3	2	1
Wout ak mwens arè	4	3	2	1
<b>ARÈ / ESTASYON</b>				
Amelyore enstalasyon arè / estasyon	4	3	2	1
Machin pou vann EASY Card nan arè / estasyon otobis	4	3	2	1
Kafeterya pou van manje/bwason	4	3	2	1
Amelyore aksè pou pyeton/bisiklèt	4	3	2	1
Amelyore estokaj bisiklèt nan estasyon	4	3	2	1
Atizay ak amizman	4	3	2	1
Amelyore direksyon signalisation	4	3	2	1
<b>PAKING</b>				
Plis paking nan estasyon	4	3	2	1
Plis paking nan estasyon otobis	4	3	2	1
Plis paking nan lòt kote Park-and-Ride (Pake ak Vwayaje)	4	3	2	1
Amelyore direksyon signalisation	4	3	2	1

Nan sis koridò yo nan plan an pou transpò piblik rapid estratejik zòn Miami (SMART) yo konsidere pou sèvis transpò piblik prim, ki koridò ou ta pli itilize.

- ☐ **Nò Koridò** NW 27yèm Avenue ant Estasyon Metrorail MLK Jr. rive liy demakasyon Konte Broward la (Broward County Line)
- ☐ **Nòdès Koridò** (Anbalavil Miami rive Aventura jeneralman sou US-1)
- ☐ **Beach Koridò** (Anbalavil Miami rive Miami Beach jeneralman sou I-395)
- ☐ **East – lwès koridò** (Miami Intermodal Center rive FIU jeneralman sou SR-836)
- ☐ **Kendall koridò** (SW 88 St ant Estasyon Dadeland North ak SW 167 Ave)
- ☐ **Sid koridò** (Estasyon Dadeland South rive SW 344 St. sou wout Transway la)

**AN GENERAL. KÒMAN OU TROUVE SÈVIS TRANSPÒ PIBLIK LA?**

- ☐ Li trè trè bon  
 ☐ Li trè bon  
 ☐ Li bon  
 ☐ Li pasab  
 ☐ Li pa bon  
 ☐ Mwen pa itilize transpò piblik

NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES

**BUSINESS REPLY MAIL**  
FIRST-CLASS MAIL PERMIT NO. 29 MIAMI, FL

POSTAGE WILL BE PAID BY ADDRESSEE

MIAMI-DADE DEPT OF TRANSPORTATION  
AND PUBLIC WORKS  
701 NW 1ST CT FL 15  
MIAMI FL 33136-9809



# FÈ YON PATI NAN SOLISYON AN

MIAMI-DADE COUNTY'S  
TRANSIT DEVELOPMENT PLAN







## 2018 DTPW TDP Survey

Rebuilding for a brighter future. The Department of Transportation and Public Works (DTPW) wants to work with you to develop a vision and action plan for the public transportation system in our community. Given our limited resources, help us define what our priorities should be for the next ten years.

Get involved and share your suggestions by completing this quick survey. You will have the opportunity to add specific comments in Question 19.

DTPW is committed to provide accessible material to its patrons and the public. This survey is compliant with Section 508 of the Rehabilitation Act of 1973. Section 508 is a federal law that outlines standards that make online information and services accessible to users with disabilities. Should you encounter any accessibility issue with this survey, please contact Marcos Ortega, Departmental ADA Coordinator at [Marcos.Ortega@miamidade.org](mailto:Marcos.Ortega@miamidade.org) or 786-469-5225.

In addition to this survey, you can also provide comments on the Transit Development Plan through our MDT10Ahead email address ([MDT10Ahead@miamidade.gov](mailto:MDT10Ahead@miamidade.gov)) or via telephone through the Miami-Dade County Community Information and Outreach Center (3-1-1, 305-468-5900, 888-311-DADE, or TTY 305-468-5402).





2018 DTPW TDP Survey

DTPW Transit Development Plan Survey

1. How often do you use DTPW services?

	More than 4 times per week	1-3 times per week	A few times per month	Rarely	Never
Metrobus	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Metrobus Transitway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Metrorail	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Metromover	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Special Transportation Services (STS)	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>

2. How do you arrive at your transit station?

☐ Walk  
☐ Bike  
☐ Drive  
☐ Ride Share (Uber, Lyft, etc.)  
☐ Carpool/vanpool

3. How long does it take you to get to your nearest/preferred transit station?

☐ Less than 10 minutes  
☐ 10-20 minutes  
☐ 20-45 minutes  
☐ Over 45 minutes



**4. How do you pay for transit fares?**

- ☐ Cash
- ☐ EASY Card/Corporate Card
- ☐ Credit card
- ☐ I do not use transit

**5. How do you pay for parking at Metrorail Stations?**

- ☐ Decal/tag
- ☐ Digital decal
- ☐ Monthly pass
- ☐ Other
- ☐ N/A (Don't park at Metrorail Stations)

**6. Do you transfer?**

- ☐ Yes
- ☐ No

If yes, where do you transfer?

**\* 7. SERVICE: What should DTPW's priorities be for the next ten years?**

	Very important	Somewhat important	Neutral	Not important
Arrive and depart on time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Earlier/later service hours	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More frequent service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More weekend service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expand to serve new areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More direct (straighter/simpler) routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Routes with fewer stops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



**\* 8. STOPS/STATIONS: What should DTPW's priorities be for the next ten years?**

Very important      Somewhat important      Neutral      Not important

Improved stop/station amenities (canopies, comfort, furnishings, etc.)



EASY card/vending machines at stations



Retail/food/beverage uses at stations



Improve pedestrian/bicycle access



Improve bicycle storage at stations



Real-time information monitors



Arts and entertainment



Improved directional signage



**\* 9. PARKING: What should DTPW's priorities be for the next ten years?**

Very important      Somewhat important      Neutral      Not important

Increased parking at rail stations



Increased parking at Transitway stations



Increased parking at other Park-and-Ride locations



Create more convenient drop-off areas



Provide electric vehicle charging stations



Create more park and ride lots



Improved directional signage





**\* 10. How important is it to get transit materials in the following formats?**

Very important      Somewhat important      Neutral      Not important

Printed materials	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
DTPW website	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Inside transit vehicles	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Bus stops or rail stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3-1-1 Call Center	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Email/text messages (Rider Alerts)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Newspaper, TV, and radio	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Social media (Facebook/Twitter/Instagram)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Smart phone application	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>



**\* 11. I use/would use transit because**

Strongly agree      Somewhat agree      Neutral      Disagree

It saves me money

☒
☐
☐
☐

It saves me time

☐
☐
☐
☐

It provides a convenient transportation option

☒
☐
☐
☐

It takes me where I want to go

☐
☐
☐
☐

It's good for the environment

☒
☐
☐
☐

It allows me to do other things while I travel

☐
☐
☐
☐

It promotes a healthier lifestyle

☒
☐
☐
☐

My employer participated in the DTPW Corporate Sponsorship Program (which reduces the cost of the monthly transit pass)

☐
☐
☐
☐

Other (please specify)





## 2018 DTPW TDP Survey

### DTPW Transit Development Plan Survey

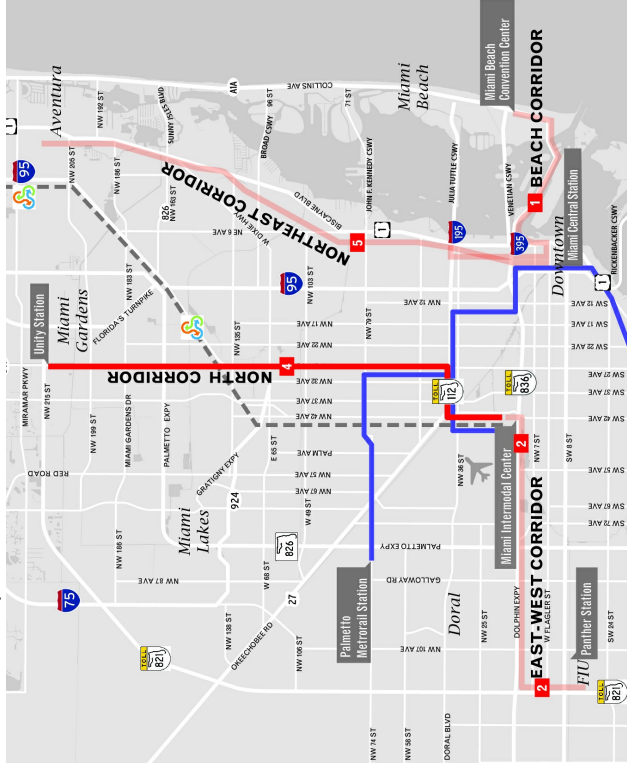
**\* 12. Which of the following destinations could DTPW serve better? Please select all that apply.**

- ☐ County parks
- ☐ Port Miami
- ☐ Miami International Airport
- ☐ UM/Jackson Medical Center (Health District)
- ☐ Healthcare facilities (i.e. hospitals, clinics, etc.)
- ☐ Colleges and universities
- ☐ Other educational facilities (i.e. middle and high schools)
- ☐ Government facilities
- ☐ Shopping centers or retail malls
- ☐ Beach
- ☐ Other (please specify)

**13. Of the six corridors in the Strategic Miami Area Rapid Transit (SMART) Plan that are being considered for premium transit service, which corridor would you most use?**



○ North Corridor (NW 27th Avenue between MLK Jr Metrorail Station and Broward County Line)

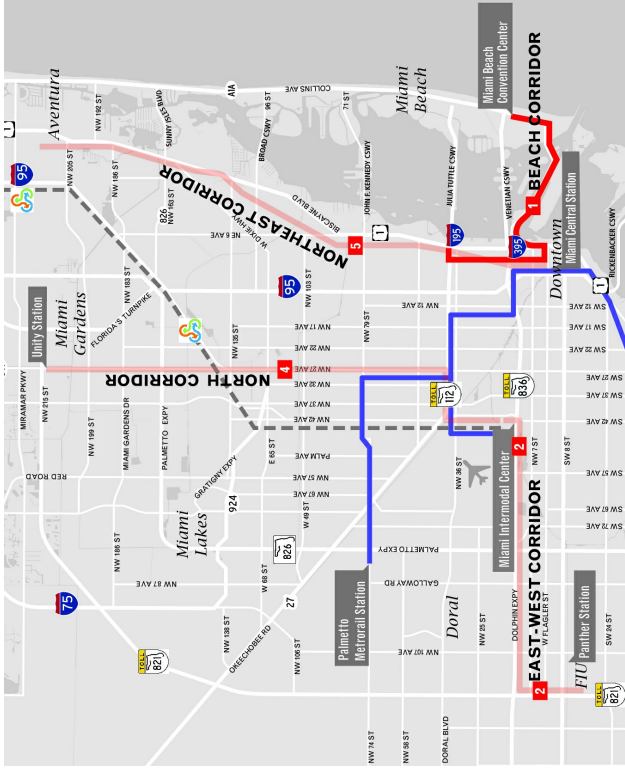


○ Northeast Corridor (Downtown Miami to Aventura generally along US-1)

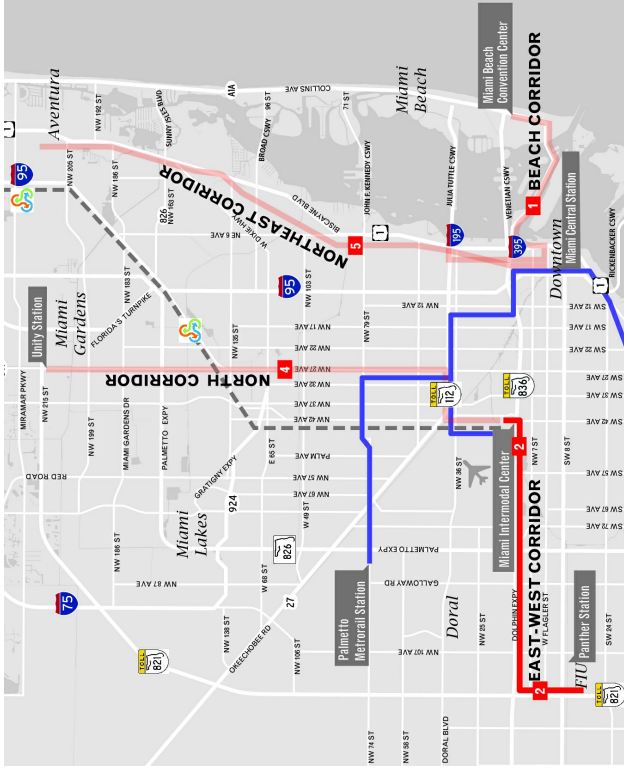




Beach Corridor (Downtown Miami to Miami Beach generally along I-395)

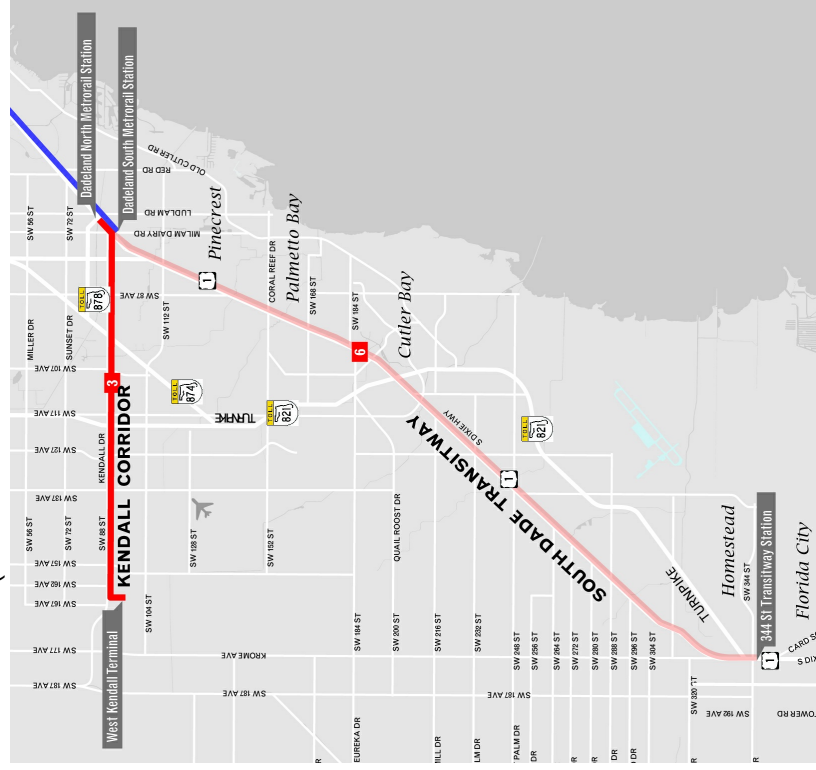


East-West Corridor (Miami Intermodal Center to FIU generally along SR-836)





☐ Kendall Corridor (SW 88th Street between Dadeland North Metrorail Station and SW 167 Avenue)



○ South Corridor (Dadeland South Metrorail Station to SW 344 Street along the Transitway)





**14. Would you be willing to pay increased transit fares for improved transit services?**

- ☐ Yes  
☐ No

**15. Would you be willing to pay increased parking fees at rail stations or new parking fees at bus stations for more parking spaces?**

- ☐ Yes  
☐ No

**16. Would you be willing to pay increased parking fees at rail stations or new parking fees at bus stations if given the option to reserve your parking space in advance?**

- ☐ Yes  
☐ No

**17. Rate your overall experience with DTPW.**

**18. Would you support a referendum for an additional 1/2 cent sales tax for improved/expanded transit services?**

- ☐ Yes  
☐ No

**19. Please list any other comments that you would like DTPW to consider.**





## 2018 DTPW TDP Survey

### DTPW Transit Development Plan Survey

\* 20. What is your residential zip code?

21. What is your gender?

☐ Female

☐ Male

22. What is your age group?

23. Which best describes your race/ethnic group?

24. What is your household's approximate total annual income?

25. How many working motor vehicles are available in your household?

☐ One

☐ Two

☐ Three or more

☐ None



**26. Please tell us about your household.**

Including you, how many people live in your house?

Including you, how many people are less than 16 years old?

Including you, how many are over 65 years old?

**27. Join our email list to receive transit updates. Please enter your email address below.**









TRANSIT DEVELOPMENT PLAN  
ANNUAL UPDATE