

September 2013



FY 2014 TO FY 2023

# Transit Development Plan

ANNUAL ADMINISTRATIVE UPDATE



**Miami-Dade Transit**





**TRANSIT DEVELOPMENT PLAN  
ANNUAL UPDATE**

September 2013



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## S.0 Executive Summary

### S.1 Introduction

This TDP Annual Update presents the current operational and capital improvement needs of Miami-Dade Transit (MDT) and also serves as a planning tool to project future MDT needs for the implementation and operation of both transit service and capital for 10 year expansion. This TDP Annual Update meets the requirements and is in accordance with Rule Chapter 14-73.001, Florida Administrative Code (FAC).

The TDP Annual Update represents planning efforts undertaken by MDT in 2012 and includes a forecast of operational and capital needs for FY 2014 - 2023. This TDP has been prepared on the basis of expenditure and revenue assumptions included within the Miami-Dade County FY 2012 – 2013 Pro Forma and the capital budget as approved by Miami-Dade County Board of County Commissioners in September 2012.

It is important to emphasize that the needs forecasts and applied financial assumptions as presented in this TDP Annual Update are subject to change correspondingly in line with the finalization of the County's Budget and Capital Operating Plan. An updated FY 2013 - 2014 Pro Forma and Capital Plan will be adopted by the Board in September 2013.

### S.2 Overview of Miami-Dade Transit System

Miami-Dade Transit operates the 15<sup>th</sup> largest transit system in the United States and is the largest transit system in the State of Florida. MDT is one of the largest departments in Miami-Dade County government. MDT operates four (4) transit modes of service: bus (Metrobus), heavy rail (Metrorail), automated people-mover (APM) (Metromover), and demand-response service (Special Transportation Services or STS). Metrobus service includes local, feeder, circulator, limited-stop, express, and Bus Rapid Transit (BRT) (Arterial Busway).

Together Metrobus, Metrorail, and Metromover comprise an integrated multi-modal transit system for Miami-Dade County and record more than 340,000 average weekday boardings on the MDT system while STS's average daily boardings is approximately 5,400.

### S.3 Transit Development Plan Public Involvement

Miami-Dade Transit fully encourages public involvement and participation in the development of the People's Transportation Plan (PTP) and other transportation-related issues, conducting interactive presentations with communities across the county. MDT's mission includes developing a proactive public involvement process that provides complete information, timely public notice, and full public access to key decisions.

Through coordinated county-wide efforts MDT continues to provide early and ongoing public involvement opportunities to the residents of Miami-Dade County. Opportunities for community outreach take the form of many different forums and outlets already set in place by the County. The TDP PIP ensures that the perspectives, opinions, and concerns of the public will be heard and addressed. A listing of the community outreach opportunities that has assisted in the development of the TDP Annual Update can be found in Section 3.3 of this document.

Miami-Dade Transit maintains a comprehensive website to provide the public the ability to contact MDT, learn about services, and provide input. MDT utilizes the website to post the TDP document for public review and reference ([www.miamidade.gov/transit/business-plans.asp](http://www.miamidade.gov/transit/business-plans.asp)).

## **S.4 Miami-Dade Transit's Past Year's Accomplishments (2012)**

This fiscal year (FY) 2014 – 2023 TDP Annual Update, reports project data as of December 2012. Throughout 2012, MDT has achieved a number of notable accomplishments that seek to improve customer convenience while also assuring the operation of an efficient, responsive, and financially sustainable transit system. These achievements are categorized in Section 4 according to the type of improvement related to service operations, capital investment, and passenger information/convenience. Section 4 of the TDP provides a complete description of all MDT's initiatives that continue to advance through various phases of project development.

### **S.4.1 Monitoring Program to Track Annual Performance of MDT Services**

The preparation of the FY 2010 – 2019 TDP Major Update resulted in the development of eight (8) major goals, each with various objectives and corresponding measures. These goals reflect and support the policies and plans of local regional and State governmental agencies and identify opportunities for operating enhancements and improvements.

- Goal 1: Improve the Quality of Transit Services
- Goal 2: Improve Customer Convenience, Comfort and Safety on Transit Service and within Facilities
- Goal 3: Increase the Security of Transit Vehicles and Facilities
- Goal 4: Support Economic Vitality
- Goal 5: Preserve the Environment and Promote Energy Conservation
- Goal 6: Enhance the Integration and Connectivity of the Transportation System, Across and Between Modes and Transit Providers, for People and Freight
- Goal 7: Optimize Sound Investment Strategies for System Improvement and Management/Operation
- Goal 8: Maximize and Preserve the Existing Transportation System

This TDP Annual Update provides MDT an opportunity to report results for each major goal according to the objectives and corresponding evaluation measures. Section 4.4 of this report presents a comprehensive evaluation of MDT's annual performance in meeting these eight goals and corresponding objectives.

## **S.5 Operating Service Improvements and Adjustments**

For last year's TDP Annual Update, MDT committed to implement 40 bus service improvements and adjustments for 2012. A consistency analysis of these committed improvements is being performed for this TDP Annual update to assess and measure MDT's adherence for implementation. From January through December 2012, a total of 68 bus service improvements and adjustments were implemented by MDT. This includes the implementation of 28 additional improvements not planned in last year's TDP Annual Update. In 2012, MDT implemented 39 of the 40 planned bus service improvements and adjustments listed in the 2013 TDP Annual Update resulting in a 98 percent level of consistency.

## **S.6 FY 2012 Committed Transit Improvements**

Committed transit improvement initiatives are projects that serve to further expand and improve MDT services for the next year or FY 2013. Annually, MDT prepares a proposed capital budget that outlays the implementation of these projects. An overview of MDT's transit service and capital improvement commitments for the next year is presented in Section 6 of this report.

## **S.7 Miami-Dade Transit Ten Year Implementation Plan FY 2014 - FY 2023**

Annually, MDT prepares a proposed capital budget and a multi-year Capital Plan. Funded Metrorail and Metrobus projects identified within the Capital Plan are expected to be implemented within the ten year planning period. Each selected project corresponds to a committed funding source and is consistent with the Miami-Dade MPO's FY 2013 – 2017 Transportation Improvement Program (TIP).

### **S.7.1 2023 Recommended Service Plan**

The MDT Recommended Service Plan (RSP) serves as the needs plan for the MDT system. Any future project recommended in this section for implementation is contingent upon Miami-Dade County receiving the appropriate federal, state and local funding for its implementation.

Some of the improvements and adjustments reflected in the 2023 RSP are identified under the PTP one-half percent sales surtax approved by voters on November 5, 2002. Most of the improvements listed in the RSP beyond 2013 were not included in the original PTP improvements list, but may be funded with future PTP surtax funds.

#### **S.7.1.1 Recommended Service Plan – Existing Metrobus Routes**

MDT is committed to provide a level of transit service that will provide efficient services to passengers throughout the Miami-Dade County service area. The provision of service is continuously considered while MDT seeks to properly address critical issues of generating revenue, managing operational budgets, and prioritizing capital expansion programs

Since the TDP Annual Update comprises part of MDT's operational foundation for the future, the importance of "rightsizing" the RSP cannot be over emphasized. Service route improvement and adjustment needs outlined in the RSP are proposed for implementation throughout the ten year planning horizon of FY 2014-FY 2023.

Table 7-2 within Section 7 of this report, provides a summary description of all bus service improvements, impact of additional buses on the peak vehicle requirements (PVR), annual operating need per improvement, and programming of transit improvements by fiscal years; and corresponding funding needs by fiscal year.

In November 2012, MDT issued notice-to-proceed to a consultant to begin work on the Transit Service Evaluation Study – Phase 2. The project purpose is to evaluate the current bus system of MDT, identify service efficiencies and design a grid-oriented route network. The results of this study will identify a service plan that maximizes the efficiency and effectiveness of the system. The final product will be a schedule-ready detailed plan which includes estimated impact on ridership, resources, and operating cost. The duration of the study is approximately three (3) months, which requires the study to be completed by February 2013.

#### **S.7.1.2 Future Transit Hubs**

The 2023 RSP improvements to the existing transit routes also include the development of a regional transit hub system. Thirteen transit hubs are proposed throughout Miami-Dade County and these are listed in Section 7.2.1.1 of this report. Passenger amenities are planned for these locations to provide transit riders the ability to purchase transit passes, obtain transit schedule information, shelters with weather protection and benches, etc. Some of these proposed transit hubs already serve these functions (i.e., Dadeland stations) while other hubs continue to remain in the conceptual planning phase.

#### **S.7.1.3 Recommended Service Plan – New Metrobus Routes**

Thirteen (13) new transit routes have been proposed under the 2023 RSP to replace existing routes or add new service. The preliminary programming of these routes was conducted in a systematic and regional approach based on coordination with major transit capital projects. These new routes represent MDT's response to citizens' request for additional enhanced bus service throughout Miami-Dade County. Further details on the service operations of these proposed new Metrobus routes are presented in Section 7.2.2 of this report. It should be noted that the service route improvements and adjustment needs outlined in the 2023 RSP are anticipated to change once the results of the Transit Service Evaluation Study – Phase 2 are finalized in early 2013. The 2014 TDP Major Update will provide a detailed presentation of service route improvements and adjustment needs identified by the Transit Service Evaluation Study – Phase 2.

#### **S.7.1.4 Recommended Service Plan – Metrorail**

On July 28, 2012, MDT unveiled one of its most anticipated projects: The Miami International Airport Metrorail Station and the Orange Line rail service to Miami International Airport (MIA) via the MIA People-Mover line operated by Miami-Dade Aviation Department. This 2.4 mile extension provides a fast and reliable Metrorail connection to the airport for the millions of residents, visitors and employees who travel to and from MIA every year. This vital project, considered the centerpiece of the People's Transportation Plan (PTP), features a multi-level station, a state of the art design and the ease of travel and flexibility to and from the airport.

In an effort to begin to chart the course of future transit development beyond the Airport Link, the Office of the Citizen's Independent Transportation Trust (CITT) hosted a Summit in June 2013 that brought together major stakeholders, agencies, community and select national experts. The main feature of this Summit was a Community Visioning Forum that engaged stakeholders as well as obtained public input on the future of transit development in Miami-Dade County. This event marks the "first step" in the process of engaging stakeholders and the community in charting the course of future transit development. Follow-up events will be held to continue refining the direction of future transit development in Miami-Dade County. Insights obtained as a result of these events will inform future versions of the Recommended Service Plan for Metrorail which will be further expanded on in the 2014 TDP Major Update.

#### **S.7.1.5 Recommended Service Plan – Special Transportation Services**

Miami-Dade Transit is working towards administering a new contract for STS services which is anticipated to begin in spring 2013. With this new contract, there will be Information Technology (IT) improvements including mobile data terminals and radio frequency identification which will be implemented by summer 2013. The technology will also provide Global Positioning (GPS) information to identify vehicle location. Together, these technologies will provide safety, performance and accounting improvements to the service.



## **S.8 Financial Plan**

This TDP Annual Update represents planning efforts undertaken by MDT in 2012 to include a forecast of operational and capital needs for FY 2014 through FY 2023. The TDP financial section provides estimated costs and financial resources for MDT to maintain existing services and plan new services. This TDP has been prepared on the basis of expenditure and revenue assumptions included within the Miami-Dade County Pro Forma capital budget as approved by Miami-Dade County Board of County Commissioners (BCC) in September 2012.

### **S.8.1 Operating Budget**

In FY 2014, the direct operating budget for MDT is projected to be approximately \$468 million (Table S-1). In addition to these direct operating expenses, MDT will support approximately \$79 million of other operating expenses, debt service payments, and funding of reserves. For FY 2014, MDT is projected to spend approximately \$548 million for the operation of the transit system and support of MDT's other local and regional responsibilities.

Miami-Dade Transit's operations are supported by a range of federal, state, local, and directly-generated revenue streams that totals \$660 million for FY 2014. 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 MDT is expected to grow at slightly over three percent (3%) annually.

### **S.8.2 Capital Budget**

For FY 2014, MDT's planned capital expenditures totals \$205 million with capital revenues totaling \$205 million. Many of the listed projects, such as the vehicle replacements (for bus, rail, and peplemover) and the guideway rehabilitation, will greatly improve the quality and longevity of the existing MDT transit system. However, most of the projects shown in are scheduled for completion on or before 2018. After 2018, the capital program consists of scheduled bus acquisitions and the Infrastructure Renewal Program (IRP), which is the agency's long-term projection of future rehabilitation and replacement needs throughout the MDT system.

The capital budget is presented in the FY 2012 – FY 2013 Pro Forma for the ten-year period from FY 2014 to FY 2023 is balanced. (). 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 MDT's budget, as described above, to guarantee debt coverage). This capital budget is based upon the budgetary assumptions applied within the FY 2012 – 2013 Pro Forma and these assumptions are subject to change correspondingly in line with the finalization of the County's Budget and Capital Operating Plan resulting in a different budgetary outcome than presented in this TDP.

### **S.8.3 Unfunded Needs**

MDT FY 2014 – FY 2023 TDP Annual Update is based upon initiatives as identified by MDT that are currently unfunded, which represent important areas of need. These unfunded project costs are presented in year-of-expenditure (YOE) dollars, according to the planned implementation schedules and inflation assumptions. MDT's total unfunded needs between FY 2014 – FY 2023 is \$919 million in YOE dollars.

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## 1.0 Introduction

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 presents the current operational and capital improvement needs of Miami-Dade Transit (MDT) and also serves as a planning tool to project future MDT needs for the implementation and operation of both transit service and capital for 10 year expansion. This TDP Annual Update meets the requirements and is in accordance with Rule Chapter 14-73.001, Florida Administrative Code (FAC). This Plan is to be used by transit agencies as a planning and guidance tool, as delineated in Section 341-052:

*Transit Development Plans (TDPs) are required for grant program recipients in 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 covers the year for which funding is sought and the nine subsequent years. A TDP or an annual update shall be used in developing the Department's five-year Work Program, the Transportation Improvement Program, and the Department's Program and Resource Plan. A TDP shall be adopted by a provider's governing body. Technical assistance in preparing TDPs is available from the Department. TDPs shall be updated every five years.*

This fiscal year (FY) 2014 – 2023 TDP Annual Update, which reports project data as of December 2012, is being prepared to report the level of progress on the FY 2013 – 2022 TDP Annual Update. The TDP Annual Update was completed by MDT in September 2012. Furthermore, any revisions that have been made to the ten year implementation plan of the FY 2013 – 2022 TDP Annual Update are provided to include additional recommendations for a new tenth year or FY 2023.

This TDP Annual Update represents planning efforts undertaken by MDT in 2012 and includes a forecast of operational and capital needs for FY 2014 - 2023. This TDP has been prepared on the basis of expenditure and revenue assumptions included within the Miami-Dade County FY 2012 – 2013 Pro Forma and the capital budget as approved by Miami-Dade County Board of County Commissioners in September 2012. It is important to emphasize that the needs forecasts and applied financial assumptions as presented in this TDP Annual Update are subject to change correspondingly in line with the finalization of the County's Budget and Capital Operating Plan. An updated FY 2013 - 2014 Pro Forma and Capital Plan will be adopted by the Board in September 2013.

### 1.1 Purpose

FDOT has established guidelines stating that a TDP annual update contain the following information and content:

- Past year's accomplishments compared to the original implementation program;
- Analysis of any discrepancies between the plan and its implementation for the past year and steps that will be taken to attain original goals and objectives;

- Any revisions to the implementation program for the coming year (FY 2013);
- Revised implementation program for the tenth year;
- Added recommendations for the new tenth year (FY 2023) of the updated plan;
- A revised financial plan; and
- A revised list of projects or services needed to meet the goals and objectives, including projects for which funding may not have been identified.

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## 2.0 Miami-Dade Transit System Overview

Miami-Dade Transit operates the 15<sup>th</sup> largest transit system in the United States and is the largest transit system in the State of Florida. MDT is one of the largest departments in Miami-Dade County government. MDT operates four (4) transit modes of service: bus (Metrobus), heavy rail (Metrorail), automated people-mover (APM) (Metromover), and demand-response service (Special Transportation Services or STS). Metrobus service includes local, feeder, circulator, limited-stop, express, and Bus Rapid Transit (BRT) (Arterial Busway). Together Metrobus, Metrorail and Metromover comprise an integrated multi-modal transit system for Miami-Dade County and record more than 340,000 average weekday boardings on the MDT system while STS's average daily boardings is approximately 5,400. Table 2-1 presents MDT service characteristics by transit mode.

**Table 2-1: MDT Service Characteristics by Transit Mode, 2012**

System Characteristics	Metrobus		Metrorail	Metromover	STS
	MDT Operated Routes	Contracted Routes			
Operating Hours	24 hours <sup>1</sup>	5:15am - 1:10am	5:00am - 12:48am	5:00am - 12:00am	24 hours
Number of Routes	93	2	2	3	Demand Response
No. of Stations/Stops*	8,828	32 <sup>2</sup>	23	20	N/A
Peak Headways*	7½ - 80 minutes	n/a	5 -10 minutes**	1½ - 3 minutes	(Pick up +/-30 minutes of scheduled time)
Midday Headways*	12 - 60 minutes	n/a	15 minutes	1½ - 3 minutes	
Weekend Headways*	12 - 60 minutes	n/a	30 minutes	1½ - 3 minutes	
Routes Miles	2,582 (Round Trip Miles)	202.8 (Round Trip Miles)	24.8 miles	4.4 miles	N/A
Peak Vehicle Requirements	692	7	76	21	333
Total Fleet Size (Section 15 Report)	823	9	136	45	380 <sup>3</sup>
Annual Revenue Miles*	28,746,788	149,363	6,819,311	1,075,378	13,585,622
Annual Boardings* (unlinked passenger trip)	77,828,274	358,793	18,706,102	9,102,431	1,672,361
Park-Ride Spaces	2,922	n/a	10,060	0	N/A
Annual Operating Expenses*	\$304,497,579	\$2,133,407	\$76,284,971	\$23,618,673	\$51,834,558
Annual Operating Revenues*	\$84,407,206	\$481,041	\$21,194,397	\$0	\$4,278,474
Annual Revenues (Other)*	\$4,066,920 <sup>4</sup>	\$0	\$0	\$0	N/A
Base Fare	\$2.00	\$2.35	\$2.00	Free	\$3.00

\*Source: National Transit Database, Miami-Dade Transit, Final Submission Close Out – July 8, 2013.

\*\*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.

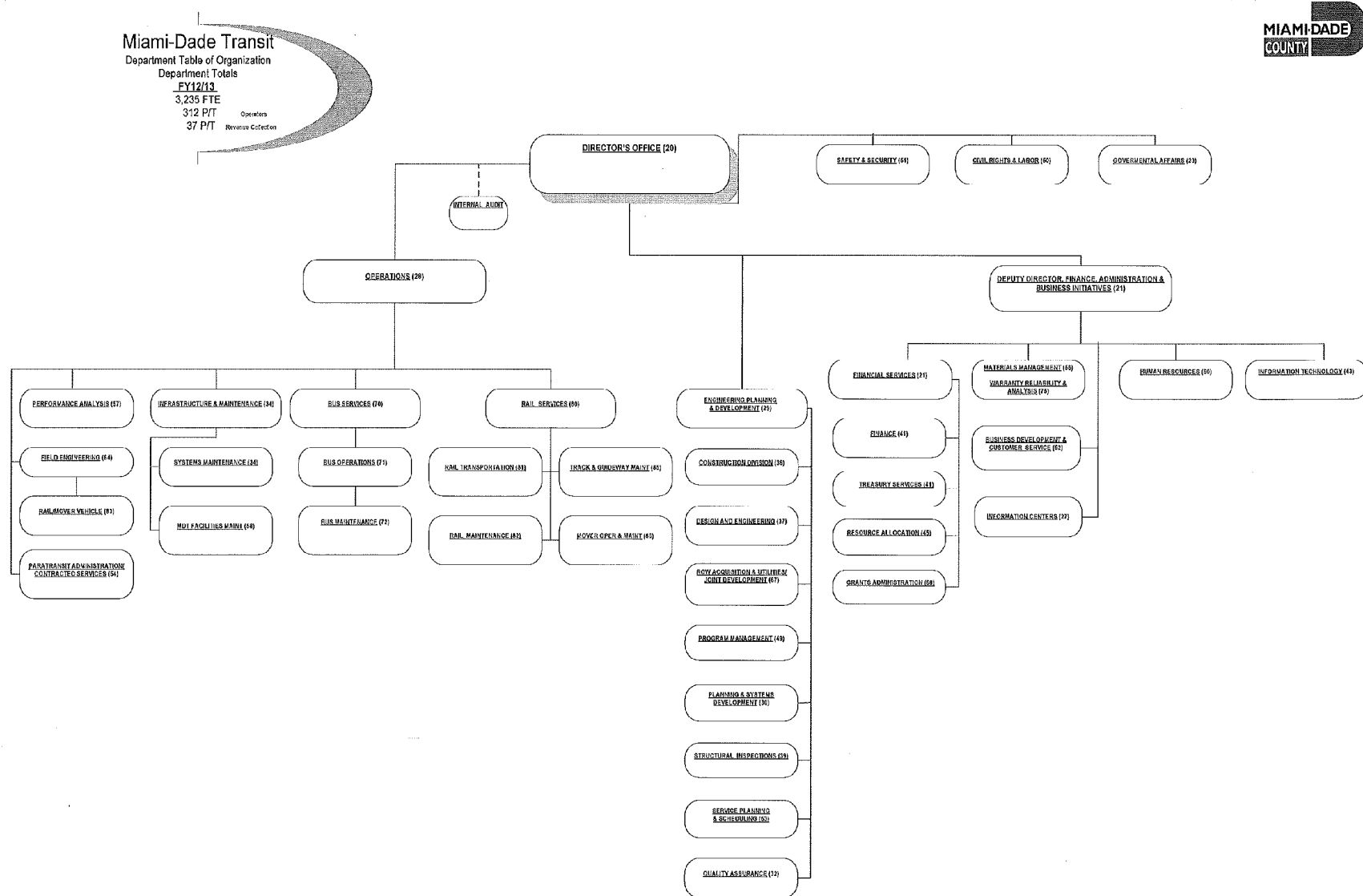
<sup>1</sup> Seven (7) Metrobus routes (L, S, 3, 11, 27, 38/Busway MAX, 77) operate 24 hours per day. Two other routes, 246/Night Owl and 500/Midnight Owl, provide hourly bus service approximately between 12:00 am - 5:30 am.

<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> STS Fleet includes 179 sedans, 8 mini, 66 standard vans and 127 lift equipped vans.

<sup>4</sup> Includes all modes.

Figure 2-1: MDT Table of Organization



\*December 2012

## 2.1 Metrobus

Metrobus is a fixed route bus service that MDT operates seven days a week, twenty-four hours per day. A total of ninety-three (93) routes comprise MDT's regular bus service structure as served by a total fleet of 823 buses and two (2) contracted routes with seven (7) buses. As described below Metrobus includes local, feeder, circulator, limited-stop, express, and BRT (Arterial Busway) services. Figure 2-2 illustrates the MDT Metrobus system route map as of December 2012 and Figure 2-3 presents the current MDT service area coverage map. Figure 2-4 illustrates park-and-ride locations.



### 2.1.1 Local Service

Local bus service throughout Miami-Dade County is operated to collect and distribute high-turnover ridership along developed arterials radiating to and from dense activity centers. This type of service is characterized by frequent stops, short passenger trips, and slow average bus speeds over the course of an entire route.

### 2.1.2 Feeder Route Service

Feeder route service connects to local service routes, while many feeders also serve high density travel corridors with internal travel markets. This type of service provides travel opportunities linking the feeder routes to Metrorail, Metromover, and municipal circulators.

### 2.1.3 Circulator Service

Circulator or shuttle bus service is operated for short route connections between activity centers, or as a feeder to another service. For MDT, these routes include the Tri-Rail commuter rail shuttles in Miami-Dade County, and short localized area-specific routes.

### 2.1.4 Limited-Stop Service

Limited-stop service serves a limited number of specific bus stops along a route. With fewer stops, limited routes have significantly increased operating speeds when compared to local service. The MAX routes serve stops at major transfer points or approximately every one-half mile (in the CBD) to one mile (in suburban areas) along a route. The 7<sup>th</sup> Avenue MAX is a limited-stop type of bus service that is provided during the morning and evening rush hours.

### 2.1.5 Express Service

Express service is type of bus service similar to limited-stop service that has fewer stops and operates at a higher speed than local service. Express routes serve outlying areas (serving designated park-and-ride lots or shopping centers), some with direct service to the CBD. They usually operate along a freeway or major arterial road to increase the operating speed. The 95 Dade-Broward Express that operates within the I-95 express lanes is an existing express service that is operated by MDT.

### 2.1.6 Bus Rapid Transit (Arterial Busway)

The South Miami-Dade Busway is a 19.8 mile exclusive, dedicated two-lane corridor for MDT bus service along U.S. 1 from SW 344<sup>th</sup> Street in South Miami-Dade to the Metrorail Station at Dadeland South. The Busway has bus stop stations along the corridor, with preferential signal phasing provided for the buses at each intersection. Most of the routes that operate on the Busway are considered limited-stop service, or have portions that offer limited service, due to the exclusive use of the Busway coupled with fewer stops.



## 2.2 Metrorail

Miami Dade Transit Metrorail provides passenger service to 23 stations on a 24.8-mile heavy rail electrified line. The system operates primarily on an elevated guideway with connection points to the South Florida Regional Transportation Authority Tri-Rail and the MDT Metromover systems. MDT maintains a total fleet of 136 Metrorail vehicles. Daily passenger service starts at 5:00 a.m. from the terminal stations and ends with the last train arriving at the terminal station at 12:48 a.m.



Two lines of service with four (4) car trains are provided; the legacy Green Line from Palmetto to Dadeland South stations and the new Orange Line from the Miami International Airport to Dadeland South stations. The Orange Line provides direct service between the MIC and Dadeland South Station every 10 minutes in the peak. The Green Line operates at 10-minute headways during the peak AM and PM travel times between the Palmetto Station and Dadeland Station. Both Lines provide premium transit service with a 5-minute combined headway during the peak AM and PM travel times from Dadeland South Station to the Earlington Heights Station. Mid-day off-peak headways are 15 minutes. Weekend and holiday service operates with headways of 30 minutes. Figure 2-4 illustrates park-and-ride locations and Figure 2-5 illustrates the MDT Metrorail system map as of December 2012.

## 2.3 Metromover

The MDT automated people mover (APM) or Metromover includes an elevated system that services 20 stations which include three loops: the downtown Miami central business district (Inner/Downtown Loop), the Adrienne Arsht Center to the north (Outer/Omni Loop); and the Brickell area to the south (Outer/Brickell Loop). MDT maintains a fleet of 45 Metromover vehicles. Metromover operates free of charge and stops at 20 wheelchair-accessible stations from the School Board area to Brickell, serving major destinations throughout Downtown Miami.

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





weekends and holidays. Figure 2-6 illustrates the MDT Metromover system map as of December 2012.

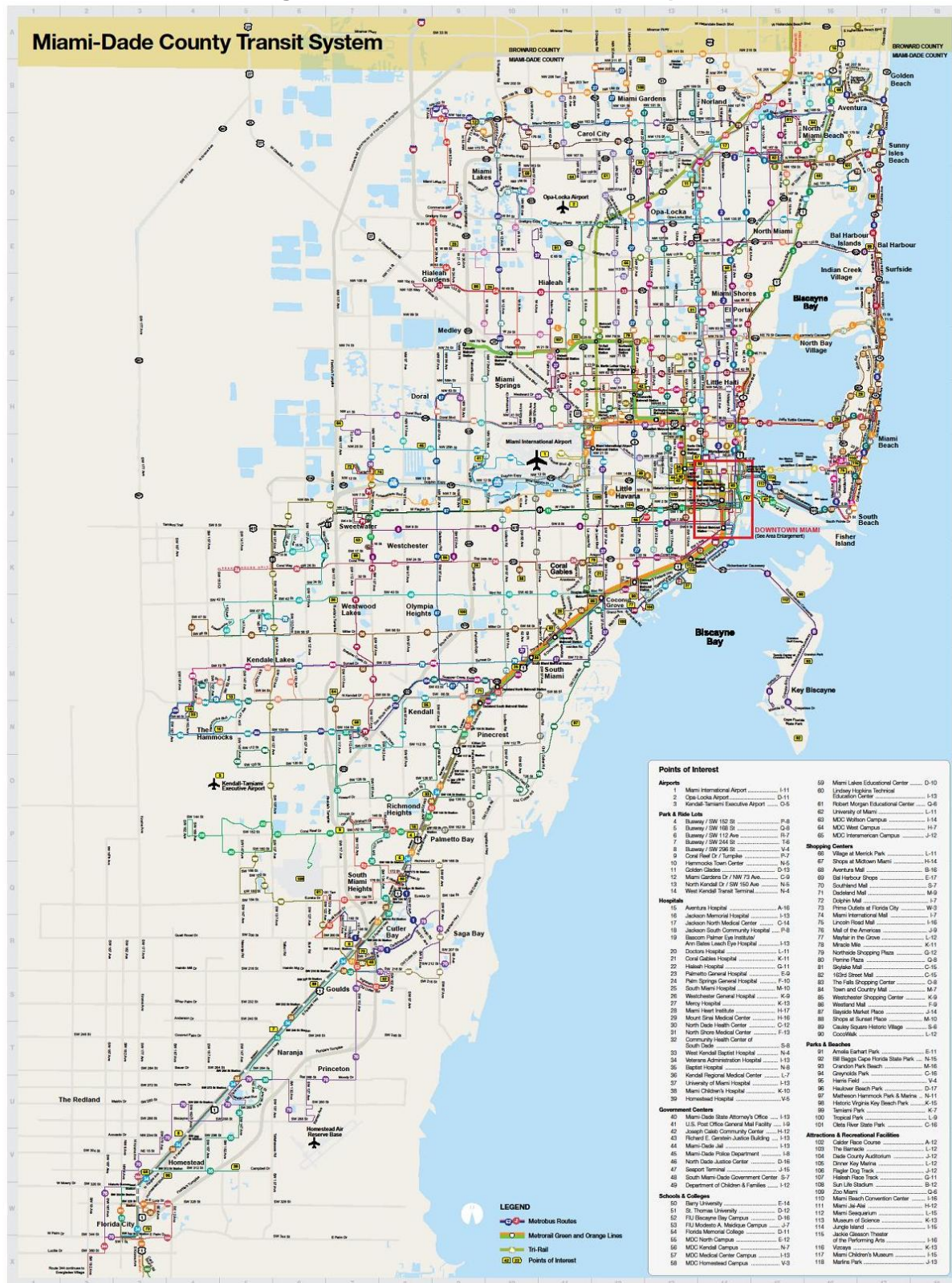
## 2.4 Special Transportation Services

MDT also operates a demand-response service known as Special Transportation Service (STS). STS is a shared-ride, door-to-door transportation service for qualified individuals with disabilities who are unable to utilize the accessible fixed-route transit system. Service is provided by sedans, vans and lift-equipped vehicles, seven days a week, 24 hours per day.



Presently, there are 380 vehicles (sedans, standard vans, minivans, and wheelchair lift-equipped vans) available for ambulatory transportation. Currently, these vehicles are privately contracted. There are 31,812 eligible clients enrolled in the STS program including both ambulatory and non-ambulatory clients, as of December 2012.

Figure 2-2: MDT Metrobus Route Map 2012



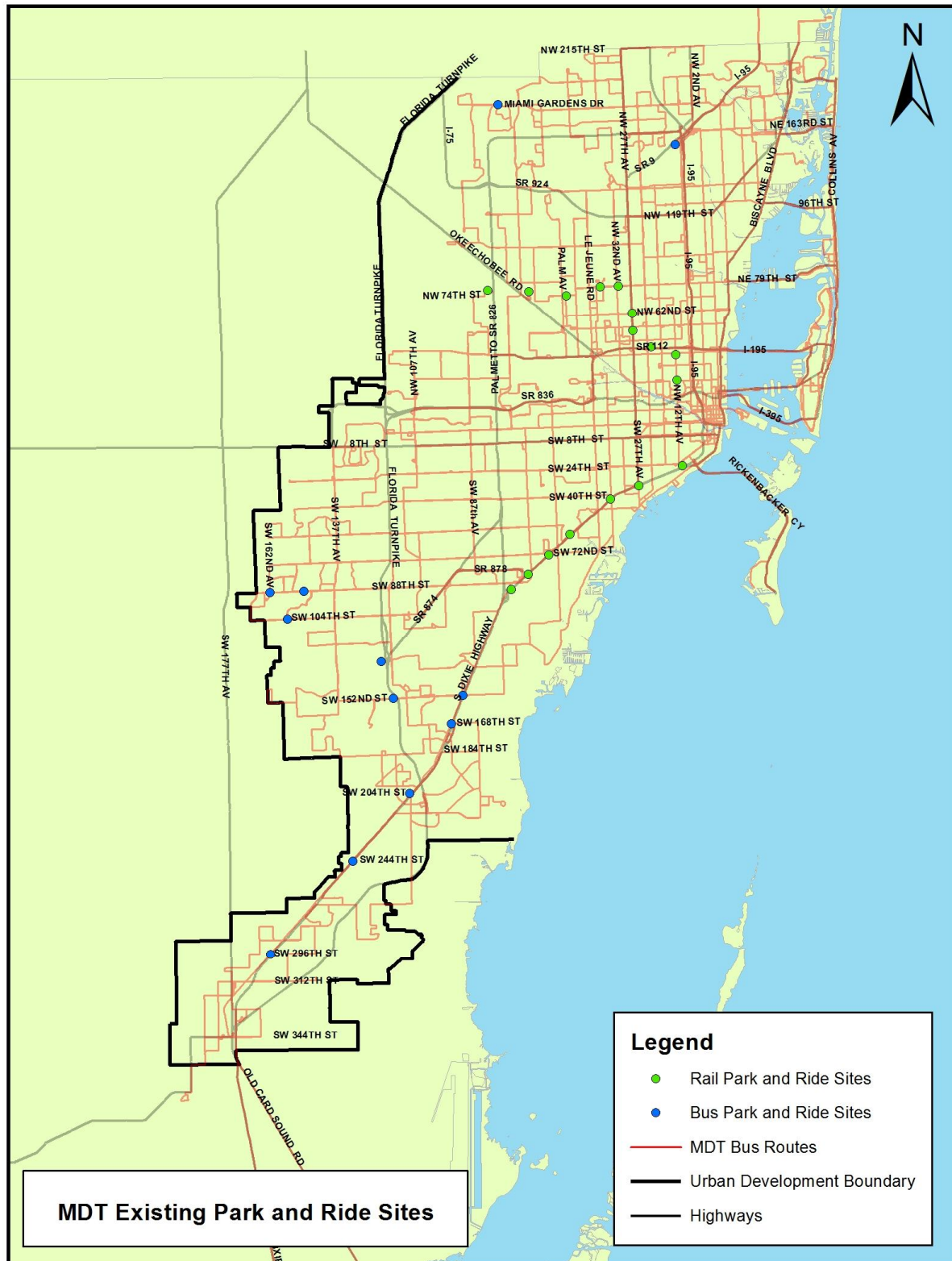
Source: Miami-Dade Transit, December 2012



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# TRANSIT DEVELOPMENT PLAN FY 2014 - 2023

**Figure 2-4: MDT Existing Park-and-Ride Sites 2012**



Source: Miami-Dade Transit, December 2012

Figure 2-5: MDT Metrorail System 2012



Source: Miami-Dade Transit, December 2012



This map illustrates the OMNI Loop and Brickell Loop in Miami, showing the routes of the OMNI and Brickell trolleys. The OMNI Loop is shown in blue, and the Brickell Loop is shown in pink. The map includes various landmarks and streets, such as the Adrienne Arsht Center, OMNI Bicentennial Park (Closed), Eleventh Street, Park West, Freedom Tower, College North, Wilkie D. Ferguson, Jr., Government Center, Downtown, Miami Avenue, Knight Center, Riverwalk, Third Street, Fifth Street, Eighth Street, Tenth Street, Brickell Promenade, Financial District, Bayfront Park, and Bayside Marketplace. A legend on the right side of the map defines the symbols used: a pink line for the Inner Loop, a blue line for the OMNI Loop, a dark blue line for the Brickell Loop, a combined blue and pink line for the OMNI and Brickell Loops Combined, a pink square with a white dot for a Station, a blue and pink square with a white dot for Transfer Between Loops, a blue and pink square with a white dot for Transfer Between Metrorail & Metromover, a blue square with a white dot for a Station with Art En Route, and a green line with a white dot for Metrorail.

# TRANSIT DEVELOPMENT PLAN FY 2014 - 2023

## 2.5 Miami-Dade Transit Passenger Fare Structure

Since June 2009, MDT transitioned to a new passenger fare collection system for Metrorail and Metrobus known as the EASY Card. The EASY Card is an automated fare collection system and the first of its kind in the State of Florida. Cash fare payments are still accepted on Metrobus; however Metrobus passengers are encouraged to purchase the MDT EASY card to take advantage of discounted transfer fees. Metrorail passengers are now required to purchase and load the contactless MDT 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: MDT Fare Structure Summary, December 2012**

	Regular Fare	Discount Fare <sup>1</sup>
Metrobus	\$2	\$1
Express Bus	\$2.35	\$1.15
Shuttle Bus <sup>2</sup>	25¢	10¢
Metrorail	\$2	\$1
Metrorail daily parking fee	\$4	Not Applicable
Metrorail monthly parking permit	\$10 <sup>3</sup>	Not Applicable
Metromover	Free	Free
Special Transportation Service (STS)	\$3	Not applicable
Bus-to-Bus Transfer	Free <sup>4</sup>	Free <sup>4</sup>
Bus-to-Express Bus Transfer	50¢+35¢ upgrade=85¢ <sup>4</sup>	25¢+15¢ upgrade=40¢ <sup>4</sup>
Bus-to-Rail Transfer	50¢ <sup>4</sup>	25¢ <sup>4</sup>
Rail-to-Bus Transfer	50¢ <sup>4</sup>	25¢ <sup>4</sup>
Shuttle Bus-to-Bus or Rail Transfer	25¢+\$1.75 upgrade=\$2 <sup>4</sup>	15¢+85¢ upgrade=\$1 <sup>4</sup>
Shuttle Bus-to-Express Bus Transfer	25¢+\$2.10 upgrade=\$2.35 <sup>4</sup>	15¢+\$1 upgrade=\$1.15 <sup>4</sup>
1-Month Pass	\$100	\$50
1-Month Pass - Group Discount 4-99 passes	\$90	Not applicable
1-Month Pass - Group Discount 100 or more passes	\$85	Not applicable
7-Day Pass	\$26	\$13
1-Day Pass	\$5	\$2.50
College/Adult Education Center Monthly Pass	\$50	Not applicable
Golden Passport or Patriot Passport	Free	Free
EASY Card (cost of media)	\$2	Not applicable
EASY Ticket (cost of media)	Free	Not applicable

Source: Miami-Dade Transit, December 2012

<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> Nine shuttles: 123/South Beach Local, 132/Doral-Tri-Rail Shuttle, 133/Airport-Tri-Rail Shuttle, 211/Overtown Circulator, 212/Sweetwater Circulator, 248/Brickell Key Shuttle, 249/Coconut Grove Circulator, 254/Brownsville Circulator, and 286/North Pointe Circulator. There is no fare for routes 132 (Doral-Tri-Rail Shuttle) and 133 (Airport-Tri-Rail Shuttle).

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

<sup>4</sup> Transfer fees are for passengers using an EASY Card or EASY Ticket only. Passengers paying with cash must pay the full fare each time they board a bus.

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## 3.0 Public Involvement

Miami-Dade Transit fully encourages public involvement and participation in the continued implementation of the People's Transportation Plan (PTP) and other transportation-related issues, conducting interactive presentations with communities across the county. MDT's mission includes developing a proactive public involvement process that provides complete information, timely public notice, and full public access to key decisions.

The MDT TDP Public Involvement Plan (PIP) outlines the various coordination efforts that MDT employs to obtain both public and stakeholder input. This input facilitates public consensus and direction for the TDP development. Throughout the development of the TDP Annual Update, efforts were made by MDT to include and actively engage Miami-Dade County citizens to identify the mobility needs of residents and visitors. The TDP PIP includes several different elements, including formal meetings with technical advisory committees, and coordination with the workforce board within Miami-Dade County. This chapter identifies and summarizes specific public involvement activities conducted for the TDP Annual Update.

### 3.1 Public Involvement Objectives

For the preparation and development of the TDP Annual Update Miami-Dade Transit's TDP PIP includes the following objectives:

- Ensure early, frequent and continuous communication with the public and other stakeholders.
- Provide meaningful opportunities for public input and systematic follow-through to address issues and ideas identified by the public.
- Promote MDT project benefits to the community.
- Promote an on-going public partnership to ensure transportation benefits are considered within the context of the communities directly impacted by MDT's projects.

### 3.2 Stakeholder Coordination

MDT actively engages transportation related stakeholders throughout the development of the TDP. The intent is to provide comprehensive county and regional perspectives on issues directly related to the nature of the review committee. These stakeholders share input, recommendations, and technical guidance on transportation related issues within the TDP. The stakeholders are comprised of other County departments (Metropolitan Planning Organization, Citizens Independent Transportation Trust, and Regulatory and Economic Resources) government appointees, elected officials, as well as, citizens from various areas of the county.

### 3.3 Community Involvement

Through coordinated county-wide efforts MDT continues to provide early and ongoing public involvement opportunities to the residents of Miami-Dade County. Opportunities for community outreach take the form of many different forums and outlets already set in place by the County. The TDP PIP ensures that the perspectives, opinions, and concerns of the public will be heard and addressed. The following list provides the various community outreach opportunities MDT conducted that has assisted in the development of the TDP Annual Update:

- AirportLink newsletters and outreach to CIAB Board, FDOT, Miami River Commission, CITT, GMCC MIC Steering Committee, Public Meetings, MRC Presentations, MRMG Presentations, Urban Infill Work Group, GMCVB, over 2,500 local business and residents; Rental Car companies, Airport East Merchant Association, Neighborhood Associations, Homeowners Associations;
- AirportLink - over 20 Media Advisories were sent out in 2012
- Promoted Orange Line and MIA Metrorail station to the following markets which generated over 100,000 visits to [www.miamidade.gov/transit](http://www.miamidade.gov/transit) web page.
  - New York
  - New Jersey
  - Los Angeles
  - San Francisco
  - Washington, DC
  - Delaware
  - Boston
  - Seattle
  - Chicago
  - Miami
  - England
  - Germany
  - Canada
- Participated in Spanish and English Radio station shows throughout 2012
- Participated in Miami International Book Fair 2012

A listing of specific public outreach activities that have occurred throughout the year is provided in Appendix A.2.

### 3.3.1 South Florida Workforce Coordination

The South Florida Workforce Board (SFWB) was enacted in 2000 by the Florida Legislature under the Workforce Innovation Act to provide youth, employment, and business enterprise development services. The SFWB coordinates workforce planning and quality training services for job seekers and businesses located in Miami-Dade County. MDT actively seeks agency input from the SFWB through direct coordination with the Executive Director and organizational members. The SFWB will be provided hard copies of the Draft TDP Annual Update for review and comment.

Additional coordination efforts with the SFWB continue to occur regularly through the Welfare-to-Work Program, which includes the provision of transit service to areas not usually served by MDT. Through this program, MDT receives input regarding specific transit needs for consideration of adjustment and/or implementation of existing transit services in response to these needs.



### 3.3.2 3-1-1 Information System

Community Information and Outreach (CIAO) provides access to award-winning government service through the County's web portal – [www.miamidade.gov](http://www.miamidade.gov) – and the 3-1-1 Answer Center. Callers receive personal service in English, Spanish, or Creole, to answer questions and provide information on non-emergency issues such as trash collection days, property taxes, after school programs, transit routes, transit trip planning, and other countywide services. The 3-1-1 Answer Center is free of charge and available six (6) days a week at varying operation times. Calls are received Monday through Friday from 7:00 am to 8:00 pm and on Saturdays 8:00 a.m. to 5:00 p.m.

This system serves as the main point of contact for residents to inquire about MDT transit services and provide feedback. Other contact modes include the 311 and transit web sites, and mailed and faxed correspondences. This feedback has allowed MDT to continue to make customer service a priority, to identify and correct service delivery issues and to better understand the transportation needs of its ridership while planning for the future. This input is then utilized for the development of the TDP.

### 3.3.3 Miami-Dade Transit Website

MDT maintains a comprehensive website to provide the community with easily accessible up-to-date system information ([www.miamidade.gov/transit/](http://www.miamidade.gov/transit/)). Furthermore, the website provides the public the ability to contact MDT, learn about services, and provide input. MDT utilizes the website to post the TDP document for public review and reference.

Public comments on the TDP document are accepted during a one month public comment period. The public is encouraged to email all comments directly to MDT. All comments are reviewed by MDT staff and are forwarded to the appropriate MDT division for further review, action, or response.

The Citizens Independent Transportation Trust (CITT) website (<http://www.miamidade.gov/citt/>) provides status updates on the People's Transportation Plan and features agenda items that the Trust reviews for MDT contracts and projects.

### 3.3.4 Social Media

MDT works closely with CIAO to place pertinent information on the County's Facebook and Twitter pages. Knowing what an impact social media is having on the community at large, especially with so many Miami-Dade residents having their own Facebook and Twitter accounts and the pervasive use of smart phone with which to check status updates regularly, MDT is actively pursuing these new media outlets in order to further engage the public.

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## 4.0 Past Year's Accomplishments (2012)

This fiscal year (FY) 2014 – 2023 TDP Annual Update, reports project data as of December 2012. Throughout 2012 MDT achieved a number of notable accomplishments that seek to improve customer convenience while also assuring the operation of an efficient, responsive, and financially sustainable transit system. These achievements are categorized as part of this TDP Annual Update according to the type of improvement related to service operations, capital investment, and passenger information/convenience.

### 4.1 Service Operations

#### 4.1.1 New Bus Service Routes

**Route 150 (Miami Beach Airport Flyer):** On July 22, 2012 the Miami Beach Airport Flyer (Route 150) was realigned to serve the new MIA Metrorail station. This route provides connecting service from the Miami International Airport to Miami Beach and South Beach. Route 150 operates from 6:00 a.m. to 11:40 p.m. seven days a week. The cost to the rider is \$2.35 per boarding



**Route 200 (Cutler Bay Local):** On September 5, 2012, the Cutler Bay Local (Route 200) was implemented to provide local circulator service within the Town of Cutler Bay. The Cutler Bay Local operates Monday, Wednesday and Friday, from 8:00 a.m. to 5:10 .pm. This route serves the following locations: Cutler Bay Town Hall, Social Security Office, South Miami-Dade Busway, South Dade Regional Library, South Dade Government Center, HealthSouth Rehab Hospital in Cutler Bay and residential neighborhoods. The cost to the rider is \$0.25 per boarding.

**Route 238 (Weekend Express):** On November 25, 2012 Route 238 was implemented as a limited-stop express service that connects the Dolphin Mall and Miami International Mall with the Miami International Airport Metrorail Station. The Weekend Express service will operate every hour on weekends from 11:00 a.m. to 8:00 p.m. The cost to the rider is \$2.35 per boarding.

**Route 297 (27<sup>th</sup> Avenue Orange MAX):** On July 22, 2012 Route 297 was implemented to provide a direct connection to the new Miami International Airport Metrorail Station from the Broward County line along NW 27<sup>th</sup> Avenue. The 27<sup>th</sup> Avenue Orange MAX will operate from 5:30 a.m. to 8:00 p.m. on weekdays only. Service will depart every 15 minutes during the morning and afternoon peak travel hours and 30 minutes during midday. The cost to the rider is \$2.00 per boarding.

#### 4.1.2 Bus Service Adjustments

A major initiative being undertaken by MDT is to improve Metrobus service efficiency through a restructuring of the Metrobus route system while minimizing the impact to customers. In December 2009, MDT implemented service route adjustments to improve overall service performance while maintaining existing service area coverage. The estimated transit operating cost savings as a result of this effort was approximately \$12.3 million.

In 2012, this effort continued the improvements made in the July and December 2012 line-ups. The new modified grid system was based upon ridership data obtained from the Automated Passenger Counter (APC), Easy Card as well as coordination with local municipal transit

services and the Miami-Dade Metropolitan Planning Organization (MPO) to maximize interconnectivity and efficiency.

In November 2012, MDT issued notice-to-proceed to a consultant to begin work on the Transit Service Evaluation Study – Phase 2. The purpose of this project is to evaluate the current bus system of MDT, identify service efficiencies and design a grid-oriented route network. The results of this study will identify a service plan that maximizes the efficiency and effectiveness of the system. The final product will be a schedule-ready detailed plan which includes estimated impact on ridership, resources, and operating cost. The duration of the study is approximately three (3) months, which requires the study to be completed by February 2013.

#### 4.1.3 Miami-Dade Transit Service Standards

Miami-Dade Transit established specific transit service standards for bus service to assess annual operational performance. Revised service standards were adopted by the Miami-Dade Board of County Commissioners in November 2009. MDT continues to implement route changes in accordance with service standards resulting in more efficiencies and lower operating costs. These service standards will be revised to coincide with the next TDP Major Update in 2014.

#### 4.1.4 Municipal Circulators

Miami-Dade Transit continues to coordinate mass transit planning with the plans and programs of local municipalities in an effort to avoid duplication of transit services and allow for efficient transit operations that complement one another. There are currently 34 municipalities that are eligible to receive surtax funding with 33 participating in the program. (Indian Creek is not participating.) Funding expended of \$60.7 million is the audited amounts and budgeted amounts for circulator and transit expenditures through FY 2011-2012. It includes direct operating and capital expenses for those municipalities operating circulators, and for those municipalities not directly operating a circulator it includes expenses for items that support transit in those areas such as bus shelters along MDT bus routes. The current 27 municipalities listed below either operate a circulator, partner with another municipality or partner with Miami-Dade Transit. The City of Miami trolley service was expanded during 2012 (after its launch in April) and the Town of Cutler Bay recently signed an Interlocal Agreement with Miami-Dade Transit to operate a circulator beginning in September 2013.

- City of Aventura
- Village of Bal Harbour
- Town of Bay Harbor Islands
- Village of Biscayne Park
- City of Coral Gables
- Town of Cutler Bay (ILA with Miami Dade Transit)
- City of Doral
- City of Hialeah
- City of Hialeah Gardens (ILA with the City of Hialeah)
- City of Homestead
- Town of Medley
- City of Miami
- City of Miami Beach (ILA with Miami Dade Transit)
- Town of Miami Lakes

- 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

Ridership on these circulators now exceeds five (5) million passenger trips annually overall. The annual ridership of the six (6) largest circulator systems - Miami Beach, Coral Gables, Hialeah, North Miami, Aventura and Sunny Isles Beach - totaled 4,221,000 in 2011. It should be noted that many of the municipalities operating circulator systems exceed the 20% minimum surtax transit expenditure requirement. Appendix A.3 provides a listing of each municipality, respective service operator and website.

## 4.2 Capital Improvements

### 4.2.1 AirportLink Metrorail Extension

The AirportLink consists of a 2.4-mile extension of Metrorail that extends from the existing Earlington Heights Station at 2100 NW 41<sup>st</sup> Street along State Road 112 to the Miami Intermodal Center (MIC), the County's future central transportation hub next to the Miami International Airport (MIA). This project includes a multi-level station at the MIC featuring landscaping, an entry plaza and other passenger amenities.



This project includes a multi-level station at the MIC featuring landscaping, an entry plaza and other passenger amenities.

The MIC serves as a central transfer point for Metrorail, Metrobus, Tri-Rail, Amtrak,

Greyhound, tour buses, taxi cabs, and rental cars. An automated people mover is already in service, connecting the MIC to the MIA. This project provides residents and visitors with direct Metrorail access to MIA. With this project, Miami-Dade County joins the ranks of major metropolitan areas around the world with rapid transit connections to their airports. Total project cost is \$506 million. The new Metrorail Orange Line began revenue service to the new MIA Metrorail Station on July 28, 2012. The contractor is currently completing warranty punch list items and the 180 day systems reliability and maintainability testing.

### 4.2.2 Metrobus New Vehicle Replacement

Miami-Dade Transit continues to implement its bus replacement program. Funding for this program was provided through various sources including the People's Transportation Plan (PTP), Florida Department of Transportation (FDOT) and Federal funding sources.

In August 2010, MDT took delivery of 13 40-foot diesel/electric hybrid buses for fleet replacement which were put into service in the fall of 2010. In addition, 25 60-foot diesel/electric hybrid buses are currently in service as of the summer 2010 – 16 are being used on the inter-county 95 Dade-Broward Express bus route and nine on the Kendall Cruiser bus route. MDT also took delivery of five 40-foot diesel/electric hybrids which were put into service in early 2011. However, MDT has not made a decision if it will continue to purchase diesel/electric hybrid, clean diesel, or other alternative fuel buses in the immediate future.

#### 4.2.3 Metrorail New Vehicle Replacement

The Miami-Dade BCC and the Citizens' Independent Transportation Trust (CITT) in March 2008 approved the \$401 million procurement of 136 new vehicles for replacing the existing fleet of vehicles. The existing vehicles will reach the end of their useful life of 30 years in 2014 before delivery of the new vehicles currently projected to commence in 2015. A Request for Proposals (RFP No. 654) was issued March 31, 2009. The new vehicles will feature the latest technologies applicable to rapid transit heavy rail vehicles including electric AC traction motors and inverter drives, roof mounted HVAC, bike racks, Wi-Fi, digital Passenger Information System (PIS) and many other technological advances which will significantly improve passenger comfort, efficient maintenance and operations. Car manufacturers Alstom, AnsaldoBreda, and CAF submitted proposals on September 25, 2009.



The MDT Project Team completed an evaluation of the proposals and negotiations with the two responsive proposers in August 2010. The Department of Procurement Management (DPM), a division of the Internal Services Department, completed its Responsibility Reviews and the then County Manager recommended AnsaldoBreda to the Board for contract award. A protest was filed by CAF against the Manager's award recommendation in February 2011. The protest was resolved by a hearing examiner in favor of the County in March 2011. CAF then filed an appeal to the FTA against the hearing examiners ruling and the FTA ruled in favor of CAF in November 2011 and issued instructions to the County to review the Best And Final Offer (BAFO) proposals for CAF and AnsaldoBreda and eliminate violations of FTA regulations regarding Geographical Preferences (FTA Circular 4220.1F).

The Mayor issued instructions to reconvene the Negotiating Committee in order to correct the violations of FTA regulations. The committee reconvened in December 2011 and reviewed the BAFO proposals and upheld their decision to award the Contract to AnsaldoBreda after all FTA issues were addressed. A revised memorandum from the Mayor recommending award to the selected car builder was filed with the Clerk of the Board in September 2012. The award recommendation was approved by the CITT in October 2012 and by the Board in November 2012. Notice to Proceed was issued December 2012 with delivery of vehicles to commence in the first quarter of 2015. The Contractor is working on the first phase of vehicle design.

#### 4.2.4 Metromover New Vehicle Replacement

Miami-Dade Transit has completed the replacement of its original 12 Metromover cars. This has contributed to improved Metromover reliability and passenger comfort. Since implementation, Metromover cars now travel on average about 17.5 percent further before experiencing any mechanical failures. There has also been a decrease in the percentage of Metromover vehicles that were inoperable at any given time. In addition, another 17 vehicles



were ordered for Phase II of procurement for a total of 29 new vehicles. All of the 17 Phase II vehicles ordered have been received by MDT with 15 accepted and commissioned to revenue service. The remaining two (2) vehicles have been Safety Certified and are currently undergoing the 1,000 mile burn in test prior to final acceptance. The one-year warranty period for each vehicle commences after that vehicle passes the 1,000 mile test. Ten of the 17 Phase II vehicles have been delivered to MDT with the remaining seven (7) vehicles scheduled to be delivered to MDT by the end of January 2013.

#### 4.2.5 ADA Pedestrian Improvements along the Busway

Miami-Dade Transit plans to implement ADA pedestrian improvements within a quarter (1/4) mile radius of bus stations along the South Miami-Dade Busway Phase I alignment to provide better accessibility. Infrastructure improvements include the construction of sidewalks, ramps and crosswalks. Phase I for the ADA Pedestrian Improvement project along the Busway Phase I is divided into three (3) parts.

Part I includes the following stations: SW 104<sup>th</sup> Street, SW 112<sup>th</sup> Street, SW 124<sup>th</sup> Street, Indigo Street, and SW 200<sup>th</sup> Street. Part I of the project is scheduled for completion in July 2014.

Part II includes the following stations: SW 117<sup>th</sup> Street, SW 136<sup>th</sup> Street, SW 152<sup>nd</sup> Street, SW 168<sup>th</sup> Street, and SW 173<sup>rd</sup> Street. Part II of the project is scheduled for completion in July 2014.

Part III includes the following stations: Dadeland South, SW 128<sup>th</sup> Street, SW 144<sup>th</sup> Street, SW 184<sup>th</sup> Street, and Marlin Road. Part III of the project is scheduled for completion in July 2014.

#### 4.2.6 Palmetto Metrorail Station ADA Assessment

Miami-Dade Transit will construct station accessibility improvements at Palmetto Metrorail Station. The project consists of constructing a concrete sidewalk to provide accessibility between the station and the adjacent street sidewalks. The scope of work includes a new sidewalk, access ramps, speed humps, pedestrian crossing pavement markings, relocation and installation of signs and installation of green vinyl fencing. The project was completed in October 2012.

#### 4.2.7 Lehman Yard Rehabilitation – Expansion Phase I

Miami-Dade Transit has proposed to construct five (5) storage tracks and two (2) Maintenance of Way (MOW) tracks at the existing Metrorail Lehman Center Facility. This expansion is necessary to provide the required storage and transition facility in support of the new 136 Metrorail vehicles scheduled for delivery in the first quarter of 2015. This project is scheduled for completion in July 2014.

#### 4.2.8 Lehman Center Test Track

Miami-Dade Transit has proposed to construct a new test track (2,500 feet) at the existing Metrorail Lehman Center Facility. The test track will provide the necessary support for the existing and new Metrorail fleet of 136 vehicles to be delivered beginning in the first quarter of 2015. This project is scheduled for completion in July 2014.

#### 4.2.9 Metrorail Central Control Upgrade

This project will update the existing Metrorail portion of the MDT Control Center replacing the existing 26 year old system and expanding it to handle the new Orange Line Metrorail Extensions.

This upgrade and expansion will ensure that switches and communications are automatically executed by the train control system for safe and reliable service operations for the Metrorail system. This project is scheduled for completion by July 2014.

#### 4.2.10 Northeast Transit Hub Enhancements

Since determining that the Northeast Passenger Activity Center (NEPAC) project was no longer feasible, MDT identified an alternative project which includes transit hub improvements at two existing transit hubs – the Mall at NE 163<sup>rd</sup> Street and Aventura Mall. Both of these transit hubs serve the northeast portion of the County and are major destinations with important bus connections, but each has multiple deficiencies. The Northeast Transit Hub Enhancements (NETHE) will upgrade both transit hub sites to improve bus and passenger access as well as upgrade area drainage, lighting, signage, shelters and other station area amenities. The completion date for NETHE – 163<sup>rd</sup> Mall is estimated for June 2015 and for the NETHE – Aventura Mall is estimated for October 2015.

#### 4.2.11 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 location is under review due to right-of-way challenges. This project is scheduled for completion by December 2014.

#### 4.2.12 Systemwide Safety and Security Upgrades

Miami-Dade Transit has programmed funding to purchase security equipment to upgrade and install closed circuit camera television (CCTV) systems and its respective software components, and to continue the replacement of fire detection and reporting systems. MDT's commitment to the safety and security of the MDT system, patrons, and employees is of the highest of priorities. In an effort to further complement its existing security infrastructure, MDT 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. FDOT Rule 14-15.017(2.2.1), however, prevents MDT from disclosing these improvements/installations in greater detail.

#### 4.2.13 Park-and-Ride Facilities

**Parking Space Counters and Real-Time Dynamic Message signs at Metrorail Station Park-and-Ride Facilities:** MDT proposes to provide real-time parking space counters and dynamic message signs at all Metrorail Station Park-and-Ride Facilities. MDT will implement this project incrementally starting with the larger and higher demand Metrorail parking facilities. This project will allow Metrorail customers to check real-time parking availability along with the estimated time of arrival of the next train approaching a particular station via the Internet, Smartphones, Personal Digital Assistants (PDAs), Tablets, and Electronic Signs. The following park-and-ride facilities have been selected for phase I implementation:

- Dadeland South;
- Dadeland North;



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

The completion date for phase I implementation is December 2014.

**NW 27<sup>th</sup> Avenue and NW 215<sup>th</sup> Street:** A 14-acre vacant parcel adjacent to the intersection of the Turnpike and NW 27<sup>th</sup> Avenue has been identified as a strategic park-and-ride location for the NW 27<sup>th</sup> Avenue Enhanced Bus Service project. Up to 350 parking spaces are proposed for this facility which would serve the northern most station for new enhanced bus or BRT service in the corridor. This park-and-ride also provides strategic transit oriented development (TOD) opportunities. This facility is anticipated to open in late 2017.



**SW 127<sup>th</sup> Avenue/Kendall Drive:** MDT is planning to construct a 182 space park-and-ride lot on approximately 2.8 acres at the southeast corner of SW 88<sup>th</sup> Street and SW 127<sup>th</sup> Avenue. This park-and-ride facility will serve the Kendall Cruiser which began service in June 2010. The County is currently in negotiations with Florida Power and Light to lease the land. The completion date for this facility is estimated for November 2014.

**SW 88<sup>th</sup> Street/Kendall Drive and SW 150<sup>th</sup> Avenue:** On June 28, 2010, MDT opened a new 109 space park-and-ride lot to provide free, convenient parking for customers who commute using the Kendall Cruiser bus route. MDT is now pursuing the right-of-way acquisition, design, and construction of a park-and-ride directly adjacent to this location. The proposed park and ride facility will accommodate approximately 140 parking spaces, bus bays and bicycle racks. This project is the first step in the evolution of the Kendall Corridor toward BRT service and it establishes a model for premium transit corridor services. The completion date for this facility is estimated for May 2016.

**South Miami-Dade Busway and SW 168<sup>th</sup> Street:** For the last 10 years MDT had leased a 149 space parking lot adjacent to the Busway, located north of SW 168<sup>th</sup> Street and east of SW 97<sup>th</sup> Avenue. The lot is consistently filled to capacity. In April 2011, MDT purchased this existing 1.68-acre parking lot which includes fencing, landscaping, and lighting.

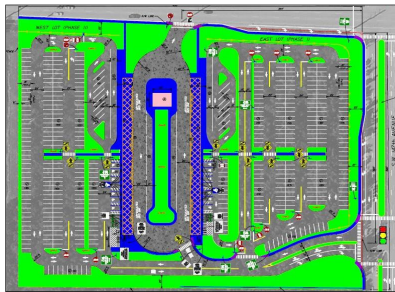
**Quail Roost (Busway and SW 184<sup>th</sup> Street):** MDT is pursuing the purchase of approximately three (3) acres of vacant property located adjacent to the Busway (between SW 184<sup>th</sup> Street and SW 186<sup>th</sup> Street) on which a park-and-ride facility is planned to be constructed. Up to 279 parking spaces and six (6) kiss and ride spaces are proposed for this facility. The facility will also include fencing, landscaping, lighting and a shelter for waiting passengers. It is anticipated that this facility will be completed in December 2015.

**Busway and SW 344<sup>th</sup> Street (Florida City):** Miami-Dade Transit is planning to build a 266 space parking lot with bus bays and shelters, to be located west of the southern end of the Busway between NW 2<sup>nd</sup> Avenue and NW 3<sup>rd</sup> Avenue at SW 344<sup>th</sup> Street (Palm Drive), in Florida City. MDT is currently in the final stages of land acquisition activities. Design and relocations are complete. Demolition of existing structures is in progress. The project's estimated completion date is October 2014.

**Dolphin Station (HEFT and NW 12<sup>th</sup> Street):** Property owned by the 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 would support the SR 836 Express Enhanced 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 site will be further evaluated for its potential to support a Transit Oriented Development (TOD).

**Douglas Road Metrorail Station Park-and-Ride Lot:** MDT is planning to repair and restore the park-and-ride lot under the Metrorail guideway located just south of the Douglas Road Station. IRP Bond funding was identified to supplement the shortfall in the project budget. Negotiations are on-going with the Consultant to update the drawings to comply with the new Building Code and prepare construction documents to proceed with the procurement of a Contractor, for the Construction Phase.

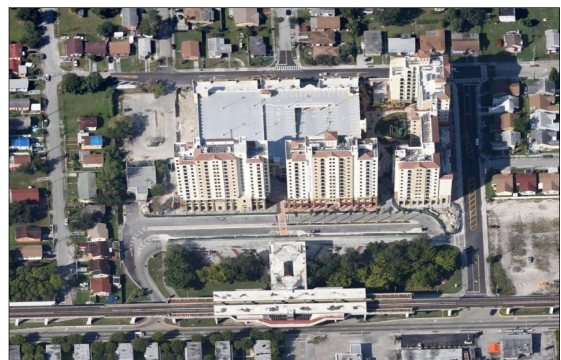
**SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue:** An 8-acre vacant parcel on the SW corner of the intersection at SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue has been identified as a strategic park-and-ride location for the SR 836 Express Enhanced Bus Service project. Up to 500 parking spaces are proposed for this facility which would serve the western most station for the new enhanced bus or BRT service in the corridor.



This park-and-ride lot also provides strategic TOD opportunities. The estimated completion date late 2017.

#### 4.2.14 Current Transit Joint Development and Transit Oriented Development Projects

**Brownsville Metrorail Station:** On June 23, 2010, MDT 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 445 workforce housing units, with five (5) mid-rise apartment buildings, townhomes and a 706 space parking garage with 100 spaces reserved for transit patrons and the balance reserved for residents and retail customers. Ground-floor commercial space and Metrorail station improvements, such as an additional passenger drop-off lane and attractive landscaping are also planned.



Brownsville Transit Village residents will benefit from immediate access to Metrorail and amenities such as a community center, a computer lab and an exercise room. In addition, onsite community programs will offer literacy training, health and nutrition classes, and first-time homebuyer seminars. The project is scheduled for completion in April 2013.

**NW 7<sup>th</sup> Avenue Transit Village (NW 7<sup>th</sup> Avenue and NW 62<sup>nd</sup> Street):** This proposed MDT joint development project is expected to provide opportunities for an enhanced transit facility within the context of an active, mixed-use development including space for housing, community-serving activities and functions in addition to retail use. This project includes 25 park-and-ride spaces. MDT has completed the right-of-way acquisition and the relocation process is nearly complete. The project is scheduled for completion in August 2015.

**Brickell Citicentre:** Brickell Citicentre is a 4.7 million square foot, 10 acre, \$1.1 billion commercial mixed-use project being developed by Swire Properties in the Brickell area along South Miami Avenue between SE 6<sup>th</sup> Street and SE 8<sup>th</sup> Street. As a result of the agreements awarded to the developer, a portion of a multi-level condominium parking garage will be constructed on a small vacant parcel of transit property and the development will be totally integrated into the Eighth Street Metromover Station. The developer is planning to provide direct access to the station at the ground level and to construct a third level "sky lobby" over the station which will also provide direct access from the development into the station. The developer will also construct enhanced and additional elevator and escalator access into the station and provide enhanced landscaping on Metromover property within the development. All of these improvements will also be maintained by the developer.

**Palmer Lake:** On June 2, 2009 the Board of County Commissioners passed Resolution 728-09 requesting a charrette area plan study for the area bounded by the Miami River on the north and east, NW 37<sup>th</sup> Avenue on the west and the Tamiami Canal on the south. The area is immediately east of the new MIC and in close proximity to the MIA. As a result of the charrette process a plan containing recommendations for the future development of this area has been developed. The Board of County Commissioners adopted these recommendations on May 1, 2012 which will form the basis of future land use policy development for the area. MDT 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 MDT property include a water taxi terminal, police station, a cargo shipping facility and/or use as public waterfront access and park area.

**Okeechobee Metrorail Station:** Approximately four (4) acres of MDT property immediately adjacent to the Okeechobee Metrorail Station has been transferred to the Public Housing and Community Development Department (PHCD). That department is in the process of negotiating a 99-year ground lease with the City of Hialeah. The City is planning to construct an affordable senior housing development on the property containing approximately 100 units of affordable senior housing with some incidental retail space.

**Northside Metrorail Station:** MDT property adjacent to the Northside Metrorail Station containing approximately 3.3 acres was also transferred to the PHCD. A developer has been selected for a joint development project as a result of an Invitation to Negotiate process. The proposed development is a four phase development with two family and two senior developments consisting of approximately 438 total units of 1, 2, 3, and 4 bedroom units and approximately 20,000 square feet of retail/commercial space with a total estimated development cost of \$88.1 million. The development will contain a total of 598 parking spaces of which 250 will be dedicated for the exclusive use of transit patrons.

**Senator Villas:** The County is in the process of issuing a Request for Proposals (RFP) for the long- term lease and development this site located on SW 40<sup>th</sup> Street between SW 89<sup>th</sup> Avenue



and SW 89<sup>th</sup> Court. The RFP anticipates the development of a 23 unit affordable senior housing apartment building with a small transit park-and-ride lot.

**NW 215<sup>th</sup> Street Project:** A 14 acre parcel of property located at the southwest quadrant of the intersection of NW 27<sup>th</sup> Avenue and NW 215<sup>th</sup> Street was purchased by Miami-Dade County. The County has completed a study to cultivate recommendations for the development of this property. The recommendations include development of a transit terminal adjacent to NW 27<sup>th</sup> Avenue. Enhanced bus service along the NW 27<sup>th</sup> 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.

**Caribbean Boulevard:** MDT property located on Caribbean Boulevard and US-1 adjacent to the Busway was transferred to the Public Housing and Community Development Department. As a result of an Invitation to Negotiate process a developer has been selected for this property. The developer has proposed a multi-phase, mixed-use high-rise and mid-rise development of approximately 170 affordable housing units with approximately 12,500 square feet of retail/commercial space. The development will also include a parking garage with 255 parking spaces, with 150 of the spaces dedicated for the Busway patrons. The total estimated development cost is \$46.1 million.

**South Miami-Dade Busway and SW 296<sup>th</sup> Street:** The County will be issuing a Request for Proposals (RFP) for a long term lease for development of this site as a Transit Oriented Development (TOD). The northernmost portion of the site is improved with an existing park-and-ride facility that contains 140 parking spaces to serve Busway patrons. The proposed development of this site will not affect the existing park-and-ride use already established on the property. Rather, the proposed joint development project is expected to enhance the Busway and existing park-and-ride facility by introducing a commercial component to this site which will provide amenities for transit patrons and focus density around the station.

#### 4.2.15 Future Transit Joint Development and Transit Oriented Development Projects

It is anticipated that Miami-Dade County will pursue joint development opportunities at Douglas Road, Palmetto, Coconut Grove and South Miami Metrorail Stations as well as at other locations in the future (Figure 4-1).

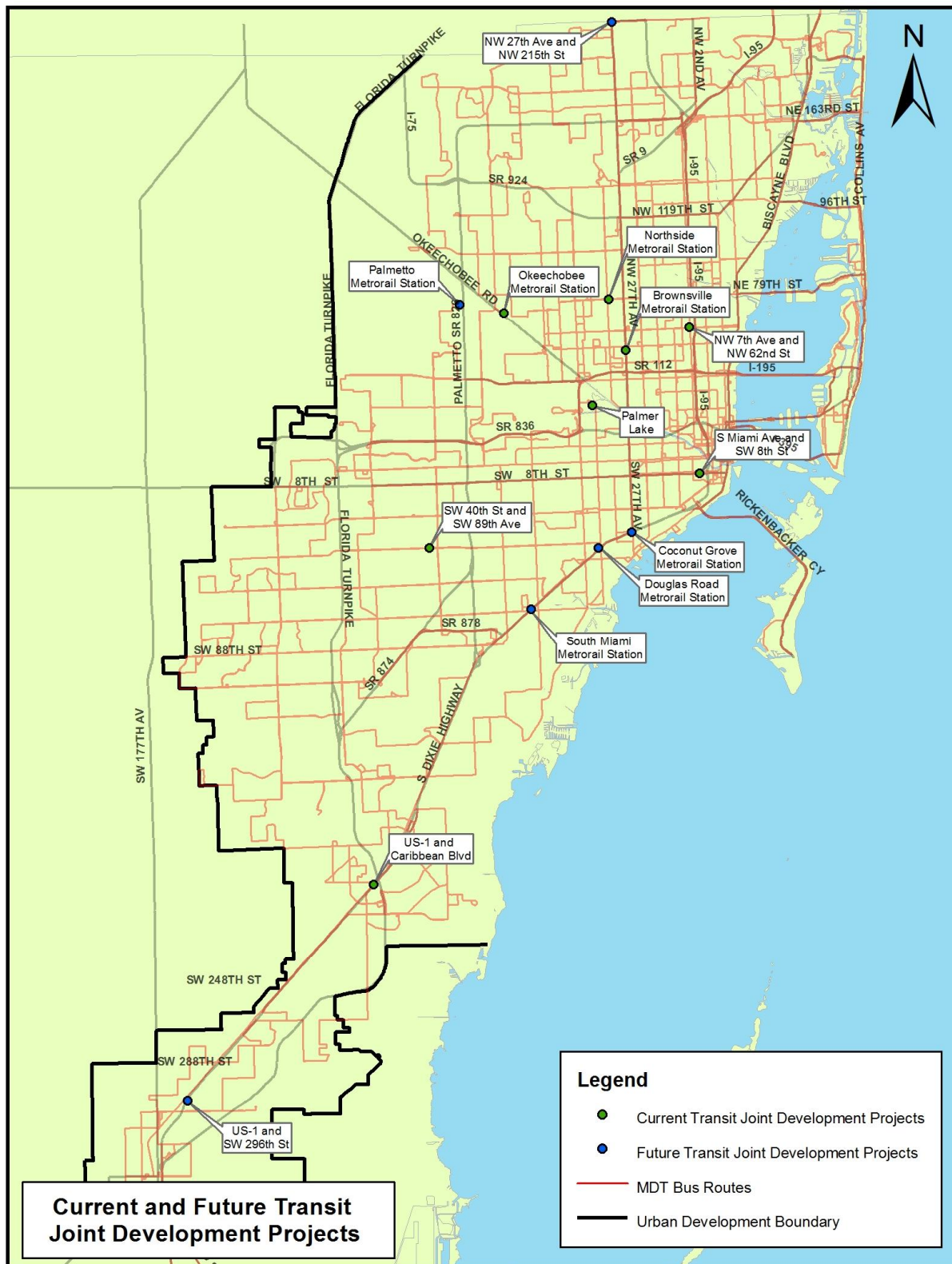
#### 4.2.16 Infrastructure Renewal Projects (IRP)

**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. The project is in final design. The estimated completion date is March 2014.



**Secondary Guiderrails for Bus Washes:** This project includes the installation of secondary guide rails in the bus washes at the Central, Northeast and Coral Way Bus Facilities.

**Figure 4-1: Current and Future Transit Joint Development Projects**



Source: Miami-Dade Transit, 2012



Roller style guides were not utilized. Compatibility with all MDT buses is the function of the primary guiderail, the secondary guiderails are installed for safety purposes and to protect the wash components. Final inspections have been issued to all sites with PE certifications on May 11, 2012 and the project is now complete.

**Parking Garage Fire Suppression:** Miami-Dade Transit will perform repairs to the fire protection systems for parking garages at Dadeland South, Dadeland North, Earlington Heights, and Okeechobee Metrorail stations. These repairs include the replacement of all sprinkler heads, flow switches, tamper switches, gate valves, inspector test flow valve assemblies, and various sections of sprinkler piping. The project is scheduled for completion in May 2014.

**Roof Repair for Bus Garages:** Miami-Dade Transit plans to furnish and install new roofing at the Central Bus Garages and Offices and to have the air conditioning and fan roof curbs resealed and insulated. The scope of work is in the process of being revised to match allocated funds. The project is scheduled for completion in April 2015.

**Bus Garage Plumbing Improvements:** The original scope of work for the project includes renovation of existing bathrooms at the Central Bus Facility, Procurement Office, Materials Management, Fuel Island and Warranty Administration. The project scope is being redefined to match available funding. Currently, the primary project is the renovation of the existing bathrooms at the Central Bus Facility OEI Building 2<sup>nd</sup> Floor. The project is scheduled for completion in July 2014.

**Replace Air Compressors at Bus Locations:** Miami-Dade Transit is planning to replace air compressors at all bus garages through the purchase, removal, and installation of new air compressors, air dryers, receiver tanks and necessary piping at Central, Coral Way and Northeast Bus Garage Facilities. The project may have to be re-scoped to match available funds. The project is scheduled for completion in January 2013.

#### 4.2.16.1 ARRA Funded Projects

**Palmetto Station Traction Power Sub Station:** This will be a Design/Build procurement to install a new Traction Power Sub Station at the existing Palmetto Metrorail station. This implementation is necessary to provide the required minimum higher 600 Volts Direct Current (VDC) for the 136 new Metrorail vehicles starting delivery in 2015. The present system provides lesser voltage at the Palmetto station and will not be able to operate new vehicles. The Planning, Pre-Design and Engineering has been completed. The project is scheduled for completion in July 2013.

**Metromover Bicentennial Park Station Rehabilitation:** The construction of a new Museum facility adjacent to this station will foster the reopening of the station for service. The scope of work to reopen this station includes: the rehabilitation of the elevator and escalators, replacement of lamps throughout the station, replacement of aluminum ceiling slats with new support system at ground level, repair of the communication system, replacement of stair metal plates, testing of electrical circuits to assure proper function, new fire cabinets and ancillary devices, replacement of floor tiles, repair of cracks at exterior walls, painting and landscaping. Construction is scheduled for completion in March 2013.

**Metrorail Track and Guideway Refurbishment and Mainline Turnout Replacement:** This includes the replacement of 25 mainline turnouts. This will include the #10 Rail Bound Manganese frog, set of insulated plates, ties, concrete, and train control cables. The Metrorail

system is over 27 years old; the frogs are the critical point of the mainline turnouts. These frogs have been welded and rebuilt countless times. They are a primary reason for noise issues in residential areas that are adjacent to the crossovers. The new frogs with new composite ties and insulated plates will reduce noise by 50 percent (50%) as well as increase the safety of the system. The installation of frogs began in July 2010 and the project was completed in September 2012.

**Metromover Inner/Downtown Loop Stations Escalator Replacement and New Canopies:**

The scope of work consists of the preparation of a complete set of biddable documents and construction work required for the installation of canopy covers over the existing escalators/stairs at the following seven (7) Metromover stations: Government Center station, Miami Avenue station, Bayfront Park station, First Street station, College Bayside station, College North station and Wilkie D. Ferguson Jr. Station. The scope of work also includes replacement of the existing escalators at the aforementioned locations. The primary function of these canopies is to provide passengers weather protection on stairs and escalators at Metromover stations. The project is scheduled for completion in March 2013.

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

The new system will interface with other MDT systems including: fixed-route scheduling system, Automated Fare Collection-Smart card system, Miami-Dade County Payroll System, Computer-Aided Dispatch/Automated Vehicle Location System (CAD/AVL), Enterprise Asset Management System (EAMS), Random Drug and Alcohol Substance Abuse System, Disciplinary Action Reporting System and the Automatic Passenger Counter (APC) system. This new system will greatly improve line-up timing and process as well as significantly improve bus and rail operational effectiveness and efficiencies by reducing labor costs and increasing data accuracy. The Notice to Proceed was issued on March 25, 2013, with anticipated completion June 2014.

**Metromover Fiber Optic Cable Replacement:** The replacement of fiber optic cable equipment throughout the Metromover system at all stations and at Central Control has been scheduled for implementation in September 2013. The installation of Giga-Bit Ethernet and wireless networking capability at all stations is also included in the scope of work. The scope of work was modified based on a revised estimate for the Programmable Logic Controller (PLC) replacement portion of the project. The objective is to include the cost of the PLC within the available ARRA Grant allocation. The project is scheduled for completion in August 2013.

**Metromover Closed Circuit Television Camera Replacement and Installation:** MDT has set forth the installation of new digital cameras at all Metromover Station platforms with Network Video Recorders (NVR) for independent 24/7 recording. The new recorders will be networked into the MDT Video System and new digital displays will be installed at the Mover Central Control. The project is scheduled for completion in August 2013.

**Existing Metrorail Stations (Part 2A) Graphics and Signage Retrofit:** The project requires the selected Design-Build firm to furnish, install and test a complete way finding signage and

graphics system for 10 existing Metrorail Stations and the new Metrorail station at the MIC, in accordance with contract documents and industry standards. Also, included are all required materials to furnish signage, all equipment, labor, services, and all incidental items required to complete the work, as per the contract documents. Part 1 of this project was completed under a separate contract. The construction completion date is scheduled for May 2013.

**ARRA Municipalities – Homestead, Miami Lakes and North Miami (Group A):** The purchase and installation of bus shelters and/or enhancements for the following municipalities: Homestead (12 units), Miami Lakes (11 units) and North Miami (20 units). The project was completed in November 2012.

**Miami Gardens / ADA Pedestrian Improvements at SW 160th Street and South Miami-Dade Busway (Group B):** The purchase and installation of bus shelters for the City of Miami Gardens. Ten (10) crosswalks will be installed at the South Bay Station located at the South Miami-Dade Busway Station within a quarter mile radius. Scope of Work enhancements will include the new installation and repair to existing sidewalk ramp, ADA crosswalks, ADA curbs, shelter benches and trash cans. The project is scheduled for completion in April 2013.

**ARRA Municipalities – Bay Harbor, El Portal, North Miami Beach, Surfside, Florida City, Opa-Locka, Doral, Miami Shores, Miami Springs, North Bay Village, and Palmetto Bay (Group C):** The purchase and installation of bus shelters and/or enhancements. The project is scheduled for completion in July 2013.

**ARRA Municipalities – City of South Miami, City of Aventura and Village of Virginia Gardens:** The purchase and installation of bus shelters and/or enhancements for the following municipalities: City of South Miami (2 units), City of Aventura (2 units) and Village of Virginia Gardens (1 unit). The project was completed in May 2012.

#### 4.3 Customer Information/Convenience

The Marketing Division is recognized as one of the top Marketing groups in Florida. In 2012, they were the recipients of the Florida Public Transportation Association (FPTA) Best In Class award for Sustaining Campaigns, Special Events and Communications & Website for Save at the Pump Campaign.

##### 4.3.1 Corporate Discount Program

Miami-Dade Transit'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 \$240 per month (\$2,880/year). The CDP provides monthly transit passes on Corporate EASY Cards, good for a month of unlimited rides on Metrobus and Metrorail, at a 10 percent (10%) discount for groups of 4-99 participants, and a 15 percent (15%) discount for groups of 100+ participants. In 2012, the CDP generated over \$10.2 million in revue. The program currently has over 202 participants.

##### 4.3.2 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 \$50. Half the costs of a full price monthly pass. This

program is offered to full time students using MDT's public transportation system to get to school. There are over 42 active schools participating in the program generating over \$5.2 million in annual sales.

#### 4.3.3 K-12 Discount Program

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

#### 4.3.4 EASY Card Sales Outlets

EASY Card Sales Outlets were established in 2009 when MDT changed to the EASY Card fare media system. The Outlets are in convenient locations throughout Miami-Dade County for transit customers to obtain or load cash value and/or passes onto the EASY Card or EASY Ticket. The Metrorail Monthly Parking Permits are also available at select outlets. Marketing is responsible for training new vendors and maintaining over 100 EASY Card Sales Outlets providing MDT with an average of \$6 million in revenue a year.

#### 4.3.5 Golden Passport Office

The Golden Passport EASY Card provides free transportation to senior's citizens 65 years and over, or a Social Security beneficiary who are permanent Miami-Dade resident. Currently, there are 198,042 certified Golden Passport/Patriot Passport customer accounts; this includes 142,420 Golden Passport over 65 years of age, 48,148 Golden Passport under 65 years of age and 7,474 Patriot Passport customers.

#### 4.3.6 Transit Disadvantaged Program

The Transportation Disadvantaged Program (TDP), through a State Funded Grant provides transit passes on a monthly basis to social service agencies that service transportation disadvantaged (disabled, poor, homeless, children and adults at risk, unemployment training) residents of Miami-Dade County. The purpose of the TDP is to provide EASY Tickets to qualifying agencies to distribute to their clients for use on Miami-Dade County transit system. Currently there are 91 agencies enrolled in the program.

#### 4.3.7 Wireless Service on Rail and Bus Vehicles/Electronic Signage Information System

In February 2011, MDT implemented free wireless services in all Metrorail and Metromover vehicles, plus 133 buses on Express Routes (as of June/2011, 100% implemented). The rest of the bus fleet will be equipped with WiFi devices as funding becomes available.

As a complement to this initiative, free public Wi-Fi is also being phased in at all Metrorail Stations through the Electronic Signage Information System (ESIS) project. Electronic signs installed on the Metrorail station platforms provide passengers with real-time arrival times, emergency information, elevator/escalator status, route detours, special events and other important announcements in an ADA-compliant format so that all transit passengers are kept informed of changes to their daily commutes and schedules.

The first electronic signs were installed at the Miami International Airport and Earlington Heights stations and became operational in July 2012, along with the opening of the Orange Line. All 23 Metrorail station signs are targeted to be installed by September 2013. There are also electronic kiosks located at the Hialeah, Northside, Allapattah, Civic Center, Brickell and Douglas Road stations providing real time information and other passenger amenities like trip planning.

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

In September 2011, MDT deployed the "Mover Tracker" a free downloadable application ("app") in the Apple store, which provides real-time accurate Metrorail arrival/departure and Metrobus/Metromover route and schedule information. In August 2012, MDT deployed a similar free downloadable "app" for the Android platform. Both mobile applications provide MDT passengers with everything that is currently present on the MDT mobile web site as well as additional smart phone specific features in the form of an app to include: rider alerts; Train Tracker; Bus Tracker; service updates; elevator/escalator operational status; Metrobus schedules and routes; Metrorail station information; Metromover station information; fare information; rider alerts registration; contact numbers; feedback zone; Where Am I?; and Live Mapping. By developing these apps, MDT ensures that riders have the most up-to-date and accurate transit service information free of charge.

#### 4.3.9 CAD/AVL System Replacement

MDT plans full implementation of the Bus Tracker System / Computer Aided Dispatch/Automated Vehicle Locator (CAD/AVL) technology project by replacing the infrastructure, on-board equipment, back-office and communications hardware and software – the systems currently used to manage and monitor the transit fleet. The project will facilitate delivery of real time bus predictive arrival/departure via Web, to mobile devices and Electronic signs, using the County's satellite/radio technologies. Upgrading and replacing this infrastructure will greatly improve managing and dispatching the transit fleet by providing real time Bus Bunching, Service performance, Vehicle diagnosis, on demand or subscription alerts; enabling remote video look in and on-board PA announcements; and centralized incident management. Full implementation is targeted to be completed by June 2015.

#### 4.3.10 Transit Signal Priority (TSP)

Through integration with the County's Advanced Traffic Management System (ATMS), major corridors and vehicles will be equipped with Transit Signal Prioritization (TSP) technology which enables communication with each of the traffic signal controllers along major corridors. TSP facilitates improved on-time performance in bus services. Implementation will be completed by June 2015.

#### 4.3.11 Electronic Transit Rider Alert System / Train Tracker / Mover Tracker

Miami-Dade Transit 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 Blackberry devices or smart phones.



Train Tracker was developed utilizing all in-house resources. A Train Tracker pilot displaying next train arrival times, was launched in 2007 with a display at the Government Center station. The subsequent production level of the Train Tracker service launched in 2008 is 100% implemented and allows users to see, via the web and on mobile devices, the estimated time of arrival of the next train. The software application also provides other useful transit information such as service alerts, rail and mover station information and elevator/escalator status. In July 2012, Train Tracker was updated to incorporate the new orange line to the Miami International Airport station arrival information. The next train information is now incorporated in the Electronic Signage Information System (ESIS).

By the end of July 2013, MDT will deploy a real-time Metromover Tracker System, "Mover Tracker", using the same web-based technology and available via computer desktops, cell phones/smart phones, personal digital assistants (PDAs) and tablets.

#### 4.3.12 MDT Website Redesign

Miami-Dade Transit recently redesigned its website ([www.miamidade.gov/transit](http://www.miamidade.gov/transit)) with a new streamlined look and more user-friendly design to make it easier for transit passengers to find transit service information. The new website design features large color-coded icons for easy navigation of information about Metrobus, Metrorail, Metromover and STS services. Basic subject headers with more detailed topic dropdown lists, as well as universal headers letting users link back to Miami-Dade County's main web portal and other department websites, are found at the top of every page.

The new home page now features popular interactive rider tools like the Google-powered automated transit Trip Planner; Train Tracker for next-train arrival times; and Service Updates, including bus detours and changes to the Metrorail or Metromover schedule. MDT's website is also now mobile-enabled for smart phone users.

#### 4.4 Monitoring Program to Track Annual Performance of MDT Services

The preparation of the FY 2010 – 2019 TDP Major Update resulted in the development of eight (8) major goals, each with various objectives and corresponding measures. The monitoring of previous results against current measures will validate MDT's attainment of these goals. This TDP Annual Update provides MDT an opportunity to report results for each major goal according to the objectives and corresponding evaluation measures for which data is available to support. These measures are the Key Performance Indicators (KPI) that will be evaluated annually, using the most recent twelve-month period for which data is available. The evaluation compares the current values of productivity standards versus those from the previous year. A few examples include:

- Performance measures such as On-Time Performance (OTP) and Mean Distance between Failures (MDBF) reflecting transit reliability are monitored monthly on the Active Strategy Enterprise (ASE) Scorecard.
- Review transit routes to ensure service is provided within a ¼ mile of major trip generators.
- Automated Fare Collection data to monitor ridership by route.
- Alignment of capital projects to goals.
- Public involvement events to disseminate transit information and promote transit usage.

In 2012, the Miami-Dade MPO performed a Transit Service Evaluation Study that developed an on-going performance monitoring program that could be utilized by MDT.

#### 4.4.1 Goal 1: Improve the Quality of Transit Services

**Objective: Improve the accessibility to major health care, recreation, education, employment cultural and social services facilities:** Transit service miles providing connections to major medical, educational, and recreational facilities were evaluated. In the future this measure will also evaluate cultural and social service facilities. Approximately 61 transit service route miles operate within a ¼ mile of major medical facilities while more than 135 transit service miles operate within ½ mile of all colleges and universities within Miami-Dade County. This has remained virtually unchanged from the previous year.

**Objective: Improve transit level of service on major roadway corridors and between major origins and destinations:** This objective is measured according to the MDT Service Standards which describe the process utilized by MDT to evaluate level of service route performance to achieve the goal of improving transit level of services on key alignments and between key origin and destination pairs.

**Objective: Maximize service reliability and efficiency:** The on-time performance for the various MDT transit modes are provided in Table 4-1. Metrorail has excellent on-time performance of about 97 percent (97%) and continues to exceed the Agency goal of 95 percent (95%). Metrobus operates at 79 percent (79%) on-time performance, which is a good result given the congested traffic conditions under which most of the routes operate, in many corridors throughout the day, as well as the high load factors on many of the routes. On-time performance for Metrobus also exceeds the agency goal of 75 percent (75%).

**Table 4-1: MDT Annual On-Time Performance**

	On-Time Performance	
	Metrorail	Metrobus
FY 2011-2012	97.2%	79.5%
FY 2010-2011	95.8%	81.1%
Goal	95%	75%

Source: Miami-Dade Transit, December 2012 (Also includes first quarter of FY2012-2013)

**Objective: Maximize multimodal travel options and provide travel choices:** Miami-Dade Transit continues to implement an initiative to operate more efficient bus service through a grid operational network of service routes. The resulting bus adjustments that occurred in July and November 2012 attribute to a decrease in Metrobus route miles as presented in Table 4-2.

**Table 4-2: Number of Transit Route Miles by Transit Mode**

Transit Mode	Route Miles	
	2011	2012
Metrorail	22.4	24.8
Metrobus	2,593	2,582
Metromover	4.4	4.4

Source: National Transit Database, Miami-Dade Transit, Revised FY 2012 Working Data

**Objective: Fill transit service coverage gaps:** Transit-supportive areas include zero car households, low income households, and population 65+ propensity areas.

The number of miles of MDT bus routes within the transit-supportive service areas (Figure 4-2) is approximately more than 700 miles. This is virtually unchanged from last year's measure.

**Objective: Promote transit reliability:** One method to measure transit reliability is through annual systemwide ridership. MDT will be able to further improve upon existing ridership through the provision of efficient transit service that improves transit travel time and on-time performance. During the past fiscal year MDT, in total, as shown in Table 4-3 experienced an increase in ridership of approximately three percent (3%).

**Table 4-3: MDT Systemwide Boardings**

Transit Mode	Annual Boardings (000's)	
	FY2010-2011	FY2011-2012
Metrorail	18,134	18,706
Metrobus	75,723	77,828
Metromover	9,167	9,102

Source: National Transit Database, Miami-Dade Transit,  
Revised FY 2012 Working Data

MDT's system offers stations along the Metrorail and Metromover system, and bus stops, shelters and benches along Metrobus routes. Table 4-4 shows bus stops and station spacing. MDT's standard calls for an average of five (5) stops per mile for local bus. This would indicate a slightly more frequent spacing of stops, on average, than five (5) stops per mile (about one stop every 1,000 feet).

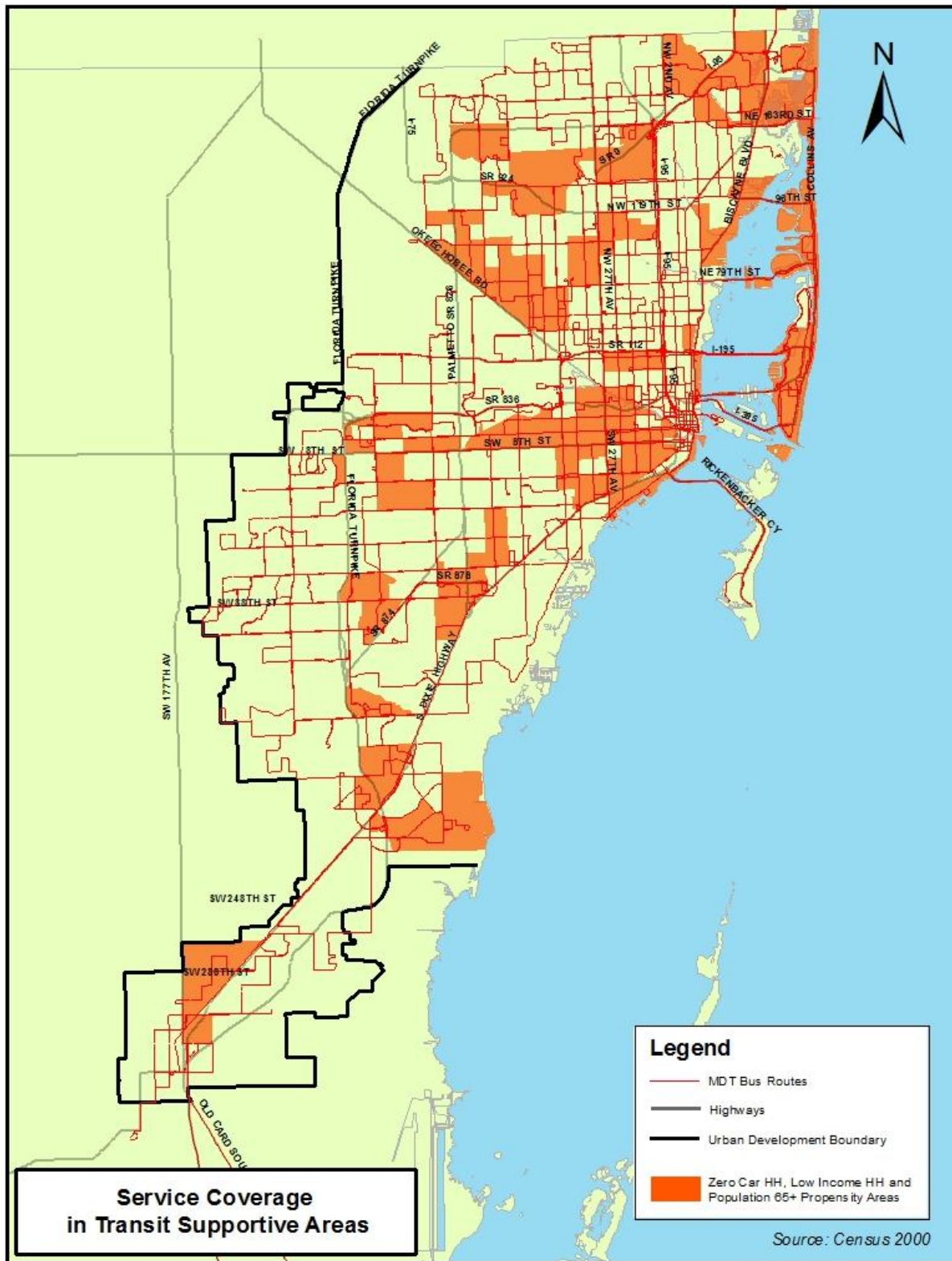
More detailed analysis is being conducted by MDT to adjust stop spacing depending on the type of service being provided, thus increasing the efficiency of each bus route.

**Table 4-4: Number of Station Stops Per Route Mile**

Mode	Number of Stations/Stops	Total Route Miles	Stations/Stops per Route Mile
Metrorail	23	24.8	.93
Metromover	20	4.4	4.55
Metrobus	8,828	2,582	3.42

Source: National Transit Database, Miami-Dade Transit, Revised FY 2012 Working Data

Figure 4-2: Service Coverage in Transit Supportive Areas



Source: Miami-Dade Transit, December 2012

**Objective: Improve transportation facilities' and services' regional connectivity:** Table 4-5 shows the number of transit route miles (including miles of overlapping bus service) in corridors of regional significance. These corridors of regional significance are identified as urban principal arterials according to the Functional Classification file from the Florida Department of Transportation Statistics Office. As the table indicates, MDT provides high concentrations of service on South Dixie Highway (the Busway), Interstate-95, A1A, Biscayne Boulevard, and NW 27<sup>th</sup> Avenue.

**Table 4-5: Transit Route Miles in Corridors of Regional Significance**

Corridors of Regional Significance	Transit Service Route Miles in Corridor
South Dixie Highway / US-1 (SR 5)	188
Interstate-95 (SR 9A)*	162
Collins Avenue (SR A1A)	128
Biscayne Boulevard / US-1 (SR 5)	120
NW 27th Avenue (SR 9 & SR 817)	124
Le Jeune Road / NW 42nd Avenue / SR 953	74
Kendall Drive / SW 88th Street (SR 94)	70
Airport Expressway (SR 112)*	67
Florida's Turnpike (HEFT) (SR 821)*	68
Palmetto Expressway (SR 826)*	62
NE 163rd Street / Sunny Isles Blvd	55
McArthur Causeway / Interstate-395	55
Tamiami Trail / SW 8th Street (SR 90)	53
NW 41st Street / NW 36th Street (SR 948)	51
Julia Tuttle Causeway / Interstate-195 / (SR 112)*	46
Kennedy Causeway / NE 79th Street Causeway / (SR 934)	37
Dolphin Expressway (SR 836)*	48
W 49th Street / NW 103rd Street (SR 932)	30
Bird Road / SW 40th Street (SR 976)	27
Okeechobee Road (SR 25)	25
Don Shula Expressway (SR 874)*	22
Snapper Creek Expressway (SR 878)*	21
SW 152nd Street / Coral Reef Drive (SR 992)	21
NW 119th Street / Gratigny Pkwy (SR 924)	21
Krome Avenue / SW 177th Avenue (SR 997)	21
Rickenbacker Causeway (SR 913)	17
SW 137th Avenue (SR 825)	17
W 4th Avenue / NW 57th Avenue / Red Road (SR 823)	15
William Lehman Causeway / NE 192nd Street (SR 856)	15
Interstate-75 (SR 93)	1
NW 2nd Avenue / US 441 (SR 7)	73

Source: Miami-Dade County GIS files, 2012

\* Non-stop Metrobus service miles along limited access highways.



**Objective: Include provisions for non-motorized modes in new projects and in reconstructions:** Provisions that support non-motorized modes of transportation are included in the land use and transportation elements of the Miami-Dade County Comprehensive Development Master Plan (CDMP). Future capital improvements shall also seek to integrate non-motorized infrastructure upon the implementation of new transit services.

**Metrorail Bike Path Improvements (M-PATH) – SW 67<sup>th</sup> Avenue to the Miami River:** MDT is moving forward with infrastructure repairs and improvements to enhance the safety and performance for the M-Path users. The rehabilitation project consists of repairs to the asphalt and concrete surfaces, installation of traffic and way finding signs, installation of crosswalk pavement markings, pedestrian signals and other safety improvements in accordance with the M-Path Master Plan. The completion date is scheduled for May 2014.

**Metrorail Bike Path Improvements (M-PATH) – Dadeland South to SW 67<sup>th</sup> Avenue:** Miami-Dade Transit designed and constructed a 10-foot wide bike path along the Metrorail Corridor to connect with the existing bike path from SW 67<sup>th</sup> Avenue to the Snapper Creek Canal and from the Dadeland North Metrorail station to the Dadeland South Metrorail station. Some of the improvements include the construction of a bicycle and pedestrian bridge, as well as the installation of lighting, signage and fencing.

MDT also completed the rehabilitation of approximately eight (8) miles of asphalt and concrete surfaces running within MDT's right-of-way under the existing elevated Metrorail Guideway. The M-Path was also extended by one mile. These improvements were completed in April 2012 and have enhanced cyclists' riding experience.

**Objective: Improve transit services that provide access to educational facilities:** The number of transit service route miles within a ½ mile of colleges and universities throughout Miami-Dade County is approximately 135 miles. All of the major colleges and universities located within Miami-Dade County are served by transit service within a ¼ mile of their campuses. This has remained unchanged since last year's TDP Annual Update.

#### 4.4.2 Goal 2: Improve Customer Convenience, Comfort and Safety on Transit Service and within Facilities

**Objective: Improve safety on vehicle service operations:** MDT regularly assesses operational safety for workers and passengers according to level of investment and compliance of regularly updated safety plan. As part of MDT's Infrastructure Renewal Program, safety projects are evaluated and prioritized for implementation on an annual basis.

**Objective: Reduce roadway and multi-modal crashes:** The goal that MDT has set forth for the reduction of the number of accidents is 3.77 per 100,000 miles. In FY 2012, MDT reported that the number of accidents was 3.05 accidents per 100,000 miles of transit service. This represents a 19 percent (19%) improvement over the set goal.

**Objective: 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:** MDT continually seeks to educate the public as well as provide opportunities for public input through various public outreach strategies. MDT is active in attending civic and community events and meetings to continually inform the public about MDT services. In addition, MDT uses various forms of media (e.g., internet, radio and televised advertisements, news paper ads, etc.) for public outreach.

**Objective: Maintain convenient, clean, safe transit passenger facilities and vehicles:** The MDT fleet was involved in 1.31 preventable accidents per 100,000 miles for FY 2012, which is 13 percent (13%) below the MDT goal of 1.50 accidents per 100,000 miles.

#### 4.4.3 Goal 3: Increase the Security of Transit Vehicles and Facilities

**Objective: Ensure transit vehicles and facilities provide a secure environment for customers:** The total number of active video cameras systemwide is 789. Upon completion of future projects the MDT video surveillance system will consist of 956 active cameras.

**Objective: Increase security at transit stops and intermodal stations and connections:** For 2012, the number of criminal incidents on-board transit has been reduced from the previous year by 1.5 percent (1.5%).

#### 4.4.4 Goal 4: Support Economic Vitality

**Objective: Provide transit access to urban centers at a minimum of 30-minutes during the peak:** Table 4-6 lists urban centers as identified in the CDMP Land Use Element that were evaluated to determine the amount of transit service within ¼ mile. Downtown Miami has the highest concentration of transit service as evident from the operation of Metrorail, Metromover and Metrobus providing service coverage throughout the entire downtown area. This includes 57 route miles with a ¼ mile of the Downtown area. Dadeland has a more focused center of activity with direct connections from Metrorail and the South Miami-Dade Busway which results in thirty-one route miles within a ¼ mile. The regional activity center at NW 107<sup>th</sup> Avenue and NW 12<sup>th</sup> Street has approximately nine transit route miles within a ¼ mile. This is consistent as to what was reported in the TDP Major Update.

**Table 4-6: Transit Route Miles within ¼ mile of Urban Centers**

Regional Activity Centers	Transit Service Route Miles within 1/4 mile
Downtown Miami CBD	57.7
Dadeland	30.2
Southland Mall	23.8
Aventura Mall	20.4
NW 107th Avenue and NW 12th Street	11.0
Westland Mall	4.2

Source: Miami-Dade GIS, 2012

**Objective: Enhance major tourist travel and access opportunities within the Urban Development Boundary:** Table 4-7 shows the number of miles of transit service that operates within close proximity to various tourist attractions in Miami-Dade County. As the table indicates, most of the attractions have transit service. However, a number of locations have relatively little service, including such diverse attractions as the Venetian Pool and the Miami Seaquarium. In many cases, the locations of these attractions in outlying areas of the County do not lend themselves to extensive transit connections, and most are located along one or two routes that operate on an adjacent arterial street, rather than being in the center of a hub of transit service (such as in downtown Miami or Miami Beach). Analysis measuring the adequacy of transit services continues to be conducted to identify major trip generators and major attractors in Miami-Dade County.

Table 4-7 through Table 4-12 presents the transit services provided for each identified major trip generator in terms of number of routes and accessibility of these facilities. Furthermore, maps that illustrate the locations of these attractors are provided according to the type of major trip generator presented in each of the following tables.

**Table 4-7: MDT Major Trip Generators: Tourist Attractions and Special Attractors, December 2012**

	MAJOR GENERATORS	ROUTES					COMMENTS
ID	Special Attractors						
1	Adrienne Arsht Center	A 6 93	C 9 95	M 10 120	S 16 Mover	3 32	Service on local roadways
2	American Airlines Arena	C 95 7	S 120 8	3 211	9 243	93	Service on local roadways Service on adjacent roadways
3	The Cloisters of the Ancient Spanish Monastery	3	93				Service on local roadways
4	Bank United Center	48	56	500	Rail		Service on adjacent roadways and within walking distance of University station
5	Barnack Histroic State Park	48	249				Service on local roadways
6	Bass Museum of Art	103 150 115	112 117	113	119	123	Service on adjacent roadways Service on local roadways
7	Calder Race Course/Casino	99	27	297			Service on adjacent roadways
8	Coconut Grove	6	22	27	48	249	Service on local roadways
9	Coral Castle	34	38	70			Service on local roadway and the Busway
10	Coral Gables Merrick House	24					Service on adjacent roadway
11	Downtown Miami	C 24 120 243 Mover	S 51 195 246 Rail	2 77 207 277	3 93 208 500	6 95 211	Service on local roadways and within walking distance of Government Center and Historic Overtown/Lyric Theatre stations and various Metromover stations
12	Flagler Kennel Club-Magic City Casino	6	7	37	238		Service on adjacent roadways
13	Haulover Beach	H	S	120			Service on adjacent roadway
14	Hialeah Race Track	L Rail	29	37	54	135	Service on local roadways
15	Fillmore Miami Beach at the Jackie Gleason Theater	A 115	C 117	L 120	M 123	S 150	Service on local roadways
16	Joseph Caleb Community Center	22	46	54	246	254	Service on local roadways
17	Jungle Island/Miami Children's Museum	C	M	S	120		Service on local roadways
18	Key Biscayne	B					Service on adjacent roadways
		7	12	17			Service on adjacent roadways
19	Marlins Park	6	11	51	208		Service on local roadways
20	Miami Art Museum	C 7 24 120 243 Mover	S 8 51 195 246 Rail	2 9 77 207 277	3 11 93 208 500	6 21 95 211	Service on local roadways and within walking distance of Government Center Station and various Metromover stations
21	Miami Beach Convention Center	C A 117	120 L 123	150 M	S	115	Service on local roadways Service on adjacent roadways
22	Miami-Dade County Auditorium	11 27	51				Service on adjacent roadway Service on local roadway
23	Miami International Airport	J 150	7 238	37 297	42	57	Routes restructured to serve MIC; from MIC use MIA Mover to access Airport
		133					Shuttle to Tri-Rail Sation serves Airport directly
24	Miami Jai-Alai	J	36	37			Service on adjacent roadway

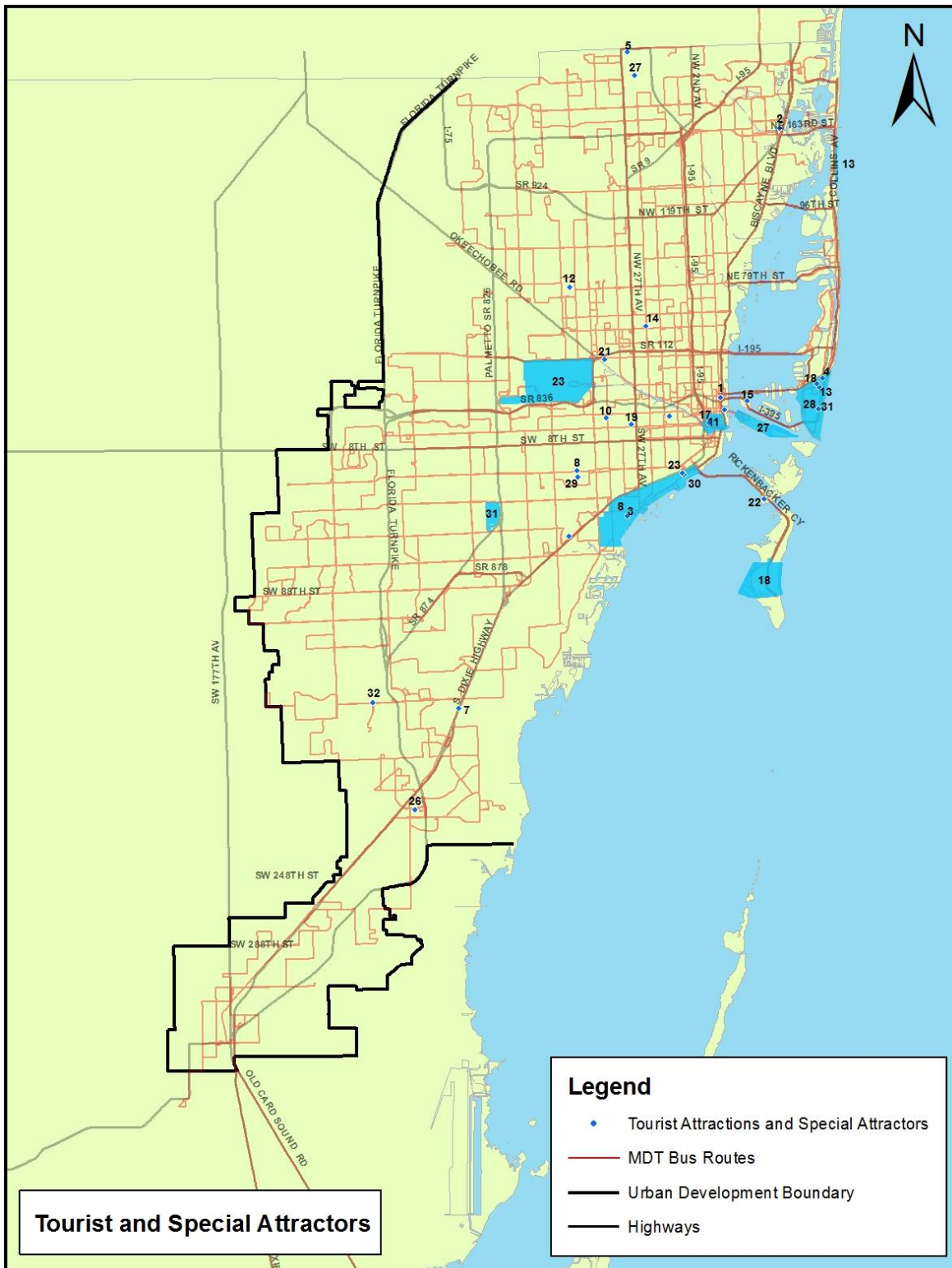
**Table 4-7: MDT Major Trip Generators: Tourist Attractions and Special Attractors, December 2012 (continued)**

	MAJOR GENERATORS	ROUTES					COMMENTS
ID	Special Attractors						
25	Museum of Science	12	48				Service on adjacent roadway
		17	24				Service on local roadway
		Rail					Located within walking distance from Vizcaya station
26	PortMiami	243					On-site service via local roadways
27	South Beach	A 120	C 123	L 150	M	S	Service on local roadways
28	South Miami-Dade Cultural Arts Center	1 70	31 137	35 200	38	52	Service on adjacent roadways
29	Sunlife Stadium	27	99	297			Service on adjacent roadways
30	Tropical Park	40	56				Service on adjacent roadways
31	Venetian Pool	24					Service on local roadway
32	Vizcaya	12	17	24	48		Service on adjacent roadway
		Rail					Located within walking distance from Vizcaya station
33	The Wolfsonian - FIU Museum	C	M	120			Service on adjacent roadway
34	Zoo Miami	252					On-site service to entrance

Source: Miami-Dade Transit, 2012

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.

**Figure 4-3: MDT Major Trip Generators: Tourist Attractions and Special Attractors, December 2012**



Source: Miami-Dade Transit, December 2012



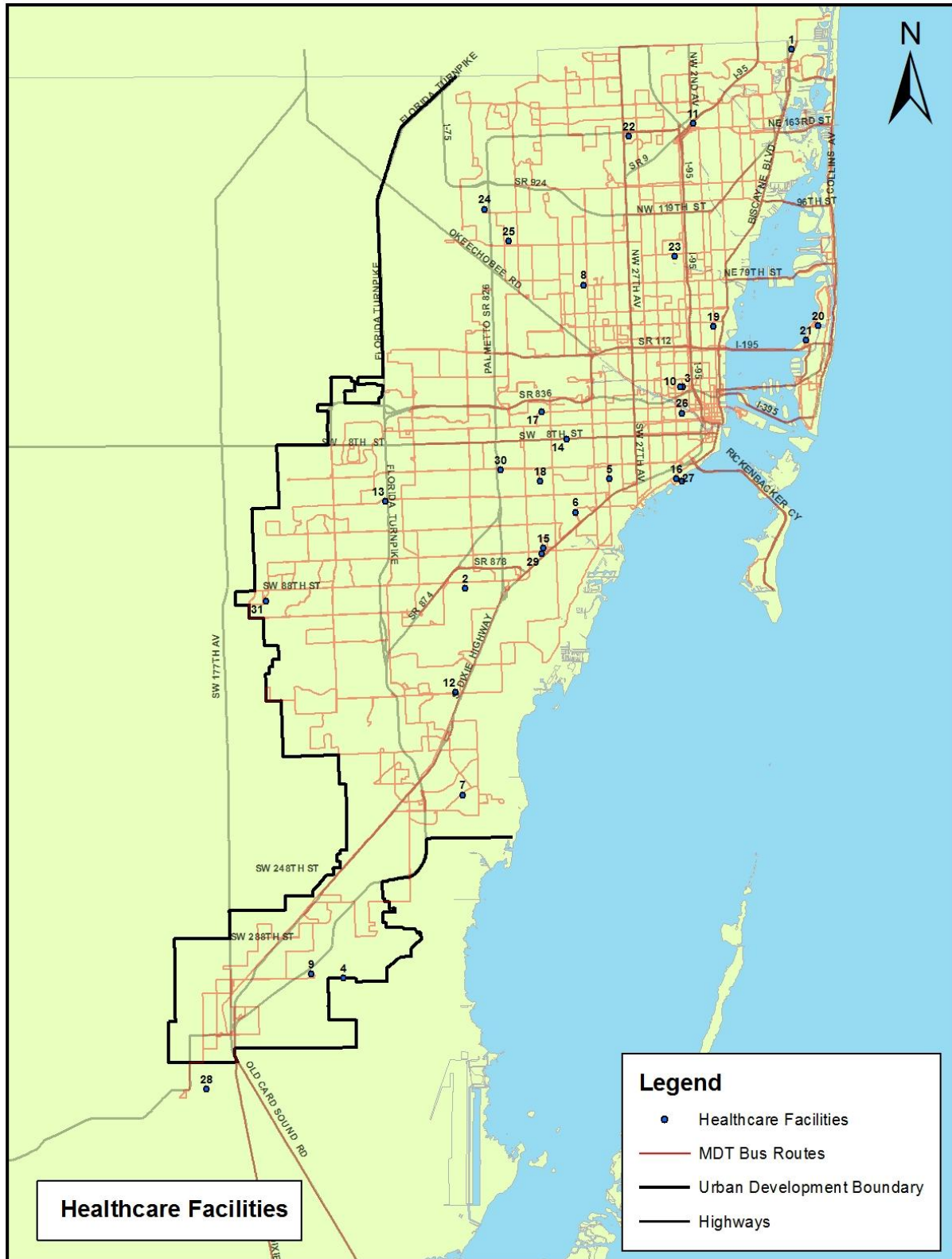
**Table 4-8: MDT Major Trip Generators: Healthcare Facilities, December 2012**

MAJOR GENERATORS		ROUTES					COMMENTS
ID	Health Care Facilities						
1	Aventura Hospital	E					Service on adjacent roadway
2	Baptist Hospital	88	104				Service on adjacent roadways
3	Bascom Palmer Eye Institute/Ann Bates Leach Eye Hospital	M	21	Rail			Service on adjacent roadways and within walking distance from Civic Center station
		12	32	77	95	246	
		277					Service on local roadways
4	Community Health Center of South Dade	35	52	70	287		On-site service and service on adjacent roadways
5	Coral Gables Hospital	37					Service on adjacent roadways
6	Doctors' Hospital	56					Service on adjacent roadway
7	HealthSouth Rehabilitation Hospital	70	200				Service on adjacent roadway
8	Hialeah Hospital	L	42	135	Rail		Service on adjacent roadways
9	Homestead Hospital (Baptist)	35					Service on adjacent roadway
10	Jackson Memorial / U.M. / V.A. Hospital	M	12	21			Service on adjacent roadways and within walking distance from Civic Center station
		32	95	246	Rail		
11	Jackson North Medical Center	E	2	22	246		Service on adjacent roadways
12	Jackson South Community Hospital	31	34	38	52	57	Service on adjacent roadway
		252	287				
13	Kendall Regional Medical Center	40					Service on adjacent roadway
14	Kindred Hospital South Florida - Coral Gables	8					Service on adjacent roadway
15	Larkin Community Hospital	37	72				Service on adjacent roadway
		57	Rail				Service on local roadways
16	Mercy Hospital	12	48				On-site service with shelters
17	Metropolitan Hospital of Miami	7					Service on adjacent roadway
		238					Service on local roadway
18	Miami Children's Hospital	56					On-site service with shelters
19	Miami Jewish Home & Hospital for the Aged	2	9	10	202		Service on adjacent roadway
		54					Service on local roadway
20	Miami Heart Institute	115	117				Service on adjacent roadway
21	Mount Sinai Medical Center	C	M	115	117		On-site service
		62	J	150			Service on adjacent roadway
22	North Dade Health Center	G					On-site service
		17	22	27	246		Service on local roadways
23	North Shore Medical Center	33	77	277			Service on adjacent roadways
24	Palmetto General Hospital	29					On-site service with shelters
25	Palm Springs General Hospital	33	54				On-site service with shelters
		29	73				Service on adjacent roadways
26	Selected Speciality Hospital	7					Service on adjacent roadway
		12	211				Service on local roadway
27	Sister Emmanuel Hospital	12	48				On-site service with shelters
28	South Florida Evaluation & Treatment Center	77	277				Service on adjacent roadway
29	South Miami Hospital	37	57	72	500	Rail	Service on adjacent roadways and within walking distance from South Miami station
30	Westchester General Hospital	24					Service on adjacent roadway
31	West Kendall Baptist Hospital	72	88	104	204	272	Service on adjacent roadway
		288					

Source: Miami-Dade Transit, 2012

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.

**Figure 4-4: MDT Major Trip Generators: Healthcare Facilities, December 2012**



Source: Miami-Dade Transit, December 2012

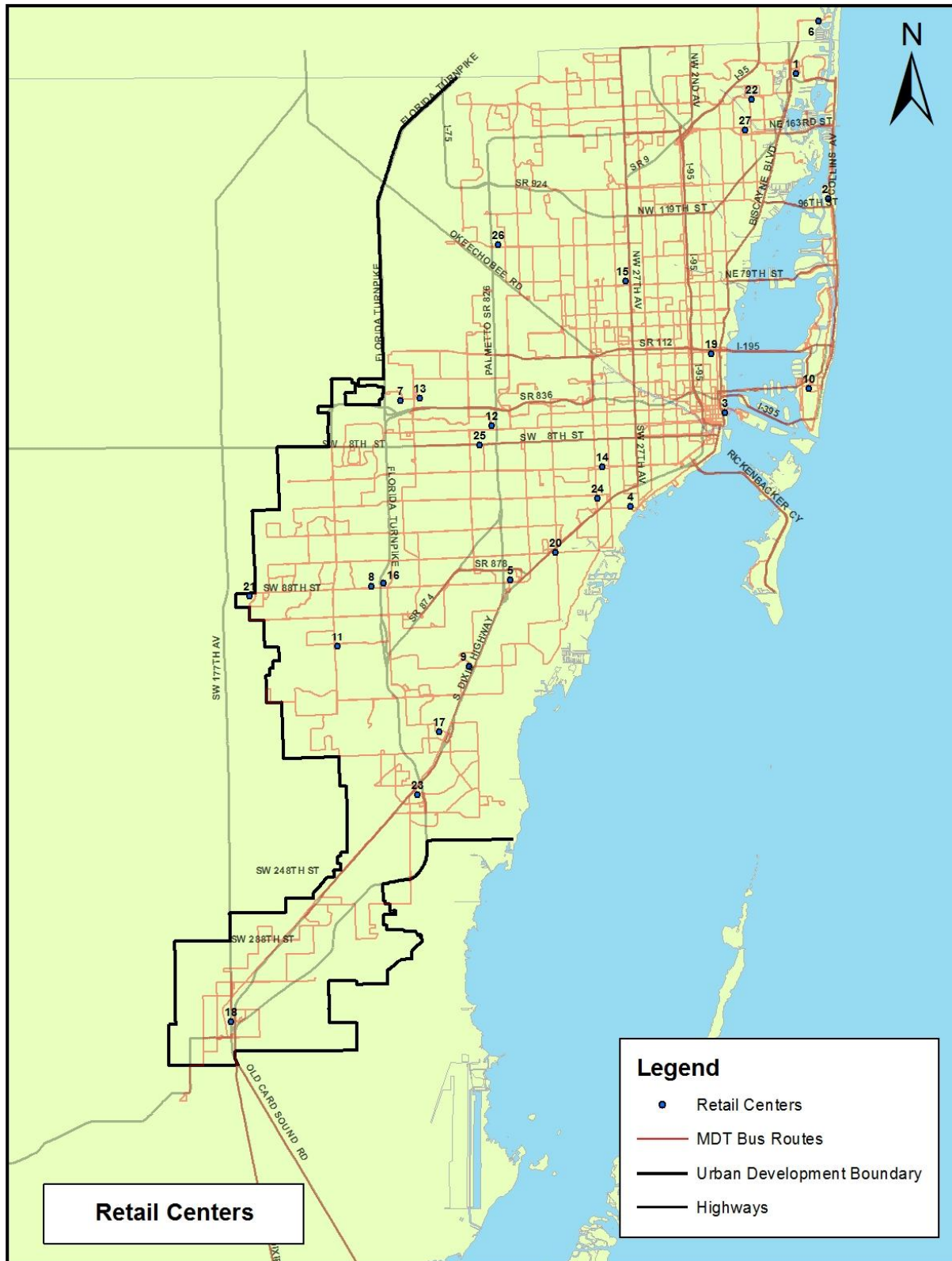
**Table 4-9: MDT Major Trip Generators: Retail Centers, December 2012**

MAJOR GENERATORS		ROUTES						COMMENTS
ID	Retail Centers							
1	Aventura Mall	E 99	S 120	3 183	9	93	On-site service	
2	Bal Harbour Shops	G	H	S	120	Service on adjacent roadways		
3	Bayside Market Place	C 243	S Mover	3	93	95	Service on adjacent roadways and the Mover	
4	Coco Walk/ Mayfair in the Grove	37	48	249	Service on adjacent roadways			
5	Dadeland Mall	52 204	73 272	87 288	88 500	104 Rail	Service on adjacent roadways. Pedestrian walkway to Dadeland North station	
6	Diplomat Mall	E	Service on adjacent roadway					
7	Dolphin Mall	7	36	71	137	238	On-site terminal with shelters	
8	Kendall Village	88	288	Service on adjacent roadway				
9	(The) Falls	31 252	34 287	38	52	136	Service on adjacent roadway and at Busway Station at SW 136 Street	
10	Lincoln Road Mall	A 115	C 117	L 120	M 123	S 150	Service on adjacent roadways	
11	London Square	136	137	Service on adjacent roadways				
12	Mall of the Americas	7	11	51	87	On-site service with shelters		
13	Miami International Mall	7	36	71	137	238	Service on adjacent roadways	
14	Miracle Mile	24	37	42	56	Service on adjacent roadways		
15	Northside Shopping Plaza	L 79	12 97	21 Rail	27	32	On-site and adjacent roadway service	
16	Palms at Town and Country	56	88	288	Service on adjacent roadways			
17	Perrine Plaza	1	52	Service on adjacent roadways				
		31	34	38	Busway	Located within walking distance of the Busway (park & ride lot at SW 168 St.)		
18	Florida Keys Outlet Center	70	344	Adjacent roadway service				
19	Shops at Midtown Miami	9	10	Service on local roadways				
		J	36	Adjacent roadway service				
20	Shops at Sunset Place	37	57	72	500	Rail	On-site and adjacent roadway service	
21	Shops at Paradise Lake	104 (Wknd)	204	Service on adjacent roadways				
22	Skylake Mall	H	9	10	183	Service on adjacent roadways		
23	Southland Mall	1 52	31 70	35 137	38 200	Service on adjacent roadways		
24	Village at Merrick Park	37 249	40 500	42 Rail	48	136	Service on adjacent roadways and within walking distance of Douglas Road station	
25	Westchester Shopping Center	8	24	87	Service on adjacent roadways			
26	Westland Mall	29	33	54	Service on adjacent roadways			
27	163rd Street Mall	E 10	H 16	2 19	3 22	9 75	Service on adjacent roadways and off-site terminal	
		246						

Source: Miami-Dade Transit, 2012

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.

**Figure 4-5: MDT Major Trip Generators: Retail Centers, December 2012**



Source: Miami-Dade Transit, December 2012

**Table 4-10: MDT Major Trip Generators: Major Employment Areas and Employers,  
December 2012**

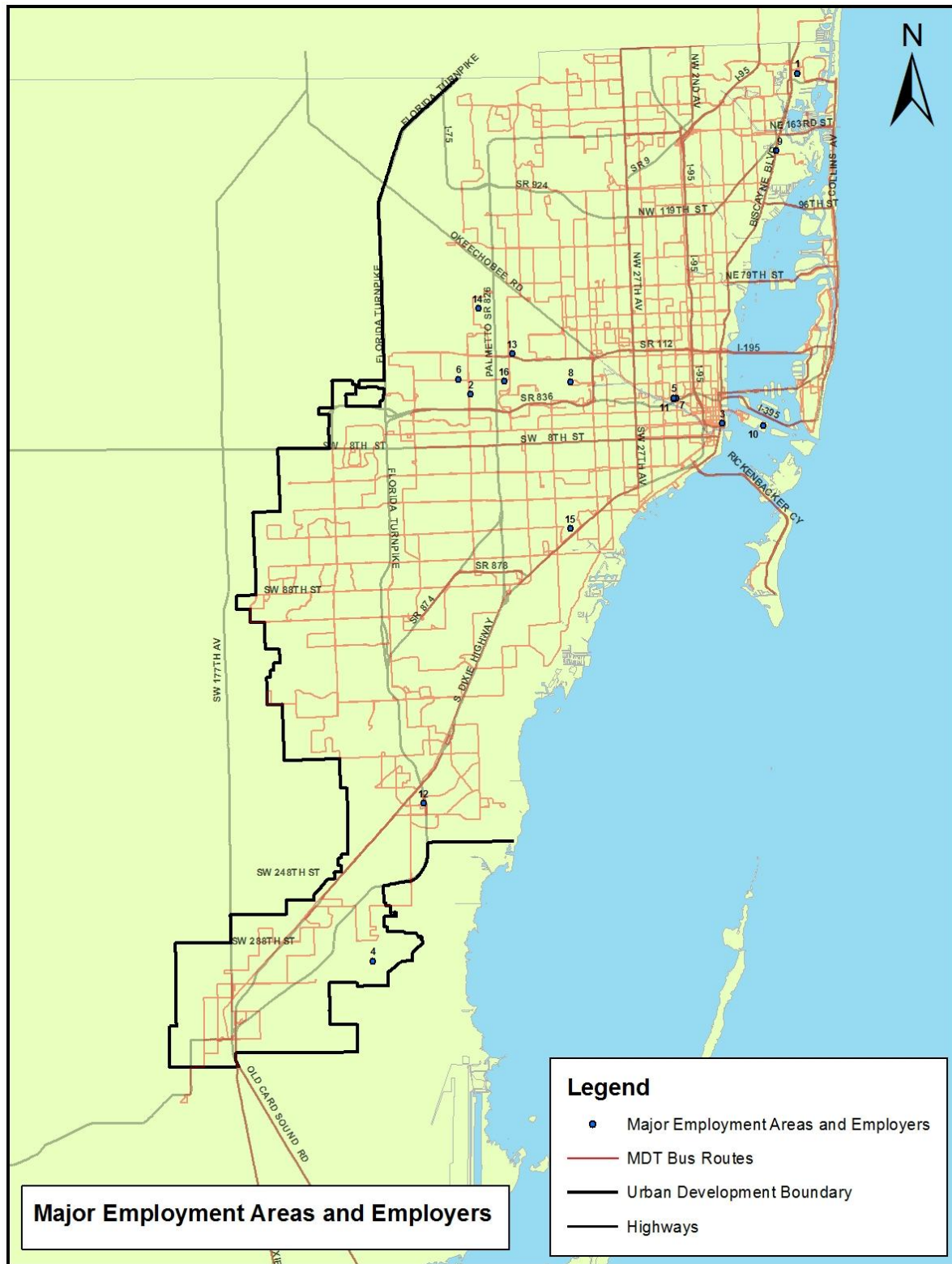
	MAJOR GENERATORS	ROUTES					COMMENTS
ID	Major Employment Areas and Employers						
1	Aventura Mall	E 99	S 120	3 183	9	93	On-site service
2	Doral - Warehouse Area	36	87	95	132		Service on adjacent roadways
3	Downtown Miami	C 7 24 120 246	S 8 51 207 277	2 9 77 208 500	3 11 93 211 Mover	6 21 95 243 Rail	Service on local roadways and within walking distance of Government Center and Historic Overtown/Lyric Theatre stations and various Metromover stations
4	Homestead Air Reserve Base	70					Service on adjacent roadway
5	Miami-Dade Pre-Trial Detention Center	M 246	12 Rail	21	32	95	Service on local roadways and located within walking distance of Civic Center station
6	Miami-Dade Police Department	95	238				Service on adjacent roadway
7	Miami Dade State Attorney's Office	M 246	12 Rail	21	32	95	Service on local roadways and located within walking distance of Civic Center station
8	Miami International Airport	J 150	7 238	37 297	42	57	Routes restructured to serve MIC; from MIC use MIA Mover to access Airport
		133					Shuttle to Tri-Rail Sation serves Airport directly
9	North Dade Justice Center	3	75	93	135		Service on adjacent roadways
10	PortMiami	243					On-site service via local roadways
11	Richard E. Gerstein Justice Building	M 246	12 Rail	21	32	95	Service on local roadways and located within walking distance of Civic Center station
12	South Miami-Dade Government Center	1 70	31 137	35 200	52	52	Service on adjacent roadway
		38					Service on local roadway
13	Turner-Guilford Knight Correctional Center	36	73	95	132		Service on adjacent roadways
14	Unincorporated Miami-Dade County Area bounded by NW 74 St. to the North, NW 58 St. to the South between SR-826 and NW 87 Ave.	87					Service on adjacent roadway
15	University of Miami	48	56	500	Rail		Service on adjacent roadways and within walking distance of University station
16	U.S. Post Office- General Mail Facility	73	238				Service on adjacent roadways

Source: Miami-Dade Transit, 2012

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.



**Figure 4-6: MDT Major Generators: Major Employment Areas and Employers, December 2012**



Source: Miami-Dade Transit, December 2012

**Table 4-11: MDT Major Trip Generators: Educational Centers, December 2012**

MAJOR GENERATORS		ROUTES					COMMENTS	
ID	Educational Centers							
1	Barry University - Main Campus	2	9	10	19	Service on adjacent roadways		
2	Barry University - Kendall Campus	104					Service on adjacent roadway	
		88	288	Service on local roadway				
3	Brown Mackie College	S	3	9	10	16	Service on adjacent roadways	
		32	93	95				
		A	C	M	6	120	Service on local roadways	
		Mover				Within walking distance of Adrienne Arsht Center Station		
4	Carlos Albizu University	95	238				Service on local roadway	
5	City College	Rail					Within walking distance of Dadeland South Station	
6	College of Business and Technology - Cutler Bay	31	34	35	38	Service on adjacent roadway		
7	College of Business and Technology - Flagler	11	51	87	Service on adjacent roadway			
		7	Servcie on local roadway					
8	College of Business and Technology - Kendall	71	88	288	Service on adjacent roadways			
9	FIU - Center for Engineering & Applied Sciences	11	51	137	212	Service on adjacent roadways		
10	FIU - Modesto A. Maidique Campus	8	11	24	71	On-site terminal with shelters		
11	FIU - Biscayne Bay	75	135	On-site service				
12	FIU - The Metropolitan Center	3	5	11	24	77	Service on adjacent roadways	
		93	95					
		C	L	2	6	8	Service on local roadways	
		9	21	51	120	207		
		208	277	Within walking distance of Knight Center Station				
		Mover						
13	FIU - The Wolfsonian	C	M	120	Service on adjacent roadway			
14	Florida Atlantic University	8	Service on adjacent roadway					
		87	Service on local roadway					
15	Florida Career College	8	11	71	Service on adjacent roadway			
16	Florida Memorial College	32	Service on adjacent roadway					
17	Florida National College	24	40	51	Service on adjacent roadways			
18	International Fine Arts College	S	3	9	10	16	Service on adjacent roadways	
		32	93	95				
		A	C	M	6	120	Service on local roadways	
		Mover				Within walking distance of Adrienne Arsht Center Station		
19	Johnson & Wales University	16	Service on adjacent roadway					
		3	93	Servcie on local roadway				
20	Jones College	88	288	Service on adjacent roadway				
21	Keiser Career College	75	286	Service on local roadways				
22	Keller Graduate School of Management	11	51	87	Service on adjacent roadways			
23	Lindsey Hopkins Technical Education Center	M	21	77	277	Service on adjacent roadways		
24	MDC - Hialeah	33	54	Service on adjacent roadway				
25	MDC - Homestead	34	35	344	Service on adjacent roadways			
		38	70	Service on local roadways				
26	MDC - Interamerican	8	27	207	208	Service on adjacent roadways		
27	MDC - Kendall	35	56	71	104	204	On-site service with shelters	
28	MDC - Medical Center	M	12	21	32	Rail	Service on adjacent roadways	
29	MDC - North	19	27	32	297	On-site terminal with shelters		
30	MDC - West	36	Service on adjacent roadway					

Source: Miami-Dade Transit, 2012 Note: Adjacent refers to transit service immediately next to trip generators. Local roadways refer to transit service within walking distance (1/4 mile) of the trip generator.

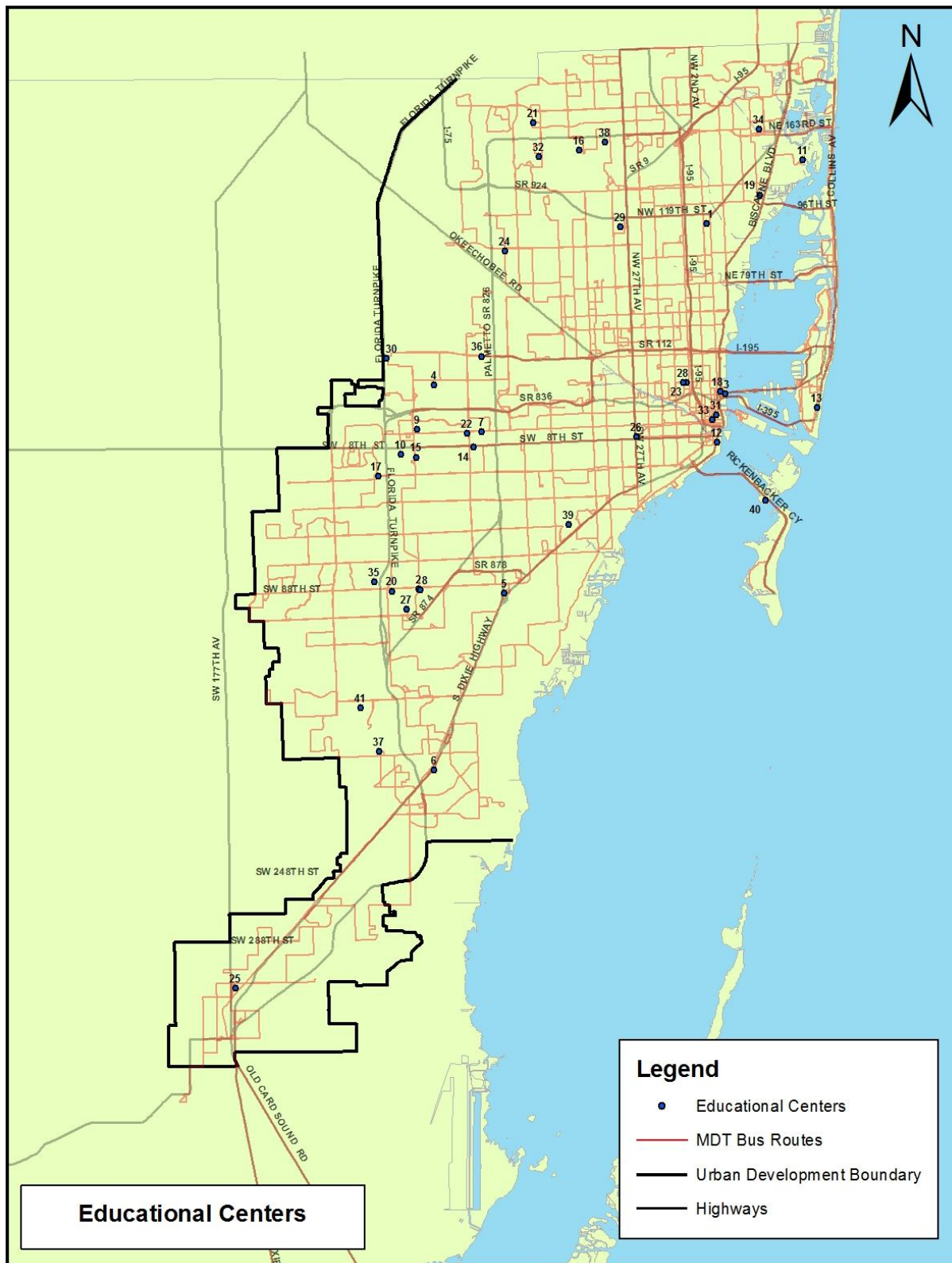
**Table 4-11: MDT Major Trip Generators: Educational Centers, December 2012  
(continued)**

MAJOR GENERATORS		ROUTES					COMMENTS
ID	Educational Centers						
31	MDC - Wolfson Campus	2	3	6	7	8	Service on adjacent roadways
		9	93	95	120		
		C	S	11	21	77	Service on local roadways
		207	208	211	243	246	
		277					
Mover					Within walking distance of College/Bayside and College North Stations		
32	Miami Lakes Education Center	29	75				Service on adjacent roadway
33	New World School of the Arts	2	6	7	8	9	Service on adjacent roadways
		120					
		C	S	3	11	51	Service on local roadways
		77	93	95	207	208	
		211	246	277			
Mover					Within walking distance of College/Bayside Station		
34	Nova Southeastern University - Dental	H					Service on local roadway
35	Nova Southeastern University - Kendall Campus	88	288				Service on local roadway
36	Polytechnic University of Puerto Rico	36	95	132			Service on adjacent roadway
37	Robert Morgan Educational Center	52					Service on adjacent roadways
		137					Service on local roadway
38	St. Thomas University	32					Service on adjacent roadway
39	University of Miami	48	56	500	Rail		Service on adjacent roadways and within walking distance of University station
40	University of Miami - Marine Campus	B					Service on adjacent roadway
41	University of Miami - South Campus	252					Service on adjacent roadway

Source: Miami-Dade Transit, 2012

Note: Rail stands for Metrorail. 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.

**Figure 4-7: MDT Major Trip Generators, Educational Centers, December 2012**



Source: Miami-Dade Transit, December 2012

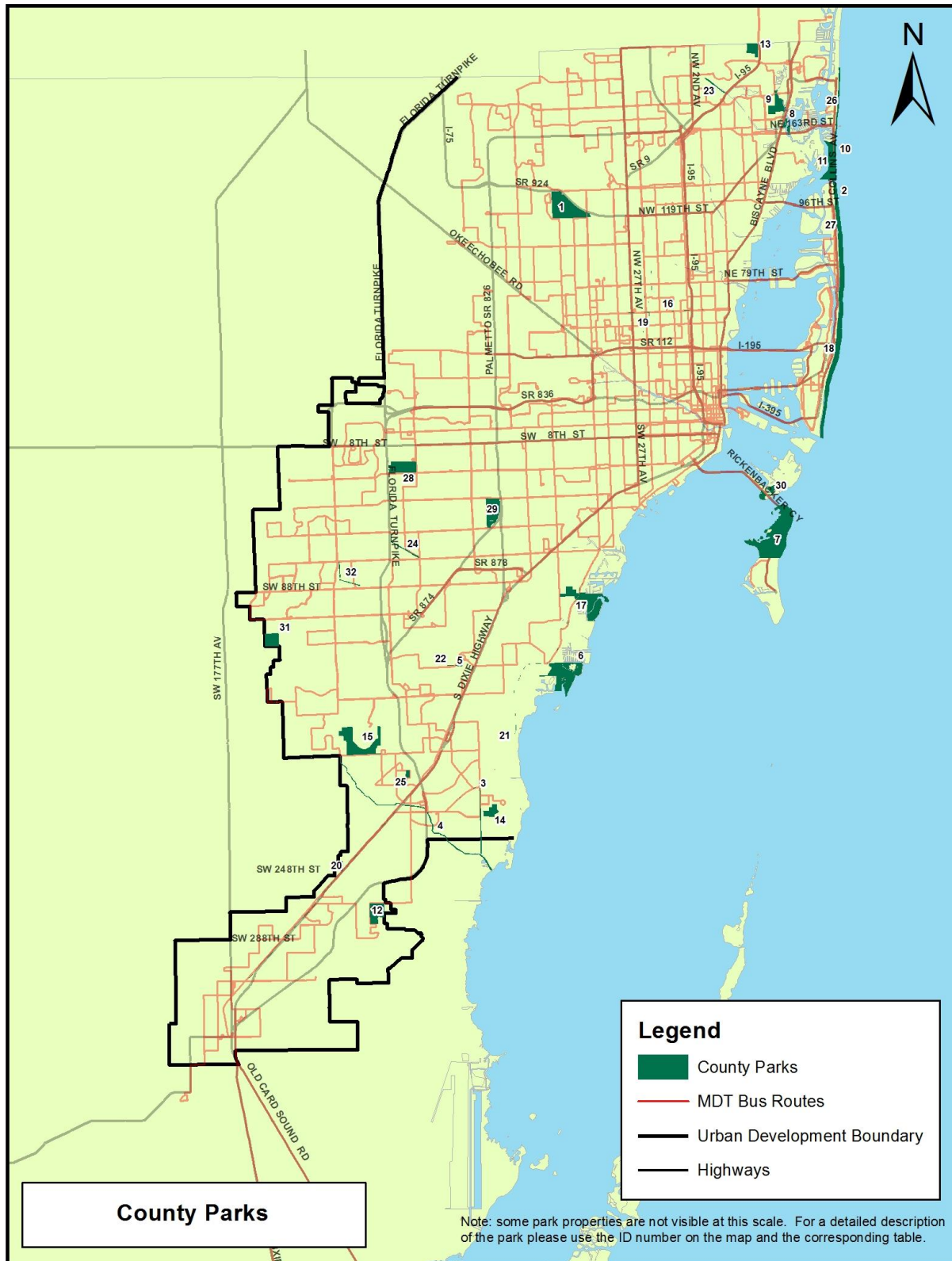
**Table 4-12: MDT Major Trip Generators, County Parks, December 2012**

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)	200	287				Service on adjacent roadway
4	Black Creek Trail (Along C1 Canal)	137					Service on local roadway
5	Briar Bay Linear Park	136					Service on adjacent roadway
6	Chapman Field Park	136					Service on local roadway
7	Crandon Park	B					Service on local roadway
8	East Greynolds Park	3	93				Service on adjacent roadway
9	Greynolds Park	3	93				Service on adjacent roadway
10	Haulover Beach	H	S	120			Service on adjacent roadway
11	Haulover Park	H	S	120			Service on adjacent roadway
12	Homestead Air Reserve Park	70					Service on adjacent roadway
13	Ives Estates Park	99					Service on local roadway
14	Lakes by the Bay Park	200	287				Service on local roadway
15	Larry & Penny Thompson Park	137					Service on adjacent roadway
		52					Service on local roadway
16	Martin Luther King Blvd (NW 62 ST)	32	62				Service on adjacent roadway
17	Matheson Hammock Park	136					Service on local roadway
18	Miami Beach (from South Beach to NW 86 ST)	A M 115	C S 117	H SB Local 120	J 62 150	L 79	Service on adjacent roadway
19	Model Cities Trail	L 54	12 62	21 79	22 246	46	Service on adjacent roadway
		17					Service on local roadway
20	North South Trail	34 70	35 344	38	70		Service on adjacent roadway
							Service on local roadways
21	Old Cutler Bike Path	136					Service on adjacent roadway
22	Pinewoods Park	136					Service on local roadway
23	Snake Creek Trail	75	77				Service on local roadways
24	Snapper Creek Trail	17	75	77	99		Service on local roadways
25	Southridge Park	1					Service on adjacent roadway
		52					Service on local roadway
26	Sunny Isles Beach	E	S	120			Service on adjacent roadway
27	Surfside Beach	H	S	115	117	120	Service on adjacent roadway
28	Tamiami Park	8	24	71			Service on adjacent roadway
29	Tropical Park	40	56				Service on adjacent roadway
30	Virginia Key	B					Service on local roadway
31	West Kendall District Park						None
32	Winston Linear Park	88					Service on adjacent roadway
		288					Service on local roadway

Source: Miami-Dade Transit, 2012



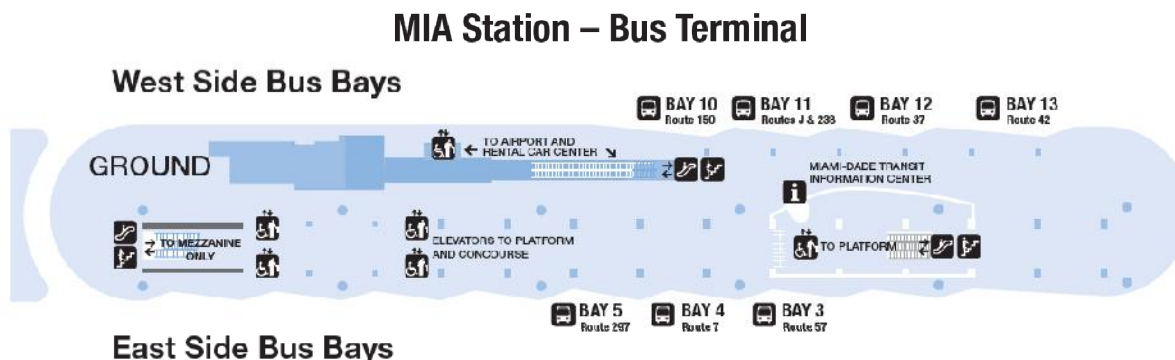
**Figure 4-8: MDT Major Trip Generators, County Parks, December 2012**



Source: Miami-Dade Transit, December 2012

**Objective: Increase and improve transit access to Miami International Airport (MIA) and the PortMiami:** The transit service route miles within a ¼ mile of MIA and the PortMiami are presented in Table 4-13. On July 22, 2012 Metrobus Routes J, 7, 37, 42, 57, 150 (Airport Flyer) and 238 were realigned from the Airport Terminal to the new MIA Metrorail Station. Route 297 (27th Avenue Orange MAX) began service on July 22, 2012 and provides a direct connection to the new MIA Metrorail Station from the Broward County Line along NW 27th Avenue. Riders can use the free MIA Mover, located on the Connector Level (4th floor) of the new MIA Metrorail Station to travel to the Airport Terminal.

The MIA Metrorail Station and MDT bus terminal are components of the Miami Intermodal Center which consolidates various modes of transportation in one location and allows for seamless transfers between modes as well as access to the Airport Terminal. The Route 133 schedule complements Tri-Rail's schedule and runs between the Hialeah Market Tri-Rail station and the Airport Terminal, with selected trips also serving the Tri-Rail Metrorail station. This route will be in effect until the new airport Tri-Rail station opens in late 2013, adjacent to the MIA Metrorail station.



Metrobus Route 243, the Seaport Connection, connects PortMiami to downtown Miami and to MDT's Metrobus and Metrorail systems.

**Table 4-13: Transit Service Route Miles within ¼ mile of MIA and PortMiami**

Facility	Transit Service Route Miles within 1/4 mile
Miami International Airport	61
PortMiami	18

Source: Miami-Dade GIS, 2012

**Objective: Implement projects that support economic development and redevelopment areas:** A number of corridors were identified by Miami-Dade County as potential redevelopment areas based on their older development and infrastructure. As Table 4-14 shows, MDT provides service on multiple routes to most of these areas.

**Table 4-14: Transit Route Miles within ¼ mile of Redevelopment Areas**

Redevelopment Areas*	Transit Service Route Miles within 1/4 mile
East Overtown	79.9
North Miami	64.5
City of Miami - OMNI	50.5
North Miami Beach	44.7
Florida City	29.8
Miami Beach	27.6
7th Avenue Corridor	24.1
West Perrine	23.8
Naranja Lakes	15.8
Homestead	14.7
Midtown Miami	12.4
South Miami	10.3
NW 79th Street	54.6

Source: \*Information taken from the Miami-Dade County's GIS webpage, 2012

**Objective: Apply transportation and land use planning techniques, such as transit-oriented development (TOD), that support intermodal connections and coordination:** Policy initiatives do exist within the CDMP Land Use element and Transportation Element related to development and population density.

#### 4.4.5 Goal 5: Preserve the Environment and Promote Energy Conservation

**Objective: Reduce fossil fuels consumption through the consideration of alternative fuel vehicle technology:** In an innovative move to improve energy efficiency and reduce operational costs, MDT has electrified key accessories on eighteen (18) 40-foot diesel/electric hybrid buses - becoming one of the first transit agencies in the nation to electrify bus accessories. This modification is expected to make the buses 25 percent (25%) more fuel efficient or 2,471 gallons and estimated carbon reduction of 24.3 metric tons (53,612 pounds) of CO<sub>2</sub> per year are projected per hybrid bus. The estimated carbon reduction per bus for the proposed project during the 15 years expected life of the bus is 407.7 metric tons of CO<sub>2</sub>. This calculation was based on CO<sub>2</sub> emissions from a gallon of diesel equal to 22.2 pounds/gallon (Source: U.S. Environmental Protection Agency Web site).

As a Chicago Climate Exchange member, Miami-Dade County voluntarily agreed to annual emissions reductions. Miami-Dade Transit currently operates 43 diesel/electric hybrid buses of which 25 are 60-foot articulated buses that use a B5 blend (5 percent) of Biodiesel with Ultra Low Sulfur Diesel Fuel in its bus fleet. Biodiesel is non-toxic, biodegradable, and suitable for sensitive environments. The hybrid buses are equipped with emissions gas recirculation (EGR) components, proven to reduce the NO<sub>x</sub> and carbon emissions up to 80 percent (80%). The urea (DEF) exhaust after treatment technology will achieve additional NO<sub>x</sub> reductions.

Several major transit agencies across the U.S., such as Washington Metropolitan Area Transit Authority (WMATA) have successfully incorporated Compressed Natural Gas (CNG) buses and infrastructure into their transit systems in order to achieve operational cost savings. MDT is

working in conjunction with other County Departments on a priority initiative to assess the feasibility and financial impact of transitioning to CNG fuel in its bus and heavy truck fleets at various locations and to develop a comprehensive implementation strategy that will optimize cost savings.

MDT is also adding LED lighting at park-and-ride lot locations.

**Objective: Promote transit service projects that support urban infill and densification:** MDT operates transit service primarily within the urban infill area with the exception of various areas throughout the county that are not fully developed (Table 4-15).

**Table 4-15: Transit Route Miles Within ¼ mile of the Route Alignment**

Other	Transit Service Route Miles within 1/4 mile	
	2011	2012
Urban Infill Area (UIA) Boundary	1,412	1,417

Source: Miami-Dade GIS, 2012

#### 4.4.6 Goal 6: Enhance the Integration and Connectivity of the Transportation System, Across and Between Modes and Transit Providers, for People and Freight

The number of transit service route miles within a ¼ mile of Transit Analysis Zones (TAZ's) with a high proportion (20% or higher) of elderly is about 640 miles. This indicates that areas with a high concentration of elderly are well served by transit service and have full access to the Metrobus system, with some areas also well served by Metrorail.

#### 4.4.7 Goal 7: Optimize Sound Investment Strategies for System Improvement and Management/Operation

**Objective: Optimize operations and maintenance expenses:**

The 2012 cost per revenue mile of MDT's Metrobus service is \$10.59 as compared with the 2011 cost per revenue mile of \$10.58.

The 2012 cost per revenue mile of MDT's Metrorail service is \$11.40 as compared with the 2011 cost per revenue mile of \$12.39.

The 2012 cost per hour of MDT's Metrobus service is \$114.96 as compared with the 2011 cost per hour of \$114.31.

The 2012 cost per hour of MDT's Metrorail service is \$250.76 as compared with the 2011 cost per hour of \$248.39.

**Objective: Identify Public, Private Partnership opportunities:** Miami-Dade Transit is involved in a public private partnership for three projects. Property owned by the 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 would support the SR 836 Enhanced 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 site will be further evaluated for its potential to support a Transit Oriented Development (TOD).

The second project is an eight-acre vacant parcel on the SW corner of SW 8<sup>th</sup> Street SW 147<sup>th</sup> Avenue which is identified as a park-and-ride location for the SR 836 Express Enhanced Bus Service project. This facility lot will also provide strategic TOD opportunities.

The third project involves a 14-acre vacant parcel adjacent to the intersection of the Florida Turnpike (HEFT) on NW 215<sup>th</sup> Street and NW 27<sup>th</sup> Avenue. This parcel has been identified as a park-and-ride location for the NW 27<sup>th</sup> Avenue Enhanced Bus Service project. This facility will provide strategic TOD opportunities. Section 4.2.14 provides additional detail on MDT's existing and future transit joint development and TOD projects.

**Objective: Align MDT priorities and deliverables with available funding and resources:** Miami-Dade Transit continually evaluates operational and capital priorities and assesses the viability of securing various funding sources.

#### 4.4.8 Goal 8: Maximize and Preserve the Existing Transportation System

**Objective: Continue to examine the provision and utilization of special-use lanes on the existing system for transit use:** The existing special use lanes used by MDT consists of the South Miami-Dade Busway which is approximately 20 miles in length. In 2010, the managed lanes were implemented on I-95 and increased transit's usage of Toll Managed Express Lanes from the operation of 95 express service between Broward County and downtown Miami.

In addition, FDOT is studying a system of managed lanes for southeast Florida on which express transit routes could be implemented.

**Objective: Identify and implement the best available technologies and innovations to improve the reliability and efficiency of the transportation system:** Miami-Dade Transit continuously works to assess Intelligent Transportation System (ITS) needs through an organization of prioritized ITS projects for deployment that conform to regional ITS architecture while reflecting the local needs and preferences for transit operations. Newly implemented ITS projects include transit signal priority, wireless services, and PDAs with real time next bus arrival information.

**Objective: Upgrade and maintain existing transit infrastructure and facilities in a state of good repair:** Miami-Dade Transit has developed a procedure for identifying, evaluating, prioritizing, and programming capital improvement projects that will upgrade and maintain the existing transit infrastructure and facilities. This Infrastructure and Renewal Program (IRP) is updated annually to assure the existing transit system and facilities remain in a state of good repair.

**Objective: Maintain the operational functionality of transit vehicles to maximize reliability:** MDT experienced 0.08 percent (.08%) missed pullouts in FY 2012. The current goal set forth at the agency is zero percent. While even a single missed pullout can mean inconvenience and discomfort for hundreds of passengers, an average of less than one missed pullout per day is very good performance for a transit system of the size of MDT.

Metromover plans to improve the adherence to its preventive maintenance program by implementing a mileage based maintenance program. Currently in use is a time based program requiring vehicle inspections to be performed regardless of the mileage. Implementation of a mileage based program will more effectively utilize the agency's man power by ensuring that all preventive maintenance inspections are completed within the allotted time frames.



The current goal is set at a 90 percent (90%) adherence and according to the last fiscal year, Metromover achieved a compliance rate of 79 percent (79%) (Table 4-16). The preventive maintenance program identifies mechanical issues before failures result and greatly contributes to MDT meeting its performance goal for this measure.

**Table 4-16: Percent of Adherence to Preventative Maintenance Program by Mode**

	<b>Metrobus</b>	<b>Metrorail</b>	<b>Metromover</b>
FY 2011/2012	98%	97.1%	78.8%
FY 2010/2011	98.9%	100%	89%
Goal	90%	90%	90%

Source: Miami-Dade Transit, as of March 2013

Another measure of service reliability is the measure of the mean distance between service disruptions (Metrorail) or breakdowns (buses). Disruptions are described as five (5) minutes or more impact to the customer. Table 4-17 presents the mean number of miles for a breakdown according to MDT transit mode.

**Table 4-17: Mean Distance between Failures by Mode**

	<b>Metrobus</b>	<b>Metrorail</b>	<b>Metromover</b>
FY 2011/2012	4,459	42,410	5,157
FY 2010/2011	4,732	47,153	6,287
Goal	4,000	39,000	6,000

Source: Miami-Dade Transit, as of March 2013

## 5.0 Operating Service Improvements and Adjustments

For the FY 2013 – 2022 TDP Annual Update a listing of committed bus service improvements and adjustments planned for 2012 were included. A consistency analysis of these committed improvements is being performed for this TDP Annual update to assess and measure MDT's adherence for implementation.

The results of the consistency analysis for improvements implemented between January and December 2012 is presented in Table 5-1. Each of the service changes are identified according to whether it was a programmed commitment of the FY 2013 – 2022 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 2012, a total of 68 bus service improvements and adjustments were implemented by MDT. This includes the implementation of 28 additional improvements not planned in last year's TDP Annual Update. The FY 2013 – 2022 TDP Annual Update planned 40 committed bus service improvements and adjustments with 39 being implemented in 2012 resulting in a 98 percent level of consistency.

**Table 5-1: 2012 TDP Consistency Analysis Summary**

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2012 TDP CONSISTENCY
√	<b>Implemented service change committed to in previous TDP</b>			
*	<b>Implemented service change not included in previous TDP</b>			
1	South Miami-Dade Busway, The Falls, Perrine Shopping Center, Quail Roost Drive/SW 117th Avenue	Discontinued low ridership evening and weekend trips: weekday five (5) trips, Saturday two (2) trips, and Sunday five (5) trips.	July 22, 2012	√
2	Mall at 163rd Street, Jackson North, Miami Avenue Horace Mann Middle School, NW 2nd Avenue Historic Overtown/Lyric Theatre Metrorail station, MDC Wolfson Campus, Downtown Bus Terminal, Govt. Center, Main Library.	Minor running time (+2 min.) from north (short) end-of-line (EOL) to NW 2nd Avenue / 79th Street, seven days a week. Modified evening trip departure times on weekends	July 22, 2012	√
2	Mall at 163rd Street, Jackson North, Miami Avenue Horace Mann Middle School, NW 2nd Avenue Historic Overtown/Lyric Theatre Metrorail station, MDC Wolfson Campus, Downtown Bus Terminal, Govt. Center, Main Library.	Minor weekday and weekend schedule adjustments	Nov. 25, 2012	*
3	Aventura Mall, Biscayne Boulevard, Omni Metromover Station/Bus Terminal, Govt. Center Metrorail station, Downtown Bus Terminal	Modify weekday departure time of the 12:10 a.m. northbound trip to 12:15 a.m.	July 22, 2012	√
7	Dolphin Mall to downtown Miami via Miami International Mall, Fontainebleau, NW 7th Street and Little Havana	Realign to the new MIA Metrorail station. Adjusted earlier departures for weekday running times	July 22, 2012	√
8	FIU Bus Terminal, South Campus, SW 8th Street west of SW 82nd Ave. (Rt. 8A), Coral Way west of 82nd Ave (Rt. 8), Westchester Shopping Center (Rt. 8), Little Havana, Calle Ocho, Brickell Metrorail Station, MDC Wolfson Campus	Minor weekday schedule adjustment in both directions to improve reliability	Nov. 25, 2012	*
9	Aventura Mall, The Mall at 163rd Street, North Miami Beach, North Miami, NE 2nd Avenue, Miami Shores, Govt. Center Metrorail station, Stephen P. Clark Center, Downtown Bus Terminal, Main Library, Historical Museum, Miami Art Museum	Additional southbound and northbound trip on weekdays and modified northbound departure time from 6:29 p.m. to 6:20 p.m.	Nov. 25, 2012	*

**Table 5-1: 2012 TDP Consistency Analysis Summary (continued)**

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2012 TDP CONSISTENCY
√	<b>Implemented service change committed to in previous TDP</b>			
*	<b>Implemented service change not included in previous TDP</b>			
12	Northside station to Mercy Hospital via Liberty City, Allapattah, Civic Center, Little Havana and Coconut Grove	Realigned in the Civic Center area to remain directly on NW 12th Avenue; discontinue segment on NW 9th Avenue and loop to NW	July 22, 2012	√
22	North Miami Beach, The Mall at 163rd Street, Golden Glades Park & Ride, NW 22nd Avenue, Earlington Heights Metrorail station, Clinics, Coconut Grove Metrorail station	Minor weekday trip adjustment.	July 22, 2012	√
24	Extended to SW 147/152 Avenue during Rush Hour, SW 137th Court/Coral Way, FIU Bus Terminal, Vizcaya Metrorail station, and Downtown Miami	Weekday schedule adjustment in both directions to improve reliability	July 22, 2012	√
27	Calder Race Track, Sun Life Stadium, NW 27th Avenue, MDC, Dr MLK Metrorail station, Brownsville Metrorail station, Coconut Grove Metrorail station	Saturday, extend 20 min. southbound headway until 8:00 p.m. (at MDC). Change the Saturday 4:06 pm northbound trip from 37 <sup>th</sup> Avenue branch (27A) to NW 27th Avenue.	July 22, 2012	√
31 (Busway Local)	Southland Mall, South Miami-Dade Busway to The Falls and Dadeland South Metrorail station	Add additional weekday evening southbound trip from Dadeland south Station at 7:30 p.m.	Nov. 25, 2012	*
33	NW 106 Street/South River Drive, Lehigh Industrial Park, Hialeah Gardens City Hall, Hialeah, Westland Mall, West/East 49 Street (NW 103 Street), NW/NE 95 Street, North Shore Hospital, Miami Shores	Minor weekday schedule adjustment in both directions to improve reliability	Nov. 25, 2012	*
34 (Busway Flyer)	Weekday rush-hour service only. Florida City, Homestead, MDC Homestead Campus, US 1, SW 244 St. Park & Ride, Southland Mall, SW 168 St. and 152 St. Park & Ride lots, Dadeland South Metrorail station	Later southbound trip that leaves Dadeland South at 6:50 p.m. added to the schedule	Nov. 25, 2012	*
35	MDC Kendall Campus, Kendall, Perrine, Southland Mall, Goulds, Naranja, Homestead, Florida City	Add a weekday early morning northbound trip at 5:44 a.m. from Florida City/Homestead	July 22, 2012	√
37	Hialeah, Hialeah Metrorail station, Tri-Rail Airport station, MIA Metrorail station, Douglas Road (SW 37 Avenue), Douglas Road Metrorail station, South Miami, Cocoplum Circle, South Miami Metrorail station	Route to be re-aligned to serve the new MIA Metrorail station. Minor weekday and Saturday schedule adjustments	July 22, 2012	√
38	Dadeland South Metrorail station to Homestead, Florida City via the South Miami-Dade Busway	Minor weekday and weekend schedule adjustment in both directions to improve reliability	July 22, 2012	√
38 (Busway MAX)	Dadeland South Metrorail station to Homestead, Florida City via the South Miami-Dade Busway	Minor weekday schedule adjustment in both directions to improve reliability	Nov. 25, 2012	*
40	152nd Avenue & SW 56th Street, SW 132nd Avenue/18 Street (40)(no Saturday and Sunday service), Bird Road, Douglas Road Metrorail station	Weekday schedule adjustments made on low ridership routes.	July 22, 2012	√
40	153rd Avenue & SW 56th Street, SW 132nd Avenue/18 Street (40)(no Saturday and Sunday service), Bird Road, Douglas Road Metrorail station	Minor weekday eastbound schedule adjustment to improve reliability	Nov. 25, 2012	*
42	Opa-locka, Hialeah, Tri-Rail Metrorail station, MIA Metrorail station, Coral Gables, Douglas Road Metrorail station	Route to be re-aligned to serve the MIA Metrorail station. On weekends, discontinue the branch to Miami Springs; adjust the Saturday headway from 30 to 40 minutes and the Sunday headway from 30 to 60 minutes	July 22, 2012	√

**Table 5-1: 2012 TDP Consistency Analysis Summary (continued)**

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2012 TDP CONSISTENCY
√	<b>Implemented service change committed to in previous TDP</b>			
*	<b>Implemented service change not included in previous TDP</b>			
46 (Liberty City Connection)	Caleb Center, Brownsville Metrorail station, NW 54 Street, NW 37 Avenue, NW 46 Street, NW 10 Avenue, Miami Northwestern High School, MDC Entrepreneurial Center.	Extended service to NW 15th Street. Schedule adjustment to eastbound and westbound trips	Nov. 25, 2012	*
52	Dadeland North Station to South Miami Station	Minor weekday schedule adjustment in both directions to improve reliability	July 22, 2012	*
52	Dadeland North Station to South Miami Station	Adjust weekday schedule to improve efficiency.	Nov. 25, 2012	√
54	Hialeah, Westland Mall, Hialeah Metrorail station, Department of Children and Families, Brownsville	Minor schedule adjustment in both directions to improve reliability	Nov. 25, 2012	*
56	Weekday service only. Curry Middle School, John A. Ferguson High School, Town & Country Mall, MDC Kendall Campus, University Metrorail Station, Coral Gables, Univ. of Miami, Doctors Hospital, Miami Children's Hospital	Discontinue three (3) eastbound trips and two (2) westbound trips; shift one (1) am eastbound and one (1) pm westbound	July 22, 2012	√
57	Weekday service only. Tri-Rail Airport Station, MIA Metrorail station, South Miami Metrorail Station, Red Road, Busway at SW 152nd, Jackson South Hospital	Realign to the new MIA Metrorail station. Adjust peak headway from 40 to 60 minutes. A southbound a.m. trip is added	July 22, 2012	√
70	South Miami-Dade Government Center, Southland Mall, Community Health Center, Goulds, Princeton, Homestead Air Reserve Base, Naranja, Homestead, Florida City	Minor weekday schedule adjustments to improve reliability. On weekends, the segment of the route along SW 280th Street between SW 162nd and SW 167th Avenue will be discontinued	July 22, 2012	√
70	South Miami-Dade Government Center, Southland Mall, Community Health Center, Goulds, Princeton, Homestead Air Reserve Base, Naranja, Homestead, Florida City	Weekday run time improvement to first southbound trip. On weekends, the segment of the route along SW 280th Street between SW 162nd and SW 167th Avenue will be discontinued	Nov. 25, 2012	√
71	Dolphin Mall, Miami International Mall, FIU at University Park campus, SW 107th Avenue, Concord Shopping Center, MDC Kendall campus	Minor schedule adjustment in both directions to improve reliability	Nov. 25, 2012	*
72	West Kendall Transit Terminal/Park & Ride Lot, SW 56th St/140th Ave and South Miami Metrorail	Minor weekday schedule adjustments in both directions to improve reliability	July 22, 2012	√
73	Miami Lakes, Hialeah, Palmetto Metrorail Station, Milam Dairy Road, US Postal Annex, Dadeland Mall, Dadeland South Metrorail Station	Added weekday northbound trip.	Nov. 25, 2012	*
75	Miami Lakes Technical Education Center, Miami Lakes, NW 175 Street, North Miami Beach, The Mall at 163rd Street, F.I.U. North	Discontinue last eastbound trip on Saturday and Sunday. Adjust the Saturday 8:30 p.m. eastbound trip to 8:40 p.m and to 8:36 on Sunday	July 22, 2012	√
75	Miami Lakes Technical Education Center, Miami Lakes, NW 175 Street, North Miami Beach, The Mall at 163rd Street, F.I.U. North	Minor schedule adjustment on afternoon eastbound trip	Nov. 25, 2012	*
87	Palmetto Metrorail Station, NW 74 Street Connector, SW 87 Avenue, Dadeland North Metrorail Station	Minor weekday schedule adjustments in both directions to improve reliability	July 22, 2012	√
87	Palmetto Metrorail Station, NW 74 Street Connector, SW 87 Avenue, Dadeland North Metrorail Station	Minor schedule adjustment in the northbound direction to improve reliability	Nov. 25, 2012	*

**Table 5-1: 2012 TDP Consistency Analysis Summary (continued)**

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2012 TDP CONSISTENCY
√	<b>Implemented service change committed to in previous TDP</b>			
*	<b>Implemented service change not included in previous TDP</b>			
88	Dadeland North Metrorail Station, Dadeland Mall, West Kendall Transit Terminal/Park & Ride Lot, Kendall Drive/SW 150 Ave Park & Ride Lot (Route 88A only) and Kendale Lakes.	Minor schedule adjustment on afternoon westbound trip	Nov. 25, 2012	*
95 Express	Downtown Miami, Golden Glades, Civic Center, Courthouse	Schedule adjustments on northbound and southbound trips.	July 22, 2012	√
95 Express	Downtown Miami, Golden Glades, Civic Center, Courthouse	Schedule adjustments on northbound and southbound trips.	Nov. 25, 2012	*
99	Miami Lakes to Aventura Mall via Carol City, California Club and North Miami Beach	On weekdays, a later evening round trip will be added to the schedule. Schedule adjustments on northbound and southbound trips.	Nov. 25, 2012	*
102 (B)	Brickell Metrorail Station to Rickenbacker Causeway and City of Key Biscayne	Improve weekday morning southbound peak of peak headway to eight (8) minutes. Weekday afternoon scheduled adjustments in both directions	July 22, 2012	√
102 (B)	Brickell Metrorail Station to Rickenbacker Causeway and City of Key Biscayne	Schedule adjustments on northbound and southbound trips.	Nov. 25, 2012	*
104	West Kendall Transit Terminal, Hammocks Town Center, MDC Kendall Campus, Dadeland Mall and Dadeland North Metrorail Station.	Weekday schedule adjustments in both directions to improve reliability	July 22, 2012	*
104	West Kendall Transit Terminal, Hammocks Town Center, MDC Kendall Campus, Dadeland Mall and Dadeland North Metrorail Station.	Minor weekday adjustment eastbound trip	Nov. 25, 2012	√
105 (E)	Diplomat Mall to Golden Glades via 163rd Street Mall and Aventura Mall	Add an additional late night (11:15 p.m.) Country Club Drive partial trip, seven (7) days a week	July 22, 2012	√
108 (H)	North Miami Beach, Skylake Mall, The Mall at 163rd Street, Sunny Isles, Bal Harbour, Bal Harbour Shops, Miami Beach, Collins Avenue	Minor weekday schedule adjustments in both directions to improve reliability	July 22, 2012	√
110 (J)	MIA Metrorail station, NW 36th St., Allapattah Metrorail station, Miami Beach	Extend route to serve the new MIA Metrorail station. Minor schedule adjustments in both directions to improve reliability	July 22, 2012	√
110 (J)	MIA Metrorail station, NW 36th St., Allapattah Metrorail station, Miami Beach	Later service will be added to the schedule seven days a week.	Nov. 25, 2012	*
112 (L)	Lincoln Road Mall, JFK Causeway, Northside Metrorail station, Amtrak Terminal, Hialeah Metrorail station	Schedule adjustments on the morning westbound trip	Nov. 25, 2012	*
119 (S)	Downtown Miami, Main Library, Historical Museum, Miami Art Museum, Govt. Center Metrorail Station, Omni, MacArthur Causeway, Miami Beach, South Beach, Lincoln Road, Collins Avenue, 192nd Street Causeway, Aventura	Minor schedule adjustment in both directions to improve reliability	July 22, 2012	√
136	The Falls, The Busway, Dadeland South Metrorail Station, Douglas Road Station, Cocoplum Plaza, Village of Pinecrest	Minor schedule adjustment in the am eastbound direction	Nov. 25, 2012	*
137 (West Dade Connection)	Dolphin Mall to Cutler Bay via SW 137th Avenue	Minor weekday morning adjustment in the northbound direction	July 22, 2012	√



**Table 5-1: 2012 TDP Consistency Analysis Summary (continued)**

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2012 TDP CONSISTENCY
√	<b>Implemented service change committed to in previous TDP</b>			
*	<b>Implemented service change not included in previous TDP</b>			
150 (Airport Flyer)	MIA Metrorail station, 41st Street, Alton Rd., Collins Ave., Lincoln Rd., Washington Ave.	Realign service to serve new MIA station and discontinue service to the Earlington Heights Metrorail station	July 22, 2012	√
150 (Airport Flyer)	MIA Metrorail station, 41st Street, Alton Rd., Collins Ave., Lincoln Rd., Washington Ave.	Schedule adjustment in both directions. An earlier westbound trip and a later eastbound trip will be added to the schedule seven days a week.	Nov. 25, 2012	*
202 (Little Haiti Circulator)	Edison/Little River to Miami Design District via NE 2nd Avenue	Discontinue the first round trip (6:52 a.m. SB & 7:30 a.m. NB) and last round trip (6:12 p.m. SB & 6:46 p.m. NB) on weekdays. Weekends discontinue the last NB trip (6:30 p.m.).	July 22, 2012	√
204 (Killian KAT)	West Kendall Transit Terminal/Park & Ride Lot, Killian Drive, Sunset Drive, Dadeland North Metrorail Station.	Discontinue eastbound and westbound trips to improve route schedule	July 22, 2012	√
211 (Overtown Circulator)	Culmer Metrorail station, US Post Office, Historic Overtown/Lyric Theatre Metrorail station, Culmer Neighborhood Center	Service adjustments to improve reliability	July 22, 2012	*
238 (East-West Connection)	Dolphin Mall, Miami International Mall, Tri-Rail Airport Station, Earlington Heights Metrorail Station	Realign to the MIC. Discontinue service to Earlington Heights Station. Adjust p.m. peak headway from 40 to 45 minutes.	July 22, 2012	√
238 (Weekend Express)	MIA Metrorail Station, International Mall, Dolphin Mall	New express route	Nov. 25, 2012	*
248 (Brickell Key Shuttle)	Brickell Metrorail Station, Brickell Metromover Station, Brickell Key	Discontinue the entire route	July 22, 2012	√
249 (Coconut Grove Circulator)	Coconut Grove station to Douglas Road station via SW 27th Avenue, Grand Avenue and SW 37th Avenue	Adjust Saturday and Sunday headway from 18 to 25 minutes. Discontinue the last westbound trip on Saturday and Sunday. Discontinue the first eastbound trip on Saturday and last eastbound trip on Sunday.	July 22, 2012	√
252 (Coral Reef MAX)	Country Walk, ZooMiami, South Miami-Dade Busway, Dadeland South Metrorail Station	Discontinue the weekday 8:21 a.m. EB trip and 7:35 a.m. WB trip; shift schedule.	July 22, 2012	√
272 (Sunset KAT)	Kendall to Dadeland North station via Sunset Drive	Adjust service from 12 to 15 minute headway eastbound (6:42 to 8:45 a.m.) and westbound in the afternoon (2:50 p.m. to 6:50 p.m.)	July 22, 2012	√
287 (Saga Bay MAX)	CHI Health Center, Lakes by the Bay, Saga Bay, Perine, South Miami-Dade Busway SW 152nd Street Park & Ride, The Falls, Dadeland South Metrorail Station	Minor weekday schedule adjustments.	July 22, 2012	*
288 (Kendall Cruiser)	West Kendall Transit Terminal/Park & Ride Lot, SW 150th Ave Park & Ride Lot, Kendall Drive and Dadeland North Metrorail Station	Minor westbound schedule adjustments to improve reliability.	Nov. 25, 2012	*
297 (27th Ave Orange MAX)	NW 27th Ave, MIA Metrorail station, Martin Luther King Jr. Metrorail Station, MDC North, Opa-locka, Miami Gardens, Dolphin Stadium	New enhanced bus service. Replaces Route 97	July 22, 2012	√
297 (27th Ave Orange MAX)	NW 27th Ave, MIA Metrorail station, Martin Luther King Jr. Metrorail Station, MDC North, Opa-locka, Miami Gardens, Dolphin Stadium	Minor southbound schedule adjustments in the afternoon to improve reliability.	Nov. 25, 2012	*

**Table 5-1: 2012 TDP Consistency Analysis Summary (continued)**

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2012 TDP CONSISTENCY
√	<b>Implemented service change committed to in previous TDP</b>			
*	<b>Implemented service change not included in previous TDP</b>			
Cutler Bay Local	Cutler Bay	New Town of Cutler Bay municipal circulator operating three days a week (Mon., Wed., and Fri.) from 8:00 a.m. to 5:00 p.m.	Sept. 5, 2012	√
301 (Dade-Monroe Express)	Miami-Dade County: Florida City, Wal-Mart, SW 328th Street, Florida City Hall, West Palm Drive, US 1. Monroe County: Mile Marker 98, Key Largo, Tavernier, Islamorada, Marathon, Mile Marker 50	New morning trips will depart Florida City at 6:10 a.m. to Islamorada and depart from Islamorada northbound at 7:20 a.m. and 7:50 a.m. Other trips throughout the day will be adjusted to leave earlier or later.	Sept. 30, 2012	*
302 (Card Sound Express)	Florida City City Hall, W. Palm Dr., US 1, Card Sound Road, Ocean Reef Club	Two of the six trips will be discontinued.	Sept. 30, 2012	*

Source: Miami-Dade Transit, 2012

## 6.0 FY 2013 Committed Transit Improvements

This section presents transit improvement projects that are committed for the MDT transit system for the next year or FY 2013. The committed transit improvement initiatives are capital projects that serve to further expand, improve and maintain MDT services.

### 6.1 Capital Improvement Plan – Committed Transit Improvement Initiatives

On an annual basis MDT prepares a proposed capital budget and multi-year Capital Plan that outlays specific projects related to the expansion and improvement of MDT existing services. Table 6-1 presents the proposed capital budget for the next fiscal year. Please note that the following capital improvement table will be updated once MDT finalizes the proposed capital budget for FY 2013 – 2014.

#### 6.1.1 North Corridor and East-West Corridor (Incremental Improvements)

In recent years, public transit expansions have been adversely impacted due to lack of funding. Several projects including the North Corridor and East-West Corridor heavy rail extensions have been placed on hold due to Miami-Dade County's inability to pay the cost to construct, operate, and maintain these large and complex projects. Therefore, a coordinated effort among local transportation agencies was initiated to evaluate lower cost alternatives.

Recommendations were made for the implementation of incremental transit improvements in the form of enhanced bus service along these corridors; with the NW 27<sup>th</sup> Avenue Enhanced Bus, and the SR 836 Express Enhanced Bus. These projects will increase mobility while continuing to build the ridership for a future Bus Rapid Transit and possibly heavy rail project for these corridors in the future.

##### 6.1.1.1 North Corridor (NW 27<sup>th</sup> Avenue Enhanced Bus)

Miami-Dade Transit is pursuing incremental improvements along the NW 27<sup>th</sup> Avenue corridor by providing approximately 13 miles of enhanced limited stop arterial bus service from the MIC at MIA to NW 215<sup>th</sup> Street. This enhanced bus project will feature specially-branded alternate fuel buses as well as strategic park-and-ride lot locations. This project is in the planning phase and will be implemented in two phases. Phase I was completed in July 2012 with the implementation of the new Route 297 (the 27<sup>th</sup> Avenue Orange MAX) which features 15 minute peak/30 minute mid-day headways using existing fleet buses, WiFi, and real-time "Where is the Bus?" information. Phase I is funded.

Phase II is expected to be complete in 2017. This phase consists of long-term service with 10 minute peak/20 minute mid-day headways using 11 new 60-foot articulated diesel/electric hybrid, clean diesel, compressed natural gas (CNG), or other alternative fuel buses, transit signal priority, robust stations, WiFi, real-time "Where is the Bus?" information, branding of buses and stations and an end-of-the-line park-and-ride/bus terminal station at NW 27<sup>th</sup> Avenue and NW 215<sup>th</sup> Street. Phase II of this project has a capital cost of approximately \$27 million and is funded.

**Table 6-1: MDT FY 2013 – 2014 Proposed Capital Budget (\$000's)**

Project Name	FY 2013 - 2014
Lehman Yard Rehab and Expansion Phase 1	\$ 1,232
Bus Tracker System/Computer Aided Dispatch	\$ 6,179
Infrastructure Renewal Plan (IRP)	\$ 12,500
Capital Expansion Reserve	\$ 4,847
Rail Vehicle Replacement	\$ 39,552
Lehman Center Test Track for Metrorail	\$ 2,714
Track and Guideway Rehab Subset	\$ 5,911
ADA Improvements & Equipment	\$ 278
Busway ADA Improvements	\$ 646
Graphics and Signage Upgrade	\$ 538
Bus and Bus Facilities	\$ 2,002
Bus Enhancements	\$ 21,740
Facilities and Equipment Rehabilitation	\$ 278
Transit Operations System (TOS) Replacement	\$ 1,984
Electronic Signage Info Systems/WIFI Implementation	\$ 88
Bus Replacement	\$ 20,000
Bus Tools and Equipment	\$ 278
Passenger Amenities and Transit Enhancements	\$ 479
Capitalization Preventative Maintenance	\$ 78,071
Kendall Enhanced Bus Service	\$ 678
Metrorail Bike Path (M-PATH)	\$ 160
Metromover Fiber Replacement	\$ 441
Mover Video Project	\$ 96
NW 7th Ave and NW 62nd St Passenger Activity Center	\$ 300
Kendall Drive Signalization	\$ 696
Park and Ride lot Quail Roost Drive	\$ 177
Park and Ride lot SW 344th Street	\$ 91
Northeast Transit Hub Enhancements	\$ 1,332
Pedestrian Overpass at University	\$ 1,245
Security and Safety Equipment	\$ 571
<b>Total</b>	<b>\$ 205,104</b>

Source: Miami-Dade Transit, F-5 Report, 2013

### 6.1.1.2 East-West Corridor (SR-836 Express Enhanced Bus)

Miami-Dade Transit is pursuing incremental improvements along the SR 836 corridor by providing approximately 13 miles of enhanced express bus service from SW 8<sup>th</sup> Street/SW 147<sup>th</sup> Avenue to the MIC at MIA. Revenue service is anticipated in 2017 and includes long term service with 10 minute headways using 11 new 60-foot articulated diesel/electric hybrid, clean diesel, compressed natural gas, or other alternative fuel buses, transit signal priority, robust stations, WiFi, real-time “Where is the Bus?” information, branding of buses and stations, and an end-of-the-line park-and-ride/bus terminal station at SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue.

## 6.2 Committed Bus Service Adjustments (2013)

In an effort to continually match service capacity with ridership demand MDT routinely revises the existing bus route network to better meet the transportation needs of Miami-Dade County. These revisions seek to improve the operational efficiency of the overall transit system. A listing of the committed bus service improvements and adjustments planned to occur between January and December 2013 is presented in Table 6-2. Route improvements are assigned letters in the last column to describe the type of improvement made: Adjustments (A), Improvements (I), Reductions (R), and No Change (N.C).

**Table 6-2: 2013 Committed Bus Service Adjustments**

ROUTE	IMPROVEMENT / ADJUSTMENT	TYPE
2	Minor weekday running time adjustment between 163rd Street Mall and 79th Street	A
6	Minor weekday running time adjustments.	A
7	Minor weekday running time adjustments.	A
22	Add timepoint for Sunshine Industrial Park	A
37	Minor weekday running time adjustments.	A
42	Minor weekday running time adjustments.	A
56	Discontinue route segment to MDC Kendall campus (Rt 56) and modify peak headway from 30 to 40 minutes for the branch to SW 162nd Avenue (Rt 56 A); midday headway will remain as 60 minutes to SW 162nd Avenue (56A)	A/R
57	Minor southbound running time adjustments.	A
70	Weekdays only, discontinue trips to Saga Bay.	R
75	Increase deadhead time from NE Division to FIU Biscayne campus	A
77	Improve weekday midday headway from 15 to 12 minutes.	I
87	Minor weekday running time adjustment.	A

Notes: Abbreviations for Type column: A=Adjustment, I=Improvement, R=Reduction, N/C=No Change



**Table 6-2: 2013 Committed Bus Service Adjustments (continued)**

ROUTE	IMPROVEMENT / ADJUSTMENT	TYPE
95 Golden Glades Express	- On the five minor holidays (Columbus Day, Veterans Day, Friday after Thanksgiving, MLK Day, President's Day) the Golden Glades to CBD/Biscayne Blvd service will be reduced from 5-10 minute headway to approximately 15 minute headway. - The following legs will keep the scheduled service since they operate less frequently: Civic Center, Miami Gardens/Carol City, Aventura, Doral/Earlington and Brickell.	R
G	Modify weekday recovery time on the Beach for trips with five (5) minutes or less to eight (8) minutes when possible. Shift departure time of both westbound and eastbound trips.	A
115 / 117 Mid-North Beach Connection	Minor weekday running time adjustments.	A
120 Beach MAX	- Extend weekday 10:05 p.m. Southbound trip ending at Lincoln Road to CBD - Modify Northbound trips - currently runs either do Southbound/Northbound Haulover or SB/NB Aventura; majority of new runs Southbound Haulover Northbound Aventura and Southbound Aventura Northbound Haulover - will provide little more recovery time at Aventura.	A/I
133 Tri-Rail Airport Shuttle	Increase weekend service to match new Tri-Rail schedule	I
135	Increase deadhead time from NE Division to FIU Biscayne campus	A
297 27th Avenue Orange MAX	Another bus stop will be added to this limited stop route. The stop will be at the existing local bus stop on NW 27 th Avenue at NW 54th Street.	I

Source: Miami-Dade Transit, 2013

Notes: Abbreviations for Type column: A=Adjustment, I=Improvement, R=Reduction, N/C=No Change

### 6.3 Infrastructure Renewal Program – Committed Projects

The following section lists those committed projects that are proposed to be implemented during the FY 2013 – 2014 timeframe. These project commitments are based on an Infrastructure Renewal Program (IRP) evaluation and prioritization process as performed by MDT. The IRP process results in the identification, evaluation, prioritization, and programming of capital improvement projects. Project commitments are based on the IRP evaluation and prioritization process.

Table 6-3 presents a listing of the committed projects that are proposed for implementation during the FY 2013-2014 time period as provided by MDT. Please note that at the time the TDP Annual Update was being prepared MDT had not finalized the IRP evaluation and prioritization process results for FY 2013 – 2014. Once these results are final the following table will be updated.

**Table 6-3: FY 2013 – 2014 Prioritized New IRP Projects for Budget Approval**

<b>Classification</b>	<b>Project Name</b>	<b>FY 13-14</b>
Field Engineering and Systems Maintenance	Uninterrupted Power Supplies - Metromover	\$ 850,000
Systems	Rebuild Switch Machines (M-3) - Mainline	\$ 380,000
<b>TOTAL</b>		\$ 1,230,000

Source: Miami-Dade Transit, 2012

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## 7.0 Ten Year Implementation Plan

A ten year implementation plan for FY 2014 – 2023 has been prepared for the TDP Annual Update to include a new tenth year or FY 2023 as presented.

### 7.1 Capital Improvement Plan

Annually, MDT prepares a proposed capital budget and a multi-year Capital Plan. Funded Metrorail and Metrobus projects identified within the Capital Plan are expected to be implemented within the ten year planning period. The Capital Improvement Plan for FY 2014-2023 is presented in Table 7-1. The escalation applied is specific to each project as related to project conditions and contractual agreements. Each selected project corresponds to a committed funding source and is consistent with the Miami-Dade MPO's FY 2013 – 2017 Transportation Improvement Program (TIP).

Funded projects are expected to be implemented within the next ten years for the Metrorail and Metrobus system. There are no planned service extensions or expansion of the existing Metromover system under consideration at this time or within the planning horizon of this TDP Annual Update.

At the time this TDP Annual Update was being prepared the proposed FY 2013 – 2014 capital budget and multi-year capital plan were being finalized by MDT. Once MDT determines the final budget and capital plan, this section will be updated to reflect the most current information.

### 7.2 2023 Recommended Service Plan

The MDT Recommended Service Plan (RSP) serves as the needs plan for the MDT system. The 2023 RSP has been developed for the FY 2014-2023 TDP Annual Update and has been updated from the previous RSP as presented in last year's FY 2013 – 2022 TDP Annual Update. Any future project recommended in this section for implementation is contingent upon Miami-Dade County receiving the appropriate federal, state and local funding for its implementation.

Some of the improvements and adjustments reflected in the 2023 RSP are identified under the PTP one-half percent sales surtax approved by voters on November 5, 2002. Most of the improvements listed in the RSP beyond 2013 were not included in the original PTP improvements list, but may be funded with future PTP surtax funds. These improvements were deemed to be the most pressing or requested by the community after the original PTP list was completed. This section addresses the four modes of transit as operated by MDT to include Metrobus, Metrorail, Metromover and Special Transportation Services.

#### 7.2.1 Recommended Service Plan – Existing Metrobus Routes

MDT is committed to provide a level of transit service that will provide efficient services to passengers throughout the Miami-Dade County service area. The provision of service is continuously considered while MDT seeks to properly address critical issues of generating revenue, managing operational budgets, and prioritizing capital expansion programs.

Since the TDP Annual Update comprises part of MDT's operational foundation for the future, the importance of "rightsizing" the RSP cannot be over emphasized. Therefore, the following details both improvements and adjustments to achieve MDT's long term objectives.

**Table 7-1: MDT FY 2013 Adopted Budget and Multi-Year Capital Plan (\$000's)**

Project Name	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Lehman Yard Rehab and Expansion Phase 1	\$ 1,232	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,232
Bus Tracker System/Computer Aided Dispatch	\$ 6,179	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,179
Infrastructure Renewal Plan (IRP)	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,500
Capital Expansion Reserve	\$ 4,847	\$ 3,356	\$ 1,979	\$ 245	\$ 530	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,957
Rail Vehicle Replacement	\$ 39,552	\$ 75,986	\$ 106,033	\$ 56,510	\$ 698	\$ 11,950	\$ -	\$ -	\$ -	\$ -	\$ 290,729
Lehman Center Test Track for Metrorail	\$ 2,714	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,714
Track and Guideway Rehab Subset	\$ 5,911	\$ 5,549	\$ 1,525	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,985
ADA Improvements & Equipment	\$ 278	\$ 292	\$ 307	\$ 307	\$ 307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,491
Busway ADA Improvements	\$ 646	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 646
Graphics and Signage Upgrade	\$ 538	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 538
Bus and Bus Facilities	\$ 2,002	\$ 107	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,109
Bus Enhancements	\$ 21,740	\$ 1,904	\$ 680	\$ 2,850	\$ 2,040	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,214
Facilities and Equipment Rehabilitation	\$ 278	\$ 292	\$ 307	\$ 307	\$ 307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,491
Transit Operations System (TOS) Replacement	\$ 1,984	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,984
Electronic Signage Info Systems/WIFI Implementation	\$ 88	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 88
Bus Replacement	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Bus Tools and Equipment	\$ 278	\$ 292	\$ 307	\$ 307	\$ 307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,491
Passenger Amenities and Transit Enhancements	\$ 479	\$ 484	\$ 489	\$ 494	\$ 499	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,445
Capitalization Preventative Maintenance	\$ 78,071	\$ 78,851	\$ 79,640	\$ 80,442	\$ 81,240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 398,244
Kendall Enhanced Bus Service	\$ 678	\$ 1,318	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,996
Metrorail Bike Path (M-PATH)	\$ 160	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160
Metromover Fiber Replacement	\$ 441	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 441
Mover Video Project	\$ 96	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 96
NW 7th Ave and NW 62nd St Passenger Activity Center	\$ 300	\$ 300	\$ 149	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 749
Kendall Drive Signalization	\$ 696	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 696
Park and Ride lot Quail Roost Drive	\$ 177	\$ 1,223	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400
Park and Ride lot SW 344th Street	\$ 91	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91
Northeast Transit Hub Enhancements	\$ 1,332	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,332
Pedestrian Overpass at University	\$ 1,245	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,245
Security and Safety Equipment	\$ 571	\$ 600	\$ 630	\$ 661	\$ 661	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,123
<b>TOTAL</b>	<b>\$ 205,104</b>	<b>\$ 203,054</b>	<b>\$ 224,546</b>	<b>\$ 174,623</b>	<b>\$ 119,089</b>	<b>\$ 11,950</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 938,366</b>

Source: Miami-Dade Transit, F-5 Report, 2013



Service route improvement and adjustment needs outlined in the RSP are proposed for implementation throughout the ten year planning horizon of FY 2014-FY 2023.

Table 7-2 provides a summary description of all bus service improvements, impact of additional buses on the peak vehicle requirements (PVR), annual operating need per improvement, and programming of transit improvements by fiscal years; and corresponding funding needs by fiscal year. The estimated total need for improvements to existing transit routes over this ten year planning horizon is approximately \$8 million (Table 7-2).

It should be noted that the service route improvements and adjustment needs outlined in the 2023 RSP are anticipated to change once the results of the Transit Service Evaluation Study – Phase 2 are finalized in early 2013. The results of this study will identify a service plan that maximizes the efficiency and effectiveness of the system. The final product will be a schedule-ready detailed plan which includes estimated impact on ridership, resources, and operating cost.

The 2014 TDP Major Update will provide a detailed presentation of service route improvements and adjustment needs identified by the Transit Service Evaluation Study – Phase 2.

#### 7.2.1.1 Transit Hubs and Feeder Routes for Existing Routes

The 2023 RSP improvements to the existing transit routes also include the development of a regional transit hub system. The current bus system generally operates on a modified grid pattern to provide feeder services to Metrorail and Metromover stations. Under the modified grid, bus routes will continue to serve their respective corridors and Metrorail stations, but will also provide connections to various routes within the general service area at a single location or transit hub.

Thirteen (13) transit hubs are proposed throughout Miami-Dade County. Passenger amenities are planned for these locations to provide transit riders the ability to purchase transit passes, obtain transit schedule information, shelters with weather protection and benches, etc. Some of these proposed transit hubs already serve these functions (i.e., Dadeland station) while other hubs continue to remain in the conceptual planning phase. Overall, the Downtown Intermodal Terminal and the Northeast Transit Hub Enhancements (NETHE) have the highest number of proposed routes, with twenty-four and twelve routes planned respectively.

Table 7-3 provides a list of the transit hubs with corresponding route connections planned to serve them. These hubs are also illustrated in Figure 7-1. In addition to those listed there are many other areas that serve as transit hubs. For example, Douglas Road Metrorail station and other Metrorail stations, as well as the Omni all serve as transit hubs.

**Table 7-2: 2014 – 2023 Recommended Service Plan Summary for Existing Routes (2023)**

Route	Change Description	2014		2015		2016		2017		2018		2019		2020		2021		2022		2023	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
B (102)	No planned improvements.																				
C (103)	No planned improvements.																				
E (105)	No planned improvements.																				
G (107)	No planned improvements.																				
H (108)	No planned improvements.																				
J (110)	No planned improvements.																				
L (112)	No planned improvements.																				
M (113)	No planned improvements.																				
S (119)	No planned improvements.																				
1	Extend Route to Dadeland South Metrorail Station			\$500,000	3	\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000	
2	Realign northern terminus to future Golden Glades					\$99,000	0	\$99,000		\$99,000		\$99,000		\$99,000		\$99,000		\$99,000		\$99,000	
3	No planned improvements.																				
6	No planned improvements.																				
7	No planned improvements.																				
8	Extend Route to future terminal at SW 147th Avenue and SW 8 St.							\$357,000		\$357,000		\$357,000		\$357,000		\$357,000		\$357,000		\$357,000	
9	No planned improvements.																				
10	No planned improvements.																				
11	No planned improvements.																				
12	No planned improvements.																				
16	No planned improvements.																				
17	No planned improvements.																				
19	Provide weekend service every 40 minutes	\$639,000	0	\$639,000		\$639,000		\$639,000		\$639,000		\$639,000		\$639,000		\$639,000		\$639,000		\$639,000	
21	No planned improvements.																				
22	No planned improvements.																				
24	Convert to the Coral Way Limited and provide local service between SW 153rd Avenue and Ponce de Leon Blvd. Limited-stop service will be provided east of Ponce de Leon to Downtown Miami due to City of Miami Coral Way Trolley. (See New Routes Table)	-\$600,000	-2																		

**Table 7-2: 2014 – 2023 Recommended Service Plan Summary for Existing Routes (2023) (continued)**

Route	Change Description	2014		2015		2016		2017		2018		2019		2020		2021		2022		2023	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
27	Extend route to new Park & Ride at NW 215th Street																				
29	No planned improvements.																				
31 (Busway Local)	Extend service to Florida City/Homestead along South Miami-Dade Busway Extension.			\$2,411,848	5	\$2,411,848		\$2,411,848		\$2,411,848		\$2,411,848		\$2,411,848		\$2,411,848		\$2,411,848		\$2,411,848	
32	No planned improvements.																				
33	No planned improvements.																				
34 (Busway Flyer)	Terminate service at the 344 Street Park & Ride	-\$210,281	-2																		
35	Improve peak headway from 30 to 20 minutes.	\$642,620	2	\$642,620		\$642,620		\$642,620		\$642,620		\$642,620		\$642,620		\$642,620		\$642,620		\$642,620	
36	No planned improvements.																				
37	No planned improvements.																				
38 (Busway MAX)	Improve peak headway from 12 to 10 minutes.	\$500,000	12A -8	\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000	
40	Extend Route to future terminal at SW 147th Avenue and SW 8 St.							\$80,000		\$80,000		\$80,000		\$80,000		\$80,000		\$80,000		\$80,000	
42	No planned improvements.																				
46 (Liberty City Connection)	No planned improvements.																				
48	No planned improvements.																				
51 (Flagler MAX)	Route to be extended to the future terminal at SW 147th Ave and SW 8th St.							\$70,000													
51 (Flagler MAX)	Route to be transformed to Flagler Enhanced Bus. (See New Routes Table)									-\$2,830,000	-10										
52	No planned improvements.																				
54	No planned improvements.																				
56	Discontinue route segment along SW 117th Avenue to Miami-Dade College.	-\$92,000		-\$92,000		-\$92,000		-\$92,000		-\$92,000		-\$92,000		-\$92,000		-\$92,000		-\$92,000		-\$92,000	
57	No planned improvements.																				
62	No planned improvements.																				
70	Truncate Route at Southland Mall when Cutler Bay Circulator begins service.	-\$82,000		-\$82,000		-\$82,000		-\$82,000		-\$82,000		-\$82,000		-\$82,000		-\$82,000		-\$82,000		-\$82,000	
71	Extend Route to Palmetto Station via 74 St.			\$500,000	2	\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000	
72	No planned improvements.																				

**Figure 7-2: 2014 – 2023 Recommended Service Plan Summary for Existing Routes (2023) (continued)**

Route	Change Description	2014		2015		2016		2017		2018		2019		2020		2021		2022		2023	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
73	No planned improvements.																				
75	No planned improvements.																				
77	No planned improvements.																				
79 (79 Street MAX)	Extend Route to Tri-Rail Metrorail Station			\$153,000	1	\$153,000		\$153,000		\$153,000		\$153,000		\$153,000		\$153,000		\$153,000		\$153,000	
87	Extend to Flagler Station in Medley			\$400,000	1	\$400,000		\$400,000		\$400,000		\$400,000		\$400,000		\$400,000		\$400,000		\$400,000	
88	No planned improvements.																				
93 (Biscayne MAX)	Route to be transformed to Biscayne Enhanced Bus. (See New Routes Table)	-\$2,200,000	-9																		
95X	No planned improvements.																				
99	No planned improvements.																				
104	No planned improvements.																				
115 (Mid-Beach Local)	No planned improvements.																				
117 (North-Beach Local)	No planned improvements.																				
120 (Beach MAX)	Improve Peak Headways from 12 to 7 minutes	\$8,146,360	10																		
123 (South Beach Local)	No planned improvements.																				
132 (Tri-Rail Doral Shuttle)	Extend West in Doral Area to NW 97 Ave. and North to NW 74 Street; East to MIA/MIC			\$750,000	2	\$750,000		\$750,000		\$750,000		\$750,000		\$750,000		\$750,000		\$750,000		\$750,000	
133 (Tri-Rail Airport Shuttle)	To be discontinued after Tri-Rail finishes the double tracking to the MIC.	-\$400,000	-1	-\$400,000		-\$400,000		-\$400,000		-\$400,000		-\$400,000		-\$400,000		-\$400,000		-\$400,000		-\$400,000	
135	No planned improvements.																				
136	No planned improvements.																				
137 (West Dade Connection)	No planned improvements.																				
150 (Miami Beach Airport Flyer)	Improve peak headway from 30 to 20 minutes.	\$1,725,000	3	\$1,725,000		\$1,725,000		\$1,725,000		\$1,725,000		\$1,725,000		\$1,725,000		\$1,725,000		\$1,725,000		\$1,725,000	
183 Local	No planned improvements.																				

**Table 7-2: 2014 – 2023 Recommended Service Plan Summary for Existing Routes (2023) (continued)**

Route	Change Description	2014		2015		2016		2017		2018		2019		2020		2021		2022		2023	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
195 (I-95 Dade Broward Express)	No planned improvements.																				
202 (Little Haiti Connection)	No planned improvements.																				
204 (Killian KAT)	No planned improvements.																				
207 (Little Havana Circulator)	No planned improvements.																				
208	No planned improvements.																				
211 (Overtown Circulator)	No planned improvements.																				
212	No planned improvements.																				
238 (Weekend Express)	Provide weekend express service originating at the MIC to Dolphin Mall via SR 836			\$250,000	1	\$250,000		\$250,000		\$250,000		\$250,000		\$250,000		\$250,000		\$250,000		\$250,000	
238 (East-West Connection)	Extend westward to Beacon Lakes.	\$229,878																			
243 (Seaport Connection)	No planned improvements.																				
246 (Night Owl)	No planned improvements.																				
248 (Brickell Key Shuttle)	No planned improvements.																				
249 (Coconut Grove Circulator)	No planned improvements.																				
252 (Coral Reef MAX)	Operate later evening service into the Metrozoo Entertainment complex.											\$81,004	0								
252 (Coral Reef MAX)	Route to be transformed to the Coral Reef Enhanced Bus (See New Routes Table).													-\$1,941,000	-7						
254 (Brownsville Circulator)	No planned improvements.																				
267 (Ludlam Limited)	No planned improvements.																				
272 (Sunset KAT)	No planned improvements.																				
277 (7th Avenue MAX)	Route to be transformed to the NW 7th Avenue Enhanced Bus. (See New Routes Table)			-\$921,000	-5																



**Table 7-2: 2014 – 2023 Recommended Service Plan Summary for Existing Routes (2023) (continued)**

Route	Change Description	2014		2015		2016		2017		2018		2019		2020		2021		2022		2023	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
286 North Pointe Circulator	No planned improvements.																				
287 (Saga Bay MAX)	No planned improvements.																				
288 (Kendall Cruiser)	Improve headways to 7.5 minutes and include stop at Park & Ride on SW 88 Street and SW 127th Avenue.			\$639,000	2	\$639,000		\$639,000		\$639,000		\$639,000		\$639,000		\$639,000		\$639,000		\$639,000	
297 (Orange MAX)	Route to be transformed to 27th Avenue Enhanced Bus. (Phase 1 July 2012)							-\$2,000,000	-9												
301	No planned improvements.																				
302	No planned improvements.																				
344	No planned improvements.																				
500 (Midnight Owl)	No planned improvements.																				
<b>INCREMENTAL TOTALS</b>		<b>\$8,298,577</b>	<b>5</b>	<b>\$7,615,468</b>	<b>12</b>	<b>\$8,635,468</b>	<b>0</b>	<b>\$7,142,468</b>	<b>(9)</b>	<b>\$6,242,468</b>	<b>-14</b>	<b>\$9,153,472</b>	<b>0</b>	<b>\$7,131,468</b>	<b>0</b>	<b>\$9,072,468</b>	<b>0</b>	<b>\$9,072,468</b>	<b>0</b>	<b>\$9,072,468</b>	<b>0</b>
<b>(ARTICULATED)</b>			<b>12</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>-4</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>
<b>(FULL SIZE BUSES)</b>			<b>-7</b>		<b>12</b>		<b>0</b>		<b>-9</b>		<b>-10</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>
<b>CUMULATIVE TOTALS</b>		<b>\$8,298,577</b>	<b>5</b>	<b>\$15,914,045</b>	<b>17</b>	<b>\$24,549,513</b>	<b>17</b>	<b>\$31,691,981</b>	<b>8</b>	<b>\$37,934,449</b>	<b>-6</b>	<b>\$47,087,921</b>	<b>-6</b>	<b>\$54,219,389</b>	<b>-6</b>	<b>\$63,291,857</b>	<b>-6</b>	<b>\$72,364,325</b>	<b>-6</b>	<b>\$81,436,793</b>	<b>-6</b>
<b>(ARTICULATED)</b>			<b>12</b>		<b>12</b>		<b>12</b>		<b>12</b>		<b>8</b>		<b>8</b>		<b>8</b>		<b>8</b>		<b>8</b>		<b>8</b>
<b>(FULL SIZE BUSES)</b>			<b>-7</b>		<b>5</b>		<b>5</b>		<b>-4</b>		<b>-14</b>		<b>-14</b>		<b>-14</b>		<b>-14</b>		<b>-14</b>		<b>-14</b>

Source: Miami-Dade Transit, 2013

Note: Improvement cost estimates are based on 2013 cost factors and do not account for inflation.

**Table 7-3: Future Transit Hub Locations and Feeder Routes for Existing Bus Routes**

TERMINALS	ROUTES																	
	A	B	C	E	G	H	J	L	M	S	1	2	3	6	7	8	9	10
Downtown Intermodal Terminal																		
Dadeland South Intermodal Station																		
Northeast Transit Hub Enhancements (NETHE) Mall at NE 163rd Street																		
Northeast Transit Hub Enhancements (NETHE) at Aventura Mall																		
Miami Intermodal Center (MIC)																		
Dolphin Station (HEFT at NW 12th Street)																		
South Miami-Dade Busway at SW 344th Street																		
NW 27th Avenue and NW 215th Street																		
SW 147th Avenue and SW 8th Street																		
NW 7th Avenue and NW 62nd Street																		
Golden Glades Multimodal Terminal																		
Palmetto Intermodal Terminal																		
NE 151st Street and Biscayne Blvd.																		

TERMINALS	ROUTES																	
	11	12	16	17	19	21	22	24	27	29	31*	32	33	34*	35	36	37	38*
Downtown Intermodal Terminal																		
Dadeland South Intermodal Station																		
Northeast Transit Hub Enhancements (NETHE) Mall at NE 163rd Street																		
Northeast Transit Hub Enhancements (NETHE) at Aventura Mall																		
Miami Intermodal Center (MIC)																		
Dolphin Station (HEFT at NW 12th Street)																		
South Miami-Dade Busway at SW 344th Street																		
NW 27th Avenue and NW 215th Street																		
SW 147th Avenue and SW 8th Street																		
NW 7th Avenue and NW 62nd Street																		
Golden Glades Multimodal Terminal																		
Palmetto Intermodal Terminal																		
NE 151st Street and Biscayne Blvd.																		

**Table 7-3 Future Transit Hub Locations and Feeder Routes for Existing Bus Routes (continued)**

TERMINALS	ROUTES																
	40	42	46*	48	51*	52	54	56	57	62	70	71	72	73	75	77	79*
Downtown Intermodal Terminal																	
Dadeland South Intermodal Station																	
Northeast Transit Hub Enhancements (NETHE) Mall at NE 163rd Street																	
Northeast Transit Hub Enhancements (NETHE) at Aventura Mall																	
Miami Intermodal Center (MIC)																	
Dolphin Station (HEFT at NW 12th Street)																	
South Miami-Dade Busway at SW 344th Street																	
NW 27th Avenue and NW 215th Street																	
SW 147th Avenue and SW 8th Street																	
NW 7th Avenue and NW 62nd Street																	
Golden Glades Multimodal Terminal																	
Palmetto Intermodal Terminal																	
NE 151st Street and Biscayne Blvd.																	

TERMINALS	ROUTES																	
	87	88	93*	95*	99	104	115*	117*	120*	123*	132*	133*	135	136	137*	150*	183*	195*
Downtown Intermodal Terminal																		
Dadeland South Intermodal Station																		
Northeast Transit Hub Enhancements (NETHE) Mall at NE 163rd Street																		
Northeast Transit Hub Enhancements (NETHE) at Aventura Mall																		
Miami Intermodal Center (MIC)																		
Dolphin Station (HEFT at NW 12th Street)																		
South Miami-Dade Busway at SW 344th Street																		
NW 27th Avenue and NW 215th Street																		
SW 147th Avenue and SW 8th Street																		
NW 7th Avenue and NW 62nd Street																		
Golden Glades Multimodal Terminal																		
Palmetto Intermodal Terminal																		
NE 151st Street and Biscayne Blvd.																		

**Table 7-3: Future Transit Hub Locations and Feeder Routes for Existing Bus Routes (continued)**

TERMINALS	ROUTES																	
	200*	202*	204*	207*	208*	211*	212*	238*	243*	246*	249*	252*	254*	267*	272*	277*	286*	287*
Downtown Intermodal Terminal																		
Dadeland South Intermodal Station																		
Northeast Transit Hub Enhancements (NETHE) Mall at NE 163rd Street																		
Northeast Transit Hub Enhancements (NETHE) Mall at Aventura																		
West Kendall Transit Terminal																		
Miami Intermodal Center (MIC)																		
Dolphin Station (HEFT at NW 12th Street)																		
South Miami-Dade Busway at SW 344th Street																		
NW 27th Avenue and NW 215th Street																		
SW 147th Avenue and SW 8th Street																		
NW 7th Avenue and NW 62nd Street																		
Golden Glades Multimodal Terminal																		
Palmetto Intermodal Terminal																		
NE 151st Street and Biscayne Blvd.																		

TERMINALS	ROUTES					
	288*	297*	301	302	344	500*
Downtown Intermodal Terminal						
Dadeland South Intermodal Station						
Northeast Transit Hub Enhancements (NETHE) Mall at NE 163rd Street						
Northeast Transit Hub Enhancements (NETHE) Mall at Aventura						
West Kendall Transit Terminal						
Miami Intermodal Center (MIC)						
Dolphin Station (HEFT at NW 12th Street)						
South Miami-Dade Busway at SW 344th Street						
NW 27th Avenue and NW 215th Street						
SW 147th Avenue and SW 8th Street						
NW 7th Avenue and NW 62nd Street						
Golden Glades Multimodal Terminal						
Palmetto Intermodal Terminal						
NE 151st Street and Biscayne Blvd.						

Source: Miami-Dade Transit, 2013

**\*ROUTE DESCRIPTIONS**

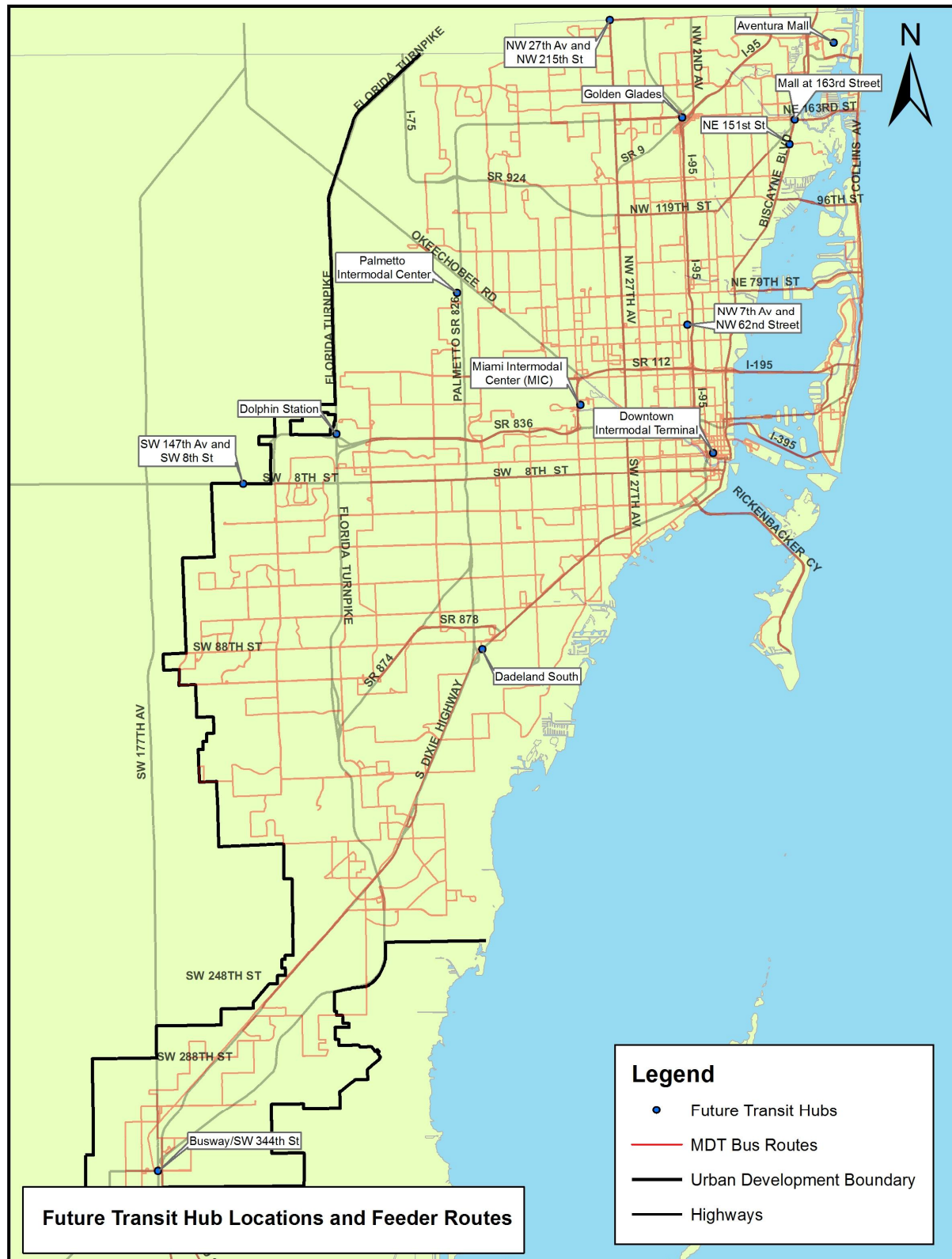
Route 31: Busway Local  
Route 34: Busway Flyer  
Route 38: Busway Max  
Route 46: Liberty City Connection  
Route 51: Flagler MAX  
Route 79: 79 Street MAX  
Route 93: Biscayne MAX  
Route 95: Golden Glades Express  
Route 115: Mid-North Beach Connection (CW)  
Route 117: Mid-North Beach Connection (CCW)  
Route 120: Beach MAX  
Route 123: South Beach Local  
Route 132: Doral/Tri-Rail Shuttle

Route 133: Airport/Tri-Rail Shuttle  
Route 137: West Dade Connection  
Route 150: Miami Beach Airport Flyer  
Route 183: 183 Street Local  
Route 195: Dade-Broward Express  
Route 200: Cutler Bay Local  
Route 202: Little Haiti Connection  
Route 204: Killian KAT  
Route 207: Little Havana Connection (CW)  
Route 208: Little Havana Connection (CCW)  
Route 211: Overtown Circulator  
Route 212: Sweetwater Circulator  
Route 238: East-West Connection/Weekend Express

Route 243: Seaport Connection  
Route 246: Night Owl  
Route 249: Coconut Grove Circulator  
Route 252: Coral Reef MAX  
Route 254: Brownsville Circulator  
Route 267: Ludlam Limited  
Route 272: Sunset KAT  
Route 277: 7 Avenue MAX  
Route 286: North Pointe Circulator  
Route 287: Saga Bay MAX  
Route 288: Kendall Cruiser  
Route 297: 27 Avenue Orange MAX  
Route 500: Midnight Owl



**Figure 7-1: Future Transit Hub Locations and Feeder Routes for Existing Bus Routes**



Source: Miami-Dade Transit, 2013

### 7.2.2 Recommended Service Plan – New Metrobus Routes

Thirteen (13) new transit routes have been proposed under the 2023 RSP to replace old existing routes or add new service (Table 7-4). The table presents the proposed new transit routes with associated service levels, peak vehicle requirements for buses, annual operating funding needs, and proposed implementation schedule. The preliminary programming of these routes was conducted in a systematic and regional approach based on coordination with major transit capital projects. These new routes represent MDT's response to citizens' request for additional enhanced bus service throughout Miami-Dade County. These new transit routes are also illustrated in Figure 7-2A and Figure 7-2B.

- **NW 7<sup>th</sup> Avenue Enhanced Bus:** This route would provide premium limited-stop transit service along NW 7<sup>th</sup> Avenue between Downtown Miami and the park-and-ride lot located at the Golden Glades Interchange. Service headways will be 15 minutes during the AM/PM peak-hour and 30 minutes during the mid-day. This route will provide a premium transit connection to the NW 7<sup>th</sup> Avenue Transit Village located at NW 7<sup>th</sup> Avenue and NW 62<sup>nd</sup> Street. Revenue service is anticipated to begin in 2015 using six (6) new standard 40-foot buses.
- **295 Express Bus:** This route would provide express commuter transit service between the Miami-Dade/Broward County Line (NW 215<sup>th</sup> Street and NW 27<sup>th</sup> Avenue) and Downtown Miami via the Turnpike and I-95. Service headways will be 15 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in 2016 using six (6) new commuter coach buses.
- **Palmetto Express Bus (Palmetto Corridor):** This route would provide express commuter transit service between the proposed FDOT park-and-ride lot at I-75 (as proposed by the FDOT I-75 Express Bus Service Alternatives Study) and Miami Gardens Drive interchange to the Palmetto Metrorail Station via SR 826. Service headways will be 15 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in 2022 using five (5) new commuter coach buses.
- **195-BC – Broward Boulevard to Civic Center:** This route would provide express commuter transit service between the Fort Lauderdale Tri-Rail Station located at Broward Boulevard in Broward County and the Civic Center Metrorail Station in Miami-Dade County via I-95. Service headways will be 30 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in 2014 using four (4) new commuter coach buses.
- **195-SC – Sheridan Street to Civic Center:** This route would provide express commuter transit service between the Sheridan Street Tri-Rail Station in Broward County and the Civic Center Metrorail Station in Miami-Dade County via I-95. Service headways will be 30 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in 2014 using three (3) new commuter coach buses.
- **Coral Way Limited:** This route would ultimately provide local and premium limited-stop transit service along Coral Way between Downtown Miami and SW 147<sup>th</sup> Avenue. In 2014, local service would be provided between SW 153<sup>rd</sup> Avenue and Ponce de Leon Boulevard. Limited-stop service would be provided between Ponce de Leon Boulevard and Downtown Miami. This route would be the main trunk line on Coral Way as part of a restructuring of service by MDT due to the introduction of the new City of Miami Trolley route. The City's new route is planned to operate on Coral Way between the Brickell Avenue Metrorail/Metromover Station and Ponce de Leon Boulevard. MDT would restructure its Coral Way

service to take advantage of the new City Trolley resulting in a more efficient and faster service while minimizing service duplication. In 2017, the western portion of the route will be realigned to terminate at the future terminal located at SW 8th Street and SW 147<sup>th</sup> Avenue. Service headways will be 30 minutes during the AM/PM peak-hour, 30 minutes during the mid-day and 40 minutes on weekends. Revenue service is anticipated to begin in 2014 using six new standard 40-foot buses.

- **Douglas Road Enhanced Bus (Douglas Corridor):** This route would provide premium limited-stop transit service along NW/SW 37<sup>th</sup> Avenue connecting the MIC on the north and the Douglas Road Metrorail Station on the south. The Douglas Road corridor is the only People's Transportation Plan (PTP) transit corridor that has not been studied for rapid transit improvements and represents an important connection to high employment centers of MIA and the Coral Gables Central Business District along a densely populated area. Service headways will be 15 minutes during the AM/PM peak-hour and 30 minutes during the mid-day. Revenue service is anticipated to begin in 2020 using five (5) new standard 40-foot buses.
- **Coral Reef Enhanced Bus:** This route would provide premium limited-stop transit service along SW 152<sup>nd</sup> Street and SW 137<sup>th</sup> Avenue between the intersection SW 162<sup>nd</sup> Avenue and SW 136<sup>th</sup> Street, the Kendall-Tamiami Executive Airport, and the South Miami-Dade Busway SW 152<sup>nd</sup> Street Station. In 2008, Miami-Dade County designated 170 acres adjacent to Zoo Miami as an entertainment area and plans to issue a request for proposals for the private development of this site with a water park, hotels, or similar uses. In 2012, the Miami-Dade County Aviation Department submitted a zoning application that is currently being reviewed by the Developmental Impact Committee (DIC) to allow retail, restaurant and bank uses at the Kendall-Tamiami Executive Airport.

This enhanced bus route would provide a premium transit connection between the Kendall-Tamiami Executive Airport, the future regional entertainment complex near Zoo Miami and the South Miami-Dade Busway. Service headways will be 15 minutes during the AM/PM peak-hour and 30 minutes during the mid-day. Revenue service is anticipated to begin in 2020 using six (6) new standard 40-foot buses.

- **SW 137<sup>th</sup> Avenue Enhanced Bus:** This route will provide premium limited-stop transit service along SW 137<sup>th</sup> Avenue from MDT's proposed park-and-ride/bus terminal station (SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue) to SW 304<sup>th</sup> Street and US-1. This enhanced bus project will feature strategic park-and-ride locations. In addition, this route provides a premium north-south transit connection for the West Kendall area connecting several residential areas with large shopping centers, which include Kendale Lakes Mall, Miller Square and London Square. In 2007, the Miami-Dade Metropolitan Planning Organization conducted a study of potential transit service improvements in the Kendall area. Bus rapid transit (BRT) service on SW 137<sup>th</sup> Avenue was one of the recommendations made in that study. Service headways will be 20 minutes during the AM/PM peak-hour and 40 minutes during the mid-day. Revenue service is anticipated to begin in 2020 using nine (9) new standard 40-foot buses.
- **Biscayne Enhanced Bus (Northeast Corridor):** This route will provide premium limited-stop transit service along Biscayne Boulevard/US-1 from Downtown Miami to Aventura Mall. This route provides service to the Adrienne Arsht Performing Arts Center, and a direct connection to the cities of Little Haiti, Miami Shores, North Miami and North Miami Beach. Service headways will be 15 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.

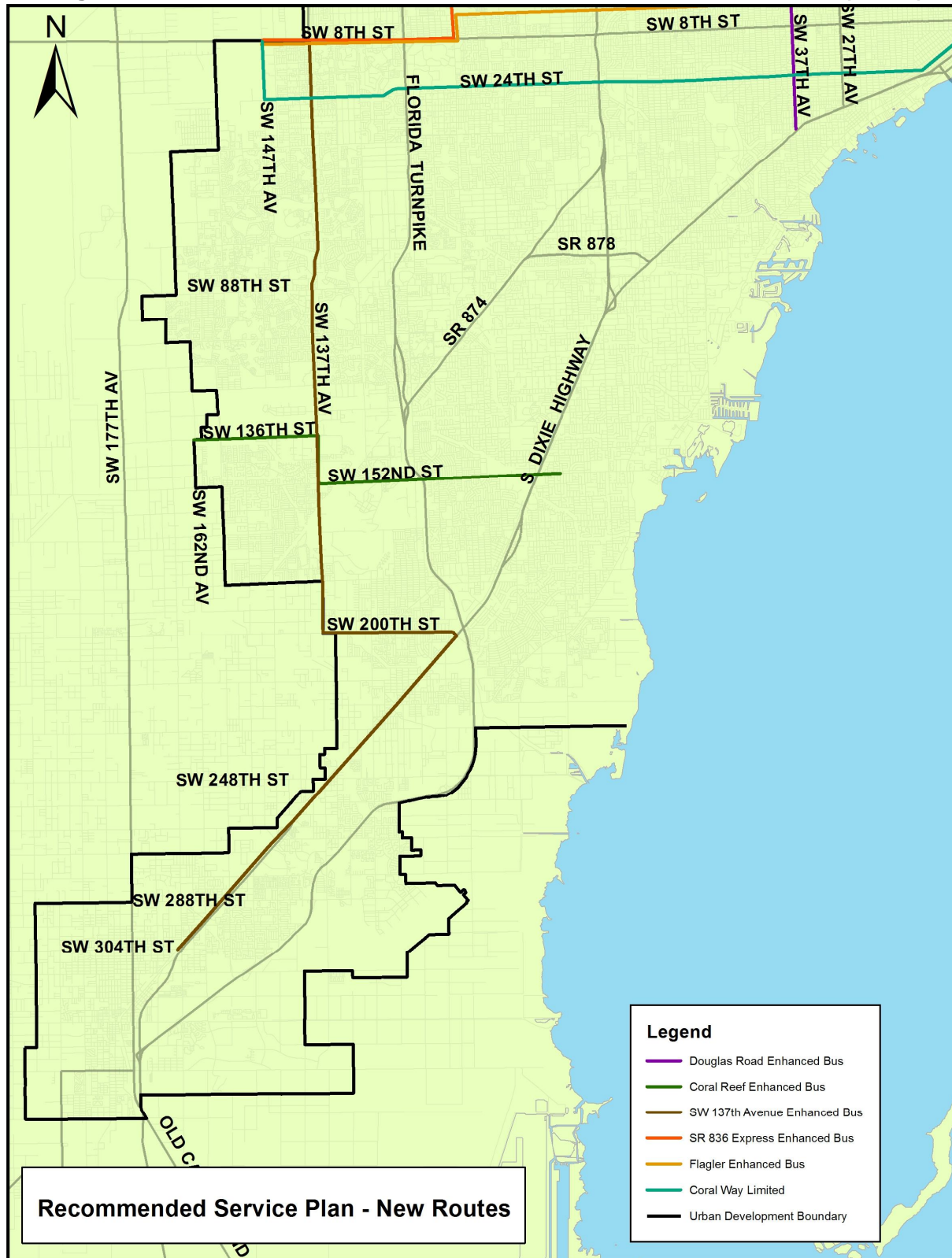
Revenue service is anticipated to begin in 2014 using 11 new 60-foot diesel/electric hybrid, clean diesel, compressed natural gas (CNG), or other alternative fuel buses. The bus purchase component is considered Phase I for this corridor.

The Miami-Dade MPO in cooperation with MDT is performing an Implementation Plan for the Biscayne Boulevard Enhanced Bus Service (EBS) project. This EBS route will feature robust stations, WiFi, real-time “Where is the Bus?” arrival times via the internet or on web-enabled mobile devices, real-time “Next Bus” arrival information via electronic signs, Transit Signal Priority (TSP), and Park-and-Rides. Phase II for the Biscayne Enhanced Bus Service project will feature 10 minute service headways during the AM/PM peak-hour and 20 minutes during the mid-day using an additional five (5) new 60-foot diesel/electric hybrid buses, clean diesel, compressed natural gas (CNG) or other alternative fuel buses. Phase II is expected to be completed by 2020.

- **NW 27<sup>th</sup> Avenue Enhanced Bus (North Corridor):** This route would provide premium limited-stop transit service along the NW 27<sup>th</sup> Avenue corridor from the Miami-Dade/Broward County Line (NW 215<sup>th</sup> Street and NW 27<sup>th</sup> Avenue) to the MIC. A park-and-ride/bus terminal station is proposed at the northern terminus of the route at NW 215<sup>th</sup> Street. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day. Revenue service is anticipated to begin in 2017 using 11 new 60-foot diesel/electric hybrid, clean diesel, compressed natural gas, or other alternative fuel buses.
- **SR 836 Express Enhanced Bus (East-West Corridor):** This route would provide premium limited-stop and express transit service along the SR 836 and SW 8<sup>th</sup> Street East-West corridor from west Miami-Dade County (SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue) to the MIC via SW/NW 107<sup>th</sup> Avenue and SR 836. A park-and-ride/bus terminal station is proposed at the western terminus of the route at SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue. Service headways will be 10 minutes during the AM/PM peak-hour. The planned long-term improvements for this route will be completed by 2017 using 11 new 60-foot diesel/electric hybrid, clean diesel, compressed natural gas, or other alternative fuel buses.
- **Flagler Enhanced Bus (East-West Corridor):** This route will provide premium limited-stop transit service along Flagler Street from Downtown Miami to West Miami-Dade County. This service will connect the new Marlins Ballpark along NW 7<sup>th</sup> Street as well as serve the Government Center Metrorail Station, Miami-Dade College Wolfson Campus, American Airlines Arena, the Metropolitan Hospital, the Magic City Casino and Mall of the Americas. In addition, this route will serve Florida International University’s Modesto A. Maidique Campus (MMC) and Engineering Campus (EC). This route will also serve a proposed park-and-ride/bus terminal station at SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue. Service headways will be 12 minutes during the AM/PM peak-hour and 30 minutes during the mid-day. Revenue service is anticipated to begin in 2018 using 10 new 60-foot diesel/electric hybrid, clean diesel, compressed natural gas, or other alternative fuel buses.



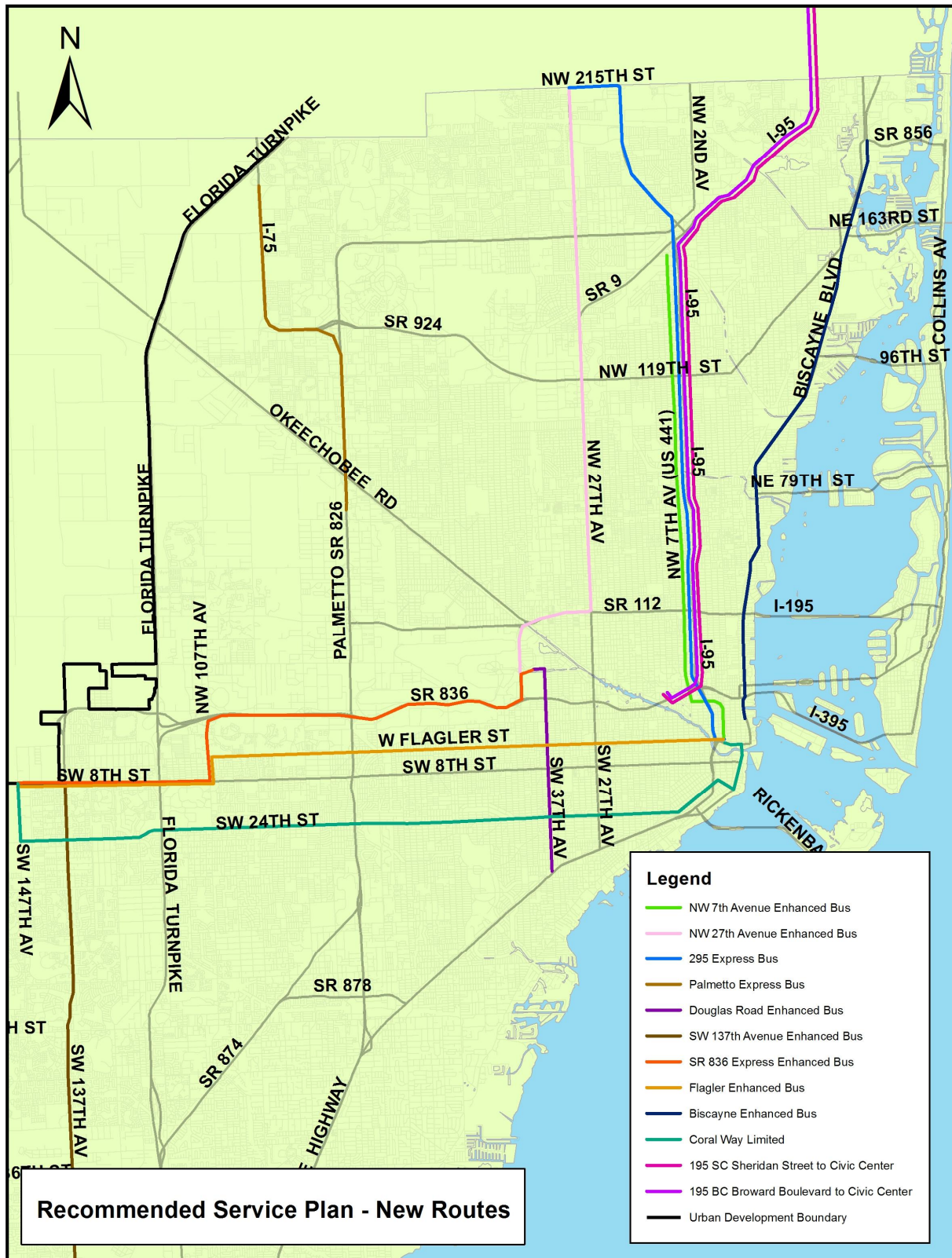
**Figure 7-2A: 2023 Recommended Service Plan – New Metrobus Routes (South)**



Source: Miami-Dade Transit, 2013



**Figure 7-2B: 2023 Recommended Service Plan – New Metrobus Routes (North)**



Source: Miami-Dade Transit, 2013

**Table 7-4: 2014 – 2023 Recommended Service Plan New Routes Description**

New Route	Description	Headways			2014		2015		2016		2017		2018		2019		2020		2021		2022		2023	
		Peak	Mid Day	Week End	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
NW 7 Avenue Enhanced Bus	This route would provide premium limited-stop transit service along NW 7 Avenue between Downtown Miami and the park-and-ride lot located at the Golden Glades Interchange.	15	30	N/S			\$1,085,000	6	\$1,085,000		\$1,085,000		\$1,085,000		\$1,085,000		\$1,085,000		\$1,085,000		\$1,085,000		\$1,085,000	
295 Express Bus	This route would provide express commuter transit service between the Miami-Dade/Broward County Line (NW 215th Street and NW 27th Avenue) and Downtown Miami via the Turnpike and I-95.	15	N/S	N/S					\$1,184,000	6C	\$1,184,000		\$1,184,000		\$1,184,000		\$1,184,000		\$1,184,000		\$1,184,000		\$1,184,000	
Palmetto Express Bus	This route would provide express commuter transit service between the proposed FDOT park-and-ride lot at I-75 (as proposed by the FDOT I-75 Express Bus Service Alternatives Study) and Miami Gardens Drive interchange to the Palmetto Metrorail Station via SR 826.	15	N/S	N/S															\$987,000	5C	\$987,000			
195-BC - Broward Blvd. to Civic Center	This route would provide express commuter transit service between the Ft. Lauderdale Tri-Rail Station located at Broward Boulevard in Broward County and the Civic Center Metrorail Station in Miami-Dade County via I-95.	30	N/S	N/S	\$781,440	4C	\$781,440		\$781,440		\$781,440		\$781,440		\$781,440		\$781,440		\$781,440		\$781,440		\$781,440	
195-SC- Sheridan Street to Civic Center	This route would provide express commuter transit service between the Sheridan Street Tri-Rail Station in Broward County and the Civic Center Metrorail Station in Miami-Dade County via I-95.	30	N/S	N/S	\$592,000	3C	\$592,000		\$592,000		\$592,000		\$592,000		\$592,000		\$592,000		\$592,000		\$592,000		\$592,000	
Coral Way Limited	This route would provide local service between SW 153rd Avenue and Ponce de Leon Blvd. Limited-stop service will be provided east of Ponce de Leon to Downtown Miami due to City of Miami Coral Way Trolley.	30	30	40	\$1,184,000	6	\$1,184,000		\$1,184,000		\$1,184,000		\$1,184,000		\$1,184,000		\$1,184,000		\$1,184,000		\$1,184,000		\$1,184,000	
Coral Way Limited	Discontinue segment on Coral Way from SW147th Ave to 153rd Ave and extend Route to future terminal at SW 147th Ave and SW 8 St.	N/A	N/A	N/A							\$40,000		\$40,000		\$40,000		\$40,000		\$40,000		\$40,000		\$40,000	
Douglas Road Enhanced Bus	This route would provide premium limited-stop transit service along NW/SW 37 Avenue connecting the Miami Intermodal Center (MIC) on the north and the Douglas Road Metrorail Station on the south.	15	30	N/S													\$1,580,000	5	\$1,580,000		\$1,580,000		\$1,580,000	
Coral Reef Enhanced Bus	This route would provide premium limited-stop transit service along SW 152 Street and SW 137 Avenue between the intersection SW 162 Avenue and SW 136 Street, the Kendall-Tamiami Executive Airport, and the South Miami-Dade Busway	15	30	N/S													\$2,200,000	7	\$2,200,000		\$2,200,000		\$2,200,000	

**Table 7-4: 2014 – 2023 Recommended Service Plan New Routes Description (continued)**

New Route	Description	Headways			2014		2015		2016		2017		2018		2019		2020		2021		2022		2023	
		Peak	Mid Day	Week End	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
SW 137 Avenue Enhanced Bus	This route will provide premium limited-stop transit service along SW 137 Avenue from MDT's proposed park-and-ride/bus terminal station (SW 8th Street and SW 147th Avenue) to SW 304 Street and US-1.	20	40	N/S													\$2,763,000	9	\$2,763,000		\$2,763,000		\$2,763,000	
Biscayne Enhanced Bus	This route will provide premium limited-stop transit service along Biscayne Boulevard and US-1 from Downtown Miami to Aventura Mall. (Phase 1)	15	20	N/S	\$3,000,000	11A	\$3,000,000		\$3,000,000		\$3,000,000		\$3,000,000		\$3,000,000									
Biscayne Enhanced Bus	Phase 1 service to be discontinued.																-\$3,300,000							
Biscayne Enhanced Bus	Phase 2 service to be implemented which will feature robust stations, WiFi, real-time "Where is the Bus?" arrival times via the internet or on web-enabled mobile devices, real-time "Next Bus" arrival information via electronic signs, Transit Signal Priority (TSP), and Park-and-Rides	10	20	N/S													\$3,900,000	5A	\$3,900,000		\$3,900,000		\$3,900,000	
NW 27 Avenue Enhanced Bus	This route will provide premium limited-stop transit service along the NW 27 Avenue corridor from the Miami-Dade/Broward County Line (NW 215 Street and NW 27 Avenue) to the MIC. (Phase 2)	10	20	N/S							\$3,200,000	11A	\$3,200,000		\$3,200,000		\$3,200,000		\$3,200,000		\$3,200,000		\$3,200,000	
SR 836 Express Enhanced Bus	This route will provide premium limited-stop and express transit service along SR 836 and SW 8 Street East-West corridor from west Miami-Dade County (SW 8 Street and SW 147 Avenue) to the MIC via SW/NW 107 Avenue and SR 836.	10	N/S	N/S							\$2,400,000	11A	\$2,400,000		\$2,400,000		\$2,400,000		\$2,400,000		\$2,400,000		\$2,400,000	
Flagler Enhanced Bus	This route will provide premium limited-stop transit service along Flagler Street from Downtown Miami to West Miami-Dade County.	12	30	N/S									\$3,600,000	10A	\$3,600,000		\$3,600,000		\$3,600,000		\$3,600,000		\$3,600,000	

INCREMENTAL TOTALS		\$5,557,440	24	\$6,642,440	6	\$7,826,440	6	\$13,466,440	22	\$17,066,440	10	\$17,066,440	0	\$21,209,440	26	\$24,509,440	0	\$25,496,440	5	\$25,496,440	0
(ARTICS)			11		0		0		22		10		0		5		0		0		0
(COMMUTER COACH BUSES)			7		0		6		0		0		0		0		0		5		0
(FULL SIZE BUSES)			6		6		0		0		0		0		21		0		0		0

CUMULATIVE TOTALS		\$5,557,440	24	\$12,199,880	30	\$20,026,320	36	\$33,492,760	58	\$50,559,200	68	\$67,625,640	68	\$88,835,080	94	\$113,344,520	94	\$138,840,960	99	\$164,337,400	99
(ARTICS)			11		11		11		33		43		43		48		48		48		48
(COMMUTER COACH BUSES)			7		7		13		13		13		13		13		13		18		18
(FULL SIZE BUSES)			6		12		12		12		12		12		33		33		33		33

Source: Miami-Dade Transit, 2013 Note: Improvement cost estimates are based on 2013 cost factors and do not account for inflation.

The 2013 MDT TDP Annual Update RSP includes 13 proposed routes which are listed in Table 7-4 as new service routes or replacements for old existing Metrobus routes.

### Transit Hubs and Feeder Routes for New Metrobus Routes

The 2023 RSP provided that 13 transit hubs were proposed for implementation in locations throughout Miami-Dade County. As a result, these new bus routes would serve local corridors and stations, while also providing connecting service to transit hubs. Table 7-5 provides a summary overview of the new routes that have been added to provide additional service to identified transit hub locations.

**Table 7-5: Future Transit Hub Locations and Feeder Routes for New Metrobus Routes**

TERMINALS	ROUTES					
	NW 7 Avenue Enhanced Bus	NW 27 Avenue Enhanced Bus	295 Express Bus	Palmetto Express Bus	SR 836 Express Enhanced Bus	Flagler Enhanced Bus
Downtown Intermodal Terminal						
Dadeland South Intermodal Station						
Northeast Transit Hub Enhancements (NETHE) Mall at 163rd Street						
Northeast Transit Hub Enhancements (NETHE) Mall at Aventura						
Miami Intermodal Center (MIC)						
Dolphin Station (HEFT at NW 12th Street)						
South Miami-Dade Busway at SW 344th Street						
NW 27th Avenue and NW 215th Street						
SW 147th Avenue and SW 8th Street						
NW 7th Avenue and NW 62nd Street						
Golden Glades Multimodal Terminal						
Palmetto Intermodal Terminal						
NE 151st Street and Biscayne Blvd.						

Source: Miami-Dade Transit, 2013

**Table 7-5: Future Transit Hub Locations and Feeder Routes for New Metrobus Routes  
(continued)**

TERMINALS	ROUTES					
	195- BC - Broward Blvd. to Civic Center	195- SC - Sheridan Street to Civic Center	Coral Way Limited	Douglas Road Enhanced Bus	Coral Reef Enhanced Bus	SW 137 Avenue Enhanced Bus
Downtown Intermodal Terminal						
Dadeland South Intermodal Station						
Northeast Transit Hub Enhancements (NETHE) Mall at 163rd Street						
Northeast Transit Hub Enhancements (NETHE) Mall at Aventura						
Miami Intermodal Center (MIC)						
Dolphin Station (HEFT at NW 12th Street)						
South Miami-Dade Busway at SW 344th Street						
NW 27th Avenue and NW 215th Street						
SW 147th Avenue and SW 8th Street						
NW 7th Avenue and NW 62nd Street						
Golden Glades Multimodal Terminal						
Palmetto Intermodal Terminal						
NE 151st Street and Biscayne Blvd.						

TERMINALS	ROUTES	
	Biscayne Enhanced Bus	
Downtown Intermodal Terminal		
Dadeland South Intermodal Station		
Northeast Transit Hub Enhancements (NETHE) Mall at 163rd Street		
Northeast Transit Hub Enhancements (NETHE) Mall at Aventura		
Miami Intermodal Center (MIC)		
Dolphin Station (HEFT at NW 12th Street)		
South Miami-Dade Busway at SW 344th Street		
NW 27th Avenue and NW 215th Street		
SW 147th Avenue and SW 8th Street		
NW 7th Avenue and NW 62nd Street		
Golden Glades Multimodal Terminal		
Palmetto Intermodal Terminal		
NE 151st Street and Biscayne Blvd.		

Source: Miami-Dade Transit, 2013



### 7.2.3 Recommended Service Plan – Metrorail

On July 28, 2012, MDT unveiled one of its most anticipated projects: The Miami International Airport Metrorail Station and the Orange Line rail service to Miami International Airport (MIA) via the MIA People-Mover line operated by Miami-Dade Aviation Department. This 2.4 mile extension provides a fast and reliable Metrorail connection to the airport for the millions of residents, visitors and employees who travel to and from MIA every year. This vital project, considered the centerpiece of the People's Transportation Plan (PTP), features a multi-level station, a state of the art design and the ease of travel and flexibility to and from the airport.

In the latter part of 2012, MDT experienced an increase in ridership of approximately 2.3 percent (2.3%) on all its transportation modes as compared to the same time period in 2011. The largest increase was observed on the Metrorail system, which experienced a 4.8 percent (4.8%) increase over the same time period in 2011. In fact, this is the highest rail ridership seen in the past three (3) years for average weekday boardings. This increase in ridership can be attributed to the opening of the new Orange Line, the Metrorail extension that takes passengers to the MIA station. With the implementation of this new service to the MIA Station, rail headways have increased from approximately every ten minutes during peak times to about every five minutes for those stations that serve both the Orange and the Green Lines.

The completion of the Orange Line to MIA represents a milestone achievement for MDT and the PTP. However, feasibility of future Metrorail extensions has been a topic of concern given MDT's approved 10-year operating budget and existing revenue sources. Therefore, MDT is considering an expansion plan that involves the development of less costly modal approaches to the expansion program such as Bus Rapid Transit and Express Bus service.

In an effort to begin to chart the course of future transit development beyond the Airport Link, the Office of the Citizen's Independent Transportation Trust (CITT) will be hosting a Summit in June 2013 which will bring together major stakeholders, agencies, community and select national experts. The Summit will feature a Community Visioning Forum to engage the public and obtain public input on the future of transit development in Miami-Dade County. This event marks the "first step" in the process of engaging stakeholders and the community in charting the course of future transit development. Follow-up events will be held to continue refining the direction of future transit development in Miami-Dade County. Insights obtained as a result of these events will inform future versions of the Recommended Service Plan for Metrorail which will be further expanded on in the 2014 TDP Major Update.

### 7.2.4 Recommended Service Plan – Special Transportation Services

Miami-Dade Transit is working towards administering a new contract for STS services which is anticipated to begin in spring 2013. With this new contract, there will be Information Technology (IT) improvements including mobile data terminals and radio frequency identification which will be implemented by summer 2013. The technology will also provide Global Positioning (GPS) information to identify vehicle location. Together, these technologies will provide safety, performance and accounting improvements to the service.



## 7.3 Capital Needs

### 7.3.1 Transit Terminals

As identified in the 2023 RSP, the modified grid system requires the development of transit hubs throughout the region of service. All the projects listed are under different stages of project development. Table 7-6 lists the capital needs identified for transit hub locations along with their respective status and funding needs for the 2023 RSP. This is followed by a list of proposed park-and-ride locations as presented in Table 7-7 and illustrated in Figure 7-3.

**Table 7-6: 2023 Recommended Service Plan Transit Hub Needs**

Transit Hubs	Status	Unfunded Needs
<b>Downtown Intermodal Terminal</b>	The MPO is managing this feasibility study which is considering implementation of a linear intermodal terminal in Downtown Miami that can accommodate various transportation modes including the future location of the proposed Florida East Coast (FEC) terminal. The recommended area of consideration for the proposed intermodal terminal is generally located east of the Metrorail along NW 1 <sup>st</sup> Avenue. The existing Downtown Miami bus terminal site would be consolidated with this new intermodal facility which would feature bus bays, layover bays, internal bus circulation areas, kiss –and-ride, bus stops, and boarding areas. A cost estimate will be developed as this study progresses. A preferred alternative has been identified and includes 22 bus bays that can accommodate a combination of 16 standard sized buses and 6 articulated buses. The preferred alternative site is located immediately to the east of the Government Center Metrorail Station between NW 1 <sup>st</sup> Street and NW 3 <sup>rd</sup> Street. This site is currently under private ownership and has been identified as a potential station location within the context of two parallel and on-going studies: The South Florida East Coast Corridor (SFECC) Study and Florida East Coast Industries (FECI)'s All Aboard Florida.	To be determined upon further study.
<b>Electronic Transit Information Kiosks</b>	MDT strives to provide a high degree of passenger amenities which in turn offer passengers efficient and convenient transfers. Passenger convenience will be enhanced at key Metrorail stations with the installation of new informational kiosks at the Airport, Earlington Heights and Okeechobee Road Metrorail stations. The existing informational kiosk at South Miami will be replaced with a new one.	Committed Improvement
<b>Dadeland South Intermodal Station</b>	The Dadeland South Intermodal Station project includes facility improvements to the parking garage, roadways, signage, fencing, painting, landscaping, canopy, escalators and lighting up-grades.	Committed Improvement

**Table 7-6: 2023 Recommended Service Plan Transit Hub Needs (continued)**

Transit Hubs	Status	Unfunded Needs
<b>Northeast Transit Hub Enhancements (NETHE)<sup>1</sup></b>	Since determining that the Northeast Passenger Activity Center (NEPAC) project was no longer feasible, MDT identified a feasible project alternative and has proposed transit hub improvements at two existing transit hubs – the Mall at NW 163 <sup>rd</sup> Street and Aventura Mall. Currently both of these transit hubs which serve the northeast portion of the County and are major destinations with important bus connections have multiple deficiencies (e.g., capacity, drainage, pavement, shelters, lighting, access, signage etc.). Therefore, MDT has created a new project which is referred to as the Northeast Transit Hub Enhancements (NETHE). This new project will upgrade both transit hub sites to improve bus and passenger access as well as upgrade area drainage, lighting, signage, shelters and other station area amenities. This project features a total of 16 bus bays: 6 bus bays are proposed at the Aventura Mall site; 6 articulated bus bays are proposed along NE 167 <sup>th</sup> Street; and 4 bus bays are proposed along NE 15 <sup>th</sup> Avenue.	Committed Improvement
<b>Miami Intermodal Center (MIC)</b>	FDOT is managing this project. FDOT has over \$400 million programmed for the MIC distributed among 17 projects. These include the rental car HUB, the MIC Core Roadway and intersection improvements, transit connections to the terminal building, utilities relocation, etc. Phase I (MIC Core) includes the bus terminal facilities and infrastructure to coordinate with other modes. Both the MDT Bus Terminal Facility and the Airport Metrorail Station opened for service in July 2012. The Tri-Rail component of this facility is currently under construction and is scheduled to open in 2013. The MDT Bus Terminal Facility features a total of 13 bus bays (6 of the 13 bays are used for layover).	Committed Improvement
<b>Dolphin Station (HEFT at NW 12<sup>th</sup> Street)</b>	Property owned by the FDOT located adjacent to the intersection of the Homestead Extension of the Florida Turnpike (HEFT), SR 836 and NW 12 <sup>th</sup> Street has been identified as a strategic location for a Transit Hub with a park-and-ride facility. This transit hub would support the SR 836 Express Enhanced 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 site will be further evaluated for its potential to support a Transit Oriented Development (TOD).	To be determined upon further study
<b>South Miami-Dade Busway at SW 344<sup>th</sup> Street</b>	Miami-Dade Transit is planning to build a 266 space parking lot with bus bays and shelters, located west of the southern end of the Busway between NW 2 <sup>nd</sup> Avenue and NW 3 <sup>rd</sup> Avenue at SW 344 <sup>th</sup> Street (Palm Drive), in Florida City. This project features 10 bus bays and a layover area. Currently MDT is in the process of completing the dry-run permit process.	Committed Improvement

**Table 7-6: 2023 Recommended Service Plan Transit Hub Needs (continued)**

Transit Hubs	Status	Unfunded Needs
<b>NW 27<sup>th</sup> Avenue and NW 215<sup>th</sup> Street</b>	A 14-acre vacant parcel adjacent to the intersection of the Turnpike (HEFT) and NW 27 <sup>th</sup> Avenue has been identified as a strategic park-and-ride location for the NW 27 <sup>th</sup> Avenue Enhanced Bus Service project. Up to 350 parking spaces are proposed for this facility which would serve as the northern most station for the new enhanced bus or BRT service in the corridor. This park-and-ride also provides strategic transit oriented development (TOD) opportunities. This project features 6 bus bays and 2 layover bays.	Committed Improvement
<b>SW 147<sup>th</sup> Avenue and SW 8<sup>th</sup> Street</b>	An 8-acre vacant parcel on the SW corner of the intersection at SW 8 <sup>th</sup> Street and SW 147 <sup>th</sup> Avenue has been identified as a strategic park-and-ride location for the SR-836 Express Enhanced Bus Service project. Up to 500 parking spaces are proposed for this facility which would serve as the western most station for the new enhanced bus or BRT service in the corridor. This park-and-ride lot also provides strategic transit-oriented development (TOD) opportunities. This project features 8 bus bays that can accommodate articulated buses and a layover area.	Committed Improvement
<b>NW 7th Avenue and NW 62<sup>nd</sup> Street</b>	This proposed MDT joint development project is expected to provide space for 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. The project includes 25 park-and-ride spaces and 4 bus bays.	Committed Improvement
<b>Golden Glades Multimodal Terminal</b>	MDT recommends that the FDOT Golden Glades Interchange System Improvements – Ultimate Plan consider improvements to the existing park-and-ride lots located at the Golden Glades Interchange. The Golden Glades Multi-Modal Terminal was studied under a separate PD&E study (FM#251684-1-22-01) that contemplates the following improvements as part of Phase 1: new transit platforms with canopy, new intercity bus platform with canopy, “Hub” facility containing stairs, elevators, enclosed waiting area, restrooms, and enclosed operational spaces with canopies, new pedestrian bridge leading to existing pedestrian bridge serving Tri-Rail and roadway improvements. Phase 2 includes construction of a parking garage to accommodate 1,300 vehicles. This project features a total of 16 bus bays for MDT and BCT buses (9 bus bays are needed in for Phase 1 and 11 bus bays are needed for Phase 2).	To be determined upon further study
<b>Palmetto Intermodal Terminal</b>	MDT recommends that the FDOT SR 826/Palmetto Expressway Managed Lanes Project Development and Environment (PD&E) Study address the feasibility of acquiring an 11.88-acre semi-vacant parcel of land located immediately south of the Palmetto Metrorail Station for the purpose of constructing the Palmetto Station Intermodal Terminal that will include but not be limited to: long-term parking, short-term parking, kiss-and-ride, pool-and-ride and a minimum of 6 bus bays and 2 layover bays.	To be determined upon further study

**Table 7-6: 2023 Recommended Service Plan Transit Hub Needs (continued)**

<b>NE 151st Street and Biscayne Boulevard</b>	Property owned by the City of North Miami located on the southeast corner of NE 151 <sup>st</sup> Street and Biscayne Boulevard was identified in an MPO Study titled "Improving Access in Florida International University Biscayne Bay Campus Area" as a strategic location for a Transit Terminal Facility. MDT is pursuing incremental improvements along the Biscayne Boulevard Corridor and an implementation plan for the Biscayne Enhanced Bus are currently being drafted through the MPO. This site will be further evaluated as a strategic Park-and-Ride/Transit Terminal Facility as part of the implementation plan for the Biscayne Enhanced Bus. This project features 6 bus bays and 2 layover bays.	To be determined upon further study
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<sup>1</sup>Miami-Dade Transit worked with the City of North Miami Beach and other stakeholders for the last several years to develop a transit hub near the Mall at NE 163rd Street. However, after numerous meetings and several attempts to reach an agreement with the City of North Miami Beach on the project scale, scope and capital cost of the preferred site, MDT has determined that this project is no longer feasible and will not be implemented. Subsequently, the NETHE is being studied.

<sup>2</sup>A committed improvement is defined as a project for which funds have been programmed in either a local, state or federal plan.

**Table 7-7: Proposed Park-and-Ride Sites**

Map ID	Name	Location
1	Busway Lot	Busway and SW 344th Street
2	Busway Lot	Busway and SW 312th Street
3	Busway Lot	Busway and SW 200th Street
4	Busway Lot (Quail Roost Park-and-Ride)	Busway and SW 184th Street
5	Busway Lot	Busway and SW 136th Street
6	Busway Lot	Busway and SW 124th Street
7	Busway Lot	Busway and SW 104th Street
8	Kendall South/Zoo Miami	Zoo Miami Park
9	Kendall-Tamiami Executive Airport Park-and-Ride	SW 137th Avenue and SW 120th Street
10	SR 874 Ramp Connector Park-and-Ride	SW 122 Avenue and SW 128 Street
11	Kendall Drive and SW 150th Avenue (purchase)	SW 150th Avenue and SW 88th Street
12	FPL Lot	SW 127th Avenue and SW 88th Street
13	I-75 Park-and-Ride Lot (FDOT Study)	I-75 and Miami Gardens Drive Interchange
14	Palmetto Intermodal Terminal	Palmetto Expressway and NW 74th Street
15	Senator Villas	Between SW 89th Avenue and SW 89th Court at SW 40th Street
16	Tamiami Park-and-Ride at Coral Way	SW 107th Avenue and SW 24th Street
17	Park-and-Ride/Transit Terminal Facility at SW 147th Avenue and SW 8th Street	SW 147th Avenue and SW 8th Street
18	Park-and-Ride/Transit Terminal Facility at Dolphin Station	HEFT at NW 12th Street
19	Park-and-Ride/Transit Terminal Facility at NE 151st Street and Biscayne Blvd.	Biscayne Boulevard and NE 151st Street
20	Little River Park-and Ride	Biscayne Boulevard and NE 79th Street
21	Park-and-Ride/Transit Terminal Facility at NW 27th Avenue and NW 215th Street	NW 27th Avenue and NW 215th Street

Source: Miami-Dade Transit, 2013

**Proposed Park and Ride Sites**

**Legend**

- Proposed Park and Ride Sites
- MDT Bus Routes
- Urban Development Boundary
- Highways

The map displays the urban development boundary of Miami, Florida, with various streets and highways labeled. The proposed park and ride sites are marked with blue dots and numbered 1 through 21. The map also shows MDT bus routes in red and highways in black. A north arrow is located in the top right corner.

TRANSIT DEVELOPMENT PLAN FY 2013 - 2022



### 7.3.2 Incremental Improvements along Premium Transit Bus Corridors

In recent years, public transportation improvements have been adversely impacted due to unfavorable economic conditions. Several projects including the North Corridor and East-West Corridor have been placed on hold due to Miami-Dade County's inability to pay the cost to construct, operate and maintain these large and complex projects. As a result, a coordinated effort among local transportation agencies was initiated to evaluate more affordable, cost effective alternatives.

The MPO Short-Term Transit Improvement Options (STTIO) task Force included regional transit partners such as the Miami-Dade Expressway Authority (MDX), MDT, Miami-Dade Public Works Department (PWD), the Office of Strategic Business Management (OSBM) and the Office of the Citizens' Independent Transportation Trust (CITT), FDOT and representatives from the County Executive Office.

The "Modal Options Preliminary Analysis Summary," is the result of this coordinated work effort among transportation partners. In short, the report provides preliminary information detailing revenue, service, and ridership information on various transit options such as Heavy Rail Transit (HRT), Light Rail Transit (LRT), Bus Rapid Transit (BRT), and BRT-Lite/Enhanced Bus Service (BRT-Lite/EBS) and demonstrates that there appears to be cost-effective options to heavy rail. The North and East-West enhanced bus corridor projects will increase mobility while continuing to build ridership for a future BRT and possibly heavy rail project.

#### 7.3.2.1 North Corridor (NW 27<sup>th</sup> Avenue Enhanced Bus)

Miami-Dade Transit is pursuing incremental improvements along the NW 27<sup>th</sup> Avenue corridor by providing approximately 13 miles of enhanced limited stop arterial bus service from the MIC at MIA to NW 215<sup>th</sup> Street. This enhanced bus project will feature specially-branded diesel/electric hybrid articulated buses or other alternative fuel buses as well as strategic park-and-ride lot locations. This will be implemented in two phases. Phase I was completed in July 2012 with the implementation of the new Route 297 (the 27<sup>th</sup> Avenue Orange MAX) which features 15 minute peak/30 minute mid-day headways using existing fleet buses, WiFi, and real-time "Where is the Bus?" information. Phase I is funded.

Phase II is expected to be complete in 2017. This phase consists of service with 10 minute peak/20 minute mid-day headways using 11 new 60-foot articulated diesel/electric hybrid, clean diesel, compressed natural gas, or other alternative fuel buses, transit signal priority, robust stations, WiFi, real-time "Where is the Bus?" information, branding of buses and stations and an end-of-the-line park-and-ride/bus terminal station at NW 27<sup>th</sup> Avenue and NW 215<sup>th</sup> Street. Phase II of this project has a capital cost of approximately \$27 million and is funded.

#### 7.3.2.2 East-West Corridor (SR-836 Express Enhanced Bus)

Miami-Dade Transit is pursuing incremental improvements along the SR 836 corridor by providing approximately 13 miles of enhanced express bus service from SW 8<sup>th</sup> Street/SW 147<sup>th</sup> Avenue to the MIC at MIA. Revenue service is anticipated in 2017 and includes long term service with 10 minute headways using 11 new 60-foot articulated diesel/electric hybrid, clean diesel, compressed natural gas or other alternative fuel buses, transit signal priority, robust stations, WiFi, real-time "Where is the Bus?" information, branding of buses and stations, and an end-of-the-line park-and-ride/bus terminal station at SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue.



#### 7.3.2.3 East-West Corridor (Flagler Enhanced Bus)

Miami-Dade Transit is pursuing incremental improvements along Flagler Street by providing approximately 14.5 miles of enhanced bus service from Downtown Miami to West Miami-Dade County. Revenue service is anticipated to begin in 2018 using 10 new 60-foot diesel/electric hybrid, clean diesel, compressed natural gas, or other alternative fuel buses. Service headways will be 12 minutes during the AM and PM peak-hour and 30 minutes during the mid-day. This route will also serve a proposed park-and-ride/bus terminal station at SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue.

#### 7.3.2.4 Northeast Corridor (Biscayne Enhanced Bus)

Miami-Dade Transit is pursuing incremental improvements along Biscayne Boulevard/US-1 from Downtown Miami to the Aventura Mall. Revenue service is anticipated to begin in 2014 using 11 new 60-foot diesel/electric hybrid, clean diesel, compressed natural gas, or other alternative fuel buses. Service headways will be 15 minutes during the AM/PM peak-hour and 20 minutes during the mid-day. The bus purchase component is considered Phase I for this corridor.

The MPO, in cooperation with MDT, is performing an Implementation Plan for the Biscayne Boulevard Enhanced Bus Service project. This Enhanced Bus Service route will feature robust stations, WiFi, real-time "Where is the Bus?" arrival times via the internet or on web-enabled mobile devices, real-time "Next Bus" arrival information via electronic signs, transit signal priority and park-and-rides. Phase II for the Biscayne Enhanced Bus Service project is expected to be completed by 2020.

#### 7.3.2.5 Kendall Corridor (Kendall Enhanced Bus)

Miami-Dade Transit is pursuing incremental improvements along Kendall Drive (SW 88th Street) from the West Kendall Transit Terminal at Kendall Town Center (Kendall Drive and SW 162nd Avenue) to the Dadeland North Metrorail Station. Phase I was completed in 2010 with the implementation of the new Route 288 (Kendall Cruiser) which features 12 minute peak-hour headways using 60-foot diesel/electric hybrid buses, WiFi, and real-time "Where is the Bus?" information.

Phase II is expected to be complete in 2022. This phase consists of robust stations, queue jump lanes, transit signal priority, and real-time "Next Bus" arrival information via electronic signs.

#### 7.3.3 Bus Fleet Expansion

The 2023 RSP service improvements identify the peak vehicle requirements (PVR) for designated bus routes. A determination of bus fleet needs based on the 2023 RSP, which accounts for a 20 percent (20%) vehicle spare ratio results in a total requirement of 112 buses. Table 7-8 shows how many buses are needed to include 40-foot and 60-foot as well as 40-foot commuter coach diesel/electric hybrid, clean diesel, compressed natural gas, or other alternative fuel vehicles. This fleet need also includes new service routes. Based on the RSP, there will be no additional purchase needs of minibuses.

**Table 7-8: Bus Fleet Vehicle Needs**

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	Sub-Total Needs	Additional Spare Buses Needed	Total Buses Needed
<b>Existing Routes</b>												
Full size	-5	10	0	-9	-10	0	0	0	0	-14	0	-14
Articulated	12	0	0	0	-4	0	0	0	0	8	1	9
Commuter Coach	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	7	10	0	-9	-14	0	0	0	0	-6	1	-5
<b>New Routes</b>												
Full size	6	6	0	0	0	0	21	0	0	33	4	37
Articulated	11	0	0	22	10	0	5	0	0	48	10	58
Commuter Coach	7	0	6	0	0	0	0	0	5	18	4	22
Sub-Total	24	6	6	22	10	0	26	0	5	99	18	117
<b>GRAND TOTAL</b>	<b>31</b>	<b>16</b>	<b>6</b>	<b>13</b>	<b>-4</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>19</b>	<b>112</b>

Source: Miami-Dade Transit 2013

### 7.3.4 Alternative Fuels

Several major transit agencies around the U.S., such as the Washington Metropolitan Area Transit Authority (WMATA) have successfully incorporated Compressed Natural Gas (CNG) buses and infrastructure into their transit systems in order to achieve operational cost savings. Initial transit agency analysis as well as responses received from interested vendors to a Request for Information (RFI) issued by the County's Internal Services Department (ISD) indicates that using CNG in MDT's bus fleet has the potential for significant savings over a diesel or hybrid bus fleet. The amount of savings and the timeframe of the savings are dependent upon how the procurement of CNG infrastructure and vehicles are structured and when the transition is implemented. MDT is working in conjunction with other County departments on a priority initiative to assess the feasibility and financial impact of transitioning to (CNG) fuel in its bus and heavy truck fleets at various locations and to develop a comprehensive implementation strategy that will optimize cost savings.

## 7.4 Infrastructure Renewal Program Needs

The following table identifies a number of proposed projects that have been determined by MDT as necessary for the upkeep and maintenance of existing infrastructure to ensure the MDT transit system operates in a state of good repair. The infrastructure renewal program (IRP) includes planned investments in the following program areas:

- Information technology, including data center modernization, network upgrades, and improved accident/incident reporting;
- Passenger amenities, including escalator covers and improved signage;
- Passenger facilities, including escalator and elevator replacements, Busway improvements, and platform refurbishments;
- Rolling stock, including bus maintenance component replacements (bus vehicle fleet replacement schedule is provided in the Appendix);
- Systems, including wayside overhauls, uninterrupted power supplies, AC unit substations, train control system replacement, traction power substations, and traction power cabling;
- Maintenance facilities, including bus garage lot resurfacing, emergency backup generators, and A/C replacement;

- Safety and security, including fire alarm replacement, railing replacements, and pedestrian safety improvements; and,
- Track and guideway, including guideway painting, frog replacement, and work vehicles.
- Field engineering and systems maintenance
- Design and engineering

The proposed year of implementation is also presented for the FY 2014-2023 planning horizon (Table 7-9).

**Table 7-9: Proposed Infrastructure Renewal Program Need (2023)**

Classification	Project Name	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Est. Cost YOY
Information Technology	Mover Wireless Systems		\$ 330,000									\$ 330,000
Information Technology	Mobile Technology Tools & Bus Driver Training Systems-Vigil			\$ 450,000								\$ 450,000
Maintenance Facilities	Central O&I Garage Shop Floor Leveling		\$ 1,440,000									\$ 1,440,000
Maintenance Facilities	Bus Garages: Northeast Rollup Doors		\$ 450,000									\$ 450,000
Maintenance Facilities	Bus Garages: Bus Washers and Cyclones			\$ 800,000								\$ 800,000
Maintenance Facilities	Bus Maintenance DEF Dispensing System		\$ 300,000									\$ 300,000
Maintenance Facilities	Chiller Unit Replacement	\$ 1,110,000										\$ 1,110,000
Passenger Amenities	Metrorail & Metromover Train Wash			\$ 300,000								\$ 300,000
Passenger Amenities	Metromover Station Ceiling Signage Cabinet Replacement	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000							\$ 1,080,000
Passenger Amenities	Metrorail Parking Fare Payment Signage	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000							\$ 80,000
Passenger Amenities	Metrorail & Metromover Regulatory Signage Replacement	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000							\$ 200,000
Passenger Amenities	Metrorail Station Identifier Sign Panel Replacement	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000							\$ 280,000
Passenger Amenities	Metrorail/Metromover Vehicle Signage Replacement	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000							\$ 560,000
Passenger Facilities	Parking Garages Relamping		\$ 700,000	\$ 1,320,000								\$ 2,020,000
Passenger Facilities	Metromover Lighting		\$ 1,100,000	\$ 1,210,000								\$ 2,310,000
Passenger Facilities	College Bayside Station Lighting			\$ 110,000								\$ 110,000
Passenger Facilities	College North Station Lighting			\$ 110,000								\$ 110,000
Passenger Facilities	First Street Station Lighting			\$ 110,000								\$ 110,000
Passenger Facilities	Metrorail Station Refurbishment / Door Replacement at Metromover	\$ 2,240,000	\$ 2,320,000		\$ 2,470,000							\$ 7,030,000
Passenger Facilities	Escalators Replacement / Elevators Refurbishment	\$ 3,730,000	\$ 3,860,000	\$ 3,990,000	\$ 4,120,000							\$ 15,700,000
Passenger Facilities	Parking Garages Overhaul	\$ 1,120,000	\$ 1,160,000	\$ 1,200,000								\$ 3,480,000
Rolling Stock	Vehicle Replacement (P-Cars)			\$ 420,000								\$ 420,000
Rolling Stock	Bus Maintenance E Stroke Brake Monitoring System on Optima Buses		\$ 330,000									\$ 330,000
Rolling Stock	LED Signal Upgrades		\$ 70,000									\$ 70,000
Rolling Stock	Bus Maintenance Component Replacement Plan	\$ 4,920,000	\$ 4,070,000	\$ 6,080,000	\$ 6,220,000							\$ 21,290,000
Rolling Stock	Bus Replacement Plan	\$ 85,870,000	\$ 52,000,000	\$ 57,000,000	\$107,000,000							\$ 301,870,000

**Table 7-9: Proposed Infrastructure Renewal Program Need (2023) (continued)**

Classification	Project Name	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Est. Cost YOE
Safety & Security	Lehman Facility - Fire Systems	\$ 2,500,000										\$ 2,500,000
Safety & Security	Emergency Plumbing Fixtures		\$ 370,000									\$ 370,000
Safety & Security	William Lehman Site Lighting		\$ 1,100,000									\$ 1,100,000
Systems	Conduit Grounding Rebuild			\$ 80,000								\$ 80,000
Systems	Train Control DC Power Source			\$ 450,000								\$ 450,000
Systems	Traction Power Cabling		\$ 5,060,000	\$ 5,080,000	\$ 5,050,000							\$ 15,190,000
Systems	Metromover Wayside Overhaul	\$ 25,105,080										\$ 25,105,080
Systems	Metrorail Redundant Track Circuit System	\$ 3,830,000										\$ 3,830,000
Systems	Traction Power Gap Ties		\$ 1,830,000	\$ 1,900,000	\$ 1,950,000							\$ 5,680,000
Systems	Train Control Systems Replacement	\$ 50,000	\$ 1,050,000	\$ 32,100,000	\$ 34,800,000							\$ 68,000,000
Systems	Traction Power Substations		\$ 17,680,000	\$ 18,260,000	\$ 18,860,000							\$ 54,800,000
Systems	Wayside Overhaul	\$ 20,960,000			\$ 32,980,000							\$ 53,940,000
Systems	AC Unit Substations			\$ 8,650,000	\$ 8,940,000							\$ 17,590,000
Systems	Switch Machine Cable - Yard			\$ 1,040,000	\$ 1,080,000	\$ 1,110,000						\$ 3,230,000
Systems	AC Unit Substations - Palmetto Yard			\$ 4,230,000	\$ 4,360,000							\$ 8,590,000
Systems	Switch Machine Cable- Mainline	\$ 1,220,000	\$ 1,270,000	\$ 1,380,000								\$ 3,870,000
Systems	Replace Switch Machines - Yard		\$ 950,000	\$ 980,000	\$ 1,010,000							\$ 2,940,000
Track & Guideway	Replacement Work Vehicles 10-15 Year Plan			\$ 1,500,000								\$ 1,500,000
Track & Guideway	Metromover Inner Loop Guideway Painting	\$ 11,630,000										\$ 11,630,000
Track & Guideway	Metromover Omni Extension Guideway Painting	\$ 390,000	\$ 380,000	\$ 8,820,000								\$ 9,590,000
Track & Guideway	Metrorail Steel Box Girder Guideway Painting	\$ 550,000	\$ 520,000	\$ 9,550,000	\$ 6,490,000							\$ 17,110,000
Track & Guideway	Fastener Replacement Station Areas		\$ 1,420,000	\$ 1,400,000	\$ 1,360,000							\$ 4,180,000
<b>TOTAL</b>		<b>\$ 165,775,080</b>	<b>\$100,310,000</b>	<b>\$ 169,070,000</b>	<b>\$237,240,000</b>	<b>\$ 1,110,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 673,505,080</b>

Source: Miami-Dade Transit, Infrastructure Renewal Program Existing System FY 2012-13 (July 2010) (PRO-FORMA IRP) IRP is partially funded.

## 8.0 Financial Plan

### 8.1 Introduction

This TDP Annual Update represents planning efforts undertaken by MDT in 2012 to include a forecast of operational and capital needs for FY 2014 through FY 2023. The TDP financial section provides estimated costs and financial resources for MDT to maintain existing services and plan new services. It is through the development of this TDP Annual Update that MDT considers which service improvements can be achieved and when those service improvements should be implemented.

The source document that provides MDT's accounting of projected expenses and revenues is known as the Pro Forma. The Pro Forma is regularly updated through collective efforts of both MDT and the County's Management and Budget Department. The currently approved FY 2012 - 2013 Pro Forma projects MDT's expenses and revenues for thirty years, through FY 2041.

This TDP has been prepared on the basis of expenditure and revenue assumptions included within the Miami-Dade County Pro Forma capital budget as approved by Miami-Dade County Board of County Commissioners (BCC) in September 2012. This TDP Annual Update relies directly on the first ten years (FY 2014-2023) of Pro Forma projections. It is important to emphasize that the needs forecasts and applied financial assumptions as presented in this TDP Annual Update for FY 2014 through FY 2023 are subject to change correspondingly in line with the finalization of the County's Budget and Capital Operating Plan.

### 8.2 Operating Expenses

In FY 2014 the direct operating budget for MDT is projected to be approximately \$468 million. The primary components of the direct operating expenses are presented below to include the four transit modes and professional support.

**Table 8-1: MDT Projected FY 2014 Direct Operating Expenses**

Direct Operating Expense Category	Amount
Employee Regular	\$185,230,146
Part-Time Employee (COLA only)	\$6,018,269
Preimum Pay	\$0
Executive Benefits	\$139,768
Flex Dollars	\$0
Longevity Payments	\$2,098,458
Salary Other	\$3,869,000
Subtotal (Salary)	\$197,355,641
Subtotal (Overtime)	\$24,433,946

Source: Transit Pro Forma FY 2012-2013



**Table 8-1: MDT Projected FY 2014 Direct Operating Expenses (continued)**

Direct Operating Expense Category	Amount
Social Security	\$11,987,506
Retirement	\$9,094,800
OT Fringe FICA and MICA	\$1,869,197
OT Fringe Retirement	\$1,199,707
Health Insurance	\$21,674,500
Life Insurance	\$394,428
Unemployment Insurance	\$161,000
Workers Comp (gr 5% for 3 yr / then 3%)	\$12,405,661
Other	\$2,566,000
MICA Medicare	\$2,803,530
Subtotal (Fringe)	\$64,156,328
DIP	\$32,700
Electric Services	\$9,212,635
Electric Services EH-MIC	\$921,264
Water and Disposal	\$1,604,668
Security Expenses	\$14,822,134
Janitorial Services	\$5,504,229
Repair of Bus Engines	\$6,414,146
Metrorail Liability	\$1,000,000
Property and Fire	\$4,002,240
Payouts and Claims	\$3,000,000
Outside Maintenance	\$5,605,662
Building Leases	\$3,053,877
Copy Machine Rental	\$514,775
Lease Payments	\$542,500
GSA Charges	\$2,143,205
Data Processing Services	\$1,309,627
ITD Radio Microwave	\$839,160
ETSD Funding Model	\$4,878,640
Police Services	\$340,000
Department Transfers	\$656,000
Telecommunications	\$1,738,750
Easy Card Printing	\$1,548,100
Fuel and Lubricants	\$34,579,000
Tires and Tubes	\$3,675,930
Inventory	\$24,329,385
STS Contract	\$43,397,340
Airport Link (full year adj) (salay portion in salary)	\$4,040,000
Other CS Line Items	\$2,328,383
Subtotal	\$182,034,352
GRAND TOTAL	\$467,980,266

Source: Transit Pro Forma FY 2012-2013

In addition to these direct operating expenses, MDT will support approximately \$79 million of other operating expenses, debt service payments, and funding of reserves in FY 2014 as detailed below.

**Table 8-2: MDT Projected FY 2014 Other Operating Expenses**

Direct Operating Expense Category	Amount (000s)
Municipal Contribution	\$ 41,818
New Municipal Contribution	\$ 6,273
CITT Staff	\$ 2,360
SFRTA Contribution	\$ 4,235
Public Works Support	\$ 3,227
Pre existing Debt	\$ 7,439
Rezoning Bonds	\$ 1,425
Bus Leasing Payment	\$ 5,435
PTP Debt Service	\$ 7,439
<b>TOTAL</b>	<b>\$ 79,651</b>

Source: Transit Pro Forma FY 2012-2013

In FY 2014, MDT is projected to spend approximately \$548 million for the operation of the transit system and support of MDT's other local and regional responsibilities.

### 8.2.1 Projected Operating Expenses

The 2012 opening of Airport Link has resulted in a 10 percent (10%) increase in Metrorail service and MDT is projecting an additional increase in service levels for Metrobus based upon the Recommended Service Plan for existing and new Metrobus service. MDT is projecting no increase in service levels for Metromover between FY 2014 – FY 2023. The key inflation assumptions that drive the cost projections, as included in the Pro Forma, are summarized below.

**Table 8-3: MDT Operating Expense Inflation Assumptions**

Expense Item	Annual Inflation Rate
Labor Increase- Merit	2.4% 2014 and thereafter
Labor Increase-COLA	0% (2012-2014) 2% (2015 and after)
Health Insurance	5% (2012-2016) 3.5% (2017 and after)
Major Support Line Items	1.8% (2014) 2.0% (2015) 2.2% (2016) 2.5% 2017 and thereafter
Inventory	1%
Fuel	1.8% (2014) 2% (2015) 2.2% (2016) 2.5% 2017 and thereafter

Source: Transit Pro Forma FY 2012-2013

### 8.2.2 Operating Revenues

Miami-Dade Transit's operations are supported by a range of federal, state, local, and directly-generated revenue streams. Table 8-4 shows the projected agency operating revenues for FY 2014 by major category.

**Table 8-4: MDT Projected FY 2014 Operating Revenues**

Operating Revenue Category	Amount (000s)
Fare Revenues	\$ 117,486
Other Operating Revenues	\$ 38,987
Federal Grant Funds Used for PM	\$ 62,226
State Block Grant	\$ 20,837
Other State Operating Support	\$ 8,056
PTP Surtax	\$ 209,090
County General Funds	\$ 167,868
Local Option Gas Tax	\$ 25,948
Federal Grants (JARC)	\$ 2,060
Interest, Reimbursement & Other	\$ 7,453
<b>TOTAL</b>	<b>\$ 660,011</b>

Source: Transit Pro Forma FY 2012-2013

### 8.2.3 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 MDT is expected to grow at slightly over three percent (3%) annually. In addition, MDT does foresee two separate major policy actions related to funding during FY 2014 – FY 2023 to include:

- **Regular programmed fare increases:** The Pro Forma projects a 25 cent increase in the base fare (from its current level of \$2.00 to \$2.25) in 2014, with another 25 cent increase levied in 2018 and in 2021. These increases have the effect of increasing the overall revenue growth rate in those years. These programmed fare increases which occur every four years is determined by policies approved by the Miami-Dade County Board of County Commissioners that authorize MDT to implement regular fare increases to keep pace with inflation.
- **Additional local funding:** In 2014, MDT anticipates receipt of two additional local funding sources to support operations -- the local option gas tax (LOGT) and County General Funds. Miami-Dade County currently imposes three of the five cents allowed under the fuel tax, and Pro Forma assumes that the other two cents will be approved, levied, and collected for MDT's use in 2014. The value of those additional two cents from the LOGT is approximately \$13 million annually. The second source is additional County General Funds, which is estimated at approximately \$19.3 million in the first year.

The critical funding growth assumptions that drive the Pro Forma results are also outlined below.

**Table 8-5: MDT Operating Revenue Growth Assumptions**

Revenue Item	Annual Growth Rate
PTP Surtax	2014-2016: 3.0% 2017+: 4.5%
General Funds (Maintenance of Effort)	3.50%
Fare Revenue (Trip Growth)	2014+: 1%
State Block Grant and Transp. Disadv. Funds	2014+: 2%
Federal Funds	2014 - 2017: 5% 2018+: 2.5%
Local Option Gas Tax	2014: 1.5% and after: 0.5%

Source: Transit Pro Forma FY 2012-2013

#### 8.2.4 Summary of Operating Budget

The operating budget, as presented in the 2012 Pro Forma for the ten-year period from FY 2014 to FY 2023, is balanced. This means that projected operating expenses are covered by the forecasted revenues from various local and non-local sources. This operating budget is achieved by a combination of cost efficiencies and service restructuring in Metrobus; an avoidance of any major service expansion except for the Airport Link and aggressive use of available local funding sources (LOGT and general funds). However, this operating budget is based upon the budgetary assumptions that were applied within the FY 2012 - 2013 Pro Forma. These assumptions are subject to change resulting in a different budgetary outcome than presented in this TDP due to the volatility in gas prices and pressure from the public to reduce the tax roll which would have impacts to the general fund share MDT receives and the availability of federal and state grants.

**Table 8-6: MDT Operating Budget (FY 2014 - FY 2023) (\$000s)**

Operating Revenues	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
Fare Revenues	\$117,486	\$118,661	\$119,848	\$121,046	\$133,113	\$134,444	\$135,789	\$148,099	\$149,580	\$151,076	\$ 1,329,142
Other Operating Revenues	\$8,105	\$8,186	\$8,268	\$8,351	\$8,434	\$8,519	\$8,604	\$8,690	\$8,777	\$8,865	\$ 84,799
Federal Grant Funds Used for PM	\$62,226	\$62,848	\$63,477	\$64,177	\$64,752	\$66,371	\$68,030	\$69,731	\$71,474	\$73,261	\$ 666,347
State Block Grant	\$20,837	\$21,253	\$21,678	\$22,112	\$22,554	\$23,005	\$23,465	\$23,935	\$24,413	\$24,902	\$ 228,155
Other State Operating Support	\$8,056	\$8,166	\$8,279	\$8,393	\$8,510	\$8,629	\$8,751	\$8,875	\$9,001	\$9,131	\$ 85,791
PTP Surtax	\$209,090	\$215,363	\$221,824	\$231,806	\$242,237	\$253,138	\$264,529	\$276,433	\$288,872	\$301,871	\$ 2,505,161
County General Funds	\$167,868	\$173,744	\$179,825	\$186,119	\$192,633	\$199,375	\$206,353	\$213,576	\$221,051	\$228,787	\$ 1,969,331
Additional Local Revenue or Service Cut	\$30,882	\$31,032	\$32,118	\$33,242	\$34,405	\$35,610	\$36,856	\$38,146	\$39,481	\$40,863	\$ 352,635
Local Option Gas Tax	\$25,948	\$29,541	\$29,769	\$29,999	\$30,231	\$30,382	\$30,534	\$30,686	\$30,840	\$30,994	\$ 298,924
Federal Grants	\$2,060	\$2,060	\$2,060	\$2,060	\$2,060	\$2,060	\$2,060	\$2,060	\$2,060	\$2,060	\$ 20,600
Interest, Reimbursements & Other	\$7,453	\$7,750	\$8,061	\$8,420	\$8,796	\$9,190	\$9,604	\$10,038	\$10,492	\$10,969	\$ 90,772
<b>Total Revenues</b>	<b>\$660,011</b>	<b>\$678,605</b>	<b>\$695,206</b>	<b>\$715,724</b>	<b>\$747,725</b>	<b>\$770,722</b>	<b>\$794,574</b>	<b>\$830,267</b>	<b>\$856,042</b>	<b>\$882,778</b>	<b>\$ 7,631,656</b>
<b>Operating Expenses</b>											
MDT Operating Expenses	\$467,980	\$487,006	\$501,638	\$516,826	\$532,596	\$548,971	\$565,976	\$583,938	\$602,279	\$621,328	\$ 5,428,538
SFRTA Contribution	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$ 42,350
PTP Debt Service	\$77,842	\$94,920	\$111,729	\$138,123	\$147,710	\$155,703	\$155,700	\$163,694	\$163,694	\$171,892	\$ 171,905
Municipal Contribution	\$48,091	\$49,533	\$51,019	\$53,315	\$55,714	\$58,222	\$60,842	\$63,579	\$66,441	\$69,430	\$ 576,187
PWD Project Management (Pay Go)	\$3,227	\$3,324	\$3,424	\$2,527	\$2,602	\$2,680	\$2,761	\$2,844	\$2,929	\$3,017	\$ 29,334
CITT Staff	\$2,360	\$2,360	\$2,360	\$2,431	\$2,504	\$2,579	\$2,656	\$2,736	\$2,818	\$2,903	\$ 25,706
Pre Existing Debt Service	\$7,439	\$2,494	\$2,494	\$2,494	\$0	\$0	\$0	\$0	\$0	\$0	\$ 14,921
Other (Bus Leasing Payment/Rezoning Bonds)	\$15,409	\$9,577	\$12,294	\$15,012	\$15,012	\$15,012	\$15,012	\$15,012	\$15,012	\$12,294	\$ 139,645
<b>Total Expenses</b>	<b>\$626,583</b>	<b>\$653,449</b>	<b>\$689,194</b>	<b>\$734,963</b>	<b>\$760,374</b>	<b>\$787,402</b>	<b>\$807,181</b>	<b>\$836,039</b>	<b>\$857,407</b>	<b>\$885,099</b>	<b>\$7,637,689</b>
<b>Annual Operating Surplus/(Deficit)</b>	<b>33,428</b>	<b>25,156</b>	<b>6,013</b>	<b>(19,238)</b>	<b>(12,648)</b>	<b>(16,680)</b>	<b>(12,607)</b>	<b>(5,771)</b>	<b>(1,365)</b>	<b>(2,320)</b>	
<b>Cumulative Operating Surplus/(Deficit)</b>	<b>43,168</b>	<b>68,323</b>	<b>74,336</b>	<b>55,098</b>	<b>42,450</b>	<b>25,770</b>	<b>13,163</b>	<b>7,392</b>	<b>6,027</b>	<b>3,707</b>	

Source: Transit Pro Forma FY 2012-2013 and RFRO (Working). \*Total values presented may vary due to rounding.



### 8.3 Capital Expenditures and Funding Sources

#### 8.3.1 Planned Capital Expenditures

Miami-Dade Transit's planned capital expenditures for the period FY 2014 to FY 2023 are divided into two groups: 1.) Those projects which will be financed with PTP-backed debt; and, 2.) Those projects which will be paid for on a "cash" basis with funding from various sources. For large capital projects or ongoing projects during FY 2014 – FY 2023 (such as bus acquisition and replacement), these may be funded by a combination of debt proceeds and cash. A summary of the two groups of projects is provided below.

**Table 8-7: Planned MDT Capital Expenditures FY 2014-2023**

PTP Debt Financed Capital Projects	Total Cost FY14-FY23 (000s)
Lehman Yard Rehab and Expansion Phase 1	\$ 1,232
Bus Enhancements	\$ 16,542
Bus Tracker System/Computer Aided Dispatch	\$ 6,179
Infrastructure Renewal Plan (IRP)	\$ 62,500
Capital Expansion Reserve	\$ 10,957
Kendall Enhanced Bus	\$ 998
Rail Vehicle Replacement	\$ 290,729
Lehman Test Track for Metrorail	\$ 2,714
Track and Guideway Rehab Subset	\$ 12,985
Northeast Transit Hub Enhancements	\$ 666
Pedestrian Overpass at University	\$ 425
<b>SUBTOTAL</b>	<b>\$ 405,927</b>
Non-PTP Debt Financed Capital Projects	Total Cost FY14-FY23 (000s)
Kendall Enhanced Bus Service	\$ 998
Metrorail Bike Path (M-PATH)	\$ 160
Metromover Fiber Replacement	\$ 441
Mover Video Project	\$ 96
NW 7th Ave and NW 62nd St Passenger Activity Center	\$ 749
Kendall Drive Signalization	\$ 696
Park and Ride lot Quail Roost Drive	\$ 1,400
Park and Ride lot SW 344th Street	\$ 91
Northeast Transit Hub Enhancements	\$ 666
Pedestrian Overpass at University	\$ 820
Security and Safety Equipment	\$ 3,123
<b>SUBTOTAL</b>	<b>\$ 532,439</b>
<b>TOTAL</b>	<b>\$ 938,366</b>

Source: Transit Pro Forma FY 2012-2013

**Table 8-7: Planned MDT Capital Expenditures FY 2014-2023 (continued)**

Non-PTP Debt Financed Capital Projects	Total Cost FY14-FY23 (000s)
Kendall Enhanced Bus Service	\$ 998
Metorail Bike Path (M-PATH)	\$ 160
Metromover Fiber Replacement	\$ 441
Mover Video Project	\$ 96
NW 7th Ave and NW 62nd St Passenger Activity Center	\$ 749
Kendall Drive Signalization	\$ 696
Park and Ride lot Quail Roost Drive	\$ 1,400
Park and Ride lot SW 344th Street	\$ 91
Northeast Transit Hub Enhancements	\$ 666
Pedestrian Overpass at University	\$ 820
Security and Safety Equipment	\$ 3,123
SUBTOTAL	\$ 532,439
<b>TOTAL</b>	<b>\$ 938,366</b>

Source: Transit Pro Forma FY 2012-2013

Many of the listed projects, such as the vehicle replacements (for bus, rail, and peplemover) and the guideway rehabilitation, will greatly improve the quality and longevity of the existing MDT transit system. However, most of the projects in Table 8-7 are scheduled for completion on or before 2018. After 2018, the capital program consists only of scheduled bus acquisitions and the Infrastructure Renewal Program (IRP), which is the agency's long-term projection of future rehabilitation and replacement needs throughout the MDT system.

### 8.3.2 Capital Funding Sources

As noted, MDT's capital projects between FY 2014 – FY 2023 will either be debt-financed or funded on a pay-as-you-go basis. The debt financing is backed by the PTP surtax revenues, as projected in the previous financial section. The "cash"-funded projects will be supported by a combination of funding sources, which are shown in Table 8-8. All of these funding sources for pay-as-you-go capital will be concluded by 2019.

**Table 8-8: Projected "Cash" Revenue Sources for Capital Projects, FY 2014-2023**

Capital Funding Source	Total Amount (000s)
FTA Section 5307/5309 Formula Grant	\$ 333,102
FTA Section 5309 Discretionary Grant	\$ 4,558
FDOT Funds	\$ 13,384
BCC GOB Future Financing	\$ 160
Lease Financing-County Bonds/Debt	\$ 100,000
PTP Bond Program	\$ 405,927
Capital Improvement Local Option Gas Tax	\$ 81,147
Operating Revenue	\$ 88
<b>TOTAL</b>	<b>\$ 938,366</b>

Source: Miami-Dade Transit Capital Book, F2 Report

### 8.3.3 Summary of Capital Plan

The capital budget is presented in the FY 2012 – FY 2013 Pro Forma for the ten-year period from FY 2014 to FY 2023. 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 MDT's budget, as described above, to guarantee debt coverage).

This capital budget is based upon the budgetary assumptions applied within the FY 2012 – 2013 Pro Forma and these assumptions are subject to change correspondingly in line with the finalization of the County's Budget and Capital Operating Plan resulting in a different budgetary outcome than presented in this TDP.

**Table 8-9: MDT Capital Budget (FY 2014 - FY 2023) (\$000s)**

Capital Revenues	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
FTA Section 5307/5309 Formula Grant	\$ 68,528	\$ 66,031	\$ 65,517	\$ 66,193	\$ 66,833	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 333,102
FTA Section 5309 Discretionary Grant	\$ 4,002	\$ 407	\$ 149	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,558
FDOT Funds	\$ 11,773	\$ 1,611	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,384
Building Better Communities (BBC)	\$ 160		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160
Lease Financing	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
PTP Bond Program	\$ 84,385	\$ 99,002	\$ 122,717	\$ 72,105	\$ 15,768	\$ 11,950	\$ -	\$ -	\$ -	\$ -	\$ 405,927
Local Option Gas Tax	\$ 16,168	\$ 16,003	\$ 16,163	\$ 16,325	\$ 16,488	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,147
Operating Revenue	\$ 88	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 88
<b>Total Capital Project Revenues</b>	<b>\$ 205,104</b>	<b>\$ 203,054</b>	<b>\$ 224,546</b>	<b>\$ 174,623</b>	<b>\$ 119,089</b>	<b>\$ 11,950</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 938,366</b>
PTP Debt-Financed Projects											
Lehman Yard Rehab and Expansion Phase 1	\$ 1,232	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,232
Bus Enhancements	\$ 10,020	\$ 952	\$ 680	\$ 2,850	\$ 2,040	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,542
Bus Tracker System/Computer Aided Dispatch	\$ 6,179	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,179
Infrastructure Renewal Plan (IRP)	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,500
Capital Expansion Reserve	\$ 4,847	\$ 3,356	\$ 1,979	\$ 245	\$ 530	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,957
Kendall Enhanced Bus Service	\$ 339	\$ 659	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 998
Rail Vehicle Replacement	\$ 39,552	\$ 75,986	\$ 106,033	\$ 56,510	\$ 698	\$ 11,950	\$ -	\$ -	\$ -	\$ -	\$ 290,729
Lehman Center Test Track for Metrorail	\$ 2,714	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,714
Track and Guideway Rehab Subset	\$ 5,911	\$ 5,549	\$ 1,525	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,985
Northeast Transit Hub Enhancements	\$ 666	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 666
Pedestrian Overpass at University	\$ 425	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 425
<b>Total PTP Debt-Financed Project Expenditures</b>	<b>\$ 84,385</b>	<b>\$ 99,002</b>	<b>\$ 122,717</b>	<b>\$ 72,105</b>	<b>\$ 15,768</b>	<b>\$ 11,950</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 405,927</b>

Source: Miami-Dade Transit Capital Book, F2 (revenue) and F5 (expense) Reports

**Table 8-9: MDT Capital Budget (FY 2014 - FY 2023) (\$000s) (Continued)**

Other Funding Sources Financed Projects	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
ADA Improvements & Equipment	\$ 278	\$ 292	\$ 307	\$ 307	\$ 307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,491
Busway ADA Improvements	\$ 646	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 646
Graphics and Signage Upgrade	\$ 538	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 538
Bus and Bus Facilities	\$ 2,002	\$ 107	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,109
Bus Enhancements	\$ 11,720	\$ 952	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,672
Facilities and Equipment Rehabilitation	\$ 278	\$ 292	\$ 307	\$ 307	\$ 307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,491
Transit Operations System (TOS) Replacement	\$ 1,984	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,984
Electronic Signage Info Systems/WIFI Implementation	\$ 88	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 88
Bus Replacement	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Bus Tools and Equipment	\$ 278	\$ 292	\$ 307	\$ 307	\$ 307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,491
Passenger Amenities and Transit Enhancements	\$ 479	\$ 484	\$ 489	\$ 494	\$ 499	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,445
Capitalization Preventative Maintenance	\$ 78,071	\$ 78,851	\$ 79,640	\$ 80,442	\$ 81,240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 398,244
Kendall Enhanced Bus Service	\$ 339	\$ 659	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 998
Metorail Bike Path (M-PATH)	\$ 160	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160
Metromover Fiber Replacement	\$ 441	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 441
Mover Video Project	\$ 96	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 96
NW 7th Ave and NW 62nd St Passenger Activity Center	\$ 300	\$ 300	\$ 149	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 749
Kendall Drive Signalization	\$ 696	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 696
Park and Ride lot Quail Roost Drive	\$ 177	\$ 1,223	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400
Park and Ride lot SW 344th Street	\$ 91	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91
Northeast Transit Hub Enhancements	\$ 666	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 666
Pedestrian Overpass at University	\$ 820	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 820
Security and Safety Equipment	\$ 571	\$ 600	\$ 630	\$ 661	\$ 661	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,123
<b>Total Other Funding Financed Projects</b>	<b>\$ 120,719</b>	<b>\$ 104,052</b>	<b>\$ 101,829</b>	<b>\$ 102,518</b>	<b>\$ 103,321</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 532,439</b>
<b>Total Project Expenditures</b>	<b>\$ 205,104</b>	<b>\$ 203,054</b>	<b>\$ 224,546</b>	<b>\$ 174,623</b>	<b>\$ 119,089</b>	<b>\$ 11,950</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 938,366</b>
<b>Capital Funding Surplus/(Deficit)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Source: Miami-Dade Transit Capital Book, F2 (revenue) and F5 (expense) Reports

## 8.4 Unfunded Needs for New Service Initiatives

MDT FY 2014 – FY 2023 TDP Annual Update is based upon initiatives as identified by MDT that are currently unfunded, which represent important areas of need to include:

- Bus route 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.

The estimated capital and operating costs to support these service expansion and capital investment initiatives between FY 2014 – FY 2023 are included. These unfunded project costs are presented in year-of-expenditure (YOE) dollars, according to the planned implementation schedules and inflation assumptions.

### 8.4.1 Bus Route Improvements

MDT has identified a number of service improvements to existing routes as well as the implementation of additional new routes based upon the availability of funding. The projected YOE costs of implementing these services are presented in Table 8-10. For all these replacement vehicles, a 20 percent (20%) vehicle spare ratio is assumed. Bus capital costs are assumed to be \$650,000 per 40-foot diesel/electric hybrid vehicle, \$950,000 per 60-foot diesel/electric hybrid vehicle, and \$800,000 per 40-foot diesel/electric hybrid commuter coach vehicle in 2013 dollars.

### 8.4.2 Total Unfunded Needs

MDT's total unfunded needs between FY 2014 – FY 2023 – covering bus service improvements, capital investment in priority travel corridors, and CIP projects – is \$926 million in YOE dollars (Table 8-11).



**Table 8-10: Proposed Bus Route Improvements (Unfunded)**

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Existing Routes											
Operating Costs	\$ 8,298,577	\$ 7,615,468	\$ 8,635,468	\$ 7,142,468	\$ 6,242,468	\$ 9,153,472	\$ 7,131,468	\$ 9,072,468	\$ 9,072,468	\$ 9,072,468	\$ 81,436,793
Capital Costs	\$ 13,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,300,000
Total	\$ 21,598,577	\$ 7,615,468	\$ 8,635,468	\$ 7,142,468	\$ 6,242,468	\$ 9,153,472	\$ 7,131,468	\$ 9,072,468	\$ 9,072,468	\$ 9,072,468	\$ 94,736,793
New Routes											
Operating Costs	\$ 5,557,440	\$ 6,642,440	\$ 7,826,440	\$13,466,440	\$ 17,066,440	\$ 17,066,440	\$ 21,209,440	\$ 24,509,440	\$ 25,496,440	\$ 25,496,440	\$ 164,337,400
Capital Costs	\$ 7,200,000	\$ 5,200,000	\$ 6,400,000	\$ 5,700,000	\$ 11,400,000	\$ -	\$ 15,600,000	\$ -	\$ 4,800,000	\$ -	\$ 56,300,000
Total	\$ 12,757,440	\$11,842,440	\$ 14,226,440	\$19,166,440	\$ 28,466,440	\$ 17,066,440	\$ 36,809,440	\$ 24,509,440	\$ 30,296,440	\$ 25,496,440	\$ 220,637,400
Total Operating Costs	\$ 13,856,017	\$14,257,908	\$ 16,461,908	\$20,608,908	\$ 23,308,908	\$ 26,219,912	\$ 28,340,908	\$ 33,581,908	\$ 34,568,908	\$ 34,568,908	\$ 245,774,193
Total Capital Costs	\$ 20,500,000	\$ 5,200,000	\$ 6,400,000	\$ 5,700,000	\$ 11,400,000	\$ -	\$ 15,600,000	\$ -	\$ 4,800,000	\$ -	\$ 69,600,000
TOTAL	\$ 34,356,017	\$19,457,908	\$ 22,861,908	\$26,308,908	\$ 34,708,908	\$ 26,219,912	\$ 43,940,908	\$ 33,581,908	\$ 39,368,908	\$ 34,568,908	\$ 315,374,193

Source: Miami-Dade Transit, 2013; YOE capital costs assume a 0% annual cost inflation rate; YOE operating costs assume a 3.5% annual cost inflation rate. Note: Totals may vary due to rounding.

**Table 8-11: Total Unfunded Needs, FY2014-2023**

Service Improvement Category	Total Funding Required FY 13-22
Bus Improvements (Operating)*	\$ 245,774,193
Bus Improvements (Capital)**	\$ 69,600,000
CIP Projects (Capital)***	\$ 611,005,080
TOTAL UNFUNDED NEEDS	\$ 926,379,273

Source: Miami-Dade Transit, 2013

\* Sum of cumulative totals from Tables 7-2 and 7-4

\*\* Incremental totals by year from Tables 7-2 and 7-4 minus funded capital bus improvements (including spares)

\*\*\*Total Estimated Cost YOE from Table 7-9 minus Total Infrastructure Renewal Plan (IRP) from Table 7-1

## Appendices



## **A.1 METROBUS SERVICE CHARACTERISTICS (DECEMBER 2012)**



**MDT METROBUS ROUTE HEADWAYS (December 2012)**

<b>ROUTE</b>	<b>PEAK</b>	<b>OFF-PEAK</b>	<b>EVENING</b>	<b>OVER</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
<b>BRANCHES</b>	<b>(AM/PM)</b>	<b>(Midday)</b>	<b>(at 8 pm)</b>	<b>NIGHT</b>		
1	30	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	55	n/a	n/a	n/a
3	18	18	30	60	15	20
6	60	60	n/a	n/a	60	60
7						
East of NW 44 Avenue	15	20	30	n/a	20	20
MIA Metrorail Station	30	40	60	n/a	40	40
Dolphin Mall	30	40	60	n/a	40	40
8						
East of SW 57 Avenue	10	15	20	n/a	15	20
East of SW 82 Avenue	15	15	20	n/a	15	20
Westchester	30	30	20	n/a	15	20
FIU via SW 8 Street	30	30	n/a	n/a	n/a	n/a
FIU via Coral Way	30	30	20	n/a	n/a	n/a
9						
163rd Street Mall	12	30	30	n/a	30	30
Aventura Mall	24	30	60	n/a	30	30
10	30	30	30	n/a	30	30
11						
East of 79 Avenue	8	12	20	60	12	15
Mall of the Americas	16	24	40	60	24	30
FIU-University Park Campus	16	24	40	60	24	30
12	30	30	45	n/a	40	40
16	18	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						
Westchester	20	20	30	n/a	30	30
FIU-University Park Campus	40	40	30	n/a	60	60
SW 137 Avenue/26 Street	40	40	60	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
31 (Busway Local)	15	30	40	n/a	30	30
32	24	30	40	n/a	40	60
33	30	30	60	n/a	30	30
34 (Busway Flyer)	7½	n/a	n/a	n/a	n/a	n/a
35	30	30	35	n/a	60	60
36						
East of NW 57 Avenue	20	30	20	n/a	30	30
Doral Center	20	60	40	n/a	60	60
Miami Springs Circle	60	60	60	n/a	60	60
Dolphin Mall	60	60	40	n/a	n/a	n/a
37	30	30	30	n/a	30	30
38 (Busway MAX)	12	15	15	60	15	20
40						
East of SW 127 Avenue	15	30	40	n/a	60	60
SW 8 Street/SW 129 Avenue	30	60	45	n/a	n/a	n/a
Miller Drive/SW 152 Avenue	30	60	45	n/a	60	60



**MDT METROBUS ROUTE HEADWAYS (December 2012 - continued)**

<b>ROUTE</b>	<b>PEAK</b>	<b>OFF-PEAK</b>	<b>EVENING</b>	<b>OVER</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
<b>BRANCHES</b>	<b>(AM/PM)</b>	<b>(Midday)</b>	<b>(at 8 pm)</b>	<b>NIGHT</b>		
42						
MIA Metrorail Station	20	30	60	n/a	40	60
Miami Springs Circle	40	60	n/a	n/a	n/a	n/a
Opa-locka Tri-Rail Station	40	60	n/a	n/a	40	60
46 (Liberty City Connection)	45	n/a	n/a	n/a	n/a	n/a
48	60	60	n/a	n/a	n/a	n/a
51 (Flagler MAX)	15	30	30	n/a	n/a	n/a
52	30	45	60	n/a	45	60
54						
Hialeah Gardens	25	25	30	n/a	30	40
Miami Gardens Drive/NW 87 Avenue	50	50	n/a	n/a	n/a	n/a
56						
East of SW 107 Avenue	30	60	n/a	n/a	n/a	n/a
MDC - Kendall Campus	60	n/a	n/a	n/a	n/a	n/a
Miller Road /SW 152 Avenue	60	60	n/a	n/a	n/a	n/a
57	60	60	n/a	n/a	n/a	n/a
62						
Dr. Martin Luther King, Jr. Station	12	20	30	n/a	20	30
Hialeah	30	40	30	n/a	20	30
Miami Beach	30	n/a	n/a	n/a	n/a	n/a
70						
South Dade Government Center	30	60	60	n/a	60	60
Saga Bay	n/a	60	n/a	n/a	60	60
71	30	60	45	n/a	60	60
72						
East of SW 137 Avenue	30	30	30	n/a	60	60
Miller Square	60	60	60	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	45	60
77						
South of NW 183 Street	7½	15	30	n/a	15	30
NW 199 Street	15	30	30	n/a	30	60
79 (79 Street MAX)	24	n/a	n/a	n/a	n/a	n/a
87						
Koger Center	30	45	60	n/a	45	60
Palmetto Station	30	45	60	n/a	n/a	n/a
88						
East of SW 132 Avenue	20	30	30	n/a	24	30
Kendale Lakes	40	60	n/a	n/a	48	60
SW 162 Avenue/Kendall Drive	40	60	30	n/a	48	60
93 (Biscayne MAX)	20	30	n/a	n/a	n/a	n/a
95	5	n/a	n/a	n/a	n/a	n/a
99						
East of NW 47 Avenue	30	30	40	n/a	40	40
Miami Lakes	60	60	60	n/a	40	40
101 (Route A)	24	48	40	n/a	45	45
102 (Route B)						
East of Harbor Drive	8	30	30	n/a	30	30
Cape Florida State Park	8	60	30	n/a	60	60
Mashta Drive	60	60	n/a	n/a	60	60
103 (Route C)	20	20	30	n/a	20	30
104	25	60	60	n/a	60	60
105 (Route E)	30	45	30	n/a	50	50
107 (Route G)	30	30	40	n/a	30	30
108 (Route H)	25	25	40	n/a	30	30
110 (Route J)	20	30	30	n/a	30	30
112 (Route L)						
Northside Station	12	12	20	60	15	20
Amtrak Station	24	24	60	n/a	sel	sel
Hialeah Station	24	24	20	n/a	30	40
113 (Route M)	45	60	60	n/a	60	60

**MDT METROBUS ROUTE HEADWAYS (December 2012 - continued)**

<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>						
115 (Mid-North Beach Connection CW)	45	45	n/a	n/a	60	60
117 (Mid-North Beach Connection CCW)	45	45	60	n/a	60	60
119 (Route S)	12	12	12	60	15	15
120 (Beach MAX)						
South of Collins Avenue/Haulover Park Entrance	12	12	30	n/a	15	30
Haulover Park Marina	24	24	n/a	n/a	30	n/a
Aventura Mall	24	24	30	n/a	30	30
123 (South Beach Local)	20	13	20	n/a	13	13
132 (Tri-Rail Doral Shuttle)	80	n/a	n/a	n/a	n/a	n/a
133 (Tri-Rail Airport Shuttle)	20	60	30	n/a	100	100
135						
East of LeJeune Road	30	30	30	n/a	60	60
Hialeah Station	60	60	60	n/a	60	60
Miami Lakes	60	60	60	n/a	n/a	n/a
136	45	n/a	n/a	n/a	n/a	n/a
137 (West Dade Connection)	30	45	60	n/a	40	45
150 (Miami Beach Airport Flyer)	30	30	30	n/a	30	30
183						
East of NW 57 Avenue	12	20	20	n/a	20	24
Miami Gardens Drive/NW 87 Avenue	24	40	40	n/a	40	48
195 (I-95 Dade-Broward Express)	15	n/a	n/a	n/a	n/a	n/a
200 (Cutler Bay Local)	60	60	n/a	n/a	n/a	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)	7½	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
211 (Overtown Circulator)	45	45	n/a	n/a	n/a	n/a
212 (Sweetwater Circulator)	n/a	30	n/a	n/a	n/a	n/a
238 (East-West Connection)	45	60	n/a	n/a	60	60
243 (Seaport Connection)	30	n/a	n/a	n/a	n/a	n/a
246 (Night Owl)	n/a	n/a	n/a	60	60ovn	60ovn
249 (Coconut Grove Circulator)	18	18	20	n/a	25	25
252 (Coral Reef MAX)						
East of SW 117 Avenue	20	60	50	n/a	60	60
Zoo Miami	20	60	n/a	n/a	60	60
Country Walk	20	60	50	n/a	60	60
SW 162 Avenue	30	n/a	n/a	n/a	60	60
254 (Brownsville Circulator)	n/a	30	n/a	n/a	n/a	n/a
267 (Ludlam Limited)	25	n/a	n/a	n/a	n/a	n/a
272 (Sunset KAT)	15	n/a	n/a	n/a	n/a	n/a
277 (7 Avenue MAX)	18	n/a	n/a	n/a	n/a	n/a
286 (North Pointe Circulator)	48	48	n/a	n/a	48	n/a
287 (Saga Bay MAX)	30	n/a	n/a	n/a	n/a	n/a
288 (Kendall Cruiser)	12	n/a	n/a	n/a	n/a	n/a
297 (27th Avenue Enhanced Bus)	15	30	n/a	n/a	n/a	n/a
344	60	60	n/a	n/a	n/a	n/a
500 (Midnight Owl)	n/a	n/a	n/a	60	60ovn	60ovn

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



## **A.2 PUBLIC INVOLVEMENT ACTIVITIES**



## Miami-Dade Transit Corporate Discount Program

Existing and Potential Companies Contacted During Calendar Year 2012

Victoria M. Elliott

Corporate Discount Program Manager

Date	Company	Type of Activity
1/3/2012	Cima Design Build	Meeting – new lead.
1/6/2012	Continental Real Estate Companies	Follow-up meeting with management.
1/11/2012	ADD, Inc.	Meeting – new lead.
1/19/2012	Terremark Corporation	Meeting – account servicing.
1/20/2012	ADD, Inc.	Follow-up visit with company's senior management.
1/23/2012	Astigarraga Davis	Meeting – new lead very interested in joining CDP.
1/24/2012	New Employee Orientation	Presented County Employee Transit Discount Program highlights to 27 new hires.
1/27/2012	Stearns Weaver	Visit – account servicing.
1/27/2012	Hyman & Mars, LLP	Meeting – new lead provided by Stearns Weaver.
1/31/2012	ADD, Inc.	Follow-up visit – program not feasible to implement at this time.
1/31/2012	The Palace at Kendall	Account servicing – CDP presentation to new employees.
2/3/2012	MGM Case Management	Meeting – new lead.
2/3/2012	Thermo America Group LLC	Meeting – new lead.
2/8/2012	Eastern National Bank	Cold call visit – Brickell Corridor.
2/8/2012	TotalBank	Cold call visit – Brickell Corridor.
2/8/2012	Stiles Property Management	Cold call visit – Brickell Corridor.
2/8/2012	U.S. Century Bank	Cold call visit – Brickell Corridor
2/8/2012	Key International	Cold call visit – Brickell Corridor
2/8/2012	The Allen Morris Company	Cold call visit – Brickell Corridor
2/8/2012	Continental Property Services	Cold call visit – Brickell Corridor
2/8/2012	1450 Brickell, LLC	Cold call visit – Brickell Corridor
2/8/2012	Flagler Real Estate Services, LLP	Cold call visit – Brickell Corridor
2/8/2012	Astigarraga Davis	Follow-up visit. Group joining CDP effective 3/1/2012.
2/13/2012	The Palms Hotel and Spa	Meeting – new lead.



2/14/2012	New Employee Orientation	Presented County Employee Transit Discount Program highlights to 17 new hires.
2/15/2012	Transwestern	Cold Call visit – Brickell Corridor
2/15/2012	Jones Lang LaSalle	Cold Call visit – Brickell Corridor
2/15/2012	Florida East Coast Realty, Inc.	Cold Call visit – Brickell Corridor
2/15/2012	Institutional Property Managers, LLC	Cold Call visit – Brickell Corridor
2/15/2012	New World Tower	Cold Call visit – Brickell Corridor
2/15/2012	Jones Lang LaSalle (2 <sup>nd</sup> building)	Cold Call visit – Brickell Corridor
2/15/2012	CBRE / CB Richard Ellis	Cold Call visit – Brickell Corridor
2/15/2012	Jones Lang LaSalle (3 <sup>rd</sup> building)	Cold Call visit – Brickell Corridor
2/15/2012	Transwestern (2 <sup>nd</sup> building)	Cold Call visit – Brickell Corridor
2/15/2012	1101 Brickell	Cold Call visit – Brickell Corridor
2/15/2012	JW Marriott Miami	Cold Call visit – Brickell Corridor
2/15/2012	Jones Lang LaSalle (4 <sup>th</sup> building)	Cold Call visit – Brickell Corridor
2/15/2012	Sacher, Zelman, Hartman, Paul, Bailey & Rolnick, P.A.	Cold Call visit – Brickell Corridor
2/15/2012	Services and Promotions Miami LLC	Cold Call visit – Brickell Corridor
2/15/2012	Espirito Santo Management Corp.	Cold Call visit – Brickell Corridor
2/16/2012	Astigarraga Davis	Follow-up visit – Group joining CDP effective 3/1/2012.
2/17/2012	Preferred Care Partners	Visit with South Florida Commuter Services to promote upcoming Clean Air Challenge.
2/17/2012	The Datran Center – ABM Management	Visit with South Florida Commuter Services to promote upcoming Clean Air Challenge.
2/17/2012	Brandsmart at Kendall	Visit with South Florida Commuter Services to promote upcoming Clean Air Challenge.
2/17/2012	Miami Children's Hospital	Follow-up visit – company still not ready to consider return to CDP.
2/22/2012	J and J Cleaning	Telephone conference to explain CDP. Company does not meet minimum group size requirement.
2/22/2012	W South Beach	Promoted CDP at hotel's annual Talent, Health and Wellness Fair

2/23/2012	Astigarraga Davis	Final follow-up visit to company joining CDP effective 3/1/2012.
2/27/2012	Wicker, Smith, O'Hara, McCoy & Ford, PA	Meeting – new lead.
2/28/2012	Miami-Dade County Public Schools Administration	Meeting to discuss rate and parking permit issues.
3/6/2012	Baptist Health System – Doctors' Hospital	All day promotion of CDP with South Florida Commuter Services.
3/8/2012	Continental Real Estate Companies (CREC)	Presentation to employees. Company joining CDP effective 4/1/2012.
3/8/2012	Bacardi Building Coral Gables	Cold calls to tenants of newly-opened building.
3/13/2012	New Employee Orientation	Presented County Employee Transit Discount Program highlights to 5 new hires.
3/14/2012	Miami-Dade College Kendall Campus	Promoted CDP at annual Green Fair.
3/16/2012	Switchboard of Miami	Meeting with management. Company joining CDP effective 4/1/2012.
3/21/2012	Jones Lang LaSalle (801 Brickell location)	Tenant Transportation Event.
3/22/2012	Feldman Gale, P.A.	Outreach effort to bring company back to CDP.
3/23/2012	Continental Real Estate Companies (CREC)	Follow-up visit to finalize details. Company joining CDP effective 4/1/2012.
3/27/2012	New Employee Orientation	Presented County Employee Transit Discount Program highlights to 7 new hires.
3/27/2012	Switchboard of Miami	Follow-up visit to finalize details. Company joining CDP effective 4/1/2012.
3/28/2012	Florida Department of Corrections, Probation and Parole	Outreach effort to promote CDP.
3/28/2012	Miami-Dade College North Campus	Promoted CDP at annual Green Fair.
3/28/2012	Feldman Gale, P.A.	Follow-up meeting with management to finalize company's return to CDP.
3/30/2012	Sarelson Law Firm	Telephone conference. Company interested in CDP but lacks minimum number of participants to qualify.
4/5/2012	Miami-Dade County Public Schools	Meeting to discuss change in terms effective August 1, 2012.
4/9/2012	Banco de Sabadell	Courtesy visit to explain program administration process to new Human

		Resources Manager (staff turnover).
4/13/2012	Feldman Gale, P.A.	Final visit to complete company's return to CDP.
4/13/2012	The Miami Herald	Outreach effort to keep company in the CDP. Company going through financial difficulties and personnel cutbacks.
4/13/2012	Datran Center	Tenant Transportation Event
4/20/2012	Baptist Health System – West Kendall Baptist	Promoted CDP at Earth Day Event
4/20/2012	Baptist Health System – Homestead Baptist	Promoted CDP at Earth Day Event
4/24/2012	New Employee Orientation	Presented County Employee Transit Discount Program highlights to 13 new hires.
4/25/2012	Stroock, Stroock and Lavan, LLP	New lead. Presentation of CDP to Office Manager.
4/26/2012	Stroock, Stroock and Lavan, LLP	Follow-up visit. Account sold effective May 1, 2012.
4/26/2012	Aliette Carolan Law Office	New lead. Presentation of CDP to Office Manager.
4/30/2012	Simply Healthcare, Inc.	Meeting with HR Manager. Presentation of CDP to senior staff. Employee presentations scheduled for 5/8/2012.
4/30/2012	Miami Marlins	New group joining CDP effective May 1, 2012.
5/1/2012	HCA-Florida Open Imaging	Telephone conference to explain CDP. Company does not meet minimum group size requirement.
5/3/2012	Taylor & Mathis – Coral Gables	Tenant Transportation Event – Clean Air Challenge.
5/8/2012	Simply Healthcare	CDP presentation to employees. Group joining CDP effective June 1, 2012.
5/10/2012	Northern Trust Bank	CDP presentation to employees. Group withdrew from CDP when HR Manager retired.
5/11/2012	Transwestern at Douglas Entrance	Tenant Transportation Event.
5/16/2012	Feldman Gale, P.A.	Meeting with Office Manager. Group intends to return to the CDP effective June 1, 2012.
5/18/2012	Verizon Wireless	Telephone conference with HR headquarters to determine feasibility of the CDP for the Miami employees.
5/18/2012	Feldman Gale, P.A.	Visit to close sale. Group returning to CDP effective June 1, 2012.
5/21/2012	Simply Healthcare	Visit to close sale. Group joining CDP effective June 1, 2012.
5/22/2012	Ocean Reef Resort	Promoted CDP at Employee Spring Fair.

5/24/2012	Pacesetter Personnel Services	Meeting to discuss CDP. CDP not feasible due to company's high turnover. Will buy Tickets at SPCC instead.
5/29/2012	New Employee Orientation	Presented County Employee Transit Discount Program highlights to 36 new hires.
5/31/2012	Miami-Dade County Aviation Department	Meeting with Aviation HR to promote CDP among Aviation employees at Miami International Airport.
5/31/2012	ATI Health Institute	Telephone conference and introductory email to new CDP lead.
6/1/2012	MIA Movers/Crystal Mover Services, Inc.	Telephone conference and introductory email to new CDP lead.
6/4/2012	Private businesses at Miami-International Airport (MIA)	Email blast to all private businesses at MIA to announce the July 28 <sup>th</sup> opening of the MIA Metrorail Station and promote CDP.
6/5/2012	New Employee Orientation	Presented County Employee Transit Discount Program highlights to 24 new hires.
6/8/2012	NextEra Energy (FPL)	Telephone conference and introductory email to new CDP lead.
6/8/2012	EPIC Hotel & Area 31	Telephone conference and email to HR Manager. Have been trying to enroll this account in the CDP since 2009.
6/12/2012	Miami-Dade County Public Schools	Meeting with MDCPS employees who wish to remain in the CDP even though their employer is canceling participation as of 7/31/2012. Employees will form their own group to remain in the program as of 8/1/2012.
6/15/2012	EPIC Hotel & Area 31	Meeting with HR Manager to discuss CDP details.
6/20/2012	Miami-Dade County Aviation Department	Employee Transportation Day for Aviation employees at MIA.
6/25/2012	Jackson Health System (South Campus)	Promoted CDP at Employee Fair with South Florida Commuter Services.
6/26/2012	New Employee Orientation	Presented County Employee Transit Discount Program highlights to 34 new hires.
6/26/2012	Jackson Health System (North Campus)	South Florida Commuter Services represented MDT at Employee Fair.
6/29/2012	Jackson Health System (Main Campus)	Promoted CDP at Employee Fair with South Florida Commuter Services.
7/3/2012	The Palace at Kendall	Courtesy visit to discuss CDP concerns expressed by employees.
7/5/2012	Foreman Friedman	Meeting with HR Benefits Coordinator to discuss CDP.
7/10/2012	New Employee Orientation	Presented County Employee Transit Discount Program highlights to 35 new hires.
7/12/2012	Foreman Friedman	Visit to close sale. Company joining CDP effective August 1, 2012.

7/12/2012	EPIC Hotel & Area 31	Employee Transportation Event. Management is taking away free employee parking and wants to encourage employees to join CDP.
7/16/2012	Howden Insurance, LLC	Meeting with HR Department to present CDP (new lead).
7/18/2012	SLS Hotel South Beach	Meeting with HR Department. Sale closed. Account effective August 1, 2012.
7/24/2012	New Employee Orientation	Presented County Employee Transit Discount Program highlights to 31 new hires.
7/31/2012	Miami-Dade County Health Department	Introductory email to HR Coordinator to present and explain how the CDP works.
7/31/2012	Jones Walker	Telephone conference covering CDP highlights. Appointment scheduled for August 8 <sup>th</sup> , 2012.
8/2/2012	Miami International Airport Rental Car Center (RCC)	CDP mini-presentations to 15 car rental agencies within MIA.
8/2/2012	American Airlines	Meeting with AA Director of Administration at MIA to discuss feasibility of implementing CDP for local AA employees. Feasibility looks doubtful due to HR being out of Florida and the fact that MDT does not operate 24/7 to meet the employee needs.
8/6/2012	Howden Insurance, LLC.	Follow-up meeting. Presentation to employees. Group tentatively scheduled to join CDP as of September 1, 2012.
8/8/2012	Jones Walker	Meeting with HR to discuss CDP. Company very interested.
8/9/2012	University of Miami	Promoted CDP at annual RA Fair with South Florida Commuter Services.
8/10/2012	Four Seasons Hotel	Promoted CDP at annual Employee Benefits Fair.
8/14/2012	New Employee Orientation	Presented County Employee Transit Discount Program highlights to 34 new hires.
8/16/2012	Arnall Golden Gregory, LLP	Telephone conference with Benefits Manager, located in Atlanta, GA. Company will investigate feasibility of implementing CDP for the Miami employees.
8/16/2012	Howden Insurance, LLP	Follow-up visit. Company will not be able to join the CDP as planned because they tried but could not get the minimum 4 employees required to qualify for the program.
8/23/2012	Jones Walker, LLP	Final visit ahead of September 1 <sup>st</sup> effective date.
8/26/2012	New Employee Orientation	Presented County Employee Transit Discount Program highlights to 28 new hires.
9/4/2012	New Employee Orientation	Presented County Employee Transit Discount Program highlights to 20 new hires.

9/6/2012	Boyd Richards Parker & Colonnelli, LLP	Meeting with HR Manager to present CDP.
9/7/2012	Miami-Dade County Aviation Department	Meeting with MDAD HR Manager to discuss CDP promotional campaign for Aviation employees at MIA.
9/10/2012	Miami International Airport Hotel	Telephone conference and introductory email to HR Manager.
9/10/2012	Hospitality America	Telephone conference and introductory email to HR Manager.
9/11/2012	Unknown	Email covering CDP highlights in response to an inquiry sent from a personal email account at yahoo.com. Name of company unknown.
9/18/2012	New Employee Orientation	Presented County Employee Transit Discount Program highlights to 27 new hires.
9/21/2012	Hampton Inn & Suites	Meeting with HR Supervisor to present CDP.
9/24/2012	Newport Beachside Hotel	Account servicing visit with HR Manager to resolve card issues.
9/24/2012	Wells Fargo Advisors	Telephone conference and introductory email to Wells Fargo Advisors employee inquiring about the CDP.
9/25/2012	American Airlines at MIA	Promoted CDP at Employee Benefits Fair. Program not feasible for implementation at this time.
9/26/2012	Lydecker Diaz	Visit – account servicing.
9/26/2012	Boyd Richards Parker & Colonnelli, LLP	Visit to finalize company's transition to the CDP effective September 1, 2012.
9/27/2012	Barry University Main Campus	Promote CDP at Employee Benefits Fair with South Florida Commuter Services.
9/28/2012	Boyd Richards Parker & Colonnelli, LLP	Visit to deliver additional materials ahead of CDP effective date of 9/1/2012.
9/28/2012	Miami-Dade County Aviation Department	Meeting with MDAD HR Manager to deliver flyers and posters for Aviation Employees CDP Promotional Campaign.
10/11/2012	United Airlines	Presentation of CDP to UA employees at MIA.
10/11/2012	Bahamas Air	Presentation of CDP to Bahamas Air employees at MIA
10/11/2012	British Airways	Presentation of CDP to British Airways employees at MIA
10/12/2012	InterContinental Hotel	Promoted CDP at Employee Benefits Fair.
10/15/2012	Miami-Dade County Aviation Department	Visit to MDAD HR to distribute additional materials for ongoing Aviation employee promotional campaign.
10/16/2012	New Employee Orientation	Presented County Employee Transit Discount Program highlights to 31 new hires.
10/17/2012	Heller & Zion, LLP	Meeting with HR to present CDP. Company is very interested and will discuss program with employees.



10/17/2012	Howden Insurance, LLP	Follow-up visit. Still trying to obtain the minimum size requirements. Company very interested in the CDP.
10/19/2012	South Miami Hospital	Promoted CDP at Employee Benefits Fair.
10/22/2012	The Worker's Center	Introductory email to company inquiring on the CDP.
10/23/2012	Doctors Hospital	Promoted CDP at Employee Benefits Fair.
10/24/2012	Baptist Hospital (Main)	Promoted CDP at Employee Benefits Fair.
10/25/2012	Eden Roc Renaissance	Promoted CDP at Employee Benefits Fair.
10/25/2012	Heller & Zion, LLP	Visit to finalize company's transition to the CDP effective September 1, 2012.
10/29/2012	Miami Marriott Biscayne Bay	Promoted CDP at Employee Benefits Fair
10/30/2012	New Employee Orientation	Presented County Employee Transit Discount Program highlights to 29 new hires.
11/1/2012	South Florida Commuter Services	Meeting with SFCS representative to discuss CDP issues.
11/2/2012	Rumberger, Kirl & Caldwell	Meeting – account servicing.
11/2/2012	University of Miami Medical Center	Meeting with CDP Plan Administrator to discuss MDT and Tri-Rail CDP issues.
11/13/2012	Sodexo at Mercy Hospital	Telephone conference with Sodexo (Tampa, FL) HR Manager regarding the outsourcing of certain Mercy Hospital employees to Sodexo. Need to create new account and migrate employees from Mercy to Sodexo.
11/13/2012	New Employee Orientation	Presented County Employee Transit Discount Program highlights to 27 new hires.
11/15/2012	South Florida Regional Transportation Authority (SFRTA)	Meeting with SFRTA CDP Staff to discuss mutual CDP issues.
11/27/2012	New Employee Orientation	Presented County Employee Transit Discount Program highlights to 32 new hires.
11/29/2012	Mandarin Oriental Hotel	Promoted CDP at Employee Benefits Fair.
12/12/2012	Rubenstein Law	Meeting with Office Manager to present CDP. Company very interested in joining the CDP. South Florida Commuter Services will conduct a transportation survey in January. Company will join CDP effective February 1, 2013.

## GOLDEN PASSPORT 2012 OUTREACH

DATE	ORGANIZATION	LOCATION
MAY	Smather's Plaza	1040 SW 29th Court Miami, Florida
	South Miami Plaza	6701 SW 62nd Avenue Miami, Florida
JULY	Culmer Overtown Community Senior Center	1600 NW 3rd Avenue Miami, Florida
	South Shore Jewish Community Center	833 6th Street, Miami Beach. Florida
	Mildred & Claude Pepper Towers	2350 NW 54th Street, Miami, Florida
	Leonard Batz	150 NE 69th Street Miami, Florida
	Senior Health Expo	Tamiami Fair Grounds Miami, Florida
	Pinewood Villas	8420 SW 188th Terrace Miami, Florida
SEPTEMBER	Cutler Bay Local Shuttle Opening	Cutler Bay
	Senior Services Day	18710 SW 288th Street, Miami, Florida
	Griffin Adult Center	12220 Griffin Boulevard, North Miami, Florida
	Key Biscayne Community Center	10 Village Green Way, Key Biscayne



### A.3 MUNICIPAL SERVICES



## Municipal Transit Services



Municipality	Service Operator	Website Address
Aventura	Contractor	cityofaventura.com
Bal Harbour Village	Contractor	balharbourgov.com
Bay Harbor Islands	Contractor	bayharborislands.org
Biscayne Park	ILA with North Miami	biscayneparkfl.gov/
Coral Gables	Contractor	citybeautiful.net
Cutler Bay	Miami-Dade Transit	cutlerbay-fl.gov
Doral	Contractor	cityofdoral.com
El Portal	N/A	
Florida City	N/A	
Golden Beach	N/A	
Hialeah	Contractor	hialeahfl.gov
Hialeah Gardens	ILA with Hialeah	cityofhialeahgardens.com
Homestead	MDT or Contractor	cityofhomestead.com
Indian Creek Village	N/A	
Key Biscayne	N/A	
Medley	Contractor	townofmedley.com
Miami	Contractor	miamigov.com
Miami Beach	Miami-Dade Transit	miamibeachfl.gov
Miami Gardens	Planned for 2013	miamigardens-fl.gov/
Miami Lakes	Contractor	miamilakes-fl.gov
Miami Shores	Contractor	miamishoresvillage.com
Miami Springs	Contractor	miamisprings-fl.gov
North Bay Village	Municipality	nbvillage.com
North Miami	Contractor	northmiamifl.gov
North Miami Beach	Municipality	citynmb.com
Opa Locka	Contractor	opalockafl.gov
Palmetto Bay	Contractor	palmettofl.org
Pinecrest	Contractor	pinecrest-fl.gov
South Miami	N/A	
Sunny Isles Beach	Municipality	sibfl.net
Surfside	Contractor	townofsurfsidefl.gov
Sweetwater	Municipality	cityofsweetwater.fl.gov
Virginia Gardens	ILA with Miami Springs	virginiagardens-fl.gov/
West Miami	Municipality	cityofwestmiamifl.com

Note: ILA = Interlocal Agreement

Legend:

**Total 34 municipalities**

Existing municipal service	27
Future municipal service	1
No current or planned service	6