



TRANSIT DEVELOPMENT PLAN

ANNUAL PROGRESS REPORT



Chapter 1

1. INTRODUCTION AND PURPOSE	1.1
1.1 Related Plans	1.2
1.1.1 2045 Long Range Transportation Plan	1.3
1.1.2 Transit Development Plan - MDT10Ahead	1.3
1.1.3 Florida Department of Transportation Five Year Work Program	1.3
1.1.4 State Transportation Improvement Program	1.4
1.1.5 Transportation Improvement Program	1.4
1.1.6 CITT Five Year Implementation Plan	1.4
1.1.7 Adopted Budget and Multi Year Capital Plan	1.5

Chapter 2

2. OVERVIEW OF EXISTING DTPW SERVICES	2.1
2.1 Metrobus	2.4
2.1.1 Local Service	2.4
2.1.2 Circulator Service	2.4
2.1.3 Limited-Stop Service	2.4
2.1.4 Express Bus Service	2.4
2.1.5 South Dade Transitway	2.4
2.2 Metrorail	2.8
2.3 Metromover	2.9
2.4 Special Transportation Services	2.10
2.5 Services Provided by Private Contractors	2.10
2.6 Miami-Dade Transit Passenger Fare Structure	2.11
2.6.1 Farebox Recovery Ratio	2.12
2.6.2 EASY Card Sales Outlets	2.12
2.7 Transit Mobility (Transportation Disadvantaged) Program	2.12
2.7.1 Section 5310 Program	2.12
2.7.2 Corporate Discount Program	2.13
2.7.4 College / Vocation School Discount Program	2.13
2.7.5 K-12 Discount Program	2.13
2.7.7 Golden Passport Office	2.13
2.8 Customer Information / Convenience	2.14
2.8.1 GO Miami-Dade Transit App (iPhone and Android)	2.14

2.8.2 Electronic Transit Rider Alert System / Train Tracker / Mover Tracker / Bus Tracker	2.14
2.9 Maintenance and Storage Facilities	2.15
2.10 Pedestrian Overpasses	2.15
2.11 Park-and-Ride Facilities	2.16
2.12 Municipal Transit Services	2.19
2.13 Transit Oriented Development	2.20
2.13.1 Metrorail	2.20
2.13.2 Metrobus	2.25
2.13.3 Metromover	2.26
2.13.4 The Underline	2.28
2.14 Regional Transit Service Connections	2.28
2.14.1 Broward County Transit (BCT)	2.28
2.14.2 South Florida Regional Transportation Authority (SFRTA)	2.29
2.14.3 Brightline	2.29
2.15 National Connections	2.30
2.15.1 Greyhound Intercity Passenger Bus Service	2.30
2.15.2 Amtrak Intercity Passenger Rail Service	2.30
2.15.3 Megabus	2.30
2.16 Conclusion	2.30

Chapter 3

3. CIVIC ENGAGEMENT	3.1
3.1 Civic Engagement Goals and Objectives	3.1
3.2 Stakeholder Coordination	3.2
3.2.1 CareerSource South Florida (Regional Workforce Board)	3.2
3.2.2 Citizens Transportation Advisory Committee (CTAC)	3.2
3.2.3 SFRTA Planning Technical Advisory Committee (PTAC)	3.2
3.2.4 Electronic Communication	3.2
3.3 Survey	3.3
3.3.1 Survey Instrument	3.3
3.3.2 Survey Advertising	3.4
3.3.3 Social Media	3.4



3.3.4 In-Person Distribution	3.4
3.4 Civic Engagement Outcomes	3.5
3.4.1 Digital Advertising Outcomes	3.5
3.5 Survey Results	3.5
3.6 Conclusion	3.9

Chapter 4

4. 2020 Performance Assessment	4.1
4.1 Goal 1 – Improve Transit System Convenience and Reliability	4.2
4.1.1 Express Lanes and Exclusive Right of Way	4.2
4.1.1.1 SR-836 Express Bus	4.2
4.1.1.2 SR-826 Express Lanes	4.2
4.1.2 Real-Time ETA signage at Multimodal Stations and High Ridership Stops	4.4
4.2 Goal 2 - Improve Customer Service.	4.5
4.3 Goal 3 - Maximize Operational Safety and Security	4.6
4.3.1 System-wide Safety and Security Upgrades.	4.6
4.4 Goal 4 - Enhance the Integration of Transit Services to Support the Economy	4.7
4.4.1 Transit Oriented Development Projects	4.7
4.4.1.1 Link at Douglas - Douglas Road Metrorail Station.	4.7
4.4.1.2 Northside Transit Village – Freedom Tower Metrorail Station.	4.8
4.4.1.3 Grove Central - Coconut Grove Metrorail Station	4.8
4.5 Goal 5 – Provide Transit Services that Reduce the Impact on the Environment	4.9
4.5.1 Alternative Fuels.	4.9
4.6 Goal 6 - Maximize Use of Funding Sources	4.10
4.6.1 Innovative and New Funding Sources	4.10
4.6.2 Design-Build Projects	4.11
4.6.2.1 Golden Glades Multimodal Transportation Facility (GGMTF).	4.11
4.6.2.2 Ludlam Trail Corridor	4.12
4.7 Goal 7 - Expand Transit Services.	4.13
4.7.1 Bus Express Rapid Transit Service	4.15
4.8 Goal 8 – Enhance Integration and Connectivity of Transit Systems	

Across Modes	4.16
4.8.1 Transit Signal Priority	4.16
4.8.2 Bicycle Parking at Metrorail Stations	4.17
4.9 Goal 9 – Ensure Equity in Transit Services.	4.18
4.10 Goal 10 – Maintain Existing Transit System in a State of Good Repair.	4.19
4.10.1 Metrorail New Vehicle Replacement	4.19
4.10.2 Metrobus New Vehicle Replacement.	4.20
4.11 Consistency Analysis	4.20
4.12 Conclusion	4.20

Chapter 5

5. 2021 TRANSIT IMPLEMENTATION PLAN	5.1
5.1 Committed Capital Improvement Plan	5.1
5.2 New Vehicles	5.2
5.2.1 Metrorail New Vehicle Replacement	5.2
5.2.2 New Bus Vehicle Replacement	5.2
5.3 The SMART Plan	5.3
5.3.1 Beach Corridor.	5.3
5.3.2 East-West Corridor	5.4
5.3.2.1. SR-836 Express Bus Service	5.4
5.3.2.2. East-West Corridor Transit-Oriented Development Master Plan.	5.4
5.3.3 Kendall Corridor	5.5
5.3.4 North (NW 27th Avenue Premium Transit) Corridor	5.5
5.3.5 Northeast Corridor	5.5
5.3.6 South Dade Transitway Corridor.	5.6
5.3.7 BERT Routes.	5.6
5.4 Other New Facilities	5.7
5.4.1 South Dade Bus Maintenance Facility	5.7
5.4.2 The Underline Phase I - Brickell Backyard Project.	5.7
5.4.2.1 South Dade Bus Maintenance Facility	5.7
5.5 Committed Bus Service Adjustments	5.8
5.5.1 The Better Bus Project	5.8
5.6 Committed Infrastructure Renewal Program (IRP) Projects.	5.9



Chapter 6

6. TEN YEAR IMPLEMENTATION PLAN	6.1
6.1 SMART Plan	6.1
6.1.1 Rapid Transit Corridors	6.2
6.1.1.1 Beach Corridor	6.2
6.1.1.2 East-West Corridor	6.3
6.1.1.3 Kendall Corridor	6.4
6.1.1.4 North Corridor	6.5
6.1.1.5 Northeast Corridor	6.6
6.1.1.6 South Dade Transitway Corridor	6.7
6.1.2 Bus Express Rapid Transit (BERT) Network	6.10
6.1.2.1 Flagler Corridor	6.11
6.2 SMART Demonstration Program	6.14
6.3 Other Transit Operations Projects	6.16
6.4 Funded Capital Projects	6.19
6.5 Partially Funded Capital Projects	6.22
6.6 Unfunded Capital Projects	6.24
6.7 State of Good Repair Projects	6.27

Chapter 7

7. VISION PLAN: 2030 AND BEYOND	7.1
7.1 2045 Long Range Transportation Plan - Priority Transit Projects	7.1

Chapter 8

8. TRANSIT FINANCIAL PLAN	8.1
8.1 Operating Expenses and Revenues	8.1
8.1.1 Projected Operating Revenues	8.2
8.1.2 Summary of Operating Budget	8.3
8.2 Transit Capital Expenditures and Funding Sources	8.4
8.2.1 Planned Capital Expenditures	8.4
8.2.2 Summary of Capital Plan	8.6
8.3 Total Unfunded Need	8.7

Appendix

DTPW TABLE OF ORGANIZATION	A-1
SERVICE CHARACTERISTICS (DECEMBER 2019)	A-2
MUNICIPAL TRANSIT SERVICES	A-3
DTPW & MDT10AHEAD OUTREACH ACTIVITIES	A-4
MDT MAJOR TRIP GENERATOR MAPS	A-5
MDT BUS REPLACEMENT PLAN MDT10AHEAD SURVEY RESULTS	A-6
MDT10Ahead Survey Results	A-7
FY 2021-22 Unfunded Capital Projects	A-8
Adopted Budget - Transportation and Mobility Section	A-9



List of Figures

Figure 1-1: Interrelationship of Planning Documents in Miami-Dade County	1.2	Figure 5-1: The SMART Plan.	5.3
Figure 1-2: Metrobus vehicles being cleaned during the COVID-19 pandemic	1.6	Figure 5-2: Beach Corridor Rendering	5.3
Figure 1-2: Metrobus vehicles being cleaned during the COVID-19 pandemic	1.6	Figure 5-3: SR-836 Express Route Alignments	5.4
Figure 2-1: DTPW Transit System Map	2.5	Figure 5-4: Slides from TOD Master Plan Presentation	5.4
Figure 2-2: Metrobus System Map	2.6	Figure 5-5: Miami Central Station, the Southern Terminus of the Northeast Corridor	5.5
Figure 2-2 (continued): Metrobus System Legend	2.7	Figure 5-6: Rendering of Completed Underline Phase 1	5.7
Figure 2-3: Metrorail System Map	2.8	Figure 5-7: Better Bus Project Draft Network	5.8
Figure 2-4: Metromover System Map	2.9	Figure 5-8: Renderings of Proposed South Corridor Station	5.13
Figure 2-5: GO Miami-Dade App	2.14	Figure 6-1: Beach Corridor Monorail Rendering	6.2
Figure 2-6: University Metrorail Station Pedestrian Overpass	2.15	Figure 6-2: East-West Corridor BRT Station Rendering	6.3
Figure 2-7: Existing DTPW Park-and-Ride Facilities	2.17	Figure 6-3: Kendall Corridor Project Map	6.4
Figure 2-8: Municipal Transit Services in Miami-Dade County	2.18	Figure 6-4: Potential Transit modes for the North Corridor: from left to right, Monorail, Maglev, Automated Guideway, and Heavy Rail	6.5
Figure 3-1: Teleconference TDP Presentation to the SFRTA PTAC	3.1	Figure 6-5: MiamiCentral Station in Downtown Miami	6.6
Figure 3-2: TDP Paper Survey	3.3	Figure 6-6: South Corridor BRT Station Rendering	6.7
Figure 3-3: Samples of TDP Digital Advertisements	3.4	Figure 6-7: Strategic Miami Area Rapid Transit (SMART) Plan	6.9
Figure 3-4: Questions 1 & 2: How often did you use Miami-Dade Transit services?	3.6	Figure 6-8: Tamiami Station, which will serve as an integral part of the Flagler Corridor	6.11
Figure 3-5: Question 10: What should be the main service priority for Miami-Dade Transit for the next ten years?	3.7	Figure 6-9: SMART Plan - Bus Express Rapid Transit (BERT) Network	6.13
Figure 3-6: Question 11: What should Miami-Dade Transit's facilities-related priorities be for the next ten years?	3.8	Figure 6-10: SMART Plan Demonstration Program	6.15
Figure 3-7: Question 12: What Would Make You Use Miami-Dade County Transit Services?	3.9	Figure 6-11: Transit Operations Projects FY 2022 - 2031	6.18
Figure 3-8: Passengers alighting a metrobus, before Covid safety requirements.	3.10	Figure 6-12: Funded Capital Projects FY 2022 - 2031	6.21
Figure 4-1: SR-836 Bus Lanes	4.2	Figure 6-13: Partially Funded Capital Projects FY 2022 - 2031	6.23
Figure 4-2: Rendering of South Corridor BRT Station	4.10	Figure 6-14: Unfunded Capital Projects FY 2022 - 2031	6.26
Figure 4-3: Tamiami Station Park-and-Ride	4.15	Figure 6-15: The newly opened Dolphin Park-and-Ride	6.30
Figure 4-4: Bike lids at Okeechobee station.	4.17	Figure 7-1: 2031 and Beyond Transit Vision Plan	6
Figure 4-6: Brand New Metrorail Vehicle In Service	4.19	Figure 7-2: 2031 and Beyond Transit Vision Plan (North Zoom View)	7
Figure 4-7: New DTPW Metrobus vehicles ready for service	4.20	Figure 7-3: 2031 and Beyond Transit Vision Plan (South Zoom View)	8



List of Tables

Table 2-1: Existing Service Characteristics	2.2
Table 2-2: Metrobus Service Characteristics	2.4
Table 2-3: DTPW Fare Structure Summary (Pre-Covid 19)	2.11
Table 2-4: DTPW Farebox Recovery	2.12
Table 2-5: Park-and-Ride Parking Space Counts	2.16
Table 2-6: Tri-Rail to DTPW Transfer Prices	2.29
Table 4-1: Existing Transit Oriented Developments	4.7
Table 4-2: Bike Lids Installations	4.17
Table 4-3: Consistency Analysis	4.20
Table 5-1: DTPW FY 2020 - 2021 Adopted Capital Budget (\$000's)	5.1
Table 5-2: New Vehicles in DTPW Bus Fleet	5.2
Table 5-3: FY 2020 - 2021 IRP Projects (\$000s).	5.9
Table 6-1: Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) Plan	6.8
Table 6-2: Strategic Miami Area Rapid Transit (SMART) Plan - Bus Express Rapid Transit (BERT) Network.	6.12
Table 6-3: SMART Demonstration Program	6.14
Table 6-4: Transit Operations Projects FY 2022 - 2031	6.16
Table 6-5: Funded Capital Projects FY 2022 - 2031	6.19
Table 6-6: Partially Funded Capital Projects FY 2022 - 2031	6.22
Table 6-7: Unfunded Capital Projects FY 2022 - 2031	6.24
Table 6-8: State of Good Repair Projects FY 2022 - 2031	6.27
Table 7-1: 2031 and Beyond Transit Vision Plan.	7.1
Table 8-1: DTPW Projected Transit FY 2021 Direct Operating Expenses (\$000s).	8.1
Table 8-2: Projected FY 21 Transit Operating Revenues.	8.2
Table 8-3: DTPW Operating Transit Revenue Growth Assumptions FY 2022 - FY 2031	8.2
Table 8-4: DTPW Operating Transit Expenses FY 2022 - FY 2031 (\$000s)	8.3
Table 8-5: DTPW Operating Transit Revenues FY 2022 - FY 2031 (\$000s).	8.4
Table 8-6: DTPW Capital Transit Expenses FY 2022 - FY 2031 (\$000s)	8.5
Table 8-7: Projected "Cash" Revenue Sources for Transit Capital Projects FY 2022 - FY 2031 (\$000s)	8.6
Table 8-8: Ten-Year Implementation Plan Total Unfunded Capital Need	8.7

CHAPTER 1

INTRODUCTION AND PURPOSE



1. INTRODUCTION AND PURPOSE

The Miami-Dade County Department of Transportation and Public Works (DTPW) is pleased to submit this Transit Development Plan (TDP) Annual Progress Report (APR) to the Florida Department of Transportation (FDOT District VI). The timely submission of the TDP ensures that DTPW remains eligible for the State Transit Block Grant Program, which sustains operations funding for the year to come.

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 TDP. A TDP major update is required every five years and TDP annual progress reports are required in the interim years. TDP updates must be submitted to FDOT by September 1st of each year.

This TDP Progress Report has been prepared in accordance with Florida Administrative Code (FAC) Rule 14-73.001. Transit Development Plans are required for grant program recipients pursuant to Section 341.052, F.S. A TDP shall be the provider's planning, development, and operational guidance document, based on a ten-year planning horizon and covering the year for which funding is sought, and the nine subsequent years.

This TDP, titled *MDT10Ahead 2021 Annual Progress Report*, presents both funded and unfunded transit needs to create a framework for transit improvements that can be implemented within a 10-year planning horizon, and includes a performance assessment for the targets set in the most recent TDP Major Update. DTPW's last Major Update was prepared in 2019 and was adopted by the Board of County Commissioners and approved by the FDOT, pursuant to resolution R-1375-19.

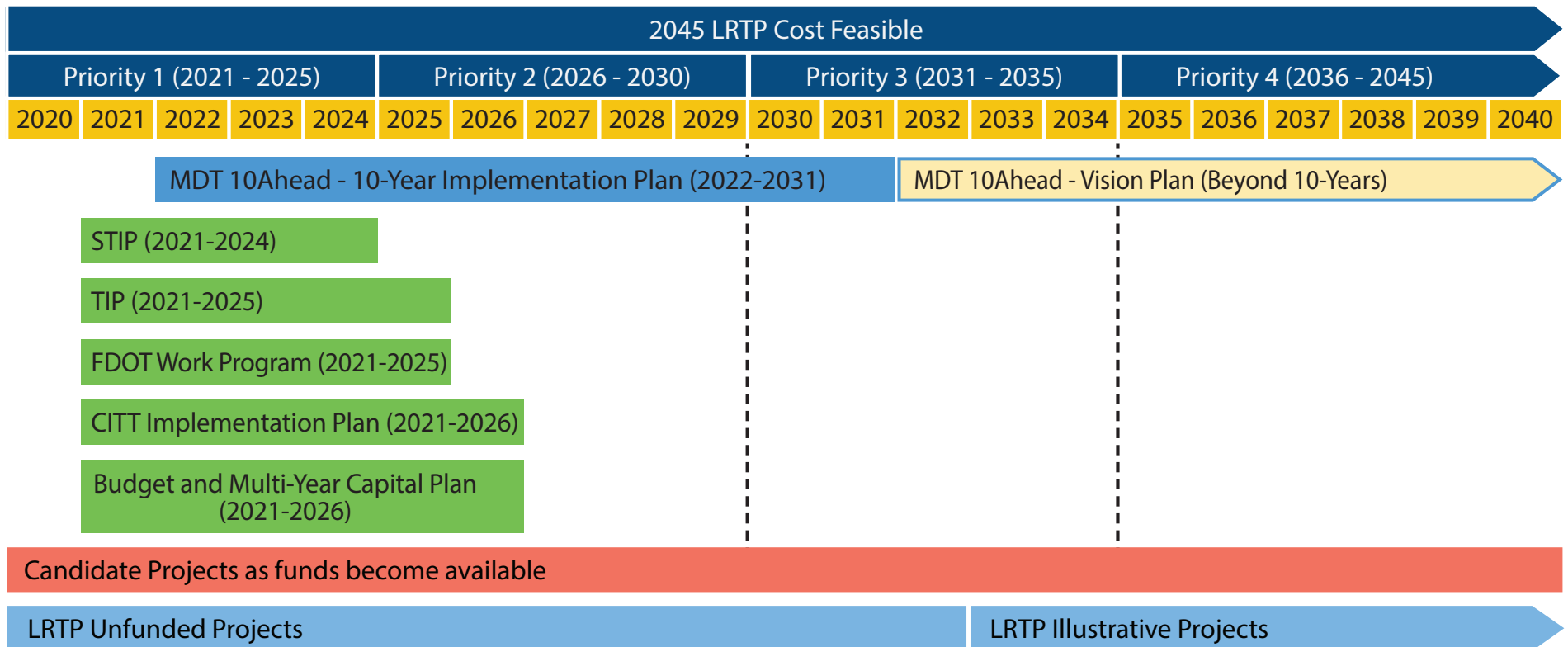




1.1. Related Plans

The TDP informs and is informed by other Land Use and Transportation Plans in Miami-Dade County. MDT10Ahead identifies the county's long-term transit infrastructure needs, which are used in the development of the Miami-Dade Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). The TDP also identifies and presents short-term improvements for implementation through the TPO's Five-Year Transportation Improvement Program (TIP), FDOT's Work Program process, the Citizens' Independent Transportation Trust (CITT) Five-Year Implementation Plan, and Miami-Dade County's FY 2021 Adopted Budget and Multi-Year Capital Plan. These planning documents are listed in this section by planning horizon, longest to shortest.

Figure 1-1: Interrelationship of Planning Documents in Miami-Dade County





1.1.1. 2045 Long Range Transportation Plan

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

The 2045 LRTP was approved by the TPO Governing Board on September 26th, 2019, and includes four planning periods with their own implementation years. Projects identified as plan period I are scheduled for implementation between 2020 and 2025; plan period II between 2026 and 2030; plan period III between 2031 and 2035; and plan period IV between 2036 and 2045. The plan also lists partially funded and unfunded projects as well as projects funded by the private sector, developers and set aside funds.

1.1.2. Transit Development Plan - MDT10Ahead

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

The 2019 Major Update, MDT10Ahead, was adopted by the Board of County Commissioners (BCC) on December 17, 2019. The most recent Annual Progress report was approved by FDOT on October 20, 2020.

1.1.3. Florida Department of Transportation Five Year Work Program

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

In each cycle, a new fifth year is added, and the first year drops off as projects are completed. A new project only begins to move forward after it is funded and then placed in the Work Program's fifth year. Each phase of a project generally takes two years to complete. Therefore, some projects could take up to 10 years or more from initiation to completion and would cycle through the Work Program several times. The current Five Year Work Program covers state FY 2021 through FY 2025 (July 1st, 2020 through June 30th, 2025).





1.1.4. State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a federally mandated document which includes a list of projects planned with federal participation in the next four fiscal years. The report is based upon the same projects that are listed in the first four years of FDOT's Adopted Five Year Work Program. The STIP is approved annually by Federal Highway Administration (FHWA) at the beginning of each federal fiscal year.

Projects shown in both the Work Program and the STIP are all drawn from the same Work Program Administration (WPA) database. Work Program reports and STIP reports contain the same projects programmed in the WPA database, with different formatting. For a project to be listed in the approved STIP, it must first be included in the WPA database and programmed in the first four years of the Adopted Five Year Work Program. The project must either be included in the Tentative Work Program during the annual Tentative Work Program development cycle, or it must be amended into the Work Program and STIP after it has been adopted on July 1st of each state fiscal year. The current STIP covers state FY 2021-24 (July 1st, 2020 through June 30th, 2024).

1.1.5. Transportation Improvement Program

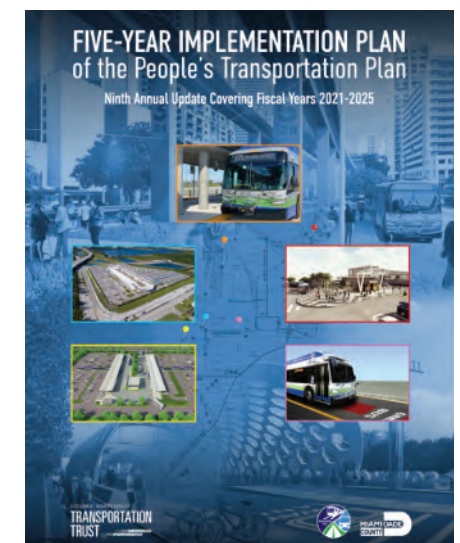
The TIP contains the transportation improvement projects planned for the next five years. All projects receiving federal funds must be included in this plan. Other major projects which are part of the area's program of improvements, but do not receive federal funds, are included in the TIP as part of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

The current 2021 TIP covers federal FY 2021 through FY 2025 (October 1st, 2020 - September 30th, 2025) and was approved by the TPO Governing Board on May 21st 2020. Categories of improvements include Highway, Transit, Aviation, Seaport, and Non-Motorized improvements. All projects and priorities listed in the adopted TIP are consistent with those in the adopted 2045 LRTP.



1.1.6. Citizens' Independent Transportation Trust Five-Year Implementation Plan

The Citizens' Independent Transportation Trust (CITT) 5-Year Implementation Plan documents the current implementation status of surtax-funded People's Transportation Plan (PTP) projects as well as their progress versus the baseline provided in the previous year's initial plan. This includes references to projects from the County's 2020-2021 Proposed Capital Budget. Annual updates to the CITT Implementation Plan document will continue to monitor and report on the implementation of the projects, their adherence to budget and schedule, and any changes to the Plan including project additions, deletions or deferrals. The current Five Year Implementation Plan covers federal FY 2021 through FY 2026 (October 1st, 2021 - September 30th, 2026).





1.1.7. Adopted Budget and Multi-Year Capital Plan

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

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

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

The current Adopted Budget and Multi-Year Capital Plan covers FY 2021 (October 1st, 2020 through September 30th, 2021).

Figure 1-2: Metrobus vehicles being cleaned during the COVID-19 pandemic







2. OVERVIEW OF EXISTING DTPW SERVICES

DTPW operates the 21st largest transit system in the United States¹. With a total service area of approximately 306 square miles that encompasses 34 municipalities and includes service into adjacent Broward and Monroe Counties, DTPW provides an assortment of transit services to meet the mobility needs of its 2.7 million residents and the 11.6 million visitors in 2020².

DTPW operates an integrated multi-modal transit system comprised of four modes: motor bus (Metrobus), heavy rail (Metrorail), automated people mover (APM - Metromover), and demand-response service (Special Transportation Services or STS). Overall, DTPW vehicles traveled over 62 million miles providing more than 82 million unlinked passenger trips in 2019; 61.4% of those trips were made on Metrobus, 23.2% on Metrorail, 10% on Metromover, and the remainder on STS, Express Buses, and Vanpools.

In 2020, the department has been led by Department Director Alice Bravo. Table 2-1 lists the operating characteristics of DTPW transit services. The DTPW Departmental Table of Organization is available in Appendix 1.

With more than 3,800 full time employees, DTPW is one of the largest departments in Miami-Dade County government and is responsible for planning and providing public transit services to the entire county.

Department of Transportation and Public Works - Transit Mission Statement:
Plan for, operate, and maintain a clean, safe, reliable, and convenient transportation system that effectively enhances mobility in Miami-Dade County.

¹ American Public Transportation Association 2020 Public Transportation Fact Book, based on unlinked passenger trips and passenger miles traveled

² Greater Miami and the Beaches 2020 Visitor Industry Overview



Table 2-1: Existing Service Characteristics

System Characteristics	Metrobus			Metrorail	Metromover	STS
	DTPW Operated Routes	Contracted Express Routes (301 & 302)	Other Contracted Routes			
Operating Hours	24 hours, seven days a week ²	5:10 AM -12:40 AM Monday-Friday 6:20 – 12:40 AM Saturday & Sunday	24 hours, seven days a week	5:00AM - 12:00AM, seven days a week	5:00AM - 12:00 AM, seven days a week	24 hours, seven days a week
Number of Routes	73	2	28	2	3	N/A
No. of Stations/Stops	8,323	32 ⁴	893	23 ¹	21 ¹	N/A
Peak Headways	Variable	Variable	Variable	5 - 10 minutes ⁵	1½ - 3 minutes	(Pick up +/-30 minutes of scheduled time)
Midday Headways				7 - 15 minutes	1½ - 5 minutes	
Weekend Headways				15 - 30 minutes ⁵	3 - 6 minutes	
Routes Miles	1,704.2	127.3	344.3	25.1	5.2	N/A
Peak Vehicle Requirements ¹	592	9	148	76	26	384
Total Fleet Size ¹	767	11	183	142	21	406
Annual Revenue Miles ¹	22,582,743	1,019,760	3,013,661	7,178,627 ²	998,645 ²	11,177,390 ²
Annual Boardings ¹	35,064,169	266,073	1,902,564	11,862,059 ²	5,741,996 ²	1,163,150 ²
Annual Operating Expense ¹	\$279,782,565	\$7,665,276	\$3,617,574	\$101,808,527 ²	\$28,808,053 ²	\$40,132,153 ²
Annual Operating Revenue ¹	\$61,526,944	\$216,851	\$1,064,420	\$15,739,393 ²	\$0 ²	\$6,169,450 ²
Annual Revenues (Other) ¹	\$20,427,845 ⁶	\$0	\$0	\$0	\$0	N/A
Base Fare	\$2.25 ⁷	\$2.65 ⁷	\$2.25	\$2.25	Free	\$3.50
Pedestrian Overpasses	1	0	0	4	0	N/A
Maintenance/ Storage Facilities	3	1	2	1	1	N/A



1 - Source: National Transit Database, Annual Database 2020

2 - Source: National Transit Database, Department of Transportation and Public Works, 3rd submission, March 2020 - 6 Metrobus routes (L, S, 3, 11, 27) operate 24 hours per day. One route, 38/Busway MAX, operates 24 hours per day on weekdays only. Two other routes, 246/Night Owl and 500/Midnight Owl, provide hourly bus service approximately between 12:00 am - 5:06 AM.

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

5 - Five-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. Orange line operates at 10-minute peak headways between the Miami International Airport and Dadeland South stations. During weekends and off-peak periods, combined headway is 15 minutes. Single line segments operate with 30-minute headways.

6 - Includes all modes. Park and Ride Revenue: \$2,114,128; Auxiliary Revenue: \$5,347,627; Other Agency Revenue: \$12,966,090.

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



2.1. Metrobus

Metrobus is DTPW's fixed-route bus service. Metrobus operates seven days a week, 24 hours per day. A total of 73 routes comprises DTPW's regular bus service structure as served by a total fleet of 767 buses, supplemented by 30 contracted routes operating with 55 buses. DTPW's family of Metrobus services includes local, circulator, limited-stop and express routes. Figure 2-1 presents the Metrobus system route map, while Figure 2-2 illustrates the DTPW Metrobus service area coverage. A detailed service schedule for current DTPW operated Metrobus routes is presented in Appendix A.2.

2.1.1. Local Service

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

2.1.2. Circulator Service

Circulator or shuttle bus service operates short route connections between activity centers, or as a feeder to provide a connection with another transit service. For DTPW, these local community routes include a shuttle connecting to the Hialeah Market Tri-Rail station in Miami-Dade County.

2.1.3. Limited-Stop Service

Limited-stop service skips some stops and only serves designated high ridership bus stops along a route. With fewer stops, limited-stop routes have significantly increased operating speeds when compared to local service. MAX routes serve stops at major transfer points or approximately every one-half mile (in the Miami Central Business District (CBD)) to one mile (in suburban areas) along a route. Route 277, the NW 7th Avenue MAX, is an example of a limited-stop bus service, which operates during the morning and evening rush hours.

2.1.4. Express Bus Service

Express Bus service is similar to limited-stop service which has fewer stops and operates at a higher speed than local bus service. Express routes connect outlying areas, with direct service to designated activity centers such as the Miami CBD. These routes usually operate along a freeway or major arterial road to increase the operating speed. The 95 Dade-Broward Express Route that operates within the I-95 express lanes is an existing express service operated by DTPW. Metrobus Route 175 is an express bus route which began service in 2019. It provides service from the new Park & Ride Lot at I-75 and Miami Gardens Drive (near Florida's Turnpike) to Palmetto Metrorail Station via I-75 and SR-826.

2.1.5. South Dade Transitway

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

The transitway has many travel-time saving features such as exclusive travel lanes, fewer stops, and preferential signal phasing at intersections. To maximize the efficacy of these features, most of the routes operating on the Transitway provide limited-stop service, express service, or have sections that offer limited stop or express service, including routes 31, 34, 38, 52, 252, and 287.

Table 2-2: Metrobus Service Characteristics

Service Type	Routes	Route Miles
Circulator	11	101
Local	66	1,648
Limited Stop	7	186
Express	14	682
Total	98	2,617

Source: Miami-Dade County GIS and Ridership Technical Report

Figure 2-1: DTPW Transit System Map

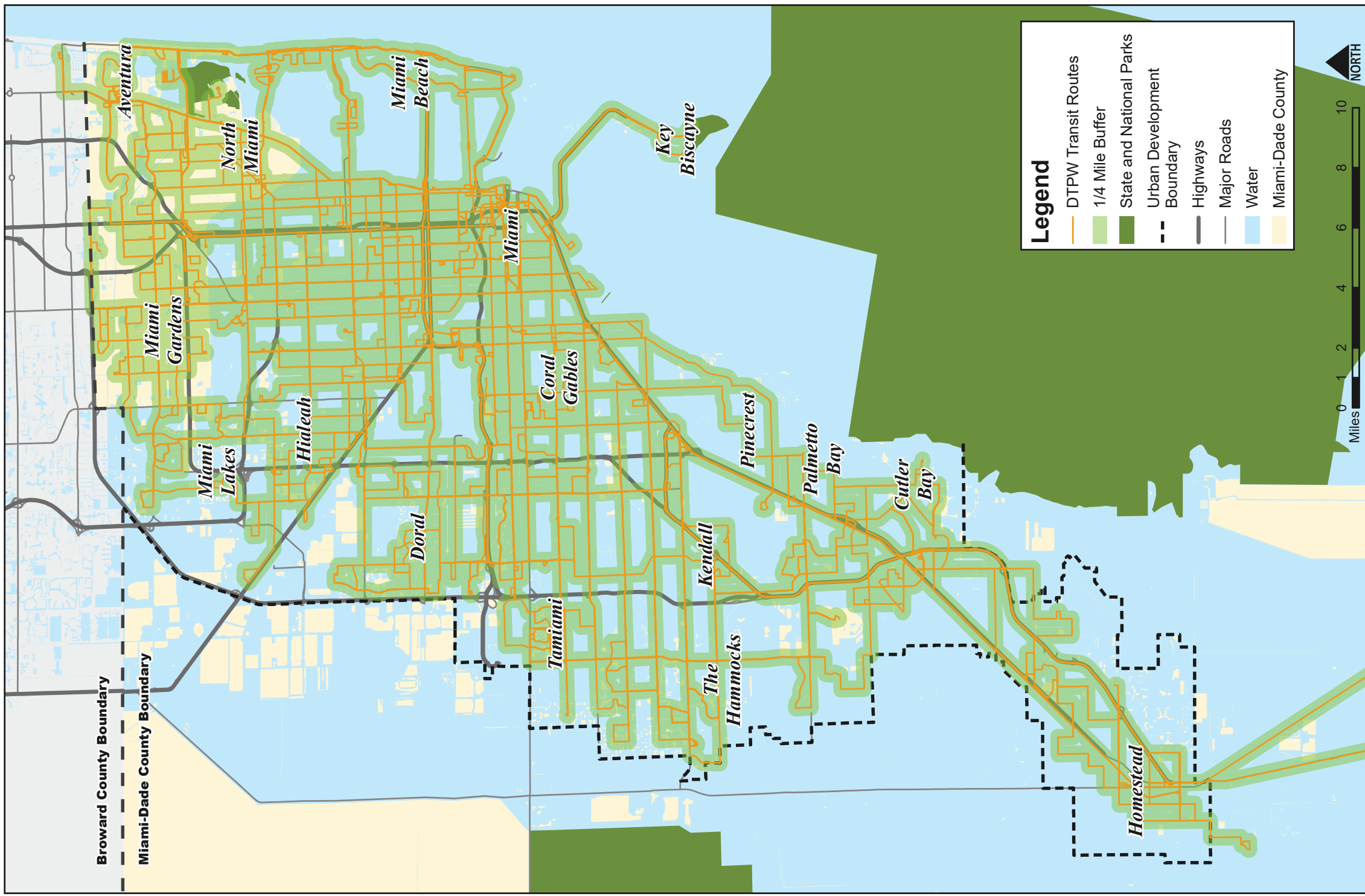
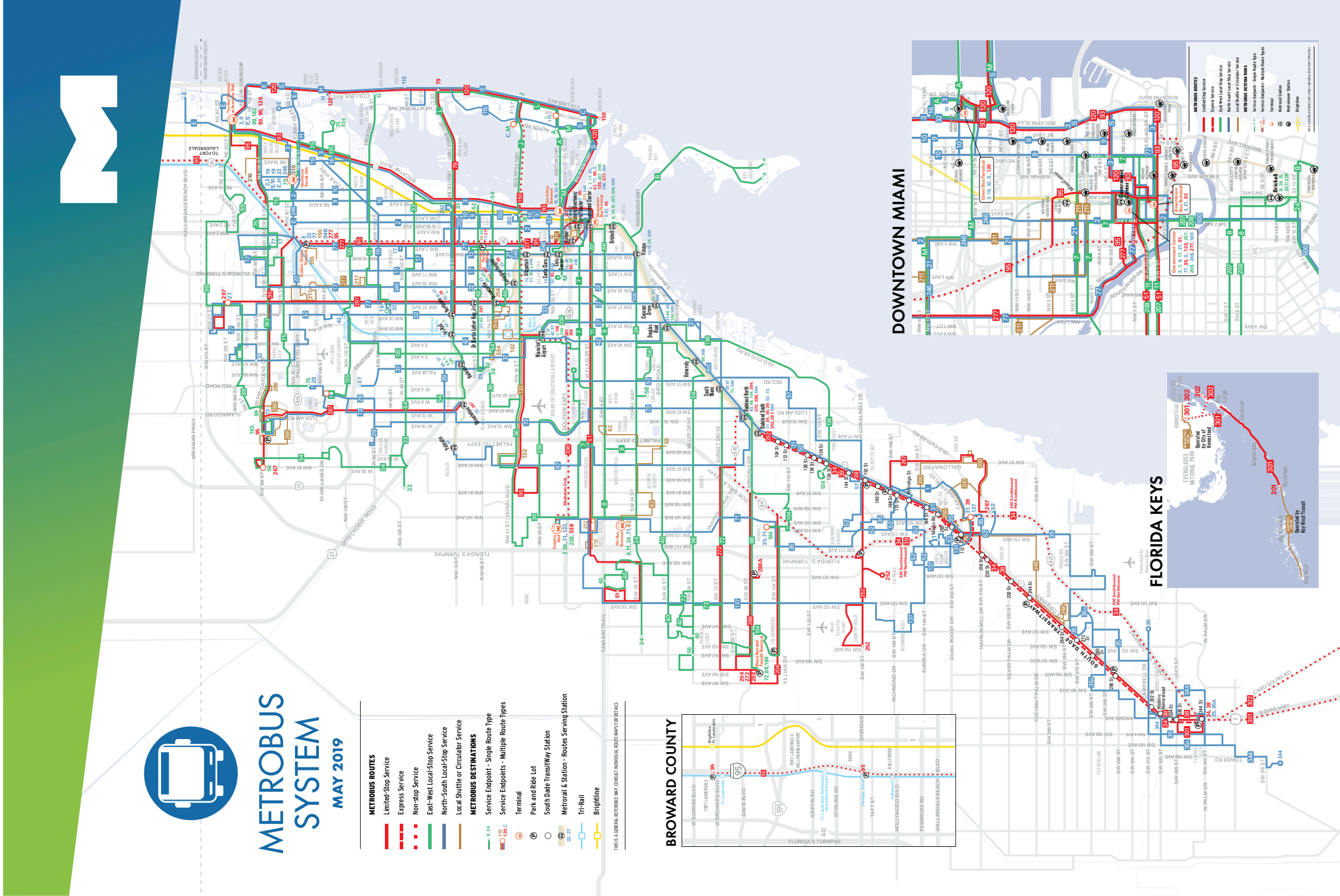


Figure 2-2: Metrobus System Map



1	Perrine ↔ Dual Road Dr/SW 117 Ave	99	Miami Gardens Dr & NW 73 Ave Park & Ride ↔ Aventura Mall
2	63 St Mall, 84 St ↔ Downtown Miami	A	ROUTE 101: Omni ↔ 20th Street & West Avenue / Miami Beach
3	Aventura Mall ↔ Downtown Miami	B	ROUTE 102: Brickell Metrorail ↔ Key Biscayne
7	Dolphin Mall, Miami Intl Airport ↔ Downtown Miami	C	ROUTE 103: South Beach ↔ Mt. Sinai Medical Center
8	FIU Medical Campus ↔ Brickell Metrorail	104	West Kendall Terminal ↔ Dadeland North Metrorail
9	Aventura, 163 St Mall ↔ Downtown Miami	P	ROUTE 105: Golden Glades ↔ Hallandale Beach
10	Syckale Mall ↔ Omni Metrorail Terminal	G	ROUTE 107: 94 St / Miami Beach ↔ MDC North Campus
11	FIU Medical Campus, Mall of the Americas ↔ Downtown Miami	H	ROUTE 108: 163 Street Mall ↔ Haulover Park
12	Northside Metrorail ↔ Mercy Hospital	J	ROUTE 110: Miami Intl Airport ↔ 41 St / Miami Beach
16	63 St Mall ↔ Omni Metrorail Terminal	L	ROUTE 112: Lincoln Rd ↔ Hialeah Metrorail
17	Normood ↔ Vizcaya Metrorail	M	ROUTE 113: Civic Center ↔ Mt. Sinai Hospital
19	(WEEKDAYS ONLY) MDC North Campus ↔ 163 St Mall	115	MID-NORTH BEACH CONNECTION - Collins Ave / 88 St ↔ Lincoln Rd
21	Northside Metrorail ↔ Downtown Miami	S	ROUTE 119: Downtown Miami ↔ Aventura Mall
22	63 St Mall ↔ Coconut Grove Metrorail	120	BEACH MAX: Downtown Miami ↔ Haulover Park, Aventura Mall
24	CORAL WAY LIMITED - West Dade ↔ Brickell Metrorail	132	TRI-RAIL DORAL SHUTTLE (WEEKDAY RUSH-HOUR ONLY): Doral ↔ Hialeah Market Tri-Rail
27	Miami Gardens ↔ Coconut Grove Metrorail	135	Hialeah Metrorail, Miami Lakes ↔ FIU Biscayne Bay Campus
29	(WEEKDAYS ONLY) Miami Lakes Education Center ↔ Hialeah	136	(WEEKDAY RUSH-HOUR ONLY) SW 136 St / US1 ↔ Douglas Road Metrorail
31	BUSWAY LOCAL - South Dade Government Center ↔ Dadeland South Metrorail	137	WEST DADE CONNECTION Dolphin Mall ↔ South Dade Gov. Center
32	Canal City ↔ Omni Metrorail Terminal	P	150 MIAMI BEACH AIRPORT EXPRESS: Miami Intl Airport ↔ South Beach
33	Hialeah ↔ NE 79 St/Biscayne Blvd	P	163 BISCAYNE GARDENS CIRCULATOR (WEEKDAYS ONLY)
34	34 EXPRESS (WEEKDAY RUSH-HOUR ONLY) Florida City ↔ Dadeland South Metrorail	200	Miami Gardens Dr & NW 73 Ave Park & Ride ↔ Aventura Mall
35	MDC Kendall Campus ↔ Florida City	202	CUTLER BAY LOCAL
36	Dolphin Mall, Doral, Miami Springs ↔ Midtown Miami	204	LITTLE HAWT CONNECTION Biscayne Shopping Plaza, NW 5 Ave / 88 St ↔ Miami Design District
37	Hialeah ↔ South Miami Metrorail	P	207 KILLIAN KAT (WEEKDAY RUSH-HOUR ONLY) West Kendall Terminal ↔ Dadeland North Metrorail
38	BUSWAY MAX: Dadeland South Metrorail ↔ Florida City	P	207 LITTLE HAWANA CONNECTION (CLOCKWISE) Downtown Miami, Brickell ↔ SW 25 Ave via SW 1 St & SW 7 St
39	39 EXPRESS (WEEKDAY RUSH-HOUR ONLY) S Dade Govt Ctr ↔ Dadeland South Metrorail	P	208 LITTLE HAWANA CONNECTION (COUNTERCLOCKWISE) Downtown Miami, Brickell ↔ SW 27 Ave via W Flagler St & S
40	Lakes of the Meadow, Tamiami Trail/SW 132 Ave ↔ Douglas Road Metrorail	210	SKYLAKE CIRCULATOR SkyLake Mall ↔ 163 Street Mall
42	Opa-Ichka Tri-Rail ↔ Douglas Road Metrorail	211	OVERTOWN CIRCULATOR (WEEKDAYS ONLY)
46	LIBERTY CITY CONNECTION (WEEKDAY RUSH-HOUR ONLY)	212	SWEETWATER CIRCULATOR (WEEKDAYS ONLY)
47	Brownsville Metrorail ↔ Seventh Avenue Transit Village	217	BUNCHIE PARK CIRCULATOR (WEEKDAYS ONLY) NW 127 St / 22 Ave ↔ N Dade Health Center
51	FLAGLER MAX (WEEKDAYS ONLY) West Dade ↔ Downtown Miami	P	238 EAST-WEST CONNECTION (WEEKDAYS ONLY) Dolphin Mall ↔ Miami Intl. Airport
52	Dadeland South Metrorail ↔ South Dade Health Center	P	246 NIGHT OWL: Downtown Miami ↔ 63 St Mall
54	Miami Gardens Dr/NW 87 Ave, Hialeah Gardens ↔ Biscayne Blvd/NE 54 St	248	PRINCECTON CIRCULATOR Southland Mall ↔ SW 264 St, Naranja (Weekdays Only)
56	(WEEKDAYS ONLY) West Dade ↔ Miami Children's Hospital	P	252 CORAL REEF MAX: Country Walk ↔ Dadeland South Metrorail; Zoo Miami (Weekends Only)
57	(WEEKDAYS ONLY) Miami Intl Airport ↔ Jackson South Hospital	P	254 BROWNSVILLE CIRCULATOR (WEEKDAYS ONLY) Cable Center ↔ Jefferson Reeves Park, Hialeah (Thursday only)
62	Hialeah ↔ Biscayne Blvd / 62 St	P	267 LUDLAM LIMITED (WEEKDAY RUSH-HOUR ONLY) NW 186 St/87 Ave ↔ Oneetobee Metrorail
71	Dolphin Mall ↔ MDC Kendall Campus	P	272 SUNSET KAT (WEEKDAY RUSH-HOUR ONLY) West Kendall Terminal ↔ Dadeland North Metrorail
72	West Kendall Terminal, Miller Square ↔ South Miami Metrorail	P	277 NW 7 AVENUE MAX (WEEKDAY RUSH-HOUR ONLY) Downtown Miami ↔ Golden Glades Park & Ride
73	Miami Gardens Dr & NW 73 Ave Park & Ride ↔ Dadeland South Metrorail	P	286 NORTH POINTE CIRCULATOR (NO SUNDAYS) Miami Gardens Dr & NW 73 Ave Park & Ride ↔ NW 57 Ave/NW 76 St
75	Miami Lakes Educational Center ↔ FIU Biscayne Bay Campus	P	287 SAGA BAY MAX (WEEKDAY RUSH-HOUR ONLY) S Dade Health Center ↔ Dadeland North Metrorail
77	Normood ↔ Downtown Miami	P	288 KENDALL CRUISER (WEEKDAY RUSH-HOUR ONLY)
79	79 STREET MAX (WEEKDAY RUSH-HOUR ONLY) Northside Metrorail ↔ 72 St / Miami Beach	P	297 West Kendall Terminal, SW 27 Ave Park & Ride ↔ Dadeland North Metrorail
82	WESTCHESTER CIRCULATOR (NO SUNDAYS) FIU Medical Campus ↔ Flagami	P	301 27th Ave ORANGE MAX (WEEKDAYS ONLY) Miami Intl Airport ↔ Miami Gardens
87	Palmetto Metrorail, Doral ↔ Dadeland North Metrorail	P	301 DADE-MORRICE EXPRESS: Florida City ↔ Marathon Key
88	Dadeland North Metrorail ↔ West Kendall Terminal	P	302 CARD SOUND EXPRESS: Florida City ↔ Ocean Reef Club
93	BISCAYNE MAX (WEEKDAYS ONLY) Downtown Miami ↔ Aventura Mall	P	338 WEEKEND EXPRESS (WEEKENDS ONLY) Miami Intl Airport ↔ Dolphin Mall
95	95 EXPRESS GOLDEN GLADES (WEEKDAY RUSH-HOUR ONLY)	500	(WEEKDAYS ONLY) Florida City ↔ MDC Homestead Campus
	Canal City, Aventura Mall, Golden Glades ↔ Downtown Miami, Civic Center		MIDNIGHT OWL: Dadeland South Metrorail ↔ Downtown Miami
	95 EXPRESS DADE BROWARD (WEEKDAY RUSH-HOUR ONLY)		
	ROUTE 195: Broward Blvd ↔ Downtown Miami		
	ROUTE 196: Sheridan St ↔ Downtown Miami		
	ROUTE 205: Broward Blvd ↔ Civic Center		
	ROUTE 296: Sheridan St ↔ Civic Center		

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Figure 2-2 (continued): Metrobus System Legend

2.2. Metrorail

Metrorail provides passenger service to 23 stations on a 25.1-mile heavy rail electrified line. The system operates on an elevated guideway with transfer points to Tri-Rail commuter rail service, the DTPW Metromover system, and the South Miami-Dade Transitway. DTPW maintains a total fleet of 142 Metrorail vehicles. Daily passenger service starts at approximately 5:00 A.M. from the terminal stations.

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

- Palmetto Station, Green Line departs at 11:54 P.M. and arrives at Dadeland South at 12:41 A.M.
- Airport Station, Orange Line departs at 12:23 A.M. and arrives at Dadeland South at 12:56 A.M.

The last northbound trains depart Dadeland South Station at:

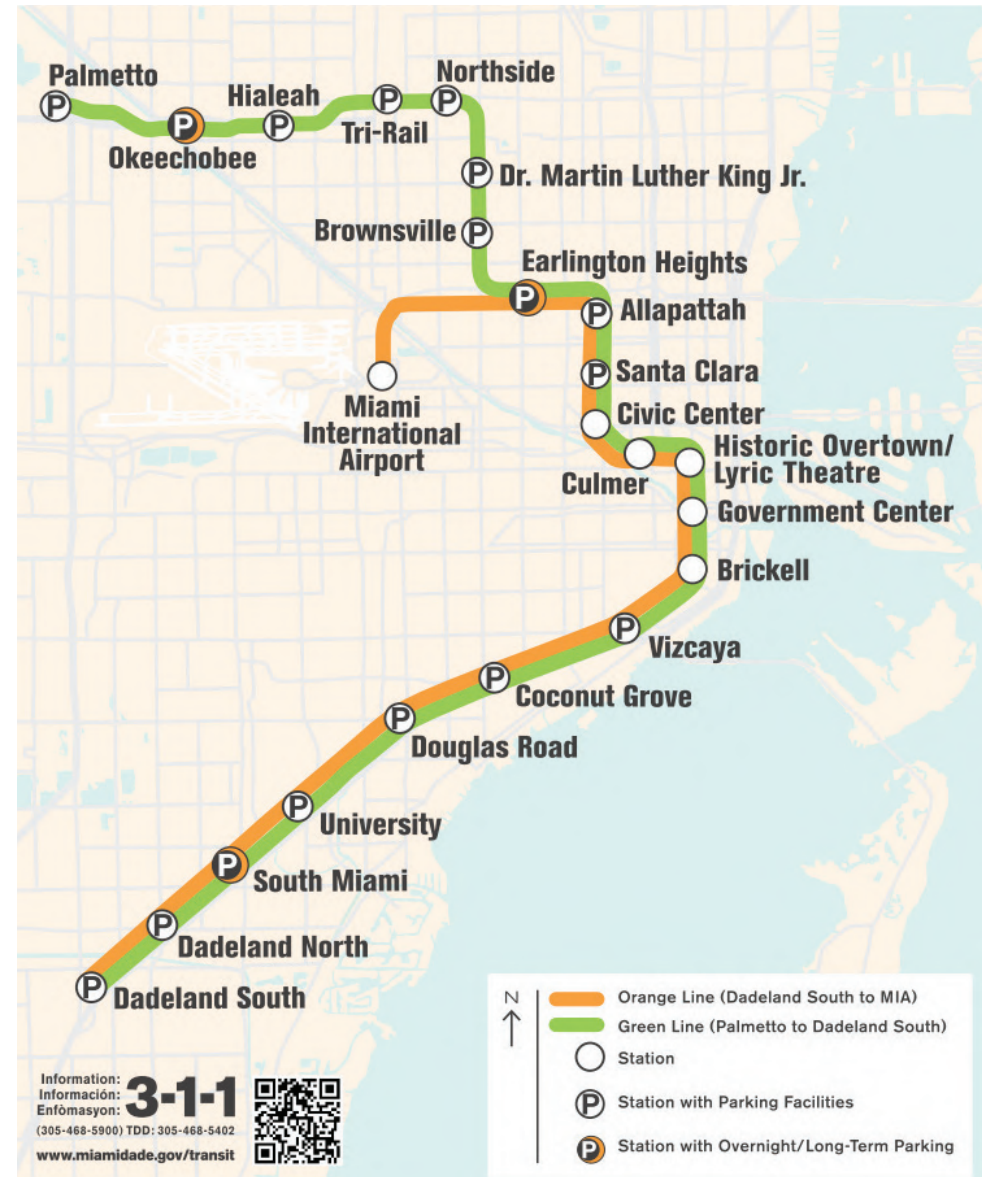
- Dadeland South, Orange Line departs at 11:45 P.M. and arrives at the Airport Station at 12:18 A.M.
- Dadeland South, Green Line departs at 12:00 A.M. and arrives at the Palmetto Station 12:48 A.M.

Figure 2-3 illustrates the DTPW Metromover system map as of December 2020. The Green Line runs from Palmetto Station to Dadeland South Station, and the Orange Line from the Miami Intermodal Center (MIC) at Miami International Airport (MIA) to Dadeland South Station.

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

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

Figure 2-3: Metrorail System Map



2.3. Metromover

The Metromover is an elevated system that serves 21 stations and is comprised of three loops:

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

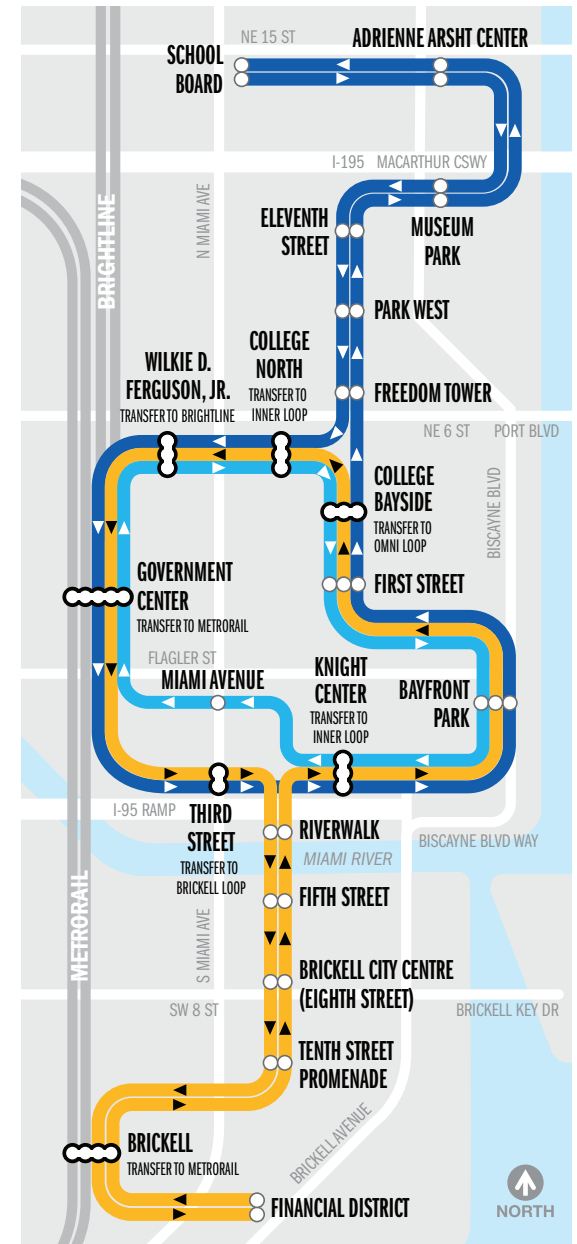
DTPW maintains a fleet of 26 Metromover vehicles and operates with a maximum of two cars per train. Metromover operates free of charge and stops at 21 wheelchair-accessible stations from the School Board area to Brickell, serving major destinations throughout Downtown Miami.

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

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

Figure 2-4 illustrates the DTPW Metromover system map as of December 2020.

Figure 2-4: Metromover System Map



2.4. Special Transportation Services

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

Service is provided by sedans, vans and lift-equipped vehicles, seven days a week, 24 hours per day. Presently, there are 446 vehicles available for paratransit service transportation. Currently, these vehicles are privately contracted through Transportation America (TA).

As of December 2020, a total of 34,200 eligible clients are enrolled in the STS program including both ambulatory and non-ambulatory clients.



2.5. Services Provided by Private Contractors

DTPW contracts out 30 fixed route bus services, which are operated by America's Transportation (AT) and Limousines of South Florida (LSF), and serves approximately 860 bus stops and 100 directional route miles in Miami-Dade County. AT operates one express bus routes that provides service to Mile Marker 50 in the City of Marathon in Monroe County (Routes 301) and another express bus route that provides service from Florida City City Hall to Key Largo/Ocean Reef Club via Card Sound Road (Route 302). LSF operates 34 bus routes that serve approximately 860 bus stops and 100 directional route miles in Miami-Dade County. The private sector also provides several transit support services, such as:

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

The 30 bus route contracted in 2020 include Routes 1, 29, 34, 35, 39, 46, 56, 57, 71, 72, 82, 95, A, 115, 135, 150, 155, 202, 210, 211, 212, 217, 248, 267, 272, 286, 301, 302, 344, and 254.





2.6. Miami-Dade Transit Passenger Fare Structure

DTPW's automated passenger fare collection system for Metrorail and Metrobus is known as the EASY Card. Cash fare payments are still accepted on Metrobus, however, Metrobus passengers are encouraged to purchase the DTPW EASY Card to take advantage of discounted transfer fees. Metrorail passengers are now required to purchase and load the contactless DTPW EASY Card. These cards are purchased at a fee of \$2.00 and loaded with appropriate fare amounts for passage. Additionally, transit customers can use the GO App or Contactless payment, Table 2-3 presents the fare structure before fares were suspended from March 2020 to June 2021 due to Covid-19.

Table 2-3: DTPW Fare Structure Summary (Pre-Covid-19)

	Regular Fare	Discount Fare ¹
Metrobus	\$2.25	\$1.10
Inter-County Express Bus	\$2.65	\$1.10 - \$1.30
Intra County Express Bus Reg Fare	\$2.25	\$1.30
Shuttle Bus ²	25¢	10¢
Metrorail	\$2.25	\$1.10
Metrorail daily parking fee	\$4.50	Not Applicable
Metrorail monthly parking permit ³	\$11.25	Not Applicable
Metromover	Free	Free
Special Transportation Service (STS)	\$3.50	Not applicable
Bus-to-Bus Transfer ⁴	Free	Free
Bus-to-Express Bus Transfer	95¢	45¢
Bus-to-Rail Transfer	60¢	30¢
Rail-to-Bus Transfer	60¢	30¢
Shuttle Bus-to-Bus or Rail Transfer	\$2.00	\$1.00
Shuttle Bus-to-Express Bus Transfer	\$2.40	\$1.20
1-Month Pass	\$112.50	\$56.25
1-Month Pass + Monthly Metrorail Parking Permit	\$123.75	\$67.50
1-Month Pass - Group Discount 4-99 passes	\$101.25	Not applicable
Regional Monthly Pass	\$145	\$72.50
1-Month Pass - Group Discount 100 or more passes	\$95.65	Not applicable
7-Day Pass	\$29.25	\$14.60
1-Day Pass	\$5.65	\$2.80
College/Adult Education Center Monthly Pass	\$56.25	Not applicable
Golden Passport or Patriot Passport	Free	Free
EASY Card (cost of media)	\$2.00	Not applicable
EASY Ticket (cost of media)	Free	Not applicable
Transit Mobility	Free	Free
Commuter Reduced	Not Applicable	Half-fare

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

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

³ Only available with the purchase of a monthly pass.

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



2.6.1. Farebox Recovery Ratio

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

Table 2-4 illustrates DTPW's farebox recovery ratio as reported to the NTD for each mode. Note that DTPW's Metromover is a free fare service and therefore collects no farebox revenue.

2.6.2. EASY Card Sales Outlets

EASY Card Sales Outlets are conveniently located throughout Miami-Dade County for transit customers to obtain or load cash value and/or passes onto the EASY Card or EASY Ticket. The DTPW EASY Card Services Division is responsible for training new vendors and managing all EASY Card Sales Outlets, providing DTPW with an average of \$767,866 in revenue. Currently there are over 86 sales vendors throughout Miami-Dade County.

2.7. Transit Mobility (Transportation Disadvantaged) Program

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

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

The Transportation Disadvantaged (TD) Program, through a state funded grant, provides EASY Tickets and EASY Cards to transportation disadvantaged (homeless, children and families at risk, vocational training, and rehabilitation) Miami-Dade County residents. The EASY Ticket program provides tickets to qualifying social service agencies to distribute to their clients for use on the Miami-Dade County transit system. Currently there are 52 agencies enrolled in the program. The Transit Mobility EASY Card Program provides annual EASY Cards to individuals who are TD eligible. Currently, there are 5,790 TD Mobility EASY Card Customers.

2.7.1. Section 5310 Program

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

Table 2-4: DTPW Farebox Recovery

Mode	FY 2018	FY 2019	FY 2020
Metrobus	17%	17.7%	8.99%
Metrorail	15.2%	16.7%	8.22%
STS	10.6%	10.4%	8.33%
ALL	15.2%	15.9%	8.32%

Source: National Transit Database, Department of Transportation and Public Works, 3rd submission, March 2021



2.7.2. Corporate Discount Program

It allows employees to pay for their public transit rides using pre-tax dollars, up to \$270 month (\$3,240/year) in 2019. The CDP provides monthly transit passes on Corporate EASY Cards, good for a month of unlimited rides on Metrobus and Metrorail, at a 10 percent (10%) discount for groups of 4-99 participants, and a 15 percent (15%) discount for groups of 100+ participants. Participants who ride Metrorail can save even more by purchasing their \$11.25 monthly Metrorail parking permit with pre-tax dollars. In 2020, the CDP generated approximately \$2.9 million in revenue. Currently the number of companies enrolled is 197.

2.7.3. 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 or College Mobile Pass for \$56.25, half the cost of a full price monthly pass. This program is offered to full-time students using DTPW's public transportation system to get to school. As of December 2020, 52 schools are participating in the program generating approximately \$236,481.75 in annual sales.

2.7.4. 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. Pre-schoolers ride free. First time eligible students may obtain a specially encoded EASY Card at no cost by applying online at www.miamidade.gov/transit/fare-k12 for public school students or at <https://k12.miamidade.gov/K12EasyCardRegistration/private> for private school students. Discounted cards can also be obtained by visiting the Transit Service Center Kiosk located on the second floor of the Stephen P. Clark Center, at 111 NW 1st Street, or Pass Sales Office located at Overtown Transit Village, 701 NW 1 Court, Suite 121. This program is open to any student attending public or private schools in Miami-Dade County. In 2020, there were 845 newly registered K-12 customer accounts.

2.7.5. Golden Passport Office

The Golden Passport EASY Card provides free transportation to senior citizens 65 years and over or Social Security Beneficiaries (SSB) who are permanent Miami-Dade County residents. A Patriot Passport provides free transportation to disabled veterans who are permanent Miami-Dade County residents. Currently, there are 211,684 certified Golden Passport/Patriot Passport customer accounts; this includes 190,118 Golden Passport customers over 65 years of age, 16,685 Golden Passport SSB customers under 65 years of age, and 2,150 Patriot Passport customers.

2.8. Customer Information / Convenience

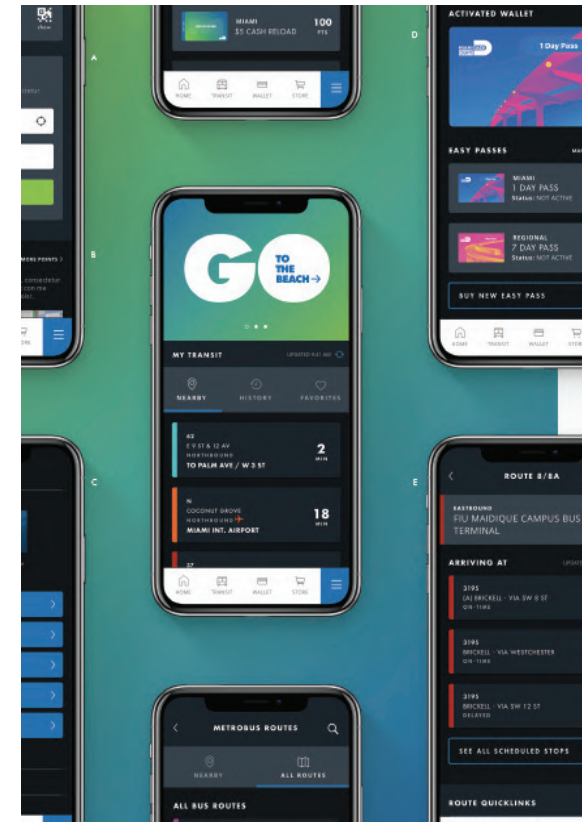
2.8.1. GO Miami-Dade Transit App (iPhone and Android)

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

- Service updates & Rider alerts
- Vehicle Trackers
- Metrobus schedules, routes, and stop look-up
- Metrorail and Metromover Station information
- Fare information
- Feedback zone
- Where Am I?
- STS (with access to the STS Connect online service for its clients)
- Live Mapping Nearby (which shows all stops/stations and real-time vehicles around you with the ability to scroll around the County)
- Integration with other apps such as EASY Pay, Pay by Phone, and MDT Transit Watch mobile application for submitting safety concerns in real-time

Using the all-new GO Miami-Dade Transit smartphone application, riders can plan a trip, track a ride, purchase mobile passes, report an incident, and earn points to redeem for rewards with the GO Rewards loyalty program. The app provides users with detailed route information, like schedules and system maps. Also available is a Tri-Rail one-way pass for riders traveling across the County.

Figure 2-5: GO Miami-Dade App



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

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

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

2.9. Maintenance and Storage Facilities

DTPW currently operates three maintenance bus garages to serve a fleet of 767 buses. The DTPW garages are located in various areas throughout the County to provide efficient maintenance and storage services at the following locations:

- Central Facility: 3311 NW 31st Street, Miami, Florida 33142; serving 21 bus routes
- Coral Way Facility: 2775 SW 74th Avenue, Miami, Florida 33155; serving 19 bus routes
- Northeast Facility: 360 NE 185th Street, Miami, Florida 33179; serving 19 bus routes

The Metrorail fleet of 142 rail cars is maintained and stored at William E. Lehman Center: 6601 NW 72nd Avenue, Miami, Florida 33166.

The Metromover fleet of 26 cars is supported by the maintenance facility located at 100 SW 1st Avenue in Downtown Miami.

2.10. Pedestrian Overpasses

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

- Douglas Road Metrorail Station Pedestrian Overpass
- Vizcaya Metrorail Station Pedestrian Overpass
- Hialeah Metrorail Station Overpass
- Snapper Creek Expressway and U.S.1 M-Path Overpass
- University Metrorail Station Pedestrian Overpass

Figure 2-6: University Metrorail Station Pedestrian Overpass





2.11. Park-and-Ride Facilities

DTPW currently has over 13,300 available parking spaces, including 34 park-and-ride facilities which serve one or more Metrobus routes. Twenty of those locations are located at Metrorail stops. There are approximately 4,477 parking spaces available at bus-only parking facilities, and approximately 8,916 parking spaces available at metrorail parking facilities. The locations of these available spaces is shown in Table 2-5

Parking usage is highest on the southern portion of the Metrorail line and to the north at the Metrobus Golden Glades park-and-ride facility. Figure 2-7 identifies the location of existing park-and-ride facilities that serve the DTPW system.

Table 2-5: Park-and-Ride Parking Space Counts

MetroBus Parking Park-and-Ride Lots	Available Parking Spaces
Transitway/SW 152 th St	200
Transitway/SW 168 th St	149
Transitway/SW 112 th Ave (Target	450
Transitway/SW 244 th St	95
Transitway/SW 296 th St	139
Transitway/SW 344 th St	248
Coral Reef Drive 177/Turnpike	95
Dolphin	849
Golden Glades - East Lot	535
Golden Glades - West Lot	1,007
Hammocks Town Center (SW 152 nd Ave/SW 104 th St)	50
Kendall Dr/SW 127 th Ave	161
West Kendall Transit Terminal (Kendall Dr/SW 162 nd Ave)	40
NW 7 th Ave Transit Village (NE 7 th Ave/NW 62 nd St)	25
Miami Gardens Dr/NW 73 rd Ave	136
I-75/Miami Gardens Dr (effective June 2019)	298
Total	4,477

MetroRail Parking Park-and-Ride Lots	Available Parking Spaces
Dadeland South	1,280
Dadeland North	1,963
South Miami	1,081
University	260
Douglas Road	150
Coconut Grove	100
Vizcaya	120
Culmer	40
Santa Clara	61
Allapattah	74
Earlington Heights	361
Brownsville	100
Dr. Martin Luther King Jr. (MDT)	62
Dr. Martin Luther King Jr. (Garage)	631
Northside	197
Hialeah	338
Okeechobee	1,398
Palmetto	700
Total	8,916

Figure 2-7: Existing DTPW Park-and-Ride Facilities

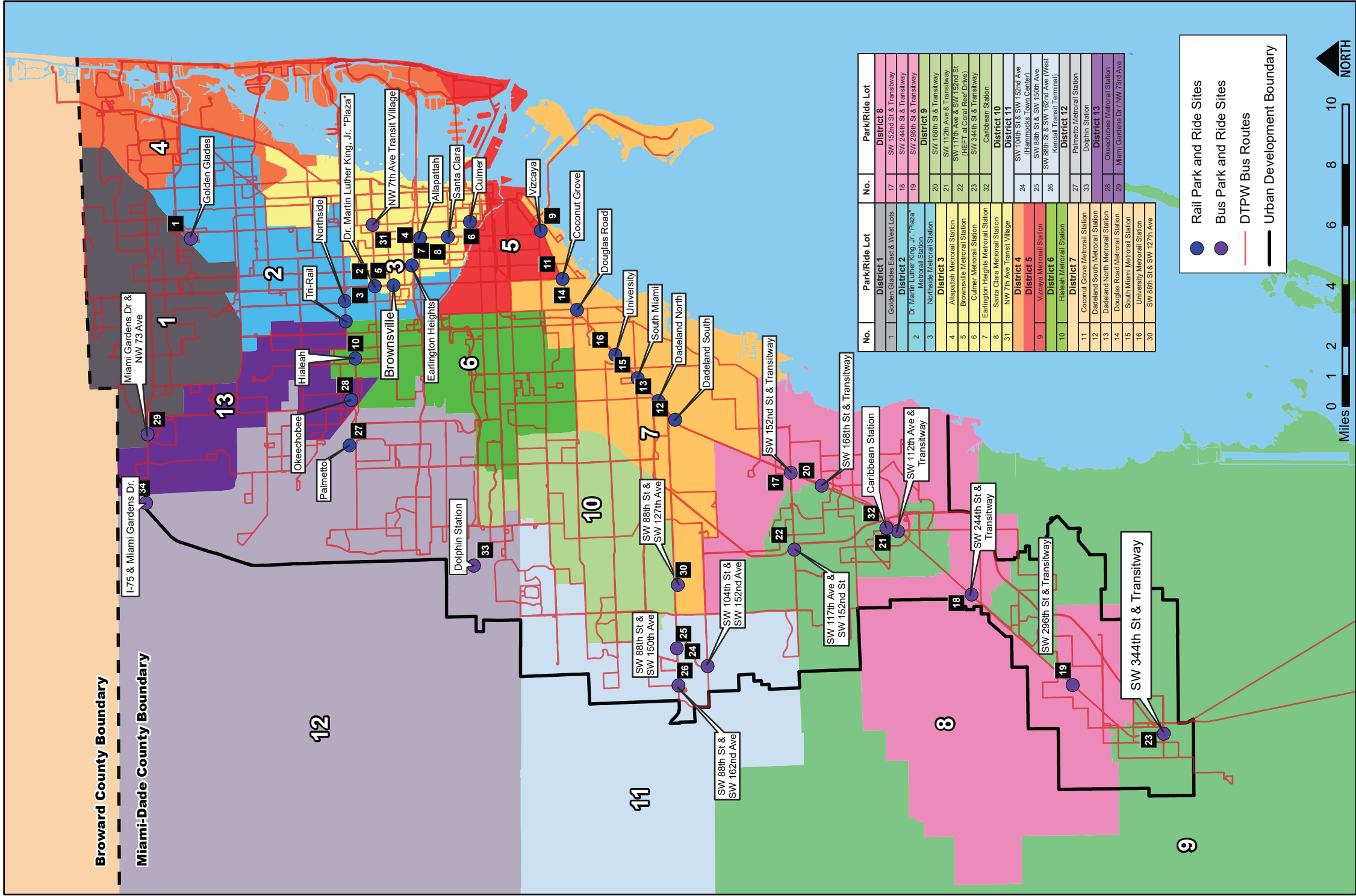
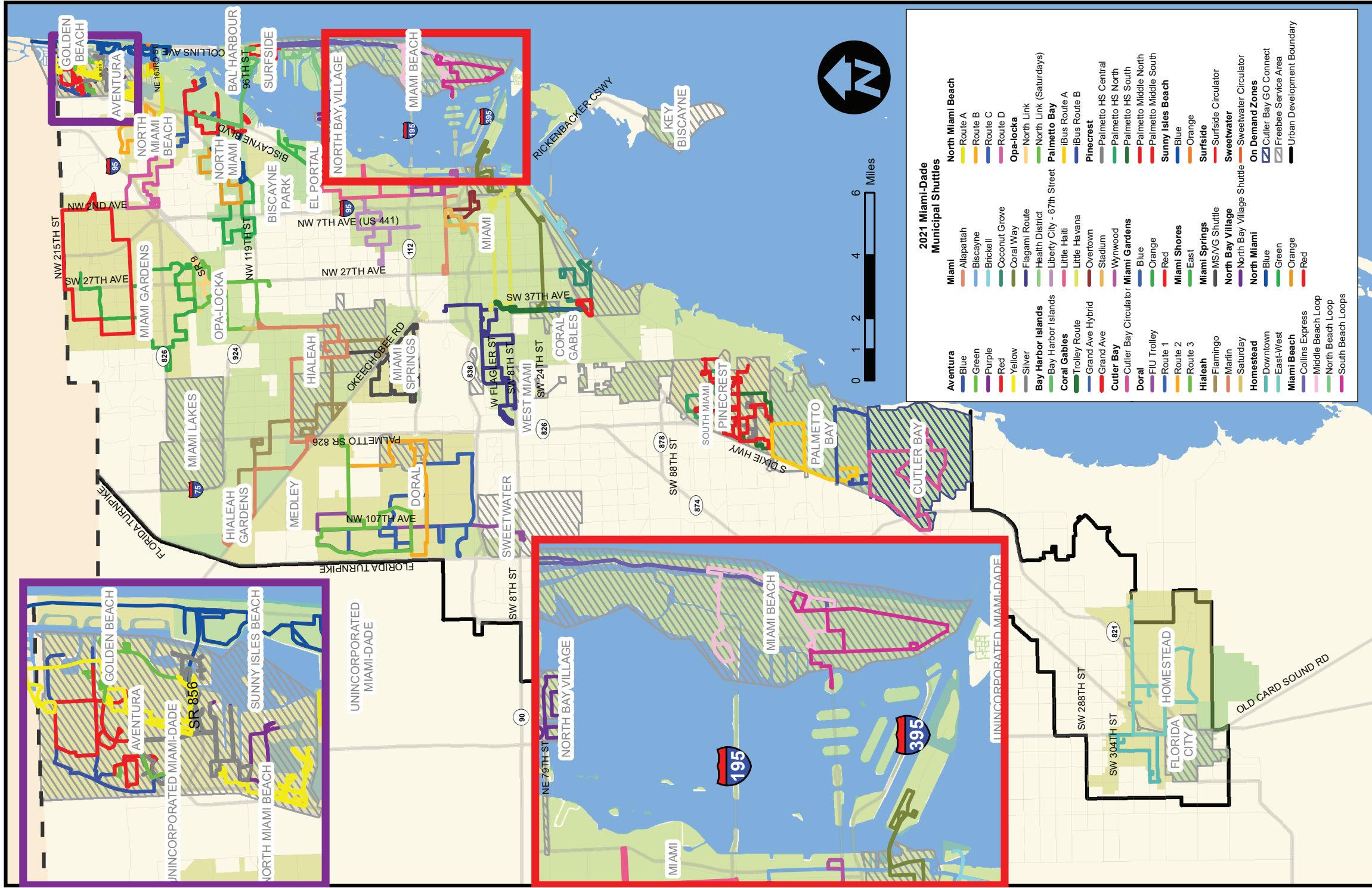


Figure 2-8: Municipal Transit Services in Miami-Dade County





2.12. Municipal Transit Services

DTPW continues to coordinate with local municipalities to avoid duplication of transit services and allow for efficient transit operations that complement one another. Currently, there are 34 municipalities eligible to receive surtax funding with 33 participating in the program (Indian Creek is not participating). Of these 33 municipalities participating in the program, 28 have local transit circulators that supplement DTPW bus routes. Figure 2-8 presents a map of local municipal circulators. The 28 municipalities below operate a circulator, partner with another municipality or partner with DTPW.

- City of Aventura
- Village of Bay Harbor Islands
- City of Coral Gables
- Town of Cutler Bay (Interlocal Agreement (ILA) with DTPW)
- City of Doral
- City of Hialeah
- City of Hialeah Gardens (ILA with the City of Hialeah)
- City of Homestead
- Village of Key Biscayne
- Town of Medley
- City of Miami
- City of Miami Beach (ILA with DTPW)
- City of Miami Gardens
- Town of Miami Lakes
- Village of Miami Shores
- 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 South Miami
- City of Sunny Isles Beach
- Town of Surfside
- City of Sweetwater
- Village of Virginia Gardens (ILA with the City of Miami Springs)
- City of West Miami

The collective ridership on these circulators exceeded 5.5 million passenger trips in 2020. The annual ridership of the three largest circulator systems – (1) City of Miami, (2) City of Miami Beach and (3) City of Coral Gables, - collectively totaled 4,327,515 in 2020. These numbers represent a significant loss of ridership due to the Covid-19 pandemic. It should be noted that many of the municipalities operating circulator systems exceed the 20 percent minimum surtax transit expenditure requirement. Appendix A.3 provides a listing of each municipality, respective service operator and website.



2.13. Transit Oriented Development (TOD)

In an effort to increase transit ridership, generate revenue, and create attractive and dynamic station areas, DTPW has partnered with the private sector to implement TOD throughout the Miami-Dade transit system.

2.13.1. Metrorail

Dadeland South Metrorail Station

Projects:

Datran Center I and II (Phases I-III)

- 16-story and 20-story Class A office buildings, 767,803 SF
- 35,000 SF retail, 3500 structured parking spaces, 1000 dedicated to transit patrons

Miami Dadeland Marriott Hotel and Conference Center (Phase II)

- 302 luxury hotel rooms, 336,984 SF

Dadeland Centre (Phase 4A)

- 18 story Class A office building, structured parking, 127,353 SF

Dadeland Centre II (Phase 4B)

- 15-story Class A office building, ground floor retail, structured parking, 112,000 SF

Location: NW corner Dadeland Boulevard at US 1, Unincorporated Miami-Dade County

Development Area: 4.6 acres

Status: In operation: 1984 (Phases I, II, III), 2005 (Phase 4A) and 2008 (Phase 4B).



Dadeland North Metrorail Station

Projects:

Dadeland Station (Phase I)

- Big Box vertical retail mall, 859,337 SF

Towers of Dadeland (Phase II)

- 14-story market rate rental residential, 267,448 SF

Motion at Dadeland (Phase III)

- 25-story market rate rental residential, 532,779 SF

Dadeland Vista (Phase B)

- 4-story, 48-unit market rate rental residential, 45,674 SF

Location: SW 84 Street between SW 70 Avenue and US 1,
Unincorporated Miami-Dade County

Development Area: 12.54 acres

Status: Phase I completed 1996, Phase B completed 2000, Phase II completed 2005, Phase III completed 2019.

South Miami Metrorail Station

Projects: VOX Miami

- Phase I – 3 stories residential, 5 stories parking, 102 student housing units, 444,064 SF
- Phase II – office building in design

Location: SE corner SW 59 Place and SW 70 Street, City of South Miami

Development Area: 6.34 acres

Status: Phase I to be completed 2021





Douglas Road Metrorail Station

Project: Link at Douglas

- Core (Phase 1A) 22-story, 312 rental residential units, ground floor retail, 285,375 SF
- Cascade (Phase 1B) 37-story, 374 rental residential units, ground floor retail, 907,000 SF
- Phase 2 – 22 story office tower in design
- Phase 3 – multi-story, 330 rental residential units
- Phase 4 - multi-story, 359 rental residential units
- Tenant contribution of \$14,650,000 for Metrorail station upgrades and improvements and contribution of \$600,000 towards Underline at Douglas Road

Location: NW corner SW 37 Avenue/Douglas Road at US 1, City of Miami

Development Area: 4.9 acres

Status: Phase 1A and 1B under construction, 2019 and 2020. All phases completed by 2031.



Coconut Grove Metrorail Station

Project: Grove Central

- Phase I watermain relocation
- Phase II new bus depot
- Phase III 170,000 SF ground floor retail, 402 rental residential units and parking garage with 250 dedicated transit spaces, 647,000 SF gross total
- Phase IV tenant contribution of \$5,000,000 for Metrorail station improvements

Location: NW corner SW 27 Avenue at US 1, City of Miami

Development Area: 5.2 acres

Status: Phases I and II completed 2020. Phase III and IV start 2020 with completion by 2023



Historic Overtown/Lyric Theatre Metrorail Station

Projects:

Overtown Transit Village North (Phase I)

- 17-story, 309,900 SF office building, 950-space parking garage, 4,000 SF ground floor retail

Overtown Transit Village South (Phase II)

- 21-story, 300,000 SF office building, 334-space parking garage, 7,152 ground floor lobby

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

Development Area: 2.1 acres

Status: Phase I completed 2006; Phase II completed 2010



Santa Clara Metrorail Station

Projects: Santa Clara Apartments

- Phase I – 9-story, 208-unit affordable housing rental units, surface parking – 219,376 sq. ft.
- Phase II – 17-story, 204-unit affordable housing units, 258 parking spaces in structured garage and 61 ground floor spaces dedicated for transit patrons – 361,325 sq. ft.

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

Development Area: 3.3 acres

Status: Phase I completed 2004 and Phase II completed 2006



Allapattah Metrorail Station

Project: Allapattah Garden Apartments

- 8 garden-style, 3-story affordable housing buildings, 128 units, 135,100 SF

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

Development Area: 4.7 acres

Status: Completed 2004





Brownsville Metrorail Station

Project: Brownsville Transit Village

- Mixed-income, 14-story senior and affordable housing, 675,230 sq. ft.
- Phases I-IV consist of 401 units, Silver LEED certification, 6,400 SF retail
- Phase V of 100+ units (44 required)

Location: 5200 NW 27 Avenue, Unincorporated Miami-Dade County

Development Area: 5.8 acres

Status: Phases I-IV completed 2010-2014. Phase V start construction 4Q21 complete 2023



Dr. Martin Luther King, Jr. Plaza Station

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

- 5-story, 172,000 SF office building, 13,500 SF ground floor retail, 631-space garage

Location: NE corner NW 27 Avenue at NW 62 Street, Unincorporated Miami-Dade County

Development Area: 7.9 acres

Status: Completed 2004.



Northside Metrorail Station

Project: Northside Transit Village

- Four 8-story affordable housing residential buildings with 438 units (219 senior and 219 family), 20,000 SF ground floor retail, 250 dedicated transit parking spaces in multi-level parking garage, Silver LEED Certification. 312,793 sq. ft.

Location: SE corner NW 32 Avenue at NW 79 Street, Unincorporated Miami-Dade County

Development Area: 5.8 acres

Status: Phase I completed 2015, Phase IV in 2020. Phases II and III to be completed by 4th Quarter 2021.



2.13.2. Metrobus

South Miami-Dade Transitway at SW 200th Street

Project: Caribbean Village

- Mixed-use minimum 170-unit affordable housing transit-oriented development, 12,500 SF retail/commercial space, 100 dedicated parking spaces for Transitway patrons
- Phase I - 123 units and Phase II - 47 units

Location: Transitway at SW 200 Street (19755 SW 110 Court), Unincorporated Miami-Dade County

Development Area: 3.41 acres

Status: Phase I completed 2019, Phase II to be completed 4Q22



SW 40 Street/Bird Road at SW 89 Avenue

Project: Senator Villas

- Low-rise, 23 senior affordable housing units

Location: 8915 SW 40 Street (Bird Road), Unincorporated Miami-Dade County

Development Area: .65 acres

Status: Completed in 2019

NW 7th Avenue at NW 62nd Street

Project: 7th Avenue Transit Village

- Mixed-use 176-unit affordable housing transit-oriented development including a 158-space parking garage, transit hub with covered bus bays, swimming pool, community black box theatre, ground floor commercial, Silver LEED certification. 358,003 sq. ft.
- Phase I – 9 stories, 76 residential units
- Phase II – 9 stories, 100 residential units

Location: SE corner NW 7th Avenue at NW 62nd Street, City of Miami

Development Area: 2.5 acres

Status: Phase I completed 2016, Phase II completed 2017





2.13.3. Metromover

Tenth Street Promenade Metromover Station (Brickell Leg)

Project: Development Agreement with adjacent property owner

- 1,361 SF under and near station used as ground level access to adjacent private development to include station improvements of \$764,780 including new walkways, ramps, improved lighting, new hardscaping, signage, handrails, bicycle racks, elevator restoration

Location: SE 1 Avenue between SE 10 and 11 Streets, City of Miami

Development Area: 1,361 SF

Status: Completed 2020



Brickell City Center Metromover Station (formerly Eighth Street) (Brickell Leg)

Project: Ground lease, development-maintenance-easement agreement

- 11,249 SF of County-owned land leased to adjacent private property owner/developer on which a portion of a parking garage was constructed as part of a 9-acre \$1 billion mixed-use development.
- Agreement included \$5 million in improvements to the station including landscaping and hardscaping to three Metromover parcels, open to the public, maintained by developer.

Location: SE 1 Avenue between SE 7 and 8 Streets, City of Miami

Development Area: 11,249 SF

Status: Ground lease and agreement commenced 2012, term of 99 years



Freedom Tower Metromover Station (Omni Leg)

Project: Development Agreement, Access and Utility Easements

- \$3.2 million station improvements from private adjacent developer to include new elevator, escalator, renovated stairs, new turnstiles, lighting, landscaping.
- Easements for ingress/egress, utility distribution, air rights for balconies in private development.

Location: NE 2 Avenue between NE 6 and 7 Streets, City of Miami

Development Area: 5,965 SF

Status: Station closed from July 2020-July 2021 for improvements



Adrienne Arsht Center Metromover Station (Omni Leg)

Project: Omni Bus Terminal mixed-use development

Location: SE corner NE 15 Street and Biscayne Boulevard

Development Area: 0.987 acres

Status: On hold



2.13.4. The Underline

Project: The Underline

- 9-phase effort to transform land beneath the Metrorail guideway into a 10-mile linear park, urban trail and living art destination.
- Serve
- Separated
- Improvements
- Recreational

Location: Metrorail right-of-way between the Miami River and Dadeland South Station

Development Area: 10 miles - 120 acres

Status:

- Phase 1– Brickell Backyard (Miami River to SW 13th Street) completed June 2020
- Phase 2 – SW 13th Street to SW 19th Avenue, fully funded, in pre-design planning
- Phase 5 – to be built at Douglas Road station by adjacent private developer
- Remaining phases currently unfunded



2.14. Regional Transit Service Connections

2.14.1. Broward County Transit (BCT)

The Broward County Office of Transportation operates BCT, a fixed route bus service, which connects with DTPW service. BCT operates 44 routes during weekdays, 31 routes on Saturday and 29 routes on Sundays, with varying service schedules spanning from before 4:35 AM to after midnight on weekdays. A regular one-way fare is \$2.00 while a reduced one-way fare is \$1.00, and an all-day pass is \$5.00. The express bus one-way fare is \$2.65 while the reduced one-way fare is \$1.30. DTPW passengers transferring to BCT will provide the BCT bus operator with the Inter-County Ticket and pay \$0.50. Passengers transferring from BCT to DTPW will provide the DTPW bus operator with the BCT Transfer and pay \$0.60 for a full-fare transfer, \$0.30 for a discounted-fare transfer, \$0.95 for



an express-bus transfer or \$0.45 for a discounted fare transfer. BCT and DTPW have partnered to provide regional bus service between Broward and Miami-Dade Counties. Currently, DTPW buses travel into Hallandale Beach (southern Broward), and BCT buses travel into Aventura, North Miami, Miami Gardens, and the Golden Glades interchange. Bus service from both agencies operates within the I-95 express lanes, connecting northern and central Broward communities with Downtown Miami. BCT operates the 595 Express which connects western Broward communities to the Civic Center and Downtown Miami.

South Florida Regional Transportation Authority (SFRTA)

The SFRTA operates Tri-Rail, a commuter rail service that operates along 72 miles of the South Florida Rail Corridor (SFRC) which spans Palm Beach County, Broward County, and Miami-Dade County. Tri-Rail primarily runs through the eastern urbanized areas of the three counties between the Mangonia Park station in Palm Beach County and the Miami Airport station in Miami-Dade County. Tri-Rail serves 18 passenger stations and averages more than 15,000 boardings per weekday.

Weekday service spans from 4:00 A.M. to 11:35 P.M., with operations of 20 minute to 30 minute headways in each direction during the Peak periods, Off-peak headways are 60 minutes in each direction. Weekend service spans from 5:17 A.M. to 11:45 P.M. with 60 minute headways. Tri-Rail operates a zonal fare system and is comprised of six equidistant zones. Fares are determined by the sum of zones traveled; the regular base fare for one-way travel is \$2.50, discounted one-way is \$1.25, regular round-trip is \$5.00 and discounted round-trip is \$2.50. On weekends and holidays, daily passes are issued for \$5.00 and discounted is \$2.50. The cost for the Tri-Rail monthly pass is \$110 (\$55.00 discounted for children, seniors, and persons with disabilities). The cost for the Tri-Rail regional monthly pass (Tri-Rail and MDT) is \$155.00 (\$77.50 discounted for children, seniors, and persons with disabilities). Tri-Rail passengers transferring to the DTPW system at a Tri-Rail transfer point are required to pay as presented in the following table:



Table 2-6: Tri-Rail to DTPW Transfer Prices

FARE TYPE	TO METRORAIL	TO METROBUS	TO EXPRESS BUS
EASY Card with Cash Value#	\$1.20 Full/60¢ Discount	60¢ Full/30¢ Discount	95¢ Full / 45¢ Discount
Regional Monthly Pass	Free	Free	Free
All other passes#	\$1.20 Full/60¢ Discount	60¢ Full/30¢ Discount	95¢ Full/45¢ Discount
Paper Ticket	Metrorail Fare	Metrobus Fare	Express Bus Fare

2.14.2. Brightline

Brightline is a private rail service connecting Downtown Miami, Downtown Fort Lauderdale, and Downtown West Palm Beach with approximately 30-45 minutes travel time between each station. Service started in 2018 with prices changing over time according to market tolerance. In 2020 service was temporarily suspended due to the Covid-19 pandemic. Future growth plans include an additional station on the SMART Plan Northeast Corridor in Aventura, Florida, and an expansion to Orlando, Florida.



2.15. National Connections

2.15.1. Greyhound Intercity Passenger Bus Service

Greyhound operates one station and two additional stops in Miami. The Miami Greyhound Bus Station is located East of MIA Airport, at 3801 NW 21st Street #171, and also operates buses out of the nearby MIC.

An additional Greyhound stop is located at the Mobil Gas Station, 650 Opa-Locka Blvd. Greyhound offers bus service from Miami to all major US cities and more than 1,800 minor cities and towns across the country. Ticket prices currently range from \$11.00 for a trip from Miami to Hollywood, up to \$207 for a trip to Seattle, WA.



2.15.2. Amtrak Intercity Passenger Rail Service

The Miami Amtrak station is located at 8303 NW 37th Avenue with an extension running to the MIC. Miami is the southern terminus for the Silver Service / Palmetto Line, which connects Miami to New York Penn Station by way of Philadelphia, Baltimore, Washington DC, Raleigh, Charleston, Jacksonville, Orlando, Fort Lauderdale, and many smaller cities in between. Major connections to East-West running lines are available in Washington DC and beyond. Coach seats are currently available from Miami for prices starting at \$45 for a trip to Winter Haven Florida, up to \$162 to reach the other end of the Palmetto Line at New York Penn Station. Sleeper rooms are currently available for prices starting at \$210 for a trip to Winter Haven, up to \$479 for a trip to New York.



2.15.3. Megabus

Megabus operates in over 100 cities across the United States and Canada. In Miami, Megabus departs from the MIC at 3801 NW 21st Street, like many other transit providers. Miami currently is the southernmost Megabus stop in the United States. The service is advertised as a low-cost transportation alternative, with one-way tickets to Tampa available for \$5 and to Atlanta for \$10. The only out-of-state destination available by a direct trip via Megabus is Atlanta; however, transfers from the Atlanta station can reach as far as New York City.



2.16. Conclusion

DTPW operates a multi-modal system that provides regional connectivity to 2.7 million residents and 24.2 million visitors through 98 Metrobus routes, two Metrorail lines, three Metromover loops, and 33 Park-and-Ride lots while coordinating with 33 municipalities which provide their own local transit service. This complex system is connected through a state-of-the-art transit app that brings convenience into the hands of riders. Transit fares are structured to help provide equitable access to all users. DTPW's TOD projects have yielded more than 4,990 residential units with 1,921 of those considered affordable housing. Interconnectivity with regional and national service providers help extend the reach of DTPW's services.

CHAPTER 3

CIVIC ENGAGEMENT



3. CIVIC ENGAGEMENT

Public outreach is a key component of the MDT10Ahead TDP. For this year's report, various approaches were taken to obtain input from Miami-Dade residents. As part of the TDP Major Update, the FDOT approved Public Involvement Plan (PIP) outlines various coordination efforts for DTPW to provide opportunities for public participation and facilitate consensus building for this visioning document.

During a typical APR cycle, DTPW actively engages the public by participating at local events, conducting interactive presentations, and performing outreach activities throughout the DTPW transit service area and within communities across Miami-Dade County.

However this year, despite the waning impacts of the SARS-CoV-2 (Covid-19) pandemic, DTPW was unable to safely conduct the same quantity of in-person outreach activities as a typical year. To ensure that this TDP includes meaningful public input, the agency expanded outreach efforts to increase social media and digital advertising, in addition to limited in-person outreach.

This chapter provides a detailed description of the public outreach activities undertaken during the development of this TDP. While DTPW receives continuous feedback from its patrons, the deadline for consideration in this TDP Annual Update was July 31st, 2021. Feedback obtained after this date will be incorporated into the following year's TDP.

3.1. Civic Engagement Goals and Objectives

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

- **Goal 1: Early and Consistent Involvement:** Involve general public (transit and non-transit users) and other stakeholders early and regularly in the development of the plan.
- **Goal 2: Opportunity for Participation:** Provide all DTPW riders, citizens, and stakeholders with the opportunity to participate throughout the development of the plan, including those in traditionally under-represented populations, such as persons with disabilities, older adults, or those who have Limited English Proficiency (LEP).
- **Goal 3: Information and Communication:** Provide all citizens and interested stakeholder agency groups with clear, timely, and accurate information relating to projects as they progress.
- **Goal 4: Apply Range of Techniques:** Use a broad-spectrum of techniques to gather input from a diverse population within the project areas.

Figure 3-1: Teleconference TDP Presentation to the SFRTA PTAC





3.2. Stakeholder Coordination

DTPW actively engages transportation stakeholders throughout the development of the TDP. These stakeholders share input, recommendations, and technical guidance on transportation related issues within the TDP. The stakeholders include the Miami-Dade TPO and CITT, as well as citizens from across the County.

3.2.1. CareerSource South Florida (Regional Workforce Board)

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

3.2.2. Citizens Transportation Advisory Committee (CTAC)

DTPW presented to the CTAC on July 7th, 2021. The CTAC ensures that transportation projects in all stages of the planning process adhere to established visions, goals, objectives, and collective needs of the community. This group is comprised of Miami-Dade County residents appointed by the TPO Governing Board members.

3.2.3. SFRTA Planning Technical Advisory Committee (PTAC)

DTPW presented to the South Florida Regional Transportation Authority (SFRTA) PTAC on August 11, 2021. The PTAC provides planning and technical support to the SFRTA and serves as technical review committee for the SFRTA Transit Development Plan. This group is comprised of one member each from the three county transit agencies: Miami-Dade DTPW, Broward County Transit, and Palm Tran; the Broward Metropolitan Planning Organization (MPO), Palm Beach Transportation Planning Agency (TPA) and the Miami-Dade TPO; the two Regional Planning Councils, South Florida RPC and Treasure Coast RPC, the two FDOT Districts (District 4 and 6), and SFRTA, for a total of 11 members.

3.2.4. Electronic Communication

DTPW promoted TDP public engagement activities and encouraged input through its electronic communication outlets. Notices were posted on the DTPW, TPO, FDOT and CITT websites. DTPW posted information on its Facebook page (www.facebook.com/GoMiamiDade), through its Twitter account (www.twitter.com/GoMiamiDade), and on its Instagram account (www.instagram.com/gomiamidade). Email blasts were also sent out to various distribution lists to solicit public comments. DTPW also used its mobile app to reach passengers. DTPW established a TDP specific email address (MDT10Ahead@miamidade.gov) where individuals submit comments.

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



3.3. Survey

DTPW administered a survey between May 1, and July 31, 2021 to collect information on demographics, travel behavior, service needs and priorities of current transit riders and the non-riding public. The survey was made available digitally on the DTPW website, while paper copies were made available at public outreach events and distributed at the Government Center transit station. A full copy of the survey instrument is available in Appendix A-4.

3.3.1. Survey Instrument

The survey instrument was developed through an in-depth discussion between project stakeholders. The survey questions cover two key areas. The first concentrates on understanding how riders access and utilize the transit system in their pre-Covid travels, and changes needed to ensure future public health and safety on the transit system. The second focus area asks respondents to prioritize improvements to the system by ranking different amenities from "Very Important" to "Not Important." The electronic survey consisted of 24 questions, and the mail-in-paper-based survey contained 15 questions. The survey was made available in English, Spanish and Creole.

Figure 3-2: TDP Paper Survey

What is #MDT10Ahead?

Miami-Dade County's Department of Transportation and Public Works' (DTPW) Transit Development Plan (TDP) is a ten-year strategic vision that helps the Miami-Dade Transit (MDT) operate and grow a clean, safe, convenient, and reliable transit system. This brief survey uses your input to influence our plans looking forward to the next decade.

What this survey does: The TDP evaluates DTPW's existing transit system, identifies ongoing and future service improvements as well as capital investments, and ultimately presents a financial plan based on available funding.

How you can help:

- Fill out and mail back this short survey to:
**Department of Transportation and Public Works
MDT10Ahead**
701 NW 1st Court, 15th Floor, Miami, FL 33136
(postage is on us)
- Submit additional comments via email at:
MDT10Ahead@miamidade.gov
- Fill out the online survey at:
http://bit.ly/MDT10Ahead2021
- Follow us on social media at **@GoMiamiDade** on Twitter, Instagram, and Facebook. Use **#MDT10Ahead** to join the conversation.

Recommended Service Plan: The ten-year implementation plan guides decisions about existing and future services. The plan is based on service standards, citizen input (like this survey), and stakeholder coordination.

Capital Investment Plan: This plan prioritizes investments in buses, stations, infrastructure, and equipment needed to preserve and expand the transit system and implement the Recommended Service Plan.

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

For more details, visit:
www.miamidade.gov/transit

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

MOVING FORWARD TOGETHER

MIAMI-DADE COUNTY'S
TRANSIT DEVELOPMENT PLAN

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

This is an annual survey conducted by the Miami-Dade County Department of Transportation and Public Works. Responses to the survey questions should reflect your typical behavior prior to the COVID-19 outbreak (March 2020) and since February 2021.

HOW DO YOU RIDE TRANSIT?

How often did you use Miami-Dade Transit services, prior to the COVID-19 outbreak (March 2020)?

	BUS	RAIL	MOVER	STS
4+ times a week	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1-3 times a week	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A few times a month	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rarely	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Never	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

How do you normally access transit service information?

☐ GO Miami-Dade Transit app
☐ Another smart phone application
☐ Social Media (Facebook, Instagram, Twitter, etc.)
☐ Miami-Dade Transit website
☐ Printed Schedules
☐ Rider Alerts (email/text messages)

The main reason I'm taking transit today is:

☐ I have a car, but I prefer to ride transit
☐ Transit is my only option
☐ I got rid of my car because I prefer to ride transit
☐ I don't have access to a car
☐ I don't drive ☐ I don't take transit

If you ride transit to work/ school, where do you typically start your trip? Zip Code: _____ Where do you end your trip? Zip Code: _____

Before you begin your transit trip, how do you typically get to your Transit station/stop (i.e. Metrorail, Metrobus, or Metromover)?

☐ I don't take transit
☐ Bike, scooter, or another personal device
☐ Drive ☐ Walk
☐ Rideshare (Lyft, Uber, Freebee, etc.)
☐ Carpool or vanpool ☐ Municipal Trolley
☐ I don't take transit

When you exit the transit vehicle, how do you typically travel to your destination?

☐ Walk
☐ Bike, Scooter, or another personal device
☐ Rideshare (Lyft/Uber, Freebee, GO Connect etc.)
☐ Drive ☐ Walk
☐ Carpool or vanpool
☐ Transfer to another Metrosbus or Metromover
☐ Municipal Trolley
☐ I don't take transit

TRANSIT PRIORITIES

What should the Miami-Dade Transit's service priorities be for the next ten years?

	VERY IMPORTANT	SOMEWHAT IMPORTANT	NEUTRAL	NOT IMPORTANT
Arrive and depart on time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Earlier/late service hours	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More frequent service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More frequent weekend service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expand to serve new areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More express/rapid transit service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve comfort and amenities at transit facilities and vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve cleanliness of vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase cleaning/ sanitizing frequency	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

What should be the main Miami-Dade Transit facilities-related priorities for the next ten years?

	VERY IMPORTANT	SOMEWHAT IMPORTANT	NEUTRAL	NOT IMPORTANT
Improve stop/station amenities (canopies, lighting, seating, other furnishings)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve access to retail/food/beverages at stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve directional signage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve bicycle/pedestrian access and amenities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve micro-mobility integration at stations (rented bikes/ scooters)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide electric vehicle charging stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expand designated carshare (zipcar) areas at Metrorail stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Create more convenient pick-up/drop-off areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increased parking at Metrorail stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Create more park-and-ride lots	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve public health safety at stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve security at stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase station/stop seating capacity or standing room to allow social distancing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

RATE MIAMI-DADE TRANSIT'S OVERALL SERVICE

Rate your overall experience with transit

☐ Excellent ☐ Good ☐ Acceptable
☐ Neutral ☐ Negative ☐ I do not ride Transit

Do you feel security systems are adequate while using Miami-Dade Transit?

☐ Yes ☐ No ☐ I don't take Transit

ABOUT YOURSELF (OPTIONAL)

Which gender do you identify with?
☐ Male ☐ Female ☐ Other

What is your age group?
☐ Under 16 ☐ 16-24 ☐ 25-34
☐ 35-44 ☐ 45-54 ☐ 55-64
☐ Over 65

What is your household's approximate total annual income?
☐ Less than \$15,000 ☐ \$15,000 - \$24,999
☐ \$25,000 - \$34,999 ☐ \$35,000 - \$44,999
☐ \$45,000 - \$54,999 ☐ \$55,000 - \$74,999
☐ \$75,000 - \$99,999 ☐ \$100,000+

How many working motor vehicles are available in your household?
☐ None ☐ One ☐ Two ☐ Three or more

Which best describes your race/ethnicity? (select all that apply)
☐ Hispanic/Latin ☐ Black/ African-American
☐ White ☐ Asian ☐ Other

SMART PLAN - RAPID TRANSIT

Of the six corridors in the Strategic Miami Area Rapid Transit (SMART) Plan that are being considered for premium transit service, please rank the corridors which you would use the most by assigning a score from 1 - 6 next to each option.

Beach Corridor East-West Corridor
 Kendall Corridor North Corridor
 Northeast Corridor South Corridor

3.3.2. Survey Advertising

Due to the social distancing requirement of the Covid-19 pandemic, the survey for this TDP was primarily conducted digitally, with limited in-person survey distribution. Instead of administering the survey at multiple transit stations over an extended period of time, the survey was advertised digitally through social media and internet banner ads targeted to Miami-Dade County residents, with only two days of in-person survey distribution. A print advertisement inviting the public to participate in the survey was published in the Miami Herald newspaper, including the spanish languag El Herald, from July 9 to July 15, 2021.

3.3.3. Social Media

DTPW advertised the survey on its social media accounts (Facebook and Twitter) as part of the effort to solicit feedback from both the riding and non-riding public. Several DTPW transportation partners including the CITT, The Underline, Miami Riders Alliance, and Age Friendly Miami also posted the survey on their social media handles. These posts generated several comments and conversations about riding experiences, suggested improvements, and complaints.

3.3.4. In-Person Distribution

Thanks to the success of vaccination and public safety efforts in South Florida, a limited amount of in-person outreach was performed, distributing surveys at government center transit hub on July 21 and July 23, 2021. Staff distributed surveys in multiple locations, including the metromover platform, metrorail platform, and the plaza where Metrobus vehicles board and alight.

Figure 3-3: Samples of TDP Digital Advertisements





3.4. Civic Engagement Outcomes

DTPW continues its coordinated county-wide efforts to educate and provide early and ongoing public involvement opportunities to the residents of Miami-Dade County. DTPW maintains an outreach program for engaging the public and other stakeholders through various activities and meeting forums. These include the DTPW website and social media outlets, mobile phone applications, posters, bus signs, and television screens. DTPW also reaches a wide variety of patrons through the Special Transportation Services (STS) Golden Passport Program.

In order to promote participation in the TDP development process, DTPW actively engaged the public at various public events. A listing of these events and distribution sites, as well as other outreach events attended by DTPW staff can be found in Appendix A-4. The data collected from the surveys are analyzed and presented in Section 3.5, with detailed data found in Appendix A-4.

3.4.1. Digital Advertising Outcomes

The digital surveys were advertised on Google Ads and the Miami Herald. By the end of the survey period on July 31, 2021, the survey had been advertised 4.02 million times to Miami-Dade County residents through Google banner ads which received more than 19,200 clicks - a 0.5 percent click through rate, which is approximately double the typical rate for Google banner ads. This resulted in 407 completed surveys. Of the 342 digital survey responses received, 320 were completed in English, 16 in Spanish, and 6 in Creole. Out of 65 paper surveys completed, 36 were in English, 22 in Spanish, and 7 in Haitian Creole.

3.5. Survey Results

A survey administered by DTPW was conducted from May to July 2021 to collect information on demographics, travel behavior, and service needs of current transit riders and the non-riding public. The method used for surveying the public was an electronic and mail-in paper-based survey instrument totaling 24 or 15 questions in length, respectively. Spanish and Creole versions of the survey were also available. A copy of the survey instruments is provided in Appendix A-4.

Passenger travel characteristics and behaviors were identified by questions including:

- Current reason for riding transit
- Current method for reaching and leaving transit
- Travel time to nearest/preferred transit station
- Frequency of transit usage
- Payment type used
- If transfers are made
- Method of accessing transit information
- Trip origination and destination information

Transit priorities/preferences were identified by questions including:

- Ranking 10-year priorities with respect to services, and transit facilities
- Identifying reasons that would encourage increased ridership
- Willingness to pay more for improved services
- Identifying a top corridor for premium transit service
- Ranking top transit destinations
- Support for a proposed increase in the local sales tax to support transit
- Recommendations for service area improvements
- Satisfaction with overall DTPW transit services

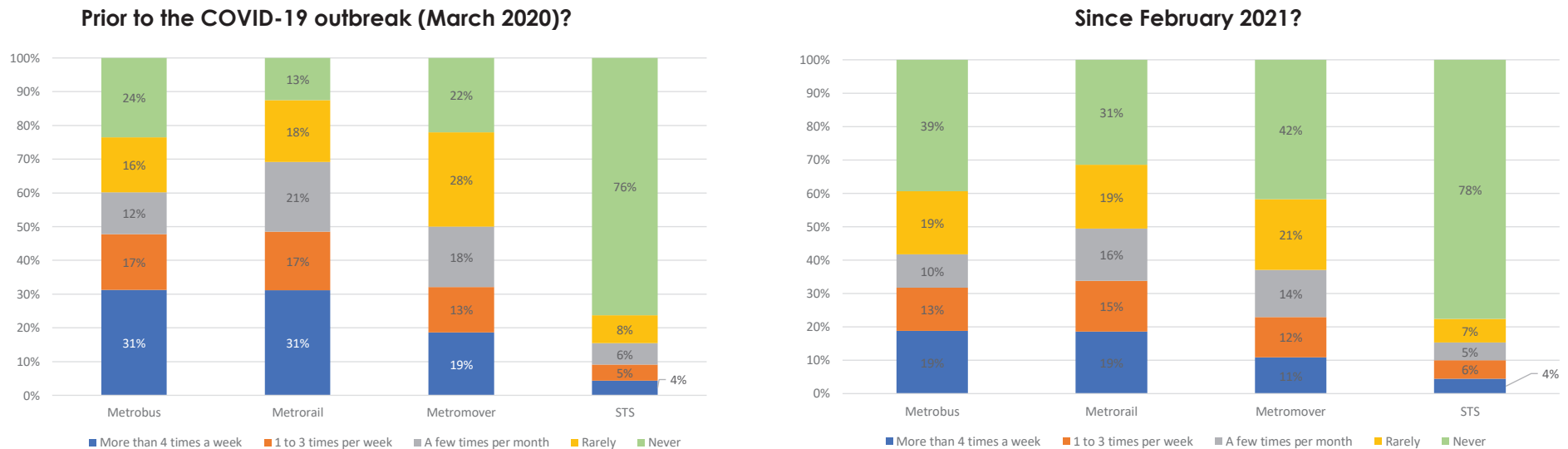
Socio-demographic information was identified by questions including:

- Household vehicle availability
- Age
- Gender
- Race/ethnic origin
- Household income



Figure 3-4 examines which transit mode respondents used before and after the first year of the Covid pandemic. While STS only recorded a small decline, all other services had a major reduction in ride frequency for individual passengers. Metrorail experienced the most severe decline in rider frequency, likely due to work-from-home lifestyles for downtown office employees limiting green line ridership, and flight restrictions limiting orange line ridership.

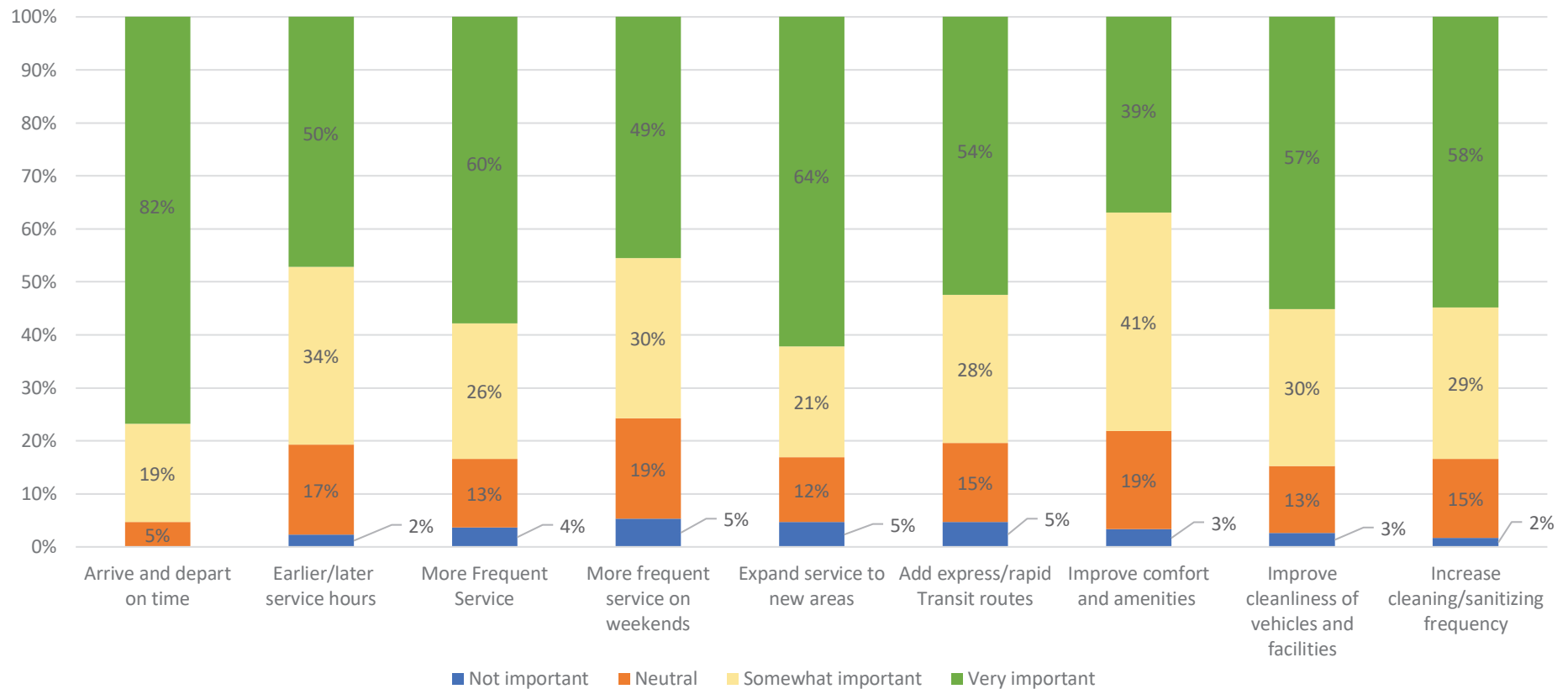
Figure 3-4: Questions 1 & 2: How often did you use Miami-Dade Transit services?





When asked about service priorities for the next 10 years, respondents indicated that on-time performance was the most important priority, followed by service frequency, expansion into new service areas, and improving cleanliness. Figure 3-5 shows the distribution of these responses.

Figure 3-5: Question 10: What should be the main service priority for Miami-Dade Transit for the next ten years?





When asked about facility-related priorities for the next 10 years, respondents indicated that improving stop amenities, security at transit facilities, and improving signage at transit facilities were the top three priorities for most users. Figure 3-6 shows the total breakdown of all service priorities.

It is important to note that last year, improving public health and safety was top of the list of priorities. This could be attributed to the pandemic. However, with improved cleanliness and other safety measures, improving public health is no longer the top priority for riders for this year.

Figure 3-6: Question 11: What should Miami-Dade Transit's facilities-related priorities be for the next ten years?

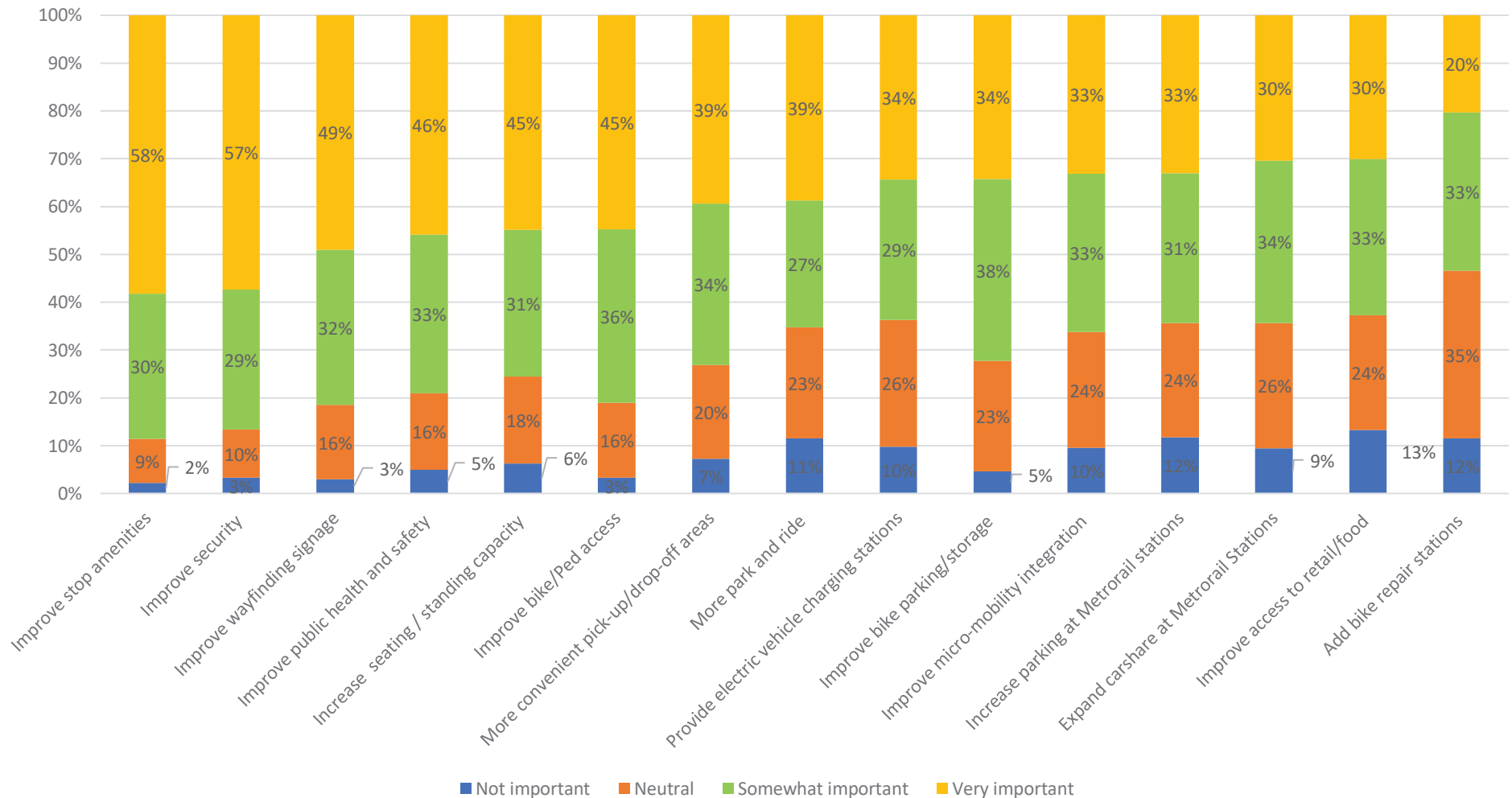
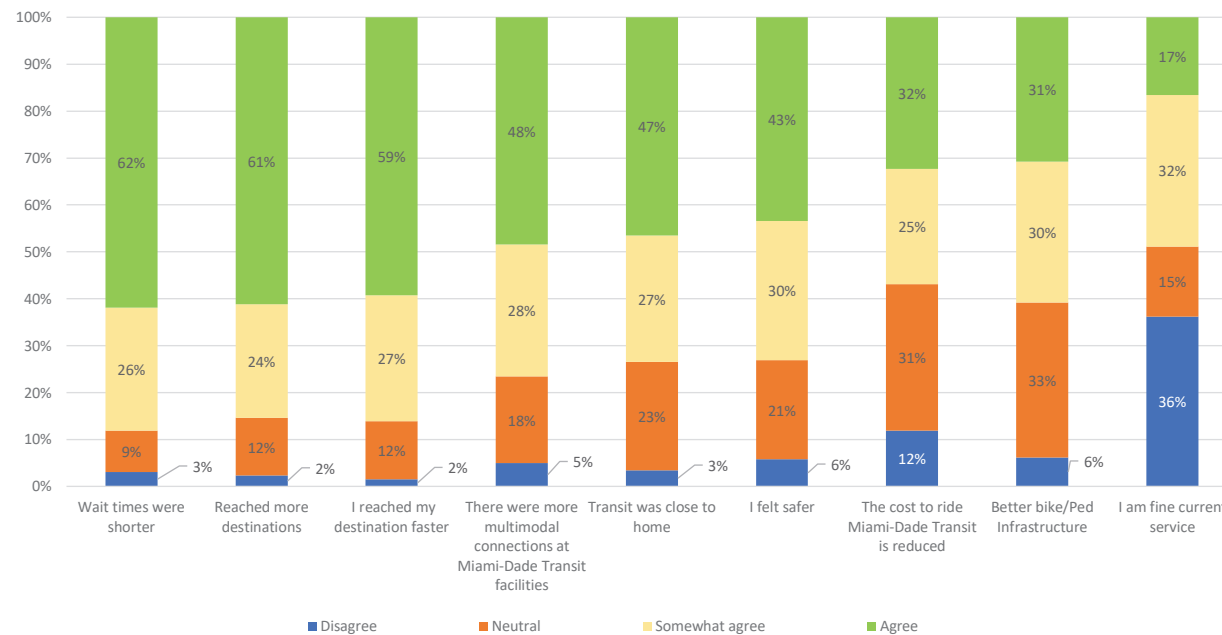




Figure 3-7 shows what respondents indicated would induce them to use more transit. The desire for shorter wait times and faster travel to more destinations stood out as the three most popular answers. Notably, more than 50% of respondents would not agree with the statement "I am fine with current service".

Figure 3-7: Question 12: What Would Make You Use Miami-Dade County Transit Services?



3.6. Concerns and Solutions

asdf



3.7. Conclusion

This chapter of the TDP provided an overview of the outreach techniques used for this Covid-impacted APR, and documented the public feedback obtained. The public feedback is used to inform the TDP project development process, and decisions at DTPW overall. In a typical year, DTPW will jointly focus outreach efforts on digital and in-person efforts. However, due to this year's Covid-19 pandemic, face-to-face outreach was used in a limited capacity. With a focus on digital outreach, feedback was obtained via social media posts and survey responses.

Survey responses were largely consistent with last years results, though a number of notable shifts took place which can be attributed to behavioral changes in reaction to Covid-19. For example, this years results indicate that we have doubled the percentage of people using contactless payments. Other changes may be attributed to shifting cultural practices, such as the growing popularity of bikes and electric scooters, which doubled the number of people using those modes to arrive/depart from their transit station. While one may assume that this is a result of people choosing active transportation to avoid the closed environment of a shared car, reductions were found in both vehicular and pedestrian arrivals to transit stations. This indicates that some walkers are beginning to use personal electric transportation, which extends the effective capture range of the transit system due to faster, less energy intensive modes of personal transportation for first-and-last mile trips.








4. 2020 PERFORMANCE ASSESSMENT

The Identification of goals and objectives for a transit agency establishes the framework within which the agency will pursue its TDP-inspired vision over time. In the 2019 TDP Major Update, DTPW developed specific goals and objectives with associated target values consistent with the Agency's Mission and Vision. The goals and objectives provide a benchmark for the assessment of various projects and initiatives that are proposed, planned, and implemented throughout the DTPW transit system. This chapter of the annual update analyzes DTPW's progress during 2020 towards achieving the goals set forth in the 2019 TDP Major Update.

The framework for the performance assessment is based on the following definitions:

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

Each target in this chapter is assigned one of three statuses, based upon DTPW's accomplishments during 2020:

-  Yes - The target has been met
-  In Progress - Significant progress has been made towards meeting this target
-  No - The target is unmet

Information regarding ongoing progress and project completion dates is included in the narrative sections following each goal table.

4.1. Goal 1 – Improve Transit System Convenience and Reliability

Goal 1: Improve Transit System Convenience and Reliability				
Objective	Measure	Target	2020 Accomplishments	Status
1.1 - Increase miles of transit infrastructure	Infrastructure miles of fixed guideway, exclusive ROW or express lanes in Miami-Dade County	Increase	Transitway: 22 miles Metrorail: 25 miles Metromover: 4.4 miles SR-826 Express Lanes: 12.7 miles SR-836 bus-on-shoulder - 8.5 miles I-95 Express Lanes - 12.2 miles Total: 84.8 miles	 Yes

4.1.1. Express Lanes and Exclusive Right of Way

4.1.1.1. SR-836 Express Bus

This project provides express transit service along SR 836 and the Homestead Extension of the Florida Turnpike (HEFT). This project will feature three routes:

- Line A provides AM/PM peak-hour service from the proposed Tamiami Station (park-and-ride/transit terminal facility located at SW 8th Street and SW 147th Avenue) to Downtown Miami via SW 8th Street, SW 137th Avenue and SR 836 with a 10 minutes headway.
- Line B will provide all day service from the proposed Panther Station at Florida International University's Modesto A. Maidique Campus (MMC) to the MIC via SW 8th Street, SR 821/HEFT and SR 836 with a 20 minutes headway. The planned long-term improvements for this route is anticipated to be completed by 2022 using 3 new 60-foot alternative fuel buses.
- Line C provides AM/PM peak-hour service from the proposed DolphinStation (NW 12th Street and HEFT) to Downtown Miami via SR 836 with a 10 minutes headway. This route began operations in mid-2020 using 9 new 60-foot alternative fuel buses.

4.1.1.2. SR-826 Express Lanes

Completed in November 2020, this project consists of tolled express lanes along the SR-826/Palmetto Expressway from SR-968/W Flagler Street to NW 154th Street and along I-75 from SR-826/Palmetto Expressway to NW 170th Street. The project is approximately 13 miles in length and will provide continuity to the I-75 Express Lanes, which extends to I-595 in Broward County.

Figure 4-1: SR-836 Bus Lanes





Goal 1: Improve Transit System Convenience and Reliability				
Objective	Measure	Target	2020 Accomplishments	Status
1.2 - Improve service availability	Percentage of missed pullouts	0% (Yearly Improvement) *	Current: 0.35% (Previously: 0.29%)	✗ No
	Mean distance between service failures	Metrorail: ≥ 39,000 miles	31,677 miles (Previously: 27,029 miles)	✗ No
		Metrobus: ≥ 4,000 miles	5,632 miles (Previously: 4,850 miles)	✓ Yes
		Metromover: ≥ 6,000 miles	9,953 miles (Previously: 4,450 miles)	✓ Yes
	CAD/AVL installed and functioning on all transit service vehicles	100%	100%	✓ Yes
	On-Time Performance	Metrorail: ≥95%	62.7% (Previously: 94.60%)	✗ No
		Metrobus: ≥78%	78% (Previously: 70.40%)	✓ Yes
		STS: ≥ 90%	92.9% (Previously: 88.80%)	✓ Yes
1.3 - Improve customer satisfaction with DTPW service	Number of customer complaints per 100,000 boardings (per mode)	Metrorail: ≤ 1.5	2.81 (Previously: 5.05)	✗ No
		Metrobus: ≤ 1.5	15.81 (Previously: 5.46)	✗ No
		Metromover: ≤ 0.5	0.6 (Previously: 0.95)	✗ No
		STS: ≤ 0.5	0.19 (Previously: 0.18)**	✓ Yes

* While DTPW aspires to deliver zero missed pullouts, this represents an ideal condition which likely can not be achieved. Success is measured by achieving yearly improvement.

** STS measures complaint ratio of total trips, as opposed to number of boardings for the other transit modes.



Goal 1: Improve Transit System Convenience and Reliability				
Objective	Measure	Target	2020 Accomplishments	Status
1.4 - Provide riders with more information	Real time ETA signage at multimodal stations and high ridership stops	Completed by November 2019	Completed	✓ Yes
	Real time information available for 3rd party app developers, including General Transit Feed Specification (GTFS) and GTFS RealTime (GTFS RT)	Publish and maintain GTFS and GTFS RT feeds	Data feeds available at: https://www.miamidade.gov/global/transportation/open-data-feeds.page	✓ Yes
	Percent of transit service vehicles with wi-fi capability	Metrorail: 100%	100%	✓ Yes
		Metrobus: 100%	100%	
		Metromover: 100%	100%	
	Enhance real time info on DTPW application	By FY 2020	Information available in the GO Miami-Dade App	✓ Yes
1.5 - Align transit service coverage with passenger demand	Average weekday boardings per mode	Metrorail: 65,000	N/A - Due to Covid-19 precautions (Previously: 62,141)	N/A
		Metrobus: 151,000	N/A - Due to Covid-19 precautions (Previously: 160,396)	N/A
		Metromover: 27,000	N/A - Due to Covid-19 precautions (Previously: 29,081)	N/A
	Revenue Hours of Transit Service	Metrorail: 360,670	329,867 (Previously: 359,148)	✗ No
		Metrobus: 2,466,000	1,861,096 (Previously: 1,875,711)	✗ No
		Metromover: 110,057	97,906 (Previously: 113,317)	✗ No
		STS: 1,105,000	917,428 (Previously: 1,169,768)	✗ No
	Committed bus service adjustments / improvements	80% consistency with adjustments planned in previous TDP	N/A (No adjustments planned for this year - adjustments postponed until the conclusion of the Better Bus Project)	N/A

4.1.2. Real-Time ETA signage at Multimodal Stations and High Ridership Stops

As of January 2020, DTPW has completed installation of real-time ETA signage which displays the next train arrival time on multicolor LED displays in all Metrorail Stations and nine Metromover Stations. This data is provided by Computer Aided Dispatch / Automatic Vehicle Location (CAD/AVL) on transit vehicles. The LED signs function in conjunction with a new public address system, providing improved ADA accommodation.



4.2. Goal 2 - Improve Customer Service

Goal 2: Improve Customer Service				
Objective	Measure	Target	2020 Accomplishments	Status
2.1 - Prepare and release an annual transit satisfaction survey	Completion of survey	Survey completed annually	2020 TDP Survey conducted digitally	✓ Yes
2.2 - Conduct regular on-board passenger surveys	Completion and frequency of survey	Survey conducted at least every 5 years Currently: Last completed in April 2013	Miami-Dade TPO survey planned for 2021	✗ No
2.3 - Conduct dedicated transit outreach programming	Number of outreach activities per year	≥ 6	No Outreach activities due to covid-19 (Previously: 56)	N/A
	Promotion of annual survey via social media	Monitor number of social media endorsements related to the annual survey	Facebook: 5 posts, 2,668 Likes, 83 Comments, 269 Shares *First post was sponsored, accounting for 2,500 likes (Previously: 77 likes, 29 Comments and 15 Shares)	✓ Yes
			Instagram: 3 posts, 342 Likes, 5 Comments Twitter: 8 posts, 12 Likes, 11 Retweets (Previously: 96 likes, 11 conversions and 89 retweets)	
2.4 - Increase regional coordination	Coordination meetings with BCT, PalmTran and Tri-Rail	≥ 90% attendance at regional transportation service meetings	SEFTC RTTAC (1 meeting)	✗ No
	Tri-County Fare System Implementation/ Cross Promotion	Seamless transit fare system in operation by 2020	Technical specifications and system diagrams have been shared between Miami-Dade and Broward County. Actively working to resolve contractual changes so that work may proceed with the selected vendor.	✗ No



4.3. Goal 3 – Maximize Operational Safety and Security

Goal 3: Maximize Operational Safety and Security				
Objective	Measure	Target	2020 Accomplishments	Status
3.1 - Reduce transit vehicle accidents	Bus accident rate per 100,000 miles	≤ 3.778 per 100,000 miles	3.76 per 100,000 miles (Previously: 2.31 per 100,000 miles)	✓ Yes
	Preventable bus accident rate per 100,000 miles	≤ 1.50 per 100,000 miles	1.45 per 100,000 miles (Previously: 1.84 per 100,000 miles)	✓ Yes
3.2 - Make transit vehicles and facilities secure environments for customers	Number of transit facilities with camera surveillance	≥ 54 facilities	1279 total Cameras (Previously: Metrorail: 22 Stations Metromover: 21 Stations Metrobus: 1 Station)	✗ No
	Number of transit vehicles with camera surveillance	≥ 1,025 transit vehicles	29 Metromovers 754 Buses 136 Metrorail Trains (Previously: 29 Metromovers 754 Buses 484 Metrorail Train Cars)	✗ No
	Number of security post inspections	≥ 800 per month	1,244 (Previously: 997 Per Month)	✓ Yes
	Number of system-wide NTD Reportable Part One (1) Crimes (Serious) per 100,000 riders (monthly moving average)	≤ 0.3 per 100,000 riders	0.49 (Previously: 0.22 per 100,000 riders)	✗ No
	Number of system-wide NTD Reportable Part Two (2) Crimes (Petty) per 100,000 riders (monthly moving average)	≤ 1.62 per 100,000 riders	0.39 (Previously: 0.22 per 100,000 riders)	✓ Yes

4.3.1. System-wide Safety and Security Upgrades

DTPW 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. DTPW's commitment to the safety and security of the DTPW system, patrons, and employees is of the highest priority. In an effort to further complement its existing security infrastructure, DTPW continues to aggressively add state-of-the art technology to both reduce crime and to aid law enforcement in proactively securing and safeguarding the transit system. FDOT Rule 14-15.017(2.2.1), however, prevents DTPW from disclosing these improvements/installations in greater detail.

DTPW will continue to enhance existing security equipment with the addition of 4K technology to the CCTV Systems in Metrorail and Metromover. The second phase of the CCTV project is slated to be complete by July 2021. Metromover will also have a new fire detection and reporting system installed in all Metromover stations and at the Stephen P. Clark Metromover Control Center. This new fire detection and reporting system is slated to be completed by January 2023.



4.4. Goal 4 - Enhance Integration of Transit Services to Support the Economy

Goal 4 - Enhance Integration of Transit Services to Support the Economy				
Objective	Measure	Target	2020 Accomplishments	Status
4.1 - Increase density of TOD at DTPW Metrorail, Transitway and park-and-ride stations through Public Private Partnerships (P3)	Committed square feet of commercial space in P3 TODs	Increase	3.634 million (Previously: 3.56 million)	✓ Yes
	Number of committed residential units in P3 TODs	Increase	5,039 (Previously: 4,990)	✓ Yes

4.4.1. Transit Oriented Development Projects

4.4.1.1. Link at Douglas – Douglas Road Metrorail Station

Link at Douglas is a five-tower mixed-use development which broke ground in April 2019. Phase 1A and 1B are now under construction, and all phases will be completed by 2031. Occupying seven acres of land, Link at Douglas will feature 1,375 residential units including a workforce housing component (12%), 76,000 SF of ground floor retail space, 430,000 SF office space, and a public plaza that will connect with The Underline.

As part of the partnership with DTPW, the Adler Group and 13th Floor Investments will contribute more than \$17 million in improvements to the Douglas Road Metrorail station and approximately \$1 million toward the development of The Underline. Link at Douglas is expected to generate approximately \$500 million in new revenue for Miami-Dade County.

4.4.1.2. Northside Transit Village - Northside Metrorail Station

A LEED Silver certified project, the Northside Transit Village will include four 8-story affordable housing buildings with 438 units (219 senior and 219 family), 20,000 square feet of ground floor retail, and a parking garage that includes 250 spaces of park-and-ride parking for transit users. In 2020, the second of four phases was completed, with all four expected to be complete in 2021.

4.4.1.3. Grove Central - Coconut Grove Metrorail Station

After a water main relocation and construction of a new bus depot in 2020, construction of the primary structure has begun with completion expected by 2023. Grove Central will include 170,000 Square Feet of ground floor retail, with 402 rental residential units and a parking garage that includes 250 dedicated park-and-ride spaces for transit users. The total tenant contribution for Metrorail station improvements is \$5 million.

Table 4-1: Existing Transit Oriented Developments

TOD	Commercial		Residential			
	Office (SF)	Retail (SF)	Market Rate	Affordable Housing	Senior Housing	Workforce
Dadeland South	1,007,156	44,921				
Dadeland North		859,337	462			
South Miami	194,050	14,000	102			
Douglas Road			1,375			
Coconut Grove		170,000	342			60
Government Center	630,000	21,000				
Overtown	610,000	29,000	246			370
Santa Clara				412		
Allapattah				128		
Brownsville		6,400		445		
MLK	172,000	13,500				
Northside		20,000		219	219	
NW 7th Avenue		1,750		176		
Quail Roost (SW 186)		10,000	250	250		
Caribbean		12,500		170		
Senator Villas					23	
Total	2,613,206	1,212,633	2,777	1,800	444	514
Grand Total	3,633,843		5,039			



Goal 4 - Enhance Integration of Transit Services to Support the Economy				
Objective	Measure	Target	2020 Accomplishments	Status
4.2 - Provide transit access to major attractors in Miami-Dade County	Miles of service within 1/4 mile of attractors	Healthcare: 50 miles	55 miles (previously 64 miles)	✓ Yes
		Tourist/Special Attractors: 300 miles	133 miles (previously 141 miles)	✗ No
		Education: 100 miles	85 miles (previously 93 miles)	✗ No
		Employment Areas: 40 miles	214 miles (previously 230 miles)	✓ Yes
		Retail Centers: 90 miles	85 miles (previously 90 miles)	✗ No





4.5. Goal 5 – Provide Transit Services that Reduce the Impact on the Environment

Goal 5: Provide Transit Services that Reduce the Impact on the Environment				
Objective	Measure	Target	2020 Accomplishments	Status
5.1 - Increase percentage of fleet that uses alternative fuels	Percent of fleet that uses alternative fuels	Increase	74% (Previously: 63%)	 Yes
5.2 - Incorporate solar panels on DTPW facilities	Complete a study to assess potential of installing solar panels on DTPW-owned facilities	Complete assessment by 2024	DTPW completed the coordination with FPL for Net-Metering service. Due to delays caused by Covid-19, DTPW will be reviewing available data at the end of 2021 to determine the feasibility of incorporating into multiple locations.	 In Progress
	Partner with utilities and solar advocacy groups to install solar panels at DTPW facilities	Coordinate to investigate possible programs by 2020	DTPW is currently investigating solar assisted electric vehicle charging systems with possible pilot in fiscal 2022-2023.	 No

4.5.1. Alternative Fuels

DTPW has replaced nearly three quarters of its fleet with alternative fuel vehicles in the past few years, including CNG and electric buses. DTPW had an option to purchase up to 42 alternative fuel buses which slated to be in service by January 2022. DTPW will also purchase 65 articulated 60-foot Battery-Electric zero emission buses, and has an option to purchase up to 35 articulated 60-foot Battery-Electric zero emission buses. These new vehicles are slated to be in service by the end of December 2021. The SR-836 Express Bus Service will also include the purchase of 9 new 60-foot alternative fuel buses.

4.6. Goal 6 – Maximize Use of Funding Sources

Goal 6: Maximize Use of All Funding Sources				
Objective	Measure	Target	2020 Accomplishments	Status
6.1 - Achieve a sustainable transit financial plan that maximizes existing funding and pursues innovative and new funding sources	Status of transit financial plan	Apply for state and federal grant	Received 6 FTA grants totaling \$434,235,979 Received 18 FDOT grants totaling \$132,572,145. (Previously: \$148,174,975 in FTA agreements and \$22,319,413 in state funding from FDOT)	✓ Yes
6.2 - Reduction in operations unit cost per revenue mile	Change in cost per revenue mile	Reduce by 2024	+8.28% : \$11.88 in 2020 vs. \$10.98 in 2019 (Previously: -1.96% from \$11.20 to \$10.98)	✗ No
	Change in cost per revenue hour	Reduce by 2024	+9.19% : \$170.40 in 2020 vs \$156.06 in 2019 (Previously: +4.5% from \$149.31 to \$156.06)	✗ No

Figure 4-2: Rendering of South Corridor BRT Station



4.6.1. Innovative and New Funding Sources

In 2020, DTPW received 24 different grants, including 6 FTA grants totalling more than \$434 million, and 18 FDOT grants totalling more than \$132 million. These amounts were boosted by pandemic relief funding and the award of the \$100 million FTA grant for the SMART Plan South Corridor.

Goal 6: Maximize Use of All Funding Sources				
Objective	Measure	Target	2020 Accomplishments	Status
6.3 - Identify alternative project delivery methods	Alternate Delivery projects: Public-Private Partnerships, Transportation Infrastructure Finance and Innovation Act (TIFIA), State Infrastructure Bank Loans, Design Build, Operate and Maintain, and Design Build Finance Operate and Maintain	Completion of two projects delivered through alternative methods by 2024	1. Golden Glades Multimodal Transportation Facility Design-Build project in partnership with FDOT. Project commenced in 2018 and is scheduled to be completed in 2021.	In Progress
			2. Ludlam Trail Corridor Engineering under way, construction expected in 2022. Project includes federal, state, and local funding	
6.4 - Increase passenger fare revenue	Farebox Recovery Ratio	Increase	FY 20: 8.32% (Previously: FY 19: 15.9%, FY 18: 15.2%)	No
	Conduct a fare policy analysis and evaluate alternate fare models (distance/zone models)	Conduct study	Transit fares suspended for most of 2020 due to Covid-19	N/A

4.6.2. Design-Build Projects

4.6.2.1. Golden Glades Multimodal Transportation Facility (GGMTF)

The GGMTF project is located in northern Miami-Dade County on two FDOT-owned Park-and-Ride lots adjacent to the cities of Miami Gardens, North Miami Beach, and North Miami. The GGMTF, a design-build project, will consolidate the existing bus transit services at the two Golden Glades Park-and-Ride lots into a single facility adjacent to the Tri-Rail Station. This project will transform the park-and-ride into a state-of-the-art transit terminal with a multi-bay bus facility upgraded walkways, platforms, bicycle/pedestrian amenities as well as other improvements related to transit operations, including internal roads, drainage, lighting systems, fencing, wayfinding, and traffic control signage. The GGMTF will feature a multi-story parking garage, kiss-and-ride, and plenty of surface parking lots for all types of motorists, including scooters and motorcycles. Other amenities will include bicycle parking and lockers. The complex will also feature a transit hub, future governmental use development building, a break lounge for bus drivers, and future governmental use intercity bus terminal. Construction began in August 2018 and is anticipated to end in December 2021.

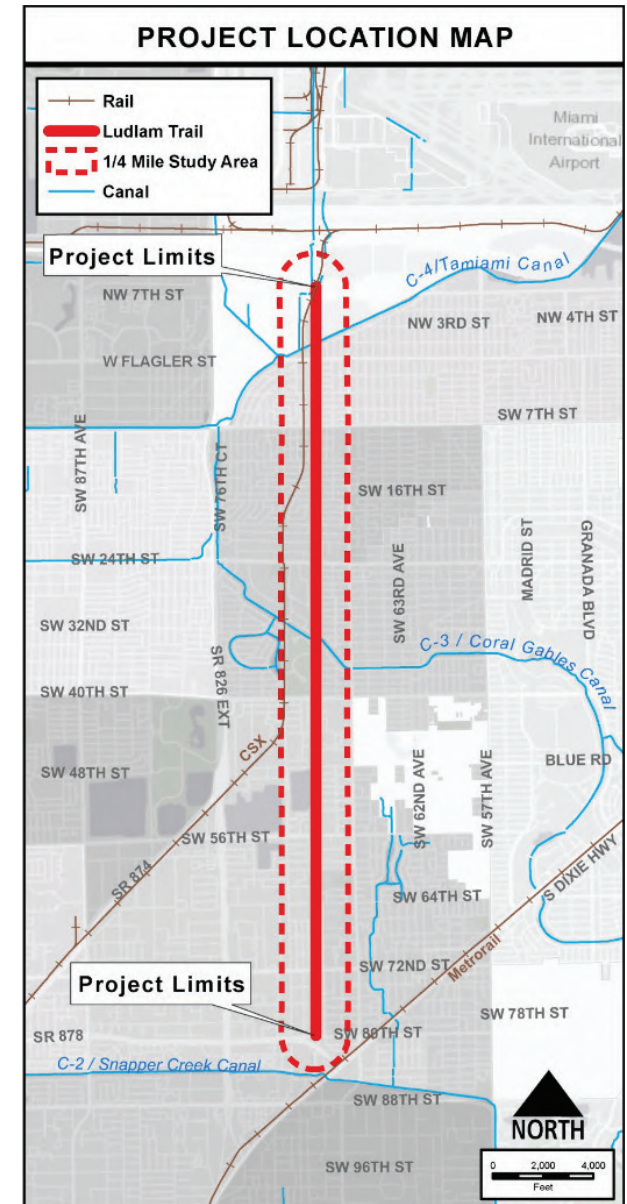


4.6.2.2. Ludlam Trail Corridor

The Ludlam Trail is progressing through a P3 that will transform a 6.2-mile length of the former Florida East Coast railroad corridor from the Blue Lagoon to SR-878 into a bicycle and pedestrian friendly urban park and public space, complemented by trail-oriented development aimed at activating the corridor at strategic locations. The Ludlam Trail will connect over 35,000 people within a half-mile radius to five schools, four parks, and two transit hubs, along with residential and commercial areas. Once fully operational, the Ludlam Trail will form an integral part of the 225-mile planned Miami Loop, a network of planned trails that also includes The Underline, Miami River Greenway and the Perimeter Trail.

Miami-Dade County will construct 80% of the trail segment while the developers will also design and build a half-mile-long segment of the trail and maintain it at no cost to taxpayers. In 2018, the Miami-Dade Commission approved the \$25 million purchase of 80% of the rail corridor and further secured about \$27 million of the \$94 million construction cost.

Figure 4-3: Preliminary Bikeway & Pedway Alignment Concept Plans



Source: Ludlam Trail Fact Sheet (ADD)

Transit Development Plan FY 2022 - 2031



4.7. Goal 7 – Expand Transit Services

Goal 7: Expand Transit Services				
Objective	Measure	Target	2020 Accomplishments	Status
7.1 - Implement the Strategic Miami Area Rapid Transit (SMART) Plan Rapid Transit Network	Beach Corridor	Progress toward three milestones: 1. Locally Preferred Alternative (LPA); 2. Inclusion of the SMART Plan projects in the TDP and other planning documents; 3. Implementation of the projects upon funding availability	1. TPO Resolution #05-20 selected the LPA for monorail, APM, and LRT in January 2020. 2. Included in TDP Implementation Plan, the TPO TIP, and the 2045 LRTP. 3. Board of County Commissioners approved the contract award for the Interim Agreement (IA) for the Beach Corridor Trunk Line. The IA became effective on Oct 31, 2020.	 Yes
	East-West Corridor		1. TPO Adoption of BRT as the Locally Preferred Alternative in October 2020. 2. Included in TDP Implementation Plan, the TPO TIP, and the 2045 LRTP. 3. Dolphin Station Park-and-Ride completed. 4. Express Bus Service (complimentary to BRT) initiated.	 In Progress
	Kendall Corridor		1. Curbside Bus Rapid Transit (BRT) was identified as the recommended alternative for the Kendall corridor in 2019. Endorsement of the recommended alternative is expected in Q1 2021. 2. Included in TDP Implementation Plan, the TPO TIP, and the 2045 LRTP.	 In Progress
	North Corridor		1. Elevated Heavy Rail selected as the LPA by the TPO Governing Board in October 2019. 2. Included in TDP Implementation Plan, the TPO TIP, and the 2045 LRTP. 3. Optimized concepts and costs presented to Miami-Dade TPO Governing Board in March 2020. 4. Released an RFP for the design build operate and maintain service for the North Corridor in June 2020 with proposals due by Spring 2021.	 Yes
	Northeast Corridor		1. Established framework for negotiations with Brightline. Reached a tentative agreement regarding access fee and other project elements. 2. Included in TDP Implementation Plan, the TPO TIP, and the 2045 LRTP. 3. Advanced the NEPA process 4. Began pursuing federal and state funding	 Yes
	South Corridor		1. FTA and FDOT grant agreements fully executed in September 2020. 2. NTP Issued February 2021, construction scheduled to begin Summer 2021.	 Yes



Goal 7: Expand Transit Services				
Objective	Measure	Target	2020 Accomplishments	Status
7.2 - Implement the SMART Plan BERT Network	Flagler Corridor	Progress toward three milestones: 1. Locally Preferred Alternative (LPA) as needed; 2. Inclusion of the SMART Plan projects in the TDP and other planning documents; 3. Implementation of the projects upon funding availability.	1. Flagler Corridor PD&E study is refining recommended alternatives, expecting TPO endorsement in 2020. 2. Included in TDP Implementation Plan, the TPO TIP, and the 2045 LRTP.	In Progress
	South Miami-Dade Express		1. BERT Network PD&E study received Notice to Proceed (NTP) March 2019. 2. Park-and-Rides Included in TDP Implementation Plan and the 2045 LRTP.	In Progress
	Northwest Miami-Dade Express		1. BERT Network PD&E study received NTP March 2019. 2. Included in TDP Implementation Plan and the 2045 LRTP. 3. I-75 & Miami Gardens Dr. Park-and-Ride Lot opened Spring 2019. Service initiated November 2019.	Yes
	Southwest Miami-Dade Express		1. BERT Network PD&E study received NTP March 2019. 2. Included in TDP Implementation Plan and the 2045 LRTP. Park-and-Ride included in TDP Implementation Plan and the 2045 LRTP.	In Progress
	Florida's Turnpike Express (North)		1. BERT Network PD&E study received NTP March 2019. On March 21, 2019 the TPO passed Resolution # 26-19 to amend the SMART plan to extend the limits of Florida's Turnpike Express (North), to connect to the North corridor. 2. Included in TDP Implementation Plan and the 2045 LRTP. Park-and-Rides Included in TDP Implementation Plan and the 2045 LRTP.	In Progress
	Florida's Turnpike Express (South)		1. BERT Network PD&E study received NTP March 2019. 2. Included in TDP Implementation Plan and the 2045 LRTP.	In Progress
	Beach Express North		1. BERT Network PD&E study received NTP March 2019. 2. Included in TDP Implementation Plan and the 2045 LRTP.	In Progress
	Beach Express Central		1. BERT Network PD&E study received NTP March 2019. 2. Included in the 2045 LRTP.	In Progress
	Beach Express South		1. BERT Network PD&E study received NTP March 2019. 2. Included in the 2045 LRTP.	In Progress
7.3 - Increase service frequency on high demand bus routes	Number of route improvements or adjustments to top 10 routes	Increased frequency on 10% of top 10 routes from previous year	2019 top 10 Routes b: 119, 112, 11, 77, 27, 120, 38, 9, 3, 8 No route frequency increases in 2020 due to Covid-19	N/A

4.7.1. Bus Express Rapid Transit Service

The BERT network is an integral element of the SMART Plan. A BERT Network study is underway and includes a planning and environmental study to determine origins and destinations along the BERT routes, develop a service plan for the routes, analyze potential traffic mitigation strategies to enhance transit operations, develop conceptual plans for new and/or enhanced park-and-ride facilities, and prepare necessary environmental approvals for anticipated FTA funding. The study is anticipated to be completed by early-2021.

Among the BERT routes, some are further advanced than others. Service implementation for Route a is being studied through FDOT. Service for Route c began in November 2019. Service for Route b is anticipated in 2021; while service for the Beach BERT Routes d, e1, f1, f2, and f3 is anticipated for 2023. Service for Route e2 is anticipated in 2027, pending the provision of the park and ride terminal at the Miami Executive Airport. DTPW is in coordination with the Florida Turnpike Enterprise for permission to use the shoulders along the Turnpike under congested traffic conditions. The Turnpike is still currently constructing managed lanes, with an estimated completion date in early 2025.

In order to advance the implementation of Route f1, DTPW is in coordination with the FDOT and the Federal Highway Administration (FHWA) to begin an interim service which is anticipated for Fall 2021. The interim service will use the outside shoulder of the Julia Tuttle Causeway/I-195 to bypass congestion. Ultimately, Routes f1, f2 and other DTPW routes will be able to use the inside shoulder to bypass congestion.

Figure 4-4: Tamiami Station Park-and-Ride





4.8. Goal 8 – Enhance Integration and Connectivity of Transit Systems Across Modes

Goal 8: Enhance Integration and Connectivity of Transit Systems Across Modes				
Objective	Measure	Target	2020 Accomplishments	Status
8.1 - Improve local, first/last mile connectivity and convenience	Incorporate recommendations from the TPO Study First Mile - Last Mile Options with High Trip Generator Employers	Develop action plan to incorporate recommendations by 2024	1) Exclusive bus lanes on SR-836 and SR-874/878. 2) Level boarding incorporated into design for South Dade transitway corridor. 3) Installation of Transit Signal Priority (TSP) capabilities under way county-wide. 4) Numerous SMART Plan Demonstration Projects initiated	✓ Yes
8.2 - Improve Regional Connectivity	Number of routes connecting to regional transit (MIC, Miami Central, Tri-Rail, Amtrak, and Greyhound services)	Increase Previously: 25 Routes (7, 22, 32, 37, 42, 57, 77, 95, 10, 110, 112, 132, 135, 146, 150, 155, 195, 196, 211, 238, 277, 297, 338, Metrorail, Metromover)	25 Routes (2, 7, 9, 21, 22, 32, 36, 37, 42, 57, 95 Express Golden Glades, 110, 112, 132, 135, 150, 155, 211, 238, 246, 297, 338, 836, Metrorail, Metromover)	✗ No

4.8.1. Transit Signal Priority

Transit Signal Priority (TSP) is an advanced signalization system that provides Metrobus vehicles equipped with real-time tracking technology priority passage through intersections to improve their on-time service.

To date, DTPW has installed 284 smart signals along 10 county corridors as part of a larger five-year, \$11 million Traffic Signal System Modernization Project to improve mobility along the County's ten busiest corridors. Before-and-after studies are showing travel time savings for drivers on these corridors. DTPW is working on an additional \$160 million project to upgrade the rest of the County's traffic signal system which has approximately 3,000 signalized intersections. Improvements will include smart signals and TSP.

The 10 County corridors where smart signals have been installed are:

- NW 36th Street – from NW 71st Avenue and NW 84th Avenue.
- Miami Gardens Drive (NW 183rd Street) – from Bobolink Drive to NW 87th Avenue.
- NW 163rd Street – from NE 19th Avenue to NW 2nd Avenue.
- Indian Creek Drive – from 63rd Street to 88th Street.
- Biscayne Boulevard – from NE 11th Street to NE 82nd Street.
- West Flagler Street – from 43rd Avenue to Milam Dairy Road.
- LeJeune Road – from Anastasia Avenue to Minorca Avenue.
- SW 27th Avenue – from Bayshore Drive to SW 16th Street.
- SW 88th Street (Kendall Dr.) – from SW 112th Avenue to SW 172nd Avenue.
- U.S. 1 – from SW 16th Avenue and SW 98th Street.
- U.S. 1 – from SW 104th Street and SW 344th street (including the South Dade Transitway between Florida City and the Dadeland South Metrorail station).

Goal 8: Enhance Integration and Connectivity of Transit Systems Across Modes				
Objective	Measure	Target	2020 Accomplishments	Status
8.3 - Improve service accessibility for non-motorized modes and users	Implement bike share at all Metrorail and Metromover stations	100% of stations by 2024	Bikeshare contract terminated, goal will be pursued with future vendors	X No
	Integrate bike share payments into EASY network	Complete by 2024	Bikeshare contract terminated, goal will be pursued with future vendors	X No
	Increase bicycle/ electric scooter parking at all Metrorail and Metromover stations	237 installed by 2024	No new bike lids installed (Previously: 95 Bike Lids at 11 Stations)	X No
8.4 - Reduce reliance on park-and-ride facilities by providing additional access options to DTPW transit facilities	Establish partnerships first/last mile service providers	5 partnerships established by 2024	2020: Secured partnerships with Via, Uber, Lyft, and Velocia. Previously: Partnered with WAZE for a six month carpool program. Partnered with Uber and Visa to pilot a free open payment on-demand service at Dadeland South for one week. Partnered with Ford to study community feedback to improve first/last mile transit	✓ Yes

4.8.2. Bicycle Parking at Metrorail Stations

DTPW ordered and received 237 bicycle locker replacements for all Metrorail stations, and in 2020, 95 of the 237 bike lids were installed at 11 Metrorail stations. Table 4-2 provides a list of Metrorail stations where lids have been installed.

Figure 4-5: Bike lids at Okeechobee station



Table 4-2: Bike Lid Installations

Facility	Bike Lids Installed
Dadeland South Station	6
South Miami Station	16
Vizcaya Station	18
Douglas Station	6
Tri-Rail Station	2
Hialeah Station	10
Okeechobee Station	5
Earlington Heights Station	4
University Station	6
Culmer Station	12
I-75 Park and Ride	10

**4.9. GOAL 9 – Ensure Equity in Transit Services**

Goal 9: Ensure Equity in Transit Services				
Objective	Measure	Target	2020 Accomplishments	Status
9.1 - Reduce dependence on STS by improving service for transit dependent population	Increase route miles serving areas with a high density of persons with a disability	Increase by 2024 2018: 399 miles	411 miles (No change due to Covid-19)	✓ Yes
	Increase percentage of DTPW stops that are ADA accessible	Increase by 2024 2018: 48.6%	48.6% - 3,887 out of 8,000 Contract for an additional 360 stops awarded on May 1, 2020. Completion scheduled May 2023.	N/A
	Implement travel training program to teach passengers with disabilities how to use fixed route service	Implement training program by 2024	None	✗ No

4.10. GOAL 10 – Maintain Existing Transit System in a State of Good Repair

Goal 10: Maintain Existing Transit System in a State of Good Repair				
Objective	Measure	Target	2020 Accomplishments	Status
10.1 - Increase capital expenditure on Infrastructure Renewal Program (IRP)	10% of deferred maintenance of funded IRP projects	10% achieved	35% (Previously: 19%)	✓ Yes
10.2 - Reduce Average Fleet Age	Average Metrobus fleet age	≤ 7.5 years	5.8 years (previously 5.4 years)*	✓ Yes
	Average Metrorail fleet age	≤ 12 years	1.6 years (previously 10.0 years)*	✓ Yes
	Average Metromover fleet age	≤ 15 years	10.2 years (previously 9.7 years)	✓ Yes

*DTPW Metrobus and Metrorail replacement programs have contributed to reducing average fleet age with the replacement of aging fleet based on the FTA's bus retirement criteria (500,000 miles/12 years) with new fleet.

4.10.1. Metrorail New Vehicle Replacement

The Miami-Dade Board of County Commissioners (BCC) and the CITT approved the \$380 million procurement of 136 new rail vehicles for replacing the existing fleet in March 2008. The new vehicles, which are being manufactured at the Hitachi Manufacturing Facility in Medley, feature the latest technological advances which will significantly improve passenger comfort, efficient maintenance and operations. The first vehicles were put into revenue service in November 2017 with the additional vehicles being delivered between 2018 and April 2021.

Figure 4-6: Brand New Metrorail Vehicle In Service



4.10.2. Metrobus New Vehicle Replacement

DTPW continues to implement its bus replacement program. Funding for this program is provided through various sources including the PTP, FDOT and Federal funding sources. DTPW's bus fleet is continuously aging, therefore, an aggressive bus replacement plan is in place to ensure compliance with FTA's bus retirement criteria. After examining various alternative fuels, DTPW decided to migrate its bus fleet to clean-burning, compressed natural gas (CNG). The procurement of alternative fuel buses for replacements and enhancements is not only an improvement to transit, but also promotes the county's long-term initiative towards a state of good repair, economic competitiveness, livability, sustainability, safety, job creation, and economic stimulus.

In addition to CNG, DTPW will also acquire its first 75 electric-powered, zero emission buses. The new vehicles are slated to begin service by May 2022, and all vehicles are expected to be delivered during 2022. These vehicles will be the first of their kind in Miami-Dade County's Metrobus Fleet and complement the ongoing modernization of the fleet. DTPW has an option to purchase up to 42 additional alternative fuel buses. DTPW will also purchase 65 articulated 60-foot Battery-Electric zero emission buses. DTPW has an option to purchase up to 35 articulated 60-foot Battery-Electric zero emission buses. These new vehicles are slated to be in service by third quarter 2022.

Figure 4-7: New DTPW Metrobus vehicles ready for service



4.11. Consistency Analysis

In a typical TDP APR, a list is included of the bus service improvements DTPW is committing to for the following year, as well as an analysis of DTPW's consistency in implementing the committed changes from the previous year. However last year, the list of committed improvements and adjustments was deferred until the completion of the Better Bus Project. Additionally, as a result of the Covid-19 pandemic, no changes were made to DTPW bus service in 2020. Therefore, there is no consistency analysis to be performed for this year's TDP Annual Progress Report.

4.12. Conclusion

Out of 84 targets established in the 2019 TDP Major Update, in 2020 DTPW overcame the challenges of the Covid-19 Pandemic and met 35 targets (42%), and has work currently under way to complete 13 more (15%). 28 targets (33%) were not met, and an additional 8 were not applicable due to the effects of the Covid-19 pandemic.





5. 2021 TRANSIT IMPLEMENTATION PLAN

DTPW has committed to implement many transit improvement projects in Fiscal Year 2020-2021 (October 1, 2020 - September 30, 2021). This chapter contains detailed descriptions of the individual projects and transit initiatives DTPW has committed to during this period. These items include the purchase of new vehicles, the advancement and implementation of SMART Plan corridors, new express bus routes, new transit supportive facilities, improvements to existing service, and infrastructure renewal projects - all intended to maintain, improve, and further expand DTPW services.

For each project, the activity planned for 2021 is highlighted in bold.

5.1. Committed Capital Improvement Plan

Annually, DTPW prepares the Adopted Budget and Multi-Year Capital Plan that lists specific projects related to the expansion and improvement of DTPW's existing services. DTPW has \$792,076,000 allocated for capital projects in the current fiscal year (FY 20-21). Table 5-1 presents the adopted capital budget for the current fiscal year.

Table 5-1: DTPW FY 2020-2021 Adopted Capital Budget (\$000s)

Project	Category/Funding	FY 20-21
Aventura Station	Capital - Funded	\$30,000
Beach Express South	Operations	\$1,152
Bus - Enhancements	Operations	\$8,672
Bus - New South Dade Maintenance Facility	State of Good Repair	\$11,246
Bus - Related Projects	State of Good Repair	\$218,569
Bus - Tracker And Automatic Vehicle Locating System Upgrade (CAD/AVL)	Capital - Funded	\$661
Bus And Bus Facilities	State of Good Repair	\$9,175
Dadeland South Intermodal Station	Vision Plan	\$300
Fare Collection Equipment Projects	State of Good Repair	\$2,264
Federally Funded Projects		\$107,377
Infrastructure Renewal Plan (IRP)	State of Good Repair	\$12,500
Lehman Yard - Miscellaneous Improvements	State of Good Repair	\$14,458
Metromover - Improvement Projects	State of Good Repair	\$31,632
Metrorail - Stations And Systems Improvements	State of Good Repair	\$42,007
Metrorail - Track And Guideway Projects	State of Good Repair	\$50,550
Metrorail - Vehicle Replacement	State of Good Repair	\$6,084
Metrorail And Metromover Projects	State of Good Repair	\$7,293
Palmetto Intermodal Terminal	Capital - Funded	\$18,930
Park And Ride - Transit Projects	Capital - Funded	\$7,644
Park And Ride - Transitway At Sw 168th Street	Capital - Funded	\$29,829
Safety Improvements - Fdot Projects	State of Good Repair	\$528
Signage And Communication Projects	State of Good Repair	\$10,640
South Dade Transitway Corridor	Capital - Funded	\$134,860
Strategic Miami Area Rapid Transit (SMART) Plan Phase 1	Capital - Partially Funded	\$14,730
Sunshine Station - Golden Glades Bike/Pedestrian Connector	Capital - Funded	\$5,553
The Underline	Capital - Funded	\$7,438
Track Inspection Vehicle / Train	State of Good Repair	\$7,500
Vision Zero And Safety Improvement Projects	Capital - Funded	\$484
Grand Total		\$792,076



5.2. New Vehicles

5.2.1. Metrorail New Vehicle Replacement

In March 2008, the Miami-Dade BCC and the CITT approved the \$380 million procurement of 136 new replacement rail vehicles. The new vehicles, which are being manufactured at the Hitachi Manufacturing Facility in Medley, feature the latest technological advances which will significantly improve passenger comfort, efficient maintenance, and operations. The first vehicles were put into revenue service in November 2017, with the **final vehicles planned for delivery by July 2021**. As of December 29, 2020, 124 train cars (62 married pairs) have entered revenue service.

5.2.2. New Bus Vehicle Replacement

DTPW continues to implement its bus replacement program. DTPW's currently active fleet includes 489 vehicles acquired in the last 5 years as shown in Table 5-2. These buses make up part of DTPW's efforts to reduce the average fleet age. Additionally, some of the new vehicles represent an expansion of the fleet to provide new service, including the SMART and BERT routes. In 2021, DTPW expects to add 140 40' CNG buses, and one new 40' Electric bus. Details regarding the future bus replacement plan can be found in Appendix 6.

The procurement of alternative fuel buses for replacements and enhancements not only improves transit but also promotes the county's long-term initiative towards a state of good repair, economic competitiveness, livability, sustainability, safety, job creation, and economic stimulus. After evaluating various alternative fuels, DTPW decided to migrate the bus fleet to clean-burning CNG or battery-electric powered vehicles.

Table 5-2: New Vehicles in DTPW Bus Fleet

Year	Bus Type	# of Vehicles
2016	NEWFL 16500 Hybrid	10
2016	Gillig 16100 Diesel	4
2017	NEWFL 17500 Hybrid	9
2018	NEWFL 18100 CNG	169
2019	NEWFL 10100 CNG	130
2019	Gillig 19200 CNG	32
2020	Gillig 20100 CNG	83
2020	NEWFL 20100 CNG	52
Total		489

5.3. The SMART Plan

In April 2016, the Miami-Dade TPO Governing Board adopted the SMART Plan, a comprehensive program which identifies six corridors proposed for advancement towards a more complete rapid transit system. The SMART Plan also contains a network of corridors throughout the county for the implementation of BERT service. Since then, implementation of the SMART Plan has become a top priority of DTPW. This section highlights the progress that DTPW intends to make towards completing the SMART Plan in FY 20-21.

In October 2017, the TPO passed resolution #47-17 advancing the North and South Corridors into Priority I in the LRTP and TIP. In 2019, The TPO passed resolution #26-19, extending the limits of the Florida's Turnpike Express (FTE) North BERT Route to connect to the North (27th Avenue) Corridor.

5.3.1. Beach Corridor

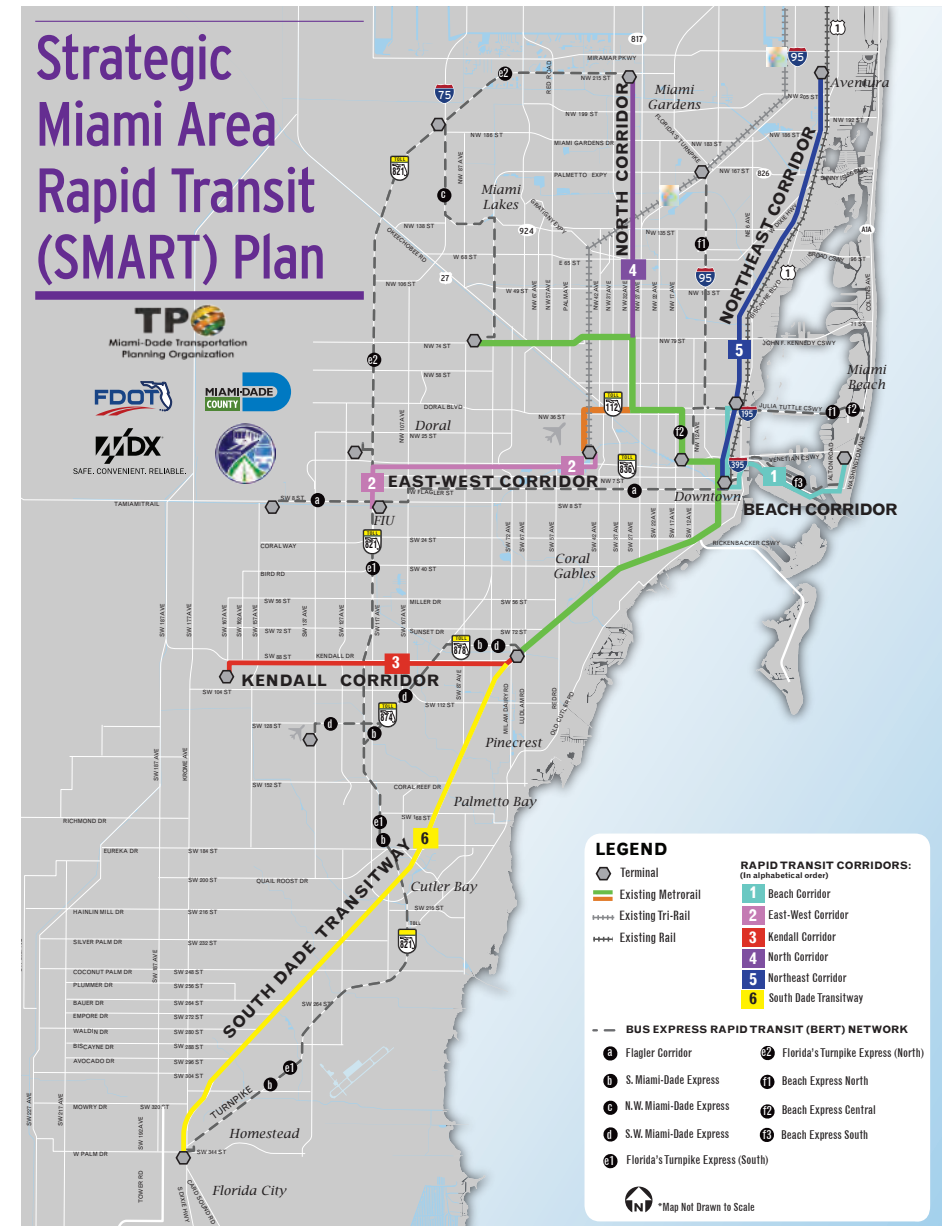
The Beach Corridor is a 9.7-mile long corridor connecting the Miami Design District through Downtown Miami along MacArthur Causeway to the Miami Beach Convention Center. This corridor is composed of a trunk line connecting the City of Miami and the City of Miami Beach, with one extension to the Midtown/Design District in the City of Miami, and one extension to the Miami Beach Convention Center.

The Beach Corridor PD&E study is funded by multiple agencies including Miami-Dade County, FDOT, City of Miami, and City of Miami Beach. In January 2020, the TPO, following the PD&E recommendation, selected elevated Automated Guideway Transit (AGT) for the trunk line, an extension of Metromover for the Midtown/Design District segment, and dedicated-lane motorbus service on Washington Avenue. In October 2020, Board of County Commissioners approved the contract award for the Interim Agreement (IA) for the Beach Corridor Trunk Line. The IA became effective October 31, 2020, and **12-18 months of pre-development activities and negotiation are anticipated.**

Figure 5-2: Beach Corridor Rendering



Figure 5-1: The SMART Plan



5.3.2. East-West Corridor

The East-West Corridor project will run approximately 14 miles from the Miami Intermodal Center (MIC) at the Miami International Airport (MIA), west along the SR-836/Dolphin Expressway, to the Tamiami Terminal Station at SW 8 Street and SW 147 Avenue. This project will also serve major activity centers including Miami International Airport, the MIC, and Downtown Miami while transporting riders to and from major employment areas (Sweetwater, Doral, Health District, Central Business District, Brickell, etc.).

On October 22, 2020, the Miami-Dade TPO Governing Board selected the LPA as Bus Rapid Transit (BRT). The LPA includes BRT routes operating within dedicated transit-only lanes, along SW 8th Street from the Tamiami Terminal to SW 137th Avenue and along SW 137th Avenue to the SR 836 Extension, and on the SR 836 Extension shoulders. Further east, the BRT routes would use dedicated lanes in the center of SR 836, and along NW 7th Street to NW 62nd Avenue, on route to the MIC and Downtown Miami. The East-West BRT routes would be in addition to and complement the 836 Express Services which already began operating in the Corridor in early 2020.

5.3.2.1. SR-836 Express Bus Service

This project is fully detailed above in section 4.1.1.1. it will provide express transit service along SR 836 and the Homestead Extension of the Florida Turnpike (HEFT) with three routes. Line A will provide premium express transit service from the proposed Tamiami Station (located at SW 8th Street and SW 147th Avenue) to Downtown Miami via SW 8th Street, SW 137th Avenue and SR 836. **The planned long-term improvements for this route are anticipated to be completed by 2024.**

5.3.2.2. East-West Corridor Transit-Oriented Development Master Plan

In June 2016, DTPW submitted a grant application to conduct a TOD study for the East-West Corridor, which was awarded by the FTA in the amount of \$1.2 million (\$960,000 FTA and \$240,000 PTP) under the TOD Planning Pilot program. The Master TOD Plan began in November 2018. A virtual public charrette was held in November 2020, and a virtual public design studio was held in March 2021. **The study is expected to be completed in 2021 with a final TOD master plan for the corridor.**

Figure 5-3: SR-836 Express Route Alignments

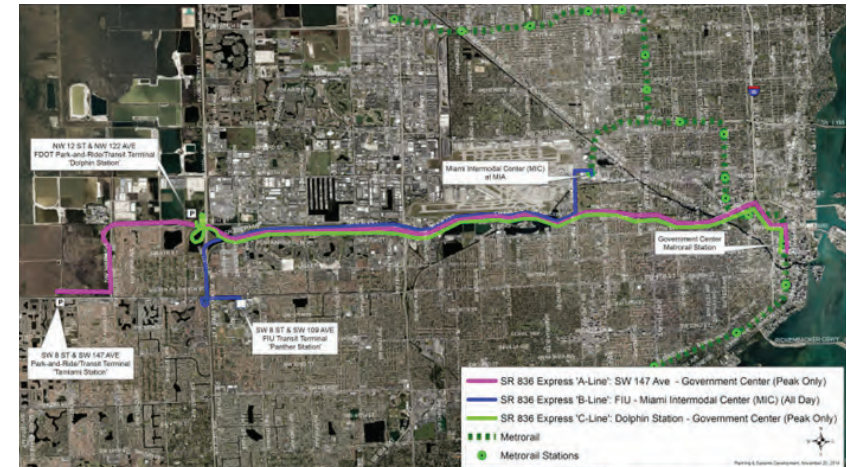
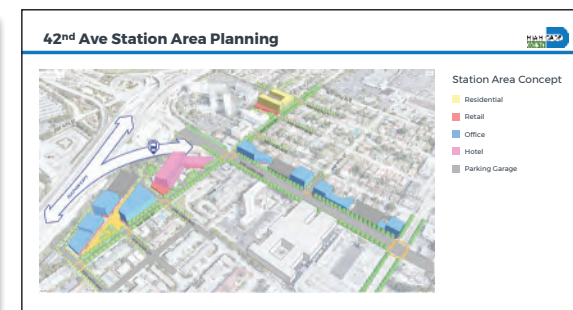


Figure 5-4: Slides from TOD Master Plan Presentation



5.3.3. Kendall Corridor

The Kendall Corridor project runs 10 miles from the Dadeland North Metrorail Station west along SR-94/Kendall Drive/SW 88th Street to approximately SW 162nd Avenue. This project provides multimodal solutions for severe traffic congestion along Kendall Drive, one of the most congested east-west arterial roadways in Miami-Dade County.

In November 2019, Curbside BRT was identified by the PD&E team as the recommended alternative for the Kendall corridor and was presented at the Public Workshops in December 2019. Lack of local support for a Curbside BRT alternative that contemplates reduction of vehicular traffic lanes has been demonstrated on similar east-west corridors. Therefore, the Department will analyze implementation of a corridor-based bus rapid transit solution that would not require reduction of vehicular traffic lanes along the Kendall Corridor. Corridor-based bus rapid transit will include defined stations, active transit signal priority, queue jump lanes, optimized bus service plan, and distinct branding of stations and vehicles without reducing the number of existing vehicular traffic lanes on Kendall Drive. **The Department anticipates going to the TPO Governing Board for an endorsement of the recommended corridor-based bus rapid transit solution in Spring 2021. Upon endorsement by the TPO Governing Board, FDOT will continue into the Tier 3 PD&E analysis to further refine the recommended alternative.**

5.3.4. North (NW 27th Avenue Premium Transit) Corridor

The North Corridor project is approximately 10 miles long, running from the Dr. Martin Luther King Jr. Metrorail Station northward along NW 27th Avenue to NW 215th Street. The PD&E study for the North Corridor began in 2016. In December 2018, the TPO Governing Board selected an Elevated Fixed Guideway transit system as the LPA for the North Corridor, based on the recommendation of the PD&E team. In October 2019 the TPO Governing Board selected Heavy Rail Transit as the preferred transit technology, with a directive for the TPO Executive Director to coordinate with FDOT and County staff to further refine the analysis for the various technological modes to include localized financial, operations and maintenance data and to report the revised analysis to the TPO Governing Board. In April 2020, the Governing Board accepted a report by DTPW on alternative transit technologies for NW 27th Avenue and has a request for proposals to identify whether transit technologies, other than heavy rail are viable for the corridor. The process is anticipated to take approximately 12 months. FDOT placed its North Corridor PD&E study on hold after consulting with the FTA. **FDOT is ready to resume and complete the PD&E study after the DTPW study is completed and the final transit technology, track alignment, elevated structure type, and maintenance/storage facility needs are determined.**

5.3.5. Northeast Corridor

The Northeast Corridor is a regional connection that links Miami-Dade County with neighbors to the north via the Florida East Coast (FEC) railway. It extends northward approximately 14 miles from the County's Central Business District in Downtown Miami, connecting with Aventura, North Miami, North Miami Beach, and Miami Shores. FDOT District 4 is managing the PD&E study and is currently finalizing plans. A Mid-town station has been identified by the SFRTA. Regional passenger rail service to the Aventura Station can be considered as the first phase of the service. Brightline has committed to providing regional transit service to the Aventura Station by 2022. Currently DTPW is leading the discussions with Brightline regarding agreements required in order to provide the proposed commuter rail service for the NE Corridor. **A framework for negotiations with Brightline has been established. DTPW is also working on clearing NEPA and pursuing federal and state funding for the capital investment required for this corridor.**

Figure 5-5: Miami Central Station, the Southern Terminus of the Northeast Corridor





5.3.6. South Dade Transitway Corridor

The South Corridor runs approximately 20 miles from the Dadeland South Metrorail Station along the existing Transitway to the SW 344th Street Park-and-Ride/Transit Terminal Facility. DTPW initiated a PD&E Study to evaluate premium transit solutions in this corridor in April 2017. The TPO selected the LPA on August 30, 2018 as BRT. The project team has started coordination with the FTA on submitting a Small Starts Grant application for the South Corridor BRT project. The estimated total project capital cost is \$300 million. Miami Dade County and FDOT have both committed \$100 million each to fund design and construction, while the project team successfully secured \$100 million from the FTA Small Starts Grant program. BRT is scheduled to begin operation by January 2023. The contract for design-build services was awarded by the Board of County Commissioners on September 3, 2020, NTP was issued in February 2021, and **construction is now under way**. Renderings of the proposed stations are shown in Figure 5-8.

5.3.7. BERT Routes

The BERT Network consists of nine express bus routes which reinforce and support the SMART Plan rapid transit corridors. Route A, the Flagler corridor, is the subject of a PD&E study by FDOT. The remaining BERT corridors are being studied by DTPW to advance the NEPA study for the BERT network Route B through F3:

- South Miami-Dade express (Route B)
- Northwest Miami-Dade express (Route C)
- Southwest Miami-Dade express (Route D)
- Florida's Turnpike express south (Route E1)
- Florida's Turnpike express north (Route E2)
- Beach express north (Route F1)
- Beach express central (Route F2)
- Beach express south (Route F3)

The PD&E study by FDOT for Route A is being conducted to evaluate the implementation of rapid transit along SR 968/Flagler Street. This study focuses on multimodal street improvements to accommodate rapid transit service along Flagler from SW/NW 107 Avenue to the Government Center with branches along SW 8 Street and NW 12 Street. Viable alternatives analyzed as part of this study include: Bus Rapid Transit (BRT) along curbside lanes, BRT along curb lanes with a center reversible auto lane. In April 2019, the Curbside Business Access and Transit (BAT) Lanes alternative was identified as the recommended alternative for the Flagler corridor. FDOT has conducted a series of meetings with elected officials, stakeholders and communities along the corridor and presented the recommended alternative to the TPO Governing Board on July 18, 2019. A workshop with TPO Board members was held January 30, 2020 where FDOT was asked to further analyze the implementation of reversible auto lanes along the Flagler corridor. FDOT conducted a study on the implementation of reversible lanes along segments of the corridor as a traffic mitigation measure. The additional analysis on reversible lanes has been completed, and **the Department anticipates going to the TPO Governing Board for an endorsement of the recommended Curbside BAT lanes alternative in Winter 2021**. Upon endorsement by the TPO Governing Board, FDOT will continue into the Tier 3 PD&E analysis to further refine the recommended alternative.

Among the BERT routes, some are further advanced than others. Service implementation for Route a is being studied through FDOT. Service for Route c began in November 2019. Service for Route b is anticipated in 2021; while service for the Beach BERT Routes d, e1, f1, f2, and f3 are anticipated for 2023. Service for Route e2 is anticipated in 2027, pending the provision of the park and ride terminal at the Miami Executive Airport. DTPW is in coordination with the Florida Turnpike Enterprise for permission to use the shoulders along the Turnpike under congested traffic conditions. The Turnpike is still currently constructing managed lanes, with an estimated completion date in early 2025.

In order to advance the implementation of Route f1, DTPW is working in coordination with the FDOT and the Federal Highway Administration (FHWA) to begin an interim service. **The interim service, scheduled for implementation in 2021, will use the outside shoulder of the Julia Tuttle Causeway/I-195 to bypass congestion**. Ultimately, Routes f1, f2 and other DTPW routes will be able to use the inside shoulder to bypass congestion.

5.4. Other New Facilities and Services

5.4.1. South Dade Bus Maintenance Facility

With the implementation of the SMART plan, the County inventoried the availability of garages located within the south Miami-Dade area of the County for bus maintenance facilities and determined that the closest maintenance facility to the South Miami-Dade area is the Coral Way facility; which has reached its capacity and is approximately 30-miles away from the southern county line of Miami-Dade. This new maintenance facility will improve Transit's operational efficiency by decreasing the turn around time for placing buses back in revenue service. **The acquisition for this site is pending inter-departmental transfer; which is expected to be completed by March 2021.**

5.4.2. The Underline Phase I - Brickell Backyard Project

The future 10-mile Underline corridor, running below the Metrorail from the Miami River to Dadeland South Metrorail Station, Kiss and Ride facility, is creating a linear mobility corridor that will enhance connectivity to 8 Metrorail Stations, Hospitals, Universities, and business. It will act as first and last mile connectivity and improve safety for pedestrians and bicyclists. Friends of The Underline selected a design consultant to develop the vision for the corridor, which is demonstrated in the Framework Plan, and design of Phase 1 of The Underline. The project is structured in 3 Phases. **Phase 1, The Brickell Backyard, located in the most densely populated area, was completed in 2021.** Phase 1 is 1/2 mile long and extends from the Miami River to SW 13th Street. Phase 2 is 2.14 miles long and extends from SW 13th Street to SW 19th Avenue. **Phase 2 design was completed, and construction is expected to start in September 2021** and be completed in July 2023. Phase 3 is the longest of all phases. It is 7.36 miles long and extends from SW 19th Avenue to Dadeland South Metrorail Station Kiss and Rider facility. This phase is currently under procurement and its completion is expected in 2026.

Figure 5-6: Rendering of Completed Underline Phase 1



5.5. Committed Bus Service Adjustments

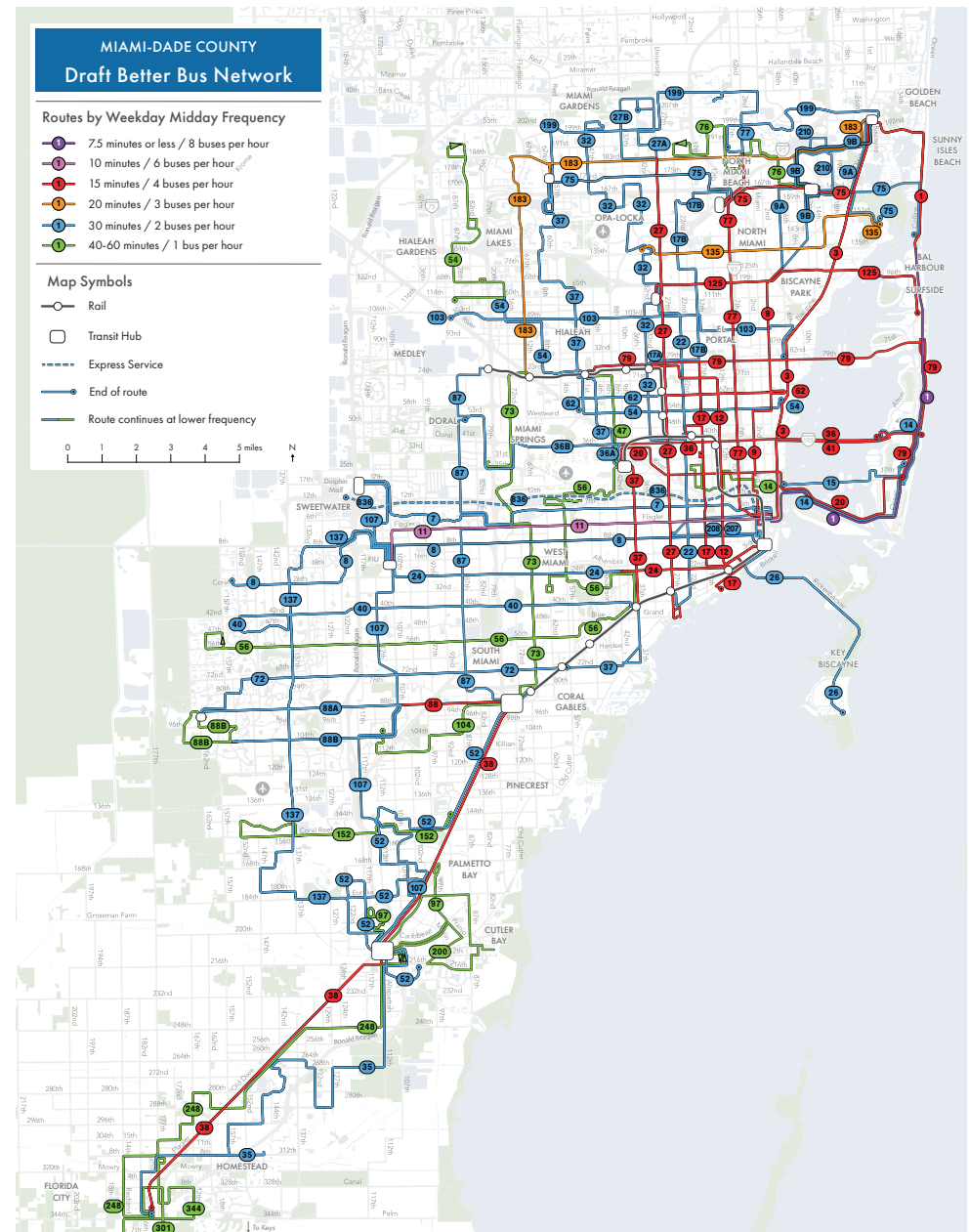
In an effort to continually match service capacity with ridership demand, DTPW routinely revises the existing bus route network to better meet the evolving transportation needs of Miami-Dade County. These revisions seek to improve the operational efficiency of the overall transit system. In a typical year, these adjustments are planned and committed to in the TDP – however for 2020, these adjustments have been deferred until the conclusion of the Better Bus Project.

5.5.1. The Better Bus Project

This project is a partnership between Miami-Dade County and Transit Alliance Miami, a local non-profit organization that advocates for “walkable streets, bikeable neighborhoods, and better public transit”. The purpose of the Better Bus Project is to redesign the county DTPW bus system, and three municipal trolley systems (City of Miami, Miami Beach and Coral Gables). The project explored two different approaches: one focusing on maximizing ridership, and another focused on maximizing the coverage of the transit system. A cost-neutral hybrid of these two approaches was presented to the BCC Transportation and Finance Committee in November 2019. **A draft plan was presented to the BCC in October 2020 where they directed staff to take the next steps towards implementation. A final draft plan with additional enhancements is expected to go to a public hearing in September 2021. If approved, implementation could begin as early as spring 2022.**

Between 2018 and 2020 there were over 100 outreach events, workshops and presentations including community meetings, portable transit outreach and more – this outreach resulted in the Transit Alliance reaching over 2,600 people in person, obtaining over 4,400 survey responses, and over 1,000 text conversations with riders. Subsequent DTPW public outreach ensued on the final draft plan in spring 2021 during the COVID-19 pandemic. Outreach comprised five virtual meetings; reaching over 1,000 people at bus stops/stations, a text message line and phone line; and receiving over 2,000 survey responses.

Figure 5-7: Better Bus Project Draft Network





5.6. Committed Infrastructure Renewal Program (IRP) Projects

Table 5-3 presents committed IRP projects for FY 2020-2021. These commitments are based on a process by DTPW which identifies, evaluates, prioritizes, and programs capital improvement projects that are necessary in order to maintain the existing transit system in a state of good repair. Many of these projects are multi-year efforts which will not reach completion during FY 20-21. DTPW has a fixed allocation of \$12.5 million dollars for IRP projects every year, and the current total multi-year cost of all IRP projects is approximately \$30,279,000.

Table 5-3: FY 2020 - 2021 IRP Projects (\$000s)

IRP Project Number	IRP Project Name	Scope	Total IRP Funding
CIP126	Emergency Exit at William Lehman Center	Widening of current exit to facilitate in and out emergency vehicle traffic at Palmetto Yard. Active project.	\$ 680
CIP171	Metrorail and Metromover UPS Rooms HVAC Installation	Install new HVAC systems to provide cooling capacity for all UPS rooms on Metrorail and Metromover. Active project.	\$ 1,682
CIP201	Roadway Signs in the Vicinity of twenty-three (23) Metrorail Stations CIP201	The scope of work includes, but is not limited to, installation and/or replacement of directional/guide signs on roadways and highways in the vicinity of the twenty three (23) metrorail stations. DTPW is proceeding with preparation of plans to obtain permits and implement improvements. The first phase of the project involved conducting field assessments of the roads to determine the inventory of existing signs and proposed signs. This first phase has been completed.	\$ 2,225
CIP230	BERT Route b Park & Ride at Tamiami Executive Airport CIP230	The proposed project is required to perform environmental analysis to construct a surface Park-and-Ride at the Tamiami Executive Airport. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route d Southwest Miami-Dade Express. The requested Budget is to complete the Planning/Environmental analysis of the project, develop concept plans and complete preliminary cost estimates in coordination with the Tamiami Executive Airport and the Kendall Parkway Project Team. Once these tasks are complete, the next steps towards construction will be leasing agreements and advancing the design. The requested amount is based on previous conceptual plan development efforts.	\$ 100
CIP231	BERT Route b Park & Ride at SW 288th Street (SMART BERT) CIP231	The proposed project is required to perform analyses to construct a surface Park-and-Ride in the vicinity of the intersection of the Turnpike and SW 288th Street. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route b South Miami-Dade Express. The BERT study team has identified a proposed location for the facility. The requested Budget is to complete the planning/environmental analysis of the project, develop concept plans and complete preliminary cost estimates. Once these tasks are completed, the next steps will be land acquisition and advancing the design. The requested amount is based on previous conceptual plan development efforts.	\$ 150

**Table 5-3 (Continued): FY 2020 - 2021 IRP Projects (\$000s)**

IRP Project Number	IRP Project Name	Scope	Total IRP Funding
CIP232	BERT Route b Park & Ride at SW 152nd Street & Turnpike CIP232	The proposed project is required to perform environmental analysis to construct a surface Park-and-Ride with approximately 150 parking spaces, Kiss and Ride, Bicycle and Pedestrian facilities at the Turnpike and SW 152nd St. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route b South Miami-Dade Express. The requested Budget is to complete the Planning/Environmental analysis of the project. The requested amount is based on conceptual plans.	\$ 150
CIP233	BERT Route b Park & Ride at SW 211 Street CIP233	The proposed project is required to perform environmental analysis to construct a surface Park-and Ride in the vicinity of the intersection of the Turnpike and SW 211th Street. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route b South-Miami Dade Express. The requested Budget is to complete the Planning/Environmental analysis of the project, develop concept plans and complete preliminary cost estimates. Once these tasks are completed, the next steps will be land acquisition and advancing the design. The requested amount is based on previous conceptual plan development efforts.	\$ 150
IRP096	Rail Public Address System Replacement	Replace existing Public Address System at all Metrorail Stations. The Scope of Work includes the replacement and upgrade of all electronic components in the Paging chain. The distribution wiring will also be upgraded. Active project.	\$ 2,592
IRP107	Hydraulic Mobil Column Bus Lifts (Additional)	Provide 24 sets of four hydraulic column lifts with 70' required communication cables and 60' power cords for DTPW Bus Maintenance. Active project.	\$ 1,118
IRP109	Emergency Back up Generators	Installation of electrical generators and transfer switches at Central Bus, NE and Coral Way. Active Project	\$ 440
IRP171	Upgrade Chiller Units at Lehman Center	Replace two existing Trane water cooler 110 ton, R-113 chiller units, 3 chilled water pumps and all related controls, piping, valves, wiring etc at the William Lehman Center Facility. Active project.	\$ 650
IRP215	Metrorail Bathrooms	Repair and renovate public restrooms at the 30-year-old Metrorail stations. Active project.	\$ 1,865
IRP233	Replacement of Diamond Frogs at Culmer Crossover	Replacement of Diamond Frogs at the Culmer Metrorail Station. Active project.	\$ 900



Table 5-3 (Continued): FY 2020 - 2021 IRP Projects (\$000s)

IRP Project Number	IRP Project Name	Scope	Total IRP Funding
IRP234	Railcar Cleaner Platform Replacement Project	Upgrade the existing Cleaning Platform located at the William Lehman Center. The existing wooden platform is in need of constant repair. Active project.	\$ 2,790
IRP236	Purchase of 2 HY-Rail Crew cab Trucks	Purchase support vehicles for the Track and Guideway maintenance division. Active project.	\$ 190
IRP255	Replacement of Tactiles and Barriers at Metromover Stations	Provide detectable warning safety edge tiles and between-car barrier (BCB) system in compliance with the DOT ADA regulations. Each station features two 80 LF Platform Structures and require tiles and BCB on both sides of the platform. The scope includes labor, materials, tools, appliances, equipment and other means of construction for performing and completing the work. Active project.	\$ 440
IRP260	Fueling Terminal Modernization	Upgrade fueling terminal to IP Base. Active project.	\$ 250
IRP265	Traffic Signal Prioritization Expansion to Congestion Mgmt. Plan / Real-Time Connected Vehicles	Recapitalization of the MetroBus on-board equipment that provides passengers with free Internet access and connectivity for business traffic such as Fare Collection, CCTV, and CAD/AVL data. This project replaces field equipment that has been in continuous operation in MetroBus vehicles for the last 7 years and expands the deployment of the entire fleet. Active project.	\$ 1,196
IRP267	Purchase Rail Wheel Press Machine	Purchase of a new Railcar Wheel Press Machine needed to support the (136) rail cars the department is procuring to replace the existing railcar fleet. Project completed in FY 20-21.	\$ 981
IRP270	Metromover Vehicles HVAC Compliance Overhaul & Mover Building A/C Replacement	Mover vehicle air conditioning HVAC system and Mover Building A/C replacement in order to comply with EPA requirement as the use of Freon 22 will be banned by EPA by the year 2020. Active project.	\$ 2,143
OSP209	Data Closets Uninterruptible Power Supply (UPS) Replacement	Replace Data Closets Uninterruptible Power Supply (UPS). Active project.	\$ 323



Table 5-3 (Continued): FY 2020 - 2021 IRP Projects (\$000s)

IRP Project Number	IRP Project Name	Scope	Total IRP Funding
OSP234	Rail EAMS Work Order Module	Infor EAMS software tool to implement Work Order module that will be integrated with the existing warehouse module. Active Project	\$ 700
IRP263	Automated Fare Collection Cloud Migration	Implement enhancement and regional expansions to the Automated Fare Collection System (AFCS) based on the existing Contract 8481-2/22-1. The contract includes an option to purchase additional equipment and service for expansions and modifications. Active project. IRP funding has been expended	\$ 3,000
IRP276	Metrorail Platform Cabling Replacement	Replacement, disposal and reinstallation of the infrastructure and cabling necessary to support the Emergency Transfer Switch, Emergency Telephone, End Gate Intrusion Alarm and Blue Light at 17 Metrorail Stations. Active Project	\$ 2,805
IRP306	Renovate Lehman Center 2nd Floor (Administration)	New office partitions , desks, chairs upgrade phone system etc. Active project.	\$ 850
IRP321	Lehman Curve N41 Realignment	Correct Civil Design and alignment of Curve #41 in the Lehman Yard Maintenance facility. The work will involve the realignment of the existing track layout to a 300 foot radius. The curve is currently out of service and cannot be used until the curve geometry is corrected. The existing track bed and substrate will be modified to accept the new track layout. The third contact rail will also be aligned to match the 300 foot running rail radius. Alt power, control and communications cabling will also be modified to accommodate the new track and third-rail layout. The finished track bed will be tamped and concrete ties installed as required prior to laying the new running and third rails. The new track will be tested before being accepted to ensure that all control lines and traction power connections function per the intended design. Active Project	\$ 1,649
IRP329	Bus Garage And Employees Parking Lot Light Fixtures Upgrade	Install light fixtures at Coral Way, Northeast and Central bus garages and employees parking lot Active Project	\$ 260
Total			\$ 30,279

Figure 5-8: Renderings of Proposed South Corridor Station







6. TEN YEAR IMPLEMENTATION PLAN

This section identifies DTPW's ten-year program of projects. Through these projects, DTPW enacts a strategy to improve the existing transit system, implement new metrobus routes, advance premium transit corridors identified throughout Miami-Dade County, and discontinue unproductive routes. DTPW will continue to focus on providing a clean and attractive system for passengers, improving on-time performance, and utilizing the best available technology to provide customers with a fast and efficient transit experience. The chapter is organized as follows:

First, the principal initiative to improve transit in Miami-Dade County is the SMART Plan. The SMART Plan includes six proposed rapid transit corridors whose details are included in Table 6-1, and nine BERT Network routes which are listed in Table 6-2. Both the rapid transit corridors and BERT Network are shown on Figure 6-1, while Figure 6-2 highlights the BERT Network routes for clarity. The SMART Demonstration Program supports the SMART Plan corridors by providing first/last mile transit service to the corridors, as shown on Figure 6-3. The six SMART Plan rapid transit corridors are described with their implementation schedule in Table 6-3.

Next, DTPW's ten-year implementation plans are organized into three categories – Operations, Capital, and State of Good Repair. Operations and Capital projects are divided into separate lists for funded, partially funded, and unfunded projects.

Funded and Unfunded Transit Operations projects are listed in Table 6-4 and illustrated on Figure 6-4. Funded Capital projects are listed in Table 6-5 and illustrated on Figure 6-5. Partially Funded Capital projects are listed in Table 6-6 and illustrated on Figure 6-6. Unfunded Capital projects are listed in Table 6-7 and illustrated on Figure 6-7. State of Good Repair projects, including those which are part of the IRP, are listed in Table 6-8.

6.1. SMART Plan

In the long term, DTPW, SMART Plan partners, and stakeholders are working to change the approach to mobility by creating a system that offers multiple transportation options throughout the county. There are limited opportunities to widen and/or build new roads. Therefore, the need to extend mass-transit represents the balanced approach necessary to address roadway congestion and connect communities to educational and employment centers; which ensures that the community continues to grow and thrive far into the future. The goal is to make Miami-Dade County a car-optional community by ensuring that mass-transit options are available everywhere in the County and region.

Table 6-1 presents a list of SMART Plan Rapid Transit Corridors, and Figure 6-1 illustrates the location of the Rapid Transit Corridors, as well as the BERT Network corridors. The six rapid transit corridors which are included in the SMART Plan are described on the following pages.

6.1.1. Rapid Transit Corridors

6.1.1.1. Beach Corridor

The Beach Corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. The Beach Corridor project will serve the cities of Miami and Miami Beach along a 9.7-mile corridor, crossing Biscayne Bay to link Downtown Miami to Miami Beach. The Beach Corridor area is an epicenter for population and economic growth and a major employment center and tourist destination in the region. As a result, the roadways between Miami and Miami Beach are typically heavily congested. This high bus transit ridership corridor has been identified as a candidate for consideration for premium transit over the past two decades as part of a strategy to address east-west directional travel demands.

In May 2017, DTPW initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions between Downtown Miami and the City of Miami Beach via I-395 and I-195. In January 2020, the TPO selected elevated automated rail transit for the trunk line, automated people mover for the Midtown/Design District and Bus/Trolley in dedicated lanes on Miami Beach as the locally preferred alternative (LPA), as recommended by the PD&E. In October 2020, Board of County Commissioners approved the contract award for the Interim Agreement (IA) for the Beach Corridor Trunk Line. The IA became effective on Oct 31, 2020. Twelve to eighteen months of pre-development activities and negotiation of the final project development are anticipated.

Figure 6-1: Beach Corridor Monorail Rendering



6.1.1.2. East-West Corridor

The East-West Corridor project will run approximately 14 miles from the Miami Intermodal Center (MIC) at the Miami International Airport (MIA), west along the SR-836/Dolphin Expressway, to the Tamiami Terminal Station at SW 8 Street and SW 147 Avenue. It provides multimodal solutions for severe traffic congestion along SR-836, the only east-west expressway in central Miami-Dade County. This project will also serve major activity centers including Miami International Airport, the Miami Intermodal Center (MIC), and Downtown Miami while transporting riders to and from major employment areas (Sweetwater, Doral, Health District, Central Business District, Brickell, etc.).

In April 2017, DTPW initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions along the SR-836/Dolphin Expressway. The East-West corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. On October 22, 2020, the Miami-Dade Transportation Planning Organization (TPO) Governing Board selected the Locally Preferred Alternative (LPA) as Bus Rapid Transit (BRT). The LPA includes BRT routes operating within dedicated transit-only lanes, along SW 8th Street from the Tamiami Terminal to SW 137th Avenue and along SW 137th Avenue to the SR 836 Extension, and on the SR 836 Extension shoulders. Further east, the BRT routes would use dedicated lanes in the center of SR 836, and along NW 7th Street to NW 62nd Avenue, on route to the MIC and Downtown Miami. The East-West BRT routes would be in addition to and complement the 836 Express Services which already began operating in the Corridor in early 2020.

East-West Corridor Transit-Oriented Development (TOD) Project

In June 2016, DTPW was awarded grant funding through the Federal Transit Administration (FTA)'s TOD Planning Pilot Program to conduct a comprehensive planning effort that will inform transit planning in the East-West Corridor. This study is scheduled for completion in Spring 2021.

Figure 6-2: East-West Corridor BRT Station Rendering



6.1.1.3. Kendall Corridor

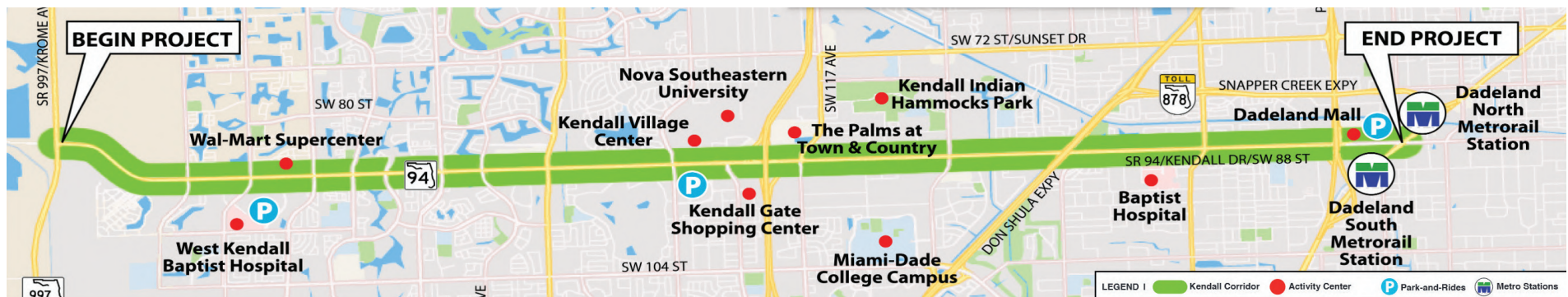
The Kendall Corridor project is 10 miles from the Dadeland North Metrorail Station west along SR 94/Kendall Drive/SW 88th Street to approximately SW 162nd Avenue. This project provides multimodal solutions for severe traffic congestion along Kendall Drive, one of the most congested east-west arterial roadways in Miami-Dade County. The project facilitates the highest demand movement of passengers to and from West Kendall to Downtown Miami.

In 2016, the Florida Department of Transportation (FDOT), District Six, initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for Kendall Drive. A project kick-off meeting was held in late 2016. In November 2019, Curbside BRT was identified as the recommended alternative for the Kendall corridor and was presented at the Public Workshops in December 2019. In February 2020, the TPO requested FDOT to further analyze the implementation of reversible lanes along the Kendall Corridor. The additional analysis on reversible lanes was completed in November 2020.

Results of the reversible lanes analysis demonstrate that reversible lanes are not feasible on the Kendall Corridor. Lack of local support for a Curbside BRT alternative that contemplates reduction of vehicular traffic lanes has been demonstrated on similar east-west corridors. Therefore, the Department will analyze implementation of a corridor-based bus rapid transit solution that would not require reduction of vehicular traffic lanes along the Kendall Corridor. Corridor-based bus rapid transit will include defined stations, active transit signal priority, queue jump lanes, optimized bus service plan, and distinct branding of stations and vehicles without reducing the number of existing vehicular traffic lanes on Kendall Drive.

The Department anticipates going to the TPO Governing Board for an endorsement of the recommended corridor-based bus rapid transit solution in Spring 2021. Upon receiving the endorsement, FDOT is expected to continue into the Tier 3 PD&E analysis to further refine the recommended alternative.

Figure 6-3: Kendall Corridor Project Map



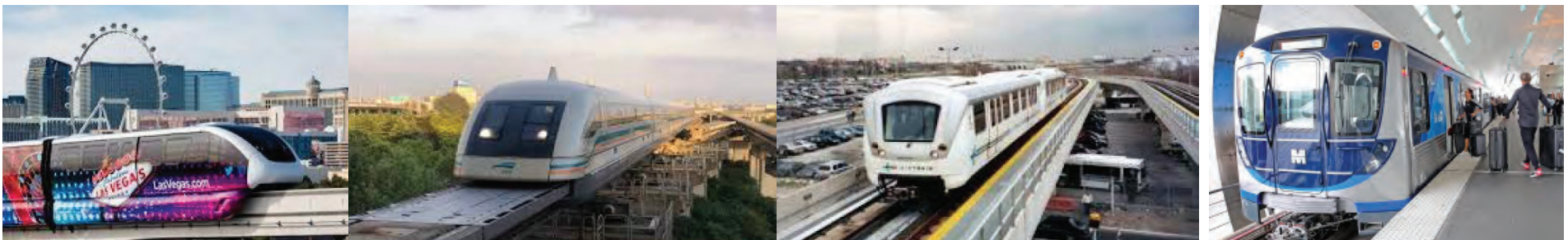
6.1.1.4. North Corridor

A PD&E study is being conducted to evaluate the implementation of a premium transit service Bus Rapid Transit (BRT), Heavy Rail Transit (Metrorail), and appropriate variation of Heavy Rail Transit Rail At-Grade) along NW 27 Avenue from NW 215 Street (Countyline Road) to approximately NW 38 Street and from the Miami Intermodal Center (at Miami International Airport) to NW 27th Avenue via SR 112 (Miami Airport Expressway). The study focuses on implementation of a premium transit service and infrastructure along SR 9/SR 817/NW 27 Avenue. The study will also include public on-street transit stations/stops as well as public and/or private facilities located adjacent to or off-corridor where potential park-and-ride and/or transit terminals (including the Miami Dade College North Campus) will be considered.

Three viable alternatives have been developed and presented to the public. Each of these represents the three modes running within the existing roadway. BRT would operate in the curb lanes. Heavy rail whether at-grade or elevated would run over the centerline of the roadway. The study is developing the detailed engineering criteria and evaluating the environmental impacts that would result from implementation. Cost estimating, ridership forecasting, and traffic impacts are all being evaluated. On December 6, 2018, the Miami-Dade Transportation Planning Organization (TPO) Governing Board adopted as the Locally Preferred Alternative (LPA) an elevated fixed guideway transit system. Following this action, Miami-Dade County requested that FDOT evaluate three alternative technologies: 1.) Monorail; 2.) Automated Peoplemover; and 3.) Maglev.

In October 2019, the Miami-Dade County Transportation Planning Organization (TPO) selected elevated heavy rail transit as the Locally Preferred Alternative (LPA) for the North Corridor. On April 23, 2020, the Governing Board accepted a report by Miami-Dade County's Department of Transportation and Public Works (DTPW) on alternative transit technologies for NW 27th Avenue and has a request for proposals to identify whether transit technologies, other than heavy rail are viable for the corridor. The process is anticipated to take approximately 12 months. FDOT placed its North Corridor PD&E study on hold after consulting with the Federal Transit Administration (FTA). FDOT is ready to resume and complete the PD&E study after the Miami-Dade Department of Transportation and Public Works study is completed and the final transit technology, track alignment, elevated structure type, and maintenance/storage facility needs are determined.

Figure 6-4: Potential Transit modes for the North Corridor: from left to right, Monorail, Maglev, Automated Guideway, and Heavy Rail



6.1.1.5. Northeast Corridor

The Northeast Corridor project is roughly defined as U.S. Route 1 from the Downtown Miami area to the Aventura Mall near the Miami-Dade/Broward County line and is one of the busiest transit corridors in the region. It extends approximately 14 miles through the historic core of the County developed along the Florida East Coast (FEC) railroad and links Aventura, North Miami, North Miami Beach, and Miami Shores with the County's Central Business District located in Downtown Miami. Regional passenger rail service to the West Aventura Station is considered the first phase of the Northeast Corridor. In 2019, the County approved using PTP funds to design and construct the West Aventura Station. Brightline has committed to providing regional passenger rail service to the West Aventura Station by 2022. Currently DTPW is leading the discussions with Brightline regarding agreements required in order to provide the proposed commuter rail service for the NE Corridor. The commuter rail service plan is 30-minute peak headway and 60-minute off-peak headway for both directions during weekdays and 60-minute headway during weekends.

A framework for negotiations with Brightline has been established. DTPW is also working on clearing NEPA and pursuing federal and state funding for the capital investment required for this corridor.

Figure 6-5: MiamiCentral Station in Downtown Miami



6.1.1.6. South Dade Transitway Corridor

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

DTPW initiated a PD&E Study to evaluate premium transit solutions in this corridor in April 2017. The TPO Governing Board selected the LPA on August 30, 2018 as Bus Rapid Transit (BRT). The estimated total project capital cost is \$300 million. Miami Dade County and FDOT have both committed \$100 million each to fund design and construction, while the project team successfully secured \$100 million from the FTA Small Starts Grant program. BRT is scheduled to begin operation by Winter (Jan) 2023. Once completed, BRT will provide rail-like travel time, iconic stations, level boarding through all doors, and pre-paid fares for speedy access. BRT will also provide enhanced safety features and other upgrades along dedicated lanes with multi-layered service lines on the Transitway.

On June 4, 2021, DTPW officially broke ground on the Transitway Corridor.

Figure 6-6: South Corridor BRT Station Rendering





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

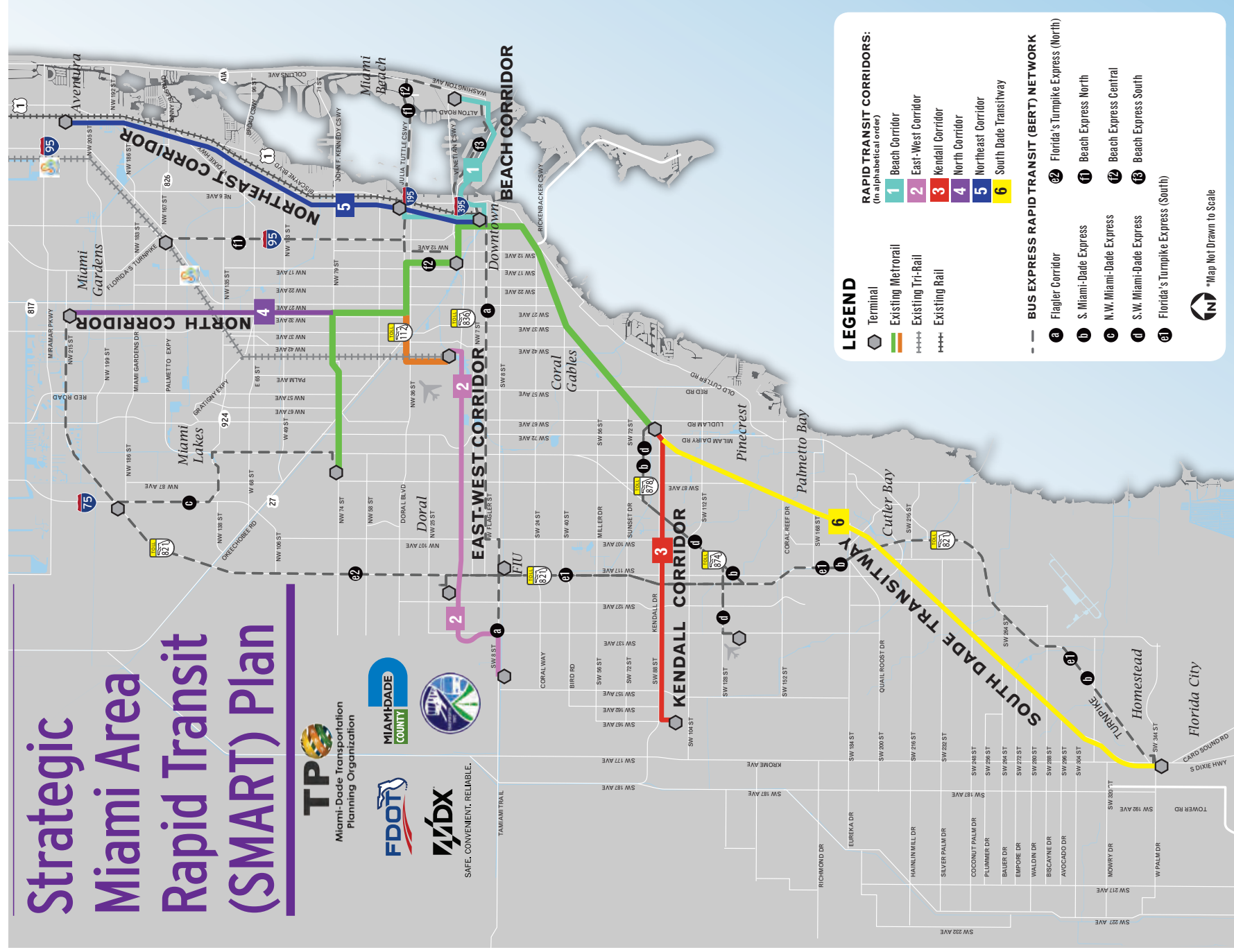


Corridor Name	Limits	Length (miles)	Lead Agency	PD&E Phase Funding	Design and Const. Phase Est. Cost	Status
Beach Corridor	Miami Beach Convention Center to Midtown Miami (at or near NE 41st Street and NE 2nd Avenue)	9.7	DTPW	DTPW (PTP) \$12 M	\$672 M Bay Crossing / Trunkline (Monorail) \$408 M Design District Metromover Extension (APM)	<ul style="list-style-type: none"> LPA adopted in January 2020 Anticipated NEPA completion date for Bay Crossing / Trunk Line: February 2022 Anticipated NEPA completion date for Design District Metromover Extension: Fall 2022 Interim Agreement for the Trunk Line approved in Oct 2020
East-West Corridor	Miami Intermodal Center (MIC) to Florida International University (FIU)	14	DTPW	DTPW \$12.9 M	\$281 M (BRT)	<ul style="list-style-type: none"> TPO Resolution #34-16 authorized the development of the PD&E (Study began March 2017; Study completed 2020) PD&E Funding Source: 100% CITT TPO Resolution #38-20 selected the LPA in October 2020
Kendall Corridor	SW 167th Avenue to Dadeland Area Metrorail Stations	10	FDOT-6	FDOT \$6.2 M DTPW (PTP) \$2.011 M	\$205 M (BRT)	<ul style="list-style-type: none"> TPO Resolution #01-15 authorized the development of the PD&E (Study began June 2016) PD&E Funding Sources: 100% State Anticipated PD&E Completion date: Summer 2023 Anticipated LPA Selection date: Spring 2022
North Corridor (NW 27th Ave.)	Miami Intermodal Center (MIC) to NW 215th St	12	FDOT-6	FDOT \$6.1 M DTPW (PTP) \$2,286 M	\$1,891 M (Elevated Fixed Guideway Rapid Transit)	<ul style="list-style-type: none"> TPO Resolution #01-15 authorized the development of the PD&E (Study began June 2016) PD&E Funding Source: 100% State TPO Resolution #52-18 selected elevated fixed guideway transit as the LPA in Dec. 2018 TPO Resolution #55-19 selected Elevated Heavy Rail as the preferred transit technology in Oct. 2019 Anticipated final LPA selection Winter 2022
Northeast Corridor (Tri-Rail Coastal Link / FEC Corridor)	Downtown Miami to City of Aventura (Miami-Dade segment)	13.5	FDOT-4; DTPW	DTPW (PTP) \$25 M	\$492.6M	<ul style="list-style-type: none"> LPA adopted in March 2021 Anticipated NEPA completion date: Spring 2022 Anticipated approval to enter into FTA New Starts Project Development : Fall 2021
South Dade Transitway Corridor	Florida City to Dadeland South Metrorail Station	20	DTPW	DTPW \$7 M	\$300 M (BRT)	<ul style="list-style-type: none"> LPA adopted in August 2018 Small Starts application submitted in August 2019 NEPA (re-evaluation) completion date: December 2019 Grant agreements executed: <ul style="list-style-type: none"> -June 2020 with FDOT -September 2020 with FTA Notice-to-Proceed issued in February 2021 for the Design-Build Contract Anticipated revenue service in early 2023.

Notes: \$3M of PTP funds have been committed as TPO consultant support for SMART Plan PD&E activities (Project S3001590)

SMART Plan costs are not inflated on an annual basis, due to their inclusion in the FTA grant application process.

Figure 6-7: Strategic Miami Area Rapid Transit (SMART) Plan





6.1.2. Bus Express Rapid Transit (BERT) Network

The Bus Express Rapid Transit (BERT) Network is a system of nine proposed express bus routes that are part of the SMART Plan as shown in Figure 6-1. Through the BERT Network, DTPW and FDOT will provide reliable and convenient express bus service connecting commuters to and from the six SMART Plan Rapid Transit Corridors and major employment centers. The BERT Network is designed for commuters with limited stops over long distances, providing a money-saving, stress-free transportation option. The network is generally comprised of:

- Nine express bus routes connecting to SMART Plan premium transit corridors,
- Operating along existing expressways and roadways with Transit Signal Priority (TSP),
- With limited stops,
- Service to major origins/destinations,
- Frequency from 10 – 20 minutes,
- and a robust system of Park-and-Rides including both existing locations and numerous new proposed locations.

Among the BERT routes, some are further advanced than others.

- The PD&E study for Route a, the Flagler Corridor, is being let by FDOT, with expected completion in Fall 2021.
- Route c, the I-75 NW Miami-Dade Express, began service on November 18, 2019;
- Route b is anticipated to begin service in 2021;
- Routes d, e1, f1, f2, and f3 are anticipated to begin service in 2023;
- Route e2 is expected to begin service in 2027.

BERT Routes f1 and f2 will utilize a Bus-On-Shoulder (BOS) operation, allowing the bus to use the shoulder to bypass congestion along the Julia Tuttle Causeway/I-195. To facilitate the BOS operation, FDOT will increase the width of the inside paved shoulders, reduce the widths of the center and inside travel lanes and reconstruct the inside shoulder. FDOT's infrastructure improvements are anticipated to begin in Summer/Fall 2022. Bus service for Routes f1 and f2 is anticipated in 2023.

A pilot service for Route f1 is anticipated to begin in 2021, it will use the outside shoulders along the Julia Tuttle Causeway / I-195 to allow buses to bypass congestion during the AM and PM peak periods.

Table 6-1 lists additional information on the BERT network. Figure 6-2 shows the location of the BERT Network routes.

6.1.2.1. Flagler Corridor

A PD&E study is being led by FDOT to evaluate the implementation of rapid transit along SR 968/Flagler Street. This study focuses on multimodal street improvements to accommodate rapid transit service along Flagler from SW/NW 107 Avenue to the Government Center with branches along SW 8 Street and NW 12 Street. Viable alternatives analyzed as part of this study include: Bus Rapid Transit (BRT) along curbside lanes, BRT along curb lanes with a center reversible auto lane. In April 2019, the Curbside Business Access and Transit (BAT) Lanes alternative was identified as the recommended alternative for the Flagler corridor. FDOT has conducted a series of meetings with elected officials, stakeholders and communities along the corridor and presented the recommended alternative to the TPO Governing Board on July 18, 2019. A workshop with TPO Board members was held January 30, 2020 where FDOT was asked to further analyze the implementation of reversible auto lanes along the Flagler corridor. FDOT conducted a study on the implementation of reversible lanes along segments of the corridor as a traffic mitigation measure. On January 28, 2021 the Miami-Dade TPO Governing Board endorsed Business Access Transit Lanes for the segment of Flagler east of 24 Avenue and directed FDOT to not consider repurposing of existing travel lanes.

The PD&E team is now refining a hybrid solution as directed by the TPO Governing Board that includes BAT lanes east of 24 Avenue and TSM&O improvements along the remaining segments of the corridor. The study is scheduled for completion by Winter 2022.

Figure 6-8: Tamiami Station, which will serve as an integral part of the Flagler Corridor





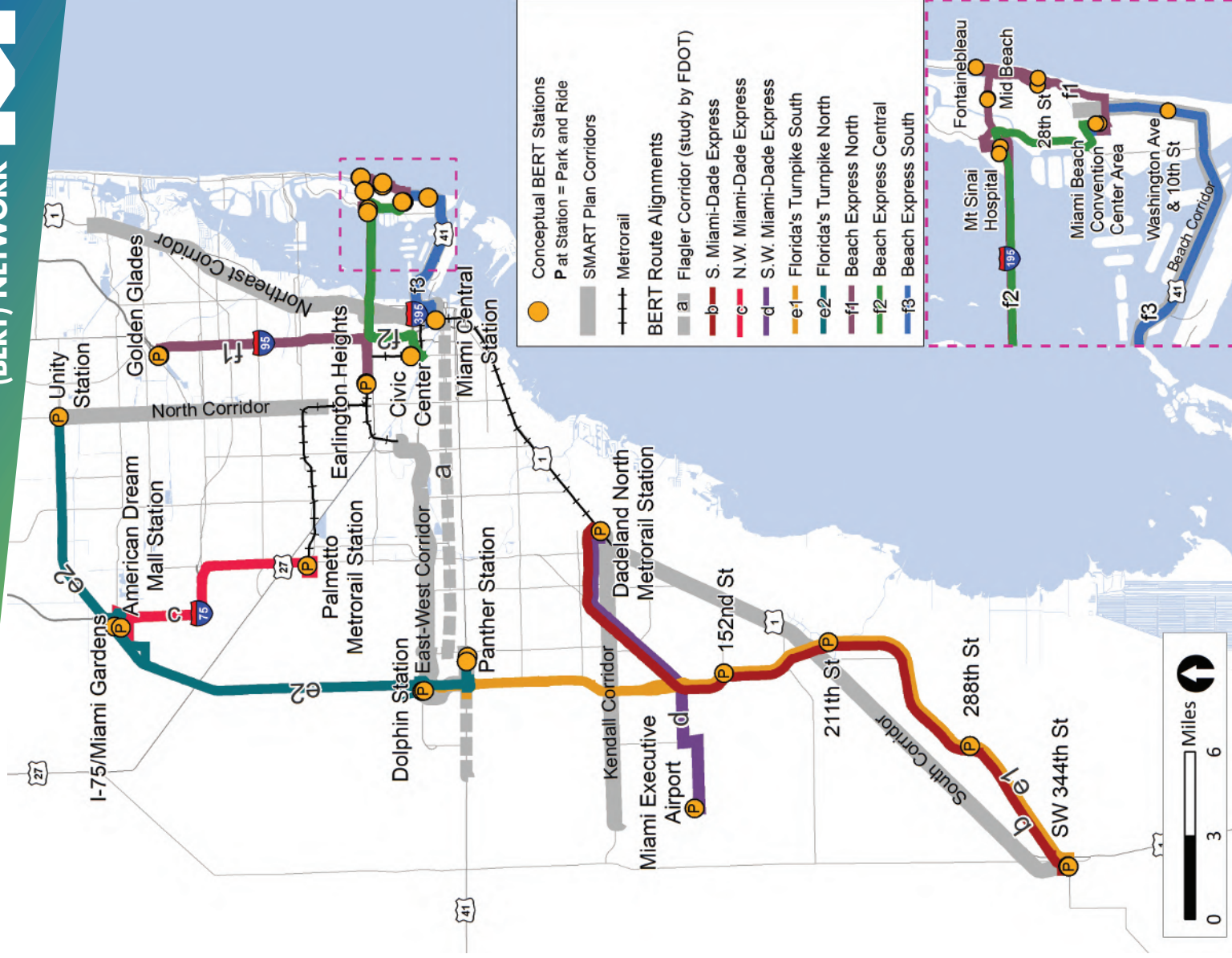
Table 6-2: SMART Plan - Bus Express Rapid Transit (BERT) Network

BERT Network Route #	Project Name	Destinations	Project Description	Project Length (Miles)	Cost (\$000s)		Total # of Buses
					Capital Cost Est.	O&M (Annual)	
a	Flagler Corridor	Tamiami Station/SW 147th Avenue to Downtown Miami; Dolphin Station to Downtown Miami; Panther Station to Downtown Miami	In 2016, FDOT initiated a PD&E study to examine implementation of BRT service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. On January 28, 2021 the Miami-Dade TPO Governing Board endorsed Business Access Transit Lanes for the segment of Flagler east of 24 Avenue and directed FDOT to not consider repurposing of existing travel lanes. The PD&E team is now refining a hybrid solution as directed by the TPO Governing Board that includes BAT lanes east of 24 Avenue and TSM&O improvements along the remaining segments of the corridor. The study is scheduled for completion by Winter 2022. DTPW is coordinating the bus purchase component of this project. FDOT's share of the project is \$5 million, while DTPW's is \$2.011 million. The total Design cost is estimated to be \$315 million.	20	\$2,011 (DTPW) \$5,000 (FDOT)	\$528	10
b	S Miami-Dade Express	SW 344 St. Transitway Station/Dadeland North Metrorail Station	Will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours and 30 minutes between 9:30am -3:00pm. Project will also include park-and-ride lots located SW 152nd St and Turnpike, SW 211th St and Turnpike, and SW 288th St and Turnpike, plus needed roadway updates. Service is anticipated to begin in 2021.	25.3	\$21,840	\$5,294	17
c	NW Miami-Dade Express	American Dream Mall Station / I-75/Miami Gardens Dr Station / Palmetto Metrorail Station	Will provide express bus service from the American Dream Mall Station to the I-75/Miami Gardens Dr Station to the Palmetto Metrorail Station. Headways are 10 minutes during peak hours. Service began in November 2019.	9.5	\$3,240	\$967	4
d	SW Miami-Dade Express	Miami Executive Airport/ Dadeland North Metrorail Station	Will provide express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours. Project will also include a park-and-ride lot located at Miami Executive Airport, plus needed roadway updates. Service is anticipated to begin in 2023.	9	\$4,320	\$1,223	5
e1	Florida's Turnpike Express (South)	344 St. Transitway Station/ Panther Station/Dolphin Station	Will provide express bus service from the SW 344th Street Park-and-Ride/Transit Terminal Facility along the Turnpike to Panther and Dolphin Stations. Headways will be 10 minutes during peak hours and 30 minutes during off-peak hours. Project will also include a park-and-ride lots located at SW 152nd St and Turnpike, SW 211th St and Turnpike, and SW 288th St and Turnpike, plus needed roadway updates. Service is anticipated to begin in 2023.	30.5	\$12,960	\$4,538	14
e2	Florida's Turnpike Express (North)	FIU Panther Station/Dolphin Station/Miami Gardens Station/American Dream Mall Station/Unity Station	Will provide express bus service from the FIU Panther Station to the Dolphin Station, I-75/Miami Gardens Dr Station and the American Dream Mall Station. Headways will be 15 minutes during peak hours and 30 minutes during off-peak hours. Final stop at Unity Station. Service is anticipated to begin in 2027.	25.6	\$5,400	\$2,039	6
f1	Beach Express North	Golden Glades Multimodal Transportation Facility/ Earlington Heights Metrorail Station/Mt Sinai Transit Terminal/Miami Beach Convention Center	Will provide express bus service from Golden Glades Multimodal Transportation Facility to the Earlington Heights Metrorail Station, the future Mt Sinai Transit Terminal, and the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Saturday and Sunday service will also provide headways of 20 minutes. Service span will be from 5:00am to 12:00am. Project will also include a park-and-ride lot located at Mt. Sinai, plus needed roadway updates. Service is anticipated to begin in 2023.	20	\$23,400	\$7,664	18
f2	Beach Express Central	Civic Center Metrorail Station/Miami Beach Convention Center	Will provide express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways will be 15 minutes during peak hours and 30 minutes during off-peak hours. Service span will be from 5:30am to 12:00am. Project will also include a park-and-ride lot located at Mt. Sinai, plus needed roadway updates. Service is anticipated to begin in 2023.	8	\$5,400	\$2,074	6
f3	Beach Express South	Miami Central Station/ Miami Beach Convention Center	Will provide express bus service from Miami Central Station to the Miami Beach Convention Center. Service will run all day seven days a week with 15 minute headways. Saturday and Sunday service will provide headways of 20 minutes. Service Span will be from 5:00am to 12:00am. Service is anticipated to begin in 2023.	6.7	\$5,400	\$3,387	6

Note: \$2M of PTP funds have been committed for a planning study which addresses the entire BERT Network (Project S3001340)(Excludes Flagler Corridor as it is an FDOT project)

* O&M number reflects enhancements only, and does not include funds to run the route, as the schedule is still in development.

BUS EXPRESS RAPID TRANSIT (BERT) NETWORK





6.2. SMART Demonstration Program

The Miami-Dade TPO in partnership with FDOT, Miami-Dade County, SFRTA, and local municipalities, have coordinated to identify and implement a program of demonstration projects that advance elements of the SMART Plan, including the BERT Network. These projects must have a duration of three years or less. If deemed successful, sponsoring agencies are committed to continue funding the projects.

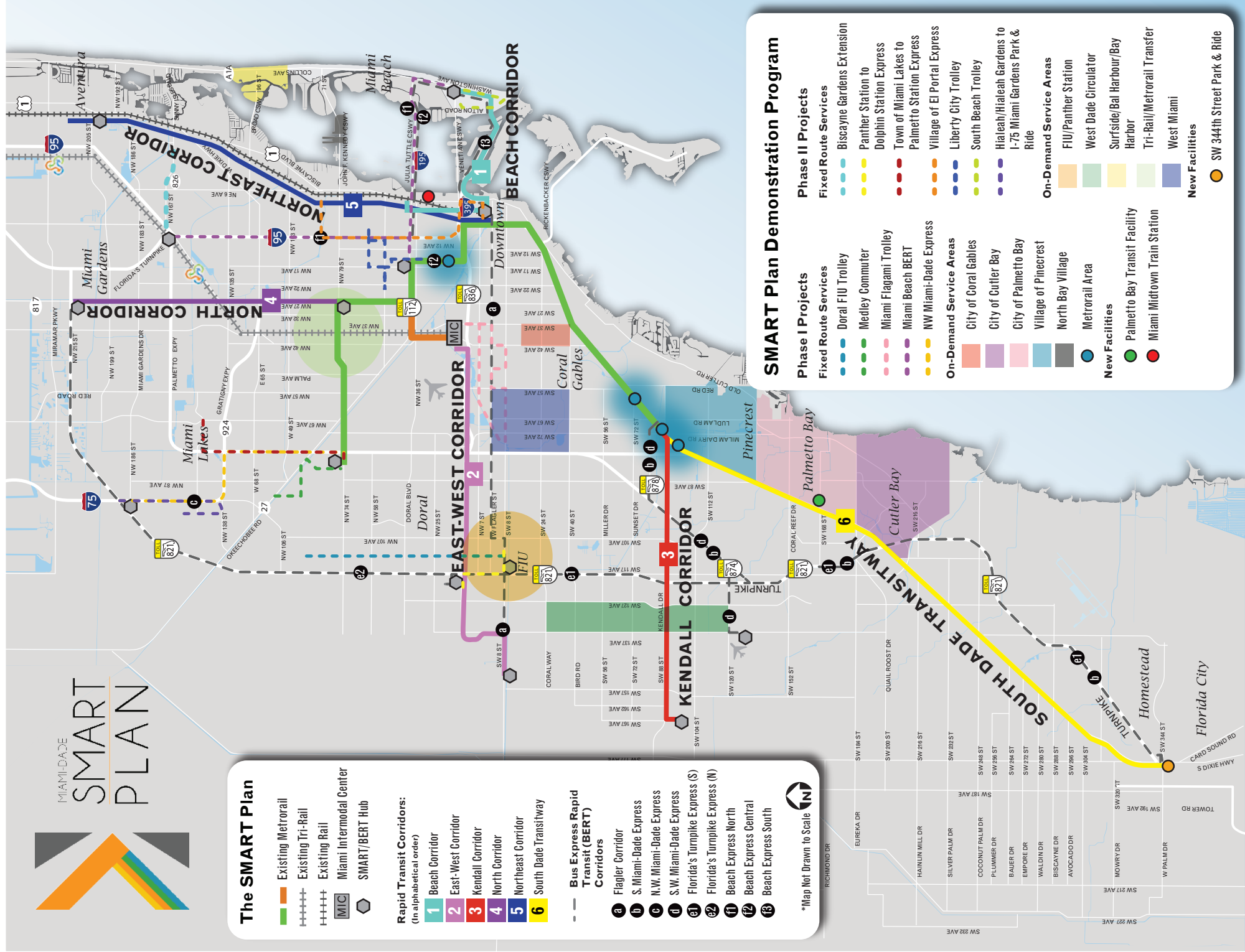
Phase I of the program was adopted by the TPO board in June of 2018, and is included in the Adopted Work Program for fiscal years 2020-2024. Phase II was adopted in October 2019, and is included in the Tentative Work Program for fiscal years 2021-2025. These projects are listed in Table 6-3, and their locations are illustrated in Figure 6-3.

Table 6-3: SMART Demonstration Program

Phase I Projects - In Service		
Sponsor	Project	Date
City of Miami	Flagami Trolley Service	July 2018
City of Doral	Doral FIU Trolley Service	Sept. 2018
City of Coral Gables	On-Demand Flex Service	January 2019
Village of Pinecrest	On-Demand Response Service	January 2019
North Bay Village	SMART Feeder Route	July 2019
Village of Palmetto Bay	On-Demand Transit Service	July 2019
Village of Palmetto Bay	Transit Facility	July 2019
Phase I Projects - Postponed due to COVID-19		
Town of Medley	Central Commuter Route	TBD
Town of Cutler Bay	On-Demand Service	TBD
DTPW	Civic Center Metrorail Station On-Demand Service	TBD
DTPW	South Miami Metrorail Station On-Demand Service	TBD
DTPW	Dadeland North Metrorail Station On-Demand Service	TBD
DTPW	Dadeland South Metrorail Station On-Demand Service	TBD
SFRTA	NE Corridor Midtown/Design District Station	TBD

Phase II Projects - In Service		
Sponsor	Project	Date
City of Miami Beach	South Beach Trolley Service	January 2018, adjusted 2019
City of Miami	Liberty City Trolley Service	August 2019
Phase II Projects - Pending		
DTPW	West Dade On-Demand Service	
DTPW	SW 344 th St Park-and-Ride Station	
DTPW	Panther Station to Dolphin Station Express Service	
Miami Lakes	Express Service to Palmetto Metrorail Station	
Surfside Bal Harbour Bay Harbor	On-Demand Service	
El Portal	Express Service to MiamiCentral Station	
FIU	FIU/Panther Station On-Demand Service	
City of Hialeah	Hialeah/Hialeah Gardens to I-75 Miami Gardens Park-and-Ride	
DTPW	West Miami On-Demand Service	
DTPW	Biscayne Gardens Route Extension	
City of Hialeah	Tri-Rail/Metrorail Transfer Station On-Demand Service	

Figure 6-10: SMART Plan Demonstration Program





6.3. Other Transit Operations Projects

Table 6-4 presents a list of funded and unfunded transit operations projects that will be implemented within the MDT10Ahead planning horizon over the next ten years.

Table 6-4: Transit Operations Projects FY 2022 - 2031

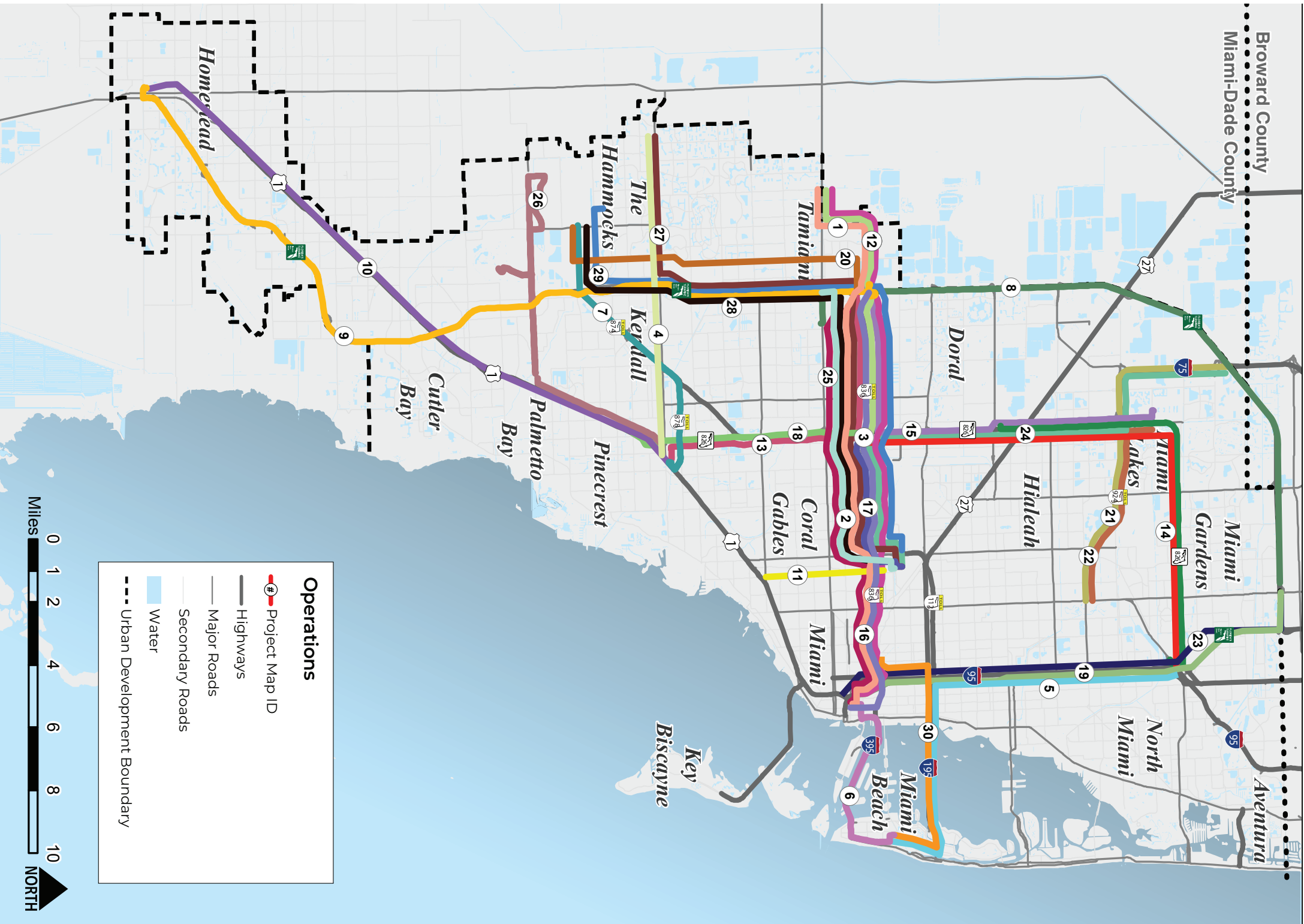
Map ID #	Project Name	Location	Project Description	2020 Cost - (\$000s)		2045 LRTP Plan Period and TPO Project Numbers	Other Project Numbers
				Capital Cost Estimate	Annual O&M Estimates		
FUNDED							
1	SR 836 Express Bus A Line Express	Tamiami Station (SW 8th Street at SW 147th Avenue) to Downtown Miami Government Center	Premium express transit service along SR 836 from Tamiami Station (SW 8th Street at SW 147th Avenue) to the Downtown Miami Intermodal Terminal (NW 1st Street at NW 1st Avenue) via SW 8th Street, SW 137th Avenue and SR 836. Headways will be 10 minutes during the AM/PM peak-hour. Service hours (peak period only) are weekdays 6:00am to 9:00am and 3:00pm to 7:00pm. DTPW is coordinating with MDX to potentially operate this service.	\$31,900	\$3,627	TA4389701 TA4310773 TA21	P6730101 S3001044
2	SR 836 Express Bus B Line Express	Panther Station (FIU at SW 109th Avenue and SW 8th Street) to the Miami Intermodal Center (MIC)	Premium express transit service between Panther Station at FIU's MMC and the Miami Intermodal Center (MIC), via SW 8th Street, the HEFT and SR 836. This route will operate all day with 20 minute headways. Service hours are 6:00am to 10:00pm on weekdays. DTPW is coordinating with MDX to potentially operate this service.	Total cost included as part of Line A	\$2,253	TA4389701 TA4310773 TA21	P6730101 S3002065 FM 446684-1
3	SR 836 Express Bus C Line Express	Dolphin Station (NW 12th Street at NW 122nd Avenue) to Downtown Miami Government Center	This route would provide premium express transit service along SR 836 from the proposed park-and-ride/transit center Dolphin Station (NW 12th Street and HEFT) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue). This route will operate during peak periods only. Service headways will be 10 minutes during the AM/PM peak-hour	Total cost included as part of Line A	\$3,240	TA4389701 TA4310773 TA21	P6730101
			Funded Transit Operations Projects FY 2022 - FY 2031 TOTAL COST (\$000s)	\$31,900	\$9,120		
UNFUNDED							
4	Kendall BRT	From West Kendall Transit Terminal (Kendall Drive and SW 162 Avenue) to Dadeland North Metrorail Station	Implement Express Bus Service	\$67,938	\$1,594	Unfunded	None
5	Beach Express North (BERT)	Golden Glades Multimodal Terminal (GGMTF)/ Earlington Heights Metrorail Station/Mt Sinai Transit Terminal/Miami Beach Convention Center	Express bus service from GGMTF to the Earlington Heights Metrorail Station, the future Mt Sinai Transit Terminal, and the Miami Beach Convention Center. Headways will be 10 minutes during AM/PM peak/30 minutes during off-peak. Saturday service headways will be 20 minutes during peak/30 minutes in off-peak; Sunday service headways will be 40 minutes during peak hour/60 minutes in off-peak hours. A service span from 5:00am to 12:00am. Service will include 10 new articulated buses. Project is now partially funded for 3 years.	\$18,222	\$8,091	Plan Period I #1	None
30	Beach Express Central (BERT)	Civic Center Metrorail Station/Miami Beach Convention Center	Express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways - 10 minutes during peak hours/20 minutes during off-peak. Service span will be from 5:30am to 12:00am. Service will include eight (8) new articulated buses.	\$5,701	\$2,190	Plan Period I #2	None
6	Beach Express South (BERT)	Miami Central Station/Miami Beach Convention Center	Express bus service from Miami Central Station to the Miami Beach Convention Center. All day service with 10 minute headways. Service Span will be from 5:00am to 2:00am. Service will operate with 12 articulated buses.	\$6,841	\$3,576	Plan Period I #3	None
7	SW Miami-Dade Express (BERT)	Miami Executive Airport/Dadeland North Metrorail Station	Express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Ten minute headways during peak hours.	\$4,561	\$1,292	Plan Period I #19	None
8	Florida's Turnpike Express (North) (BERT)	FIU Panther Station to I-75/Miami Gardens Station	Express bus service from the FIU Panther Station to Dolphin Station, the I-75/Miami Gardens Dr Station and the American Dream Mall Station. 15 minute headways during peak hours/30 minutes during off-peak hours - will include four (4) new articulated buses.	\$5,701	\$2,153	Plan Period I #5	None
9	Florida's Turnpike Express (South) (BERT)	344 St. Transitway Park-and-Ride facility to Dolphin Station	Express bus service from the SW 344th Street Park-and-Ride/Transit Terminal Facility along the HEFT to Panther and Dolphin Stations. 10 minute headways during peak hour/30 minutes during off-peak hours - will operate with 10 new articulated buses.	\$12,542	\$4,791	Plan Period I #6	None
10	South Miami-Dade Express (BERT)	SW 344 St. Transitway Station/Dadeland North Metrorail Station; SW 288 St./HEFT to Dadeland North Metrorail Station	Express bus service from the SW 344th Street Park-and-Ride on Transitway to the Dadeland North Metrorail Station as well as from SW 288 St/HEFT to the Dadeland North Metrorail Station. 10 minute headways during peak hours/30 minutes between 9:30am -3:00pm. Service will operate with 9 articulated buses.	\$14,823	\$5,589	Plan Period I #9	None
11	Douglas Rd (SW/NW 37 St) Enhanced Bus	US 1 at Douglas Rd (SW/NW 37 St) Metrorail	Incremental improvement on PTP corridor	\$20,587	\$5,279	Unfunded	None
12	Palmetto Express Bus (West)	Tamiami Station (SW 8th St/ SW 147th Ave) to Palmetto Intermodal Terminal	Express bus service on express lanes with 10 minute headways during the AM/PM peak-hour - will include six (6) new articulated buses.	\$2,011	\$4,519	Unfunded	None



Table 6-4 (Continued): Transit Operations Projects FY 2022 - 2031

Map ID #	Project Name	Location	Project Description	2020 Cost - (\$000s)		2045 LRTP Plan Period and TPO Project Numbers	Other Project Numbers
				Capital Cost Estimate	Annual O&M Estimates		
13	Palmetto Express Bus (South)	Dadeland North Metrorail Station to Dolphin Station (HEFT/NW 12 St.)	Express bus service on express lanes with 10 minute headways during the AM/PM peak-hour - will include four (4) new articulated buses.	\$1,172	\$4,846	Unfunded	None
14	Palmetto Express Bus (East)	Palmetto Intermodal Terminal to Golden Glades Multimodal Terminal	Express bus service on express lanes with 10 minute headways during the AM/PM peak-hour - will include six (6) new articulated buses.	\$2,170	\$4,645	Unfunded	None
15	Palmetto Express Bus (Central)	Dolphin Station (HEFT/NW 12 St.) via Palmetto Intermodal Terminal to Miami Lakes Terminal (SR 826 at NW 154 St.)	Express bus service on express lanes with 10 minute headways during the AM/PM peak-hour - will include seven (7) new articulated buses.	\$2,217	\$5,416	Unfunded	None
16	Palmetto Express (Civic Center)	From Tamiami Station to Civic Center Metrorail Station	Implement Express Bus Service	\$3,521	\$5,743	Unfunded	None
17	Palmetto-MIC Express	From the MIC to Palmetto Intermodal Terminal	Implement Express Bus Service	\$2,512	\$4,191	Unfunded	None
18	Palmetto Express Bus (New)	From Palmetto Intermodal Terminal to 104th Street Station/Transitway	Implement Express Bus service on express Lanes	\$1,346	\$4,846	Unfunded	None
19	I-95 Express Improvements	From Unity Station (NW 27th Ave / NW 215th St) to Miami CBD	Implement Express Bus on express Lanes (Turnpike and I-95). Project to include addition of 6 articulated buses.	\$8,631	\$5,743	Unfunded	None
20	SW 127th Avenue Express	From Tamiami Executive Airport to Dolphin Station	Implement Enhanced Bus	\$2,162	\$2,027	Unfunded	None
21	Gratigny Express Bus (Central)	From Miami Lakes Terminal (NW 154 street / SR-826) to Sharks North Station (NW 119 Street and NW 27 Avenue)	Implement Express Bus on express lanes	\$1,188	\$2,650	Unfunded	None
22	Gratigny Express Bus (West)	From American Dream Transit Terminal to Sharks North Station (NW 119 Street and NW 27 Avenue)	Implement Express Bus on express lanes	\$1,647	\$3,547	Unfunded	None
23	I-95/27 Ave Express	Unity Station (NW 215 St) to Government Center Metrorail Station	Implement Express Bus service on express Lanes during AM/PM peak hours	\$3,459	\$5,743	Unfunded	None
24	American Dream - MIC Express	American Dream Transit Terminal to the MIC	Implement Express Bus Service	\$3,603	\$6,071	Unfunded	None
25	Dolphin-Brickell Express	From Dolphin Station to Brickell Station	Implement Express Bus service on express Lanes during AM/PM peak hours	\$1,833	\$11,793	Unfunded	None
26	252 Coral Reef Express	From SW 152 Street / Coral Reef Drive to Dadeland South Metrorail Station	Implement express bus service from Country Walk, SW 152 Street/Coral Reef Drive to Dadeland South Metrorail Station.	\$3,892	\$2,249	Unfunded	None
27	West Kendall Express	From West Kendall Transit Terminal (Kendall Drive and SW 162 Avenue) to the MIC	Implement Express Bus Service	\$4,839	\$8,066	Unfunded	None
28	HEFT Express Central	From Miami Executive Airport to the MIC	Implement Express Bus Service	\$4,386	\$7,295	Unfunded	None
29	HEFT Express West	From Kendall FPL to the MIC	Implement Express Bus Service	\$4,200	\$6,968	Unfunded	None
Unfunded Transit Operations Projects FY 2022 - FY 2031 TOTAL COST (\$000s)				\$211,703	\$130,913		

Figure 6-11: Transit Operations Projects FY 2022 - 2031





6.4. Funded Capital Projects

Table 6-5 presents a list of funded capital and infrastructure improvement projects which will be implemented within the MDT10Ahead planning horizon over the next ten years.

Table 6-5: Funded Capital Projects FY 2022 - 2031

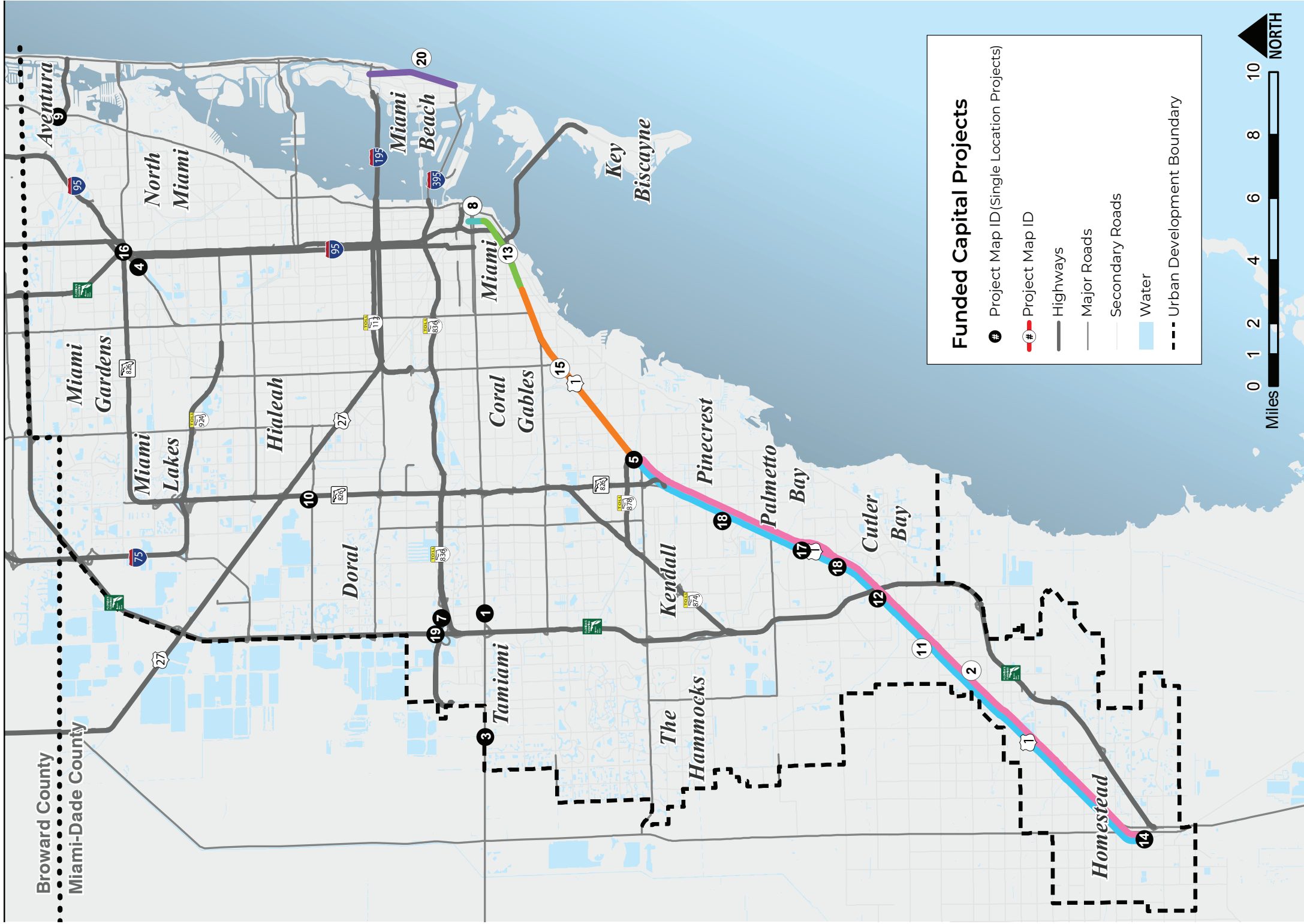
Map ID #	Project Name	Location	Project Description	2020 Cost - (\$000s)		2045 L RTP Priority and TPO Project Numbers	Other Project Numbers
				Capital Cost Estimate	Annual O&M		
1	Panther Station	Florida International University's (FIU) Modesto A. Maidique Campus (MMC)	Florida International University (FIU) constructed a parking garage along SW 8th Street with ground floor space reserved for a future transit center. This new facility will provide eight bus bays to accommodate the relocation of the existing DTPW routes from the current bus terminal located near SW 107th Avenue and SW 17th Street.	\$11,487	TBD	Not in L RTP TA000102	P6730101 S3002065
2	TOD Master Plan for the South Corridor	South Corridor	TOD planning along the SMART Plan's South Corridor to boost smart economic development and mobility through mixed-use development around transit stations.	\$1,300	TBD	Not in L RTP	P672670 S3002562
3	Tamiami Station	SW 8th St and SW 147th Ave	Convert an eight acre vacant parcel of land at SW 8th Street and SW 147th Avenue into a park-and-ride facility for the SR 836 Express routes with up to 493 parking spaces.	\$15,175	\$205	Not in L RTP TA000101 & TA4310771/72	P6730101 S3001044
4	Design Criteria Package for the Golden Glades Multimodal Transportation Facility (GGMTF) Technology Components	Golden Glades Interchange	GGMTF is a new transit center that will consolidate existing bus transit services at Golden Glades into a single facility adjacent to the Tri-Rail Station. The center will include a multi-story parking garage, a new multi-bay bus terminal facility, upgraded sidewalks, walkways, platforms, bus bays and all improvements related to transit operations, including internal roads, drainage, lighting systems, fencing, internal directional and traffic control signage. Other amenities will include bicycle parking and lockers. The complex will also feature a transit hub, retail space, and a break lounge for bus drivers. The total project cost, funded by FDOT is approximately \$56.3 million.	\$9,880	\$883	Plan Period II #23 L RTP Project Code: DT2516846	P2000000984 S3002115
5	Dadeland North Metrorail - Elevators	8300 S Dixie Hwy	DTPW is adding two elevators to the existing parking facility at Dadeland North - both elevators will be located at the north end of the structure. DTPW is currently in the consultant selection process for design services. The estimated project completion date is May 2021.	\$8,462	\$0	Not in L RTP	P2000000104 S3001034
6	Transitway at Quail Roost Dr (200 Street Station) Park-and-Ride	Transitway and Quail Roost Dr/ SW 200th Street	Developer to build: Phase 1: 116 surface parking spaces; Phase 2: 150-space parking garage	\$4,988	TBD	Private and Developer projects	P671610 S3001027
7	NW 12th Street Roadway Improvements (Bus-Only) Project for Dolphin Station	Along NW 12th Street between 122nd Avenue and 114th Avenue	This project includes widening and resurfacing along NW 12th Street to add bus-only lanes from NW 122nd Avenue to NW 114th Avenue. These new bus-only lanes will allow buses to bypass traffic congestion along this segment of NW 12th Street and will thereby reduce travel time for buses traveling between the Dolphin Station Park-and-Ride/Transit Terminal and Dolphin Mall. This roadway project is an integral component of the Dolphin Station Park-and-Ride/Transit Terminal Facility.	\$10,745	TBD	Not in L RTP	P671610 S3001030
8	The Underline Phase I - Brickell Backyard Project	from the Miami River to SW 13th Street	The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Metrorail Station, will create a linear mobility corridor that will enhance connectivity, increase mobility, and improve pedestrian and biking safety for residents and visitors. In 2015, Friends of The Underline, selected a design consultant to develop the Vision and Master Plan for this project. Currently the project is structured in nine phases for development as funding becomes available. The Underline Phase I is known as the Brickell Backyard and extends from the Miami River to SW 13th Street, approximately a ½ mile long. The off-road dedicated bicycle path is located along the west side of the Metrorail structure from the Miami River to SW 8th Street and between the Metrorail Station and SW 13th Street. This phase is currently under construction. Construction started on November 1, 2019 and completion is expected on June 2020.	\$16,524	TBD	Not in L RTP as single project NW00055 TA000103	P2000000133 S3000175
9	Aventura Station	Biscayne Boulevard at 197th Street	Construct Park-and-Ride facility with 100 surface parking spaces	\$76,496	TBD	Plan Period II #21 MDT216	P2000001322 S3002565 CIP 224
10	Palmetto Intermodal Terminal (Smart Terminal)	SR 826/Palmetto Expressway at NW 74th Street	This project includes the purchase of a semi-vacant 11.8 acre parcel of land located immediately south of the Palmetto Metrorail Station for the purpose of constructing the Palmetto Intermodal Terminal. The project also includes the design and construction of a 1,000 space parking garage including long-term and short-term parking, kiss-and-ride, pool-and-ride, and a minimum of a 12-bus bay terminal.	\$20,570	\$873	Unfunded TA24	P2000000680 S3002129
11	South Dade Transitway	South Dade Transitway from SW 344th Street Park-and-Ride to Dadeland South Metrorail Station	Implement Gold Standard BRT along the Transitway	\$303,460	\$36,972	Plan Period I #10 TAMDT286	P2000000973 S3002043
12	Transitway at SW 112th Ave Park-and-Ride (Phase 2)	Transitway and SW 112th Avenue	Currently 450 parking spaces are available at this location. This project will upgrade existing facility to provide passenger amenities, bus terminals and additional parking spaces.	\$9,563	\$41	Plan Period I #13 new105	P671610 S3001029
14	Transitway at SW 344th St Park-and-Ride	Transitway and SW 344th Street (SMART Terminal)	DTPW has identified a need to expand the existing end-of-the-line transit terminal/park-and-ride facility at SW 344th Street in order to meet future demand for parking along the South Miami-Dade Transitway. This project will increase the number of parking spaces by 96 to a total of 344. The necessary right-of-way acquisition for this project is funded, but the design and construction costs are being developed.	\$11,320	\$257	Plan Period II #32 new101	P671610 S75317



Table 6-5 (Continued): Funded Capital Projects FY 2022 - 2031

Map ID #	Project Name	Location	Project Description	2020 Cost - (\$000s)		2045 LRTP Priority and TPO Project Numbers	Other Project Numbers
				Capital Cost Estimate	Annual O&M		
16	Sunshine State Industrial Park Kiss-and-Ride Connector / Transit Terminal Facility (BERT)	NW 159th Dr (adjacent to the Golden Glades Multimodal Transit Facility) (SMART/BERT Terminal)	DTPW, in coordination with the city of Miami Gardens and FDOT, proposed construction of a kiss-and-ride / transit terminal facility on the west side of the South Florida Rail Corridor (SFRC) just north of the Golden Glades Tri-Rail Station, with a connection via a fully covered and illuminated pedestrian/bicycle overpass. Metrobus as well as City of Miami Gardens trolleys would serve facility. Right-of-way acquisition is required.	\$17,580	\$62	Plan Period I #87	P2000000984 S3002114
17	Transitway at SW 168th St (Richmond Dr) Park-and-Ride	South Dade Transitway at SW 168th Street (Richmond Dr)	Upgrade the existing park-and-ride facility in two phases. Phase 1 includes adding approximately 90 additional surface parking spaces. Phase 2 includes a modernized 450-space parking garage with enhanced amenities.	\$61,458	\$41	Plan Period I #15 MDT187 TA201920	P671610 S3002157
18	US 1 at SW 136 ST and Quail Roost	US 1 at SW 136 ST and Quail Roost Intersections	FDOT project intersection safety improvements	\$1,003	TBD	Not in LRTP	P2000001472 S3002773
19	Dolphin Station Transit Terminal	NW 12th St at HEFT	This project includes construction of a park-and-ride lot at the existing Dolphin Station.	\$13,429	TBD	Not in LRTP	P671610 S3001026
20	Beach Express South - Transit-Only Lanes	Along Washington Ave on Miami Beach from 5th Ave to Dade Blvd (Beach Express South)	Design and construction of transit-only lanes. Project includes exclusive bus lanes, signing, new thermoplastic markings, colored asphalt passenger shelter bulb outs, minor drainage improvements and updated traffic controls.	\$9,600	TBD	Not in LRTP	P2000001205 S3002256
13	The Underline Phase II - Hammock Trail	from SW 13th Street to SW 19th Avenue	The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Station, will create a linear mobility corridor that will enhance connectivity, increase mobility, and improve pedestrian and biking safety for residents and visitors. Phase 2 is approximately 2.14 miles long and extends from SW 13th Street to SW 19th Avenue. The Design/Build Criteria Package was finalized in July of 2018. The Design/Builder was selected. Design has been finalized and the project is finalizing the permitting phase. Construction start is expected September 2021 and its completion is expected in July 2023.	\$20,115	\$2,465	TAMDT291 MDT291	P2000000133 S3001571
15	Underline Phases III - IX	from SW 19th Avenue to Dadeland Boulevard	Phase 3 is currently under procurement. The design Consultant finalized the Design Criteria package which constitutes 30% design. Advertisement for the design/builder was May 2021 and award of contract is expected in May of 2022. This phase extends fro SW 19th Avenue to Dadeland South Metrorail Station Kiss and Ride facility. It is 7.36 miles. The project must be completed and closed out by September 1, 2026.	\$110,270	\$15,816	Plan Period I #55 DT4441981	P2000000133 S3002666 CIP 235
N/A	East West Corridor Transit Oriented Development (TOD) Project	Generally along SR-836 between the MIC and FIU	The East-West Corridor is one of six premium transit corridors included in the Strategic Miami Area Rapid Transit (SMART) Plan as endorsed by the Miami-Dade TPO Governing Board. DTPW will conduct a comprehensive planning effort that will inform transit and land use planning in the East-West Corridor, a 12-mile corridor linking the Miami Intermodal Center with Florida International University and the western communities of Miami-Dade County. In June 2016, DTPW submitted a grant application to FTA under the TOD Planning Pilot Program. In October 2016, FTA awarded \$960,000 to DTPW for this project. DTPW is currently finalizing a draft scope of services for this project.	\$1,200	TBD	Not in LRTP	P672670 S3001347
N/A	Automated Fare Collection System	Countywide	Procurement of state-of-the-art fare collection equipment that meets overall and property specific requirements for security, functionality, and fare media interoperability.	\$69,016	TBD	Not in LRTP	P6730051 S68742 CIP058
N/A	Metrorail Refurbishment	Dadeland South Metrorail Station, Government Center, Civic Center and Earlington Heights.	To enhance Metrorail stations in order to elevate the quality of the service by providing the customer with comfort and convenience.	\$76,420	TBD	Not in LRTP	P2000000104 S3000139 CIP134
N/A	Parking Counters at Metrorail Parking Garages	Metrorail Station Parking Garages	Installation of a parking space counting system at 7 Metrorail stations to include Dadeland North, Dadeland South, Earlington Heights, South Miami and Okeechobee, Dr. Martin Luther King Jr., Santa Clara	\$600	TBD	Not in LRTP TA000107	P2000000104 S3001007
N/A	Bus Tracker and Automatic Vehicle Locating System Update (CAD/AVL)	111 NW 1st St, Miami, Florida/ Countywide Network Update	Continue network upgrade to infrastructure to support real-time Bus Tracking System and replace existing Computer Aided Dispatch (CAD) / Automatic Vehicle Locator (AVL) System	\$18,646	TBD	Not in LRTP	P673800 S75991
N/A	Parking Space Counter	Various Metrorail Stations	Installation of a parking space counting system at additional Metrorail stations	\$937	TBD	Not in LRTP	P2000000104 S3002566
N/A	Vision Zero Projects	Countywide	The Vision Zero program is a systematic approach to implementing safety countermeasures and policies to reduce--with the goal of ultimately eliminating--fatalities and serious injuries related to mobility in Miami-Dade County.	\$9,244	TBD	Not in LRTP	P2000001296 S3002401
Funded Capital Projects FY 2022 - FY 2031 TOTAL COST (\$000s)				\$909,488	\$57,615		

Figure 6-12: Funded Capital Projects FY 2022 - 2031





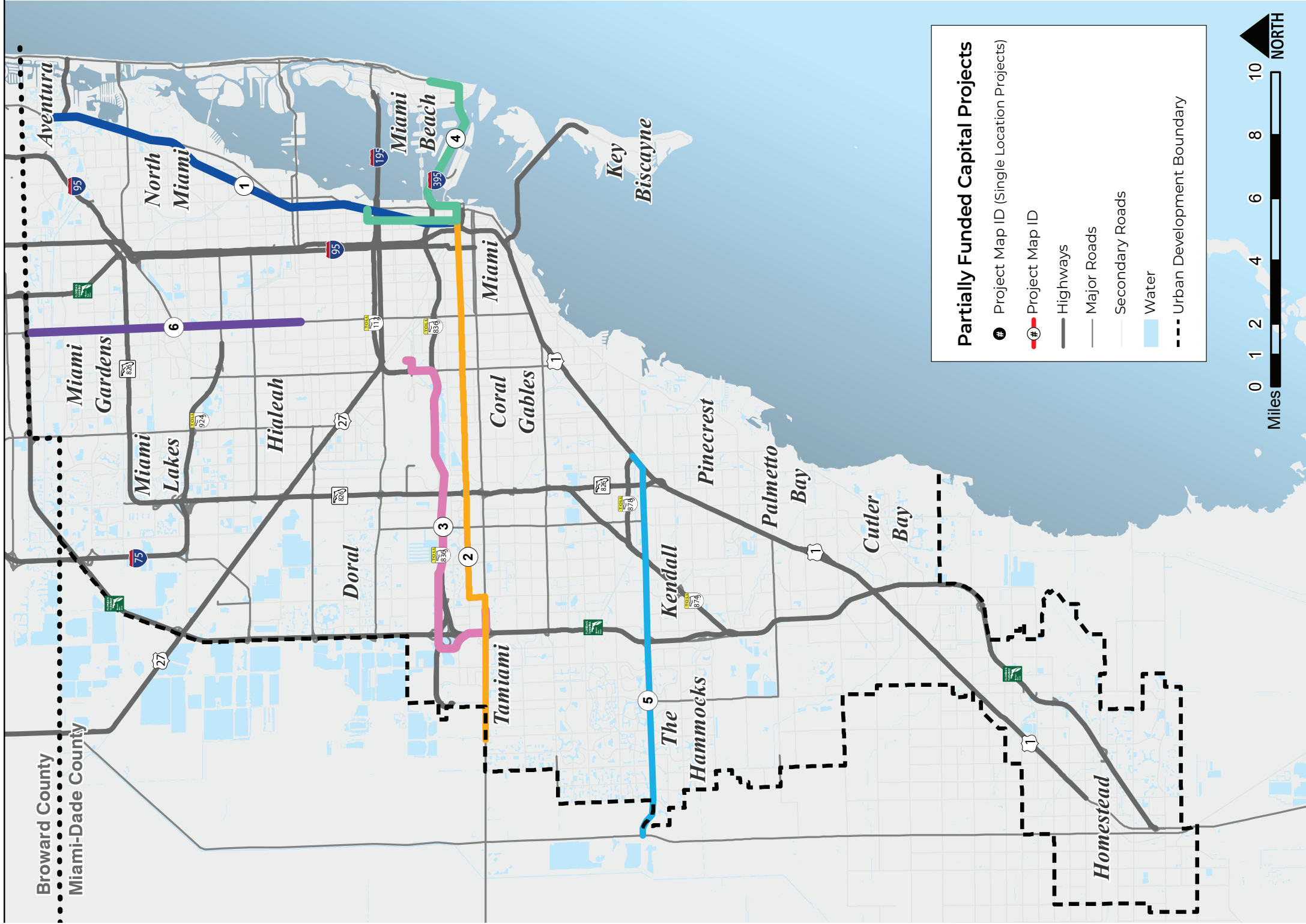
6.5. Partially Funded Capital Projects

Table 6-6 presents a list of partially funded capital and infrastructure improvement projects which will be implemented within the MDT10Ahead planning horizon over the next ten years.

Table 6-6: Partially Funded Capital Projects FY 2022 - 2031

Map ID #	Project Name	Location	Project Description	2020 Cost - (\$000s)			2045 LRTP Plan Period and TIP Project Numbers	Other Project Numbers
				Total Capital Cost Est.	Funded Capital Cost	Annual O&M		
1	Northeast Corridor	MiamiCentral Station to Aventura Station	Commuter Rail connecting MiamiCentral Station to Aventura Station (Miami-Dade County portion of project led by FDOT District 4)	\$368,550	\$1,143	\$18,529	Illustrative Partially Funded	P672670 S3002318
2	Flagler Corridor BERT †† (Flagler Corridor BRT)	Along Flagler from Tamiami Station to Downtown Intermodal Terminal	Implement Bus Rapid Transit Service	\$2,011 (DTPW) \$5,000 (FDOT)	\$2,011	\$528	Illustrative Partially Funded (O&M) and Partially Funded #42 TA 14	P672670 S3002329 FM 437782-1
3	East-West Corridor	From Florida International University (FIU) MMC campus to the Miami Intermodal Center (MIC) along the SR-836/Dolphin Expressway	This project will provide multimodal solutions for severe traffic congestion along SR-836, the only east-west expressway in central Miami-Dade County. This project will also serve major activity centers including FIU, Miami International Airport, the Miami Intermodal Center (MIC), Downtown Miami, and PortMiami, while transporting riders to and from major employment areas (Doral, Health District, Central Business District, Brickell, etc.). The East-West Corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	\$2,145,000	\$12,000	\$2,516	Partially Funded #41 TAMDT285	P672670 S3001040
4	Beach Corridor (f.k.a. Baylink) Premium Transit	Midtown Miami to Miami Beach Convention Center	Rapid Transit connecting Midtown/Miami CBD to Miami Beach Convention Center area (Light rail).	\$897,000	\$22,414	\$33,520	Partially Funded #40 TAMDT287	P672670 S77696
5	Kendall Corridor	SW 167th Avenue to Dadeland Area Metrorail Stations	Implementation of premium transit along SR 94 Kendall Drive/SW 88th Street from SR 997/Krome Avenue/SW 177th Avenue to the Dadeland North Metrorail Station	\$320	\$2,011	TBD	Plan Period IV #36 and Illustrative Partially Funded TA12	P672670 S3002319
6	North Corridor (NW 27 Avenue)	Miami-Dade/Broward County line to NW 75th Street along NW 27th Avenue	Implement fixed guideway transit connecting north and central Miami-Dade County	\$1,944,000	\$2,286	TBD	Plan Period III #34 and Illustrative Fully Funded	P672670 S3002320
Partially Funded Capital Projects FY 2022 - FY 2031 TOTAL COST (\$000s)				\$5,361,881	\$41,865	\$55,039		

Figure 6-13: Partially Funded Capital Projects FY 2022 - 2031





6.6. Unfunded Capital Projects

Table 6-7 presents a list of unfunded capital and infrastructure improvement projects which will be implemented within the MDT10Ahead planning horizon over the next ten years

Table 6-7: Unfunded Capital Projects FY 2022 - 2031

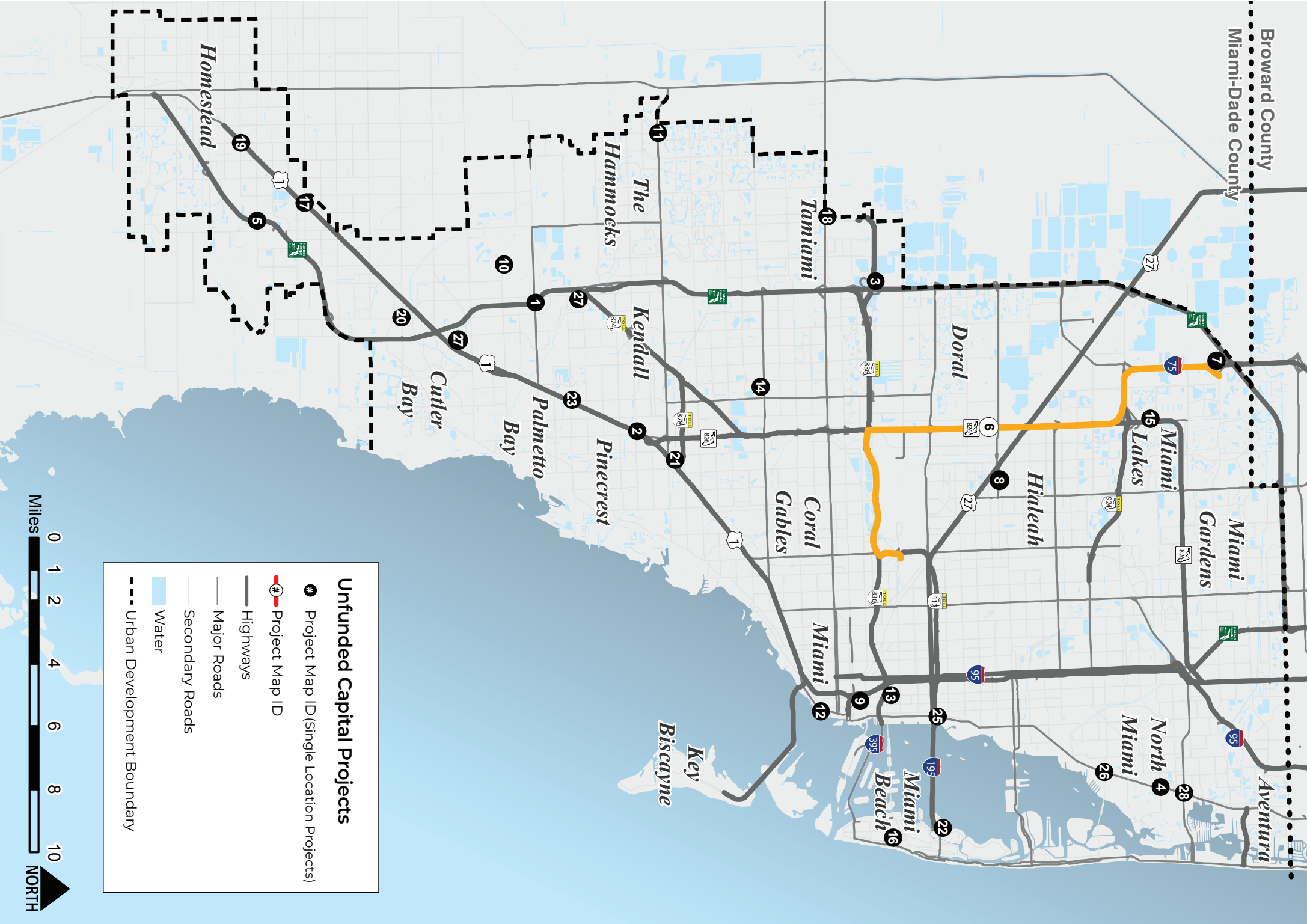
Map ID #	Project Name	Location	Project Description	2020 Cost - (\$000s)		2045 LRTP Plan Period and TPO Project Numbers
				Capital Cost Est.	Annual O&M	
1	South Dade Park-and-Ride/Terminal at SW 152nd Street (Coral Reef Dr) and SR 821 (HEFT) - SMART Terminal	SW 152nd Street(Coral Reef Drive) / HEFT	Expand the existing 2 bay / 200 space park-and-ride facility. Construct new parking garage with 500 parking spaces and four bus bays.	\$15,045	\$46	Plan Period II #27 MDT176
2	Transitway at SW 104 St Park-and-Ride	Transitway and SW 104th St	Lease park-and-ride facility with 100 parking spaces	\$0	\$53	Plan Period I #12 MDT114
3	Direct Ramps to Dolphin Station Transit Terminal Facility	SR 821 (HEFT) Express Lanes to Dolphin Station Transit Terminal Facility	Construct direct access ramps to connect the SR 821 (HEFT) Express Lanes to Dolphin Station Transit Terminal	\$52,260	TBD	Unfunded XA83634
4	NE 151st Street and US 1 (Biscayne Boulevard) Park-and-Ride / Transit Terminal	NE 151 Street and Biscayne Blvd	Construct park-and-ride (100 spaces) and transit terminal (four (4) bus bays) in anticipation of premium transit service on Biscayne corridor.	N/A	\$11	Unfunded Not in InteracTIP
5	South Dade Park-and-Ride	HEFT and SW 288th St	Purchase land for the construction of a Park-and-Ride facility.	\$34,967	\$42	Plan Period II #31 new113
6	Miami Gardens – MIC Express	Miami Gardens Station (Miami Gardens Mall) to MIC	Express bus service from Miami Gardens Station to MIC - will include four (4) new articulated buses.	\$2,217	\$2,956	Unfunded
7	American Dream Mall Transit Terminal	East of HEFT and west of I-75 between NW 170th St and the intersection of I-75 and HEFT	Construct Transit Center with 10 bus bays, 2 layover bus bays, passenger waiting areas, bus operator comfort station, ticket vending and other transit amenities. The construction and operating and maintenance costs are privately funded.	N/A	\$0	Private and Developer projects
8	Okeechobee Metrorail Station Pedestrian Bridge	Okeechobee Metrorail Station	Construct pedestrian bridge over the canal parallel to Okeechobee Road to connect Miami Springs area.	\$10,547	N/A	Unfunded
9	Downtown Intermodal Terminal (SMART/BERT Terminal)	112 NW 3rd Street	Construct new Terminal with approximately 27 bus bays, customer service and passenger waiting areas w/seating, TVMs, video displays, restrooms, security office, support areas (driver comfort area), janitor/supply closet, supervisor booth, 8 parking spaces for transit staff, bicycle parking/station, kiss-and-ride area. Also includes a conversion of NW 1st Street to bus drop-off area with 7 saw tooth bus bays, taxi/jitney areas, landscaping, lighting, and unified directional signage.	TBD	TBD	Private and Developer projects
10	Zoo Miami Station	Zoo Miami Park at SW 152 Street	Lease 100 parking spaces	N/A	\$53	Unfunded
11	West Kendall Transit Terminal Improvements	SW 88th St and SW 162nd Ave	Improve bus hub, add Kiss-and-Ride and expand parking facility to 500 structured parking spaces.	\$14,390	\$46	Unfunded
12	Metromover Brickell Loop Extension	From Financial District Metromover Station	Extension of Metromover service in the Brickell area.	\$282,943	TBD	Unfunded
13	Metromover Omni Loop Extension	From School Board Station	Extension of Metromover service in the Omni area.	\$480,506	TBD	Unfunded
14	Senator Villas Park-and-Ride	SW 40th St between SW 89th Ave and SW 89th Ct	Construct a 23-unit affordable senior housing apartment building with an on-site enhanced bus stop and privately funded Park-and-Ride. Improve access to and convenience of transit. Provide park-and-ride capacity for existing and new customers. Help reduce traffic congestion and support economic vitality. Support new SMART Plan, BART, and proposed express bus service.	\$232	TBD	Unfunded
15	Miami Lakes Terminal	SR 826 (Palmetto Expressway) at NW 154th St	Construct new park-and-ride facility with eight (8) bus bays to support new express bus service connection. This project is being funded and built by the Town of Miami Lakes.	To be paid by the Town of Miami Lakes	TBD	Unfunded
16	Miami Beach City Hall / Convention Center Intermodal Terminal	Miami Beach Convention Center at 17th St & Washington Ave	Construct a transit terminal facility with two bus bays for Local, Express, Max and Future BERT Routes. City of Miami Beach is to pay the estimated project cost of \$3.9 million.	\$4,276	N/A	Unfunded



Table 6-7 (Continued): Unfunded Capital Projects FY 2022 - 2031

Map ID #	Project Name	Location	Project Description	2020 Cost - (\$000s)		2045 L RTP Plan Period and TPO Project Numbers
				Capital Cost Est.	Annual O&M	
17	Transitway Park-and-Ride at SW 264th Street (Bauer Dr) (264 Street Station)	South Dade Transitway at SW 264th Street	Construct Park-and-Ride facility with 100 surface parking spaces	\$3,695	\$32	Plan Period I #16 new103
18	Tamiami Trail Flyover	SW 8th St and SW 137th Ave	Improvements include construction of a reversible flyover bridge at the intersection of SW 8th St and SW 137th Ave, including wide shoulders for exclusive bus-on-shoulder operations, which will provide direct uninterrupted connection to the proposed express transfer service along SR 836/Dolphin Expwy from west Miami Dade County Tamiami Station to Downtown Miami via SW 137th Ave/SR 836 Extension. The reversible flyover would serve the eastbound to northbound movement during the AM peak period, and southbound to westbound movement during the PM peak period.	\$47,741	TBD	Not in L RTP
19	Transitway Lot (SW 296th St)	Transitway and SW 296th St (SMART Terminal)	Improve Existing park-and-ride facility with a 400 space parking garage.	\$25,021	\$380	Plan Period I #17 new102
20	Southland Mall	SW 205th St and South Dixie Highway (SMART Terminal)	Lease 100 parking spaces and construct four bay terminal	\$3,452	\$84	Plan Period II #18 new112
21	Expand Overcapacity Park-and-Ride Facility at Dadeland North	Dadeland North Metrorail Station (SMART Terminal)	Construct a new 1,000-space parking garage with ground-floor retail and office space. Provide additional service and layover bays.	\$54,635	\$90	Plan Period II #28 MDT188
22	Mt. Sinai Multimodal Terminal	Southwest corner of Alton Rd and I-195	Construction Transit Terminal with six (6) bus bays	\$5,807	\$11	Plan Period I #7 new127
23	South Dade Transitway Park-and-Ride at SW 136th St (Howard Dr)(136 Street Station)	Transitway and SW 136th St (Howard Dr)	Lease 100 parking spaces	N/A	\$42	Plan Period I #14 MDT112
24	SR 874 Ramp Connector Park-and-Ride	SR 874 and SW 128th St	Ramp connector	\$115,053	TBD	Plan Period I #5 (MDX) XA87410
25	Midtown Station	Biscayne Blvd and NE 39th Street	Construct Park-and-Ride facility with 100 surface parking spaces	\$1,584	\$0	Plan Period II #24 new121
26	North Miami Station	Biscayne Blvd and NE 125th Street	Construct Park-and-Ride facility with 100 surface parking spaces	\$1,584	\$0	Plan Period II #26 new123
27	Transitway Park-and-Ride at Marlin Road	South Dade Transitway at Marlin Road	Construct Park-and-Ride facility with 100 surface parking spaces	\$3,062	\$32	Plan Period I #11 new107
28	North Miami Beach Station	Biscayne Blvd and NE 163rd Street	Construct Park-and-Ride facility with 100 surface parking spaces	\$1,584	N/A	Plan Period II #25 new122
N/A	Drop-off / Pick-up at Transitway Stations	All Transitway stops between SW 344th Street and Dadeland South Metrorail Station	Drop-off/Pick-up at all (30) Transitway Stations	\$7,918	\$792	Plan Period I #3 MDT226
N/A	US-1 (Transitway)	South Dade Transitway from SW 344th Street Park-and-Ride to Dadeland South Metrorail Station	Bus only grade separations at all intersections including and south of 98 St with at-grade stations	\$332,563	\$274	Plan Period I on Project screened via ETDM #14311
N/A	Signage Rebranding of Metrorail Stations and Garages	Metrorail Stations and Garages	Implement modernized and improved signage rebranding at 23 Metrorail stations and 5 Metrorail Garages. Update wayfinding system information to address the needs of locals and visitors using a variety of transportation modes.	\$10,558	TBD	Not in L RTP
Unfunded Capital Projects FY 2022 - FY 2031 TOTAL COST (\$000s)				\$1,511,639	\$4,944	

Figure 6-14: Unfunded Capital Projects FY 2022 - 2031





6.7. State of Good Repair Projects

Table 6-8 presents a list of State of Good Repair projects, including the IRP which is funded at a level of \$12.5 million per year. All other projects are fully funded.

Table 6-8: State of Good Repair Projects FY 2022 - 2031

Project Name	Project Description	2020 Capital Cost - (\$000s)	Project Number
IRP Project List			
IRP - Automated Fare Collection System (AFCS) Cloud Migration	Implement enhancement and regional expansions to the Automated Fare Collection System (AFCS) based on the existing Contract 8481-2/22-1. The contract includes an option to purchase additional equipment and service for expansions and modifications.	\$3,000	MDT: IRP263
IRP - Emergency Exit at William Lehman Center	Widening of current exit to facilitate in and out emergency vehicle traffic at Palmetto Yard.	\$680	MDT: CIP126
IRP - Fueling Terminal Modernization	Upgrade fueling terminal to IP Base.	\$250	MDT: IRP260
IRP - Metromover Vehicles HVAC Compliance Overhaul & Mover Building A/C Replacement	Mover vehicle air condition HVAC system and Mover Building A/C replacement in order to comply with EPA requirement as the use of Freon 22 will be banned by EPA by the year 2020.	\$2,143	MDT: IRP270
IRP - Metrorail Bathrooms	Repair and renovate public restrooms at the 30-year-old Metrorail stations.	\$1,865	MDT: IRP215
IRP - Data Closets Uninterruptible Power Supply (UPS) Replacement	Replace Data Closets Uninterruptible Power Supply (UPS).	\$323	MDT: OSP209
IRP - Purchase of 2 HY-Rail Crew cab Trucks	Purchase support vehicles for the Track and Guideway maintenance division.	\$190	MDT: IRP236
IRP - Purchase Rail Wheel Press Machine	Purchase of a new Railcar Wheel Press Machine needed to support the (136) rail cars the department is procuring to replace the existing railcar fleet.	\$981	MDT: IRP267
IRP - Railcar Cleaner Platform Replacement Project	Upgrade the existing Cleaning Platform located at the William Lehman Center. The existing wooden platform is in need of constant repair.	\$2,790	MDT: IRP234
IRP - Rail Public Address System Replacement	Replace existing Public Address System at all Metrorail Stations. The Scope of Work includes the replacement and upgrade of all electronic components in the Paging chain. The distribution wiring will also be upgraded.	\$2,592	MDT: IRP096
IRP - Replacement of Tactiles & Barriers at Metromover Stations	Provide detectable warning safety edge tiles and between-car barrier (BCB) system in compliance with the DOT ADA regulations. Each station features two 80 LF Platform Structures and require tiles and BCB on both sides of the platform. The scope includes labor, materials, tools, appliances, equipment and other means of construction for performing and completing the work.	\$440	MDT: IRP255
IRP - Traffic Signal Prioritization Expansion to Congestion Mgmt. Plan / Real-Time Connected Vehicles -	Recapitalization of the Metrobus on-board equipment that provides passengers with free Internet access and connectivity for business traffic such as Fare Collection, CCTV, and CAD/AVL data. This project replaces field equipment that has been in continuous operation in Metrobus vehicles for the last 7 years and expands the deployment of the entire fleet.	\$1,196	MDT: IRP265
IRP - Metrorail and Metromover UPS Rooms HVAC Installation	Install new HVAC systems to provide cooling capacity for all UPS rooms on Metrorail and Metromover.	\$1,682	MDT: CIP171
IRP - Replacement of Diamond Frogs at Culmer Crossover	Replacement of Diamond Frogs at the Culmer Metrorail Station.	\$900	MDT: IRP233
IRP - Hydraulic Mobil Column Bus Lifts (Additional)	Provide 24 sets of four hydraulic column lifts with 70' required communication cables and 60' power cords for DTPW Bus Maintenance.	\$1,118	MDT: IRP107
IRP - Upgrade Chiller Units at Lehman Center	Replace two existing Trane water cooler 110 ton, R-113 chiller units, 3 chilled water pumps and all related controls, piping, valves, wiring etc at the William Lehman Center Facility.	\$650	MDT: IRP171
IRP - Renovate Lehman Center 2nd Floor (Administration)	New office partitions , desks, chairs upgrade phone system etc.	\$850	MDT: IRP306
IRP - Emergency Back up Generators	Installation of electrical generators and transfer switches at Central Bus, NE and Coral Way.	\$440	MDT: IRP109
IRP - Rail EAMS Work Order Module	Infor EAMS software tool to implement Work Order module that will be integrated with the existing warehouse module.	\$700	MDT: OSP234
IRP - Metrorail Platform Cabling Replacement	Replacement, disposal and reinstallation of the infrastructure and cabling necessary to support the Emergency Transfer Switch, Emergency Telephone, End Gate Intrusion Alarm and Blue Light at 17 Metrorail Stations.	\$2,805	MDT: IRP276
IRP - Lehman Curve N41 Realignment	Correct Civil Design and alignment of Curve #41 in the Lehman Yard Maintenance facility. The work will involve the realignment of the existing track layout to a 300 foot radius. The curve is currently out of service and cannot be used until the curve geometry is corrected. The existing track bed and substrate will be modified to accept the new track layout. The third contact rail will also be aligned to match the 300 foot running rail radius. All power, control and communications cabling will also be modified to accommodate the new track and third-rail layout. The finished track bed will be tamped and concrete ties installed as required prior to laying the new running and third rails. The new track will be tested before being accepted to ensure that all control lines and traction power connections function per the intended design	\$1,649	MDT: IRP321
IRP - Bus Garage and Employees Parking Lot Light Fixtures Upgrade	Install light fixtures at Coral Way, Northeast and Central bus garages and employee parking lot	\$260	MDT: IRP329
IRP - Roadway Signs in the Vicinity of twenty-three (23) Metrorail Stations	The scope of work includes, but is not limited to, installation and/or replacement of directional/guide signs on roadways and highways in the vicinity of the twenty three (23) metrorail stations. DTPW is proceeding with preparation of plans to obtain permits and implement improvements. The first phase of the project involved conducting field assessments of the roads to determine the inventory of existing signs and proposed signs. This first phase has been completed.	\$2,225	MDT: CIP201



Table 6-8 (Continued): State of Good Repair Projects FY 2022 - 2031

Project Name	Project Description	2020 Capital Cost - (\$000s)	Project Number
IRP - BERT Route b Park & Ride at Tamiami Executive Airport	The proposed project is required to perform environmental analysis to construct a surface Park-and-Ride at the Tamiami Executive Airport. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route d Southwest Miami-Dade Express. The requested Budget is to complete the Planning/Environmental analysis of the project, develop concept plans and complete preliminary cost estimates in coordination with the Tamiami Executive Airport and the Kendall Parkway Project Team. Once these tasks are complete, the next steps towards construction will be leasing agreements and advancing the design. The requested amount is based on previous conceptual plan development efforts.	\$100	MDT: CIP230
IRP - BERT Route b Park & Ride at SW 288th Street (SMART BERT)	The proposed project is required to perform analyses to construct a surface Park-and-Ride in the vicinity of the intersection of the Turnpike and SW 288th Street. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route b South Miami-Dade Express. The BERT study team has identified a proposed location for the facility. The requested Budget is to complete the planning/environmental analysis of the project, develop concept plans and complete preliminary cost estimates. Once these tasks are completed, the next steps will be land acquisition and advancing the design. The requested amount is based on previous conceptual plan development efforts.	\$150	MDT: CIP231
IRP - BERT Route b Park & Ride at SW 152nd Street & Turnpike	The proposed project is required to perform environmental analysis to construct a surface Park-and-Ride with approximately 150 parking spaces, Kiss and Ride, Bicycle and Pedestrian facilities at the Turnpike and SW 152nd St. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route b South Miami-Dade Express. The requested Budget is to complete the Planning/Environmental analysis of the project. The requested amount is based on conceptual plans.	\$150	MDT: CIP232
IRP - BERT Route b Park & Ride at SW 211 Street	The proposed project is required to perform environmental analysis to construct a surface Park-and-Ride in the vicinity of the intersection of the Turnpike and SW 211th Street. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route b South-Miami Dade Express. The requested Budget is to complete the Planning/Environmental analysis of the project, develop concept plans and complete preliminary cost estimates. Once these tasks are completed, the next steps will be land acquisition and advancing the design. The requested amount is based on previous conceptual plan development efforts.	\$150	MDT: CIP233
Non-IRP projects			
Underfloor Rail Wheel Truing Machine	Purchase a new Tandem, Underfloor, Railcar Wheel Truing Machine, to support the new railcar procurement of up to 136 rail vehicles. These vehicles will replace the existing 136 railcar fleet. The railcars will be heavy rail married pairs, weighing approximately 83,000 lbs/vehicle, using 28 inch wheels and equipped with disc brakes.	\$20,269	P2000000993 S3001017
Escalators Replacement and Elevators Refurbishment	The escalators and elevators in the 21 Metrorail stations in the Department of Transportation and Public Works (DTPW) system require upgrade and/or replacement of this equipment over time, the DTPW has requested the services of a consultant to develop a design criteria package for use in future design-build procurements for the design, procurement and installation of this equipment and to develop cost estimates and schedules based on the budget	\$13,760	P673910 S3001039 TAMDT290
AC Unit Substations (Replace All Major Power Components)	Replace existing equipment in the AC unit substations that have been in service since Metrorail first commissioned.	\$15,000	P2000000185 S3001051
Green/Orange Lines and PYD Switch Switch Machine and Cable Replacement	Replace switch machines and cables at the William Lehman Yard and Mainline Area	\$12,320	P2000000104 S3001424
Metrorail and Metromover Train Control Replacement Project	Replace the existing Metrorail and Metromover relay based train control equipment with vital processor controllers or their equivalent. Project includes software and hardware modifications at Central Control to accommodate the new train control systems.	\$28,302	P2000000993 S3001343
Metrorail Train Wayside Communication Equipment Installation at Rail	TWC Equipment Installation at 21 Metrorail Stations, except MIC and Earlington Heights stations, to interface with the station signs and PA to display the train route information at the platform.	\$8,762	P674560 S3001037
Rail Vehicle Replacement	Rail vehicle replacement of 136 car fleet	\$385,813	TA0000022 P6733001 S68750
Bus Replacement	Bus vehicle replacement with CNG and electric vehicles. This project includes bus garage conversions and purchase of charging stations.	\$231,604	TA7 P673800 S3001046 CIP183
Compressed Natural Gas Buses	Purchase of CNG buses	\$152,650	P673800 S3001647 CIP202
Green Line Rail Component Replacement	The majority of Metrorail track infrastructure is near or exceeded its life cycle. This will replace 40 miles of track along with running rail and fasteners.	\$80,000	P6710900 S3001384 CIP 148
Parking Garage Overhaul, Metrorail Stations	Overhaul 6 parking garages from the original 1984 Metrorail construction: Okeechobee, Earlington Heights, Santa Clara, South Miami, Dadeland North, and Dadeland South. A general overhaul at the MLK rail station parking garage. Scope of work includes: metal doors, lighting, parking stops, irrigation, drainage, sump pumps, and plumbing.	\$16,000	P671560 S3000793
Metromover Wayside Overhaul	This project includes the overhaul and repair of all major wayside components.	\$132,964	P673910 S3001385



Table 6-8 (Continued): State of Good Repair Projects FY 2022 - 2031

Project Name	Project Description	2020 Capital Cost - (\$000s)	Project Number
Disaster Recovery Control Center	Upgrade of the Metrorail Control Center Facility (MCCF), which is currently co-located with Yard Tower Control at the Lehman Yard Facility. Project includes the installation of new workstations, consoles, HVAC, lighting, telephones, a security station, fire alarm detection, facilities monitoring, Traction Power and Train Control status displays, etc.	\$9,855	P674560 S3001342
Metrorail Escalators and Elevators Refurbishment	Refurbish and replace elevators and escalators at Metrorail stations. This project includes assessments, design, materials, procurement and construction.	\$68,166	P2000000104 S3001035
Tri-Rail Station Power Sub-station	Purchase new Traction Power Sub Station (TPSS), including all substation equipmnet to be located at the Metrorail Tri=Rail Station with related site and off-site work.	\$12,000	P2000000104 S3001382
Coverboard Replacement	Replace the coverboard.	\$15,613	P6710900 S3000918
Acoustical Barrier Replacement	Replace the concrete and metal acoustical barrier along Metrorail's guideway system.	\$82,697	P6710900 S3001335
Government Center Fire Systems	Replace the fire system at the Government Center.	\$3,932	P2000000104 S3001005
Private Branch Exchange Telephone System Upgrade to VOIP	Upgrade telephone system to VOIP.	\$4,042	P2000000434 S3001023
Fiber Optic Repair and Capacity Augmentation	Metrorail fiber optic repair and capacity augmentation.	\$7,500	P2000000434 S3001036
Metrorail and Metromover Electronic Real Time Signage	Metrorail and Metromover Electronic Real Time Signage	\$6,876	P2000000434 S3001025
Mainline Video Upgrade	Mainline video upgrade Phase 2	\$5,577	P2000000326 S3001904
Electric Vehicles	Purchase of electric buses and charging stations	\$35,650	P673800 S3001290 CIP147
Track Inspection Vechile/Train	Purchase a track inspection vehicle/train	\$7,500	P2000001308 S3002479
South Dade Area Bus Maintenance Facility	Construct a new South Dade Area Bus Maintenance Facility	\$56,214	P2000001321 S3002470
Replacement of Articulated Buses	Replacement of articulated buses	\$162,555	P673800 S3002474
IRP - Metromover Fire Panel Upgrade	Install new fire panels, sensors and control equipment at the Central Control Facility to monitor fire alarms from all Metromover stations. The new system will allow for Metromover Rail Traffic to monitor the status of all new fire, smoke and heat detectors. The new system will enhance the safety of Metromover patrons.	\$3,307	P673910 S3001387 CIP172
Mover Vehicle Mid Life Overhaul	Involves replacement or overhaul of vehicle subsystems, equipment and components for the reliable operation of the Mover fleet.	\$3,213	P673910 S3002476
IRP - Hybrid Electric Bus Battery Replacement	Battery Management replacement system in order to keep Hybrid buses in service.	\$4,390	P673800 S3002475 CIP192
Mover and Rail SCADA and Ethernet Switch Replacement	To replace all ethernet switches at all Metrorail & Metromover stations and at Metromover Maintenance Bldg & at Lehman Center Bldg.	\$2,989	P673910 S3002478
IRP - Bus Passenger Shelter Project	Bus Passenger Shelters (design, fabrication and installation of approx. 2,265 shelters throughout unincorporated Miami-Dade County).	\$12,586	P671560 S3002471 CIP174
Funded State of Good Repair Projects FY 2022 - FY 2031 TOTAL COST (\$000s)		\$1,632,386	

Figure 6-15: The newly opened Dolphin Park-and-Ride



CHAPTER 7

VISION PLAN: 2030 AND BEYOND





7. VISION PLAN: 2031 AND BEYOND

In addition to the ten-year plan laid out in Chapter 6, DTPW has developed a program for projects that can be implemented from the 11th year onward. This list consists of a combination of projects that are scheduled for the later years of the 2045 LRTP, as well as DTPW's forecasted long-term needs. Many of these adopted projects are identified as Priority 3 (2031 - 2035), Plan Period 4 (2036-2045), or unfunded projects, which are beyond the 10-year planning horizon of the FY 2022 - 2031 TDP. Additionally, through its budget process, DTPW has identified unfunded capital needs in the proposed FY22 budget, as listed in Appendix A8.

7.1. 2045 Long Range Transportation Plan - Priority Transit Projects

Table 7-1 and corresponding maps, Figures 7-1, 7-2, and 7-3 identify DTPW priority projects planned to take place beyond the ten-year threshold of the Implementation Plan presented in Chapter 6. These projects will require consideration by the Miami-Dade TPO for the purposes of amending the 2045 LRTP to promote these projects to Plan Period 1 or 2 time frame.

Table 7-1: 2031 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description	Cost - (in \$000s)	2045 LRTP Plan Period and TPO Project Numbers
				Capital Cost	
1	Direct Ramps to Palmetto Intermodal Terminal from Palmetto Express Lanes	Palmetto Metrorail Station	Provide greater connectivity and reduce transit travel time.	\$52,260	Unfunded
2	Direct Ramps between the South Dade Transitway and SR 826 (Palmetto) Express Lanes	South Miami-Dade Transitway and SR 826 / Palmetto Expwy	Construct ramps connecting the South Miami-Dade Transitway and SR 826 (Palmetto) Express Lanes	\$53,316	Unfunded DT4326391 new212
3	Direct Ramps between SR 878 (Snapper Creek Expressway) and Dadeland North Metrorail Station	SR 878 (Snapper Creek Expressway) and Dadeland North Metrorail Station	Construct ramps connecting SR 878 (Snapper Creek Expressway) to Dadeland North Metrorail Station	\$47,509	Not in LRTP
4	NW 7th Ave Enhanced Bus	NW 7th Avenue from Downtown Miami to Golden Glades Multimodal Transportation Facility (GGMTF)	Premium limited-stop transit service along NW 7th Ave between Downtown Miami and the Golden Glades Interchange park-and-ride facility. Will replace route 77 and MAX route 277. Service headways: 10 minutes during the AM/PM peak/20 minutes during mid-day. This route will provide a premium transit connection to the NW 7th Ave Transit Village located at NW 7th Ave and NW 62nd St.	\$39,116	Unfunded
5	Government Center Station (Downtown Miami Development of Regional Impact - Increment III)	101 NW 1st St	Preserve existing transit facilities and equipment. Improve service reliability, safety, quality, convenience, and comfort.	\$14,880	Unfunded
6	Historic Overtown/Lyric Theatre (Downtown Development of Regional Impact - Increment III)	100 NW 6th St	Expand capacity, support connectivity. Preserve existing transit facilities and equipment. Improve service reliability, safety, quality, convenience, and comfort.	\$5,655	Unfunded
7	Collins Avenue Enhanced Bus	Miami Beach Convention Center at 17 St & Washington Ave to Aventura Terminal	Improve the speed, reliability, identify, comfort and convenience of transit.	\$57,233	Unfunded
8	SW 137th Ave Enhanced Bus Service	Tamiami Station to Caribbean Blvd / US-1	Improve the speed, reliability, identify, comfort and convenience of transit.	\$67,114	Unfunded



Table 7-1 (Continued): 2031 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description	Cost - (in \$000s)	2045 LRTP Plan Period and TPO Project Numbers
				Capital Cost	
9	MDC Sharks Central Station - SMART Terminal	Miami Dade College Kendall Campus - 11011 SW 104th St (Killian Pkwy)	Construct Transit Terminal with four (4) bus bays	\$1,974	Unfunded
10	Dolphin Mall-Dolphin Station Connector Road	Dolphin Mall - Dolphin Station (HEFT/SR 836/NW 12th St)	New cut and cover roadway to connect the Dolphin Mall to Dolphin Station	\$10,558	Unfunded
11	Park-and-Ride/Transit Terminal at Gratigny Pkwy/NW 119 St/NW 27 Ave (Sharks North)	Gratigny Pkwy / NW 119 St / NW 27 Ave	Construct park-and-ride facility with 100 surface parking spaces	\$15,256	Unfunded
12	NW 7th St Enhanced Bus	Dolphin Station to Government Center	Premium limited-stop transit service along NW 7th St from the proposed park-and-ride/ transit center station at Dolphin Station (HEFT at NW 12th St) to Government Center. Service headways: 10 minutes AM/PM peak-hour/20 minutes mid-day.	\$62,173	Unfunded
13	SW 8th St Enhanced Bus	FIU Panther Station to Brickell Metrorail Station	Premium limited-stop transit service along SW 8th St from FIU Panther Station to the Brickell Metrorail Station. Service headways: 10 minutes AM/PM peak/20 minutes mid-day.	\$71,026	Unfunded
14	Little River park-and-ride	US 1 (Biscayne Blvd/SR 5) & NE 79th St (SR 934)	Lease 100 parking spaces	\$6,727	Unfunded
15	Civic Center Transit Terminal	Civic Center Metrorail Station (NW 15th St and NW 12th Ave)	Construct transit terminal to increase bus terminal capacity and improve bus circulation	\$57,233	Unfunded
16	South Dade Transitway Extension to Dadeland North	Transitway between Dadeland South and Dadeland North Metrorail Station	Extend Transitway from Dadeland South to Dadeland North Metrorail Station	\$11,085	Unfunded
17	SMART - Kendall Corridor (North)	From SW 88th Street to SW 8th Street along SR-821 (HEFT)	New Metrorail service linking Kendall BRT to the East-West Corridor along HEFT	\$1,127,495	Unfunded
18	Douglas Road (SR/NW 37 St) LRT	Douglas Road Metrorail / US-1 to MIC at MIA	Improve regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.	\$504,651	Unfunded
19	SMART - Kendall Corridor (South)	From US-1 / SW 200th Street to SW 88th Street along SR-821 (HEFT)	Metrorail Turnpike Extension Phase 2	\$1,595,511	Unfunded
20	72nd Ave / 67th Ave Enhanced Bus	Dadeland North Metrorail Station to Miami Lakes Terminal NW 154th St & SR-826	Convert local route 73 to enhanced bus service	\$71,644	Unfunded
21	NW 37th Ave Enhanced Bus (North)	MIC at MIA to Unity Station (NW 215th St / NW 27th Ave)	Implement limited stop enhanced bus service	\$59,703	Unfunded
22	SW 40 St Enhanced Bus	SW 8th St (Tamiami Trail/SR 90/US 41) to Douglas Metrorail Station	Convert Route 40 to Enhanced Bus	\$95,113	Unfunded
23	Miller Drive (SW 56 St) Enhanced Bus	SW 147th Ave & SW 8th St (Tamiami Station) to University Metrorail Station	Implement limited stop enhanced bus service	\$98,201	Unfunded
24	Sunset Drive (SW 72 St) Enhanced Bus	SW 162nd Ave & SW 88th St (West Kendall Transit Terminal) to South Miami Metrorail	Implement limited stop enhanced bus service	\$71,644	Unfunded



Table 7-1 (Continued): 2031 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description	Cost - (in \$000s)	2045 LRTP Plan Period and TPO Project Numbers
				Capital Cost	
25	22nd Ave Enhanced Bus	Coconut Grove Metrorail to Golden Glades Interchange	Implement limited stop enhanced bus service	\$56,409	Unfunded
26	SW 127th Ave Express	Tamiami Executive Airport to Dolphin Station at NW 12 St/SR 821 (HEFT)	Provide a regional connection and serve new markets. Improve the speed, reliability, image, comfort, and convenience of transit. Attract choice riders.	\$2,162	Unfunded
27	NW 183 St Enhanced Bus	Miami Gardens/I-75 (SR 93) Interchange to Aventura Terminal	Implement limited stop enhanced bus service	\$59,703	Unfunded
28	Okeechobee Enhanced Bus	SR-821 (HEFT) to MIC at MIA	Implement limited stop enhanced bus service	\$69,173	Unfunded
29	NW 199th/203rd St Enhanced Bus	Unity Station to Aventura Terminal	Convert local route 99 to Enhanced Bus	\$31,293	Unfunded
30	2nd Ave Enhanced Bus	Miami Beach Convention Center to Aventura Terminal	Implement limited stop enhanced bus service	\$109,318	Unfunded
31	17th Ave Enhanced Bus	Vizcaya Metrorail Station to Golden Glades Interchange	Implement limited stop enhanced bus service	\$88,937	Unfunded
32	Coral Way Enhanced Bus	SW 147th Ave & SW 8 St (Tamiami Trail/SR 90/US 41) to Brickell Metrorail Station	Implement limited stop enhanced bus service	\$95,731	Unfunded
33	NW 62nd St Enhanced Bus	Okeechobee Metrorail Station to Biscayne Blvd	Implement limited stop enhanced bus service	\$31,704	Unfunded
34	NW 103rd St Enhanced Bus	Okeechobee Terminal to US-1/ NE 79th St (Little River Park-and-Ride)	Implement limited stop enhanced bus service	\$60,526	Unfunded
35	South Miami Dade Corridor/US-1 (Transitway)	South Dade Transitway from SW 344th Street Park-and-Ride to Dadeland South Metrorail Station	Extend Metrorail	\$1,208,841	Unfunded
36	87th Ave Enhanced Bus	Palmetto Intermodal Terminal to Transitway at SW 136th St	Convert local route 87 to Enhanced Bus	\$59,291	Unfunded
37	Kendall/SR-874 Station	Kendall Drive and SR-874	Construct Park-and-Ride facility with 100 surface parking spaces	\$15,836	Plan Period IV #37
38	Tropical Station	SW 40th Street at SR-826 (Palmetto Expressway)	Upgrade Park-and-Ride facility with 100 surface parking spaces and 4 bus bays	\$3,590	Unfunded
39	Metrorail / Tri-Rail Bus Hub Improvements	Tri-Rail/Metrorail Transfer Station	Enhance regional connectivity. Develop multimodal transit hub with convenient access to jobs, housing and goods & services. Improve quality, safety, convenience, comfort & accessibility. Serve new markets and increase system integration.	\$2,112	Unfunded
40	NW 7th Street Connection Across HEFT	NW 118 Ave to NW 114 Ave	Provide greater connectivity and reduce travel time.	\$11,613	Unfunded
41	Beach Corridor Transit Oriented Development (TOD) Project	Miami Beach Convention Center to Midtown Miami at or near NE 41st St and NE 2nd Ave.	DTPW will conduct a comprehensive planning effort that will inform transit and land use planning in the Beach Corridor.	\$0	



Table 7-1 (Continued): 2031 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description	Cost - (in \$000s)	2045 LRTP Plan Period and TPO Project Numbers
				Capital Cost	
42	Dadeland South Intermodal Station	Dadeland South Metrorail Station	Construction of direct ramps to and from an elevated Bus Rapid Transit (BRT) platform at the Dadeland South Metrorail station platform level to provide seamless transfer between the TransitWay BRT service and the Metrorail service. This project will also include improvements and refurbishment to the existing Metrorail station to enhance passenger amenities and experience. Expand existing 1,254 space overcapacity park-and-ride facility. Construct a new 1,000 space parking garage with ground-floor retail and office space.	\$53,328	Plan Period I #33 MDT189
43	Okeechobee Terminal	Turnpike (HEFT) & Okeechobee Rd	Support new express bus services. Improve access and convenience. Reduce traffic congestion and promote conservation of environment and energy. Serve new markets.	\$1,647	Unfunded
44	Kendall/SR-826 Station	SW 88 St (Kendall Drive) and SR-826 (Palmetto Expy)	Construct Park-and-Ride facility with 100 surface parking spaces	\$21,115	Unfunded
N/A	Bicycle and Pedestrian Improvements at all Transitway Stations	Transitway Stations	Improve Pedestrian and Bicycle connections to the Transitway stations	N/A	Not in LRTP
45	Miami Executive Airport Park-and-Ride SMART Terminal	Miami Executive Airport Vicinity	MDX to construct a park-and-ride facility with 75 surface parking spaces and 4 bus bays to serve the SW Miami Dade Express (Route D) and other local routes	N/A	Plan Period IV #39
46	Intermodal Terminal at SW 88th St / HEFT	SW 88th St (Kendall Drive) at SR 821 (HEFT)	Lease 100 surface parking spaces for park-and-ride/transit center	\$542	Plan Period IV #35 MDT 160
47	Brickell Metrorail Station (Downtown Miami Development of Regional Impact - Increment III)	1001 SW 1st Ave	The Brickell Station serves as an intermodal station that provides passenger connections with the local circulator (City of Miami Trolley), local fixed route service (Metrobus), regional bus service (BCT I-595 Express) as well as Metromover and Metrorail. The station area is a linear site that spans between SW 8th St and SW 13th St. The primary goal of the Brickell Metrorail/Metromover Station improvements is to enhance passenger and pedestrian access. The recommended implementation plan includes additional bus passenger pick-up/drop areas, additional shuttle pick-up/drop off capacity, a new designated kiss-n-ride area, upgrade pedestrian connections and improve passenger convenience through way finding, upgrade/ADA compliant sidewalks, continuous passenger canopies, and additional bike storage	\$4,117	Not in LRTP
48	SW 11th St	Brickell Plaza to SW 1st Ave	Bicycle/pedestrian improvements	\$4,309	Not in LRTP NW00147
49	252 Coral Reef Express	SW 152 St (Coral Reef Dr) to Dadeland South Metrorail Station	Implement express bus service from Country Walk, SW 152 Street/Coral Reef Drive to Dadeland South Metrorail Station.	\$3,892	Unfunded
50	Water Borne Transit Service	Biscayne Bay	Implement two Water Transit Routes - 1. North/South Route - Express route from Haulover Marina (North) to Sea Isle Marina (South) Downtown. 2. East/West Route - Express route from Miami Beach Marina (East) to FEC Inlet/Bay Front Park Trust Dock (West).	\$10,558	Unfunded

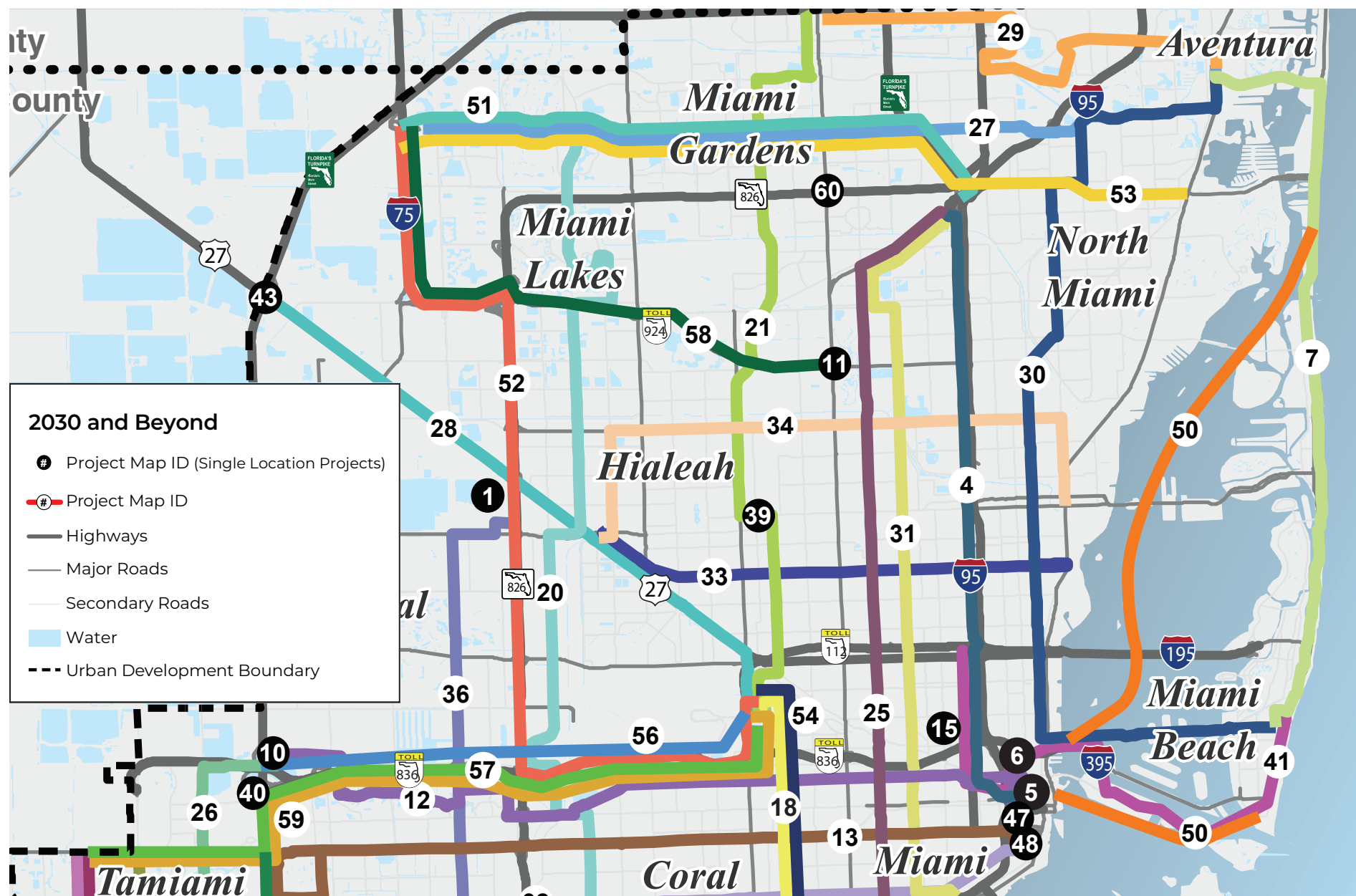


Table 7-1 (Continued): 2031 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description	Cost - (in \$000s)	2045 LRTP Plan Period and TPO Project Numbers
				Capital Cost	
51	North Miami Dade Express	Golden Glades Multimodal Terminal (GGMTF) and I-75 (SR 93) at Miami Gardens Station	Implement Bus Express Rapid Transit service	\$4,223	Unfunded
52	Miami Gardens - MIC Express	Miami Gardens Station (Miami Gardens Mall) to MIC at MIA	Implement express bus service from Miami Gardens Station to MIC. The project will include the addition of four (4) new articulated buses	\$2,217	Unfunded
53	Florida's Turnpike Express (NE)	Miami Gardens Dr (SR 860/NW 186 St) Park-and-Ride to US 1 NE Transit Hub	Express bus service to serve new markets	TBD	Unfunded
54	Douglas Road Premium Transit	MIC to Douglas Metrorail	Bus Rapid Transit along NW/SW 37th Ave connecting the MIC and the Douglas Metrorail Station, linking employment centers at MIA and Coral Gables. Incremental Improvement on PTP Corridor	\$15,836	Not in LRTP MDT 151
55	Coral Reef Zonal Express	Dadeland North Metrorail Station to Zoo Miami Station	South Corridor Zonal Express	\$19,004	Not in LRTP MDT 170
56	Dolphin Tri-Rail Extension	MIC to Dolphin Mall Area	Implement new passenger rail service on SFRC/CSX tracks along SR 836/East-West Corridor	\$147,806	Not in LRTP
57	East-West Corridor BRT with dedicated lanes along SW 8th St	SW 8th St (Tamiami)/SW 147th Ave to MIC	Implement bus rapid transit with dedicated lanes along SW 8th St from SW 147th Ave to the Miami Intermodal Center (MIC) via SR 826 (Palmetto Expressway) and SR 836 (Dolphin Expressway)	\$147,806	Not in LRTP MDT 175
58	I-75/Gratigny Express Bus	I-75 at Miami Gardens Drive Park-and-Ride (Miami Gardens Stations) to Sharks North Station	Implement express bus service on express lanes - includes addition of nine (9) articulated buses	\$1,710	Not in LRTP MDT 153
59	East-West Metrorail	SW 147th Ave / SW 8th St to MIC at MIA	Convert BRT to Heavy Rail	\$1,877,134	Not in LRTP MDT 175U
60	NW 27th Ave/SR-826 Station	NW 27th Ave and SR-826	Construct Park-and-Ride facility with 100 surface parking spaces	\$1,584	Not in LRTP
N/A	Route L (112)	Hialeah Metrorail to Miami Beach Convention Center	Replace existing 17 standard size buses with 21 articulated buses (includes 4 spares). This project will include 21 new articulated buses and the removal of 17 buses from service	\$21,062	Not in LRTP
N/A	Transitway BRT with grade separated intersections	Florida City / SW 344th St to Dadeland North	Bus-only grade separations at all intersections including and south of SW 98th St	\$332,563	TA4179173 TA4179174 TA4179175 MDT 164
N/A	Systemwide Off-Street Bus Stop Enhancements	Systemwide	Enhance all off-street bus stops (i.e., malls, parks, libraries, hospitals, etc..) to include new shelters and passenger amenities.	\$2,639	Unfunded
2031 and Beyond Transit Vision Plan TOTAL COST (\$000s)				\$8,776,407	

Figure 7-1: 2031 and Beyond Transit Vision Plan









8. TRANSIT FINANCIAL PLAN

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

8.1. Operating Expenses and Revenues

DTPW is the largest transit operator in the State of Florida and the 21st largest transit provider in the U.S. based on unlinked passenger trips, per the 2020 Public Transportation Fact Book published by the American Public Transportation Association (APTA). DTPW's size is reflected in the agency's direct operating budget, which is projected at approximately \$363 million in FY 2021. The primary components of the direct operating expenses are shown in Table 8-1.

Wages and benefits make up 62% of DTPW's total operating expenses. This includes salaries and overtime, benefits, health and dental, retirement, and worker's compensation. Contractual services comprise another 9% of the operating budget.

In addition to these direct expenses, DTPW will support approximately \$89 million of other operating expenses in FY 2021. These other expenses are detailed in the subsequent tables of this chapter.

In total, DTPW is projected to spend \$544 million in FY 2021 for the ongoing operation and maintenance of the transit system and the support of DTPW's other local and regional responsibilities.

Table 8-1: DTPW Projected Transit FY 2021 Direct Operating Expenses (\$000s)

		Projected Amount FY21 (\$000s)
Transit Operating Expenses	Salary	\$197,722
	Collective Bargaining Agreements	\$2,547
	Overtime	\$40,575
	Fringe Benefits	\$22,765
	Group Health and Dental Plan	\$39,935
	Retirement	\$20,466
	Workers Compensation	\$11,686
	Court Costs	\$7
	Contractual Services	\$50,521
	STS Services 60220/250	\$51,656
	Charges for County Services	\$16,117
	Other Operating Expenses	\$88,903
	Capital	\$816
	Subtotal	\$543,716
Transit Reimbursements	Federal Reimbursements	-\$78,001
	Additional Federal Grant Reimbursement - Cares Act	-\$48,910
	State Grant Reimbursements	-\$22,308
	Capital Fund Reimbursements	-\$8,747
	CILogIT Reimbursements (Local Gas Tax)	-\$20,261
	STS/JARC Reimbursements	-\$9,642
	Subtotal	-\$187,869
Transit Operating Adjustments	Payment for SFRTA	\$4,235
	Transfer for Non-PTP Debt Service Expenses*	\$821
	Transfer to SMART Plan	\$2,146
	Subtotal	\$7,202
Total Transit Operating Fund Expenses		\$ 363,049

Source: PTP and Transit Pro-Forma FY 2020-2021 (November 2020)

**Table 8-2: Projected FY 21 Transit Operating Revenues**

Transit Proprietary Revenue	Transit Proprietary Revenue	Projected Amount FY 21 (\$000s)
	Beginning Fund Balance (Carryover in Operating Fund)	\$7,226
	Bus, Rail, STS, & Farebox	\$82,586
	Other Revenues	\$17,121
	Operating Total	\$106,933
State Grant Revenue	State Grant Revenue	
	Transportation Disadvantage Program	\$7,618
	State Total	\$7,618
Local Revenue	Local Revenue	
	Miami Dade General Fund MOE (3.5%)	\$214,928
	Planned Additional General Fund Support	\$0
	PTP Surtax	\$35,152
	Local Total	\$250,080
Total Revenue		\$364,631

Source: Transit Pro-Forma FY 2020-2021 (November 2020)

Table 8-3: DTPW Operating Transit Revenue Growth Assumptions FY 2022 - FY 2031

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

Source: Transit Pro-Forma FY 2020-2021 (November 2020)

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

** General Fund is projected to fluctuate between 2021 and 2023 and increase 3.5% annually thereafter.

*** Fare Revenue is projected to increase 0.5% annually through 2026 and fluctuate thereafter.

**** CILOGT reimbursement is projected to increase 1.5% annually through 2022, decrease to 0.6% in 2024, and have zero growth thereafter.

DTPW's transit operations are supported by a range of federal, state, local, and directly generated revenue streams. Table 8-2 shows the projected operating revenue for FY 2021, which total over \$364 million from the following categories:

- Fare Revenues: DTPW typically recovers around 15% of its annual operating expenses from transit fare revenue. Fares were suspended from March 22, 2020 to June 1, 2021, as a safety measure during the COVID-19 global pandemic. Revenue impacts from this suspension are reflected in Table 8-2.
- Other Operating Revenues: This revenue is generated primarily by advertising fees.
- Transportation Disadvantaged (TD) program: This program provides funding to assist TD populations, which include individuals with physical or mental disabilities, those with low income, or older adults unable to transport themselves or use fixed-route services.
- County General Funds: Miami-Dade County supplies DTPW with funding each year from its general fund.
- People's Transportation Plan (PTP) Surtax: The PTP provides sales tax revenue to support public transit and roadway infrastructure improvements.

8.1.1. Projected Operating Revenues

Revenue projections are developed based on the historical trends, the current state of the economy, and any anticipated policy or programmatic changes. In addition, revenue impacts from the unprecedented global COVID-19 pandemic must be considered. Overall, transit operating revenues are projected to increase an average of 3.4% per year between FYs 2022-2031. The critical funding growth assumptions that drive the Pro Forma financial projections are outlined in Table 8-3, highlights of which include:

- Fare revenue is projected to increase by 7.3% from FY 2021 to FY 2022, reflecting ridership recovery to pre-pandemic levels. Projections for the ten-year TDP planning period reflect this ridership stabilization and fare revenue is assumed to increase by 0.5% per year starting in FY 2022.
- Additional general fund revenue is anticipated for FYs 2022-2024.
- Regular programmed fare increases: A \$0.25 increase in the base fare (from its current level of \$2.25 to \$2.50) is assumed in FY 2021, with an additional \$0.25 increase assumed in FY 2026. These increases have the effect of increasing the overall revenue growth rate in those years. These programmed fare increases which occur every six (6) years are determined by policies approved by the Miami-Dade County Board of County Commissioners that authorizes DTPW to implement regular fare increases to keep pace with inflation.



8.1.2. Summary of Operating Budget

DTPW's transit operating expenses for the ten-year period of FYs 2022-2031 is summarized in Table 8-4, while the transit operating revenue for this same period is summarized in Table 8-5. The operating budget is producing a surplus as the projected operating expenses are slightly less than the forecasted revenues from various sources. DTPW balances its operating budget by adhering to a combination of strategies aimed at producing cost efficiencies: avoidance of any major service expansion and aggressive use of available local funding sources (LOGT and general funds).

This operating budget is based upon the budgetary assumptions that were applied within the FY 2021 Pro Forma. These budgetary assumptions are influenced by a number of factors that could impact actual revenue generation over the course of the ten-year period, thus resulting in a different budgetary outcome than presented in this TDP.

Table 8-4: DTPW Operating Transit Expenses FY 2022 - FY 2031 (\$000s)

Transit Operating Expenses	FY 2020-2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027-2028	FY 2028-2029	FY 2029-2030	FY 2030-2031
Direct Operating Expenses											
Total Transit Operating and Maintenance Expenses	\$543,716	\$561,037	\$578,938	\$597,533	\$616,486	\$632,658	\$649,353	\$666,594	\$684,414	\$702,836	\$723,845
Transit Operating Adjustments											
SFRTA Contribution	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235
Transfer for Non-PTP Debt Service Expenses	\$821	\$821	\$821	\$821	\$803	\$784	\$784	\$784	\$784	\$784	\$1,313
Transfer to SMART Plan Reserve	\$2,146	\$721	\$721	\$904	\$11,418	\$2,024	\$2,246	\$2,309	\$2,370	\$2,411	\$2,475
Transit Reimbursements											
Federal Reimbursements	-\$78,001	-\$80,029	-\$82,030	-\$84,081	-\$86,015	-\$87,993	-\$90,017	-\$92,087	-\$94,205	-\$96,372	-\$99,263
Add'l Federal Reimbursement - CARES Act	-\$48,910	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant Reimbursements	-\$22,308	-\$22,531	-\$22,756	-\$22,984	-\$23,214	-\$23,446	-\$23,680	-\$23,917	-\$24,156	-\$24,398	-\$24,642
Capital Fund Reimbursements	-\$8,747	-\$8,747	-\$8,747	-\$8,747	-\$8,747	-\$8,747	-\$8,747	-\$8,747	-\$8,747	-\$8,747	-\$8,747
CILOGT Reimbursements	-\$20,261	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907
STS/JARC Reimbursements	-\$9,642	-\$9,642	-\$9,642	-\$9,642	-\$9,642	-\$9,642	-\$9,642	-\$9,642	-\$9,642	-\$9,642	-\$9,642
Total Expenses	\$363,049	\$425,958	\$441,633	\$458,132	\$485,417	\$489,966	\$504,625	\$519,622	\$535,146	\$551,200	\$569,667

Source: Transit Pro-Forma FY 2020-2021 (November 2020)

**Table 8-5: DTPW Operating Transit Revenues FY 2022 - FY 2031 (\$000s)**

Transit Proprietary Revenues	FY 2020-2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027-2028	FY 2028-2029	FY 2029-2030	FY 2030-2031
Beginning Fund Balance (Carryover in Operating Fund)	\$7,226	\$1,582	\$0	\$0	\$4,297	\$4,448	\$3,709	\$2,029	\$4,799	\$6,321	\$6,535
Transit Proprietary Fund											
Bus, Rail, STS, & Farebox	\$82,586	\$88,655	\$89,098	\$89,543	\$89,991	\$90,441	\$90,893	\$96,776	\$97,018	\$97,261	\$97,504
Planned Additional General Fund Support	\$0	\$73,834	\$21,087	\$8,697	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Revenues	\$17,121	\$17,842	\$17,842	\$18,025	\$28,539	\$19,145	\$19,367	\$19,430	\$19,491	\$19,532	\$19,596
State Grant Revenue											
Transportation Disadvantage Program	\$7,618	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952
Local Revenue											
Miami Dade General Fund MOE (3.5%)	\$214,928	\$222,450	\$306,654	\$339,212	\$360,086	\$372,689	\$385,733	\$399,234	\$413,207	\$427,669	\$442,637
PTP Surtax	\$35,152	\$14,643	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Transit Revenues	\$364,631	\$425,958	\$441,633	\$462,429	\$489,865	\$493,675	\$506,654	\$524,421	\$541,467	\$557,735	\$573,224
Total Operating Fund Expenses	\$363,049	\$425,958	\$441,633	\$458,132	\$485,417	\$489,966	\$504,625	\$519,622	\$535,146	\$551,200	\$569,667
Operational Funding Surplus (Deficit)	\$1,582	\$0	\$0	\$4,297	\$4,448	\$3,709	\$2,029	\$4,799	\$6,321	\$6,535	\$3,557

Source: Transit Pro-Forma FY 2020-2021 (November 2020)

8.2. Transit Capital Expenditures and Funding Sources

This section provides an overview of expenditures and funding sources for DTPW's Capital Project initiatives, with a horizon year of FY 2030-2031.

8.2.1. Planned Capital Expenditures

DTPW's planned capital expenses for the next ten years are summarized in Table 8-6, which include project to improve the quality of service and longevity of the existing MDT system. Capital expenses in the first five years are forecasted by fiscal year, while the second five years are aggregated into a future category. Large capital projects or ongoing projects during this period (e.g., Metrorail Stations and Systems Improvements), may be funded by a combination of debt proceeds and cash. Five projects have funding allocated in the outside five years of the ten-year period: Bus Related Projects, Federally-Funded Projects, Infrastructure Renewal Plan, Metrorail Track and Guideway Projects, and Metrorail Vehicle Replacement.



Table 8-6: DTPW Capital Transit Expenses FY 2022 - FY 2031 (\$000s)

Project	Previous		FY 21-22		FY 22-23		FY 23-24		FY 24-25		FY 25-26		Future		Total			
	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	FDOT	Other	Total
Aventura Station	\$59,096	\$0	\$17,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,496	\$0	\$0	\$76,496
Beach Express South	\$1,330	\$178	\$4,046	\$0	\$4,046	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,422	\$178	\$0	\$9,600
Bus and Bus Facilities	\$12,128	\$5,472	\$7,995	\$0	\$6,549	\$0	\$1,914	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,586	\$0	\$5,472	\$34,058
Bus Enhancements	\$29,478	\$35,876	\$6,652	\$2,712	\$3,733	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,863	\$23,773	\$14,765	\$78,401
Bus Related Projects	\$96,752	\$416,370	\$18,272	\$65,648	\$526	\$757	\$200	\$775	\$0	\$795	\$0	\$815	\$0	\$0	\$115,750	\$28,268	\$456,892	\$600,910
Bus Tracker and Automatic Vehicle Locating System Upgrade (CAD/AVL)	\$18,646	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,646	\$0	\$0	\$18,646
Dadeland South Intermodal Station	\$1,465	\$365	\$24,252	\$0	\$23,436	\$0	\$994	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,147	\$0	\$365	\$50,512
Fare Collection Equipment	\$81,905	\$903	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,905	\$0	\$903	\$82,808
Federally-Funded Projects	\$862	\$212,417	\$0	\$107,506	\$0	\$110,121	\$0	\$112,797	\$0	\$116,748	\$0	\$118,408	\$0	\$1,000	\$862	\$3,500	\$775,497	\$779,859
Golden Glades Bike and Pedestrian Connector	\$4,841	\$1,418	\$9,646	\$5,213	\$1,586	\$1,585	\$1,189	\$1,190	\$396	\$396	\$0	\$0	\$0	\$0	\$17,657	\$9,802	\$0	\$27,460
Infrastructure Renewal Plan (IRP)	\$25,000	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$100,000	\$0	\$0	\$100,000
Lehman Yard - Misc. Improvements	\$85,948	\$2,670	\$85	\$0	\$155	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,188	\$2,670	\$0	\$88,858
Metromover Improvement Projects	\$49,924	\$14,104	\$22,825	\$7,002	\$18,299	\$7,002	\$17,522	\$7,002	\$11,178	\$5,791	\$0	\$0	\$0	\$0	\$119,748	\$0	\$40,901	\$160,649
Metrorail Stations and Systems Improvements	\$63,770	\$5,983	\$28,885	\$1,351	\$35,888	\$0	\$34,336	\$596	\$32,581	\$0	\$0	\$0	\$0	\$0	\$195,460	\$3,764	\$4,166	\$203,390
Metrorail Track and Guideway Projects	\$117,586	\$0	\$36,356	\$0	\$8,500	\$0	\$8,025	\$0	\$6,500	\$0	\$6,500	\$0	\$33,197	\$0	\$216,664	\$0	\$0	\$216,664
Metrorail Vehicle Replacement	\$371,274	\$1,036	\$2,170	\$0	\$1,596	\$0	\$795	\$0	\$8,942	\$0	\$0	\$0	\$0	\$0	\$384,777	\$0	\$1,036	\$385,813
Metrorail and Metromover Projects	\$9,750	\$4,917	\$5,250	\$556	\$0	\$570	\$0	\$585	\$0	\$599	\$0	\$614	\$0	\$0	\$15,000	\$0	\$7,841	\$22,841
New South Dade Maintenance Facility	\$12,096	\$0	\$3,609	\$0	\$22,007	\$0	\$18,502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,214	\$0	\$0	\$56,214
Palmetto Intermodal Terminal	\$9,465	\$9,465	\$820	\$820	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,285	\$10,285	\$0	\$20,570
Park and Ride Transit Projects	\$21,277	\$13,151	\$7,307	\$263	\$5,330	\$580	\$3,069	\$626	\$25	\$0	\$0	\$0	\$0	\$0	\$37,008	\$8,309	\$6,311	\$51,628
Park and Ride Transitway at SW 168th St	\$30,997	\$9,500	\$20,961	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,958	\$0	\$9,500	\$61,458
South Dade Transitway Corridor	\$44,627	\$104,696	\$38,506	\$76,365	\$10,249	\$29,017	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,382	\$100,000	\$110,078	\$303,460
Strategic Miami Area Rapid Transit Plan (SMART) Phase 1	\$30,384	\$8,318	\$6,979	\$1,275	\$1,289	\$1,120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,652	\$5,000	\$5,713	\$49,365
The Underline	\$0	\$54,971	\$0	\$16,227	\$0	\$26,920	\$0	\$23,459	\$0	\$23,941	\$0	\$3,801	\$0	\$0	\$0	\$15,536	\$133,783	\$149,319
Transit Signage and Communication Projects	\$15,770	\$6,246	\$940	\$1,444	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,710	\$0	\$7,690	\$24,400
SUBTOTAL	\$1,194,371	\$908,006	\$275,456	\$286,382	\$155,689	\$177,672	\$99,046	\$147,030	\$72,122	\$148,270	\$19,000	\$123,638	\$45,697	\$1,000	\$1,861,381	\$211,085	\$1,580,913	\$3,653,379
TOTAL	\$2,102,377		\$561,838		\$333,361		\$246,076		\$220,392		\$142,638		\$46,697					

Source: DTPW FY 2020-2021 Adopted Budget and Multi-Year Capital Plan, Transportation and Public Works.



8.2.2. Summary of Capital Plan

The DTPW's ten-year capital plan revenue sources are listed in Table 8-7. "Cash" revenue sources in the first five years are forecasted by fiscal year, while the second five years are aggregated into a future category. All projected capital expenditures could be funded with either PTP surtax debt proceeds, or on a pay-as-you-go basis, depending on the availability of funds. This capital budget is achieved by aggressive borrowing against the PTP surtax, ultimately requiring the inclusion of additional LOGT and general funds in DTPW's budget, to guarantee debt coverage.

Table 8-7: Projected "Cash" Revenue Sources for Transit Capital Projects FY 2022 - FY 2031 (\$000s)

Projects	PRIOR	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FUTURE	TOTAL
Revenue BBC GOB Financing	\$99,518	\$3,499	\$1,500	\$1,307	\$0	\$0	\$0	\$105,824
CILOGIT	\$45,219	\$19,907	\$20,206	\$20,509	\$20,817	\$21,129	\$0	\$147,787
Charter County Transit System Surtax	\$52,781	\$500	\$500	\$500	\$500	\$0	\$0	\$54,781
City of Coral Gables Park & Mobility Impact Fees	\$0	\$0	\$2,421	\$2,421	\$2,421	\$0	\$0	\$7,263
City of Miami Park Impact Fees	\$5,473	\$1,169	\$4,302	\$2,530	\$2,530	\$0	\$0	\$16,004
Developer Contribution	\$2,123	\$0	\$0	\$0	\$0	\$0	\$0	\$2,123
Developer Fees/Donation	\$0	\$2,250	\$0	\$0	\$0	\$0	\$0	\$2,250
FDOT Funds	\$179,284	\$69,496	\$22,973	\$8,150	\$7,394	\$4,921	\$500	\$292,718
FDOT-County Incentive Grant Program	\$13,195	\$1,650	\$1,830	\$1,000	\$751	\$0	\$0	\$18,426
Florida Inland Navigational District	\$916	\$0	\$0	\$0	\$0	\$0	\$0	\$916
FTA 5307 Transfer	\$1,368	\$755	\$756	\$0	\$0	\$0	\$0	\$2,879
FTA 5309 Bus & Bus Facility Formula	\$903	\$0	\$0	\$0	\$0	\$0	\$0	\$903
FTA 5339 Bus & Bus Facility Formula	\$38,068	\$7,409	\$5,961	\$6,109	\$6,263	\$6,419	\$0	\$70,229
FTA Section 5307/5309 Formula Grant	\$160,182	\$60,242	\$58,531	\$59,958	\$61,418	\$55,980	\$500	\$456,811
FTA Section 5309 Discretionary Grant	\$48,426	\$38,702	\$14,872	\$0	\$0	\$0	\$0	\$102,000
FTA Section 5337 State of Good Repair Formula Grant	\$62,528	\$32,441	\$33,252	\$34,083	\$34,935	\$35,809	\$0	\$233,048
General Government Improvement Fund (GGIF)	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$500
Lease Financing - County Bonds/Debt	\$361,876	\$48,990	\$0	\$0	\$0	\$0	\$0	\$410,866
Municipal Contributions	\$11,020	\$350	\$733	\$733	\$734	\$0	\$0	\$13,570
Operating Revenue	\$249	\$0	\$0	\$0	\$0	\$0	\$0	\$249
People's Transportation Plan Bond Program	\$1,386,941	\$240,562	\$159,501	\$106,950	\$77,513	\$22,000	\$45,697	\$2,039,164
Peoples Transportation Plan Capital Reserve Fund	\$125,112	\$63,517	\$13,033	\$1,189	\$396	\$0	\$0	\$203,247
Road Impact Fees	\$750,197	\$99,644	\$99,644	\$99,644	\$99,302	\$0	\$0	\$1,148,431
Secondary Gas Tax	\$37,278	\$19,799	\$19,799	\$19,799	\$19,799	\$19,799	\$0	\$136,273
Stormwater Utility	\$19,899	\$9,738	\$10,470	\$9,200	\$7,374	\$6,947	\$7,016	\$70,644
USDOT Build Program	\$9,500	\$0	\$6,708	\$7,379	\$4,472	\$3,801	\$0	\$31,860
WASD Project Fund	\$3,852	\$0	\$0	\$0	\$0	\$0	\$0	\$3,852
Total Transit Capital Revenue	\$ 3,416,408	\$ 720,620	\$ 476,992	\$ 381,461	\$ 346,619	\$ 176,805	\$ 53,713	\$ 5,572,618
Total Transit Capital/Project Expenses	\$3,029,122	\$838,307	\$603,201	\$447,008	\$340,893	\$253,536	\$60,591	\$ 5,572,618
Transit Capital Funding Surplus (Deficit)	\$387,286	(\$117,687)	(\$126,209)	(\$65,547)	\$5,726	(\$76,731)	(\$6,878)	\$0

Source: DTPW FY 2020-2021 Adopted Budget and Multi-Year Capital Plan, Transportation and Public Works.

8.3. Total Unfunded Need

The implementation plan laid out in Chapter 6 of the MDT10Ahead document identifies the agency's funded, partially funded, and unfunded project needs for both operations and capital projects. The total unfunded need for the ten-year period encapsulates the difference between DTPW's programed needs and the total funding (Table 8-8).

The unfunded need is calculated as the sum of the capital costs for the Unfunded Operations and Capital Projects, combined with the unfunded portions of the Partially Funded Capital Projects. Overall, DTPW's unfunded need is over \$7 billion.

Table 8-8: Ten-Year Implementation Plan Total Unfunded Capital Need

Ten-Year Implementation Plan Projects	Unfunded Capital Need
Unfunded Operations	\$211,703,000
Partially Funded Capital (Unfunded Portion)	\$5,320,016,000
Unfunded Capital	\$1,511,639,000
Total:	\$7,043,358,000





APPENDIX A.1



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

TRANSPORTATION & PUBLIC WORKS
Department Table of Organization
Effective October 1, 2020

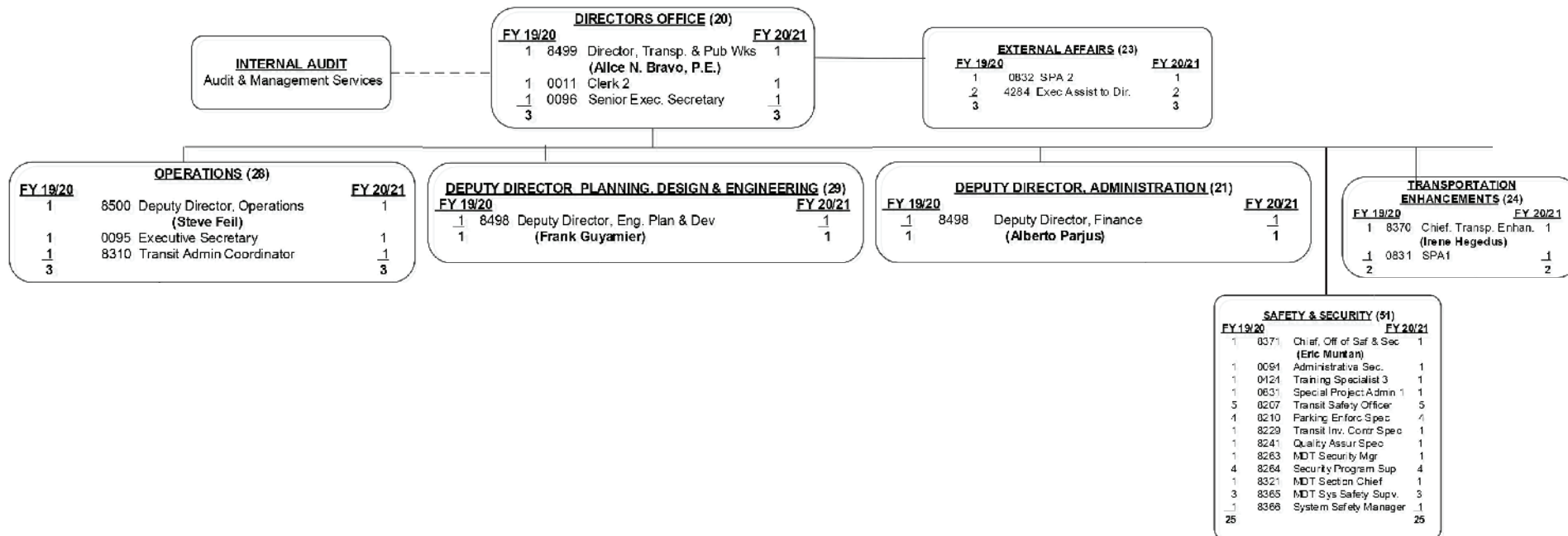
Department Totals

<u>FY 19/20</u>		<u>FY 20/21</u>
3,854 FTE		3,853 FTE
314 P/T	Operators	314 P/T
15 P/T	Currency Processors	15 P/T
4 P/T	Bridge Operators	4 P/T

Alice Bravo

Alice Bravo (Jan 7, 2021 13:59 EST)

Alice N. Bravo, P.E., Director



OPERATIONS (28)		
FY 19/20	FY 20/21	
1	8500 Deputy Director, Operations (Steve Fell)	1
1	0095 Executive Secretary	1
1	8310 Transit Admin Coordinator	1
3		3

BUS SERVICES (70)		
FY 19/20	FY 20/21	
1	84839 Assist. Dir. Bus Svcs (Derrick Gordon)	1
1	0089 Executive Secretary	1
1	0831 Special Project Admin 1	1
1	0832 Special Project Admin 2	1
4		4

BUS OPERATIONS (71)		
FY 19/20	FY 20/21	
1	8473 General Superintendent (Joel Perez)	1
3	0013 Clerk 4	3
2	0022 Office Support Spec 3	2
3	0031 Secretary	3
1	0094 Administrative Sec	1
1	0810 Admin. Officer 1	1
1	0811 Admin. Officer 2	1
1425	8050 Bus Operators	1425
13	8106 Transit Supervisor	13
13	8107 MDT Oper/Maint Inst	13
77	8107 Oper/Maint Tg Supv	77
21	8106 Transit Operations Supv	21
3	8241 MDT Traffic Controller	3
4	8321 MDT Quality Assur Spec	4
11	8471 MDT Section Chief	11
1569	Bus Operator's Supl.	1569

BUS MAINTENANCE (72)		
FY 19/20	FY 20/21	
1	0473 General Superintendent (Kenneth Jones)	1
1	0013 Secretary	1
3	0034 Administrative Secretary	3
2	0094 Administrative Officer 1	2
1	0810 Bus General Helper	1
23	8001 Bus Hostler	23
64	8002 Bus Hostler	64
250	0006 Bus Maint. Technician	250
31	8010 Bus Body Technician	31
10	8031 Bus Maint Control Clerk	10
8	8106 MDT Oper/Maint Inst	8
1	8107 MDT Oper/Maint Tg Supv	1
33	8129 Transit/Maint Shop Supv	33
3	8133 Transit Yard Supv	3
3	8232 Contract Corp. Officer	3
3	8321 MDT Section Chief	3
6	8471 MDT Bus Maint. Supl.	6
452		452

INFRASTRUCTURE & MAINTENANCE (34)		
FY 19/20	FY 20/21	
1	8228 Chief Infrastr. & Maint (Robert McClellan)	1
1	0094 Admin. Secretary	1
2		2

SYSTEMS MAINTENANCE		
FY 19/20	FY 20/21	
1	0811 Administrative Officer 2	1
10	8052 Transit Elec. Technolo	10
4	9077 Rail Man Control Clerk	4
17	8083 Transit Elect Tech	17
14	8084 Transit Elect Tech/Pacio	14
32	8085 Transit Fixed Tele/Sys	32
1	8089 Sr. Transit. Technol	1
1	8106 MDT Op/Maint Inst. (Rail)	1
12	8144 MDT Elect Test Sup	12
2	8379 MDT Mgr Electronic Sys	2
94		94

FACILITIES MAINTENANCE (88)		
FY 19/20	FY 20/21	
1	0084 Admin. Secretary	1
1	0310 Account Clerk	1
1	0831 Spec Proj Admin 1	1
2	6474 Elevator Con. Spec.	2
48	8021 Trans. Fac. Eq. Tech	48
4	8032 Trans Fac Main Qd Clk	4
3	8033 TransitFac Repairer	3
1	8108 OPS/Main Instructor	1
1	8172 Trans Fw Car Supv	1
10	8153 Transit Fac. Supervisor	10
4	8130D Transit Fac. Supr.	4
1	8232 Contract Comp Off	1
1	8241 Quality Assur. Spec	1
6	8286 MDT Property Mgr.	6
1	8288 Property Mgmt Sup	1
3	8330 Mgr. Facilities Main	3
1	8336 MDT, Senior Fac. Mgr.	1
90		90

RAIL SERVICES (80)		
FY 19/20	FY 20/21	
1	8483C Assist. Dir. Rail Services (Jimmy Usma)	1
1	0084 Tel Console Operator 1	1
1	0094 Administrative Sec	1
1	0065 Executive Secretary	1
1	0024 Training Specialist 3	1
1	0012 Administrative Officer 3	1
1	0831 Sr. 4	1
1	0832 Sr. 2	1
1	8161 Chief Supv. Rail Traff. Cl	1
2	8358 MDT Field Test Eng.	2
1	1864 Tech Training Spec 3	1
12		12

RAIL TRANSPORTATION (81)		
FY 19/20	FY 20/21	
1	8473 General Superintendent (Gregory Robinson)	1
1	0031 Secretary	1
1	0094 Administrative Secretary	1
84	8073 Train Operators	84
1	8106 MDT Oper/Maint Inst	1
2	8116 Rail Station Monitor	2
27	8180 Rail Traffic Controller	27
2	8161 Cr Supv. Rail Traff. Cont.	2
1	8162 Chief Supv. Rail Transp	1
13	8183 Rail Supervisors	13
9	8164 Rail Yard Master	9
142		142

RAIL MAINTENANCE (82)		
FY 19/20	FY 20/21	
1	8473 General Superintendent (Scott Nicoll)	1
1	0094 Administrative Secretary	1
1	0812 Admin. Officer 3	1
7	8056 Rail Vehicle Maint Inst	7
32	8050 Rail Tech/Tran Control	32
27	8051 Rail Tech/Traction Pow.	27
38	8088 Rail Veh. Elec. Tech.	38
22	8059 Rail Vehicle Cleaner	22
24	8071 Rail Vehicle Mech	24
2	8076 Rail Maintenance Clerk	2
4	8077 Rail Maint Control Clerk	4
1	8106 Oper/Maint Instrutor	1
1	8167 Rail Ven. Cleaner Sup.	1
11	8168 Rail Vehicle Maint. Supv	11
1	8180 Chf Supv. Rail Veh. Repr	1
6	8171 Traction Power Supv	6
8	8175 Train Control Supervisor	8
2	8182 Chf Sup. Tr/Contr. Pow	2
2	8186 Chf Sup. Insp. & Rep.	2
189	Chf Sup. Rail Trk Maint.	189

TRACK & GUIDEWAY (88)		
FY 19/20	FY 20/21	
1	8473 General Superintendent (Vacant)	1
1	0084 Administrative Secretary	1
0	0812 Admin. Officer 3	0
2	8022 Transit Welder	2
12	8054 Guideway Insp. Spec	12
6	8065 Rail Tech Trk & Gwy	6
6	8063 Rail Maintenance Worker	6
36	8064 Track Repairer	36
19	8063 Rail Structure Repairer	19
14	8066 Track Equipment Op	14
1	8076 Rail Maintenance Clerk	1
3	8077 Rail Maint Control Clerk	3
1	8106 Oper/Maint. Ins. Tr/Gw	1
1	8176 Chief Supv. Rail Sh Maint	1
18	8180 Rail Structure Supv.	18
1	8181 Chief Sup. Rail Shc Main	1
5	8183 Track Shop Supervisor	5
0	8185 Chief Supv. Rail Track	0
1	8186 Chief Supv. Gwy Insp	1
129		129

MOVER OPER. & MAINT (86)		
FY 19/20	FY 20/21	
1	8473 General Superintendent (Jimmy Usma)	1
1	0031 Secretary	1
12	8069 Rail Vehicle Cleaner	12
1	8076 Rail Maintenance Clerk	1
2	8077 Rail Maint Control Clerk	2
45	8082 Metrovener Technician	45
1	8106 MDT Oper/Maint Inst	1
1	8167 Rail Veh Cleaner Supv	1
1	8188 Chf Supv. Rail Ver. Rep	1
7	8188 Metrovener Maint. Supv.	7
2	8189 Chief Stp Wover Man	2
74		74

PARATRANSIT ADMINISTRATION/ CONTRACTED SERVICES (34)		
FY 19/20	FY 20/21	
1	0321 MDT Section Chief (Ruben Legnra)	1
2	0011 Clerk 2	1
1	0013 Clerk 4	1
1	0094 Administrative Secretary	1
8	3001 Ekg Interviewer	8
0	8241 Quality Assurance Spec.	0
1	8283 Paratransit Ekg Supervisor	1
2	8284 Paratransit Ops Off	2
1	8285 Paratransit Ops Admin.	1
1	8287 Paratransit Sup Spec 1	1
3	8288 Paratransit Sup Spec 2	3
8	8292 Paratransit Svc Clerk	8
2	8289 Paratransit Oper Sup	2
31		31

MOBILITY PIRO (88B) (19)		
FY 19/20	FY 20/21	
1	2582 Division Chief (Raul Gonzalez)	1
1	0064 Administrative Secretary	1
1	0812 Administrative Officer 3	1
1	2505 Pass. Transp. Coord.	1
1	0422 Training Spec. 2	1
1	0424 Training Spec. 3	1
14	2520 Enforcement Off	14
4	2547 Enforcement Supv.	4

LICENSING		
FY 19/20	FY 20/21	
1	0011 Clerk 2	1
3	0013 Clerk 4	3
1	0016 Data Entry Spec 2	1
1	0810 Administrative Officer 1	1
2	8203 DTPW, Licensing CK	2
4	2510 Vehicle Inspector	4
37		37

INFRASTRUCTURE & FIELD ENGINEERING (64)		
FY 19/20	FY 20/21	
1	8382 Chief Field Sys. Eng.	1
0	0021 Office Support Spec 2	0
1	0832 Special Proj. Admin 2	1
1	1051 Senior Professional Eng	1
1	6612 Construction Mgr. 3	1
1	8136 Facility Superintendent	1
13	8358 MDT Field Test Engineer	13
18		18

DEPUTY DIRECTOR, ADMINISTRATION (21)
FY 1920 1 8498 Deputy Director, Finance
 (Alberto Parfus)

**TRANSPORTATION
 ENHANCEMENTS (24)**
FY 1920 1 8370 Chief, Transp. Enhanc.
 (Irene Hegedus)
FY 2021 1 0831 SP41

PERFORMANCE ANALYSIS (57)	
FY 1920	FY 2021
1 8331 Chief Perf. Analysis	1
3 0013 Clerk 4 (Carlos De La Torre)	3
3 0831 SPA 1	3
1 0832 SPA 2	1
1 8006 Bus Maint. Tech.	0
13 8132 Maint. Prod. Coord.	14
1 8470 Operations Coord.	23
23	23
WARRANTY RELIABILITY & ANAL. (79)	
FY 1920	FY 2021
3 0811 Admin. Officer 2	3
1 0812 Maint. Reliability Clk.	1
1 8111 Maint. Prod. Coord.	1
1 8132 Main Prod. Coord.	6
6	6
MATERIALS MANAGEMENT (96)	
FY 1920	FY 2021
1 0011 Clerk 2	1
1 0031 Secretary	1
1 0832 SP4.2	1
1 0833 Warehouse & Store Sup.	1
32 8035 Bus Stock Clerk 1	32
16 8074 Rail Stock Clerk	16
2 8118 Stock Control Off.	2
8 8120 Purch. & Stores Sup.	8
62	62

FINANCIAL SERVICES (40)	
FY 1920	FY 2021
1 8483D Asst. Dir. Financial Svcs. (Robert Villar)	1
1 0095 Executive Secretary	1
2	2
FINANCE (41)	
FY 1920	FY 2021
1 8474 Controller (Diane Mathis)	1
2 0013 Clerk 4	2
1 0094 Admin. Secretary	1
11 0310 Account Clerk	11
3 0315 Accountant 1	3
9 0316 Accountant 2	9
5 0317 Accountant 3	5
4 0318 Accountant 4	4
2 0812 Admin. Officer 3	2
2 0837 Asst. Controller	2
27 8041 Transp. Rev. Collector	27
7 8215 Transit Rev. Proc. Clerk	7
3 8216 Transit Rev. Proc. Sup 1	3
1 8218 Transit Rev. Proc. Sup 2	1
4 8220 Transit Rev. Coll. Sup 2	4
1 8222 Transit Rev. Coll. Sup 2	1
1 8325 Fr Rev/Audit Sup	1
1 8347 Manager, Treasury Sys	1
84	84

ADVERTISING & MEDIA RELATIONS (82)	
FY 1920	FY 2021
1 8331E Chief Mkt & Comm (Ileen Delgado)	1
1 0244 Graphic Designer	1
1 0811 Administrative Officer 2	1
1 0831 SPA 1	1
1 0842 Media & Pub. Rel. Off.	1
1 0843 Social Media Spec.	1
1 0847 Sr. Social Media Spec.	1
1 2097 Transp. News Bldg. Admin	1
1 8339 Transp. News Bldg. Admin	2
1 9829 Graphic Des. Supervisor	1
12	12

INFORMATION CENTERS (27)	
FY 1920	FY 2021
1 8321 Section Chief (Doug Bermudez)	1
1 0011 Clerk 2	1
2 0302 Cashier 2	2
1 0310 Account Clerk	1
11 8278 MDT Easy Card Fnc'l. Mgr.	11
8 8279 Transit Service Spec 1	8
1 8280 Transit Service Ctr Sup 1	1
4 8281 Transit Service Ctr Sup 2	4
1 8282 Transit Service Ctr Mgr	1
31	31

HUMAN RESOURCES (60)	
FY 1920	FY 2021
1 0415 Chief Human Resources (Liam Miller Walker)	1
2 0012 Clerk 3	2
2 0013 Clerk 4	2
1 0094 Administrative Secretary	1
1 0207 Personnel Records Off.	1
5 0402 Personnel Technician	5
8 0412 Personnel Specialist 2	8
2 0414 Personnel Specialist 3	2
2 0416 Human Resource Mgr	2
1 0461 HRIS Specialist	1
0 0811 Administrative Officer 2	1
1 0831 Administrative Officer 3	0
1 8311T Special Proj. Admin 1	1
1 8489 Mgr. Med. & Rec. Pgm.	1
1 8489 Mgr. MDT Proj. Control	1
29	29
TRAINING (60.3)	
FY 1920	FY 2021
1 0402 Personnel Technician	1
1 0424 Training Specialist 3	1
2	2

RESOURCE ALLOCATION (49)	
FY 1920	FY 2021
1 8478 Chief, Budget/Perf/Rspg (Patricia Prochnick)	1
1	1
OPERATING RESOURCE ALLOCATION (45.1)	
FY 1920	FY 2021
4 0812 Administrative Officer 3	4
1 0836 Mgr. Budget & Plan (PW)	1
0 0836T Mgr. Budget & Plan (PW)	0
1 6350 Manager, PW Operating	1
6	6
CAPITAL RESOURCE ALLOCATION (45.2)	
FY 1920	FY 2021
1 0812 Admin. Officer 3	1
1 0831 Special Project Admin 1	1
1 0832 Special Project Admin 2	1
0 0837 Mgr. Budget & Plan PW Cap	0
1 6350B Manager, PW Capital	1
1 8488 Mgr. Cap. Bud & Plan Cap	1
5	5

GRANTS ADMINISTRATION (88)	
FY 1920	FY 2021
1 0346 Mgr. Grant Resources (Ed Carson)	1
1 0316 Accountant 2	1
1 0811 Admin. Officer 2	1
2 0812 Admin. Officer 3	2
1 8259 Loss Prev. Coord	1
6	6

INFORMATION TECHNOLOGY
 To be done under the interdepartmental contract with Information Technology Department

PROCUREMENT/GOODS & SERVICES (76)	
FY 1920	FY 2021
1 8331 Chief, DTPW Division (Ana Riosco)	1
2 0812 Admin. Officer 3	2
1 0831 SP4.1	1
8 7272 Purchasing Specialist	8
1 8465 Com. & Procurement Mgr.	1
1 8468T Procurement Sup.	1
14	14

QUALITY ASSURANCE (32)	
FY 1920	FY 2021
1 8359 Chief, Qual. Assurance (Lester Parenteau)	1
3 0866 Quality Assurance Eng 1	3
1 0867 Quality Assurance Eng 2	1
0 8241 Quality Assurance Spec.	0
1 8277 Qual. Assurance Analyst	1
6	6

CIVIL RIGHTS & LABOR (50)	
FY 1920	FY 2021
1 8309 Chief, Civil Rights (Vacant)	1
1 0022 OSS 3	0
0 0094 Administrative Secretary	0
2 0410 Personnel Specialist 1	2
2 0412 Personnel Specialist 2	2
2 0414 Personnel Specialist 3	2
1 0869 ADA Coordinator	1
1 8232 Contract Camp. Officer	1
3 8307 Manager, Civil Rights	3
13	13

APPENDIX A.2



A.2 Service Characteristics

DTPW METROBUS ROUTE HEADWAYS (Updated: December 2020)

Route Number	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
Branches						
1	40	40	n/a	n/a	40	40
2						
NW 2 Avenue / NW 79 Street	20	20	30	n/a	20	30
163rd Street Mall	60	60	50	n/a	n/a	n/a
3	20	30	30	60	20	20
7						
East of NW 44 Avenue	15	30	30	n/a	30	30
MIA Metrorail Station	30	40	60	n/a	40	40
Dolphin Mall	30	40	60	n/a	40	40
8						
East of SW 82 Avenue	15	30	30	n/a	30	30
Westchester	30	60	30	n/a	30	30
FIU via SW 8 Street	30	60	n/a	n/a	n/a	n/a
FIU via Coral Way	30	60	30	n/a	n/a	n/a
9						
163rd Street Mall	12	30	30	n/a	30	30
Aventura Mall	24	30	40	n/a	30	30
10	30	30	30	n/a	30	30
11						
East of 79 Avenue	10	20	20	60	20	30
Mall of the Americas	20	40	40	60	40	30
FIU-University Park Campus	20	40	40	60	40	60
12	30	30	60	n/a	40	40
16	30	30	30	n/a	24	30
17						
Vizcaya	30	30	60	n/a	30	30
South of NW 95 Street & north of W. Flagler Street	15	30	60	n/a	30	30
NW 7 Avenue/105 Street	30	n/a	n/a	n/a	n/a	n/a
Norwood	30	30	60	n/a	30	30
19	30	30	40	n/a	n/a	n/a
21	30	30	60	n/a	40	40

Route Number	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
Branches						
22						
North of West Flagler Street	15	30	60	n/a	30	30
Coconut Grove Station	30	60	60	n/a	60	60
24 Coral Way Limited						
Westchester	20	60	60	n/a	30	30
FIU-University Park Campus	30	60	60	n/a	60	60
SW 137 Avenue/26 Street	48	60	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	20	30	60	30	30
Calder via NW 27 Avenue	30	40	60	n/a	40	60
Calder via NW 37 Avenue	30	40	60	60	40	60
29	50	50	n/a	n/a	n/a	n/a
31 (Busway Local)	30	30	40	n/a	30	30
32	30	30	60	n/a	40	60
33	30	30	60	n/a	30	30
34 Express	10	n/a	n/a	n/a	n/a	n/a
35						
North of Naranja	20	20	40	n/a	30	30
Florida City via Homestead Hospital (35)	40	40	40	n/a	60	60
Florida City via Krome Avenue (35A)	40	40	40	n/a	60	60
36						
East of NW 57 Avenue	20	30	40	n/a	30	30
Doral Center	20	60	n/a	n/a	60	60
Miami Springs Circle	60	60	60	n/a	60	60
Dolphin Mall	60	60	50	n/a	n/a	n/a
37	30	30	30	n/a	30	30
38 (Busway MAX)	10	20	15	60	20	20
39 Express	15	n/a	n/a	n/a	n/a	n/a

DTPW METROBUS ROUTE HEADWAYS (Continued) (Updated: December 2020)

Route Number	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
Branches						
40						
East of SW 127 Avenue	15	30	50	n/a	60	60
SW 8 Street/SW 129 Avenue	20	60	50	n/a	n/a	n/a
Miller Drive/SW 152 Avenue	30	60	45	n/a	60	60
42						
MIA Metrorail Station	30	30	60	n/a	40	60
Opa-locka Tri-Rail Station	60	60	n/a	n/a	40	60
46 (Liberty City Connection)	60	n/a	n/a	n/a	n/a	n/a
51 (Flagler MAX)	15	30	30	n/a	n/a	n/a
52	30	45	60	n/a	45	60
54						
Hialeah Gardens	30	30	24	n/a	30	40
Miami Gardens Drive/NW 87 Avenue	50	60	n/a	n/a	n/a	n/a
56	60	60	n/a	n/a	n/a	n/a
57	60	60	n/a	n/a	n/a	n/a
62	30	30	60	n/a	20	30
71	30	60	45	n/a	60	60
72						
East of SW 137 Avenue	30	30	40	n/a	60	60
Miller Square	60	60	40	n/a	60	60
SW 162 Avenue/Kendall Drive	60	60	n/a	n/a	60	60
73	30	40	60	n/a	60	60
75	30	30	60	n/a	60	60
77						
South of NW 183 Street	8	20	30	n/a	20	30
NW 199 Street	15	40	30	n/a	40	60
79 (79 Street MAX)	24	n/a	n/a	n/a	n/a	n/a
82 (Westchester Circulator)	50	50	n/a	n/a	50	n/a
87						
Doral	30	45	60	n/a	45	60
Palmetto Station	30	45	60	n/a	n/a	n/a

Route Number	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
Branches						
88	20	30	30	n/a	30	30
93 (Biscayne MAX)	15	30	n/a	n/a	n/a	n/a
95 Express						
Downtown	5	n/a	n/a	n/a	n/a	n/a
Miami Gardens Dr./Carol City	35	n/a	n/a	n/a	n/a	n/a
Aventura Mall	20	n/a	n/a	n/a	n/a	n/a
Civic Center	15	n/a	n/a	n/a	n/a	n/a
Earlington Heights / Doral *	*	n/a	n/a	n/a	n/a	n/a
99						
East of NW 47 Avenue	30	30	45	n/a	40	40
Miami Gardens Dr / NW 73 Ave	60	60	60	n/a	40	40
101 (Route A)	35	n/a	n/a	n/a	35	35
102 (Route B)						
East of Harbor Drive	8/15	30	30	n/a	30	30
Cape Florida State Park	10/20	60	30	n/a	60	60
Mashta Drive	60	60	n/a	n/a	60	60
103 (Route C)	30	30	45	n/a	30	45
104	30	45	60	n/a	60	60
105 (Route E)	30	45	30	n/a	60	60
107 (Route G)	30	30	60	n/a	35	35
108 (Route H)	30	30	30	n/a	30	30
110 (Route J)	20	30	30	n/a	30	30
112 (Route L)						
Northside Station	12	15	30	60	15	20
Amtrak Station	24	30	50	n/a	sel	sel
Hialeah Station	24	30	30	n/a	30	40
113 (Route M)	45	60	60	n/a	60	60
115 (Mid-North Beach Connection)	50	50	n/a	n/a	50	50
119 (Route S)	15/12	15	15	60	15	15

DTPW METROBUS ROUTE HEADWAYS (Continued) (Updated: December 2020)





Route Number	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
Branches						
120 (Beach MAX)						
South of Collins Avenue/Haulover Park Entrance	12	12	40	n/a	15	30
Haulover Park Marina	24	24	n/a	n/a	30	n/a
Aventura Mall	24	24	40	n/a	30	30
132 (Tri-Rail Doral Shuttle)	70/60	n/a	n/a	n/a	n/a	n/a
135						
East of LeJeune Road	30	30	30	n/a	60	60
Hialeah Station	50	60	70	n/a	60	60
Miami Lakes	50	60	70	n/a	n/a	n/a
136	40	n/a	n/a	n/a	n/a	n/a
137 (West Dade Connection)	30	45	60	n/a	45	45
150 (Miami Beach Airport Express)	20	20	20	n/a	20	20
155 (Biscayne Gardens Circulator)	30	30	n/a	n/a	n/a	n/a
183	15	20	30	n/a	30	30
195 (95 D-B Express Broward Blvd.)	15	n/a	n/a	n/a	n/a	n/a
196 (95 D-B Express Sheridan St.)	15	n/a	n/a	n/a	n/a	n/a
200 (Cutler Bay Local)	60	60	n/a	n/a	60	60
202 (Little Haiti Connection)						
West of NW 5 Avenue	60	45	n/a	n/a	60	60
Biscayne Plaza	n/a	45	n/a	n/a	n/a	n/a
204 (Killian KAT)	8½	n/a	30	n/a	n/a	n/a
207 (Little Havana Connection CW)	15	30	20	n/a	30	30
208 (Little Havana Connection CCW)	15	30	20	n/a	30	30
210 (Skylake Circulator)	30	30	60	n/a	60	60
211 (Overtown Circulator)	n/a	45	n/a	n/a	n/a	n/a
212 (Sweetwater Circulator)	n/a	30	n/a	n/a	n/a	n/a
217 (Bunche Park Circulator)	30	30	n/a	n/a	n/a	n/a
238 (East-West Connection)	45	60	n/a	n/a	n/a	n/a
246 (Night Owl)	n/a	n/a	n/a	60	60 ovn	60 ovn
248 (Princeton Circulator)	60	60	n/a	n/a	n/a	n/a

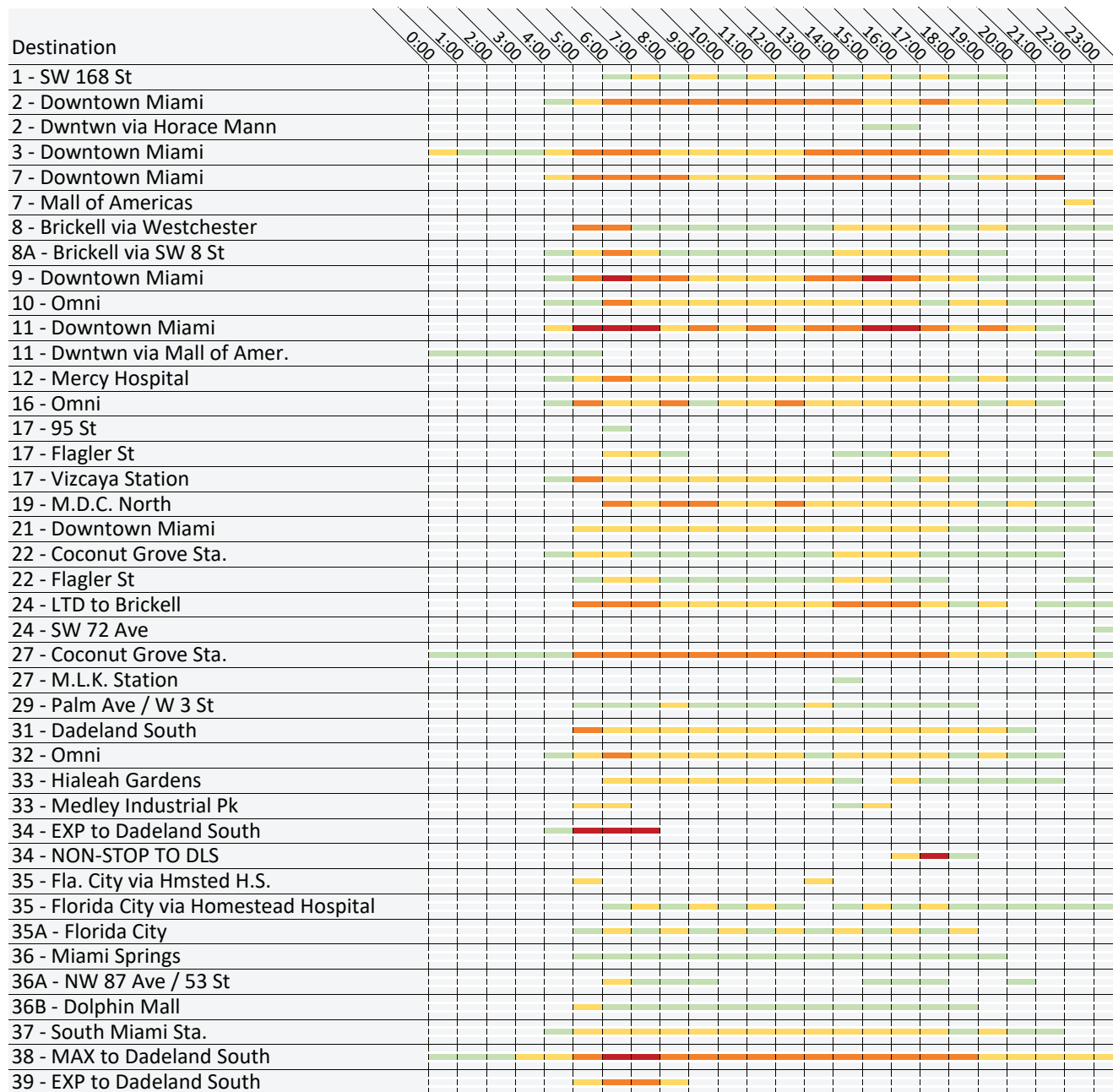
Route Number	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
Branches						
252 (Coral Reef MAX)						
Zoo Miami	n/a	n/a	n/a	n/a	60	60
Country Walk	25/20	60	50	n/a	60	60
254 (Brownsville Circulator)	n/a	30	n/a	n/a	n/a	n/a
267 (Ludlam Limited)	25	n/a	n/a	n/a	n/a	n/a
272 (Sunset KAT)	20	n/a	n/a	n/a	n/a	n/a
277 (NW 7 Avenue MAX)	24	n/a	n/a	n/a	n/a	n/a
286 (North Pointe Circulator)	48	48	n/a	n/a	48	n/a
287 (Saga Bay MAX)	35	n/a	n/a	n/a	n/a	n/a
288 (Kendall Cruiser)						
East of SW 127 Ave	7½	n/a	n/a	n/a	n/a	n/a
West Kendall Transit Terminal	15	n/a	n/a	n/a	n/a	n/a
SW 127 Avenue P&R Lot	15	n/a	n/a	n/a	n/a	n/a
295 (95 D-B Express to Civic Center Broward Blvd.)	30	n/a	n/a	n/a	n/a	n/a
296 (95 D-B Express to Civic Center Sheridan St.)	30	n/a	n/a	n/a	n/a	n/a
297 (27th Avenue Orange MAX)	15	30	n/a	n/a	n/a	n/a
301 (Dade-Monroe Express)						
Marathon (Mile Marker 50)	30	30	120	n/a	30	30
Islamorada (Mile Marker 74)	60	105	45	n/a	60	60
302 (Card Sound Express)	90	n/a	n/a	n/a	90	90
338 (Weekend Express)	n/a	n/a	n/a	n/a	60	60
344	60	60	n/a	n/a	n/a	n/a
500 (Midnight Owl)	n/a	n/a	n/a	60	60 ovn	60 ovn

Notes:





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

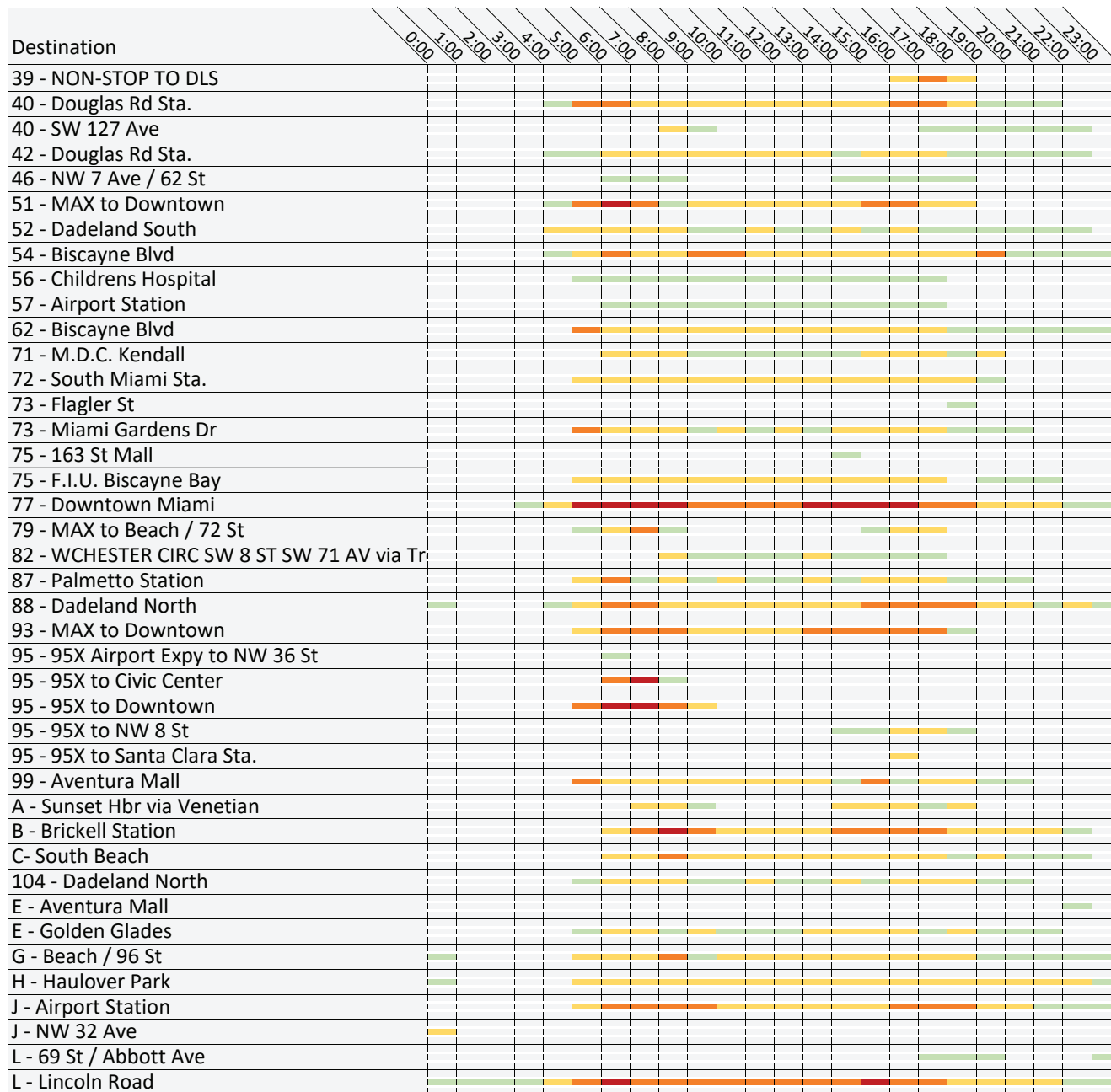
Headways

	< 10 minutes
	> 11 minutes < 20 minutes
	> 21 minutes < 30 minutes
	> 31 minutes < 60 minutes







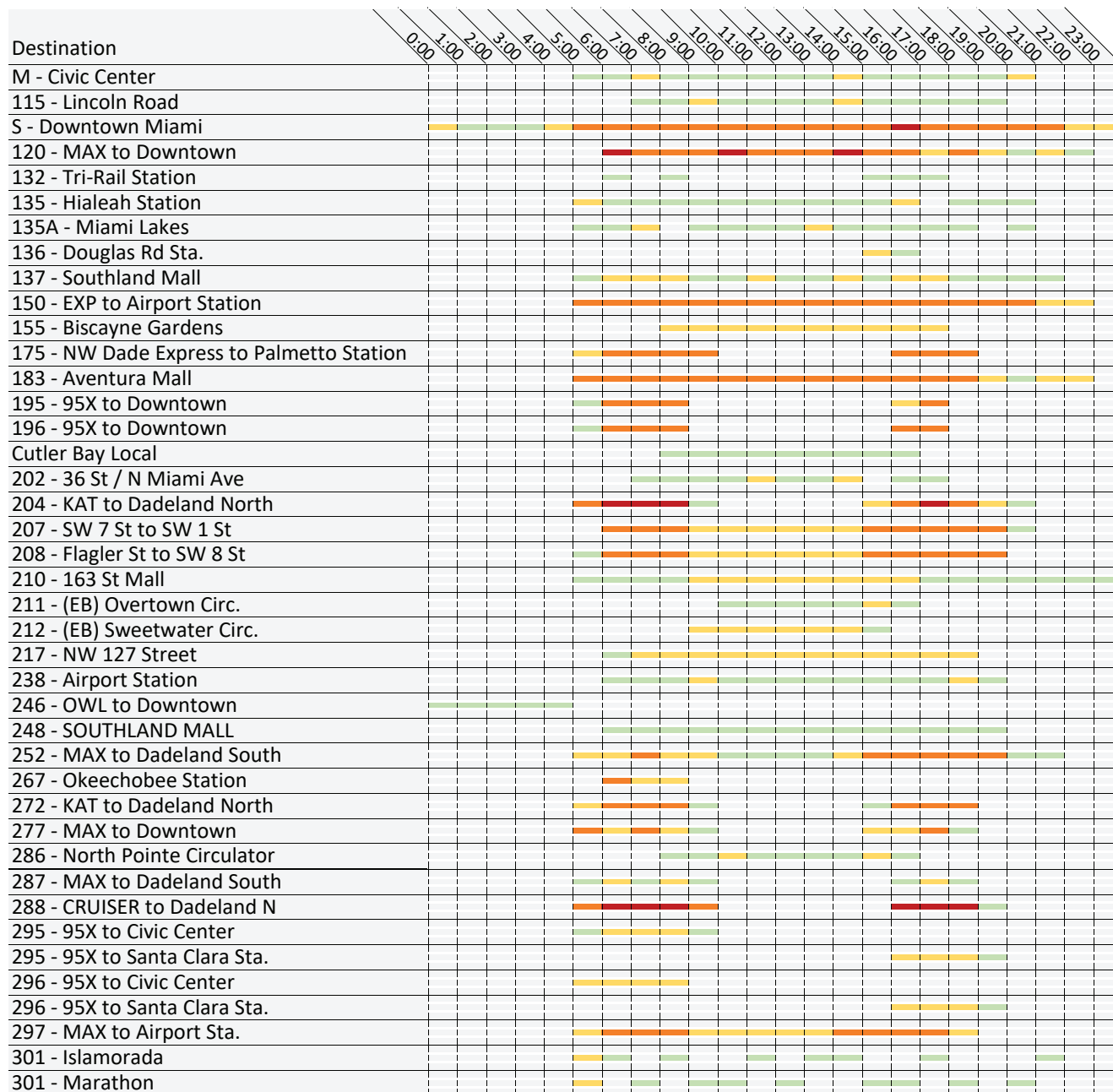
Headways

	< 10 minutes
	> 11 minutes < 20 minutes
	> 21 minutes < 30 minutes
	> 31 minutes < 60 minutes







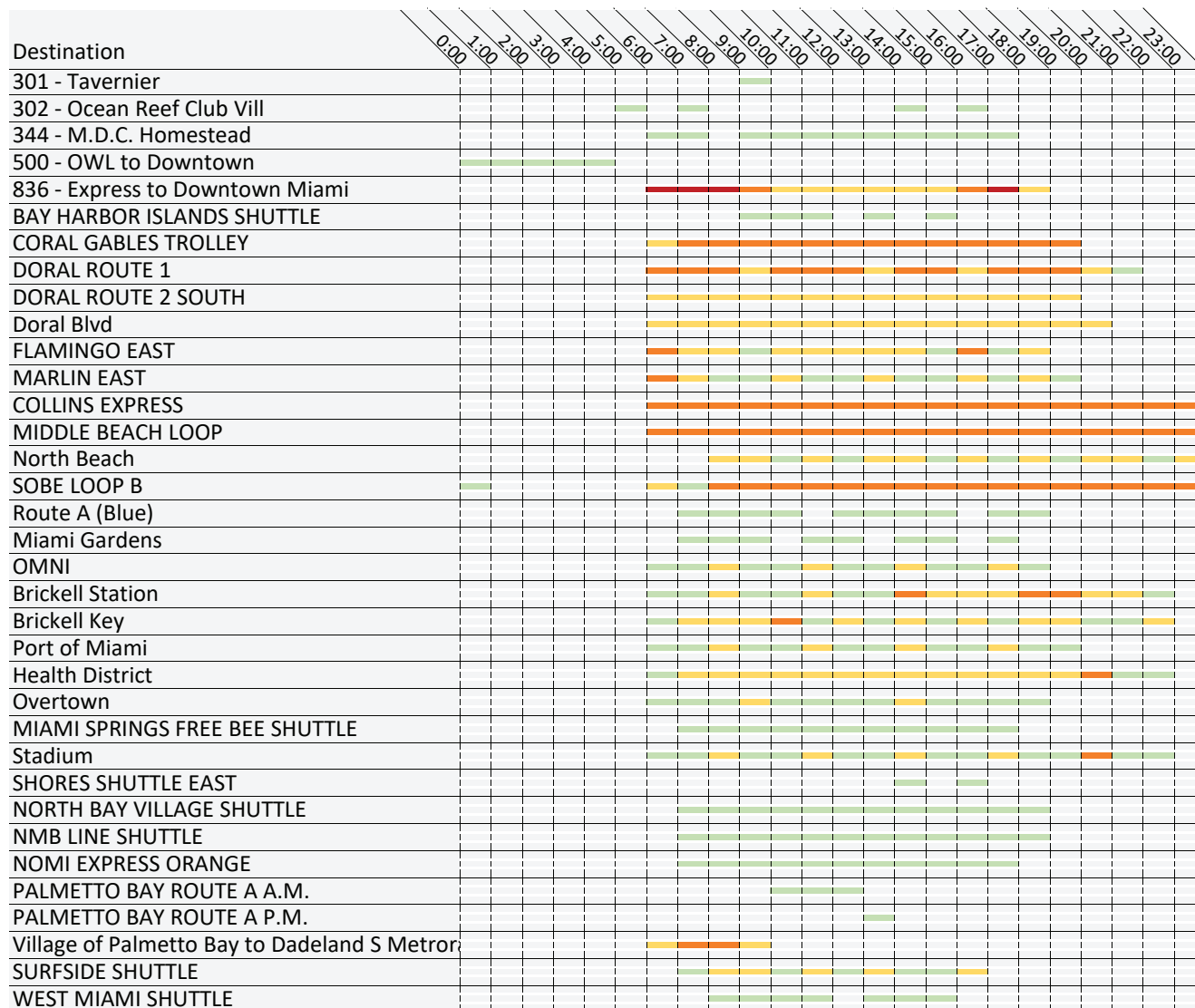
Headways

	< 10 minutes
	> 11 minutes < 20 minutes
	> 21 minutes < 30 minutes
	> 31 minutes < 60 minutes







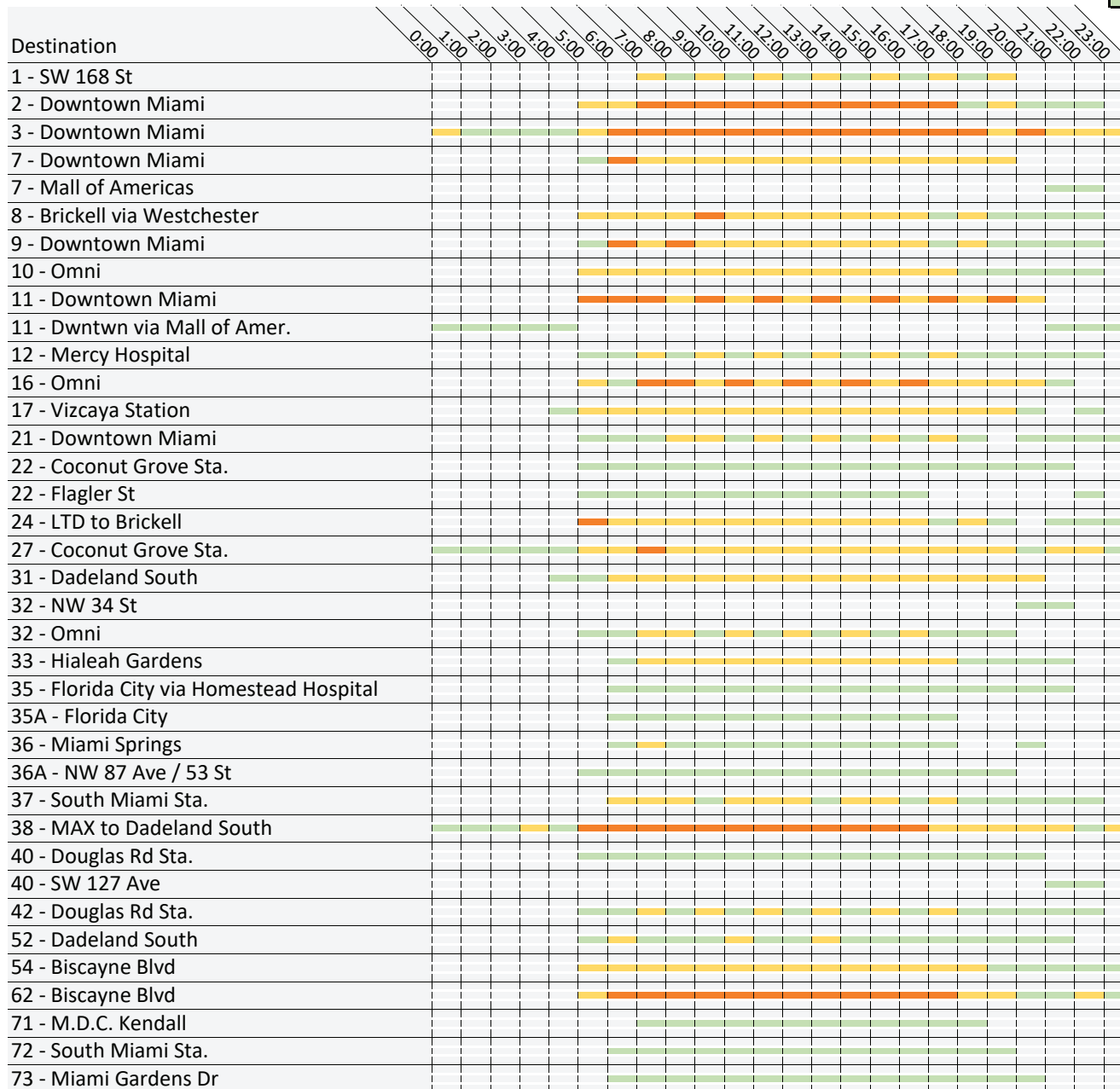
Headways

	< 10 minutes
	> 11 minutes < 20 minutes
	> 21 minutes < 30 minutes
	> 31 minutes < 60 minutes







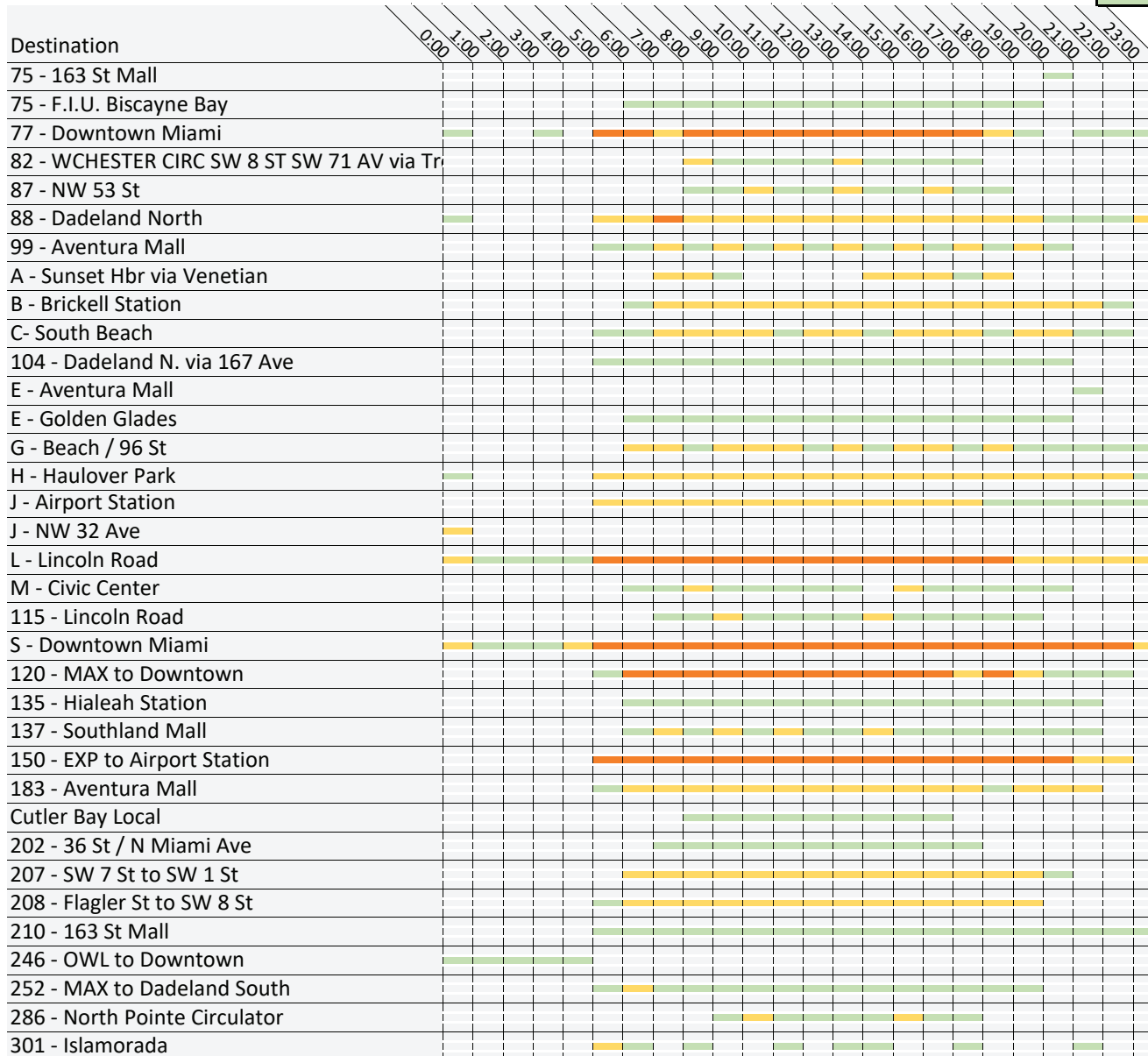
Headways

	< 10 minutes
	> 11 minutes < 20 minutes
	> 21 minutes < 30 minutes
	> 31 minutes < 60 minutes

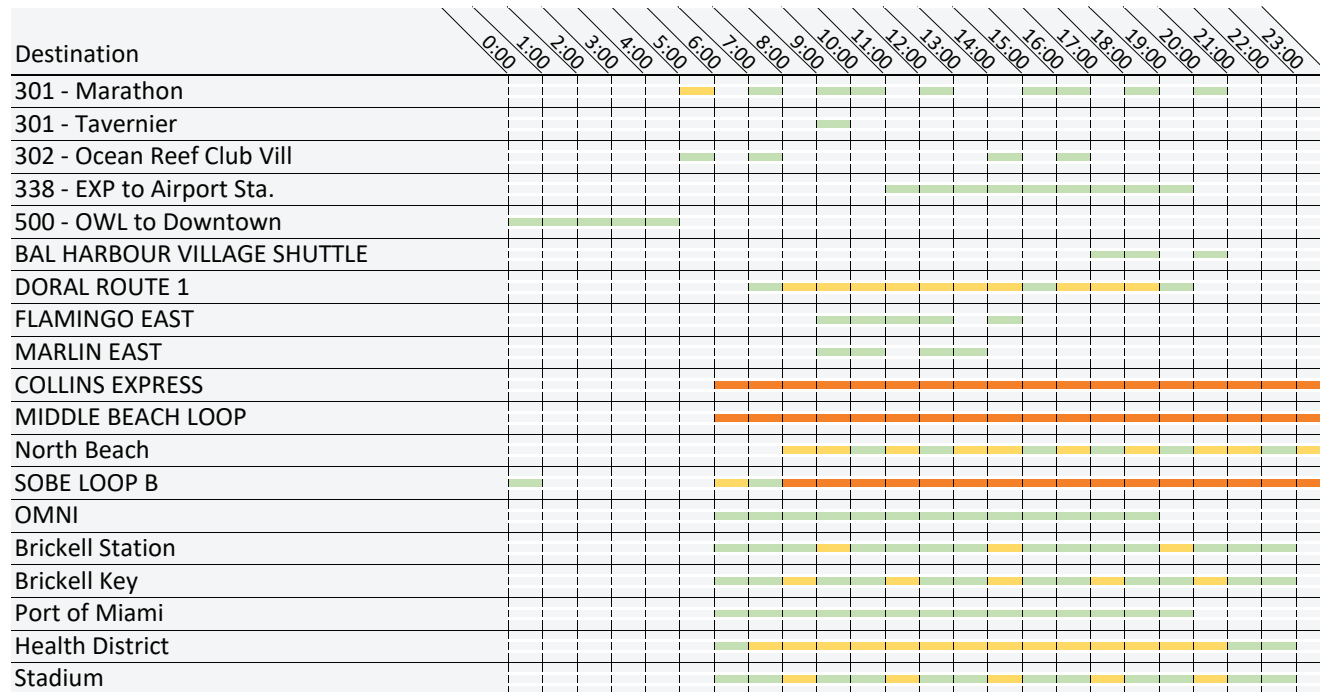
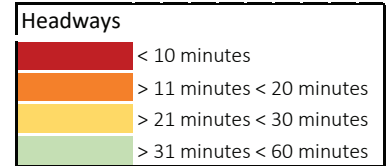


Headways

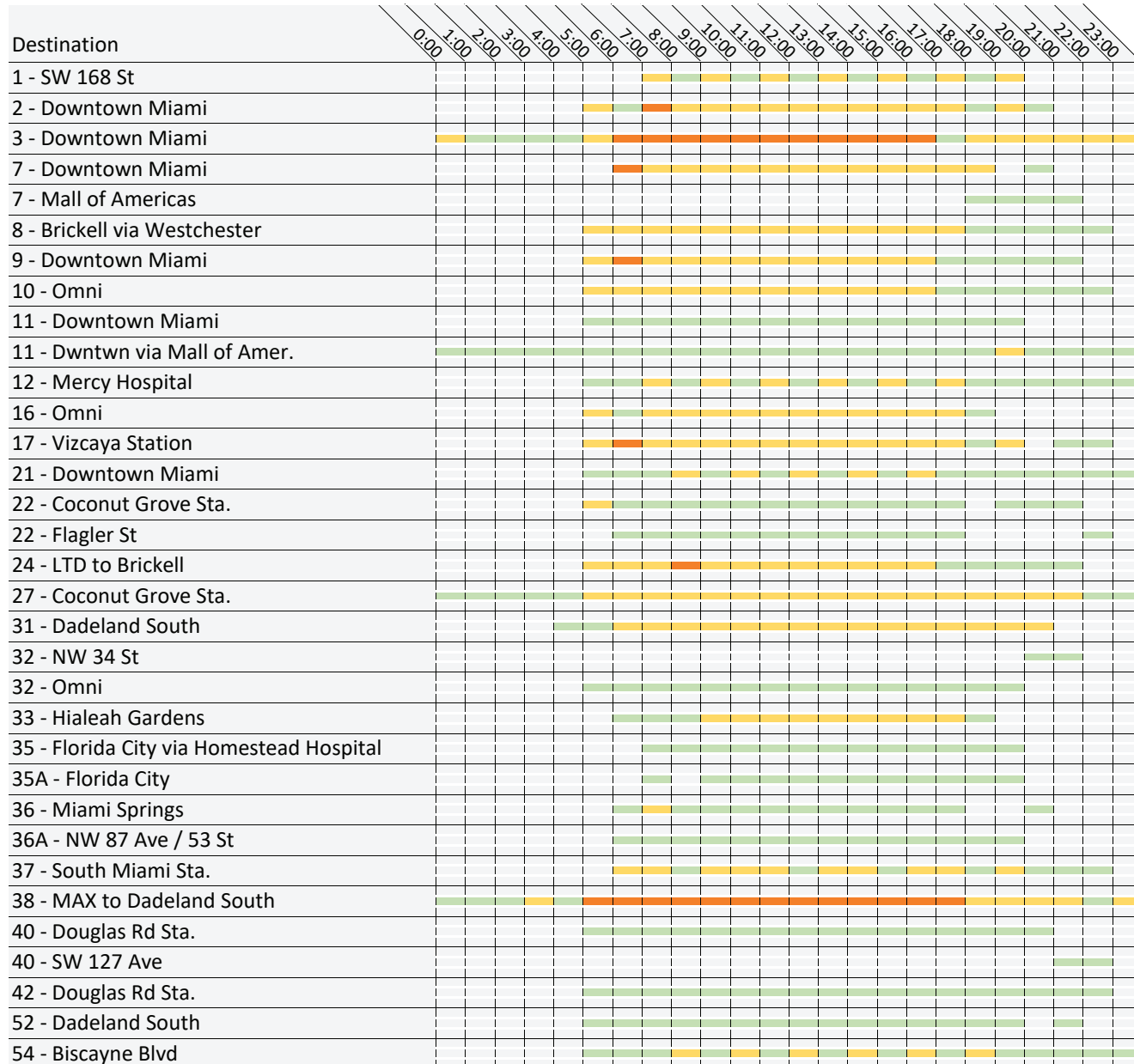
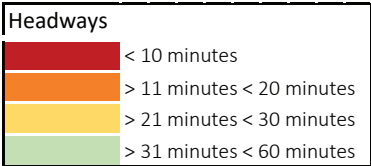
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	> 11 minutes < 20 minutes
	> 21 minutes < 30 minutes
	> 31 minutes < 60 minutes



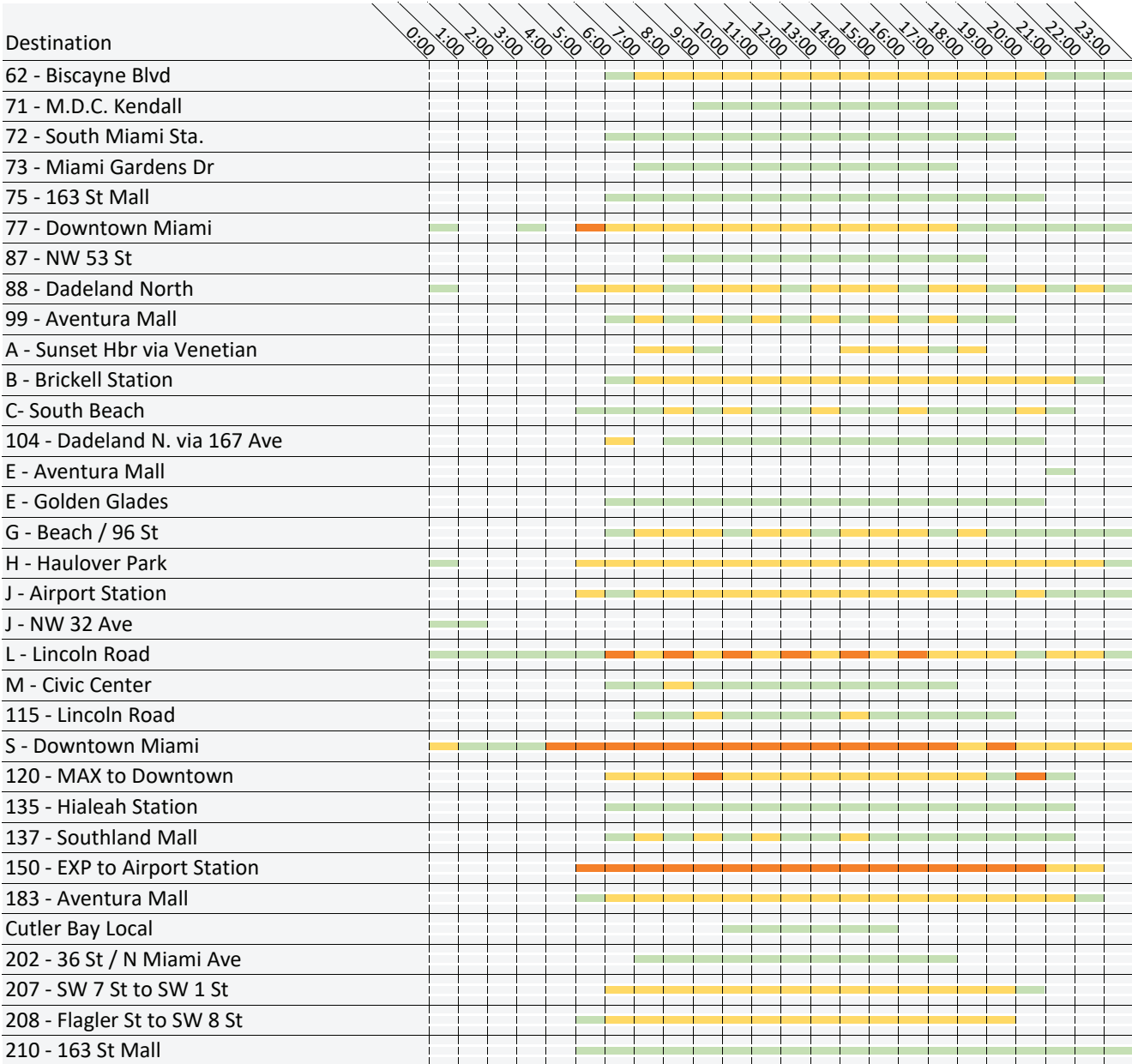
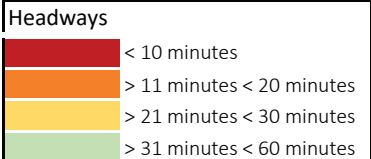
2020 Transit Routes Headways - Saturday



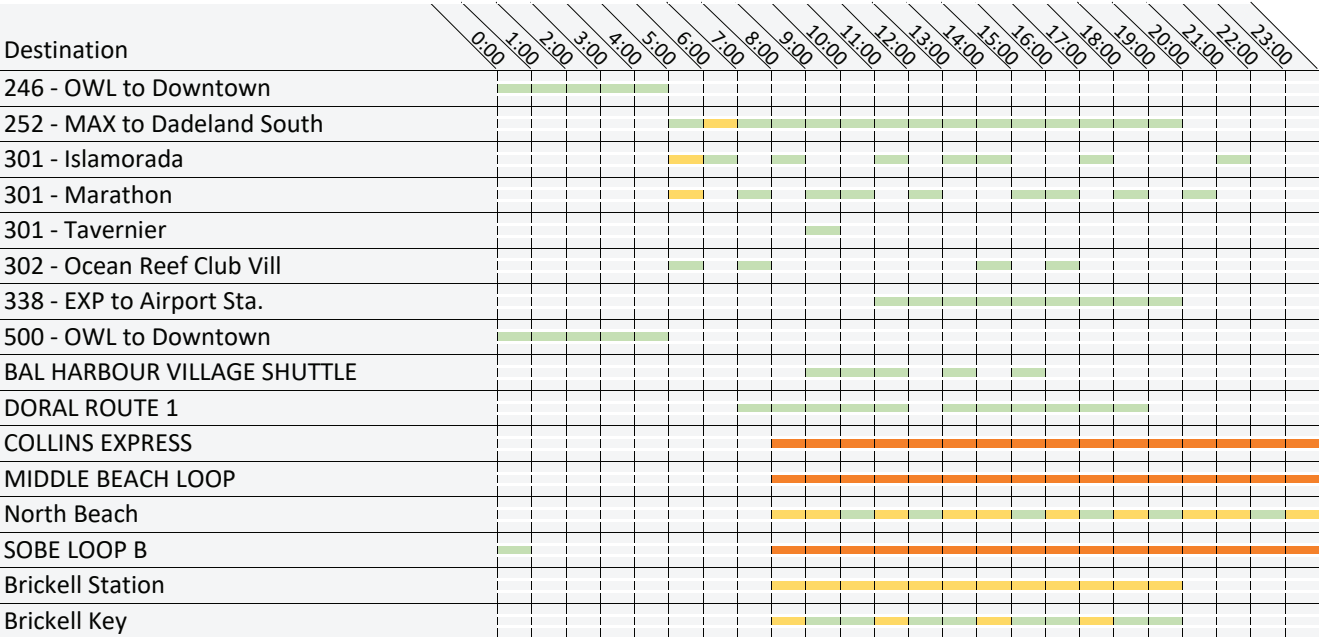
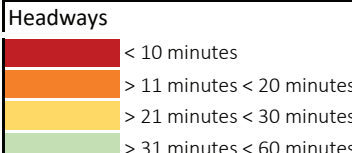
2020 Transit Routes Headways - Saturday



2020 Transit Routes Headways - Saturday



2020 Transit Routes Headways - Saturday



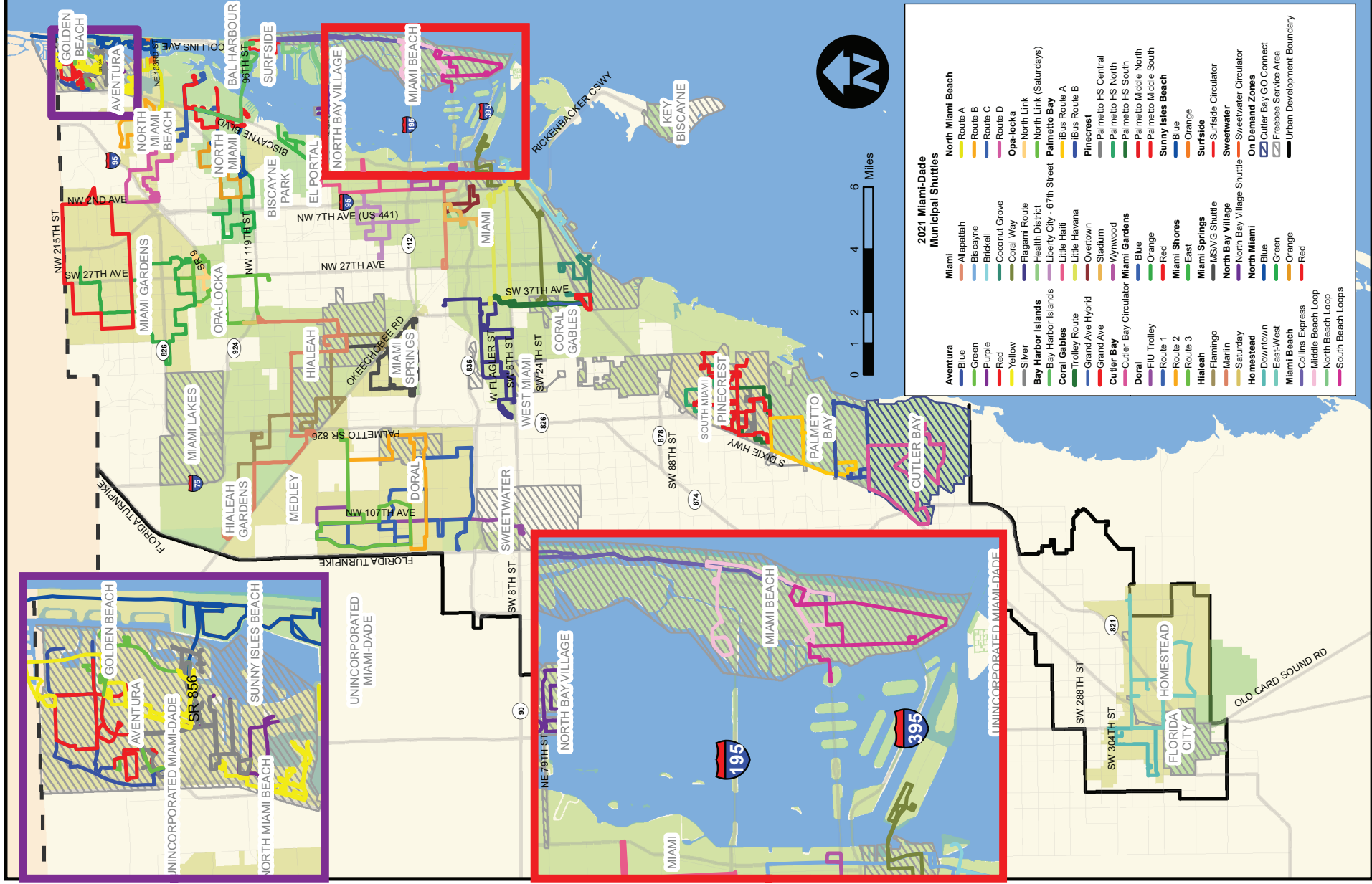
APPENDIX A.3



A.3 Municipal Transit Services

Municipal Transit Services		
Municipality	Service Operator	Website
City of Aventura	Contractor	https://www.cityofaventura.com/183/Aventura-Express-Shuttle-Bus
Village of Bal Harbour	N/A	https://www.balharbourfl.gov/residents/transportation/public-transportation
Village of Bay Harbor Islands	Contractor	https://www.bayharborislands-fl.gov/189/Town-Shuttle-Service
Village of Biscayne Park	N/A	https://www.biscayneparkfl.gov/
City of Coral Gables	Contractor	https://www.coralgables.com/trolley-services
Town of Cutler Bay	DTPW	https://www.cutlerbay-fl.gov/publicworks/page/town-transportation
City of Doral	Contractor	https://www.cityofdoral.com/all-departments/public-works/doral-trolley/
Village of El Portal	N/A	
City of Florida City	N/A	
Town of Golden Beach	N/A	
City of Hialeah	Contractor	https://www.hialeahfl.gov/269/Transit
City of Hialeah Gardens	ILA with Hialeah	
City of Homestead	Contractor	https://www.cityofhomestead.com/374/Homestead-Trolley
Village of Indian Creek	N/A	
Village of Key Biscayne	Contractor	https://www.keybiscayne.fl.gov/village_services/transportation/index.php
Town of Medley	Municipality	http://www.townofmedley.com/about-us
City of Miami	Contractor	https://www.miamigov.com/Services/Transportation

Municipal Transit Services		
Municipality	Service Operator	Website
City of Miami Beach	DTPW	https://www.miamibeachfl.gov/city-hall/transportation/trolley/
City of Miami Gardens	Contractor	https://www.miamigardens-fl.gov/233/Miami-Gardens-Express
Town of Miami Lakes	Contractor	https://www.miamilakes-fl.gov/index.php?option=com_content&view=article&id=436&Itemid=491
Village of Miami Shores	Contractor	https://www.miamishoresvillage.com/
City of Miami Springs	Contractor	https://www.miamisprings-fl.gov/community/new-shuttle-bus-map-route-timetable
City of North Bay Village	Municipality	https://rideschedules.com/miami-dade-transit-nbayvl-bus-schedule-28850.html
City of North Miami	Contractor	https://www.northmiamifl.gov/283/Transportation
City of North Miami Beach	Municipality	https://www.citynmb.com/683/Public-Transportation
City of Opa-Locka	SFRTA	https://www.opalockafl.gov/239/Opa-locka-Express-Circulator
Village of Palmetto Bay	Municipality	https://www.palmettobay-fl.gov/326/Local-Bus-Freebee-on-demand-shared-ride
Village of Pinecrest	Contractor	https://www.pinecrest-fl.gov/our-village/pinecrest-people-mover
City of South Miami	Contractor	https://www.southmiamifl.gov/DocumentCenter/View/4697/South-Miami-South-Miami-Pamphlet---November-2020city
City of Sunny Isles Beach	Municipality	https://www.sibfl.net/transportation/
Town of Surfside	Contractor	https://www.townofsurfsidefl.gov/residents/shuttle-bus-transit-trackers
City of Sweetwater	Municipality	https://cityofsweetwater.fl.gov/transit-schedule/
Village of Virginia Gardens	ILA with Miami Springs	https://viriniagardens-fl.gov/
City of West Miami	Municipality	https://cityofwestmiamifl.com/index.asp?SEC=A78C127F-FB43-4FC4-8659-1D21EF8C8602&Type=B_BASIC



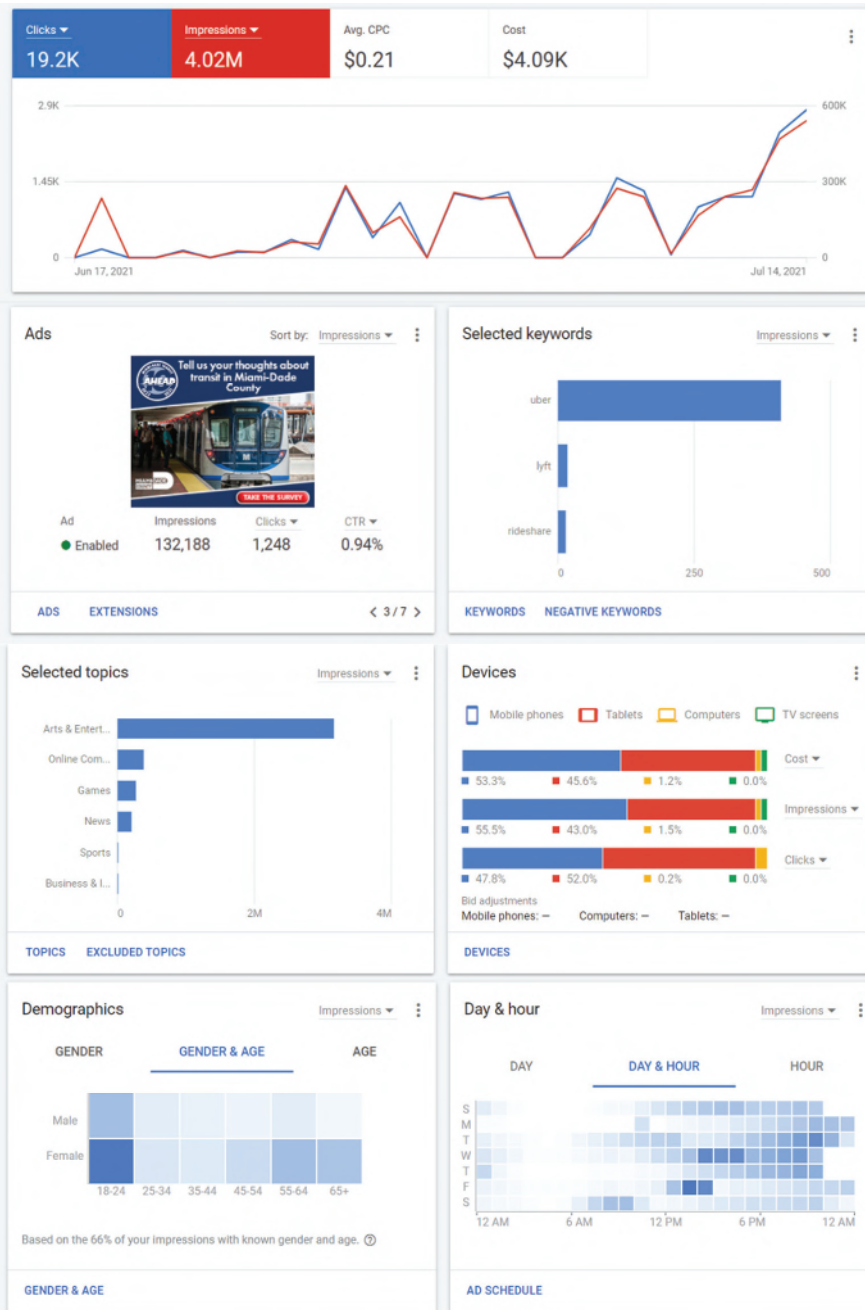


A.4 DTPW & MDT10Ahead Outreach Activities

2020 Golden Passport Outreach Schedule

	Date	Hours	Location	Address	Requested By	Staff Assigned
1	Friday, January 24, 2020	10:00am - 12:00pm	Leon Healthy Living Center	7950 W. Flagler Street Miami, FL 33144	Dotty Vazquez	Yolanda Guillen
2	Thursday, January 30, 2020	10:00am -1:00pm	Village of Key Biscayne Parks and Recreation	10 Village Green Way Key Biscayne, FL 33149	Roxy Lohuis-Tejada	Jillian De La Torre
3	Friday, February 14, 2020	11:00am - 2:00pm	South Dade YMCA	9355 SW 134 Street Miami, FL 33176	Leah Schillinger	Mike Boohit
4	Friday, February 14, 2020	10:00am - 2:00pm	De Hostos Senior Center	2902 NW 2 Ave Miami, FL 33127	Dotty Vazquez	Yolanda Guillen
5	Tuesday, February 18, 2020	10:00am - 2:00pm	Deeco Garden Health Fair	105 SE 12 Ave Miami, FL 33131	Dotty Vazquez	Sonia Romero
6	Tuesday, February 25, 2020	10:00am -12:00pm	Leon Healthy Living Center	12515 SW 88 Street Miami, FL 33186	Dotty Vazquez	Jillian De La Torre
7	Thursday, February 27, 2020	10:00am - 12:00pm	Leon Healthy Living Center	2285 W. Flagler Street Miami, FL 33135	Dotty Vazquez	Yolanda Guillen
8	Friday, March 6, 2020	10:00am - 12:00pm	Leon Healthy Living Center	7950 W. Flagler Street miami, FL 33144	Dotty Vazquez	Yolanda Guillen
9	Friday, March 13, 2020	10:00am -12:00pm	Conviva	8608 SW Bird Road Miami, FL 33155	Dotty Vazquez	Yolanda Guillen

MDT TDP Survey - Google Ads Campaign



TDP Social Media Promotion Plan

#MDT10Ahead	Date	Platform	Message	Links	Promote	Posted
May 2020						
	5/27/2020	FB + TW + IG	Each year, we collect feedback from our Miami-Dade Transit riders to inform our ten year development plan. The #MDT10Ahead survey is now live! We encourage you all to take the short survey and let us know about your riding habits before #COVID19 and what your thoughts are for the future of the department. #GoMiamiDade	https://bit.ly/MDT10Ahead2020	Yes; promoted through June	Yes
	5/30/2020	Twitter	South Florida commuters, @GoMiamiDade wants to hear from you! Your input will help map out the department's strategic vision for the next ten years, the Transit Development Plan. Find out more and participate in the annual #MDT10Ahead survey by visiting: http://bit.ly/MDT10Ahead20	http://bit.ly/MDT10Ahead20	--	Yes
June 2020						
	6/23/2020	FB + TW + IG	The annual #MDT10Ahead survey is now live and we're encouraging riders to participate and let us know about your riding habits before #COVID19. Your input helps us map out our strategic vision for the next ten years. For more info, click the #linkinbio. #GoMiamiDade	https://bit.ly/MDT10Ahead2020	--	Yes
July 2020						
	7/9/2020	Facebook (bilingual)	Every year, we launch our #MDT10Ahead survey asking you, our riders, to provide feedback that will help inform our ten-year Transit Development Plan. This strategic vision helps the Department operate and grow a clean, safe, convenient, and reliable transit system. In addition, the results of this survey will allow us to evaluate our existing system while identifying existing and future service improvements. We will be collecting responses to our online survey from now through July 31, 2020. Learn more by visiting our website. Cada año lanzamos nuestra encuesta #MDT10Ahead para pedirles a ustedes, nuestros usuarios, que nos envíen sus opiniones con el fin de mantener informado al Plan para el Desarrollo del Transporte Público en los próximos diez años. Esta visión estratégica ayuda a que el departamento gestione y desarrolle un sistema de transporte público limpio, seguro, cómodo y confiable. De igual manera, los resultados de esta encuesta nos ayudarán a evaluar nuestro sistema actual y a la vez identificar dónde debemos mejorar el servicio actual y futuro. Desde ahora, y hasta el 31 de Julio de 2020, vamos a recoger las respuestas a nuestra encuesta en internet. Para más información, visita nuestra página web:	http://bit.ly/MDT10Ahead20	--	Yes
	7/17/2020	FB + TW + IG	#DYK our Transit Development Plan guides decisions about existing and future services? We want to hear from you as we work on our #MDT10Ahead strategic vision. Take the survey today:	https://bit.ly/MDT10Ahead2020	--	Yes
	7/18/2020	Twitter	Every year, we launch our #MDT10Ahead survey asking you, our riders, to provide feedback that will help inform our ten-year Transit Development Plan. We will be collecting responses to our online survey through July 31, 2020. Learn more:	http://bit.ly/MDT10Ahead20	--	Yes
	7/21/2020	Twitter	Our Transit Development Plan helps the department operate and grow a clean, safe, convenient, and reliable transit system -- and your input helps! Take the #MDT10Ahead survey today!	https://bit.ly/MDT10Ahead2020	--	Yes
	7/23/2020	Facebook (trilingual)	Our Transit Development Plan guides decisions about existing and future services. We want to hear from you as we work on our #MDT10Ahead strategic vision. There's still time to take the survey! Responses accepted through July 31, 2020. Plan Devlopman Transpò Piblik nou an gide desizyon sou sèvis ki egziste e sa k gen pou vini a lavni. Nou vle tande opinyon w pandan n ap travay sou vizyon stratejik #MDT10Ahead. Nuestro Plan para el Desarrollo del Transporte Público guía las decisiones que se toman en cuanto a los servicios actuales y futuros. Queremos saber tu opinión en la medida en que trabajamos en la visión estratégica de #MDT10Ahead.	https://bit.ly/MDT10Ahead2020	--	Yes
	7/29/2020	Twitter	There's still time to participate in our annual #MDT10Ahead survey -- we want to hear from you! Your input helps us map out our strategic vision for the next ten years. For additional details, visit our website:	http://bit.ly/MDT10Ahead20	--	Yes
	7/29/2020	Twitter (Spanish)	¡Queremos saber tu opinión! Tus comentarios nos ayudan a diseñar nuestra visión estratégica para los próximos diez años. Para más detalles y para participar en nuestra encuesta #MDT10Ahead, visita nuestra página web:	http://bit.ly/MDT10Ahead20	--	Yes

TDP Newsletter Outreach

MOBILITY 305

Freedom Tower station

South Dade TransitWay BRT Project awarded \$100M grant

Last month, the U.S. Department of Transportation Federal Transit Administration announced Miami-Dade County as a recipient of a \$100 million federal grant for the South Dade Rapid Transit (BRT) project. This project will help to transform the South Dade Transitway and bring about a new era of public transportation. This BRT project will bring about more transit relief to our community and connect riders from Kendall to the Metrorail to get to Downtown Miami and beyond.

LEARN MORE

MIAMI-DADE TRANSIT 10 AHEAD 2021-2030

LEARN MORE

Riding transit? Mask up

DTPW adds new shields on buses

The Underline sets opening

TPW will be conducting a virtual public meeting

Join our upcoming virtual public meeting

Support local businesses with EASY Perks

U.S. Census Bureau National Processing Logistics Assistance Center

CoMotion Miami goes virtual

New EASY Perks - in time for Father's Day

There's still time to share your opinion about mass transit services

The deadline for the 2020 Census has been extended to October

DTPW's award-winning EASY Perks program

CoMotion Miami goes virtual

New EASY Perks - in time for Father's Day



Happy Fourth of July!

The Miami-Dade TPO will be closed July 3, 2020 in observance of this holiday.

TP

Access Miami-Dade County's Independence Guide [here](#)

MDT10Ahead Annual Survey

Every year, the Miami-Dade Department of Transportation & Public Works (DTPW) launches the #MDT10Ahead survey asking riders to provide feedback that will help inform their ten-year Transit Development Plan (TDP). This strategic vision helps DTPW operate and grow a clean, safe, convenient, and reliable transit system. In addition, the results of this survey will allow DTPW to evaluate their existing system while identifying existing and future service improvements.



Responses to the online survey will be collected through July 31, 2020.

Take the online survey [here](#)

Paper TDP Survey

What is #MDT10Ahead?

Miami-Dade County's Department of Transportation and Public Works' (DTPW) Transit Development Plan (TDP) is a ten-year strategic vision that helps the Miami-Dade Transit (MDT) operate and grow a clean, safe, convenient, and reliable transit system. This brief survey uses your input to influence our plans looking forward to the next decade.

What this survey does: The TDP evaluates DTPW's existing transit system, identifies ongoing and future service improvements as well as capital investments, and ultimately presents a financial plan based on available funding.

How you can help:

- Fill out and mail back this short survey to:
**Department of Transportation and Public Works
MDT10Ahead**
701 NW 1st Court, 15th Floor, Miami, FL 33136
(postage is on us)
- Submit additional comments via email at:
MDT10Ahead@miamidade.gov
- Fill out the online survey at:
<http://bit.ly/MDT10Ahead2021>
- Follow us on social media at **@GoMiamiDade** on Twitter, Instagram, and Facebook. Use **#MDT10Ahead** to join the conversation.

Recommended Service Plan: The ten-year implementation plan guides decisions about existing and future services. The plan is based on service standards, citizen input (like this survey), and stakeholder coordination.

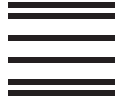
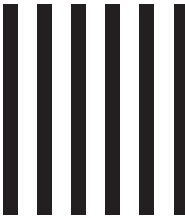
Capital Investment Plan: This plan prioritizes investments in buses, stations, infrastructure, and equipment needed to preserve and expand the transit system and implement the Recommended Service Plan.

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

For more details, visit:
www.miamidade.gov/transit

In accordance with the requirements of Title II of the ADA, Miami-Dade County will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, activities or facilities. Auxiliary aids and services for communication are available with five days' advance notice. For material in alternate format (audiotape, Braille or computer disk), a sign language interpreter or other accommodations, please contact: Miami-Dade Department of Transportation and Public Works, Office of Civil Rights and Labor Relations, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Attention: Marcos Ortega. Telephone: 786-469-5225, Fax: 786-469-5589. E-mail: mo7225@miamidade.gov. If you are Deaf or hard of hearing, you may contact the agency using the Florida Relay Service at 711, or 1-800-955-8771 (TTY) or 1-800-955-8770 (Voice).

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



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

POSTAGE WILL BE PAID BY ADDRESSEE

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



MOVING FORWARD TOGETHER

MIAMI-DADE COUNTY'S
TRANSIT DEVELOPMENT PLAN

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



This is an annual survey conducted by the Miami-Dade County Department of Transportation and Public Works. Responses to the survey questions should reflect your typical behavior prior to the COVID-19 outbreak (March 2020) and since February 2021.

HOW DO YOU RIDE TRANSIT?

How often did you use Miami-Dade Transit services, prior to the COVID-19 outbreak (March 2020)?

	BUS	RAIL	MOVER	STS
4 + times a week	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1-3 times a week	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A few times a month	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rarely	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Never	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

How do you normally access transit service information?

- ☐ GO Miami-Dade Transit app
- ☐ Another smart phone application
- ☐ Social Media (Facebook, Instagram, Twitter, etc.)
- ☐ Miami-Dade Transit website
- ☐ Printed Schedules
- ☐ Rider Alerts (email/text messages)

The main reason I'm taking transit today is:

- ☐ I have a car, but I prefer to ride transit
- ☐ Transit is my only option
- ☐ I got rid of my car because I prefer to ride transit
- ☐ I don't have access to a car
- ☐ I don't drive ☐ I don't take transit

If you ride transit to work/ school, where do you typically start your trip? Zip Code: _____ Where do you end your trip? Zip Code: _____

Before you begin your transit trip, how do you typically get to your Transit station/stop (i.e. Metrorail, Metrobus, or Metromover)?

- ☐ I don't take transit
- ☐ Bike, scooter, or another personal device
- ☐ Drive ☐ Walk
- ☐ Rideshare (Lyft, Uber, Freebee, etc.)
- ☐ Carpool or vanpool ☐ Municipal Trolley

When you exit the transit vehicle, how do you typically travel to your destination?

- ☐ Walk
- ☐ Bike, Scooter, or another personal device
- ☐ Rideshare (Lyft/Uber, Freebee, GO Connect etc.)
- ☐ Carpool or vanpool
- ☐ Transfer to another Metrobus or Metromover
- ☐ Municipal Trolley
- ☐ I don't take transit

TRANSIT PRIORITIES

What should the Miami-Dade Transit's service priorities be for the next ten years?

	VERY IMPORTANT	SOMEWHAT IMPORTANT	NEUTRAL	NOT IMPORTANT
Arrive and depart on time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Earlier/late service hours	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More frequent service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More frequent weekend service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expand to serve new areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More express/rapid transit service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve comfort and amenities at transit facilities and vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve cleanliness of vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase cleaning/ sanitizing frequency	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

What should be the main Miami-Dade Transit facilities-related priorities for the next ten years?

Improve stop/station amenities (canopies, lighting, seating, other furnishings)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve access to retail/food/ beverages at stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve directional signage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve bicycle/pedestrian access and amenities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve micro-mobility integration at stations (rented bikes / scooters)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide electric vehicle charging stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expand designated carshare (zipcar) areas at metrorail stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Create more convenient pick-up/drop-off areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increased parking at Metrorail stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Create more park-and-ride lots	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve public health safety at stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve security at stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase station/stop seating capacity or standing room to allow social distancing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

RATE MIAMI-DADE TRANSIT'S OVERALL SERVICE

Rate your overall experience with transit

- ☐ Excellent ☐ Good ☐ Acceptable
- ☐ Neutral ☐ Negative ☐ I do not ride Transit

Do you feel security systems are adequate while using Miami-Dade Transit?

- ☐ Yes ☐ No ☐ I don't take Transit

ABOUT YOURSELF (OPTIONAL)

Which gender do you identify with?

- ☐ Male ☐ Female ☐ Other

What is your age group?

- ☐ Under 16 ☐ 16-24 ☐ 25-34
- ☐ 35-44 ☐ 45-54 ☐ 55-64
- ☐ Over 65

What is your household's approximate total annual income?

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

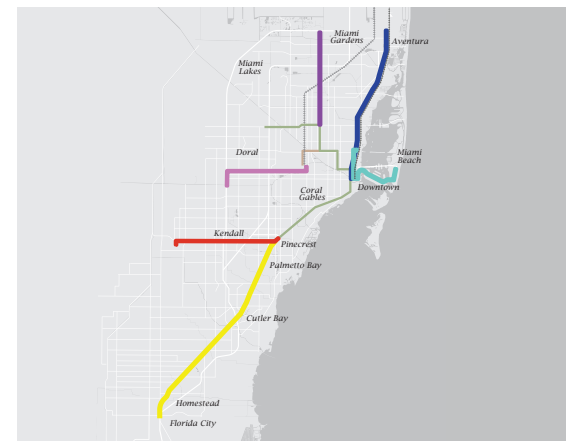
How many working motor vehicles are available in your household?

- ☐ None ☐ One ☐ Two ☐ Three or more

Which best describes your race/ethnicity? (select all that apply)

- ☐ Hispanic/Latin ☐ Black/ African-American
- ☐ White ☐ Asian ☐ Other

SMART PLAN - RAPID TRANSIT



Of the six corridors in the Strategic Miami Area Rapid Transit (SMART) Plan that are being considered for premium transit service, please rank the corridors which you would use the most by assigning a score from 1 - 6 next to each option.

- ___ Beach Corridor
- ___ Kendall Corridor
- ___ Northeast Corridor
- ___ East-West Corridor
- ___ North Corridor
- ___ South Corridor

¿Qué es #MDT10Ahead?

El Plan para el Desarrollo del Transporte (TDP, por sus siglas en inglés) del Departamento de Transporte y Obras Públicas del Condado de Miami-Dade (DTPW) es una visión estratégica en un plazo de 10 años que ayuda al Departamento de Transporte de Miami-Dade (MDT) a administrar y crear un sistema de transporte público limpio, seguro, práctico, y confiable. Esta breve encuesta utiliza sus comentarios a fin de influir en nuestros planes para la próxima década.

Objetivo de esta encuesta: el Plan para el Desarrollo del Transporte estudia el sistema actual de transporte público del DTPW, identifica las mejoras al servicio en curso y futuro, así como las inversiones de capital y por último, presenta un plan financiero conforme a los fondos disponibles.

Cómo usted puede ayudar:

- Complete y envíe de vuelta esta breve encuesta a:
**Department of Transportation and Public Works
MDT10Ahead**
701 NW 1st Court, 15th Floor, Miami, FL 33136
(nosotros cubrimos el franqueo postal)
- Envíe más comentarios por el correo electrónico:
MDT10Ahead@miamidade.gov
- Responda le encuesta en el sitio web:
<http://bit.ly/MDT10Ahead2021>
- Síguenos en las redes sociales @GoMiamiDade en Twitter, Instagram, y Facebook. Use #MDT10Ahead para participar en la conversación.

Plan de servicio recomendado: el plan de ejecución a diez años sirve de guía para tomar decisiones sobre los servicios actuales y futuros. El plan tiene como base las normas de servicio, los comentarios de los ciudadanos, (como esta encuesta), y la coordinación de las partes interesadas.

Plan de inversión de capital: este plan prioriza las inversiones en los autobuses, las estaciones, la infraestructura y los equipos necesarios con el fin de preservar y expandir el sistema de transporte público y poner en práctica el Plan de servicio recomendado.

Plan financiero: el plan financiero identifica todos los recursos financieros disponibles y las necesidades financieras según el Plan de servicio y el Plan de mejoras de capital.

Para más información, visite:
www.miamidade.gov/transit

De conformidad con las disposiciones del Título II de la Ley de Estadounidenses con Discapacidades (ADA), el Condado de Miami-Dade no discriminará a las personas con discapacidades calificadas, por motivo de sus discapacidades, en los servicios, programas, actividades, o instalaciones. Hay dispositivos y servicios auxiliares a disposición del público. Es necesario solicitarlos con cinco días de antelación. Para solicitar materiales en formato especial (audiocinta, sistema Braille o disco de computadora), los servicios de un intérprete del lenguaje de señas u otras adaptaciones, comuníquese con el Departamento de Transporte y Obras Públicas de Miami-Dade, Oficina de Derechos Civiles y Relaciones Laborales, sito 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atención: Marcos Ortega. Teléfono: 786-469-5225, Fax: 786-469-5589. Correo electrónico: mo7225@miamidade.gov. Si tiene problemas de sordera o dificultades auditivas, puede comunicarse con el Departamento mediante Florida Relay Service por el 711, el 1-800- 955-8771 (TTY) o el 1-800-955-8770 (voz).

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AVANZAMOS JUNTOS

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

DEPARTAMENTO DE TRANSPORTE Y OBRAS PÚBLICAS



El Departamento de Transporte y Obras Públicas del Condado de Miami-Dade realiza esta encuesta anualmente. Las respuestas deben reflejar la conducta típica anterior al brote del COVID-19 (marzo del 2020) y a partir de febrero del 2021.

¿CÓMO USA EL TRANSPORTE PÚBLICO?

¿Con qué frecuencia usaba los servicios del transporte público antes del brote del COVID-19 (marzo del 2020)?

	AUTOBÚS	TREN	MOVER	STS
Más de 4 veces a la semana	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
De 1 a 3 veces a la semana	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Unas pocas veces al mes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rara vez	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Nunca	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

¿Normalmente cómo busca información sobre el transporte público?

- ☐ Aplicación GO Miami-Dade del Dpto. de Transporte
☐ Otra aplicación en un teléfono inteligente
☐ Redes sociales (Facebook, Instagram, Twitter, etc.)
☐ Sitio web del Departamento de Transporte de Miami-Dade
☐ Horario impreso
☐ Alerta a los usuarios (correo electrónico/mensaje de texto)

La razón principal por la que hoy uso el transporte público es:

- ☐ Tengo un carro, pero prefiero usar el transporte público
☐ El transporte público es mi única opción
☐ Me deshice de mi carro porque prefiero usar el transporte público
☐ No tengo acceso a un carro
☐ No manejo ☐ No uso el transporte público

Si usa el transporte público para ir al trabajo/la escuela, ¿generalmente donde comienza su viaje?
 Código postal: _____ ¿Dónde termina su viaje?
 Código postal: _____

Antes de comenzar su viaje en transporte público, ¿generalmente cómo llega a la estación/parada (es decir, Metrorail, Metrobús, o Metromover)?

- ☐ No uso el transporte público
☐ En bicicleta, motopatíneta u otro medio personal
☐ Conduzco ☐ Camino
☐ Viaje compartido (Lyft, Uber, Freebee, etc.)
☐ En un automóvil (carpool) ☐ Trolley del municipio o camioneta de uso compartido (vanpool)

Cuando se baja del vehículo de transporte público de Miami-Dade, ¿cómo llega a su destino final comúnmente?

- ☐ A pie
☐ En bicicleta, motopatíneta u otro medio personal
☐ Viaje compartido (Lyft/Uber, Freebee, GO Connect, etc.)
☐ Viaje compartido en carro o camioneta
☐ Tránsito a otra ruta del Metrobús o al Metromover
☐ Trolley del municipio
☐ No uso el transporte público

PRIORIDADES DEL TRANSPORTE PÚBLICO

¿Qué servicio debe priorizar el Departamento de Transporte de Miami-Dade en los próximos diez años?

	MUY IMPORTANTE	ALGO IMPORTANTE	NEUTRAL	NO ES IMPORTANTE
Llegada y salida en tiempo	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Horario de servicio más temprano/tarde	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Servicio más frecuente	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Servicio más frecuente los fines de semana	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expandir el servicio a áreas nuevas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mayor servicio de transporte público expreso/ rápido	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aumentar las comodidades y los servicios en las instalaciones y vehículos del transporte público	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mejorar la limpieza de los vehículos	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aumentar la frecuencia limpieza/ desinfección	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

¿Cuáles deben ser las prioridades de las instalaciones del Departamento de Transporte de Miami-Dade en los próximos diez años?

Mejorar los servicios de las paradas/ estaciones (toldos, comodidades, mobiliario)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mejorar el acceso a venta minorista/ bebidas/alimentos en las estaciones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mejorar la señalización	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mejorar el acceso y las instalaciones para ciclistas/peatones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mejorar la integración de micromovilidad en las estaciones (alquiler de bicicletas/motopatínetas)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Crear estaciones de carga para los vehículos eléctricos	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expandir las áreas destinadas a viajes compartidos (zipcar) en las estaciones del Metrorail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Crear zonas más convenientes para dejar y recoger a las personas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aumentar el espacio de estacionamiento en las estaciones del Metrorail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Crear espacios para estacionamiento y acceso al transporte público (park-and-ride)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mejorar la seguridad de la salud pública en las estaciones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mejorar la seguridad en las estaciones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aumentar el número de asientos en las paradas/estaciones o el espacio para personas de pie a fin de permitir el distanciamiento social	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

CALIFIQUE EL SERVICIO DEL TRANSPORTE PÚBLICO DE MIAMI-DADE EN GENERAL

Califique su experiencia en sentido general en cuanto al uso del transporte público

- ☐ Excelente ☐ Buena ☐ Aceptable
☐ Neutral ☐ Negativa ☐ No uso el transporte público

¿Cuándo usa el transporte público de Miami-Dade, siente que los sistemas de seguridad son los adecuados?

- ☐ Si ☐ No ☐ No uso el transporte público

SOBRE USTED (OPCIONAL)

¿Con qué género se identifica mejor?

- ☐ Masculino ☐ Femenino ☐ Otro

¿Cuál es su grupo de edad?

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

¿Cuál es su ingreso anual familiar aproximado?

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

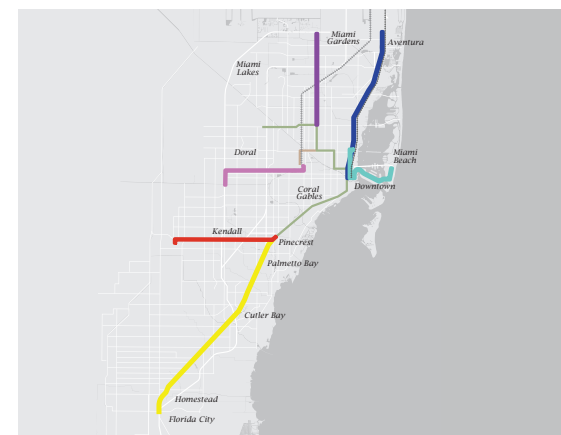
¿Cuántos vehículos motorizados hay en su núcleo familiar?

- ☐ Ninguno ☐ Uno ☐ Dos ☐ Tres o más

¿Cuál de estas opciones define mejor su raza/grupo étnico? (Marque todas las opciones que correspondan)

- ☐ De origen hispano/latino ☐ Blanco
☐ Negro/Afroestadounidense ☐ Asiático
☐ Otro

PLAN DE TRÁNSITO RÁPIDO - SMART PLAN



De los seis corredores en el Plan de Tránsito Rápido en Áreas Estratégicas de Miami (SMART Plan) que se están analizando para un servicio de transporte público de primera, clasifique los corredores que más utilizaría. Use una clasificación del 1 al 6 para cada opción.

- _____ Corredor de la Playa
 _____ Corredor de Kendall
 _____ Corredor del Noreste
 _____ Corredor Este-Oeste
 _____ Corredor Norte
 _____ Corredor Sur

Kisa #MDT10Ahead ye?

MDepatman Transpò ak Travo Piblik Konte Miami-Dade (DTPW) Devlopman Plan Transpò Piblik (TDP) se yon vizyon estratejik dis lane ki ede Transpò Piblik Miami-Dade (MDT) opere ak fè grandi yon system transpò piblik pwòp, ki san danje, pratik e fyab. Sondaj tou kout sa a sèvi ak opinyon w pou enfliyanse plan nou pou pwochen deseni ki ap vini an.

Sa sondaj sa a fè: TDP an evalye sistèm transpò DTPW ki egziste deja, idantifye amelyorasyon sèvis ki ap fèt ak sa ki va fèt alavni, kapital envestisman, ak finalman prezante yon plan finansye ki baze sou finansman ki disponib.

Fason ou ka ede:

- Ranpli ak voye sondaj tou kout sa a bay:

**Department of Transportation and Public Works
MDT10Ahead**

701 NW 1st Court, 15th Floor, Miami, FL 33136
(Ou pa bezwen mete tenm)

- Soumèt lòt kòmmanntè pa imel nan:

MDT10Ahead@miamidade.gov

- Ranpli sondaj la sou entènèt nan:

<http://bit.ly/MDT10Ahead2021>

- Suiv nou nan medya sosyal sou **@GoMiamiDade** sou Twitter, Instagram, ak Facebook. Itilize **#MDT10Ahead** pou antre nan konvèsasyon an.

Plan Sèvis Rekòmande: Plan aplikasyon dis ane a gide desizyon sou sèvis ki deja egziste ak sèvis alavni. Plan an baze sou estanda sèvis yo, opinyon sitwayen yo (tankou sondaj sa a), ak kowòdinasyon pati konsène yo.

Plan Investisman Kapital: Plan sa a priyoreze envestisman nan otobis, estasyon, enfrastruktir, ak ekipman ki nesè pou prezève ak elaji sistèm transpò piblik la epi aplike Plan Sèvis Rekòmande a.

Plan Finansye: Plan finansye a idantifye tout resous finansye ki disponib epi idantifye bezwen finansye apati Plan Sèvis Rekòmande ak Plan Amelyorasyon Kapital la.

Pou plis detay, vizite:

www.miamidade.gov/transit

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AVANSE ANSANM

PLAN DEVLOPMAN TRANSPÒ
PIBLIK KONTE MIAMI-DADE

DEPATMAN TRANSPÒ AK TRAVO PIBLIK



An akò avèk egzijans Tit II ADA a, Konte Miami-Dade pap fè diskriminasyon kont moun andikape ki kalifye sou baz andikap nan sèvis, pwogram, aktivite oswa etablisman li yo. Ed okisyonèl ak sèvis komunikasyon disponib avèk avi senk jou davans. Pou materyèl nan lòt fòm (anrejistremant odyo, Bray oswa disk odinatè), yon entèprèt lang siy oswa lòt akomodasyon, tanpri kontakte: Miami-Dade Department of Transportation and Public Works, Office of Civil Rights and Labor Relations, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atansyon: Marcos Ortega. Telefòn: 786-469-5225; Faks: 786-469-5589; Imèl: mr7225@miamidade.gov. Si ou Soud oswa ou pa tande byen, ou ka kontakte ajans lan lè ou itilize Sèvis Relè Florid nan 711, oswa 1-800-955-8771 (TTY) oswa 1-800-955-8770 (Vwa).

Se yon sondaj anyèl Depatman Transpò ak Travo Piblik nan Konte Miami-Dade fè. Repons a kesyon sondaj yo ta dwe reflete konpòtman tipik ou anvan epidemi COVID-19 (Mas 2020) ak depi fevriye 2021.

KIJAN W VWAYAJE NAN TRANSPÒ PIBLIK?

Chak konbyen fwa ou te itilize sèvis transpò Miami-Dade, anvan epidemi COVID-19 la (Mas 2020)?

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

Kijan nòmalman ou gen aksè a enfòmasyon sèvis transpò piblik?

- ☐ Aplikasyon GO Miami-Dade Transit
- ☐ Yon lòt aplikasyon telefòn entelijan
- ☐ Medya sosyal (Facebook, Instagram, Twitter, etc.)
- ☐ Sit entènèt Transpò Piblik Miami-Dade
- ☐ Orè sou papye
- ☐ Alèt pasaje (mesaj imel/tèks)

Rezon prensipal ki fè m ap pran transpò piblik jodi a se:

- ☐ Mwen gen yon oto, men mwen prefere pran transpò piblik
- ☐ Transpò piblik se sèl opsyon mwen
- ☐ Mwen mete oto m a kote, mwen prefere pran transpò piblik
- ☐ Mwen pa gen aksè a oto
- ☐ Mwen pa kondui ☐ Mwen pa pran transpò piblik

Si ou monte transpò piblik pou w ale travay/lekòl, ki kote ou tipikman kòmanse vwayaj ou? Zipkòd: _____
i kote w fini vwayaj ou? Zipkòd: _____

Anvan ou kòmanse vwayaj transpò piblik ou, kijan ou tipikman rive nan estasyon/arè transpò ou (sètadi Metrorail, Metrobus, oswa Metromover)?

- ☐ Mwen pa pran transpò piblik
- ☐ Bisiklèt, mobilèt, oswa yon lòt aparèy pèsònèl
- ☐ M kondui ☐ M mache
- ☐ Transpò pataje (Lyft, Uber, Freebee, etc.)
- ☐ Navèt ☐ Trolley minisipal

Lè ou sòti nan machin transpò piblik, kijan ou tipikman ale nan destinasyon ou?

- ☐ Mwen mache
- ☐ Bisiklèt, mobilèt, oswa yon lòt aparèy pèsònèl
- ☐ Transpò pataje (Lyft/Uber, Freebee, GO Connect etc.)
- ☐ Navèt
- ☐ Transfè nan yon lòt Metrobus orswa Metromover
- ☐ Trolley
- ☐ Mwen pa pran transpò piblik

PRIYORITE TRANSPÒ PIBLIK

Kisa ki ta dwe priyorite sèvis Transpò Piblik Miami-Dade pou dis ane ki ap vini yo?

	TRE ENFÒM	ENFE ENFÒM	NET	PA ENFÒM
Arrive ak depa alè	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Orè sèvis nan bonè/nan ta	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sèvis pi souvan	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sèvis wikenn pi souvan	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Elaji pou sèvi nouvo zòn	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Plis sèvis transpò ekspres/rapid	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amelyore konfò ak ekipman nan enstalasyon transpò piblik yo ak machin yo	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amelyore pwòpte machin yo	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ogmante frekans netwayaj/dèzenfeksyon	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Kisa ki ta dwe priyorite enstalasyon prensipal Transpò Piblik Miami-Dade pou dis ane ki ap vini yo?

Amelyore enstalasyon arè/estasyon (abri, ekleraj, syèj, lòt mèb)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amelyore aksè a Vant an Detay/manje7bwason nan estasyon yo	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amelyore siyalizasyon direksyon	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amelyore aksè bisiklèt/pyeton ak ekipman	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amelyore integrasyon mikwo-mobilite nan estasyon (lokasyon bisiklèt/mobilèt)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bay estasyon rechaj pou machin elektrik	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Elaji zòn deziyen pou transpò pataje (zipcar) nan estasyon metrorail yo	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Kreye plis zòn pratik pou depoze/pran moun	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ogmante pakin nan estasyon Metrorail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Kreye plis park-and-ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amelyore sekirite sante piblik nan estasyon yo	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amelyore sekirite nan estasyon yo	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ogmante kapasite pou kanpe ak chita poui pèmèt	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

EVALYE TOUT MIAMI-DADE TRANSIT

Evalye tout eksperyans ou avèk transpò piblik

- ☐ Ekselan ☐ Bon ☐ Akseptab
- ☐ Net ☐ Negatif ☐ Mwen pa pran transpò piblik

Èske ou santi sistèm sekirite yo adekwat pandan w ap itilize Miami-Dade Transit?

- ☐ Wi ☐ Non ☐ Mwen pa pran transpò piblik

KONSÈNAN OU MENM (PA OBLIGATWA)

A ki sèks ou idantifye tèt ou?

- ☐ Gason ☐ Fanm ☐ Lòt

Ki gwoup laj ou?

- ☐ Mwens pase 16 ☐ 16-24 ☐ 25-34
- ☐ 35-44 ☐ 45-54 ☐ 55-64
- ☐ Plis pase 65

Ki apeprè revni anyèl total lakay ou?

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

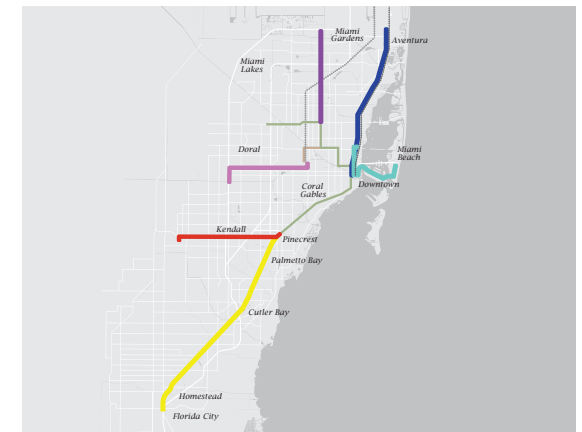
Konbyen otomobil ki disponib lakay ou ki pa anpàn?

- ☐ Okenn ☐ Youn ☐ De ☐ Twa oswa plis

Kisa ki pi byen dekri ras ou/etnisite ou? (seleksyon tout sa ki aplikab)

- ☐ Panyòl/Latino ☐ Nwa/Afrke Amerken
- ☐ Blan ☐ Azyatik ☐ Lòt

SMART PLAN - TRANSPÒ RAPID



Nan sis koridò nan Plan Estratejik Tranpò Rapid zòn Miami (SMART) ke yo ap konsidere pou sèvis transpò piblik prensipal, tanpri klase koridò ke ou ta itilize pi plis lè w ba yo nòt soti 1 rive 6 akote chak opsyon.

- ☐ Koridò Plaj ☐ Koridò Lès-Lwès
- ☐ Koridò Kendall ☐ Koridò Nò
- ☐ Koridò Nòdès ☐ Koridò Sid

APPENDIX A.5

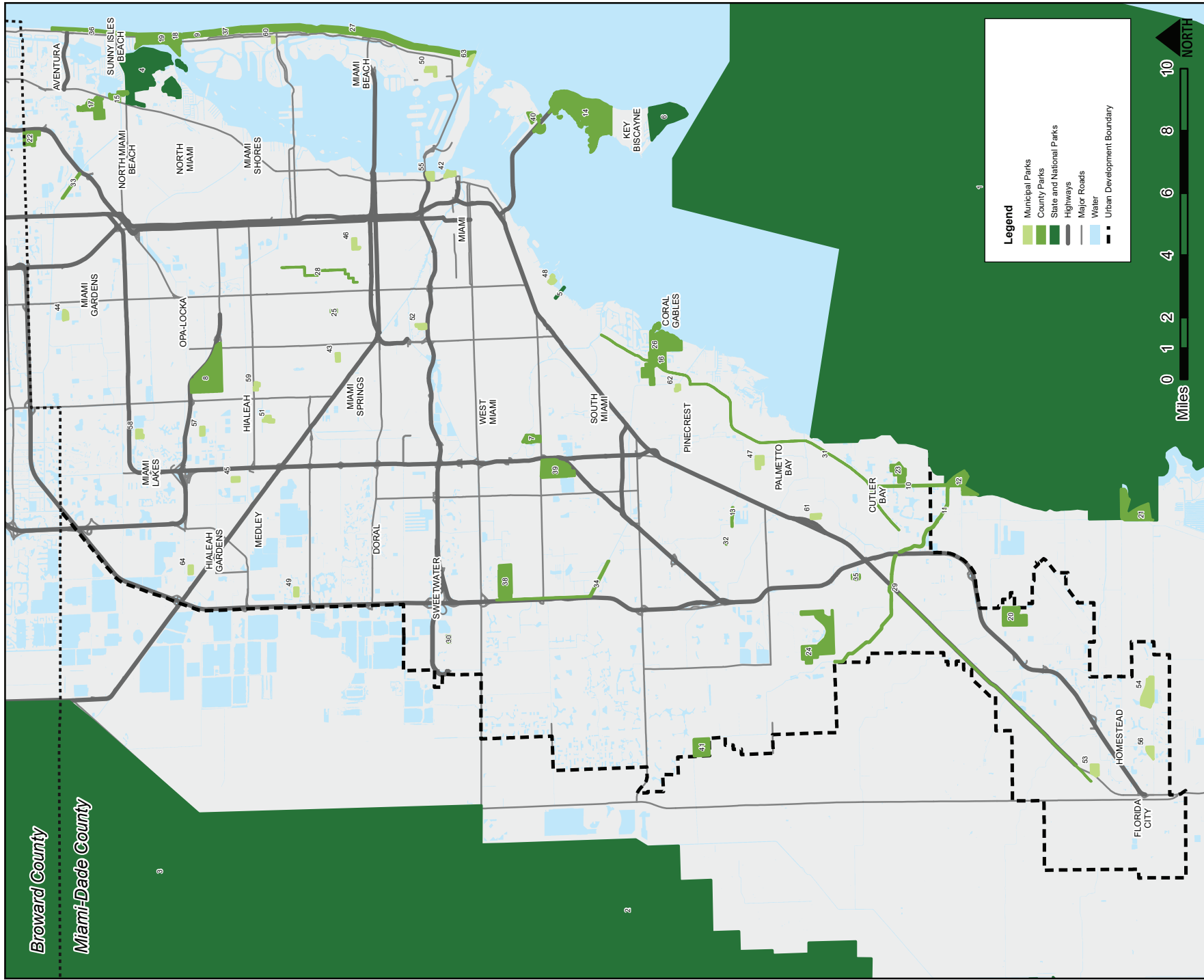


A.5 MDT Major Trip Generator Maps

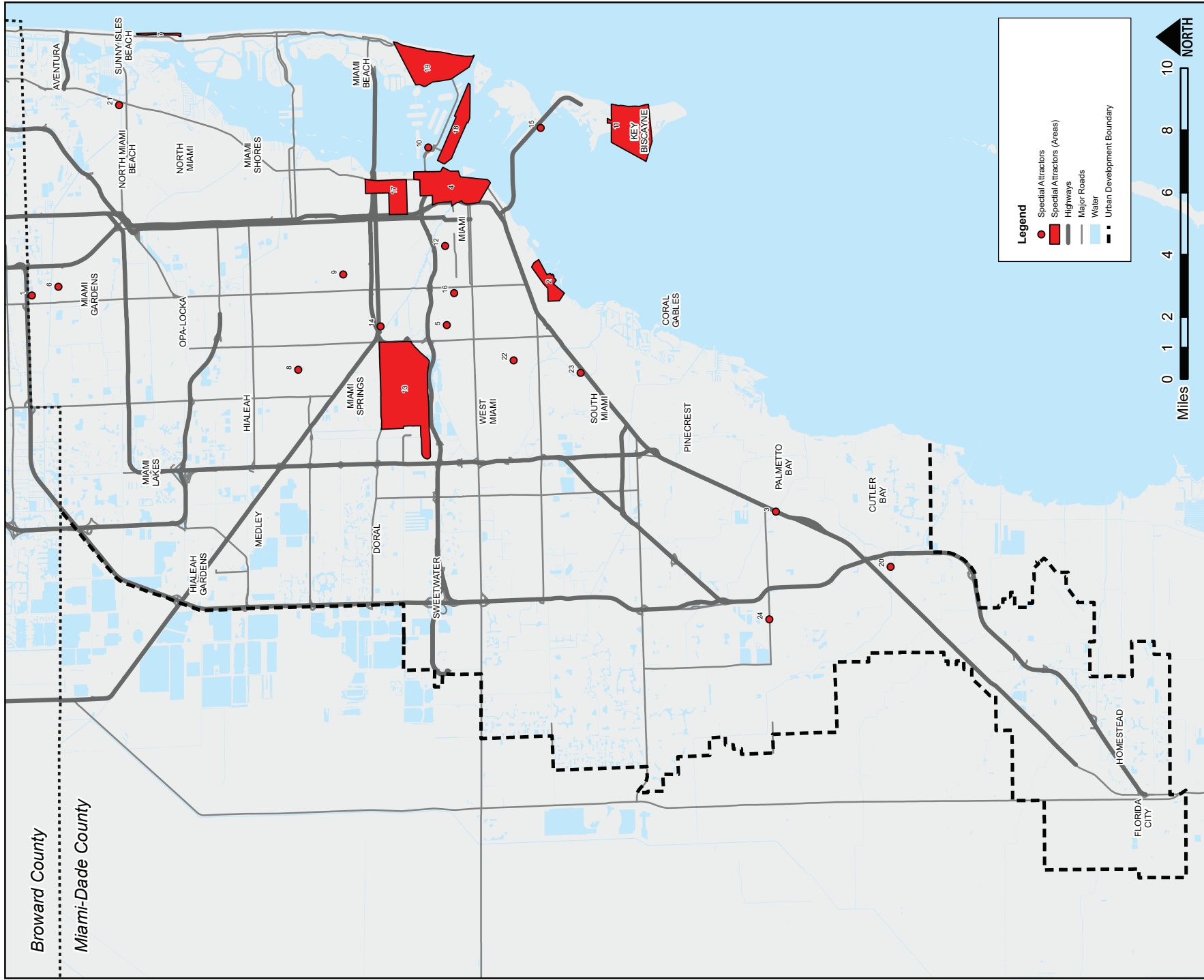
Parks

Map ID	Name	Routes								
State and National Parks										
1	Biscayne NP	NONE								
2	Everglades addition	NONE								
3	WCA-3A	NONE								
3	WCA-3B	NONE						NM*		
4	Oleta River SP	105	108	135	3					
		75	93	NM*						
5	The Barnacle Historic SP	NONE								
6	Bill Baggs Cape SP	102								
County Parks										
7	A.D. Barnes Park	40								
8	Amelia Earhart Park	135	37	42	HI*			38	39	52
9	Bal Harbour Beach	107	119	120	BA*	BY*	SU*			
10	Biscayne Trail (East Side of Canal)	200	287							
11	Black Creek Trail (Along C1 Canal)	1	137	200	248	287	31			
		34	35	38	39	52				
12	Black Point Park and Marina	NONE								
13	Briar Bay Linear Park	136								
14	Crandon Park	102								
15	East Greynolds Park	105	108	3	75	93	NM*			
16	Fairchild Tropical Botanic Garden	136								
17	Greynolds Park	183	210	3	9	93	95			
18	Haulover Beach	108	119	120	BA*					
19	Haulover Park	108	119	120	BA*					
20	Homestead Air Reserve Park	35								
21	Homestead Bayfront Park	NONE								
22	Ives Estates Park	195	196	295	296	99				
23	Lakes by the Bay Park	200	287					12	15	79
24	Larry & Penny Thompson Park	137	252	52						
25	Martin Luther King Jr. Memorial Park	32	62							
26	Matheson Hammock Park	136	57							
27	Miami Beach	103	110	112	113	115				
		119	120	150	79	SU*				
28	Model Cities Trail	112	12	21	22	246	254			
		27	297	46	54	62	79			
29	North South Trail	248	34	35	38					

Map ID	Name	Routes								
30	North Trail Park	137								
31	Old Cutler Bike Path	136	200	287	37					
32	Pinewoods Park	NONE								
33	Snake Creek Trail	195	196	295	296	95	99			
34	Snapper Creek Trail	24	272	40	56	71	72			
35	Southridge Park	1	34	39						
36	Sunny Isles Beach	105	108	119	120	BA*				
37	Surfside Beach	107	115	119	120					
		BA*	BY*	SU*						
38	Tamiami Park	11	24	71	8	82				
39	Tropical Park	40	56	82						
40	Virginia Key	102								
41	West Kendall District Park	NONE								
Municipal Parks										
42	Bayfront Park	119	120	195	196	3				
		836	9	93	95					
43	Benny Babcock Park & Pool	254	54	62	HI*					
44	Betty T. Ferguson Recreational Complex	27	297	99						
45	Bucky Dent Water Park	175	54	HI*						
46	Charles Hadley Park FKA Manor Park	12	17	21	246	46				
47	Coral Reef Park	57	PA*	PA*						
48	Dinner Key Auditorium & Marina	22								
49	Doral Legacy Park	DL*	DL*							
50	Flamingo Park & Pool	103	113	119	120	150				
51	Goodlet Park	54								
52	Grapeland Heights Park	238	37	57	836					
53	Harris Field Park	34	35	38						
54	Homestead Sport Complex									
55	Maurice A. Ferré Park	10	101	113	119	120				
		16	3	32	9	93				
56	Mayor Roscoe Warren Municipal Park	344	35							
57	McDonald Park	267	29	73						
58	Miami Lakes Park	267	73							
59	Milander Park	33	37	HI*						
60	North Shore Park / Tennis Center	112	115	119	120	79	SU*			
61	Palmetto Bay Park	1	52	PA*						
62	Pinecrest Gardens	57								
63	South Pointe Park	103	113	150						
64	Westland Gardens Park	HI*								

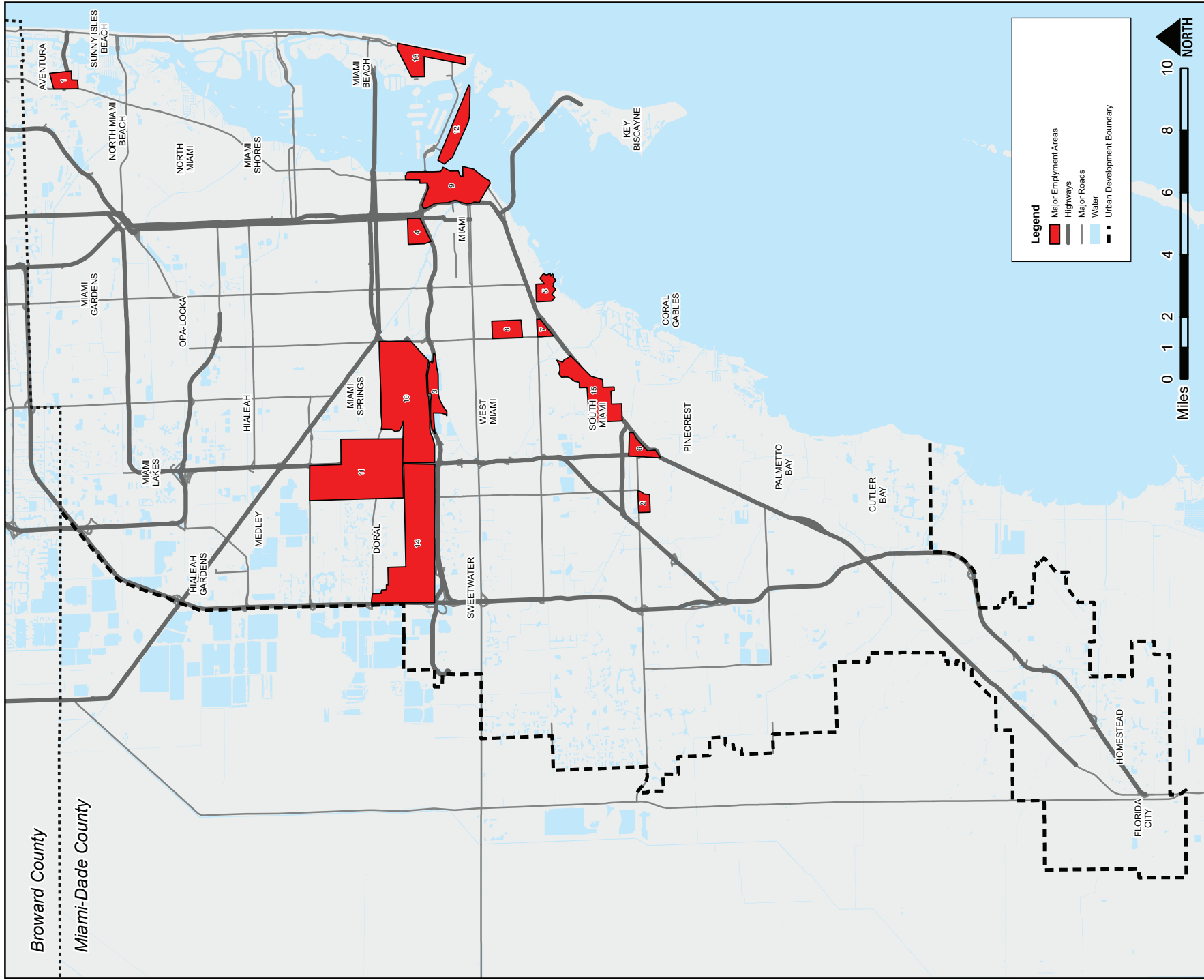


National, State, County and Municipal Parks. Source: DTPW, December 2019



Major Employment Areas

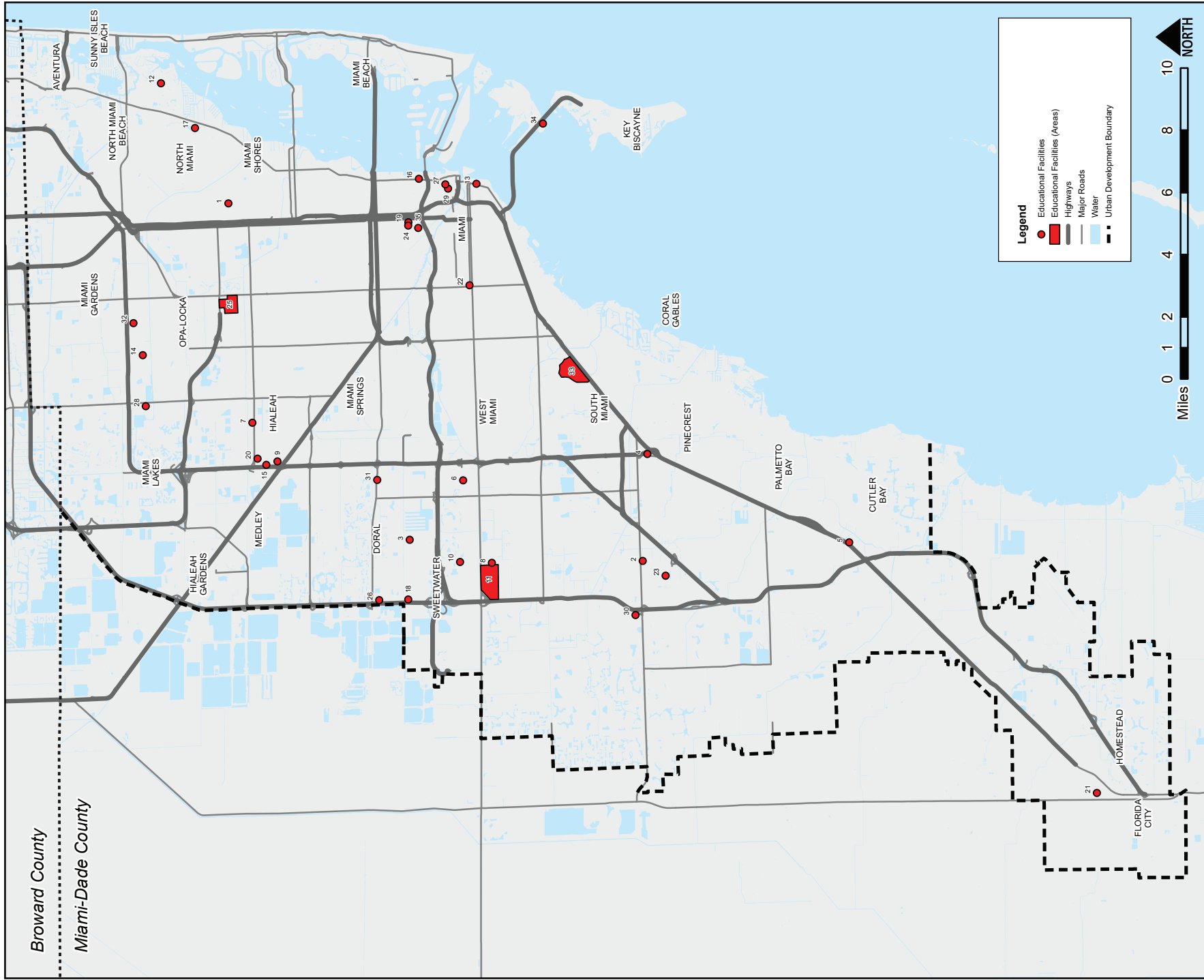
Map ID	Name	Routes									
1	Aventura Mall	105	119	120	183	3	9	93	95	99	BA*
2	Baptist Hospital South	104	88								
3	Blue Lagoon	238	338	57	7	836	WE*				
4	Civic Center / Health District	113	12	21	246	277	295	296	32	77	836
		95	RA*								
5	Coconut Grove	22									
6	Dadeland	104	204	252	272	287	288	31	34	38	39
		500	52	73	87	88	PA*	RA*			
7	Douglas Station	136	37	40	42	500	56	CG*	RA*		
8	Downtown Coral Gables	24	37	42	56	CG*					
9	Downtown Miami	10	101	102	11	113	119	120	16	195	196
		2	207	208	21	211	24	246	277	3	32
		500	51	7	77	8	836	9	93	95	RA*
10	Miami International Airport	110	132	150	238	297	338	36	37	42	57
		7	73	836	95						
11	Palmetto Industrial Area	132	175	238	36	73	87	95	DL*	DL*	DL*
12	PortMiami										
13	South Beach	103	112	113	115	119	120	150			
14	South Doral Industrial Area	137	238	338	36	7	71	836	87	95	DL*
		DL*	DL*								
15	UM / South Miami	37	500	56	57	72	73	RA*			



Major Employment Areas and Employers. Source: DTPW, December 2019

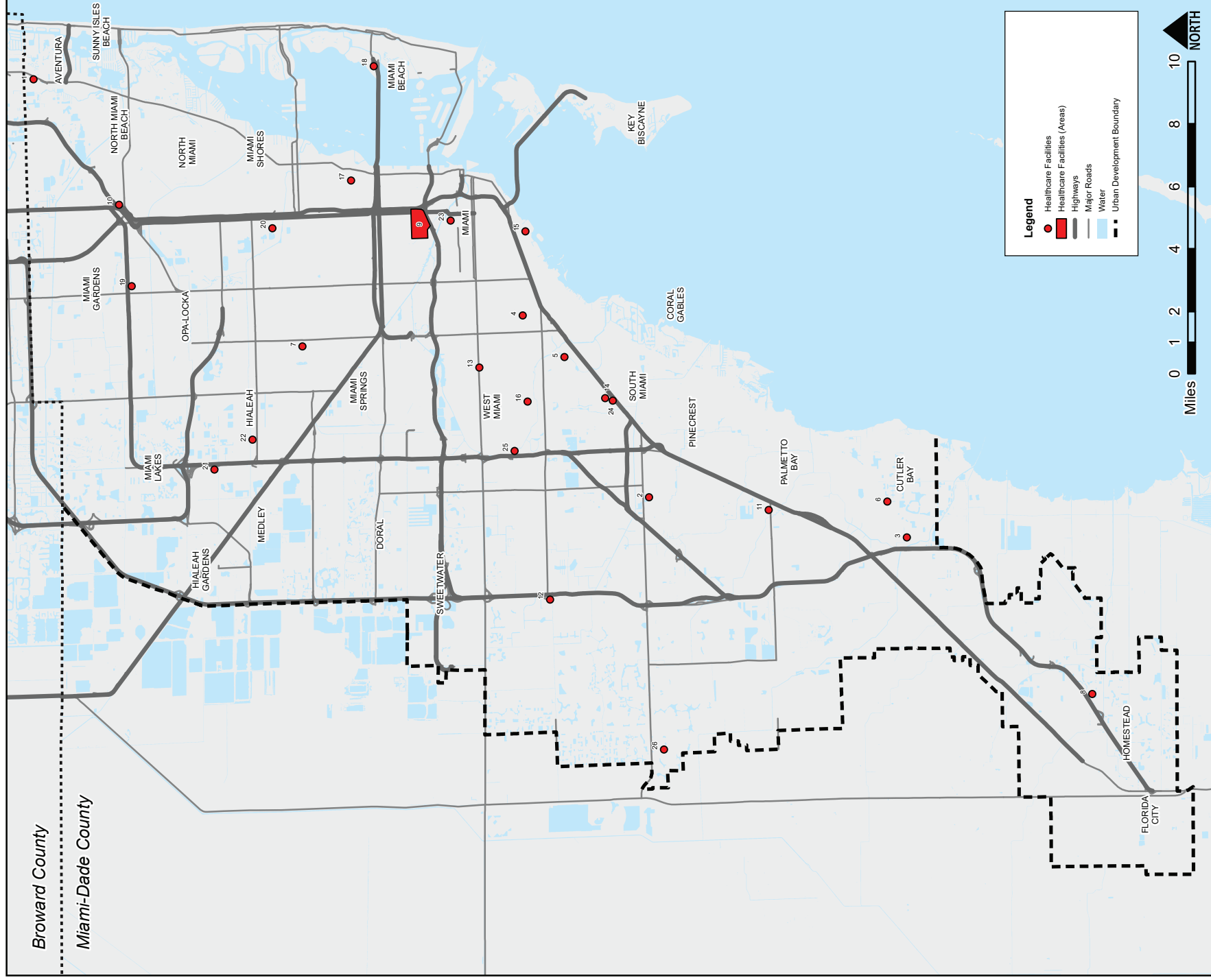
Educational Facilities

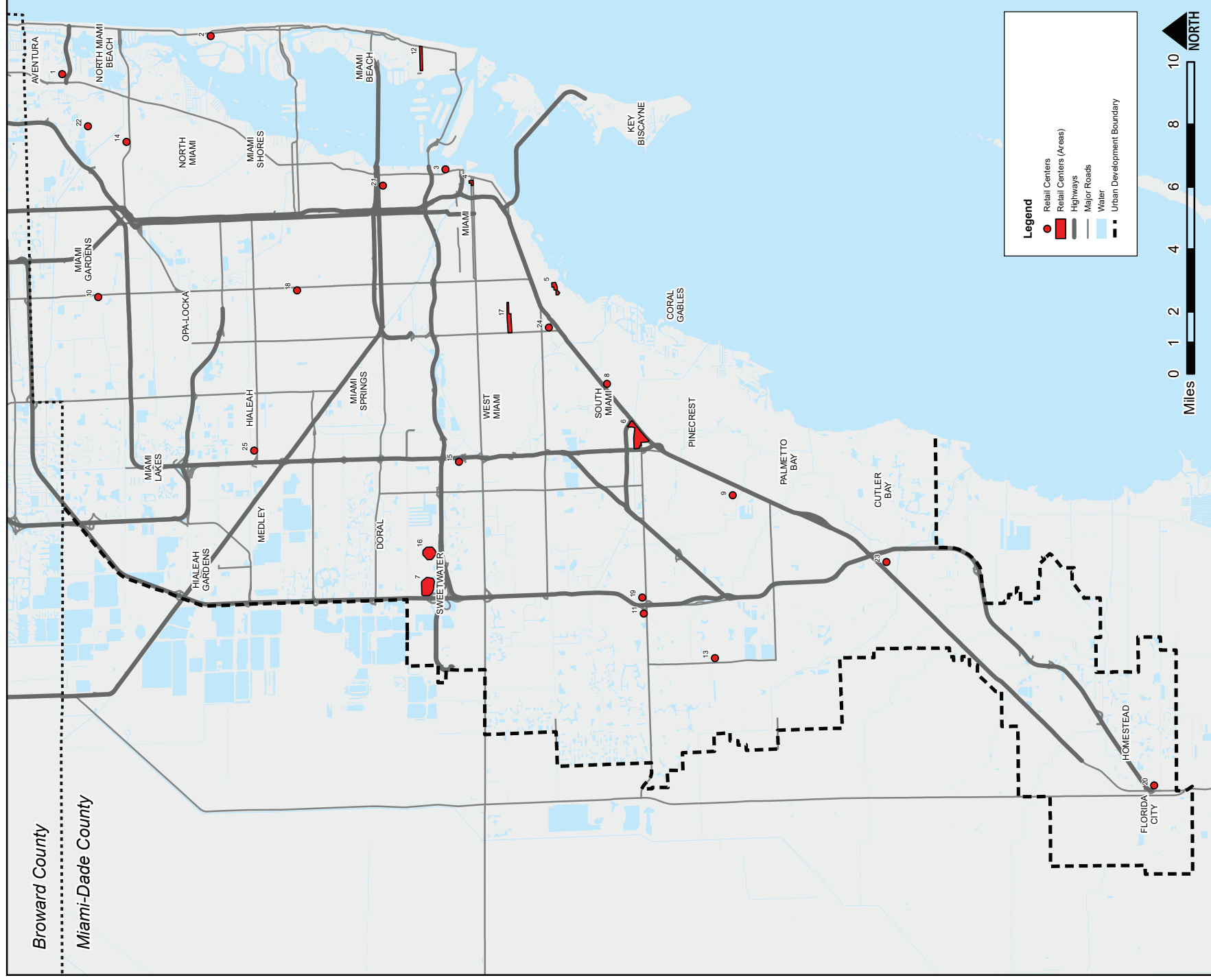
Map ID	Name	Routes					
1	Barry University Main Campus						
2	Barry University Kendall	71					
3	Carlos Albizu University						
4	City College						
5	CBT College - Cutler Bay Campus	200					
6	CBT College - Flagler Campus	11	51	87			
7	CBT College - Hialeah Campus	33	54	HI*			
8	Florida Career College Miami	11	71	8			
9	Florida Career College Hialeah						
10	Florida International University Engineering						
11	Florida International University - Modesto A. Maidique Campus	11	24	71	8	82	
12	Florida International University Biscayne Bay	135	75				
13	Florida International University Downtown on Brickell						
14	Florida Memorial University						
15	Florida National University	175	HI*				
16	Miami International University of Art & Design	10	101	113	119	120	16
		3	32	93			
17	Johnson & Wales University (JWU)						
18	Keiser University						
19	Lindsey Hopkins Technical College	32					
20	Miami Dade College Hialeah						
21	Miami Dade College Homestead	344					
22	Miami Dade College Interamerican	208	27	8			
23	Miami Dade College Kendall						
24	Miami Dade College Medical Center	113	21	32			
25	MDC North	107	19	27	297	32	
26	Miami Dade College West	36	DL*				
27	Miami Dade College Wolfson	119	120	3	7	9	93
28	Miami Lakes Educational Center & Technical College	29	75				
29	New World School of the Arts	119	120	3	9	93	
30	Nova Southeastern University - NSU						
31	Polytechnic University of Puerto Rico	132	36	95			
32	St. Thomas University						
33	University of Miami	500	56	RA*			
34	UM School of Marine and Atmospheric Science						
35	UM Leonard M. Miller School of Medicine						



Healthcare Facilities

Map ID	Name	Routes						
1	Aventura Hospital							
2	Baptist Hospital							
3	Doris Ison South Dade Community Health Center	287	52					
4	Coral Gables Hospital	37						
5	Doctors Hospital	56						
6	Encompass Health Rehabilitation Hospital of Miami	200						
7	Hialeah Hospital	112	HI*	RA*				
8	Homestead Hospital							
9	Jackson Memorial	113	12	195	196	21	246	277
		295	296	32	77	836	95	RA*
10	Jackson North Medical Center							
11	Jackson South Medical Center	252	52					
12	Kendall Regional Medical Center							
13	Kindred Hospital South Florida - Coral Gables	8						
14	Larkin Community Hospital	37	72					
15	Mercy Hospital	12						
16	Miami Children's Hospital							
17	Miami Jewish Home & Hospital for the Aged	10	202	9				
18	Mount Sinai Medical Center	103	110	113	115	150		
19	North Dade Health Center	217						
20	North Shore Medical Center							
21	Palmetto General Hospital							
22	Palm Springs General Hospital							
23	Selected Specialty Hospital - Miami	7						
24	South Miami Hospital	500	RA*					
25	Westchester General Hospital	24	82					
26	West Kendall Baptist Hospital							





APPENDIX A.6



A.6 MDT Bus Replacement Plan

BUS PROCUREMENT / REPLACEMENT	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Cost of small buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number required 40ft Electric	1	32				55	55	55	55	55	55	55	56
Total number of 40 Ft buses required 40 LFW CNG or	140	0	0	0	0								
Subtotal Cost of 40 Ft Buses	\$ 75,892,920	\$ 29,167,040	\$ -	\$ -	\$ -	\$ 53,094,250	\$ 53,835,100	\$ 54,575,950	\$ 55,316,800	\$ 56,057,650	\$ 56,798,500	\$ 57,539,350	\$ 59,339,840
Total number of Articulated buses required 60-ft Articulated CNG or Electric	0	0	0	0	0	0	43	11	10	0		0	
Subtotal Cost of 60 Ft buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63,274,500	\$ 16,409,250	\$ 15,120,000	\$ -	\$ -	\$ -	\$ -
Total Buses	141	32	0	0	0	55	98	66	65	55	55	55	56
Cost for Bus Replacement	\$ 75,892,920	\$ 29,167,040	\$ -	\$ -	\$ -	\$ 53,094,250	\$ 117,109,600	\$ 70,985,200	\$ 70,436,800	\$ 56,057,650	\$ 56,798,500	\$ 57,539,350	\$59,339,840
BUS PROCUREMENT / ENHANCEMENTS	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Cost of small buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number of 40 Ft buses required 40 LFW Electric	0	42											
Subtotal Cost of 40 Ft Buses	\$ -	\$ 37,716,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	0	10	90	0									0
Subtotal Cost of 60 Ft buses	\$ -	\$ 13,702,500	\$ 125,145,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Buses Required	0	52	90	0	0	0	0	0	0	0	0	0	0
Cost for Fleet Expansion	\$ -	\$ 51,418,500	\$ 125,145,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	South Dade and BERT	South Dade and BERT	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed
Total buses: Replacement & Enhancements	141	84	90	0	0	55	98	66	65	55	55	55	56
Total Cost: Replacement & Enhancements	\$ 75,892,920	\$ 80,585,540	\$ 125,145,000	\$ -	\$ -	\$ 53,094,250	\$ 117,109,600	\$ 70,985,200	\$ 70,436,800	\$ 56,057,650	\$ 56,798,500	\$ 57,539,350	\$ 59,339,840

BUS PROCUREMENT / REPLACEMENT	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Cost of small buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number required 40ft Electric	129	55	55	55	55	55	55	55	55	55	55	56	129
Total number of 40 Ft buses required 40 LFW diesel hybrid													
Subtotal Cost of 40 Ft Buses	\$ 138,431,190	\$ 59,761,900	\$ 60,502,750	\$ 61,243,600	\$ 61,984,450	\$ 62,725,300	\$ 63,466,150	\$ 64,207,000	\$ 64,947,850	\$ 65,688,700	\$ 66,429,550	\$ 68,391,680	\$ 159,282,750
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	10	90	0		0	43	11	10		0			
Subtotal Cost of 60 Ft buses	\$ 16,132,500	\$ 147,015,000	\$ -	\$ -	\$ -	\$ 73,723,500	\$ 19,082,250	\$ 17,550,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Buses	139	145	55	55	55	98	66	65	55	55	55	56	129
Cost for Bus Replacement	\$154,563,690	\$206,776,900	\$60,502,750	\$61,243,600	\$61,984,450	\$136,448,800	\$82,548,400	\$81,757,000	\$64,947,850	\$65,688,700	\$66,429,550	\$68,391,680	\$159,282,750
BUS PROCUREMENT /	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Cost of small buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number of 40 Ft buses required 40 LFW diesel hybrid													
Subtotal Cost of 40 Ft Buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number of Articulated buses required		0			8								
Subtotal Cost of 60 Ft buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Buses Required	0	0	0	0	8	0	0	0	0	0	0	0	0
Cost for Fleet Expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed
Total buses: Replacement & Enhancements	139	145	55	55	63	98	66	65	55	55	55	56	129
Total Cost: Replacement & Enhancements	\$ 154,563,690	\$ 206,776,900	\$ 60,502,750	\$ 61,243,600	\$ 61,984,450	\$ 136,448,800	\$ 82,548,400	\$ 81,757,000	\$ 64,947,850	\$ 65,688,700	\$ 66,429,550	\$ 68,391,680	\$ 159,282,750

BUS PROCUREMENT / REPLACEMENT	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Cost of small buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number required 40ft Electric	55	55	55	55	55	55	55	55	55	55	56	129	55	55	55	55
Total number of 40 Ft buses required 40 LFW diesel hybrid																
Subtotal Cost of 40 Ft Buses	\$ 68,652,100	\$ 69,392,950	\$ 70,133,800	\$ 70,874,650	\$ 71,615,500	\$ 72,356,350	\$ 73,097,200	\$ 73,838,050	\$ 74,578,900	\$ 75,319,750	\$ 77,443,520	\$ 180,134,310	\$ 77,542,300	\$ 78,283,150	\$ 79,024,000	\$ 79,764,850
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	10	90			43	11	10		0				10	90		
Subtotal Cost of 60 Ft buses	\$ 18,765,000	\$ 170,707,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Buses	65	145	55	55	98	66	65	55	55	55	56	129	65	145	55	55
Cost for Bus Replacement	\$87,417,100	\$240,100,450	\$70,133,800	\$70,874,650	\$71,615,500	\$72,356,350	\$73,097,200	\$73,838,050	\$74,578,900	\$75,319,750	\$77,443,520	\$180,134,310	\$77,542,300	\$78,283,150	\$79,024,000	\$79,764,850
BUS PROCUREMENT /	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Cost of small buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number of 40 Ft buses required 40 LFW diesel hybrid																
Subtotal Cost of 40 Ft Buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number of Articulated buses required																
Subtotal Cost of 60 Ft buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Buses Required	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cost for Fleet Expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed
Total buses: Replacement & Enhancements	65	145	55	55	98	66	65	55	55	55	56	129	65	145	55	55
Total Cost: Replacement & Enhancements	\$ 87,417,100	\$ 240,100,450	\$ 70,133,800	\$ 70,874,650	\$ 71,615,500	\$ 72,356,350	\$ 73,097,200	\$ 73,838,050	\$ 74,578,900	\$ 75,319,750	\$ 77,443,520	\$180,134,310	\$ 77,542,300	\$ 78,283,150	\$ 79,024,000	\$ 79,764,850



A.7 MDT10Ahead Survey Results

Miami-Dade County 2021 Transit Development Plan Survey Results

The Transit Development Plan Survey is conducted by Miami-Dade County Department of Transportation and Public Works every year to evaluate the existing transit system and collect input to define priorities and improve transit services within the County.

Survey Period	September 01, 2020, to August 31, 2021
Survey Format	Electronic and Paper Survey
Number of Questions	Electronic: 25 Paper: 16
Survey Thematic Areas	How Do You Ride Transit
	Transit Priorities
	Miami-Dade Transit Overall Service Performance / Safety
	Demographic Information
	SMART Plan – Rapid Transit
Languages	English Spanish Haitian Creole
Number of Paper Surveys Completed	65 Surveys English = 36 Spanish = 22 Haitian Creole = 7
Number of attempted online Survey Respondents	342 Surveys English = 320 Spanish = 16 Haitian Creole = 6

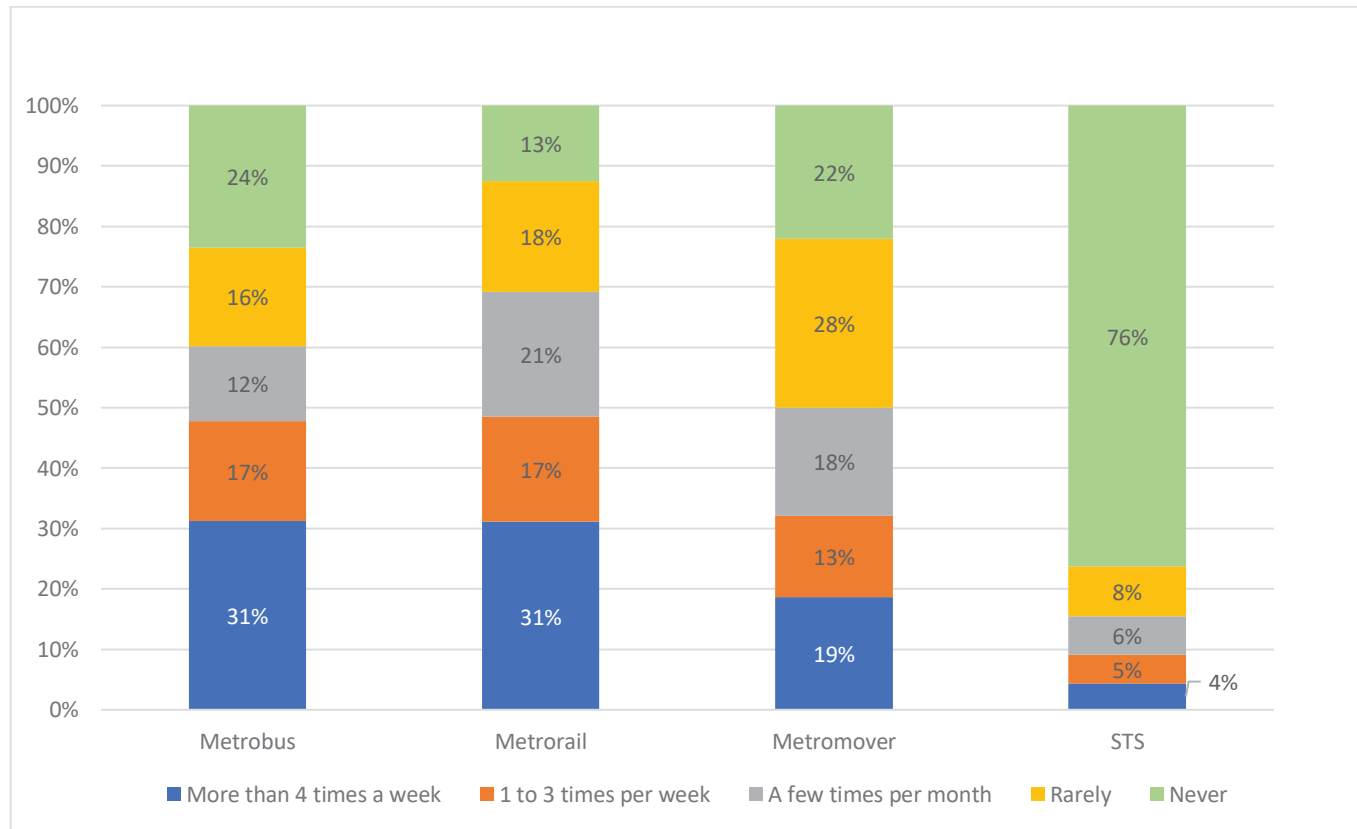
Survey Questions			
Question No.	How do you Ride Transit	Responses	
1*	How often did you use Miami-Dade Transit services, prior to the COVID-19 outbreak (March 2020)	407	100 %
2	How often did you use Miami-Dade Transit services, since February 2021?	342	84 %
3	How have you typically paid for the fare to ride Miami-Dade Transit?	342	84 %
4	Do you make transfers?	342	84 %
5	How did you transfer?	155	38 %
6*	How do you normally access transit information?	325	80 %
7*	The main reason I typically take mass transit is:	325	80 %
8*	Where do you typically start and end your trip?	287	71 %
9*	Before you begin your transit trip, how do you typically get to your Miami-Dade Transit station or stop?	325	80 %
10	How long does it typically take you to get to your Miami-Dade Transit station or stop?	260	64 %
11*	When you exit the transit vehicle, how do you travel to your final destination?	325	80 %
Transit Priorities			
12*	What should be the main service priority for Miami-Dade Transit for the next ten years?	321	79 %
13*	What should Miami-Dade Transit's facilities-related priorities be for the next ten years?	321	79 %
14	I would use Miami-Dade Transit services more often if:	260	64 %
15	Would you be willing to pay increased transit fares to improve transit services?	260	64 %
16	Would you support a referendum for an additional half penny sales tax for improved/expanded Miami-Dade Transit services?	260	64 %
Overall Service Performance/Safety			
17*	Rate your overall riding experience with Miami-Dade Transit.	325	80 %
18*	Do you feel security systems are adequate while using Miami-Dade Transit?	320	79 %
SMART Plan – Rapid Transit			
19*	Of the six corridors in the Strategic Miami Area Rapid Transit (SMART) Plan that are being considered for Miami-Dade County, please rank the corridors which you would use the most.	304	75 %
20	Which of the following destinations could Miami-Dade Transit serve better?	260	64 %
Demographics			
21*	What is your gender?	324	80 %
22*	What is your age group?	321	79 %
23*	What best describes your ethnicity?	323	79 %
24*	What is your household's approximate total annual income?	320	79 %
25*	How many working vehicles are available in your household	324	80 %
Average Response Rate		75 %	

* Questions asked on both the online and paper survey

1. How often did you use Miami-Dade Transit services prior to the COVID-19 outbreak (March 2020)?

Figure 1 provides insight into the type and frequency of transit use. This question was on the electronic survey, as well as the paper survey. Based on the responses, 31 percent of transit users use Metrobus and Metrorail more than 4 times a week compared to 19 percent for Metromover and 4 percent for STS users at the same frequency. Similarly, 17 percent of riders use Metrobus and Metrorail 1-3 times a week compared to 13 percent and 5 percent for Metromover and STS respectively.

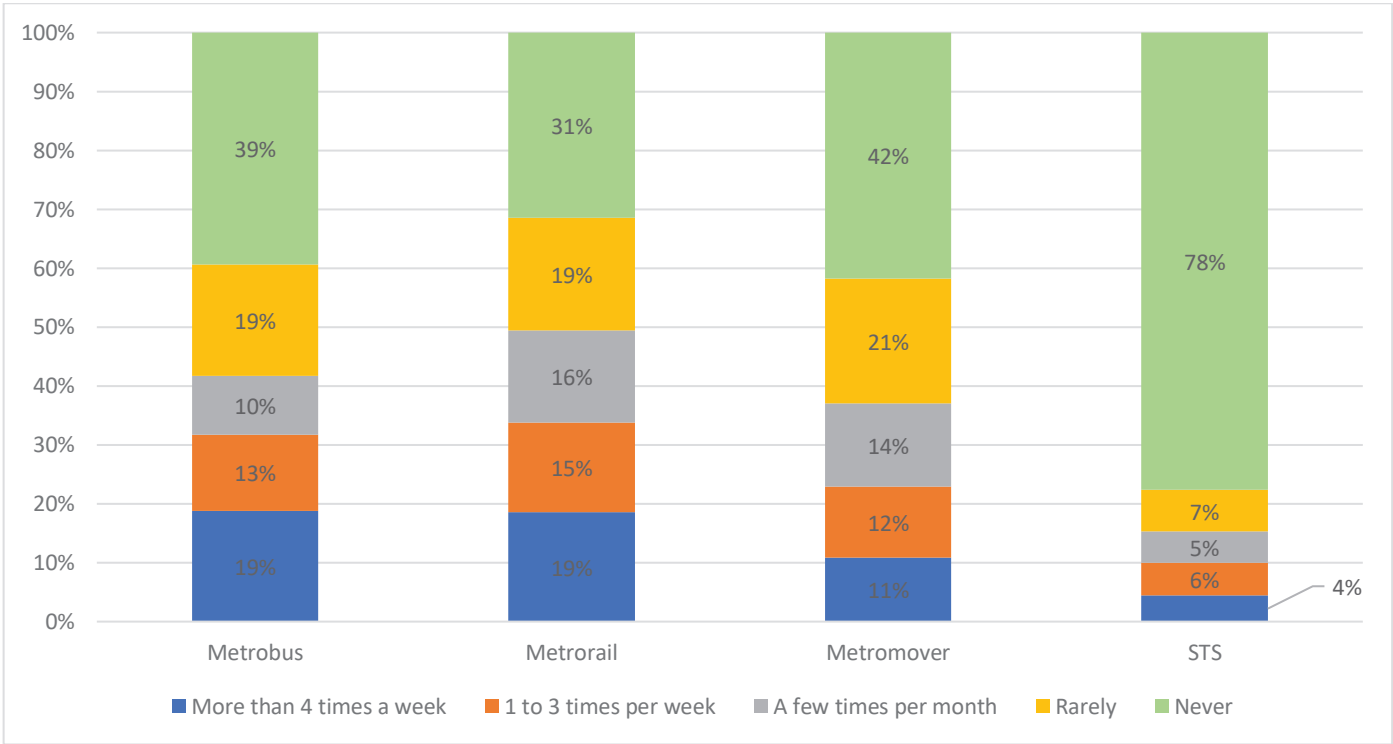
Figure 1 – How Often Do You Use Miami-Dade Transit Services?



2. How often did you use Miami-Dade Transit services since February 2021?

Figure 2 provides a summary of transit use after February 2021. During this period, businesses and services began to gradually reopen after the lockdown triggered by the SARS Covid-19 pandemic. This question was on the electronic survey only. Based on the responses, transit use across all modes except for STS dropped from their pre-pandemic levels. For Metrobus and Metrorail, the number of users who ride more than four times a week dropped from 31percent to 19 percent. Similarly, Metromover ridership dropped from 19 percent to 11 percent. The percentage of non-riders also increased across all modes after February 2021.

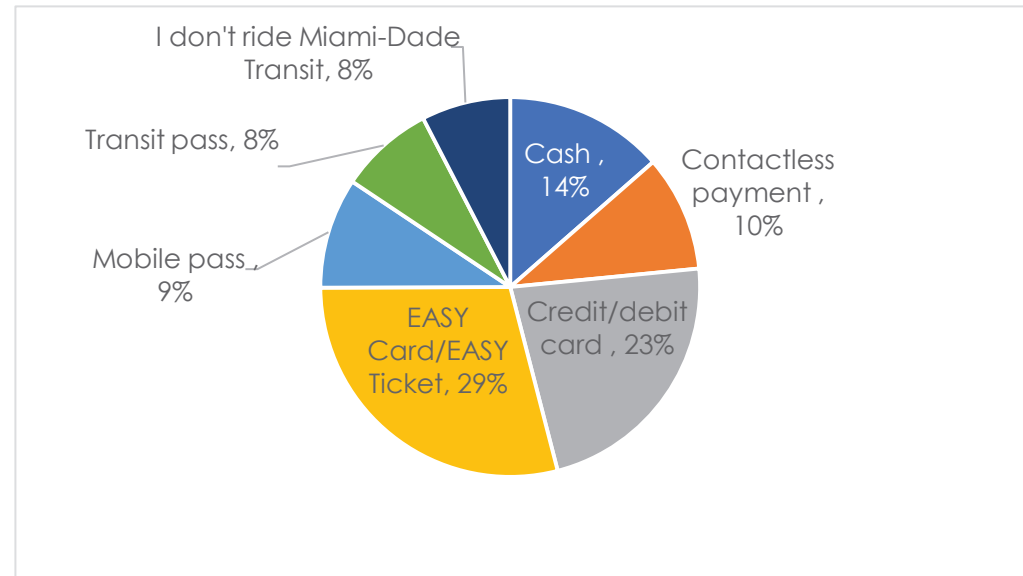
Figure 2 – How often did you use Miami-Dade Transit services, since February 2021?



3. Transit Payment Methods

Respondents were asked how they paid for transit fares. As shown in **Figure 3**, 29 percent of users pay their transit fare with EASY Card/EASY Ticket. 23 percent use credit cards. 14 percent pay cash for their fares, and 10 percent pay their Transit fare with contactless payment methods including Apple Pay and Samsung Pay. Mobile passes transit passes (Corporate EASY Card) constituted 9 percent and 8 percent of payment methods respectively. This question was asked on the online survey only.

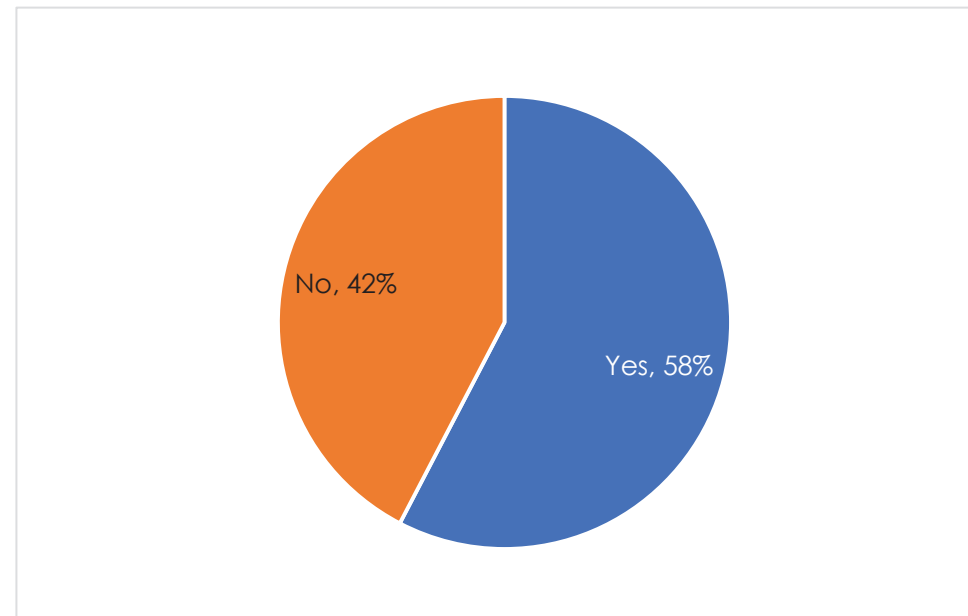
Figure 3 – How Do You Pay for Transit?



4. Transfers

Respondents were asked if they made transfers between the MDT system. About 42 percent indicated they do not transfer when they travel. Results are shown in **Figure 4**.

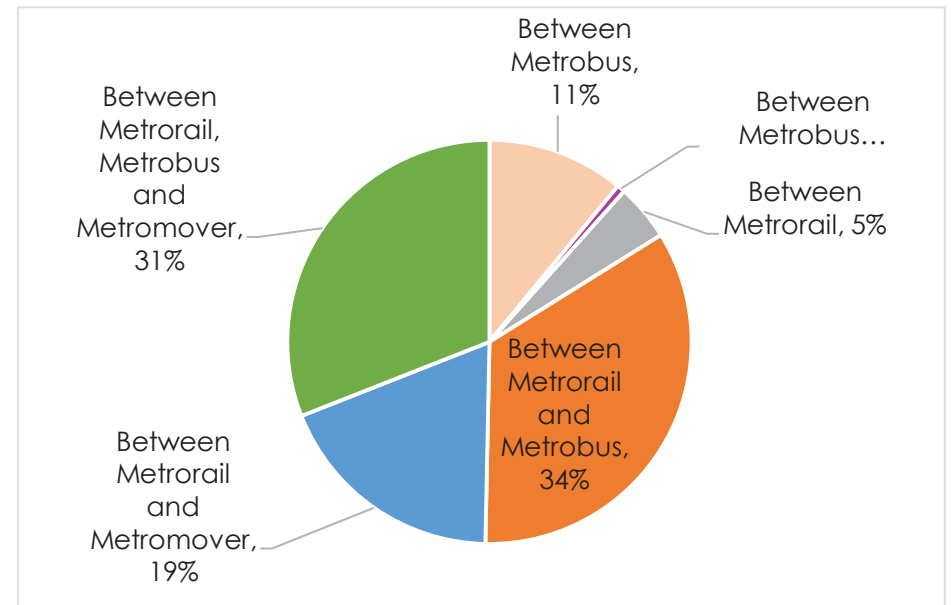
Figure 4 – Did/Do you Make Transfers?



5. Transfers

Respondents were asked about their transfers between the MDT system. About 34 percent of transfers occur between Metrobus and Metrorail and 31 percent between Metrorail, Metrobus and Metromover. 19 percent of transfers occur between Metrorail and Metromover. 11 percent of users transfer between one Metrobus to another and 5 percent transfer between one Metrorail line to another. This question was asked on the online survey only. Results are shown in **Figure 5**.

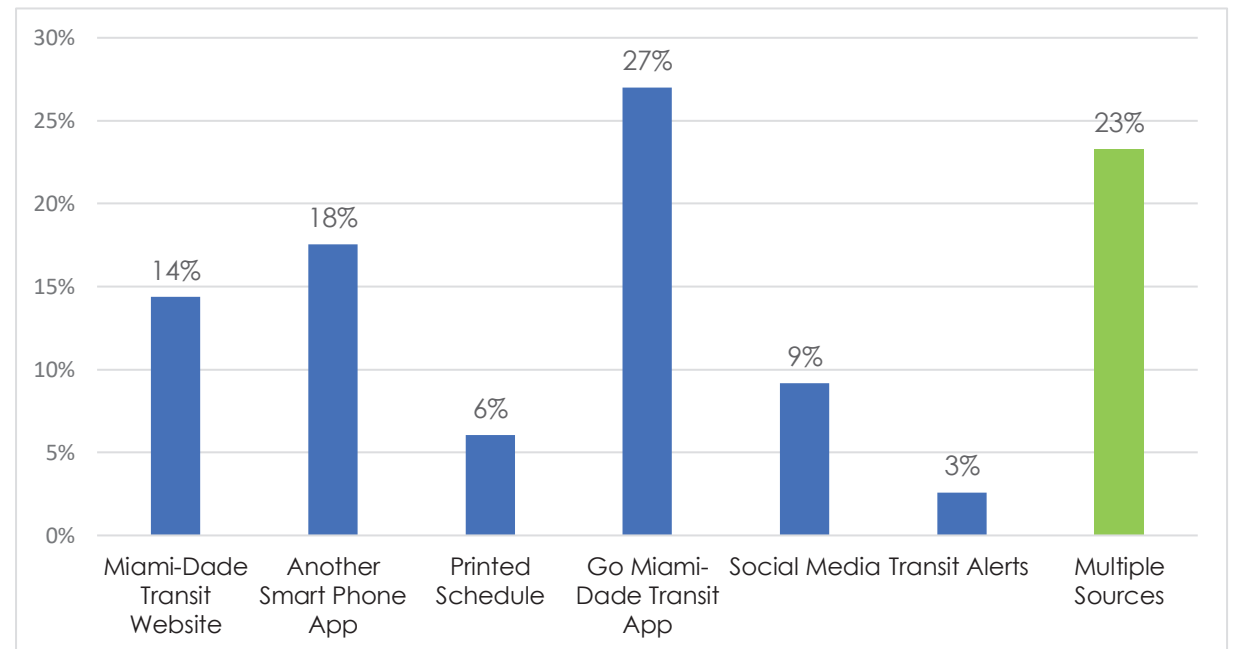
Figure 5 – How did you transfer?



6. Transit Information

Survey respondents were asked about how they access transit information. As shown in **Figure 6**, 27 percent rely on the GoMiamiDade App for transit information while 18 percent get their information from another smart phone App. 14 percent rely on the Miami-Dade Transit website for transit information while 9 percent rely on social media. Only 6 percent and 3 percent rely on the printed schedule and transit alerts as their source of transit information. 23 percent of respondents use a combination of information sources to access transit information. This question was asked on both the online and paper survey.

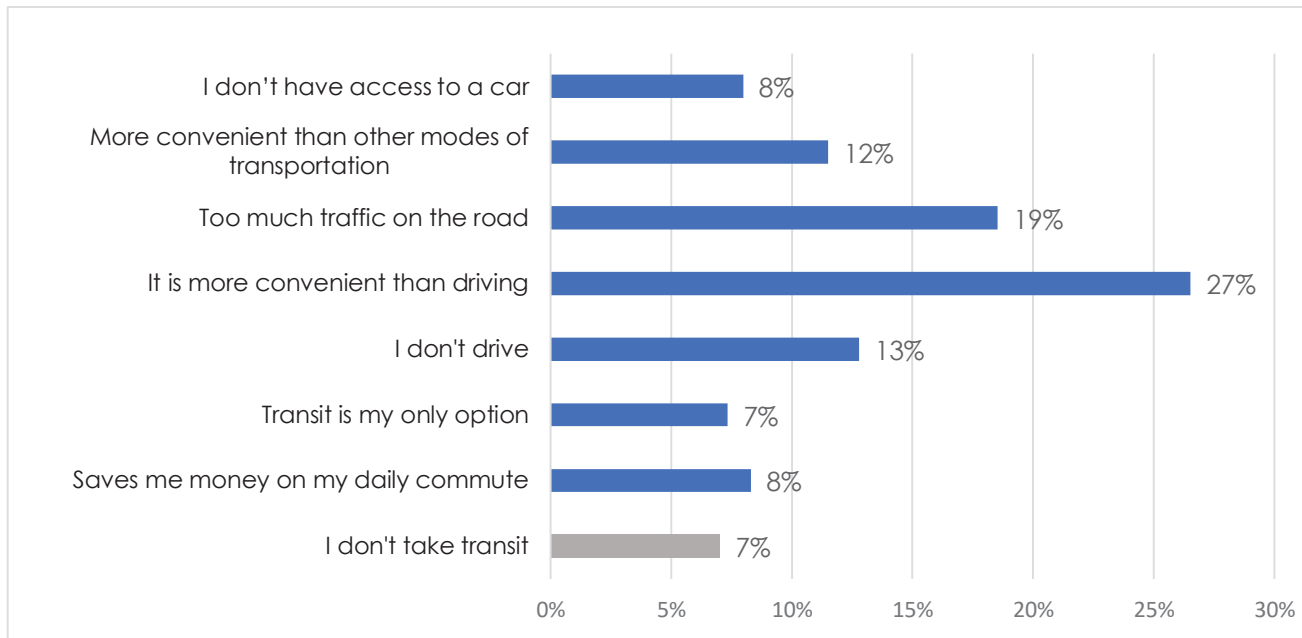
Figure 6 – How Do You Access Transit Information?



7. Reason for Transit Use

Figure 7 provides the reasons respondents use public transit. 27 percent of respondents indicated that their primary reason for using transit is because its more convenient than driving. 19 percent of respondents use transit because of congested traffic conditions. 13 percent of riders use transit because they do not drive, and 12 percent find transit options to be more convenient than other modes of transportation. For 7 percent of users, transit is their only option for moving around. 8 percent of users take transit because they do not have access to a car and another 8 percent chose transit because it saves them money on their daily commute. This question was asked on both the online and paper survey.

Figure 7 – Why Do You Use Transit?



8. Trip origination and destination zip code

Responders were asked to provide the zip code where they typically start their transit journey as well as the destination zip code. There were 75 trip origination zip codes and 60 different destination zip codes. For this analysis, the top 10 trip origination and destination zip codes are shown in the chart. **Figure 8** and **Figure 9** shows the top 10 start zip codes and top 10 end zip codes. This question was included in both the paper and online survey

Figure 8 – Where do you typically Start your trip? Start Zip Code

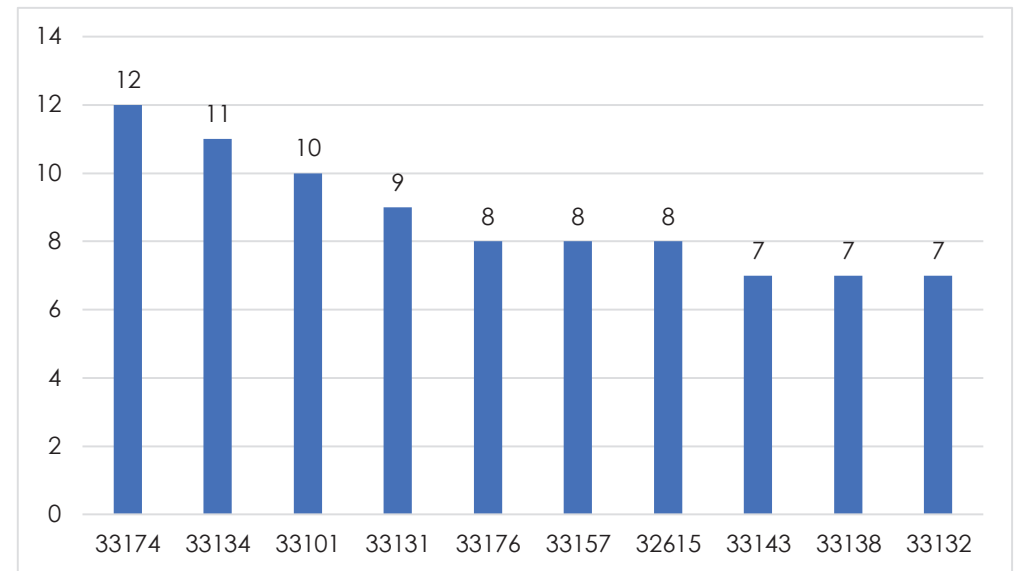
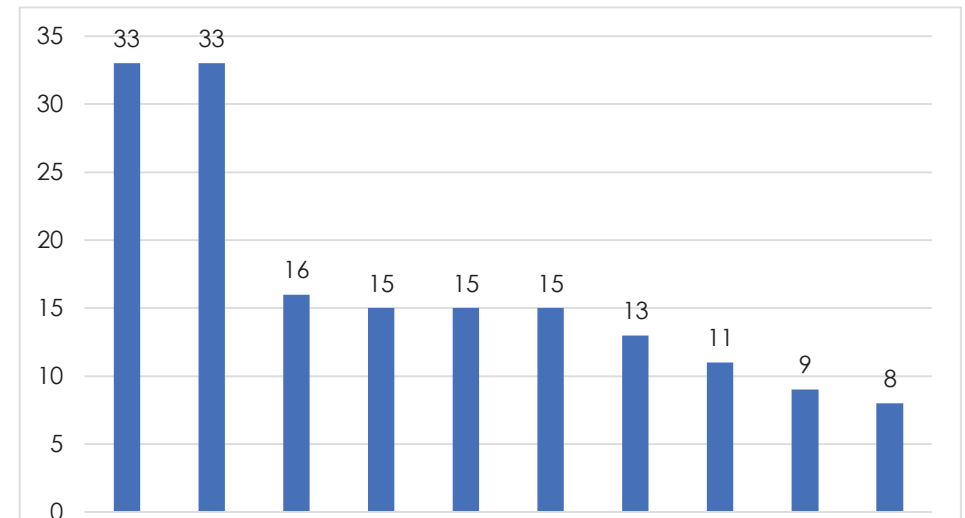


Figure 8 – Where do you typically Start your trip? End Zip Code



9. Transit Connections

Respondents were asked about the means of transportation to the nearest transit service point and to their final destinations. The results showed that 45 percent of respondents walk to the nearest transit point while 25 percent drive. For the means of transportation to their destination points, walking and biking took were the top two means of transportation. **Figure 10** and **figure 11** provides a breakdown of the means of transit connections make by users. These two questions were asked on both the online and paper survey.

Figure 10 – How Do You Get to the MDC Transit Station?

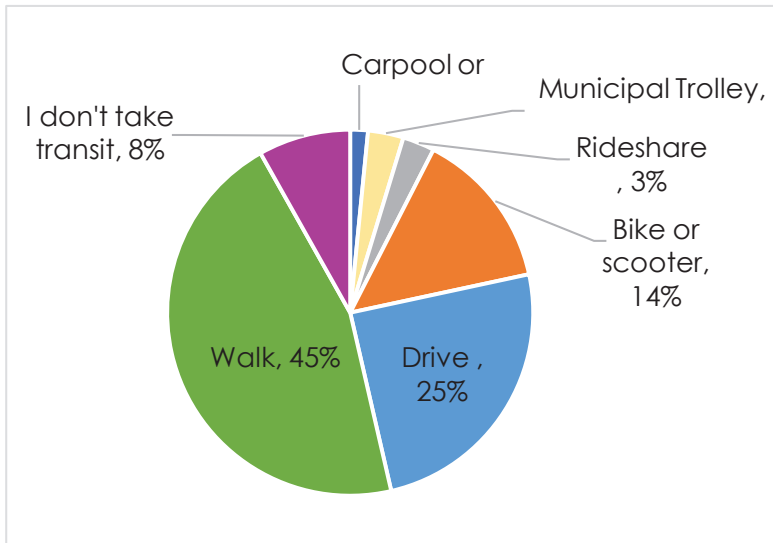
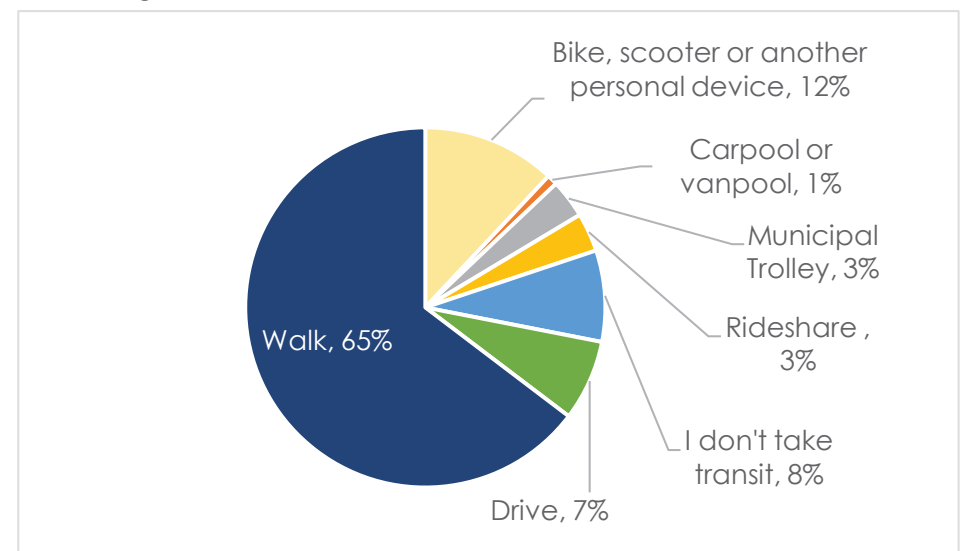


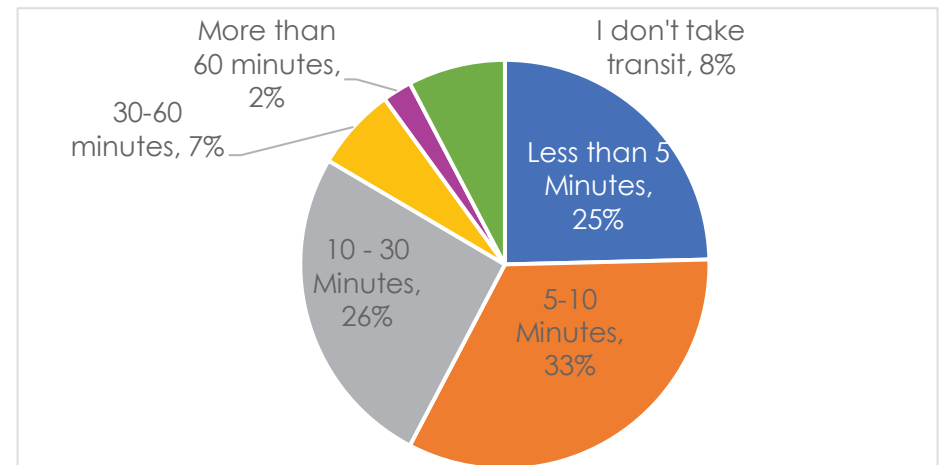
Figure 11 – How Do You Get to Your Final Destination?



Travel Time

This question seeks to determine the length of time it takes for riders to get to their nearest transit point. The results showed that most respondents (33 percent) travelled minutes or less to access transit. 25 percent of riders travel less than 5 minutes to their nearest transit stop. 26 percent of respondents travel between 10 to 30 minutes and 2 percent of riders travel over an hour to reach their nearest transit stop. This question was asked on the online survey only. See **Figure 12** for a complete breakdown of all responses.

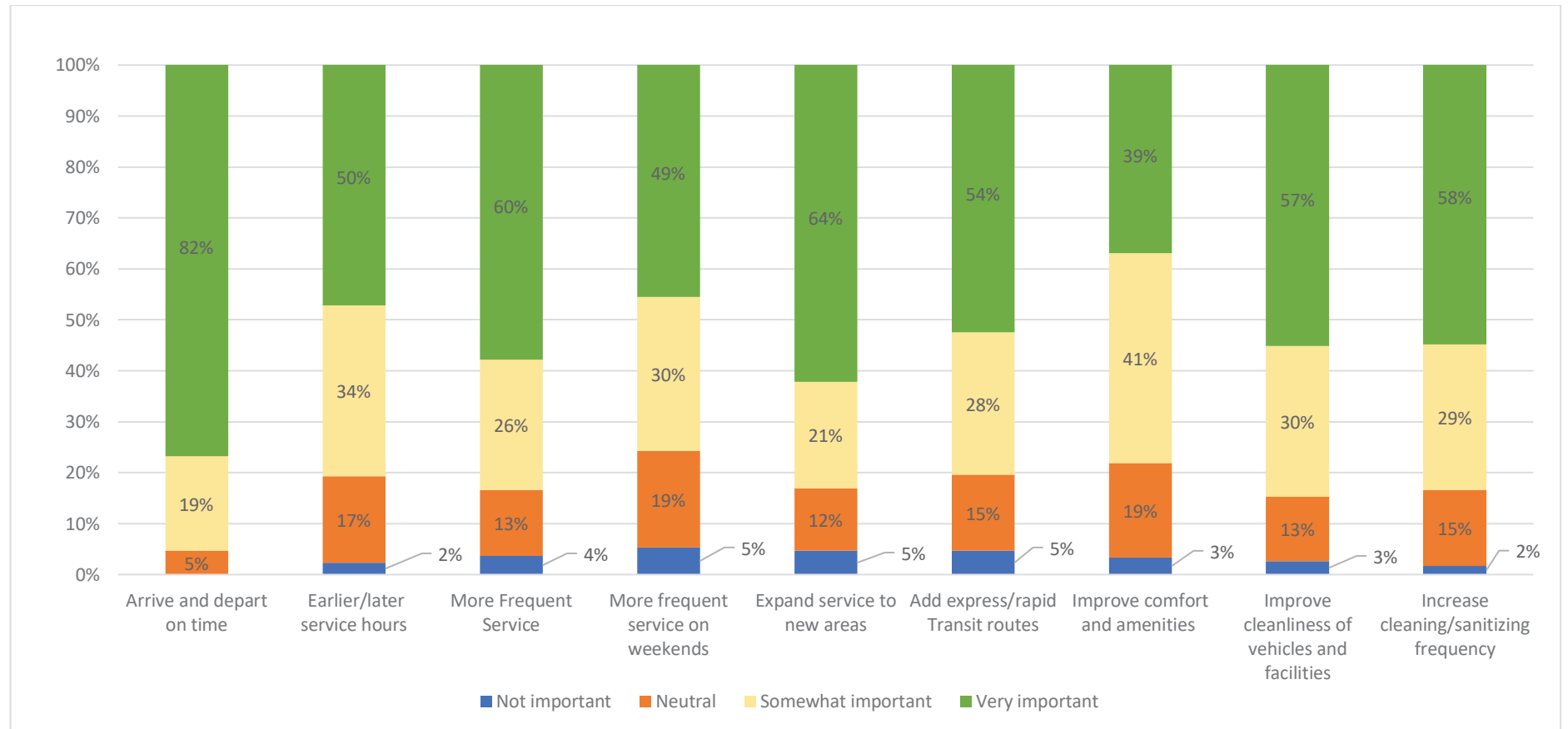
Figure 12 – How Long Does It Take to Get to the Nearest Transit Stop?



10. Service Priorities

When asked about service priorities for the next 10 years, respondents indicated that arriving and departing on-time performance was the most important service priority the county should prioritize, followed by expanding service to new areas and more frequent service. **Figure 13** shows the details of all service priorities. This question was asked on both the online and paper survey.

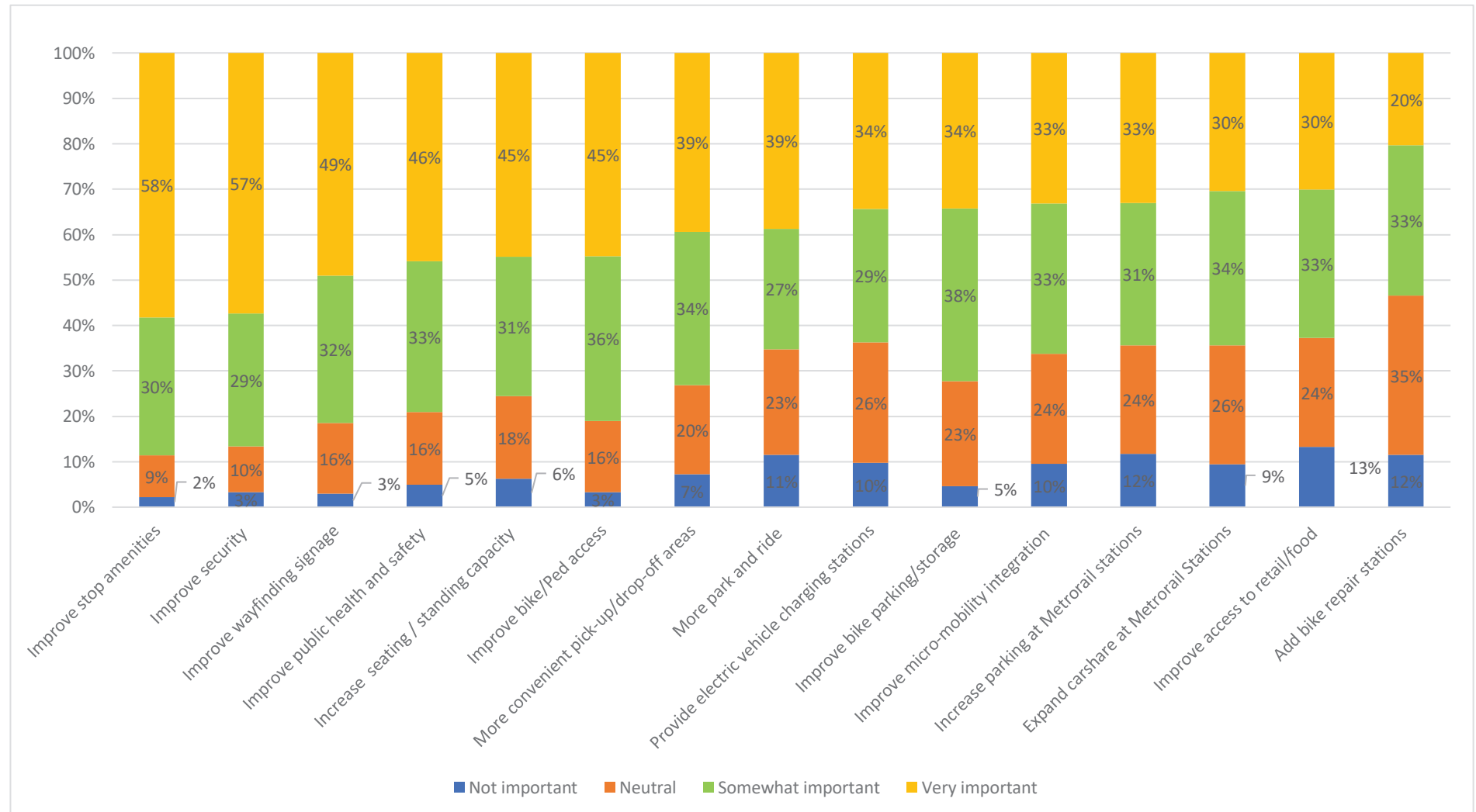
Figure 13 – What Should the Miami-Dade Transit's Service Priorities Be for the Next 10 Years?



11. Facility Related Priorities

Survey respondents were asked to provide input about facility-related priorities for the next 10 years. Based on the results, improving stop amenities, improving security at transit facilities, and improving signage at transit facilities were the top three priorities for most users. Improving public health and safety at transit stations was fourth on the list of priority. It is important to note that for the previous years' survey, improving public health and safety was top of the list of priorities. This could be attributed to the pandemic. However, with improved cleanliness and other safety measures, improving public health is no longer the top priority for riders for this year. **Figure 14** shows the breakdown of the facility related priorities. This question was included in both the online and paper survey.

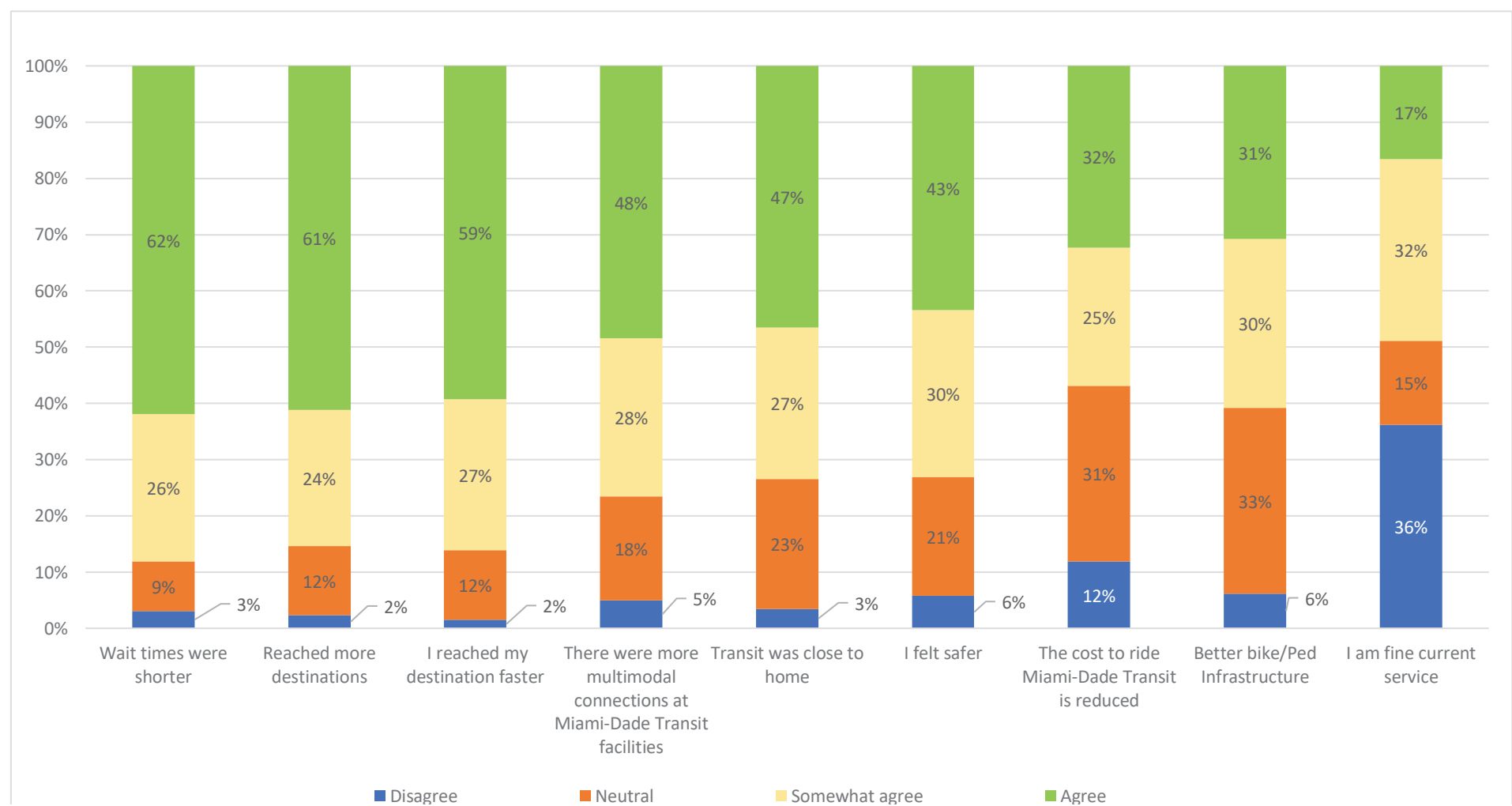
Figure 14 – What Should Miami-Dade Transit's Facilities-Related Priorities Be for the Next Ten Years?



12. What Would Motivate You to Use Miami-Dade County Transit Services?

This question sought to find out what would motivate respondents to increase their patronage of Miami-Dade County transit services. The responses indicated that most people would use transit if wait times were shorter and reached more destinations (62 and 61 percent respectively). Other key motivators include reaching destination faster (59 percent), adequate connections (48 percent), proximity of transit facilities to residences (47 percent), proximity of transit facilities to residences (47 percent) and improved multimodal connections at transit facilities (51percent). See **Figure 15** for detailed results. This question was asked on the online survey only.

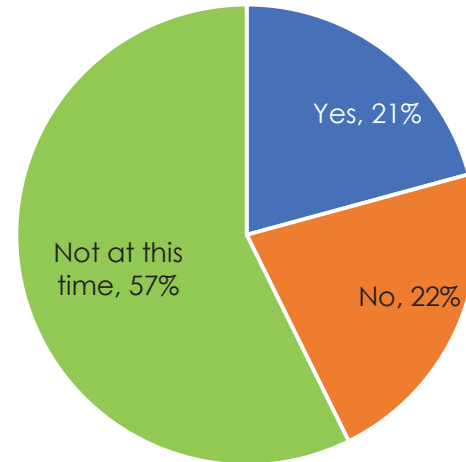
Figure 15– What Would Make You Use Miami-Dade County Transit Services?



13. Fare increase

As displayed in **Figure 16**, when asked about the willingness to pay higher fares for improved services, 57 percent of respondents indicated they would be willing to pay more for better service at this time. This is in sharp contrast to the previous year's survey where 55 percent of respondents were willing to pay more for improved services. This year's response could be attributed to the economic hardship brought on most people due to the Covid 19 pandemic and associated business closures and layoffs. This question was asked on the online survey only.

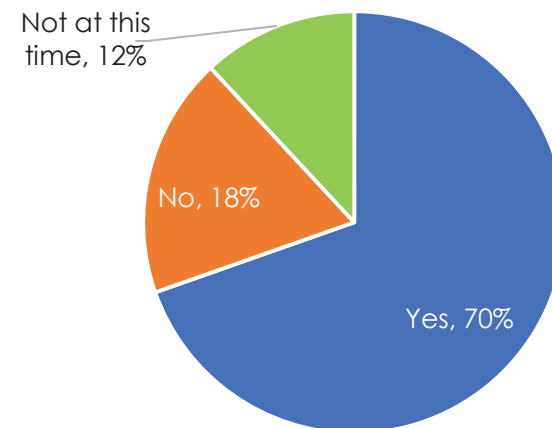
Figure 16– Would You Be Willing to Pay Increased Fare to Improve Transit Services?



14. Sales Tax Support

Figure 17 shows the responses from a question asking users whether they would support a referendum for an additional ½-cent sales tax which would support improved/expanded transit services. 70 percent of respondents would support the sales tax. This question was asked on the online survey only.

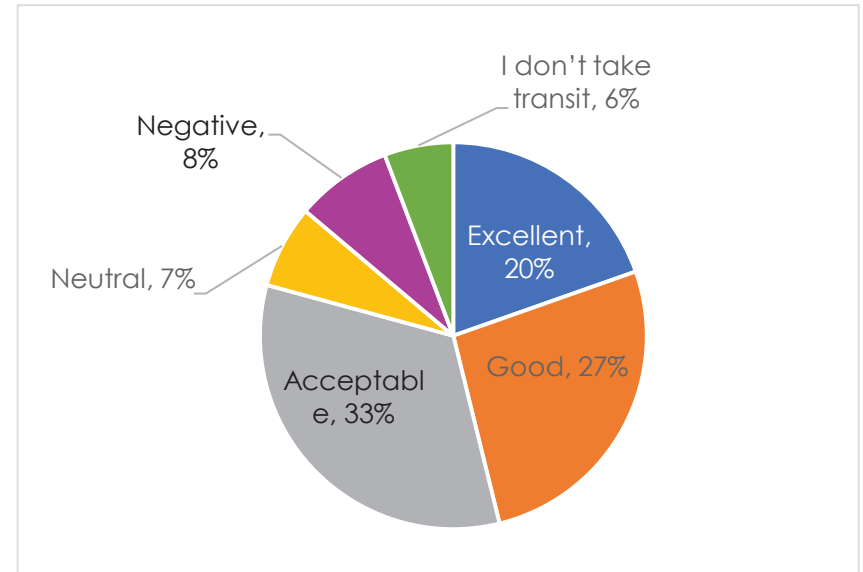
Figure 17 – Would You Support a Referendum for An Additional Half Penny Sales Tax for Improved/Expanded



15. Riding Experience

Miami-Dade transit users were asked to rate their overall riding experience. 20 percent of riders rated their experience on Miami-Dade Transit as excellent. 33 percent gave a satisfactory rating while 27 percent said they have had a good experience overall. 8 percent of respondents indicated a negative experience on Miami-Dade Transit. This question was asked on both the paper and online survey. The detailed results are presented in **figure 18**.

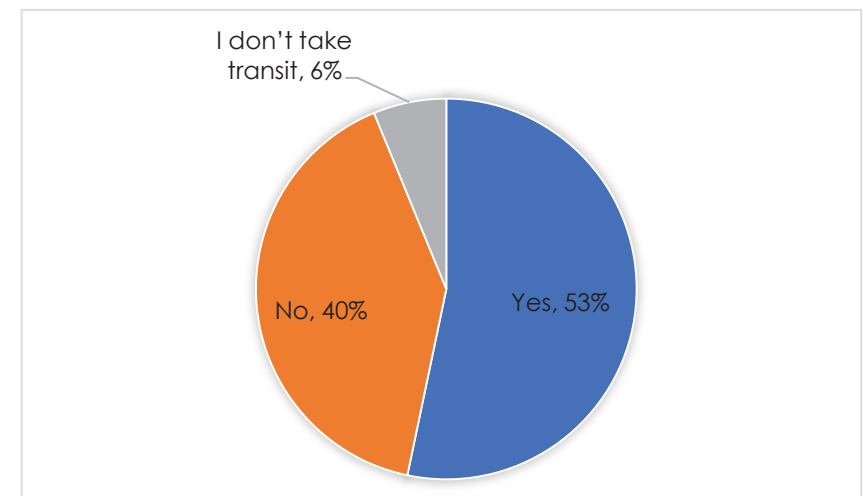
Figure 18– Rate Your Overall Riding Experience with Miami-Dade Transit.



16. Security

Respondents were asked about their perceptions of the adequacy of security systems on Miami-Dade Transit services. 53 percent of respondents were of the view that existing security systems on the transit network are inadequate. 40 percent held a contrary view. See **Figure 19** for detailed results. This question was asked on both the paper and online survey.

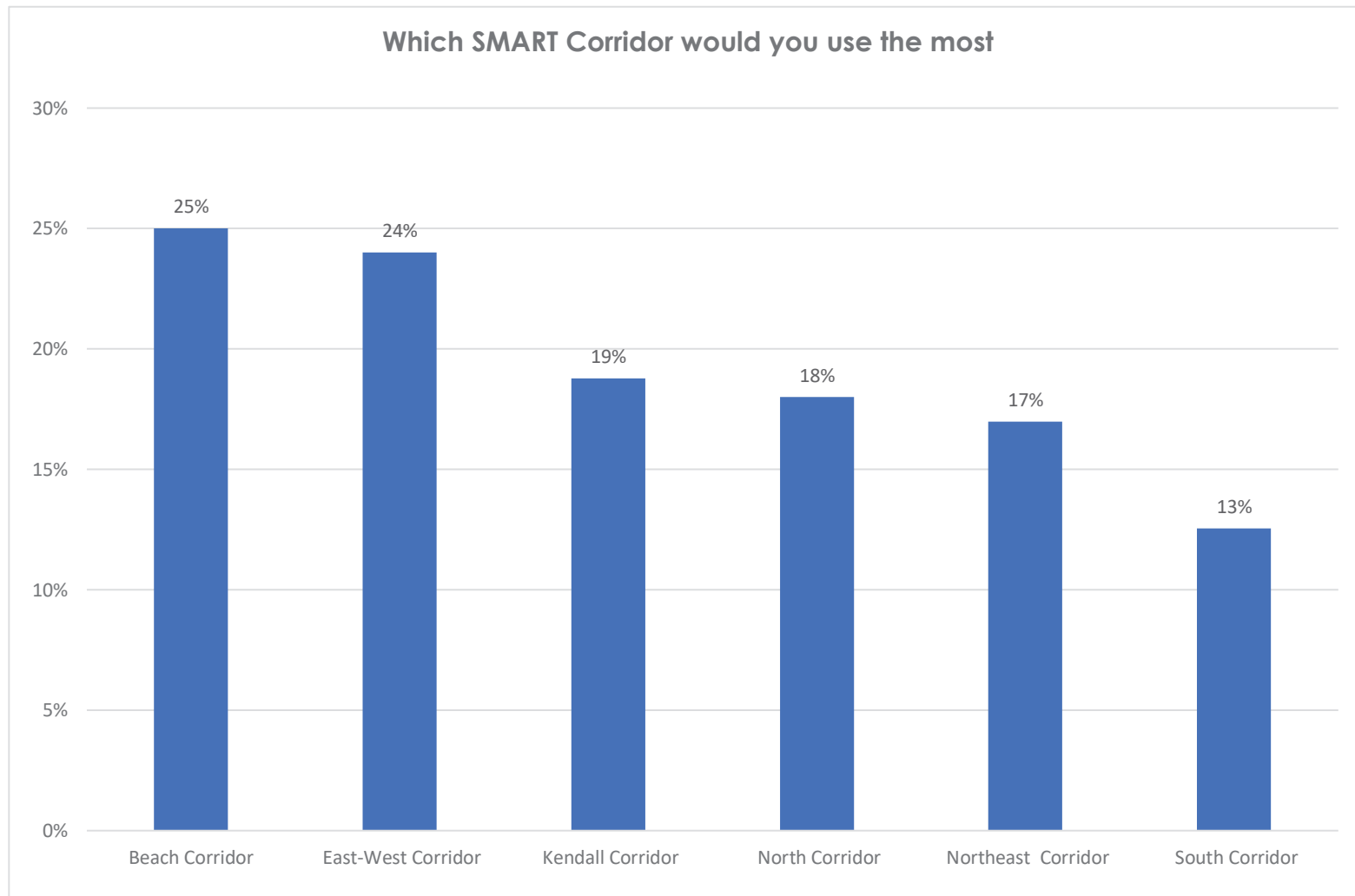
Figure 19 Do You Feel Security Systems Are Adequate While Using Miami-Dade Transit?



17. SMART Corridors

When asked about which of the six corridors in the Strategic Miami Area Rapid Transit (SMART) Plan respondents would use the most, the Beach Corridor came up as the top corridor followed by the East-West and Kendall Corridor. See **Figure 20** for details. This question was asked in both the paper and online survey.

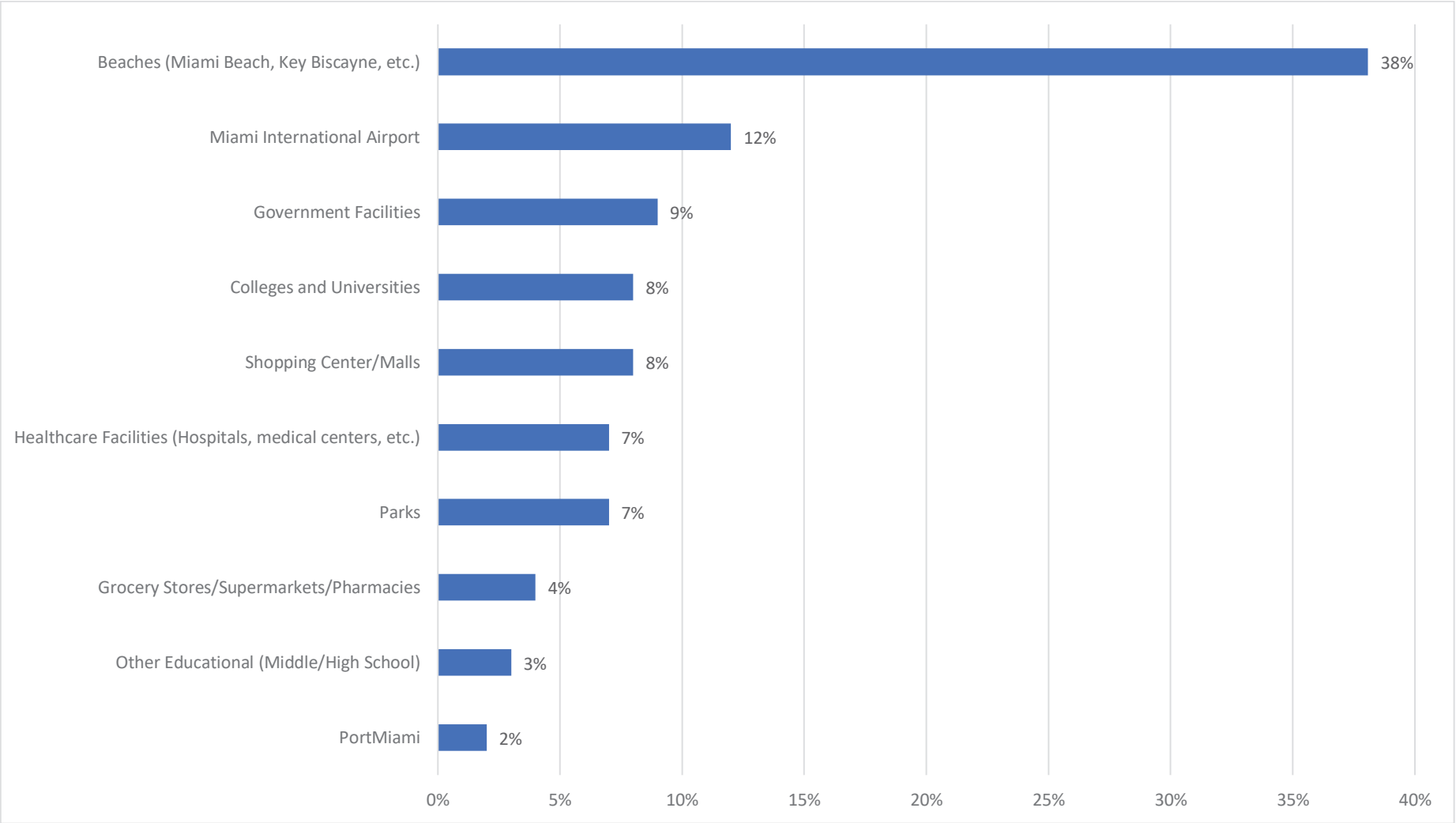
Figure 20 – Of the Six Corridors in The Strategic Miami Area Rapid Transit (SMART) Plan that are Being Considered for Miami-Dade County, Please Rank the Corridors Which You Would Use the Most



18. Destinations

Figure 21 provides details on the destinations respondents would like Miami-Dade Transit services to better serve. The number top destination was the County's Beaches followed by Miami International Airport and Government Facilities.

Figure 21 – Which of the Following Destinations Could Miami-Dade Transit Serve Better?



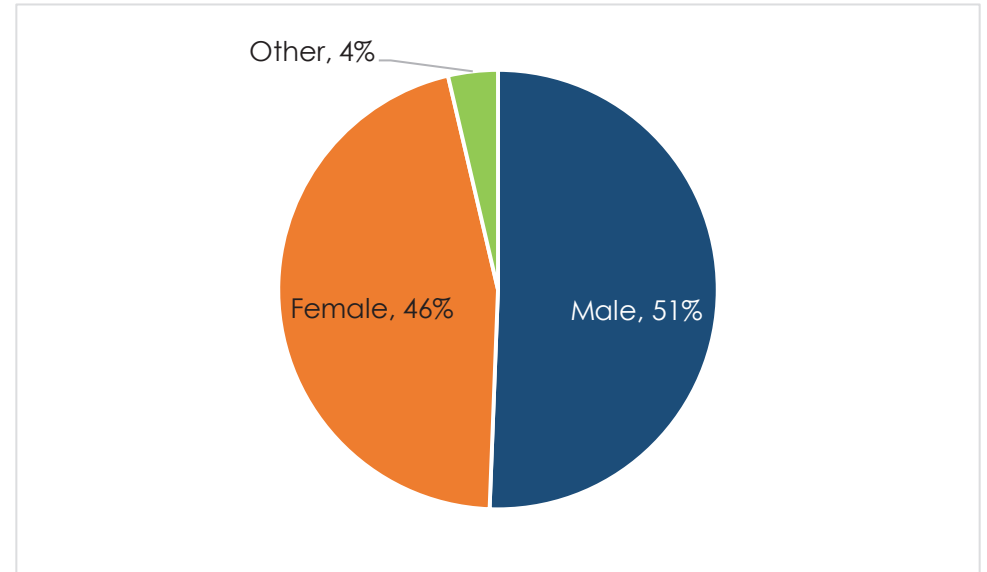
Demographic Information

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

Gender

As shown in **Figure 22**, survey respondents included 51 percent men and 46 percent women, 4 percent of respondents opted to not identify with a gender.

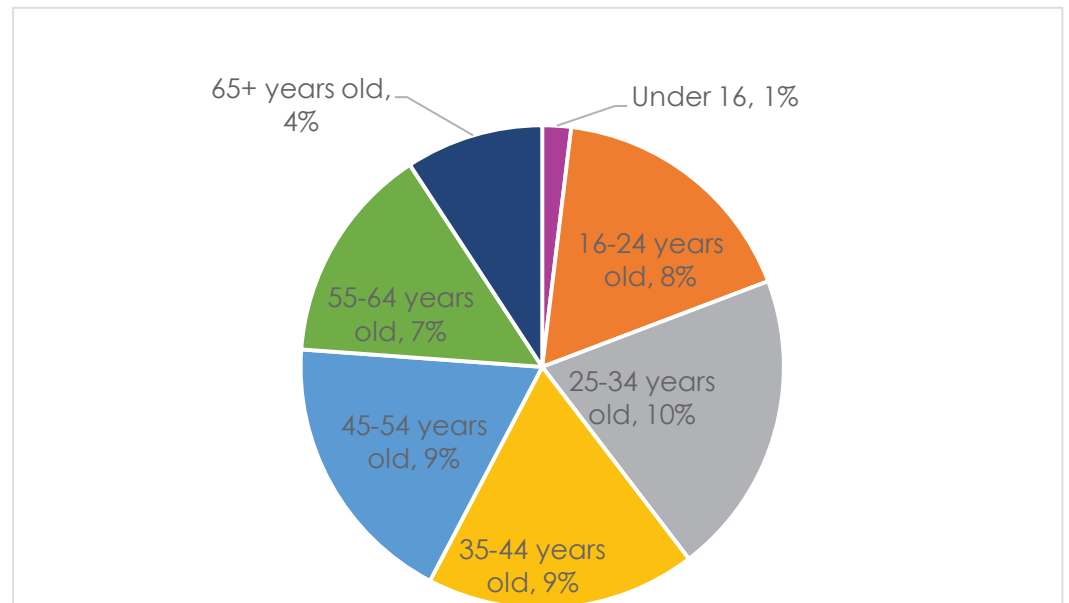
Figure 22 – What Is Your Gender?



Age

Respondents are categorized by age group in **Figure 23**. The largest group of respondents were between 25 and 34 years old.

Figure 23 – What Is Your Age Group?



Race/Ethnicity

Figure 24 provides information on the race and/or ethnicity of survey respondents. The three largest groups to complete the survey were Spanish/Hispanic/Latino, White, and Black/African American making up 39 percent, 38 percent and 17 percent, respectively.

Figure 24 – What best describes your ethnicity?

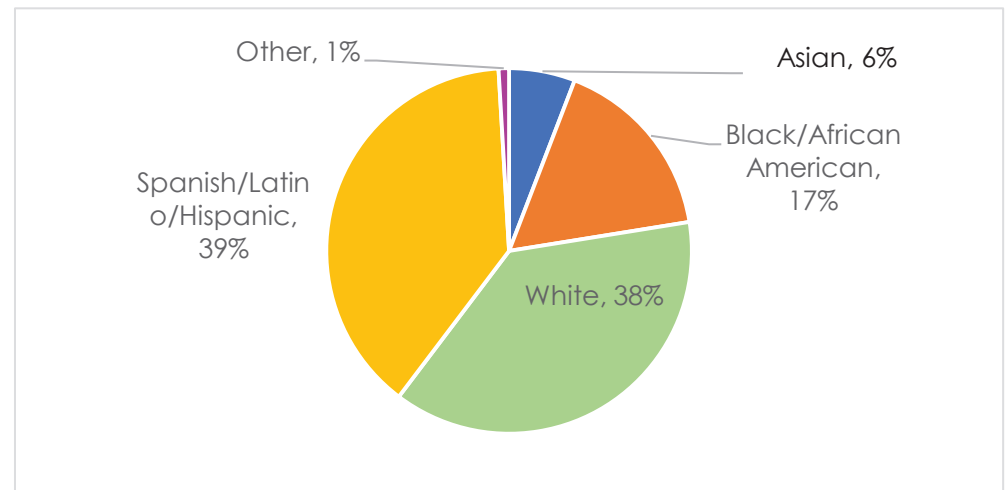
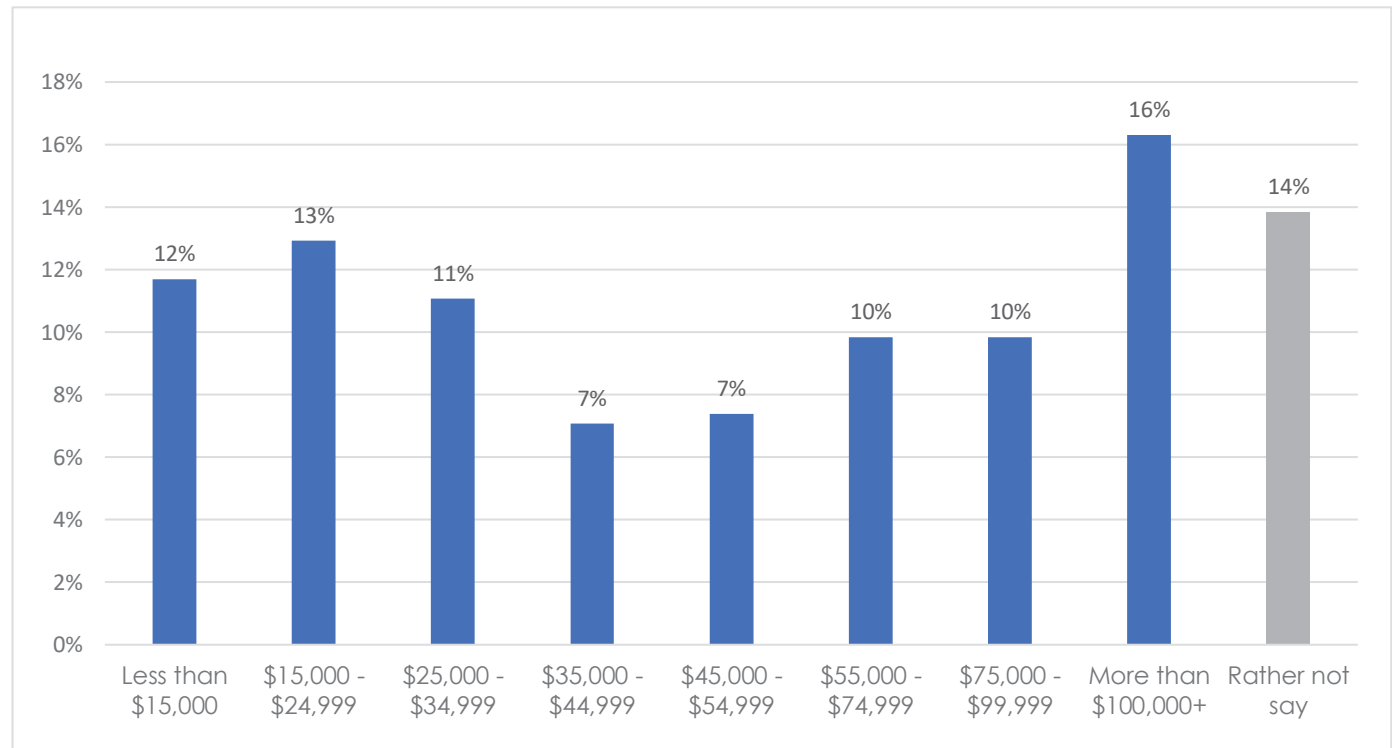


Figure 25 – What is Your Household Approximate Total Income?

Annual Income

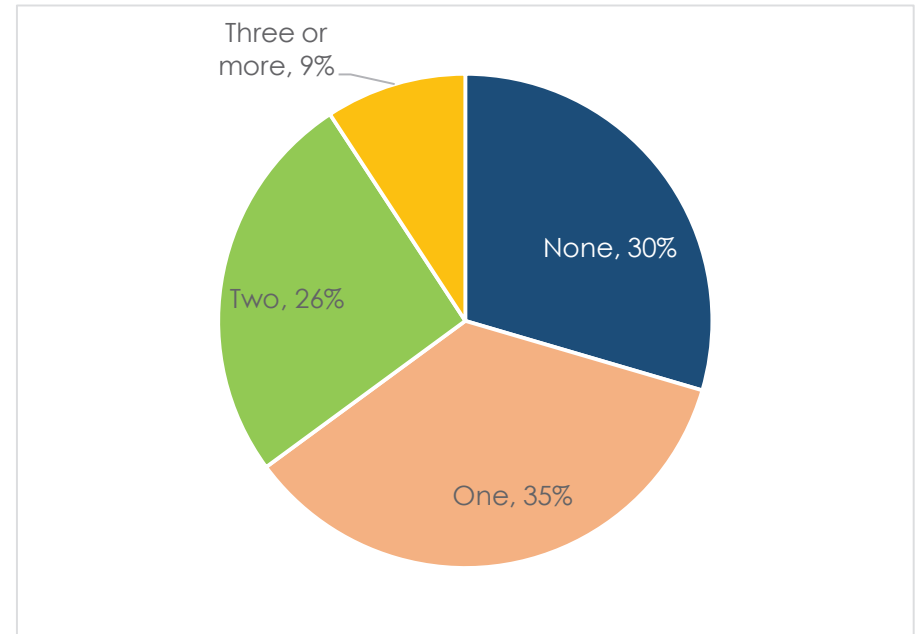
Figure 25 displays the income levels of respondents. Based on the responses, 16 percent of respondents have a household income of over \$100,000. Approximately 12 percent of respondents reported a household income of less than \$15,000.



Household Vehicles

As shown in **Figure 26**, 30 percent of respondents do not have a working vehicle at home. 35 percent have one working vehicle while 26 percent have two working vehicles.

Figure 26 – How Many Working Motor Vehicles Are Available in Your Household?



GENERAL COMMENTS

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

- **Expand Metrorail:** Survey responders commented on the need to expand Metrorail services within the County especially further south and the Northern Dade section
- **Enhance transit connections:** Riders expressed a desire to see better connections between all transit modes as well as connections between municipal trolleys and Miami-Dade Transit Services
- **Security:** Most respondents do not feel security systems including lighting, cameras etc. are adequate at transit facilities and asked for more investments to make riders feel safe
- **Rapid Transit:** Respondents expressed frustration over the County's delay in building rapid transit lines despite the setting up of the People's Transportation Trust for this purpose. Riders expressed displeasure at the diversion of funds purposefully set aside for rapid transit to other causes.
- **Electric Vehicles:** Residents called for addition of zero emission heavy rail and buses
- **Restore Metrobus routes and Metrorail lines:** Respondents expressed a desire for the County to restore a number of bus routes and the orange line which were suspended/reduced during the peak of the Covid-19 pandemic
- **Improve Service Reliability:** Many respondents voiced concerns over the lack of reliable service due to technical and operational issues.
- **Improve On-time Performance:** By improving the ability for transit services to remain on schedule, respondents agreed travel would be much easier for riders.
- **Bus Stop Amenities:** Residents express the need for more bus shelters and benches to be built to make it comfortable for riders to wait for the bus, especially during hot summer days.
- **Improved Signage:** There were a number of comments regarding the confusing signage, unintelligible announcements at Metrorail stations and inaccurate information at several bus stops.
- **Security Enhancements:** Riders expressed a need for improved station security, at parking facilities and on transit vehicles themselves.
- **Discriminatory Fares:** A number of responders indicated that the cost of buying a transit pass got cheaper when combined with a parking pass. This discriminates against riders who only purchase a transit pass who have to pay more to use transit
- Other Key Themes, less commonly expressed, yet still reported include:
 - The need for more rail, not buses, because it avoids traffic
 - Provide more exclusive bus lanes
 - Invest in overhead rail
 - Consider adding trams on the existing rail infrastructure
 - New trains should be purchased because the current ones are deteriorating
 - Contracted STS routes not providing adequate service to riders with wheelchairs
 - Facility improvements including adding air conditioning/fans, fixing bus announcement and signage
 - Check accuracy of information posted on the transit app as well as alerts

APPENDIX A.8



A.8 FY 2021-22 Unfunded Capital Projects

FY 2021 - 22 Proposed Budget and Multi-Year Capital Plan

UNFUNDED CAPITAL PROJECTS

		(dollars in thousands)
PROJECT NAME	LOCATION	ESTIMATED PROJECT COST
BARRIER REMOVAL - AMERICANS WITH DISABILITIES ACT	Various Sites	16,891
BIKE LANES - NEW	Various Sites	47,279
BRIDGES - REPAIR/REPLACEMENT	Various Sites	130,485
CANAL - IMPROVEMENTS AND EMBANKMENT RESTORATION	Various Sites	354,710
DRAINAGE - STORMWATER IMPROVEMENTS AND RETROFIT	Various Sites	149,659
GUARDRAILS - INSTALL/REPLACE, SURROUNDING BODIES OF WATER	Various Sites	4,942
INTERSECTION - TURN BAYS AND OTHER OPERATIONAL IMPROVEMENTS	Various Sites	2,190
MAST ARMS - UPGRADES	Various Sites	40,950
METROMOVER - EXTENSION GUIDEWAY PAINTING	Metromover	19,600
METRORAIL - TRAIN CONTROL UPGRADE	Metrorail	250,660
PAVEMENT MARKING - REPLACEMENT	Various Sites	7,200
ROADWAY - COUNTYWIDE IMPROVEMENTS	Various Sites	141,110
ROADWAY - REPAIR AND RESURFACE LOCAL ROADS IN UMSA	Various Sites	194,078
SCHOOL FLASHING LIGHTS	Various Sites	5,925
SIDEWALKS - CONSTRUCT/REPAIR (UMSA AND ARTERIAL ROADS)	Various Sites	65,657
STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN	Various Sites	4,763,510
STREETLIGHTS - INSTALL ON ARTERIAL ROADS	Various Sites	30,791
TAMIAMI TRAIL - FLYOVER	SW 8 St and SW 137 Ave	45,222
TRACK AND GUIDEWAY WORK FACILITY BUILDING	6601 NW 72 Ave	2,050
TRAFFIC SIGNALS - NEW	Various Sites	5,930
TRANSIT FACILITIES - ROOF REPLACEMENT	Various Sites	22,660
TRANSIT TERMINAL - WEST KENDALL IMPROVEMENTS	To Be Determined	13,630
UNFUNDED TOTAL		6,315,129

APPENDIX A.9



A.9 Adopted Budget - Transportation and Mobility Section



STRATEGIC AREA

Transportation and Mobility

Mission:
To provide a safe, intermodal, sustainable transportation system that enhances mobility, expedites commerce within and throughout the County, and supports economic growth

GOALS	OBJECTIVES
TRANSPORTATION SYSTEM THAT FACILITIES MOBILITY	Promote efficient traffic flow on Miami-Dade County roadways
	Expand and improve bikeway, greenway and sidewalk system
	Provide reliable, accessible and affordable transit service
	Expand public transportation
	Facilitate connectivity between transportation systems and providers
SAFE TRANSPORTATION SYSTEM	Promote traffic and roadway safety
	Improve safety for pedestrians and bicyclists
	Ensure the safe operation of public transit
WELL-MAINTAINED, MODERN TRANSPORTATION INFRASTRUCTURE AND ASSETS	Harden and maintain roadway infrastructure
	Provide well-maintained, attractive and modern transportation facilities and vehicles
	Promote clean, attractive roads and rights-of-way

FY 2020 – 21 Adopted Budget and Multi-Year Capital Plan

Transportation and Public Works

The Department of Transportation and Public Works (DTPW) develops, coordinates and operates the County's transportation networks with a goal of improving mobility to create a resilient and sustainable community for our residents, businesses and visitors.

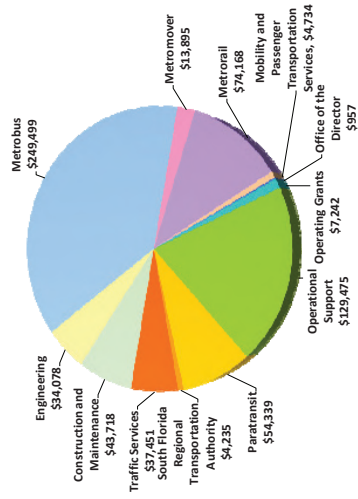
As part of the Transportation and Mobility strategic area, DTPW operates the 18th largest public transit system in the country (based on annual vehicle revenue miles) and the largest transit agency in the state of Florida. DTPW provides approximately 27.5 million miles of Metrobus annual revenue service along 96 routes, 25 of which are operated with contracted services, with a fleet of 675 full-sized buses, 89 articulated buses, three minibuses and 80 contractor-operated buses. DTPW's system also includes a 25-mile dual elevated Metrorail track, a 20-mile South Dade Transitway line that is among the longest in the United States and a 4.4-mile dual elevated Metromover track. In addition, DTPW provides Special Transportation Services (STS) to eligible participants; administers the planning, construction and maintenance of a safe and efficient system of roads, bridges, drainage, pathways, traffic signals, signs and street lights; administers roadway infrastructure maintenance, inspection, compliance and improvement programs; implements all County highway, transit and neighborhood improvement projects included in the Capital Improvement Plan and the Transportation Improvement Program; implements various public works projects in the Building Better Communities General Obligation Bond (BBC GOB) Program and all of the County's transportation capital projects in the People's Transportation Plan (PTP) Program; ensures the maximum possible degree of flood protection in the secondary drainage canal system by providing adequate maintenance of these and other drainage facilities; and licenses and regulates private for-hire transportation.

DTPW works closely with the Federal Transit Administration (FTA), the Florida Department of Transportation (FDOT), the Transportation Planning Organization (TPO), the Citizens' Independent Transportation Trust (CITT), the Miami-Dade Expressway Authority (MDX) or its successor agency, the South Florida Regional Transportation Authority (SFRTA), citizen advocacy groups and other transportation stakeholders. DTPW also partners with local, state and federal agencies to ensure regulatory compliance and cooperation on large scale infrastructure initiatives.

FY 2020-21 Adopted Operating Budget

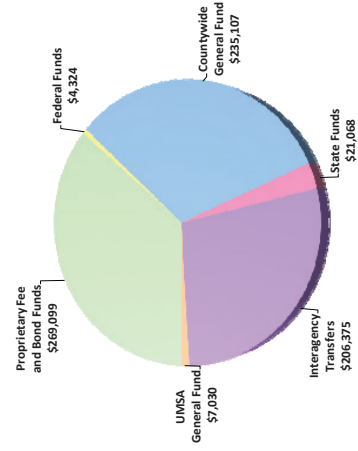
Expenditures by Activity

(dollars in thousands)



Revenues by Source

(dollars in thousands)



FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

TABLE OF ORGANIZATION

<p style="text-align: center;">OFFICE OF THE DIRECTOR Implements policy and establishes direction for all aspects of the organization</p> <p style="text-align: center;">FY 19-20 FY 20-21 6 6</p>	
<p style="text-align: center;">METROMOVER Manages Metromover service along a 4.4 mile loop track</p> <p style="text-align: center;">FY 19-20 FY 20-21 74 74</p>	<p style="text-align: center;">PARATRANSIT Provides administrative support for Special Transportation Services (STS)</p> <p style="text-align: center;">FY 19-20 FY 20-21 31 31</p>
<p style="text-align: center;">METROBUS Manages operations and maintenance for bus service</p> <p style="text-align: center;">FY 19-20 FY 20-21 2,025 2,025</p>	<p style="text-align: center;">OPERATIONAL SUPPORT Provides administrative and logistical support for department operations; administers customer service functions</p> <p style="text-align: center;">FY 19-20 FY 20-21 467 466</p>
<p style="text-align: center;">METRORAIL Manages rail maintenance and operations along 25 mile corridor</p> <p style="text-align: center;">FY 19-20 FY 20-21 471 471</p>	<p style="text-align: center;">TRAFFIC OPERATIONS Provides traffic engineering studies, designs traffic control intersection improvement plans and maintains all traffic signals and signs in Miami-Dade County</p> <p style="text-align: center;">FY 19-20 FY 20-21 165 165</p>
<p style="text-align: center;">MOBILITY AND PASSENGER TRANSPORTATION SERVICES Regulates private for-hire transportation</p> <p style="text-align: center;">FY 19-20 FY 20-21 37 36</p>	<p style="text-align: center;">CONSTRUCTION AND MAINTENANCE Develops, administers and provides inspection and oversight for infrastructure construction contracts; conducts maintenance and repairs on all County rights-of-way infrastructure including roadways, bridges, guardrails, swales and sidewalks; and oversees stormwater maintenance</p> <p style="text-align: center;">FY 19-20 FY 20-21 339 340</p>
<p style="text-align: center;">ENGINEERING Provides project management for capital improvement program; performs transportation system analysis, service planning and route scheduling</p> <p style="text-align: center;">FY 19-20 FY 20-21 239 239</p>	

*The FY 2020-21 total number of full-time equivalent positions is 4,098.84

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

DIVISION: OFFICE OF THE DIRECTOR

The Office of the Director is responsible for the overall direction of Metrobus, Metrorail, Metromover, Paratransit, Construction and Maintenance, Traffic Operations, Mobility and Passenger Transportation Services and related support services.

- Implements transportation services for Miami-Dade County residents and visitors
- Coordinates community outreach and provides market analysis
- Represents the Department to stakeholders including the Citizens' Independent Transportation Trust (CITT) and Transportation Planning Organization (TPO)
- Implements People's Transportation Plan (PTP) initiatives

DIVISION: CONSTRUCTION AND MAINTENANCE

The Construction and Maintenance Division is responsible for developing, administering and providing inspection and oversight of infrastructure construction contracts; conducting maintenance and repairs on all County maintained rights-of-way infrastructure including roadways, bridges, guardrails, swales and sidewalks; and overseeing the stormwater management system.

- Manages and administers contracts and specifications for construction of roadway and right-of-way infrastructure improvement and rehabilitation projects
- Issues permits and inspects construction of facilities in public rights-of-way and on private property
- Maintains and repairs all County roads and sidewalks, including guardrail repairs and street sweeping along roadways with curb and gutters
- Maintains and repairs the Stormwater Utilities canals, pump stations and drainage system
- Maintains and repairs all County bridges and operates drawbridges

Key Department Measures, Strategic Objectives and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 17-18	FY 18-19	FY 19-20	FY 19-20	FY 20-21
					Actual	Actual	Budget	Projection	Target
Percentage of pothole patching requests responded to within three business days**	TM3-1	IE-1	EF	↑	84%	85%	100%	47%	83%
Secondary canal miles cleaned mechanically*	NI2-2	IE-1	OP	↔	152	191	304	150	150
Percentage of citizen requested drain cleaning requests responded to within fourteen business days	NI2-2	IE-1	OC	↑	100%	100%	100%	100%	100%
Arterial and local road storm drains cleaned proactively**	NI2-2	IE-1	OP	↔	10,874	3,993	21,600	4,300	19,600
Percentage of sidewalk inspection requests responded to within fourteen business days**	TM1-2	IE-1	EF	↑	49%	100%	80%	36%	55%

*FY 2019-20 Projection reflects the impact of COVID-19

**FY 2018-19 Actual has been updated to reflect end of the year adjustments; the FY 19-20 Projection and FY 20-21 Target has been updated to reflect the challenge of identifying qualified candidates and reassignments

DIVISION COMMENTS

- The FY 2020-21 Adopted Budget includes a departmental reorganization that transfers one Information Officer position from Operational Support to work on communications and public relations efforts related to Construction and Maintenance projects

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

DIVISION: ENGINEERING

The Engineering Division is responsible for transportation system analysis, planning and development of the capital program, procurement, quality assurance, bridge inspection and project management activities.

- Manages long-term system planning and station area development
- Manages guideway, systems, station, rehabilitation and fixed facility construction
- Responsible for project scheduling and cost control and reporting
- Responsible for design and construction of capital projects
- Responsible for testing and acceptance of new systems and installations, as well as systems compliance
- Responsible for right-of-way acquisition, utilities relocation and survey of right-of-way administration; negotiates transit-oriented developments
- Develops and monitors quality assurance and quality control requirements for all transit projects along with operational activities to ensure compliance with federal and state requirements
- Responsible for bridge and guideway structural inspection and reporting
- Coordinates the Highway Transportation program, including the Five-Year Transportation Improvement Program (TIP)

Key Department Measures, Strategic Objectives and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 17-18	FY 18-19	FY 19-20	FY 19-20	FY 20-21
					Actual	Actual	Budget	Projection	Target
Bridges inspected for structural integrity*	TM3-1	IE-2	OC	↑	149	122	149	171	122

*All 208 bridges are inspected biannually in conjunction with the State of Florida; this measure reflects additional work performed by the County on the bridges

DIVISION: METROBUS

The Metrobus Division is responsible for bus operations and bus maintenance.

- Provides maintenance services for bus fleet
- Manages bus operations
- Implements policy and procedures to enhance the efficiency and effectiveness of operations and maintenance activities

Key Department Measures, Strategic Objectives and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 17-18	FY 18-19	FY 19-20	FY 19-20	FY 20-21
					Actual	Actual	Budget	Projection	Target
Average weekday bus boardings (in thousands)**	TM1-3	IE-3	IN	↔	167	161	151	118	160
Bus service (revenue) miles (in millions)**	TM1-3	IE-3	OP	↔	27.2	27.5	27.5	24.9	27.5
Bus on-time performance	TM1-3	IE-3	OC	↑	70%	71%	78%	73%	78%
Percentage of preventive maintenance completed on schedule**	TM3-2	IE-3	EF	↑	87%	98%	90%	95%	90%
Mean distance between mechanical breakdowns (in miles)**	TM3-2	IE-3	OC	↑	3,117	4,199	4,000	5,000	4,000
Peak hour bus availability*	TM1-3	IE-3	OC	↑	99%	100%	100%	99%	100%

*FY 2018-19 Actual has been updated to reflect end of the year adjustments and includes contracted routes

**FY 2019-20 Projection has been updated to reflect the impact of COVID-19

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

DIVISION: METROMOVER

The Metromover Division is responsible for Metromover operations and maintenance.

- Provides maintenance to Metromover cars and wayside systems
- Provides support for Metromover operations
- Implements policy and procedures to enhance the efficiency and effectiveness of operations and maintenance activities

Key Department Measures, Strategic Objectives and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 17-18	FY 18-19	FY 19-20	FY 19-20	FY 20-21
					Actual	Actual	Budget	Projection	Target
Average weekday Metromover boardings (in thousands)*	TM1-3	IE-3	IN	↔	29	29	27	19	31
Percentage of preventive maintenance completed on schedule*	TM3-2	IE-3	EF	↑	97%	99%	90%	99%	90%
Monthly Metromover service availability	TM1-3	IE-3	EF	↑	99.5%	99%	100%	99%	100%
Metromover mean miles between failures	TM3-2	IE-3	OC	↑	4,737	6,727	6,000	6,000	6,000

*FY 2018-19 Actual has been updated to reflect end of the year adjustments; the FY 19-20 Projection has been updated to reflect the impact of COVID-19

DIVISION: METRORAIL

The Metrorail Division is responsible for Metrorail operations and maintenance.

- Manages train operations, train control, traction power, track and structures
- Provides maintenance for rail cars
- Performs all transit structural inspections of Metrorail and Metromover guideways
- Implements policy and procedures to enhance the efficiency and effectiveness of operations and maintenance activities

Key Department Measures, Strategic Objectives and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 17-18	FY 18-19	FY 19-20	FY 19-20	FY 20-21
					Actual	Actual	Budget	Projection	Target
Average weekday Metrorail boardings (in thousands)*	TM1-3	IE-3	IN	↔	66	63	65	40	57
Rail on-time performance	TM1-3	IE-3	OC	↑	77%	93%	95%	95%	95%
Metrorail mean miles between failures**	TM3-2	IE-3	OC	↓	3,360	4,276	3,000	3,000	3,000

*FY 2019-20 Projection has been updated to reflect the impact of COVID-19

**FY 2018-19 Actual has been updated to reflect end of the year adjustments

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

DIVISION: MOBILITY AND PASSENGER TRANSPORTATION SERVICES	
<p>The Mobility and Passenger Transportation Services Division regulates private for-hire passenger transportation and investigates consumer/passenger complaints.</p> <ul style="list-style-type: none"> Assures compliance with code requirements relating to private for-hire transportation businesses, including taxi cabs, limousines, private ambulances, non-emergency vehicles, private school buses, passenger motor carriers and Special Transportation Services carriers; and performs vehicle inspections Performs field enforcement, issues citations, seizes and impounds illegal vehicles, prepares cases for license suspension/revocation actions, processes applications and issues licenses, certifications, registrations and permits 	

Key Department Measures, Strategic Objectives and Resiliency Drivers							
Measures	SO	RD	Type	Good	FY 17-18	FY 18-19	FY 19-20
					Actual	Actual	Budget
Wait time at the For-Hire Vehicle Inspection Station (in minutes)**	ED1-2	IE-3	EF	↓	35	35	35
Individuals trained at For-Hire Trainings**	ED1-3	IE-3	IN	↔	1,556	1,476	1,536

*FY 2018-19 Actual has been updated to reflect end of the year adjustments; the FY 19-20 Projection has been updated to reflect the impact of COVID-19

DIVISION COMMENTS

- The FY 2020-21 Adopted Budget includes the elimination of one vacant Passenger Transportation Enforcement Officer 1 position (\$65,000)

DIVISION: OPERATIONAL SUPPORT	
<p>The Operational Support Division is responsible for providing administrative and logistical support to the Department.</p> <ul style="list-style-type: none"> Manages accounting, budget, personnel and procurement functions Manages the service level agreements with the Information Technology Department for information technology projects and systems Manages joint development Provides route scheduling, service planning and ridership analysis Provides marketing services including advertising, promotions, graphic design, media relations and market analysis Directs labor relations and ensures compliance with the Americans with Disabilities Act and other federal, state and local laws and regulations Develops and implements policy for comprehensive, integrated and coordinated transit safety and security programs Responsible for procurement of goods and services professional services and construction contracts and contract administration and compliance 	

Key Department Measures, Strategic Objectives and Resiliency Drivers							
Measures	SO	RD	Type	Good	FY 17-18	FY 18-19	FY 19-20
					Actual	Actual	Budget
Average monthly security post inspections*	PS3-3	ES-2	OP	↔	1,077	990	950
Metrorail/Metromover elevator and escalator availability	TM1-3	IE-3	OC	↑	97%	98%	97%

*FY 2018-19 Actual has been updated to reflect end of the year adjustments

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

DIVISION COMMENTS

- The FY 2020-21 Adopted Budget includes a departmental reorganization that transfers one Information Officer position to Construction and Maintenance to work on communications and public relations efforts related to Construction and Maintenance projects

DIVISION: PARATRANSIT

The Paratransit Division is responsible for administering Special Transportation Services (STS) for individuals with disabilities.

- Administers Paratransit operations
- Administers contract compliance, customer certification and customer service

Key Department Measures, Strategic Objectives and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 17-18	FY 18-19	FY 19-20	FY 19-20	FY 20-21
					Actual	Actual	Budget	Projection	Target
STS on-time performance*	TM1-3	IE-3	OC	↑	90%	87%	90%	85%	85%
Average annual fixed route boardings	TM1-3	IE-3	IN	↔	57,335	56,000	55,419	42,812	56,000

*FY 2018-19 Actual has been updated to reflect end of the year adjustments; the FY 19-20 Projection has been updated to reflect the impact of COVID-19

DIVISION: TRAFFIC SERVICES

The Traffic Services Division, which includes Traffic Engineering and Traffic Signals and Signs, provides traffic engineering studies, designs traffic control and intersection improvement plans and maintains all traffic control devices in Miami-Dade County.

- Investigates requests for new or additional traffic control devices and performs traffic studies
- Collects traffic data to monitor traffic patterns and trends
- Investigates hazardous traffic conditions and makes recommendations and plans for the installation of traffic control and calming devices
- Reviews permits for fences, block parties and special events
- Develops design plans for construction projects, such as intersection improvements, new signals, school zone flashing signals and general signage and pavement markings
- Monitors and controls the County's Automated Traffic Management System (ATMS) at the Traffic Control Center (TCC)
- Maintains and repairs all traffic devices, which include signals, signs, school zone flashing signals and beacons and arterial roadway streetlights
- Fabricates traffic signs
- Installs pavement markings

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

Key Department Measures, Strategic Objectives and Resiliency Drivers									
Measures	SO	RD	Type	Good	FY 17-18	FY 18-19	FY 19-20	FY 19-20	FY 20-21
					Actual	Actual	Budget	Projection	Target
Percentage of citizens' complaints for traffic congestion receiving an initial response within five days	TM1-1	IE-3	EF	↑	100%	100%	100%	100%	100%
Percentage of high priority traffic control signs repaired or replaced within 16 hours of notification	TM2-1	IE-3	EF	↑	100%	100%	95%	100%	98%
Traffic control and street name signs repaired or replaced*	TM2-1	IE-3	OP	↔	61,515	27,396	26,400	21,500	26,000

* FY 2017-18 Actual reflects Hurricane Irma recovery efforts; the FY 19-20 Projection has been updated to reflect the impact of COVID-19

ADDITIONAL INFORMATION

- The FY 2020-21 Adopted Budget includes \$48.910 million in federal funding under the Coronavirus Aid and Economic Security (CARES) Act to fund operations net of revenues received; in FY 2019-20, the Department projects to utilize \$96.849 million of the CARES Act funding
- In FY 2020-21, the Countywide General Fund Maintenance of Effort (MOE) for transit services will increase to \$214.928 million, a 3.5 percent increase of the FY 2019-20 MOE of \$207.660 million
- In FY 2020-21, the PTP surtax contribution to DTPW totals \$152.694 million and includes \$35.152 million for transit operations and support services (a \$48.848 million reduction from the FY 2019-20 Adopted Budget); \$92.973 million for PTP surtax debt service payments for extension of Metrorail to Miami Intermodal Center (MIC), replacement of Metromover and Metrorail vehicles and on-going replacement and rehabilitation of existing transit system assets and equipment; \$24.569 million for PTP surtax debt service payments for major public works roadway improvement projects, public works neighborhood roadway maintenance and improvements, Advanced Traffic Management System and PTP neighborhood projects
- The FY 2020-21 Adopted Budget includes \$35.152 million in operating expenses approved by the voters and CITT as part of the People's Transportation Plan; to support a portion of the fare-free service through the Golden and Patriot Passport programs (\$18.902 million), fare-free Metromover maintenance and operation (\$855,161), the Orange Line Metrorail extension to MIA maintenance and operation (\$16.965 million) and bus service enhancements (\$52.116 million); because only \$35.152 million of PTP surtax is going to fund operations, \$53.686 million of General Fund is subsidizing these activities
- The FY 2020-21 Adopted Budget funds the South Florida Regional Transportation Authority (SFRTA) at the statutory minimum of \$4.235 million; this amount reflects the required minimum for operating needs of \$1.565 million (Section 343.58(2) Florida Statutes) and capital needs of \$2.67 million (Section 343.58(1) Florida Statutes)
- The FY 2020-21 Adopted Budget will continue to provide transit passes to both City Year (\$169,000) and Greater Miami Service Corps (\$47,000) in exchange for a total of 7,000 hours of volunteer service
- The FY 2020-21 Adopted Budget includes a reserve of \$2.146 million for future SMART Plan operations, maintenance and upgrades from joint development revenue as required by Resolutions R-429-17 and R-774-17

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

CAPITAL BUDGET HIGHLIGHTS AND OPERATIONAL IMPACTS

- The FY 2020-21 Adopted Budget and Multi-Year Capital Plan includes the South Dade Transitway Corridor, a premium transit service in the southern part of the County; the South Corridor is one of six rapid transit corridors in the Strategic Miami Area Rapid Transit (SMART) Plan; the South Corridor runs along the existing South Dade Transitway for approximately 20 miles from SW 344th Street/West Palm Drive in Florida City to the Dadeland South Metrorail station to connect the communities along the corridor to the existing rapid transit system and downtown Miami; Bus Rapid Transit (BRT) was adopted as the locally preferred alternative for the South Corridor; the project will include several improvements to the corridor to provide passengers with a reliable and comfortable travel option with rail-like travel times, iconic stations and enhanced safety features; the South Corridor consultant team has completed the FTA Project Development Phase, the project was advertised as a Design-Build Contract, bids were received and the Department anticipates awarding the contract by the fall of 2020 (total project cost \$303.460 million; \$134.86 million in FY 2020-21)
- The FY 2020-21 Adopted Budget and Multi-Year Capital Plan includes the project development and environmental studies for six rapid transit corridors in the Strategic Miami Area Rapid Transit (SMART) Plan - Beach, East-West, North, Northeast, Flagler and Kendall corridors; the Beach and East-West corridors consultant teams will complete preliminary engineering and environmental evaluations of the transit alternatives and recommend a preferred alternative to the Miami-Dade Transportation Planning Organization (TPO) by Winter 2020 and Summer 2020, respectively, and the final environmental reports to the Federal Transit Administration (FTA) within a year (total project cost \$49.365 million; \$14.73 million in FY 2020-21)
- The FY 2020-21 Adopted Budget and Multi-Year Capital Plan continues funding for replacement of 136 Metrorail vehicles; the Department anticipates all 136 Metrorail vehicles to be replaced and in service by the end of FY 2020-21; the replacement of the Department's aging Metrorail fleet has improved service performance and reliability, which has decreased service delays, unplanned overtime expenditures and replacement parts (total project cost \$385.813 million; \$6.084 million in FY 2020-21)
- The FY 2020-21 Adopted Budget and Multi-Year Capital Plan contains several bus related projects including a fleet replacement program and build out of Compressed Natural Gas (CNG) facilities; 420 of 560 CNG buses have been procured and released for service; it is expected that the remaining 140 CNG buses will be delivered by the end of February 2021; the CNG stations at Coral Way and Central bus facilities are under construction and are estimated to be completed by September 2020 and August 2020, respectively; the construction for the Northeast garage is expected to begin March 2021; the replacement of the Department's aging bus fleet will decrease bus delays, unplanned overtime and maintenance expenditures due to breakdowns and increase bus service performance and reliability, which will lead to increased rider satisfaction (total project cost \$600.91 million; \$218.569 million in FY 2020-21)
- In FY 2020-21, DTPW will continue expanding and improving the Advanced Traffic Management System (ATMS) with enhancements to provide for real time data collection, adaptive traffic signal controls, infrastructure for vehicle communications, and traffic monitoring capabilities to provide more efficient traffic movement and congestion management; 300 intersections along 12 of the most congested corridors within the County have been upgraded; DTPW expects to upgrade approximately 40 additional intersections of the remaining 2,600 intersections countywide by the end of 2020 through on-going partnership efforts with FDOT, the Town of Miami-Lakes and the Village of Key Biscayne; in May, the contract for the remaining countywide traffic signals was awarded; the ATMS Program Management contract will be awarded at the start of the upcoming fiscal year (total project cost \$302.546 million; \$23.275 million in FY 2020-21)
- Included in the FY 2020-21 Adopted Budget and Multi-Year Capital Plan is the continuation of various countywide arterial roadway improvements such as resurfacing roadways, installing and repairing sidewalks and improving drainage; projects include roadway improvements on NE 2 Avenue from NE 20 Street to West Little River Canal, NE 16 Avenue from NE 123 Street to NE 135 Street and SW 344 Street from US-1 to SW 172 Avenue (total project cost \$128.093 million; \$22.870 million in FY 2020-21); DTPW anticipates minimal operating impact to the annual budget that will be absorbed using existing resources
- The FY 2020-21 Adopted Budget and Multi-Year Capital Plan will continue various intersection improvements countywide to improve vehicular traffic capacity and safety; projects include turn lanes at SW 268 Street from US-1 to SW 112 Avenue and an elevated intersection (flyover ramp) at NW 107 Avenue and NW 122 Street over the Florida East Coast (FEC) rail crossing to allow continuous ingress and egress from the Pan American North Business Park (total project cost \$100.087 million; \$29.446 million in FY 2020-21)

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

- The FY 2020-21 Adopted Budget and Multi-Year Capital Plan will continue various countywide road widening projects to increase traffic capacity; roadway widening projects include SW 137 Avenue from SW 184 Street to the Homestead Extension of the Florida Turnpike and SW 328 Street from US-1 to SW 162 Avenue (total project cost \$389.849 million; \$32.115 million in FY 2020-21); DTPW anticipates minimal impact to the operating budget as the maintenance of these projects can be absorbed within the existing budget
- The FY 2020-21 Adopted Budget and Multi-Year Capital Plan includes Metrorail station and system improvements that will refurbish the 23 stations; complete a condition assessment of Metrorail Station elevators and escalators to create a prioritized implementation schedule to overhaul, replace or refurbish the existing equipment inventory; and upgrade the Tri-Rail Station power sub-station (total project cost \$203.390 million; \$42.007 million in FY 2020-21); these improvements and upgrades will enhance the current Metrorail stations, improve system reliability and safety and reduce maintenance costs
- The FY 2020-21 Adopted Budget and Multi-Year Capital Plan will continue People's Transportation Plan (PTP) funding to replace and upgrade transit's physical assets to include buses, facilities and equipment according to normal replacement cycles as part of the Infrastructure Renewal Plan (total project cost \$100 million; \$12.5 million in FY 2020-21)
- The FY 2020-21 Adopted Budget and Multi-Year Capital Plan includes the design and development of the ten-mile Underline corridor running below the Metrorail guideway from the Miami River to Dadeland South Station, a multi-modal corridor and linear park that will enhance connectivity, mobility and biking safety for Miami-Dade County residents and visitors; Phase One extends from the Miami River to SW 13th Street; Phase Two extends from SW 13th Street to SW 19th Avenue; and Phase 3 extends from SW 19th Avenue to Dadeland Boulevard (total project cost \$149.319 million; \$7.438 million in FY 2020-21)
- The Department's FY 2020-21 Adopted Budget and Multi-Year Capital Plan includes the purchase of 103 vehicles including trucks, sedans and vans (\$7.201 million) for the replacement of its aging fleet; the fleet replacement plan will provide operational savings to the Department in the long-term as it will reduce maintenance costs, fuel consumption and overtime as a result of addressing equipment failure; the County's fleet replacement plan is included under Non-Departmental project #20000000511
- In FY 2020-21, the Department will continue to utilize FTA Section 5307/5309 Formula Grant and FTA Section 5337 State of Good Repair Formula Grant to support the capitalization of major preventive maintenance expenses in the operating budget and miscellaneous capital improvement projects (total project cost \$596.233 million; \$80.801 million in FY 2020-21)

SELECTED ITEM HIGHLIGHTS AND DETAILS

Line Item Highlights	(dollars in thousands)				
	Actual FY 17-18	Actual FY 18-19	Budget FY 19-20	Projection FY 19-20	Budget FY 20-21
Advertising	578	732	1,010	939	965
Fuel	21,025	18,448	19,210	16,074	19,045
Overtime	44,242	40,861	33,460	41,437	41,695
Rent	4,227	4,327	2,217	2,048	2,481
Security Services	17,558	16,665	16,813	16,924	17,815
Temporary Services	281	81	190	142	70
Travel and Registration	327	362	358	171	146
Utilities	15,037	15,604	17,038	15,542	17,012

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

OPERATING FINANCIAL SUMMARY

(dollars in thousands)	Actual FY 17-18	Actual FY 18-19	Budget FY 19-20	Adopted FY 20-21
Revenue Summary				
General Fund Countywide	199,404	209,756	226,889	235,107
General Fund UMSA	9,880	10,734	5,777	7,030
Carryover	6,842	8,302	9,316	15,840
Construction / Plat Fees	2,910	3,152	2,835	3,490
Fees and Charges	4,987	3,914	3,723	3,418
Fines and Forfeitures	565	409	520	510
Interest Earnings	97	157	97	144
Intradepartmental Transfers	15,403	16,762	18,996	19,010
Other Revenues	17,155	20,267	16,288	17,121
PTP Sales Tax Revenue	164,548	164,435	158,907	109,889
Storm Water Utility Fees	15,641	17,050	22,191	21,220
Transit Fares and Fees	80,205	82,036	78,864	78,457
FDOT Payment	5,694	6,440	7,208	7,208
Other	667	667	666	666
State Grants	7,275	10,834	12,695	13,194
Federal Funds	14,672	4,320	4,150	4,324
Bond Proceeds	3,722	5,532	7,970	5,948
Federal Grants	114,280	87,060	82,287	81,500
Federal Grants - CARES ACT	0	0	0	48,910
Interagency Transfers	7,991	10,271	13,384	14,005
Interfund Transfers	3,226	3,832	3,365	3,407
Local Option Gas Tax	22,592	22,100	21,405	20,746
Capitalization				
Secondary Gas Tax	8,965	9,956	10,946	9,551
State Operating Assistance	41,451	43,344	21,952	22,308
Total Revenues	748,172	741,330	730,431	743,003

Operating Expenditures

Summary				
Salary	277,512	268,886	275,069	282,197
Fringe Benefits	104,186	122,479	110,044	112,126
Court Costs	6	20	17	14
Contractual Services	84,744	100,513	103,341	106,929
Other Operating	159,132	105,371	110,942	110,401
Charges for County Services	30,457	31,076	28,685	28,258
Grants to Outside	4,235	4,233	4,235	4,235
Organizations				
Capital	4,600	7,232	10,114	9,631
Total Operating Expenditures	664,872	639,810	642,447	653,791

Non-Operating Expenditures

Summary				
Transfers	0	518	0	0
Distribution of Funds In Trust	0	0	0	0
Debt Service	75,059	73,091	78,883	78,882
Depreciation, Amortizations	0	0	0	0
and Depletion				
Reserve	0	703	9,101	10,330
Total Non-Operating Expenditures	75,059	74,312	87,984	89,212

(dollars in thousands)	Budget FY 19-20	Adopted FY 20-21	Total Positions Budget FY 19-20	Adopted FY 20-21
Expenditure By Program				
Strategic Area: Transportation and Mobility				
Office of the Director	923	957	6	6
Construction and Maintenance	13,155	13,177	103	104
Engineering				
Metrolink	33,295	34,078	239	239
Metrolink	241,858	249,499	2,025	2,025
Metrolink	12,283	13,895	74	74
Metrolink	74,269	74,168	471	471
Mobility and Passenger Transportation Services	4,455	4,734	37	36
Operating Grants	6,743	7,242	0	0
Operational Support	125,194	123,026	453	452
Paratransit	51,237	54,339	31	31
South Florida Regional	4,235	4,235	0	0
Transportation Authority				
Traffic Services	36,989	37,451	165	165
Strategic Area: Neighborhood and Infrastructure				
Construction and Maintenance	31,331	30,541	236	236
Operational Support	6,480	6,449	14	14
Total Operating Expenditures	642,447	653,791	3,854	3,853

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

CAPITAL BUDGET SUMMARY

(dollars in thousands)	PRIOR	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FUTURE	TOTAL
Revenue									
BBC GOB Financing	89,794	9,724	3,499	1,500	1,307	0	0	0	105,824
Capital Impr. Local Option Gas Tax	24,473	20,746	19,907	20,206	20,509	20,817	21,129	0	147,787
Charter County Transit System	40,020	12,761	500	500	500	500	0	0	54,781
Surtax									
City of Coral Gables Park & Mobility Impact Fees	0	0	0	2,421	2,421	2,421	0	0	7,263
City of Homestead Contribution	77	0	0	0	0	0	0	0	77
City of Miami Beach Contribution	0	417	0	0	0	0	0	0	417
City of Miami Contribution	0	417	0	0	0	0	0	0	417
City of Miami Park Impact Fees	4,871	602	1,169	4,302	2,530	2,530	0	0	16,004
City of South Miami Contribution	0	0	0	733	733	734	0	0	2,200
Developer Contribution	2,123	0	0	0	0	0	0	0	2,123
Developer Fees/Donations	0	0	2,250	0	0	0	0	0	2,250
FDOT Funds	97,702	81,582	69,496	22,973	8,150	7,394	4,921	500	292,718
FDOT-County Incentive Grant Program	11,295	1,900	1,650	1,830	1,000	751	0	0	18,426
Florida City Contribution	2,005	1,237	0	0	0	0	0	0	3,242
Florida Inland Navigational District	794	122	0	0	0	0	0	0	916
FTA 5307 Transfer	879	489	755	756	0	0	0	0	2,879
FTA 5309 Bus & Bus Facility Formula	903	0	0	0	0	0	0	0	903
FTA 5339 Bus & Bus Facility Formula	30,432	7,636	7,409	5,961	6,109	6,263	6,419	0	70,229
FTA Section 5307/5309 Formula Grant	96,869	63,313	60,242	58,531	59,958	61,418	55,980	500	456,811
FTA Section 5309 Discretionary Grant	3,147	45,279	38,702	14,872	0	0	0	0	102,000
FTA Section 5337 State of Good Repair Formula Grant	30,878	31,650	32,441	33,252	34,083	34,935	35,809	0	233,048
General Government Improvement Fund (GGIF)	500	0	0	0	0	0	0	0	500
Lease Financing - County Bonds/Debt	205,901	155,975	48,990	0	0	0	0	0	410,866
Operating Revenue	249	0	0	0	0	0	0	0	249
People's Transportation Plan Bond Program	1,054,782	332,159	240,562	159,501	106,950	77,513	22,000	45,697	2,039,164
Peoples Transportation Plan Capital Reserve Fund	56,289	68,823	63,517	13,033	1,189	396	0	0	203,247
Road Impact Fees	650,553	99,644	99,644	99,644	99,644	99,302	0	0	1,148,431
Secondary Gas Tax	18,874	18,404	19,799	19,799	19,799	19,799	19,799	0	136,273
Stormwater Utility	12,108	7,791	9,738	10,470	9,200	7,374	6,947	7,016	70,644
Town of Medley Contribution	2,767	3,750	0	0	0	0	0	0	6,517
USDOT Build Program	0	9,500	0	6,708	7,379	4,472	3,801	0	31,860
Village of Palmetto Bay Contribution	0	200	200	0	0	0	0	0	400
Village of Pinecrest Contribution	0	150	150	0	0	0	0	0	300
WASD Project Fund	250	3,602	0	0	0	0	0	0	3,852
Total:	2,438,535	977,873	720,620	476,992	381,461	346,619	176,805	53,713	5,572,618

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

(dollars in thousands)	PRIOR	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FUTURE	TOTAL
Expenditures									
Strategic Area: TM									
ADA Accessibility Improvements	74,160	14,458	85	155	0	0	0	0	88,858
Bridges, Infrastructure,	56,962	32,280	27,052	24,570	24,091	23,560	45,990	0	234,505
Neighborhood Improvements									
Bus System Projects	83,042	18,508	17,359	10,282	1,914	0	0	0	131,105
Computer and Systems Automation	11,376	10,640	2,384	0	0	0	0	0	24,400
Equipment Acquisition	375,097	220,833	83,920	1,283	975	795	815	0	683,718
Facility Improvements	28,452	47,560	45,095	39,059	37,311	33,373	0	0	230,850
Infrastructure Improvements	20,329	39,393	20,821	13,070	13,085	13,099	13,114	12,500	145,411
Mass Transit Projects	175,319	288,419	276,329	179,278	113,791	116,748	118,408	1,000	1,269,292
Metromover Projects	32,396	31,632	29,827	25,301	24,524	16,969	0	0	160,649
Metrorail Projects	433,262	64,134	38,526	10,096	8,820	15,442	6,500	33,197	609,977
New Facilities	850	11,246	3,609	22,007	18,502	0	0	0	56,214
Park and Ride Improvements and	37,452	37,473	28,531	5,910	3,695	25	0	0	113,086
New Facilities									
Pedestrian Paths and Bikeways	21,849	7,767	22,104	31,173	22,270	21,886	22,539	60	149,648
Road Improvements - Major Roads	359,038	128,024	113,903	120,675	89,354	44,566	24,707	1,609	881,876
Traffic Control Systems	117,155	58,271	111,195	103,189	78,169	47,056	14,516	5,209	534,760
Strategic Area: NI									
Drainage Improvements	97,491	12,972	12,567	11,970	10,507	7,374	6,947	7,016	166,844
Infrastructure Improvements	75,329	5,913	5,000	5,183	0	0	0	0	91,425
Total:	1,999,559	1,029,523	838,307	603,201	447,008	340,893	253,536	60,591	5,572,618

FUNDED CAPITAL PROJECTS

(dollars in thousands)

ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) - PHASE 3

DESCRIPTION: Continue to expand and improve the Advanced Traffic Management System (ATMS) to provide more efficient traffic movement and congestion management through real time data collection, adaptive traffic signal control and vehicle communications and traffic monitoring

LOCATION: Countywide
 Throughout Miami-Dade County

District Located:
 District(s) Served:

Countywide
 Countywide



PROJECT #: 608400

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	8,608	0	0	0	0	0	0	0	8,608
FDOT-County Incentive Grant	6,349	1,900	1,650	1,830	1,000	751	0	0	13,480
Program									
People's Transportation Plan Bond	45,394	895	970	720	520	526	0	0	49,025
Program									
Road Impact Fees	112,344	25,807	24,282	21,779	22,633	24,588	0	0	231,433
TOTAL REVENUES:	172,695	28,602	26,902	24,329	24,153	25,865	0	0	302,546
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	1,008	0	0	0	0	0	0	0	1,008
Furniture Fixtures and Equipment	25	0	0	0	0	0	0	0	25
Project Administration	0	2,130	6,302	6,706	4,058	2,350	928	596	23,070
Technology Hardware/Software	69,970	21,145	61,302	60,421	33,862	20,885	6,245	4,613	278,443
TOTAL EXPENDITURES:	71,003	23,275	67,604	67,127	37,920	23,235	7,173	5,209	302,546

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

ARTERIAL ROADS - COUNTYWIDE

DESCRIPTION: Improve arterial roads to include resurfacing, sidewalks and drainage
 LOCATION: Various Sites
 Throughout Miami-Dade County

PROJECT #: 2000000538

Countywide
 Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Charter County Transit System Surtax	27	0	0	0	0	0	0	0	27
Developer Contribution	1,384	0	0	0	0	0	0	0	1,384
Florida City Contribution	2,005	1,237	0	0	0	0	0	0	3,242
People's Transportation Plan Bond Program	38,655	10,534	5,347	126	0	0	0	0	54,662
Road Impact Fees	61,614	2,485	2,615	210	0	0	0	0	66,924
WASD Project Fund	0	1,854	0	0	0	0	0	0	1,854
TOTAL REVENUES:	103,685	16,110	7,962	336	0	0	0	0	128,093
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	46,578	19,816	25,052	15,727	4,107	0	0	0	111,280
Planning and Design	7,575	1,129	490	448	122	0	0	0	9,764
Project Administration	3,082	1,925	1,035	641	366	0	0	0	7,049
TOTAL EXPENDITURES:	57,235	22,870	26,577	16,816	4,595	0	0	0	128,093

AVENTURA STATION

DESCRIPTION: Purchase approximately three acres of vacant land for the Strategic Miami Area Rapid Transit (SMART) Plan
 Northeast Corridor for improved connectivity and to provide alternative transportation options; construct new station, park and ride lot, center platform, track and signalization improvements; construct pedestrian bridge crossing and other infrastructure improvements to allow for the passage of transit riders and the public to and from the proposed station, central platform and Aventura Mall

LOCATION: 19700 Harriet Tubman Hwy and 198 NE 26 District Located: 4

Ave District(s) Served: 4
 Aventura

PROJECT #: 2000001322

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Peoples Transportation Plan Capital Reserve Fund	29,096	30,000	17,400	0	0	0	0	0	76,496
TOTAL REVENUES:	29,096	30,000	17,400	0	0	0	0	0	76,496
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Art Allowance	0	0	267	0	0	0	0	0	267
Construction	10,000	30,000	17,133	0	0	0	0	0	57,133
Land Acquisition/Improvements	19,096	0	0	0	0	0	0	0	19,096
TOTAL EXPENDITURES:	29,096	30,000	17,400	0	0	0	0	0	76,496

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

BASCULE BRIDGE (NW 22 AVE) OVER THE MIAMI RIVER - RENOVATION

DESCRIPTION: Evaluate structural integrity of the bridge tender house, replace/upgrade tender house structure as needed and refurbish bascule leaves

LOCATION:	NW 22 Ave over the Miami River City of Miami	District Located:	5
		District(s) Served:	Countywide

PROJECT #: 607840

	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
REVENUE SCHEDULE:									
BBC GOB Financing	0	120	880	0	0	0	0	0	1,000
TOTAL REVENUES:									
	0	120	880	0	0	0	0	0	1,000
EXPENDITURE SCHEDULE:									
Construction	0	0	880	0	0	0	0	0	880
Planning and Design	0	120	0	0	0	0	0	0	120
TOTAL EXPENDITURES:									
	0	120	880	0	0	0	0	0	1,000

BEACH EXPRESS SOUTH

DESCRIPTION: Design and construct exclusive bus lanes for the new express bus service from the future Miami Central Station across I-195 (Julia Tuttle Causeway) in Downtown Miami to the Miami Beach Convention Center and purchase buses

LOCATION:	Miami Central Station to Miami Beach Convention Center	District Located:	5
	Miami Beach	District(s) Served:	Countywide

PROJECT #: 2000001205

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	0	178	0	0	0	0	0	0	178
People's Transportation Plan Bond Program	356	974	4,046	4,046	0	0	0	0	9,422
TOTAL REVENUES:	356	1,152	4,046	4,046	0	0	0	0	9,600
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	0	0	4,046	4,046	0	0	0	0	8,092
Planning and Design	356	1,152	0	0	0	0	0	0	1,508
TOTAL EXPENDITURES:	356	1,152	4,046	4,046	0	0	0	0	9,600

Estimated Annual Operating Impact will begin in FY 2022-23 in the amount of \$55,000 and includes 0 FTE(s)

Estimated Annual Operating Impact will begin in FY 2022-23 in the amount of \$55,000 and includes 0 FTE(s)

BIKE PATH - WEST DIXIE HIGHWAY FROM IVES DAIRY ROAD TO MIAMI GARDENS DRIVE

DESCRIPTION:	Construct and provide various infrastructure improvements to bike path
LOCATION:	W Dixie Hwy between Ives Dairy Rd and District Located:

Miami Gardens Dr	District(s) Served:	4
Aventura		

PROJECT #: 6010120

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
BBC GOB Financing	0	120	0	0	0	0	0	0	120
TOTAL REVENUES:	0	120	0	0	0	0	0	0	120
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	0	120	0	0	0	0	0	0	120
TOTAL EXPENDITURES:	0	120	0	0	0	0	0	0	120

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

BIKE PATHS - COMMISSION DISTRICT 10

DESCRIPTION: Construct bike paths in Commission District 10
LOCATION: Commission District 10
Various Sites

PROJECT #: 605810

District Located: 10
District(s) Served: 10

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
BBC GOB Financing	371	329	0	0	0	0	0	0	700
TOTAL REVENUES:	371	329	0	0	0	0	0	0	700
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	241	329	0	0	0	0	0	0	570
Planning and Design	130	0	0	0	0	0	0	0	130
TOTAL EXPENDITURES:	371	329	0	0	0	0	0	0	700

BRIDGE REHABILITATION - COUNTYWIDE IMPROVEMENTS

DESCRIPTION: Construct, rehabilitate and/or provide infrastructure improvements to bridges countywide
LOCATION: Various Sites
Throughout Miami-Dade County

PROJECT #: 2000000534

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	357	0	0	0	0	0	0	0	357
FDOT Funds	487	0	0	0	80	0	0	0	567
Road Impact Fees	44,670	7,847	7,773	11,695	10,941	10,061	0	0	92,987
Secondary Gas Tax	749	749	749	749	749	749	749	0	5,243
TOTAL REVENUES:	46,263	8,596	8,522	12,444	11,770	10,810	749	0	99,154
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	10,518	10,305	4,476	5,751	3,938	3,220	30,063	0	68,271
Planning and Design	2,487	4,831	4,656	1,074	3,719	3,500	0	0	20,267
Project Administration	1,540	813	1,295	1,833	688	50	4,397	0	10,616
TOTAL EXPENDITURES:	14,545	15,949	10,427	8,658	8,345	6,770	34,460	0	99,154

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

BUS - ENHANCEMENTS

DESCRIPTION: Purchase buses for route expansions and construct transit hubs as needed throughout Miami-Dade County
 LOCATION: Countywide
 District Located: Countywide
 District(s) Served: Countywide



PROJECT #: 6730101

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
City of Homestead Contribution	77	0	0	0	0	0	0	0	77
FDOT Funds	20,376	2,344	1,053	0	0	0	0	0	23,773
FDOT-County Incentive Grant Program	4,946	0	0	0	0	0	0	0	4,946
FTA Section 5307 /5309 Formula Grant	5,187	2,867	1,659	0	0	0	0	0	9,713
Operating Revenue	29	0	0	0	0	0	0	0	29
People's Transportation Plan Bond Program	26,017	3,461	6,652	3,733	0	0	0	0	39,863
TOTAL REVENUES:	56,632	8,672	9,364	3,733	0	0	0	0	78,401
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	4,297	8,352	8,241	3,522	0	0	0	0	24,412
Land Acquisition/improvements	8,156	0	823	0	0	0	0	0	8,979
Major Machinery and Equipment	41,363	0	0	0	0	0	0	0	41,363
Planning and Design	2,580	220	140	31	0	0	0	0	2,971
Project Administration	216	0	0	0	0	0	0	0	216
Project Contingency	20	100	160	180	0	0	0	0	460
TOTAL EXPENDITURES:	56,632	8,672	9,364	3,733	0	0	0	0	78,401
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,044	574	332	0	0	0	0	0	1,950
TOTAL DONATIONS:	1,044	574	332	0	0	0	0	0	1,950

Estimated Annual Operating Impact will begin in FY 2021-22 in the amount of \$3,887,900 and includes 0 FTE(s)

BUS - NEW SOUTH DADE MAINTENANCE FACILITY

DESCRIPTION: Construct a new bus maintenance facility required within close distance to the South Dade Transitway Rapid Transit project in order to improve operational efficiency by decreasing the turn around time for placing buses back in revenue service
 LOCATION: South Dade Transitway
 District Located: N/A
 District(s) Served: Countywide



PROJECT #: 2000001321

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program	850	11,246	3,609	22,007	18,502	0	0	0	56,214
TOTAL REVENUES:	850	11,246	3,609	22,007	18,502	0	0	0	56,214
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	0	0	3,137	19,611	16,473	0	0	0	39,221
Land Acquisition/improvements	0	10,000	0	0	0	0	0	0	10,000
Planning and Design	350	1,070	200	1,248	1,048	0	0	0	3,916
Project Administration	0	100	100	100	100	0	0	0	400
Project Contingency	500	76	172	1,048	881	0	0	0	2,677
TOTAL EXPENDITURES:	850	11,246	3,609	22,007	18,502	0	0	0	56,214

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

BUS - RELATED PROJECTS

DESCRIPTION: Replace buses; install electric engine cooling systems; implement Americans with Disabilities Act (ADA) improvements along the busway and convert fuel systems at bus garages to Compressed Natural Gas (CNG)

LOCATION: Countywide
Throughout Miami-Dade County
District Located: Countywide
District(s) Served: Countywide

PROJECT #: 673800

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	1,267	0	0	0	0	0	0	0	1,267
FDOT Funds	4,582	9,360	14,326	0	0	0	0	0	28,268
FTA 5339 Bus & Bus Facility Formula	24,632	2,683	2,332	757	775	795	815	0	32,789
FTA Section 5307/5309 Formula	11,922	0	0	0	0	0	0	0	11,922
Grant									
Lease Financing - County	205,901	155,975	48,990	0	0	0	0	0	410,866
Bonds/Debt									
Operating Revenue	48	0	0	0	0	0	0	0	48
People's Transportation Plan Bond Program	46,201	50,551	18,272	526	200	0	0	0	115,750
TOTAL REVENUES:	294,553	218,569	83,920	1,283	975	795	815	0	600,910
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	41,497	47,863	0	0	0	0	0	0	89,360
Major Machinery and Equipment	250,581	168,613	80,484	1,283	975	795	815	0	503,546
Planning and Design	392	0	0	0	0	0	0	0	392
Project Administration	2,083	243	27	0	0	0	0	0	2,353
Project Contingency	0	1,850	3,409	0	0	0	0	0	5,259
TOTAL EXPENDITURES:	294,553	218,569	83,920	1,283	975	795	815	0	600,910
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	5,411	480	185	189	194	199	204	204	6,862
TOTAL DONATIONS:	5,411	480	185	189	194	199	204	204	6,862

BUS - TRACKER AND AUTOMATIC VEHICLE LOCATING SYSTEM UPGRADE (CAD/AVL)

DESCRIPTION: Continue network upgrade to support the real-time Bus Tracking System to replace existing Computer Aided Dispatch (CAD) / Automatic Vehicle Locator (AVL) System

LOCATION: 111 NW 1 St
City of Miami
District Located: 5
District(s) Served: Countywide

PROJECT #: 672830

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program	17,985	661	0	0	0	0	0	0	18,646
TOTAL REVENUES:	17,985	661	0	0	0	0	0	0	18,646
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	443	0	0	0	0	0	0	0	443
Furniture Fixtures and Equipment	12,395	0	0	0	0	0	0	0	12,395
Major Machinery and Equipment	2,275	661	0	0	0	0	0	0	2,936
Planning and Design	1,750	0	0	0	0	0	0	0	1,750
Project Administration	1,122	0	0	0	0	0	0	0	1,122
TOTAL EXPENDITURES:	17,985	661	0	0	0	0	0	0	18,646

Estimated Annual Operating Impact will begin in FY 2020-21 in the amount of \$376,000 and includes 0 FTE(s)

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

BUS AND BUS FACILITIES

PROJECT #: 671560

DESCRIPTION: Provide improvements to buses and bus facilities including but not limited to the various bus parking garages, roofs, fire suppression, the resurfacing of the parking lot at the central Metrobus facility and the replacement of the NE garage maintenance bathroom lockers; in addition, purchase various support vehicles, Metrobus seat inserts and Metrobus bike racks

LOCATION: Various Sites
Various Sites
District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FTA 5339 Bus & Bus Facility Formula	967	0	0	0	0	0	0	0	967
FTA Section 5307/5309 Formula	4,477	0	0	0	0	0	0	0	4,477
Grant									
Operating Revenue	28	0	0	0	0	0	0	0	28
People's Transportation Plan Bond Program	2,953	9,175	7,995	6,549	1,914	0	0	0	28,586
TOTAL REVENUES:	8,425	9,175	7,995	6,549	1,914	0	0	0	34,058
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	2,249	5,300	4,210	3,015	1,914	0	0	0	16,688
Major Machinery and Equipment	5,354	3,435	3,435	3,434	0	0	0	0	15,658
Planning and Design	778	440	350	100	0	0	0	0	1,668
Project Administration	4	0	0	0	0	0	0	0	4
Project Contingency	40	0	0	0	0	0	0	0	40
TOTAL EXPENDITURES:	8,425	9,175	7,995	6,549	1,914	0	0	0	34,058
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,361	0	0	0	0	0	0	0	1,361
TOTAL DONATIONS:	1,361	0	0	0	0	0	0	0	1,361

DADELAND SOUTH INTERMODAL STATION

PROJECT #: 2000001203

DESCRIPTION: Construct direct ramps to and from the proposed elevated Bus Rapid Transit (BRT) platform at the Dadeland South Metrorail Station platform level to provide a seamless transfer between the Transitway BRT and the Metrorail; provide various station infrastructure improvements

LOCATION: Dadeland South Metrorail Station
Unincorporated Miami-Dade County
District Located: 7
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	198	0	0	0	0	0	0	0	198
FTA Section 5307/5309 Formula	111	0	0	0	0	0	0	0	111
Grant									
Operating Revenue	56	0	0	0	0	0	0	0	56
People's Transportation Plan Bond Program	1,165	300	24,252	23,436	994	0	0	0	50,147
TOTAL REVENUES:	1,530	300	24,252	23,436	994	0	0	0	50,512
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Art Allowance	0	0	458	0	0	0	0	0	458
Construction	9	0	21,253	21,081	807	0	0	0	43,150
Planning and Design	1,390	225	2,441	2,255	112	0	0	0	6,423
Project Administration	131	75	100	100	75	0	0	0	481
TOTAL EXPENDITURES:	1,530	300	24,252	23,436	994	0	0	0	50,512
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	28	0	0	0	0	0	0	0	28
TOTAL DONATIONS:	28	0	0	0	0	0	0	0	28

Estimated Annual Operating Impact will begin in FY 2022-23 in the amount of \$1,768,000 and includes 0 FTE(s)

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

DRAINAGE IMPROVEMENTS (BUILDING BETTER COMMUNITIES BOND PROGRAM) PROJECT #: 2000000384

DESCRIPTION: Construct stormwater drainage improvements throughout Miami-Dade County

LOCATION: Various Sites
 District Located: Countywide
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
BBC GOB Financing	85,353	4,616	2,324	1,500	1,307	0	0	0	95,100
TOTAL REVENUES:	85,353	4,616	2,324	1,500	1,307	0	0	0	95,100
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	71,526	3,232	1,627	1,050	915	0	0	0	78,350
Planning and Design	13,827	1,384	697	450	392	0	0	0	16,750
TOTAL EXPENDITURES:	85,353	4,616	2,324	1,500	1,307	0	0	0	95,100

DRAINAGE IMPROVEMENTS - COUNTY MAINTAINED ROADS PROJECT #: 2000000533

DESCRIPTION: Improve drainage on County maintained roads

LOCATION: Various Sites
 District Located: Countywide
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Road Impact Fees	30	565	505	0	0	0	0	0	1,100
Stormwater Utility	12,108	7,791	9,738	10,470	9,200	7,374	6,947	7,016	70,644
TOTAL REVENUES:	12,138	8,356	10,243	10,470	9,200	7,374	6,947	7,016	71,744
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	8,475	6,015	7,352	7,416	6,500	5,222	4,923	4,971	50,874
Planning and Design	3,633	2,198	2,766	3,054	2,700	2,152	2,024	2,045	20,572
Project Administration	30	143	125	0	0	0	0	0	298
TOTAL EXPENDITURES:	12,138	8,356	10,243	10,470	9,200	7,374	6,947	7,016	71,744

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

FARE COLLECTION EQUIPMENT PROJECTS

PROJECT #: 6730051

DESCRIPTION: Purchase and install updated fare collection equipment and provide data migration to the cloud to enhance the Metrobus and Metrorail rider experience by allowing transit passengers the ability to pay transit fares with their bankcards or mobile wallets

LOCATION: Countywide
District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FTA 5309 Bus & Bus Facility Formula	903	0	0	0	0	0	0	0	903
People's Transportation Plan Bond Program	79,641	2,264	0	0	0	0	0	0	81,905
TOTAL REVENUES:	80,544	2,264	0	0	0	0	0	0	82,808
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	66	0	0	0	0	0	0	0	66
Furniture Fixtures and Equipment	1	0	0	0	0	0	0	0	1
Land Acquisition/Improvements	37	0	0	0	0	0	0	0	37
Major Machinery and Equipment	65,867	2,264	0	0	0	0	0	0	68,131
Planning and Design	2,634	0	0	0	0	0	0	0	2,634
Project Administration	11,939	0	0	0	0	0	0	0	11,939
TOTAL EXPENDITURES:	80,544	2,264	0	0	0	0	0	0	82,808
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	226	0	0	0	0	0	0	0	226
TOTAL DONATIONS:	226	0	0	0	0	0	0	0	226

Estimated Annual Operating Impact will begin in FY 2017-18 in the amount of \$1,526,000 and includes 0 FTE(s)

FEDERALLY FUNDED PROJECTS

DESCRIPTION: Provide preventive maintenance and complete various other Metrobus, Metrorail and Metromover projects

LOCATION: Various Sites
District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	19,962	20,261	19,907	20,206	20,509	20,817	21,129	0	142,791
FDOT Funds	0	500	500	500	500	500	500	500	3,500
FTA 5339 Bus & Bus Facility Formula	4,833	4,953	5,077	5,204	5,334	5,468	5,604	0	36,473
FTA Section 5307/5309 Formula Grant	50,229	49,151	49,581	50,959	52,371	55,028	55,366	500	363,185
FTA Section 5337 State of Good Repair Formula Grant	30,878	31,650	32,441	33,252	34,083	34,935	35,809	0	233,048
People's Transportation Plan Bond Program	0	862	0	0	0	0	0	0	862
TOTAL REVENUES:	105,902	107,377	107,506	110,121	112,797	116,748	118,408	1,000	779,859
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	3,802	1,775	0	0	0	0	0	0	5,577
Major Machinery and Equipment	95,791	98,161	99,929	102,404	104,937	109,280	111,804	0	722,306
Other Capital	6,309	6,441	6,577	6,717	6,860	6,468	5,604	0	44,976
Project Administration	0	1,000	1,000	1,000	1,000	1,000	1,000	1,000	7,000
TOTAL EXPENDITURES:	105,902	107,377	107,506	110,121	112,797	116,748	118,408	1,000	779,859
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	21,485	21,438	21,775	22,354	22,947	23,858	24,195	24,195	158,177
TOTAL DONATIONS:	21,485	21,438	21,775	22,354	22,947	23,858	24,195	24,195	158,177

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

INFRASTRUCTURE RENEWAL PLAN (IRP)

PROJECT #: 677200

DESCRIPTION: Replace/upgrade transit physical assets to include buses, facilities, infrastructure systems, equipment overhauls and acquisitions

LOCATION: Various Sites
Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	100,000
TOTAL REVENUES:	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	100,000
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Major Machinery and Equipment	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	100,000
TOTAL EXPENDITURES:	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	100,000

INTERSECTION IMPROVEMENTS - COUNTYWIDE

PROJECT #: 2000000536

DESCRIPTION: Increase vehicular traffic capacity and safety by installing turn bays and other intersection infrastructure improvements

LOCATION: Various Sites
Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	0	1,000	0	0	0	0	0	0	1,000
Road Impact Fees	49,939	9,200	8,523	7,761	7,650	7,499	0	0	90,572
Town of Medley Contribution	2,767	3,750	0	0	0	0	0	0	6,517
WASD Project Fund	250	1,748	0	0	0	0	0	0	1,998
TOTAL REVENUES:	52,956	15,698	8,523	7,761	7,650	7,499	0	0	100,087
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	19,987	24,458	12,922	8,461	6,120	5,999	0	1,609	79,556
Planning and Design	5,493	1,421	995	885	765	750	0	0	10,309
Project Administration	2,052	3,567	1,768	1,320	765	750	0	0	10,222
TOTAL EXPENDITURES:	27,532	29,446	15,685	10,666	7,650	7,499	0	1,609	100,087

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

LEHMAN YARD - MISCELLANEOUS IMPROVEMENTS

PROJECT #: 674560

DESCRIPTION: Install five storage tracks, an under-floor rail wheel truing machine and rehabilitate and expand emergency exits

LOCATION: 6601 NW 72 Ave
Unincorporated Miami-Dade County

District Located: 12
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	2,670	0	0	0	0	0	0	0	2,670
People's Transportation Plan Bond Program	71,490	14,458	85	155	0	0	0	0	86,188
TOTAL REVENUES:	74,160	14,458	85	155	0	0	0	0	88,858
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	65,295	12,834	0	0	0	0	0	0	78,129
Furniture Fixtures and Equipment	784	0	0	0	0	0	0	0	784
Planning and Design	2,139	537	65	70	0	0	0	0	2,811
Project Administration	5,819	94	0	0	0	0	0	0	5,913
Project Contingency	123	993	20	85	0	0	0	0	1,221
TOTAL EXPENDITURES:	74,160	14,458	85	155	0	0	0	0	88,858

METROMOVER - IMPROVEMENT PROJECTS

PROJECT #: 673910

DESCRIPTION: Replace various Metromover system controls to include the Data Transmission (Central Control and Wayside Interface High Speed System), Platform LCD Sign Control Unit and High Cycle Switch Logic Control Cabinets

LOCATION: Metromover
City of Miami

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FTA Section 5307/5309 Formula Grant	7,102	7,002	7,002	7,002	7,002	5,791	0	0	40,901
People's Transportation Plan Bond Program	25,294	24,630	22,825	18,299	17,522	11,178	0	0	119,748
TOTAL REVENUES:	32,396	31,632	29,827	25,301	24,524	16,969	0	0	160,649
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	13,676	16,151	14,893	14,893	14,893	14,893	0	0	89,399
Furniture Fixtures and Equipment	90	0	0	0	0	0	0	0	90
Major Machinery and Equipment	16,870	14,648	14,684	10,308	9,531	2,000	0	0	68,041
Planning and Design	1,745	668	250	100	100	76	0	0	2,939
Project Administration	5	0	0	0	0	0	0	0	5
Project Contingency	10	165	0	0	0	0	0	0	175
TOTAL EXPENDITURES:	32,396	31,632	29,827	25,301	24,524	16,969	0	0	160,649
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,776	1,751	1,751	1,751	1,751	1,448	0	0	10,228
TOTAL DONATIONS:	1,776	1,751	1,751	1,751	1,751	1,448	0	0	10,228

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

METROLRAIL - STATIONS AND SYSTEMS IMPROVEMENTS

PROJECT #: 2000000104

DESCRIPTION: Refurbish and/or update the Metrorail systems control equipment, fire alarms and other infrastructure improvements as needed throughout the entire rail system

LOCATION: Metrorail
Various Sites
District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	22	0	0	0	0	0	0	0	22
FDOT Funds	968	849	1,351	0	596	0	0	0	3,764
FTA Section 5307/5309 Formula	4,129	0	0	0	0	0	0	0	4,129
Grant									
Operating Revenue	15	0	0	0	0	0	0	0	15
People's Transportation Plan Bond Program	22,612	41,158	28,885	35,888	34,336	32,581	0	0	195,460

TOTAL REVENUES:	27,746	42,007	30,236	35,888	34,932	32,581	0	0	203,390
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	10,902	33,673	22,874	30,478	32,284	29,944	0	0	160,155
Furniture Fixtures and Equipment	2,461	0	0	0	0	0	0	0	2,461
Major Machinery and Equipment	11,967	7,175	4,776	1,068	0	0	0	0	24,986
Planning and Design	2,033	637	1,995	4,065	2,448	2,537	0	0	13,715
Project Administration	350	10	315	215	200	100	0	0	1,190
Project Contingency	33	512	276	62	0	0	0	0	883

TOTAL EXPENDITURES:	27,746	42,007	30,236	35,888	34,932	32,581	0	0	203,390
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,032	0	0	0	0	0	0	0	1,032
TOTAL DONATIONS:	1,032	0	0	0	0	0	0	0	1,032

Estimated Annual Operating Impact will begin in FY 2023-24 in the amount of \$75,000 and includes 0 FTE(s)

METROLRAIL - TRACK AND GUIDEWAY PROJECTS

PROJECT #: 6710900

DESCRIPTION: Rehabilitate existing track and guideway equipment and fixtures; replace safety items for rail to include coverboard, fasteners, insulated joints, metal acoustical barriers, drains, equipment and materials as needed

LOCATION: Metrorail
Various Sites
District Located: 2, 3, 5, 6, 7, 12, 13
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program	67,036	50,550	36,356	8,500	8,025	6,500	6,500	33,197	216,664

TOTAL REVENUES:	67,036	50,550	36,356	8,500	8,025	6,500	6,500	33,197	216,664
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	24,961	42,550	28,356	1,500	1,500	1,500	1,500	0	101,867
Furniture Fixtures and Equipment	85	0	0	0	0	0	0	0	85
Major Machinery and Equipment	15,412	5,500	5,500	5,500	5,525	4,000	4,000	33,197	78,634
Planning and Design	83	0	0	0	0	0	0	0	83
Project Administration	26,495	2,500	2,500	1,500	1,000	1,000	1,000	0	35,995
TOTAL EXPENDITURES:	67,036	50,550	36,356	8,500	8,025	6,500	6,500	33,197	216,664

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

METORAIL - VEHICLE REPLACEMENT

DESCRIPTION: Overhaul and modernize existing fleet and purchase 136 new heavy rail vehicles

LOCATION: Metrorail
Throughout Miami-Dade County

PROJECT #: 6733001

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FTA Section 5307/5309 Formula Grant	1,036	0	0	0	0	0	0	0	1,036
People's Transportation Plan Bond Program	365,190	6,084	2,170	1,596	795	8,942	0	0	384,777
TOTAL REVENUES:	366,226	6,084	2,170	1,596	795	8,942	0	0	385,813
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Furniture Fixtures and Equipment	118	0	0	0	0	0	0	0	118
Major Machinery and Equipment	290,396	250	138	63	100	8,257	0	0	299,204
Other Capital	15,495	1,250	805	858	0	0	0	0	18,408
Project Administration	46,613	1,963	929	675	695	685	0	0	51,560
Project Contingency	13,604	2,621	298	0	0	0	0	0	16,523
TOTAL EXPENDITURES:	366,226	6,084	2,170	1,596	795	8,942	0	0	385,813
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	259	0	0	0	0	0	0	0	259
TOTAL DONATIONS:	259	0	0	0	0	0	0	0	259

METORAIL AND METROMOVER PROJECTS

DESCRIPTION: Upgrade video systems and A/C units at substations; replace existing relay-based control equipment and; modify software and hardware central controls to accommodate new train control systems

LOCATION: Metrorail and Metromover
Various Sites

PROJECT #: 2000000185

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FTA Section 5307/5309 Formula Grant	4,374	543	556	570	585	599	614	0	7,841
People's Transportation Plan Bond Program	3,000	6,750	5,250	0	0	0	0	0	15,000
TOTAL REVENUES:	7,374	7,293	5,806	570	585	599	614	0	22,841
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Major Machinery and Equipment	7,224	6,956	5,543	570	585	599	614	0	22,091
Project Administration	150	337	263	0	0	0	0	0	750
TOTAL EXPENDITURES:	7,374	7,293	5,806	570	585	599	614	0	22,841
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,095	136	139	143	146	150	154	154	1,963
TOTAL DONATIONS:	1,095	136	139	143	146	150	154	154	1,963

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

MIAMI RIVER GREENWAY

DESCRIPTION: Design and construct pedestrian and bicycle shared-used facility along the Miami River
 LOCATION: Miami River
 City of Miami

PROJECT #: 6010960

District Located: 5
 District(s) Served: 5

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
BBC GOB Financing	3,306	4,194	295	0	0	0	0	0	7,795
Florida Inland Navigational District	794	122	0	0	0	0	0	0	916
TOTAL REVENUES:	4,100	4,316	295	0	0	0	0	0	8,711
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	3,145	3,323	295	0	0	0	0	0	6,763
Permitting	55	0	0	0	0	0	0	0	55
Planning and Design	377	428	0	0	0	0	0	0	805
Project Administration	523	565	0	0	0	0	0	0	1,088
TOTAL EXPENDITURES:	4,100	4,316	295	0	0	0	0	0	8,711

NEIGHBORHOOD INFRASTRUCTURE IMPROVEMENTS

DESCRIPTION: Construct various neighborhood improvements to include resurfacing, guardrails, sidewalks, traffic signals, drainage, streetlights and various intersection improvements

PROJECT #: 2000000535

LOCATION: Various Sites
 Throughout Miami-Dade County

District Located: Countywide
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program	75,329	5,913	5,000	5,183	0	0	0	0	91,425
TOTAL REVENUES:	75,329	5,913	5,000	5,183	0	0	0	0	91,425
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	75,329	5,913	5,000	5,183	0	0	0	0	91,425
TOTAL EXPENDITURES:	75,329	5,913	5,000	5,183	0	0	0	0	91,425

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

PALMETTO INTERMODAL TERMINAL

PROJECT #: 2000000680

DESCRIPTION: Plan and develop a Long-Range Transportation Plan for the Palmetto Intermodal Terminal to include the purchase of land, an analysis on the possibility of direct ramps accessing the facility via the proposed State Road 826 Palmetto express lanes, potential site remediation and continued National Environmental Policy Act related studies

LOCATION: 7400 NW 79 Ave
Medley

District Located: 12
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	0	9,465	820	0	0	0	0	0	10,285
People's Transportation Plan Bond Program	0	9,465	820	0	0	0	0	0	10,285
TOTAL REVENUES:	0	18,930	1,640	0	0	0	0	0	20,570
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Land Acquisition/improvements	0	10,070	0	0	0	0	0	0	10,070
Planning and Design	0	5,056	0	0	0	0	0	0	5,056
Project Contingency	0	3,804	1,640	0	0	0	0	0	5,444
TOTAL EXPENDITURES:	0	18,930	1,640	0	0	0	0	0	20,570

PARK AND RIDE - TRANSIT PROJECTS

DESCRIPTION: Construct Park and Ride stations at various Transit locations throughout Miami-Dade County to include bus bays, parking, improved connectivity lanes and other related park and ride accommodations to expand rider experience

LOCATION: Various Sites
Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	842	0	0	0	0	0	0	0	842
FDOT Funds	6,588	252	263	580	626	0	0	0	8,309
FTA Section 5307/5309 Formula Grant	4,852	544	0	0	0	0	0	0	5,396
Operating Revenue	73	0	0	0	0	0	0	0	73
People's Transportation Plan Bond Program	14,429	6,848	7,307	5,330	3,069	25	0	0	37,008
TOTAL REVENUES:	26,784	7,644	7,570	5,910	3,695	25	0	0	51,628
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	13,064	6,948	7,131	4,733	1,634	0	0	0	33,510
Land Acquisition/improvements	10,462	0	0	0	0	0	0	0	10,462
Major Machinery and Equipment	144	0	0	0	0	0	0	0	144
Planning and Design	2,028	574	250	105	55	25	0	0	3,037
Project Administration	1,086	72	72	72	56	0	0	0	1,358
Project Contingency	0	50	117	1,000	1,950	0	0	0	3,117
TOTAL EXPENDITURES:	26,784	7,644	7,570	5,910	3,695	25	0	0	51,628
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,214	136	0	0	0	0	0	0	1,350
TOTAL DONATIONS:	1,214	136	0	0	0	0	0	0	1,350

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

PARK AND RIDE - TRANSITWAY AT SW 168TH STREET

PROJECT #: 2000001092

DESCRIPTION: Construct a Park and Ride garage with approximately 450 spaces on the Transitway at SW 168th St near the Village of Palmetto Bay to provide expanded capacity for the Transitway

LOCATION: SW 168 St
Unincorporated Miami-Dade County
District Located: 8
District(s) Served: Countywide

REVENUE SCHEDULE:		PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program		10,668	20,329	20,961	0	0	0	0	0	51,958
USDOT Build Program		0	9,500	0	0	0	0	0	0	9,500
TOTAL REVENUES:		10,668	29,829	20,961	0	0	0	0	0	61,458
EXPENDITURE SCHEDULE:		PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Art Allowance		681	0	0	0	0	0	0	0	681
Construction		7,670	27,902	20,361	0	0	0	0	0	55,933
Planning and Design		2,188	1,799	500	0	0	0	0	0	4,487
Project Administration		129	128	100	0	0	0	0	0	357
TOTAL EXPENDITURES:		10,668	29,829	20,961	0	0	0	0	0	61,458
Estimated Annual Operating Impact will begin in FY 2021-22 in the amount of \$397,000										

PEDESTRIAN BRIDGE - OVER C-100 CANAL AT OLD CUTLER RD AND SW 173 ST

PROJECT #: 608290

DESCRIPTION: Construct a pedestrian bridge over C-100 canal

LOCATION: Old Cutler Rd and SW 173 St
Palmetto Bay
District Located: 8
District(s) Served: 8, 9

REVENUE SCHEDULE:		PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
BBC GOB Financing		455	345	0	0	0	0	0	0	800
Road Impact Fees		650	275	275	0	0	0	0	0	1,200
TOTAL REVENUES:		1,105	620	275	0	0	0	0	0	2,000
EXPENDITURE SCHEDULE:		PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction		330	665	805	0	0	0	0	0	1,800
Planning and Design		120	0	20	0	0	0	0	0	140
Project Administration		5	5	50	0	0	0	0	0	60
TOTAL EXPENDITURES:		455	670	875	0	0	0	0	0	2,000

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

RESURFACING - COUNTYWIDE IMPROVEMENTS

PROJECT #: 2000000539



DESCRIPTION: Provide resurfacing infrastructure improvements to include ADA ramps and connectors on arterial roads countywide

LOCATION: Various Sites
Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Road Impact Fees	78,392	11,407	10,850	10,121	10,708	10,142	0	0	131,620
TOTAL REVENUES:	78,392	11,407	10,850	10,121	10,708	10,142	0	0	131,620
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	54,829	20,550	9,658	8,277	8,746	8,466	0	0	110,526
Planning and Design	1,165	1,333	919	847	906	778	0	0	5,948
Project Administration	8,401	2,725	1,069	997	1,056	898	0	0	15,146
TOTAL EXPENDITURES:	64,395	24,608	11,646	10,121	10,708	10,142	0	0	131,620

RIGHTS-OF-WAY ACQUISITION - COUNTYWIDE

PROJECT #: 2000000537



DESCRIPTION: Acquire rights-of-way for construction projects countywide

LOCATION: Various Sites
Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Charter County Transit System Surtax	17	0	0	0	0	0	0	0	17
People's Transportation Plan Bond Program	21,822	427	227	67	0	0	0	0	22,543
Road Impact Fees	17,547	1,280	1,280	780	560	977	0	0	22,424
TOTAL REVENUES:	39,386	1,707	1,507	847	560	977	0	0	44,984
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Land Acquisition/improvements	26,655	3,921	6,280	3,640	2,026	1,657	805	0	44,984
TOTAL EXPENDITURES:	26,655	3,921	6,280	3,640	2,026	1,657	805	0	44,984

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

ROAD WIDENING - COUNTYWIDE

DESCRIPTION: Increase traffic capacity countywide by widening roads
LOCATION: Various Sites

District Located:
Countywide

District(s) Served:

Throughout Miami-Dade County

PROJECT #: 2000000540



REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Charter County Transit System	119	0	0	0	0	0	0	0	119
Surtax									
Developer Contribution	739	0	0	0	0	0	0	0	739
FDOT Funds	32,877	0	0	0	0	0	0	0	32,877
People's Transportation Plan Bond	80,793	10,822	12,602	5,630	4,580	424	0	0	114,851
Program									
Road Impact Fees	170,208	13,911	12,389	12,278	15,000	17,477	0	0	241,263
TOTAL REVENUES:	284,736	24,733	24,991	17,908	19,580	17,901	0	0	389,849
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	132,046	23,046	33,136	60,456	50,393	15,084	13,796	0	327,957
Other Capital	427	0	0	0	0	0	0	0	427
Planning and Design	20,440	6,090	5,427	1,244	626	118	930	0	34,875
Project Administration	3,764	2,979	4,977	7,580	4,816	896	1,578	0	26,590
TOTAL EXPENDITURES:	156,677	32,115	43,540	69,280	55,835	16,098	16,304	0	389,849

ROADWAY AND BRIDGE - MISCELLANEOUS COUNTYWIDE IMPROVEMENTS

DESCRIPTION: Provide various roadway and bridge maintenance and beautification improvements as needed
LOCATION: Various Sites

District Located:
Countywide

District(s) Served:

Throughout Miami-Dade County

PROJECT #: 2000000543



REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	205	0	0	0	0	0	0	0	205
Charter County Transit System	30,706	2,183	0	0	0	0	0	0	32,889
Surtax									
FDOT Funds	0	500	500	0	0	0	0	0	1,000
Road Impact Fees	2,901	3,148	3,129	3,319	3,423	3,423	0	0	19,343
Secondary Gas Tax	8,605	7,135	8,530	8,530	8,530	8,530	8,530	0	58,390
Village of Palmetto Bay	0	200	200	0	0	0	0	0	400
Contribution									
Village of Pinecrest Contribution	0	150	150	0	0	0	0	0	300
TOTAL REVENUES:	42,417	13,316	12,509	11,849	11,953	11,953	8,530	0	112,527
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	4,652	3,969	5,364	4,514	4,514	4,514	4,514	0	32,041
Other Capital	34,854	6,199	4,016	4,016	4,016	4,016	4,016	0	61,133
Planning and Design	100	0	0	0	0	0	0	0	100
Project Administration	2,811	3,148	3,129	3,319	3,423	3,423	0	0	19,253
TOTAL EXPENDITURES:	42,417	13,316	12,509	11,849	11,953	11,953	8,530	0	112,527

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

SAFETY IMPROVEMENTS - COUNTYWIDE

PROJECT #: 2000000541

DESCRIPTION: Construct and/or provide safety improvements countywide to include street lights, railroad crossings, guardrails, sidewalks, bike paths, ADA ramps, pavement markings, etc.

LOCATION: Various Sites
Throughout Miami-Dade County

District Located:
District(s) Served:

Countywide
Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	1,620	485	0	0	0	0	0	0	2,105
Charter County Transit System	7,691	500	500	500	500	500	0	0	10,191
Surtax									
FDOT Funds	5,177	5,938	5,273	5,620	4,663	5,493	4,421	0	36,585
People's Transportation Plan Bond Program	4,362	0	550	806	200	0	0	0	5,918
Secondary Gas Tax	3,177	3,177	3,177	3,177	3,177	3,177	3,177	0	22,239
TOTAL REVENUES:	22,027	10,100	9,500	10,103	8,540	9,170	7,598	0	77,038
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	21,542	9,612	9,277	9,719	8,468	9,030	7,598	0	75,246
Planning and Design	370	313	98	205	0	0	0	0	986
Project Administration	115	175	125	179	72	140	0	0	806
TOTAL EXPENDITURES:	22,027	10,100	9,500	10,103	8,540	9,170	7,598	0	77,038

SAFETY IMPROVEMENTS - FDOT PROJECTS

PROJECT #: 2000001472

DESCRIPTION: Provide safety improvements on Quail Roost Dr from the South Dade Bus-way western right-of-way line to west of S Dixie Hwy and SW 136 St

LOCATION: US-1 between SW 136 St and Quail Roost Dr
Various Sites

District Located: 8, 9
District(s) Served: TBD

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	46	521	380	49	0	0	0	0	996
People's Transportation Plan Bond Program	0	7	0	0	0	0	0	0	7
TOTAL REVENUES:	46	528	380	49	0	0	0	0	1,003
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	46	458	367	45	0	0	0	0	916
Planning and Design	0	70	13	4	0	0	0	0	87
TOTAL EXPENDITURES:	46	528	380	49	0	0	0	0	1,003

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

SIGNAGE AND COMMUNICATION PROJECTS

PROJECT #: 2000000434

DESCRIPTION: Replace and upgrade signage and communication systems throughout transit facilities to include Closed Circuit Televisions on existing buses, real-time signage, Private Branch Exchange Telephones and bus traffic signal prioritization along congested corridors

LOCATION: Metrobus
Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:		PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FTA Section 5309 Formula Grant		3,040	3,206	1,444	0	0	0	0	0	7,690
People's Transportation Plan Bond Program		8,336	7,434	940	0	0	0	0	0	16,710
TOTAL REVENUES:		11,376	10,640	2,384	0	0	0	0	0	24,400
EXPENDITURE SCHEDULE:		PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction		9,128	9,104	1,069	0	0	0	0	0	19,301
Major Machinery and Equipment		1,941	800	800	0	0	0	0	0	3,541
Project Administration		307	319	140	0	0	0	0	0	766
Project Contingency		0	417	375	0	0	0	0	0	792
TOTAL EXPENDITURES:		11,376	10,640	2,384	0	0	0	0	0	24,400
DONATION SCHEDULE:		PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits		760	802	361	0	0	0	0	0	1,923
TOTAL DONATIONS:		760	802	361	0	0	0	0	0	1,923

SOUTH DADE TRANSITWAY CORRIDOR

DESCRIPTION: Plan and develop the South Dade transit corridor project

LOCATION: Various Sites
Various Sites

District Located: Countywide
District(s) Served: 7, 8, 9

REVENUE SCHEDULE:		PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Charter County Transit System Surtax		0	10,078	0	0	0	0	0	0	10,078
FDOT Funds		2,489	44,819	38,183	14,509	0	0	0	0	100,000
FTA Section 5309 Discretionary Grant		2,490	44,820	38,182	14,508	0	0	0	0	100,000
Peoples Transportation Plan Capital Reserve Fund		9,484	35,143	38,506	10,249	0	0	0	0	93,382
TOTAL REVENUES:		14,463	134,860	114,871	39,266	0	0	0	0	303,460
EXPENDITURE SCHEDULE:		PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Art Allowance		1,253	0	0	0	0	0	0	0	1,253
Construction		1,844	111,712	85,805	36,366	0	0	0	0	235,727
Major Machinery and Equipment		0	250	125	0	0	0	0	0	375
Planning and Design		11,302	22,748	9,587	2,793	0	0	0	0	46,430
Project Administration		64	150	200	107	0	0	0	0	521
Project Contingency		0	0	19,154	0	0	0	0	0	19,154
TOTAL EXPENDITURES:		14,463	134,860	114,871	39,266	0	0	0	0	303,460

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

STRATEGIC MIAMI AREA RAPID TRANSIT PLAN (SMART) PHASE 1

DESCRIPTION: Plan and develop Phase 1 of the Long-Range Transportation Plan studies for corridor projects
 LOCATION: Miami-Dade County
 District Located: Countywide
 District(s) Served: Countywide

PROJECT #: 672670



REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
City of Miami Beach Contribution	0	417	0	0	0	0	0	0	417
City of Miami Contribution	0	417	0	0	0	0	0	0	417
FDOT Funds	3,910	1,090	0	0	0	0	0	0	5,000
FTA 5307 Transfer	879	489	755	756	0	0	0	0	2,879
FTA Section 5309 Discretionary	657	459	520	364	0	0	0	0	2,000
Grant									
People's Transportation Plan Bond	917	8,485	4,580	91	0	0	0	0	14,073
Program									
Peoples Transportation Plan Capital	17,609	3,373	2,399	1,198	0	0	0	0	24,579
Reserve Fund									
TOTAL REVENUES:	23,972	14,730	8,254	2,409	0	0	0	0	49,365
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Planning and Design	23,557	14,180	7,704	2,409	0	0	0	0	47,850
Project Administration	415	550	550	0	0	0	0	0	1,515
TOTAL EXPENDITURES:	23,972	14,730	8,254	2,409	0	0	0	0	49,365
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	220	123	189	189	0	0	0	0	721
TOTAL DONATIONS:	220	123	189	189	0	0	0	0	721

SUNSHINE STATION - GOLDEN GLADES BIKE/PEDESTRIAN CONNECTOR

DESCRIPTION: Construct a 'kiss-and-ride' transit terminal on the west side of the South Florida Rail Corridor (SFRC) just north of the Golden Glades Tri-Rail Station that is connected to the Golden Glades Multimodal Transportation Facility (GGMTF) via a fully covered and illuminated pedestrian and bicycle overpass Between Tri-Rail Station and Golden Glades
 LOCATION: District Located: 1
 Interchange
 Throughout Miami-Dade County

PROJECT #: 2000000984



REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	353	1,065	5,213	1,585	1,190	396	0	0	9,802
People's Transportation Plan Bond	253	4,181	4,434	0	0	0	0	0	8,868
Program									
Peoples Transportation Plan Capital	100	307	5,212	1,586	1,189	396	0	0	8,790
Reserve Fund									
TOTAL REVENUES:	706	5,553	14,859	3,171	2,379	792	0	0	27,460
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	0	4,434	4,434	3,171	2,379	792	0	0	15,210
Land Acquisition/improvements	0	0	9,987	0	0	0	0	0	9,987
Planning and Design	706	1,119	438	0	0	0	0	0	2,263
TOTAL EXPENDITURES:	706	5,553	14,859	3,171	2,379	792	0	0	27,460

Estimated Annual Operating Impact will begin in FY 2020-21 in the amount of \$55,000 and includes 0 FTE(s)

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

THE UNDERLINE

DESCRIPTION:

Design and develop the 10-mile Underline corridor, running below the Metrorail guideway, from the Miami River to Dadeland South Station; the linear park will enhance connectivity, mobility and biking safety for Miami-Dade residents and visitors; Phase 1 extends from SW 7th St to SW 13th St - Brickell Backyard; and Phase 2 from SW 13th St to SW 19th Ave

LOCATION: Metrorail Transit Zone from the Miami River to Dadeland South Station District Located: 5, 7

Throughout Miami-Dade County

District(s) Served:

Countywide

PROJECT #: 2000000133



REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
BBC GOB Financing	309	0	0	0	0	0	0	0	309
City of Coral Gables Park & Mobility Impact Fees	0	0	0	2,421	2,421	2,421	0	0	7,263
City of Miami Park Impact Fees	4,871	602	1,169	4,302	2,530	2,530	0	0	16,004
City of South Miami Contribution	0	0	0	733	733	734	0	0	2,200
Developer Fees/Donations	0	0	2,250	0	0	0	0	0	2,250
FDOT Funds	8,571	3,701	1,634	130	495	1,005	0	0	15,536
FTA Section 5307/5309 Formula Grant	410	0	0	0	0	0	0	0	410
General Government Improvement Fund (GGIF)	500	0	0	0	0	0	0	0	500
Road Impact Fees	27,005	9,002	11,174	12,626	9,901	12,779	0	0	82,487
USDOT Build Program	0	0	0	6,708	7,379	4,472	3,801	0	22,360
TOTAL REVENUES:	41,666	13,305	16,227	26,920	23,459	23,941	3,801	0	149,319
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	17,363	7,103	17,221	30,219	22,210	17,826	21,708	0	133,650
Planning and Design	3,023	320	4,778	89	0	0	0	0	8,210
Project Administration	177	15	105	75	60	60	60	60	612
Project Contingency	1,286	0	0	790	0	4,000	771	0	6,847
TOTAL EXPENDITURES:	21,849	7,438	22,104	31,173	22,270	21,886	22,539	60	149,319
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	102	0	0	0	0	0	0	0	102
TOTAL DONATIONS:	102	0	0	0	0	0	0	0	102

TRACK INSPECTION VEHICLE / TRAIN

DESCRIPTION:

Purchase track inspection vehicle or train for the Metrorail to ensure tracks are inspected more frequently as required by the American Public Transportation Association; track inspection equipment will be equipped with a data system that stores track defects and produces a trend analysis report to effectively correct areas reducing track failures and providing a more reliable transit system

LOCATION: Metrorail District Located: Various Sites

Countywide
Countywide

PROJECT #: 2000001308

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program	0	7,500	0	0	0	0	0	0	7,500
TOTAL REVENUES:	0	7,500	0	0	0	0	0	0	7,500
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Major Machinery and Equipment	0	7,500	0	0	0	0	0	0	7,500
TOTAL EXPENDITURES:	0	7,500	0	0	0	0	0	0	7,500
Estimated Annual Operating Impact will begin in FY 2020-21 in the amount of \$70,000									

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

TRAFFIC CONTROL DEVICES - SIGNALIZATION COUNTYWIDE

PROJECT #: 2000000542

DESCRIPTION: Install Traffic Control Devices at intersections that are not currently signalized
 LOCATION: Various Sites

District Located: Countywide
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Charter County Transit System	1,460	0	0	0	0	0	0	0	1,460
Surtax									
People's Transportation Plan Bond Program	11,534	800	691	250	0	0	0	0	13,275
Road Impact Fees	85,253	14,717	16,849	19,075	18,828	12,356	0	0	167,078
Secondary Gas Tax	6,343	7,343	7,343	7,343	7,343	7,343	7,343	0	50,401
TOTAL REVENUES:	104,590	22,860	24,883	26,668	26,171	19,699	7,343	0	232,214
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	39,701	30,301	40,520	33,809	38,149	21,965	7,343	0	211,788
Planning and Design	4,478	2,530	2,219	1,477	1,335	1,106	0	0	13,145
Project Administration	1,973	2,165	852	776	765	750	0	0	7,281
TOTAL EXPENDITURES:	46,152	34,996	43,591	36,062	40,249	23,821	7,343	0	232,214

VISION ZERO AND SAFETY IMPROVEMENT PROJECTS

PROJECT #: 2000001296

DESCRIPTION: Provide safety improvements and eliminate all traffic fatalities and severe injuries, while increasing safe, healthy and equitable mobility for all by redesigning streets through improved visibility to include pedestrian features, signals, sidewalks, revised speed limits, speed humps, protected bike lanes, median widening, parking restrictions, raised curb medians etc.

LOCATION: Various Sites
 Throughout Miami-Dade County

District Located: Countywide
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program	0	2,895	3,236	4,063	3,793	4,837	3,000	0	21,824
TOTAL REVENUES:	0	2,895	3,236	4,063	3,793	4,837	3,000	0	21,824
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	0	1,473	1,687	2,371	2,144	2,982	2,400	0	13,057
Planning and Design	0	651	710	783	761	864	300	0	4,069
Project Administration	0	771	839	909	888	991	300	0	4,698
TOTAL EXPENDITURES:	0	2,895	3,236	4,063	3,793	4,837	3,000	0	21,824

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

UNFUNDED CAPITAL PROJECTS

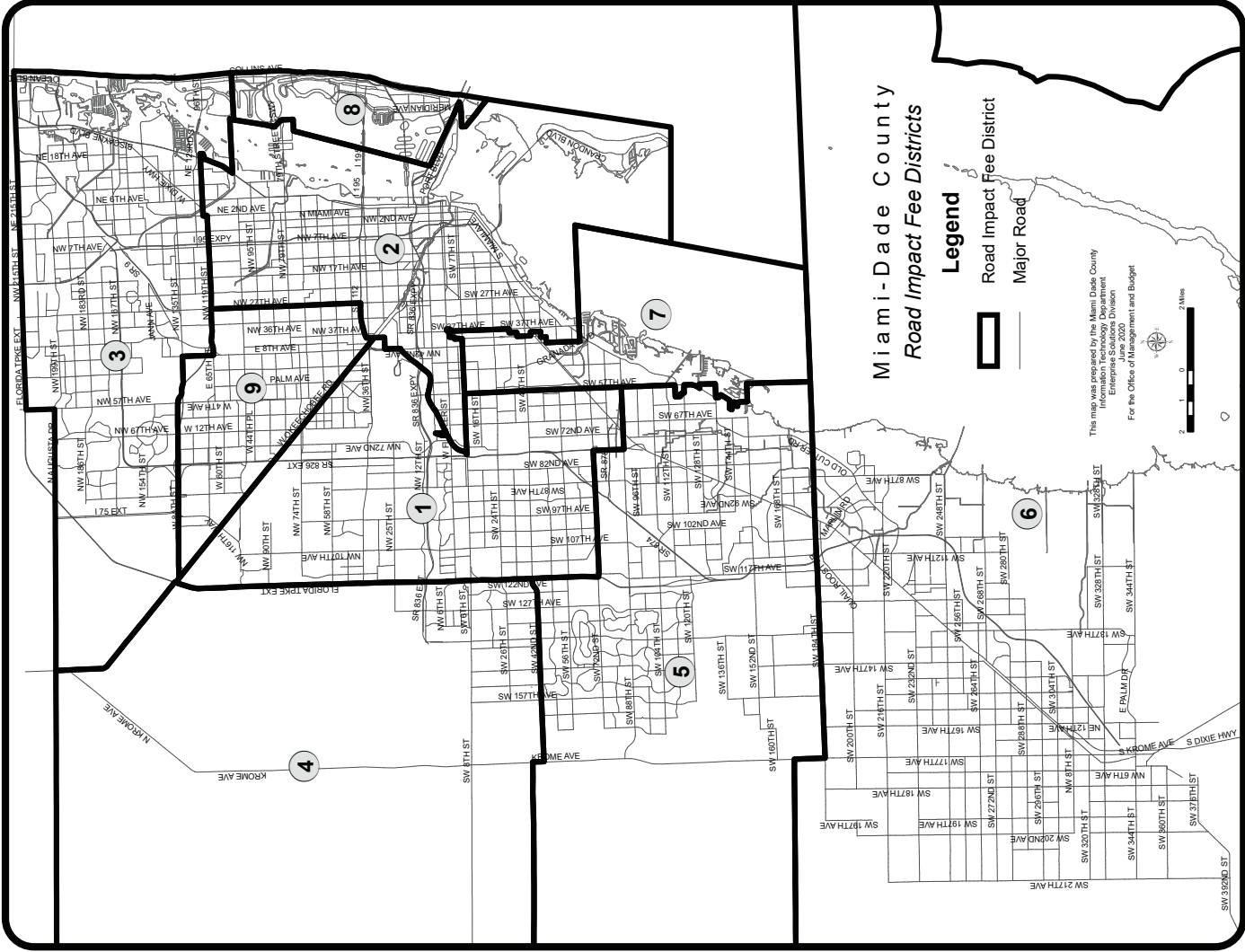
PROJECT NAME	LOCATION	(dollars in thousands) ESTIMATED PROJECT COST
BARRIER REMOVAL - AMERICANS WITH DISABILITIES ACT	Various Sites	16,891
BIKE LANES - NEW	Various Sites	47,279
BRIDGES - REPAIR/REPLACEMENT	Various Sites	130,485
CANAL - IMPROVEMENTS AND EMBANKMENT RESTORATION	Various Sites	96,510
DRAINAGE - STORMWATER IMPROVEMENTS AND RETROFIT	Various Sites	112,045
GUARDRAILS - INSTALL/REPLACE, SURROUNDING BODIES OF WATER	Various Sites	6,944
INTERSECTION - TURN BAYS AND OTHER OPERATIONAL IMPROVEMENTS	Various Sites	2,190
MAST ARMS - UPGRADES	Various Sites	26,325
METROBUS - GARAGE IMPROVEMENTS	Metrobus Garages	6,386
METROMOVER - EXTENSION GUIDEWAY PAINTING	Metromover	19,600
METRORAIL - PIERS GROUNDING TESTING	Metrorail	5,150
METRORAIL - TRAIN CONTROL UPGRADE	Metrorail	250,660
PAVEMENT MARKING - REPLACEMENT	Various Sites	7,200
ROADWAY - COUNTYWIDE IMPROVEMENTS	Various Sites	141,110
ROADWAY - LIGHTING RETROFIT	Various Sites	30,000
ROADWAY - REPAIR AND RESURFACE LOCAL ROADS IN UMSA	Various Sites	194,078
ROADWAY - UPGRADE LIGHTS (L.E.D. AND SMART LIGHT TECHNOLOGY)	Various Sites	26,164
SCHOOL FLASHING LIGHTS	Throughout Miami-Dade County	5,925
SIDEWALKS - CONSTRUCT/REPAIR (UMSA AND ARTERIAL ROADS)	Various Sites	65,657
SPAN-WIRE TRAFFIC SIGNALS - REPLACE	Various Sites	85,435
STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN	Various Sites	7,044,000
STREETLIGHTS - INSTALL ON ARTERIAL ROADS	Various Sites	30,791
TRACK AND GUIDEWAY WORK FACILITY BUILDING	6601 NW 72 Ave	2,050
TRAFFIC CONTROL - UPGRADE COMMUNICATIONS	Various Sites	60,402
TRAFFIC SIGNALS - NEW	Various Sites	4,850
TRANSIT FACILITIES - ROOF REPLACEMENT	Various Sites	22,660
TRANSIT TERMINAL - WEST KENDALL IMPROVEMENTS	To Be Determined	13,630
UNFUNDED TOTAL		8,454,417

Department Operational Unmet Needs			
Description	(dollars in thousands)		Positions
	Startup Costs/ Non-Recurring Costs	Recurring Costs	
Fund three Traffic Engineer 1, one Traffic Engineer 3, four Traffic Signal Technician 1 and one Traffic Signal Technician 2 positions to support the South Dade BRT Corridor operations for the Traffic Signals and Signs work unit	\$0	\$791	9
Fund 15 DTPW Facilities Equipment Technician and two Facilities Supervisor positions to support the South Dade BRT Corridor facilities for the Facilities Maintenance work unit	\$0	\$1,487	17
Fund South Miami-Dade Express (Route B) (SMART Plan's BERT Network)SW 344th Street Park and Ride - Dadeland North Metrorail Station - Dadeland North Metrorail Station	\$0	\$4,950	0
Fund Florida Turnpike (South) (Route E1) (SMART Plan's BERT Network)344th Street Park & Ride / Transit Terminal Facility - Panther - Dolphin Stations	\$0	\$4,600	0
Flagler Corridor (Route A)(SMART Plan's BERT Network) Tamiami Station - Panther Station - Dolphin Station - Downtown Miami	\$0	\$500	0
Fund five ITD positions to provide technical support and innovation	\$0	\$918	5
Fund four Geographic Information System (GIS) Field Technician positions to operate Visual Inventory Roadway Asset System van to continue Maintenance Rating Program	\$0	\$524	4
Fund five Auto Equipment Operator positions to establish a Swale Restoration Crew to recontour the swales for the Road and Bridge work unit	\$0	\$878	5

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

<u>Department Operational Unmet Needs</u>				
Description	(dollars in thousands)		Positions	
	Startup Costs/ Non-Recurring Costs	Recurring Costs		
Fund Bridge Repairers and Semi-skilled laborers to maintain the County's drawbridges and fixed bridges and pedestrian bridges in accordance with federal standards	\$0	\$659	9	
Fund two DTPW Project Inspector 1 positions for the Permitting and Inspection Section to provide for coverage and compliance in enforcing the utility contractors' and developers' construction activities within the public rights of way	\$0	\$167	2	
Fund two DTPW Parking Enforcement Specialist positions for oversight for parking and traffic control at DTPW parking facilities for the Security and Safety work unit	\$0	\$113	2	
Fund five Field Test Engineers (various disciplines) to improve safety and service reliability for the Infrastructure Engineering and Maintenance work unit	\$0	\$601	5	
Fund five Transit Electronic Technician/ Systems positions for preventive maintenance and repairs for the Field Engineering and Systems Management work unit	\$0	\$703	5	
Fund two Transit Electronic Technician/ Radio positions to work on the CleverVision system for the CNG bus fleet	\$0	\$176	2	
Fund three DTPW Facilities Repairer positions to assist in adequately maintaining the new facilities for Facilities Maintenance work unit	\$0	\$199	3	
Fund three Laborer positions for Facilities Maintenance work unit to help with clean-up and other similar task at all transit facilities and stations	\$0	\$154	3	
Fund two Purchasing Specialists for the Procurement work unit	\$0	\$151	2	
Fund one Part-Time Social Media Specialist for the Advertising and Media Relations work unit	\$0	\$60	1	
Fund two positions for DTPW's Fleet Vehicle Replacement Program for non-revenue vehicles - one Fleet Manager and one Administrative Officer 2 for the Deputy Director of Administration	\$0	\$193	2	
Fund the continuous installation of ETA Signs countywide through Clever Devices ITD Contract (minimum 6 signs per year) for the Strategic Planning work unit	\$0	\$100	0	
Fund Maintenance or removal of pilot projects - Green and Red decorative pavement markings (implemented dedicated bike and bus lanes) for the Strategic Planning division	\$0	\$200	0	
Fund one Project Scheduler (DTPW Sections Manager) for the Design and Engineering Division	\$0	\$107	1	
Fund two Bus Stock Clerk positions for Materials Management work unit	\$0	\$141	2	
Fund one Clerk 2 position for Rail Services Training Unit	\$0	\$53	1	
Fund three DTPW Operations and Maintenance Instructor positions to provide additional training in Rail Maintenance	\$0	\$264	3	
Fund five Rail Traffic Controller positions for Rail Transportation division	\$0	\$492	5	
Fund one Rail Yard Master position for the Rail Transportation division	\$0	\$94	1	
Fund one Rail Vehicle Cleaner Supervisor position for Rail Maintenance	\$0	\$73	1	
Fund one Rail Vehicle Machinist position for Rail Vehicle Maintenance	\$0	\$88	1	
Fund six Metromover Technicians	\$0	\$527	6	
Total	\$0	\$19,963	97	

FY 2020-21 Adopted Budget and Multi-Year Capital Plan



TRANSIT DEVELOPMENT PLAN
ANNUAL PROGRESS REPORT

