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1.0 INTRODUCTION AND PURPOSE

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

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

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

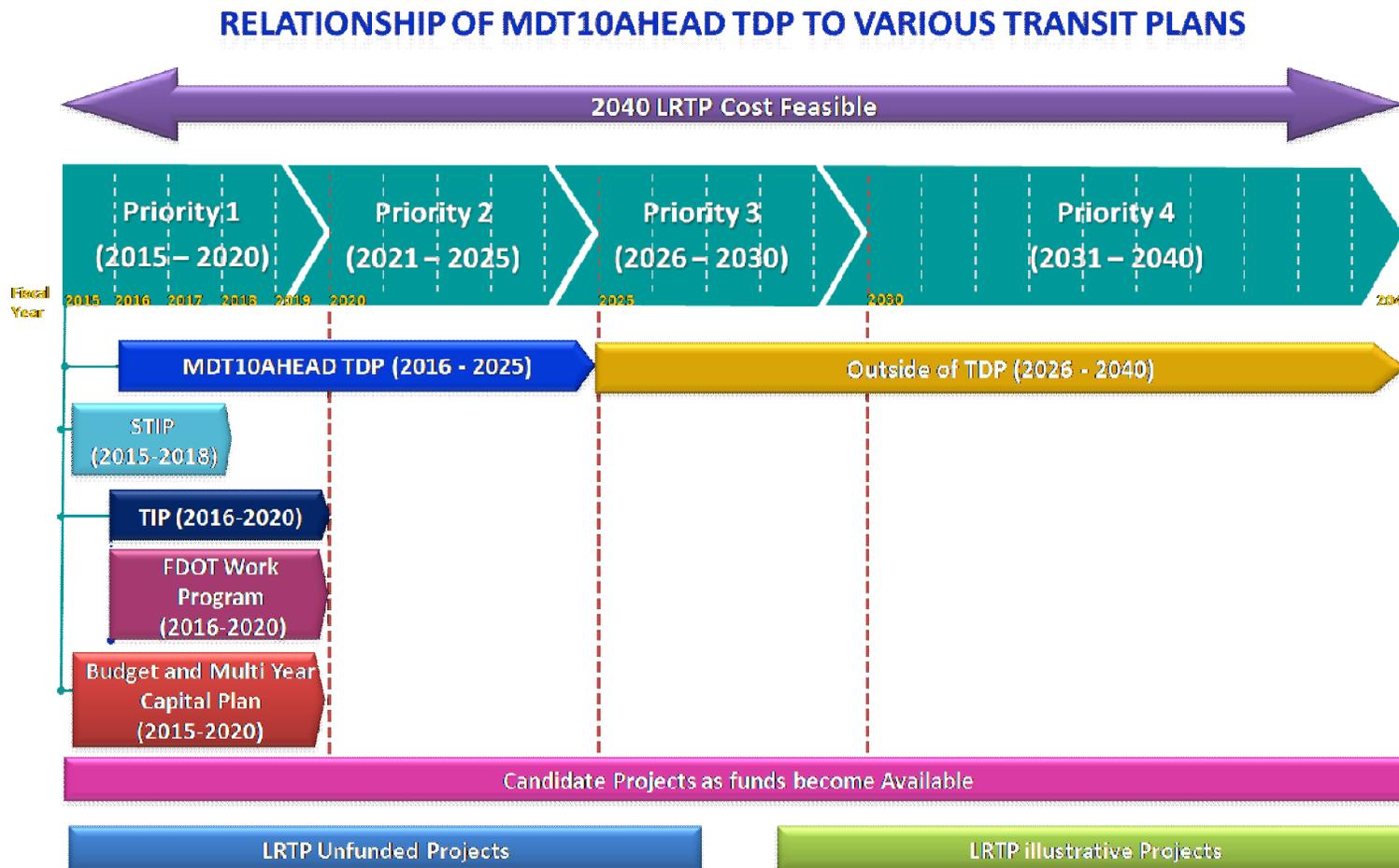
Miami Dade Transit is proud to present *MDT10Ahead 2015 Annual Update*, the agency's TDP, which serves as the agency's strategic guide for public transportation in Miami-Dade County over the course of the next ten years. This document is the first annual update to *MDT10Ahead*. The 2014 major update, *MDT10Ahead*, was adopted by the Board of County Commissioners, pursuant to resolution R-1036-14.

MDT10Ahead includes a summary of MDT's facilities and services, in Chapter 2; describes the past year's civic engagement efforts in Chapter 3; assesses the agency's performance in 2014 in Chapter 4; identifies MDT's implementation plan in Chapter 5; explores short-term plans in Chapter 6 and longer term plans in Chapter 7; and in Chapter 8 explores the Transit agency's finances. Overall, *MDT10Ahead* presents the operational and capital improvements needed to ensure MDT is able to provide quality transit services to the County's residents and visitors for years to come. This document is MDT's planning tool for the implementation and operation of transit services through 2025.

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

1.1 Relationship of MDT10Ahead to other Locally Adopted Transportation Plans

MDT10Ahead establishes both funded and unfunded needs in order to create the framework for a long-term vision of transit improvement projects as represented in the 25-year Miami-Dade County Long Range Transportation Plan (LRTP). In addition, *MDT10Ahead*, as updated annually, identifies and presents short-term improvements for implementation through the five-year MPO TIP, FDOT Work Program process and Miami-Dade County FY 2015 Adopted Budget and Multi-Year Capital Plan.



1.1.1 Long Range Transportation Plan to the Year 2040



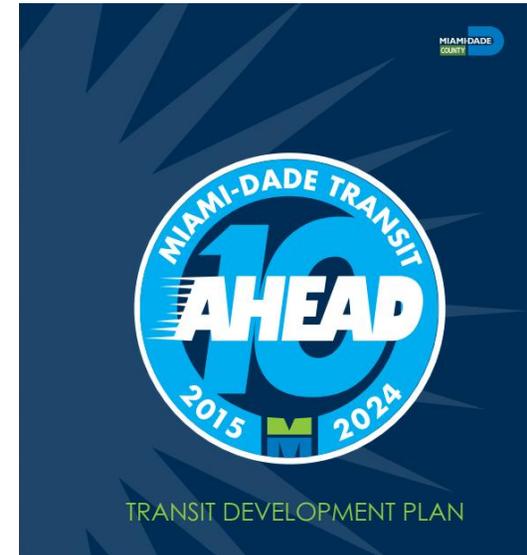
The update of the Miami-Dade County Long Range Transportation Plan (LRTP) to the Year 2040 is a primary activity in Miami-Dade County’s transportation planning process to meet federal and state requirements for an update of the Transportation Plan every five years. Federal law requires that the LRTP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

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

1.1.2 Transit Development Plan (TDP) - MDT10Ahead

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

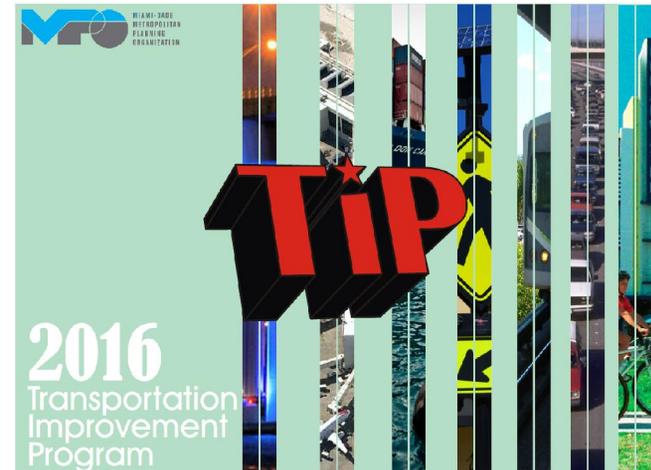
The 2014 major update, MDT10Ahead, was adopted by the Board of County Commissioners (BCC) on December 2nd, 2014.



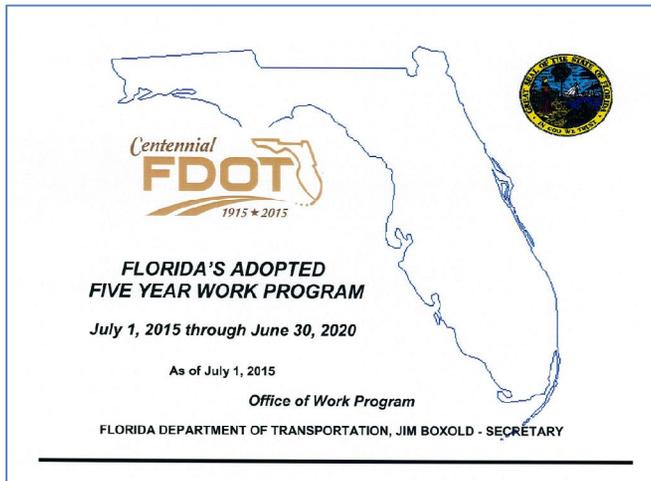
1.1.3 Transportation Improvement Program (TIP)

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

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



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



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

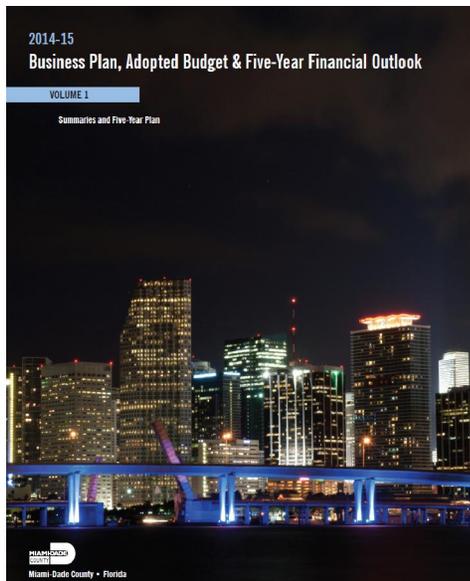
In each cycle, a new fifth year is added, and the first year drops off as projects are completed. A new project only begins to move forward after it is funded and then placed in the Work Program’s fifth year. Each phase of a project generally takes two years to complete. Therefore, some projects could take up to 10 years or more from initiation to completion and would cycle through the Work Program several times. The current five year Work Program covers the period from July 1st, 2016 through June 30th, 2020.

1.1.5 State Transportation Improvement Program (STIP)

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

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

1.1.6 Adopted Budget and Multi Year Capital Plan



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

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

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

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2.0 SYSTEM OVERVIEW

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

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

Miami-Dade Transit Mission Statement

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

Approximately 363,000 average weekday boardings occur on the MDT system. Table 2-1 presents MDT service characteristics by transit mode.



Table 2-1: MDT Service Characteristics by Transit Mode, 2014

System Characteristics	Metrobus		Metrorail	Metromover	STS
	MDT Operated Routes	Contracted Routes			
Operating Hours	24 hours ¹	6:20am-1:10am	5:00am-12:48am	5:00am-12:00am	24 hours
Number of Routes	93	2	2	3	Demand Resp.
No. of Stations/Stops	8,828	32 ²	23*	21*	N/A
Peak Headways	5-80 minutes	N/A	5-10 minutes**	1½ -5 minutes	(Pick up +/-30 minutes of scheduled time)
Midday Headways	12 -60 minutes	N/A	15 minutes	1½ - 3 minutes	
Weekend Headways	12 -60 minutes	N/A	30 minutes	3-6 minutes	
Routes Miles	2,543 (Round Trip Miles)	202.8 (Round Trip Miles)	24.8 miles	4.4 miles	N/A
Peak Vehicle Requirements*	672	7	80	21	328
Total Fleet Size	822*	9*	136*	46*	381 ³
Annual Revenue Miles*	28,382,273	571,009	7,976,759	1,321,864	14,139,842
Annual Boardings*	76,965,823	391,118	21,751,409	9,983,055	1,711,693
Park-Ride Spaces	2,922	N/A	9,581	0	N/A
Annual Operating Expense*	\$321,598,834	\$1,855,733	\$90,413,013	\$26,178,144	\$45,785,241
Annual Operating Revenue*	\$95,728,676	\$662,542	\$18,782,113	\$0	\$5,360,565
Annual Revenues (Other)*	\$4,444,049 ⁴	\$0	\$0	\$0	N/A
Base Fare	\$2.25***	\$2.25	\$2.25	Free	\$3.50
Transit Centers	2	N/A	N/A	N/A	N/A
Pedestrian Overpasses	1	0	3	0	N/A
Maintenance/Storage Facilities	3	N/A	1	1	N/A

* Source: National Transit Database, Miami-Dade Transit, 1st Submission 2014 Data, January 30, 2015.

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

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

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

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

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

⁴ Includes all modes.

2.1 Metrobus

Metrobus is MDT's fixed-route bus service. Metrobus operates seven days a week, 24 hours per day. A total of 93 routes comprise MDT's regular bus service structure as served by a total fleet of 822 buses and two contracted routes with nine buses. Miami-Dade Transit's family of services Metrobus includes local, circulator, limited-stop, express, and BRT (Bus Rapid Transit) services. Figure 2-1 illustrates the MDT Metrobus system route map as of December 2014 while Figure 2-2 presents Metrobus service area coverage. A detailed service schedule for current MDT operated Metrobus routes, as of December 2014 is presented in Appendix A.2.

2.1.1 Local Service

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

2.1.2 Circulator Service

Circulator or shuttle bus service operates short route connections between activity centers, or as a feeder to provide a connection with another transit service. For MDT, these routes include the Tri-Rail commuter rail shuttles in Miami-Dade County, and short localized area-specific routes. Route 211, the Overtown Circulator, is an example of MDT's circulator service operating on weekdays.

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Figure 2-1: MDT Metrobus System Map

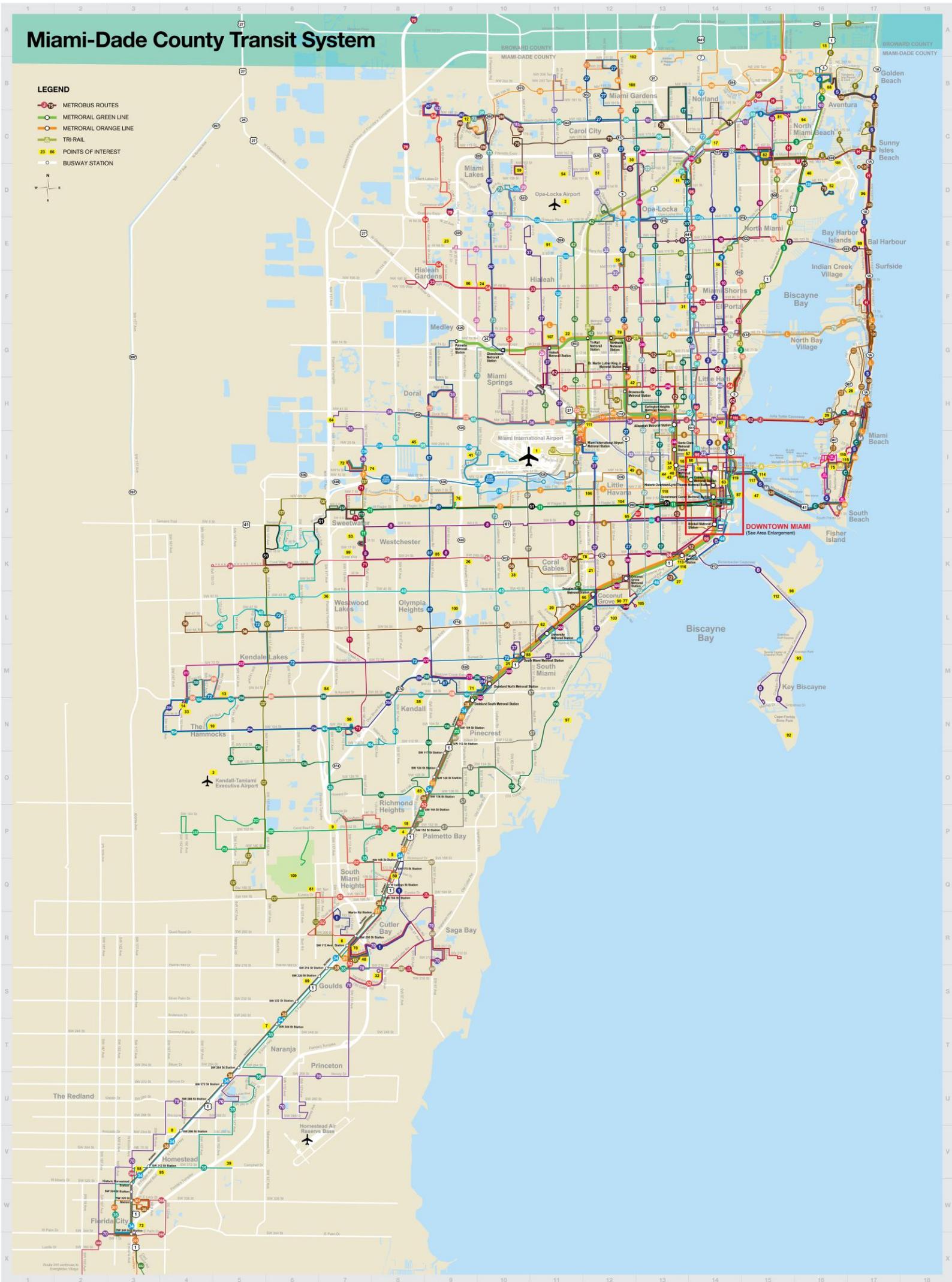
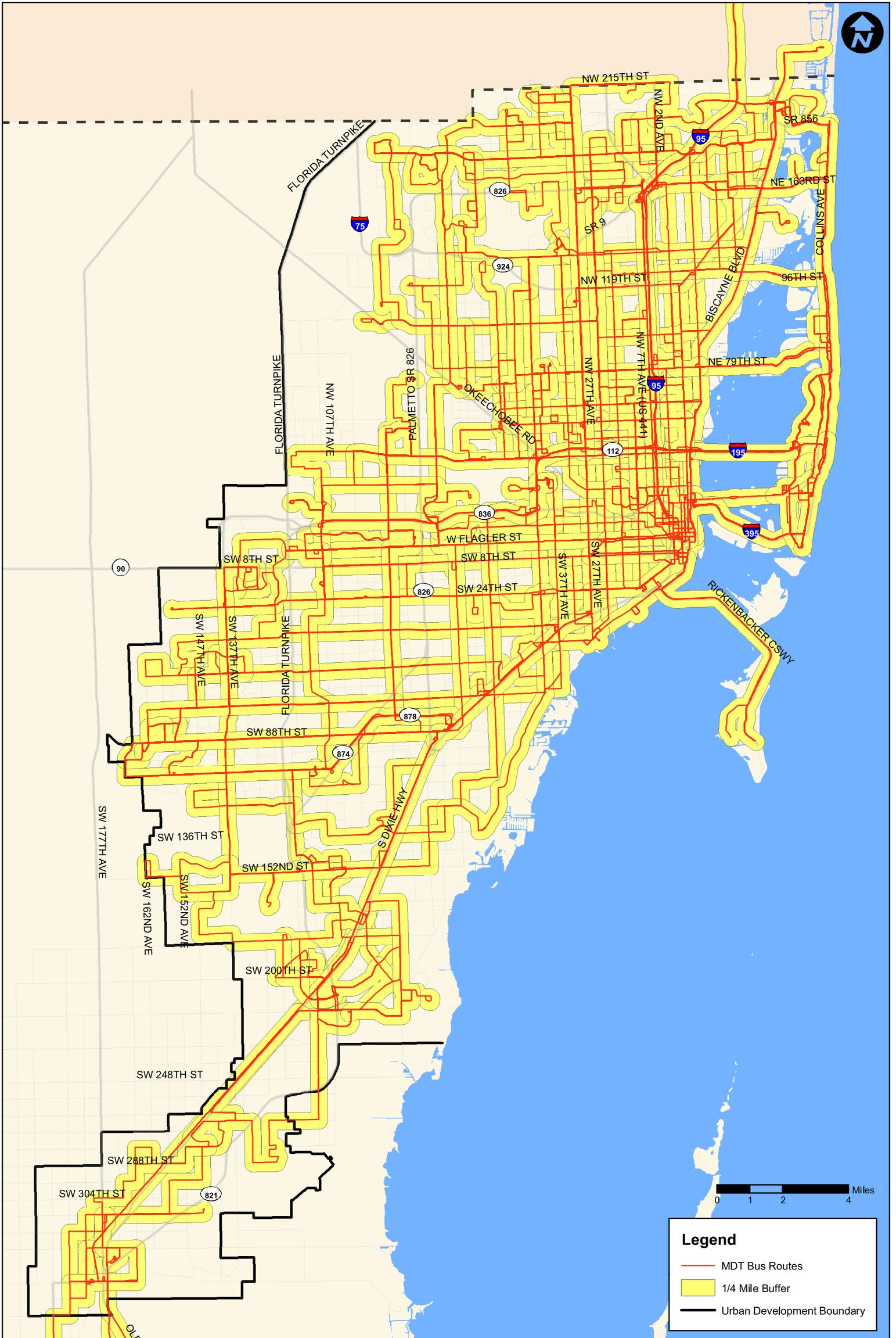


Figure 2-2: MDT Service Area Coverage



2.1.3 Limited-Stop Service

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

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

2.1.4 Express Service

Express service is a type of service similar to limited-stop service that has fewer stops and operates at a higher speed than local service. Express routes serve outlying areas (designated park-and-ride lots or shopping centers), some with direct service to the Miami CBD. They usually operate along a freeway or major arterial road to increase the operating speed.

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



2.1.5 Bus Rapid Transit (BRT)

The South Miami-Dade Busway is a 19.8-mile two-lane, at-grade dedicated busway corridor for MDT bus service along U.S. 1 from SW 344th Street in South Miami-Dade to the Dadeland South Metrorail Station. Full-size buses serve 29 bus stations and five park-and-ride areas along the Busway. Buses also operate within adjacent neighborhoods and enter the exclusive lanes at major intersections.

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



2.2 Metrorail

Metrorail provides passenger service to 23 stations on a 24.8-mile heavy rail electrified line. The system operates primarily on an elevated guideway with transfer points to Tri-Rail passenger rail service and the MDT Metromover system. MDT maintains a total fleet of 136 Metrorail vehicles.

Daily passenger service starts at 5:00 a.m. from the terminal stations and ends with the last train arriving at the terminal station at 12:48 a.m.

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

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

Both lines provide premium transit service with a combined headway of five (5) minutes during the peak AM and PM travel times from Dadeland South Station to the Earlington Heights Station. Mid-day off-peak headways are 15 minutes. Weekend and holiday service operates with headways of 30 minutes.

Figure 2-2 illustrates the MDT Metrorail system map as of December 2014.

Source: Miami-Dade Transit, December 2014

Figure 2-2-3: MDT Metrorail System 2014



2.3 Metromover

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

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

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

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

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

Figure 2-3 illustrates the MDT Metromover system map as of December 2014.

Figure 2-4: MDT Metromover System 2014



2.4 Special Transportation Services



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

Service is provided by sedans, vans and lift-equipped vehicles, seven (7) days a week, 24 hours per day. Presently, there are 381 vehicles available for ambulatory transportation. Currently, these vehicles are privately contracted through Transportation America (TA).

As of December 2014, a total of 30,290 eligible clients are enrolled in the STS program including both ambulatory and non-ambulatory clients.

2.5 Services provided by Private Contractors

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

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

2.6 Miami-Dade Transit Passenger Fare Structure

MDT'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 MDT EASY Card to take advantage of discounted transfer fees. Metrorail passengers are now required to purchase and load the contactless MDT EASY Card. These cards are purchased at a fee of \$2.00 and loaded with appropriate fare amounts for passage. Table 2-2 presents the current fare structure.

Table 2-2: MDT Fare Structure Summary, December 2014

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

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

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

³ Only available with the purchase of a monthly pass.

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

Table 2-2: MDT Fare Structure Summary, December 2014 (continued)

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

Source: Miami-Dade Transit, December 2014.

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 systems are not fully self-supporting, so advertising revenue, government subsidies, and other sources of funding are usually required to cover total operating costs.

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

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

Table 2-3: Farebox Recovery by MDT Mode

Mode	FY 2012	FY 2013	FY 2014
Metrobus	27.7%	28.6%	29.8%
Metrorail	27.8%	29.4%	21%
STS	8.3%	10.3%	12%

Source: National Transit Database - 2012, 2013, 1st submission 2014 data, Jan 30.2015.

2.7 Miami-Dade Transit’s Special Programs

Section 427, Florida Statutes and Rule 41-2 Florida Administrative Code, establishes and mandates the creation of the Commission for the Transportation Disadvantaged in the State of Florida. A Community Transportation Coordinator (CTC) in each county is appointed by the Commission for the Transportation Disadvantaged and is responsible for the coordination and provision of cost-efficient transportation services, and the elimination of duplication through a coordinated system. In Miami-Dade County, the County government is the local coordinator, and MDT 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, Lifeline Services are also included in the Coordinated Transportation System.

2.7.1 Transportation Disadvantaged Program

The Transportation Disadvantaged Program, through a State Funded Grant, provides transit passes on a monthly basis to social service agencies that service transportation disadvantaged (disabled, poor, homeless, children and adults at risk, unemployment training) residents of Miami-Dade County. The purpose of this program is to provide EASY Tickets to qualifying agencies to distribute to their clients for use on Miami-Dade County transit system. Currently there are 110 agencies enrolled in the program.

2.7.2 Section 5310 Program

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

2.7.3 Corporate Discount Program

Miami-Dade Transit's Corporate Discount Program (CDP) allows participants to save on commuting costs through group discounts and pre-tax savings, by purchasing public transportation through a tax deduction from their employer under IRS Code 132(f). It allows employees to pay for their public transit rides using pre-tax dollars, up to \$245 month (\$2,940/year) in 2014. The CDP provides monthly transit passes on Corporate EASY Cards, good for a month of unlimited rides on Metrobus and Metrorail, at a 10 percent (10%) discount for groups of 4-99 participants, and a 15 percent (15%) discount for groups of 100+ participants. In 2014, the CDP generated over \$9.1 million in revenue. The program currently has over 200 participants.

2.7.4 College/Vocation School Discount Program

College, university, vocational/technical and adult education school students can purchase a one-month pass on an Orange EASY Ticket for \$56.25, half the cost of a full price monthly pass. This program is offered to full-time students using MDT's public transportation system to get to school. There are over 50 active schools participating in the program generating over \$5 million in annual sales.

2.7.5 K-12 Discount Program

Miami-Dade County students in grades K-12 can ride Metrobus and Metrorail at 50 percent (50%) off the regular fare. Eligible students need to obtain a specially encoded EASY Card at the Transit Service Center Kiosk located on the second floor of the Stephen P. Clark Center, at 111 NW 1st Street. The cost for the card is \$2.00 and the student is required to fill out a registration form. The card is then assigned to the student. This program is open to any student attending public or private schools in Miami-Dade County. Currently, there are over 30,000 K-12 customer accounts.

2.7.6 EASY Card Sales Outlets

EASY Card Sales Outlets are conveniently located throughout Miami-Dade County for transit customers to obtain or load cash value and/or passes onto the EASY Card or EASY Ticket. The Metrorail Monthly Parking Permits are also available at select outlets. The Marketing Division within MDT is responsible for training new vendors and maintaining 131 EASY Card Sales Outlets providing MDT with an average of \$8.5 million in revenue a year.

2.7.7 Golden Passport Office

The Golden Passport EASY Card provides free transportation to senior citizens 65 years and over, or a Social Security beneficiary who is a permanent Miami-Dade County resident. A Patriot Passport provides free transportation to disabled veterans who are a permanent Miami-Dade County resident. Currently, there are 235,501 certified Golden Passport/Patriot Passport customer accounts; this includes 164,387 Golden Passport over 65 years of age, 62,373 Golden Passport under 65 years of age and 8,741 Patriot Passport customers.

2.8 Customer Information/Convenience

The Marketing Division is recognized as one of the top Marketing groups in Florida. In 2014, they were the recipients of the Florida Public Transportation Association (FPTA) Best In Class award for the Regional Map, the K-12 radio promotions and the Metromover Interior Line-Map.

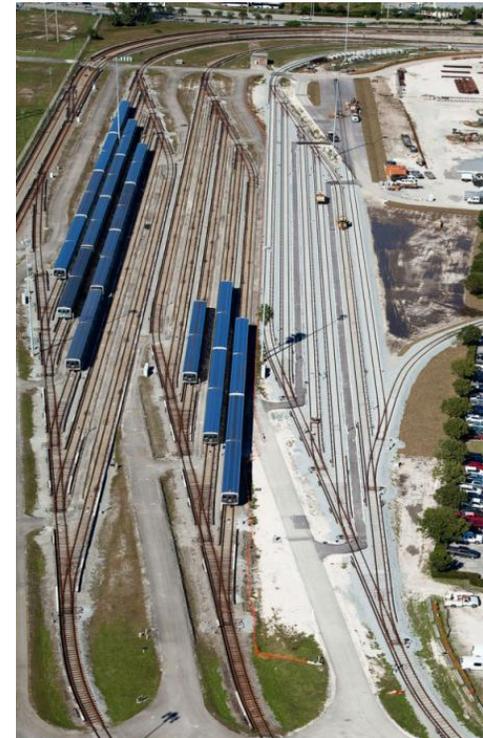
2.8.1 Smartphone Mobile Application (iPhone and Android)

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

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

Miami-Dade Transit continues to implement customer convenience enhancements to their Rider Alert system that notifies passengers about transit service delays. Registered users receive electronic alerts on detours, route changes, and updates for Metrobus as well as service interruptions for Metrorail, Metromover, Metrobus and Special Transportation Services. The Rider Alert system also provides the operational status of Metrorail or Metromover station elevators and escalators. Customers must sign-up to receive these electronic alerts to their cellular phones, email addresses, text pagers, and smart phones. There are currently 1,642 customers who are signed up to receive these electronic alerts. Train Tracker service allows users to see, via the web and on mobile devices, the estimated time of arrival of the next Metrorail train.

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



2.9 Maintenance and Storage Facilities

Miami-Dade Transit currently operates three (3) maintenance bus garages to serve a fleet of 822 buses. The MDT garages are located in various areas throughout the County to provide efficient maintenance and storage services at the following locations:

- Central Facility: 3311 NW 31st Street, Miami, Florida 33142; serving 37 bus routes
- Coral Way Facility: 2775 SW 74th Avenue, Miami, Florida 33155; serving 32 bus routes and,
- Northeast Facility: 360 NE 185th Street, Miami, Florida 33179; serving 25 bus routes

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

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

2.10 Park-and-Ride Facilities

Miami-Dade Transit currently has more than 11,000 available parking spaces, including 28 park-and-ride lots all of which serve one or more Metrobus routes. Seventeen of those locations are located at Metrorail stops.

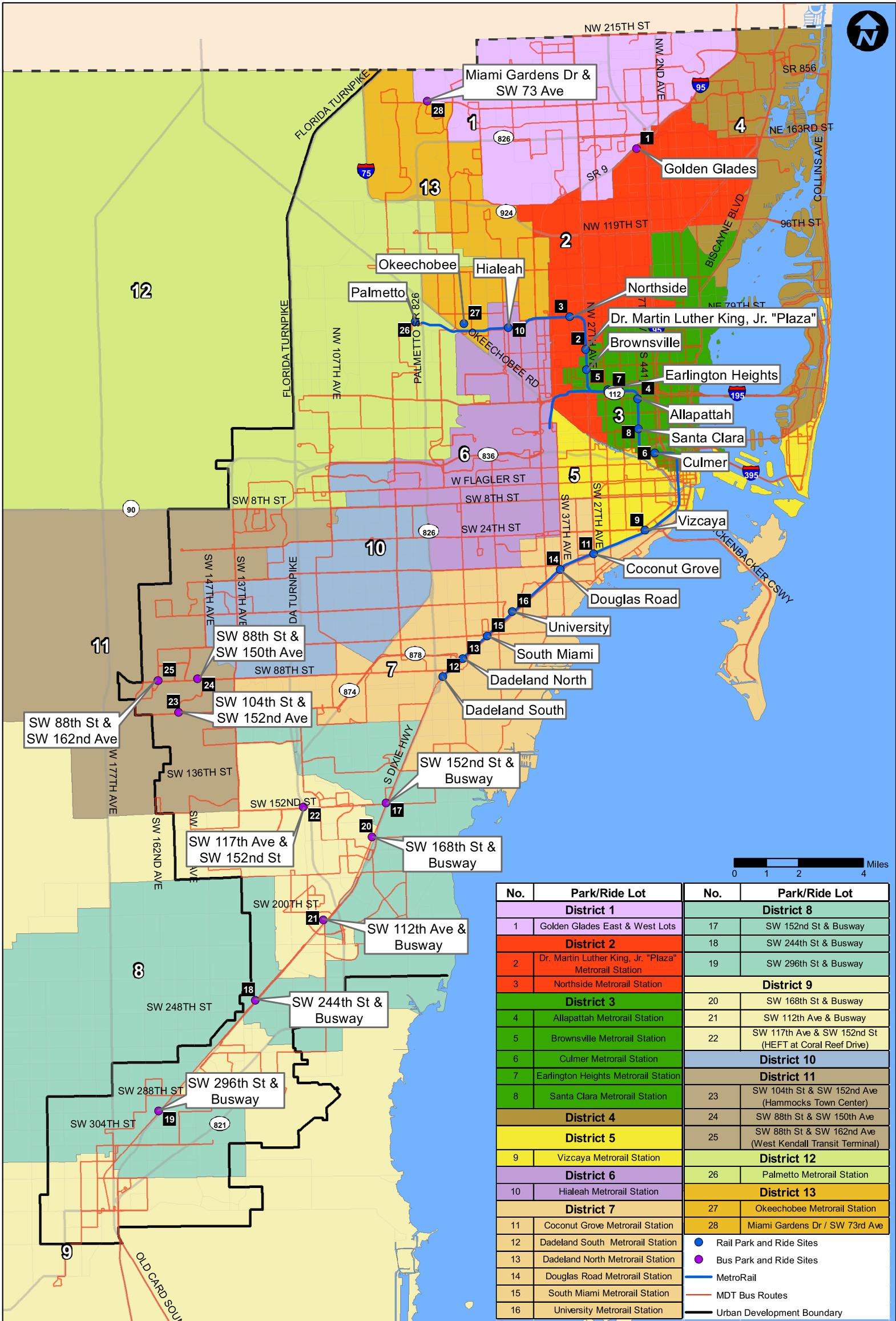
On average about 71 percent (71%) of available parking spaces are utilized on any given weekday (2013 figure). However, actual parking usage is highest on the southern portion of the Metrorail line, and to the north at the Metrobus Golden Glades park-and-ride lot. The following figure identifies the location of existing park-and-ride sites that serve the MDT system.

2.11 Pedestrian Overpasses

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

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

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



No.	Park/Ride Lot	No.	Park/Ride Lot
District 1		District 8	
1	Golden Glades East & West Lots	17	SW 152nd St & Busway
District 2		18	SW 244th St & Busway
2	Dr. Martin Luther King, Jr. "Plaza" Metrorail Station	19	SW 296th St & Busway
3	Northside Metrorail Station	District 9	
District 3		20	SW 168th St & Busway
4	Allapattah Metrorail Station	21	SW 112th Ave & Busway
5	Brownsville Metrorail Station	22	SW 117th Ave & SW 152nd St (HEFT at Coral Reef Drive)
6	Culmer Metrorail Station	District 10	
7	Earlington Heights Metrorail Station	District 11	
8	Santa Clara Metrorail Station	23	SW 104th St & SW 152nd Ave (Hammocks Town Center)
District 4		24	SW 88th St & SW 150th Ave
District 5		25	SW 88th St & SW 162nd Ave (West Kendall Transit Terminal)
9	Vizcaya Metrorail Station	District 12	
District 6		26	Palmetto Metrorail Station
10	Hialeah Metrorail Station	District 13	
District 7		27	Okeechobee Metrorail Station
11	Coconut Grove Metrorail Station	28	Miami Gardens Dr / SW 73rd Ave
12	Dadeland South Metrorail Station		
13	Dadeland North Metrorail Station		
14	Douglas Road Metrorail Station		
15	South Miami Metrorail Station		
16	University Metrorail Station		

- Rail Park and Ride Sites
- Bus Park and Ride Sites
- MetroRail
- MDT Bus Routes
- Urban Development Boundary

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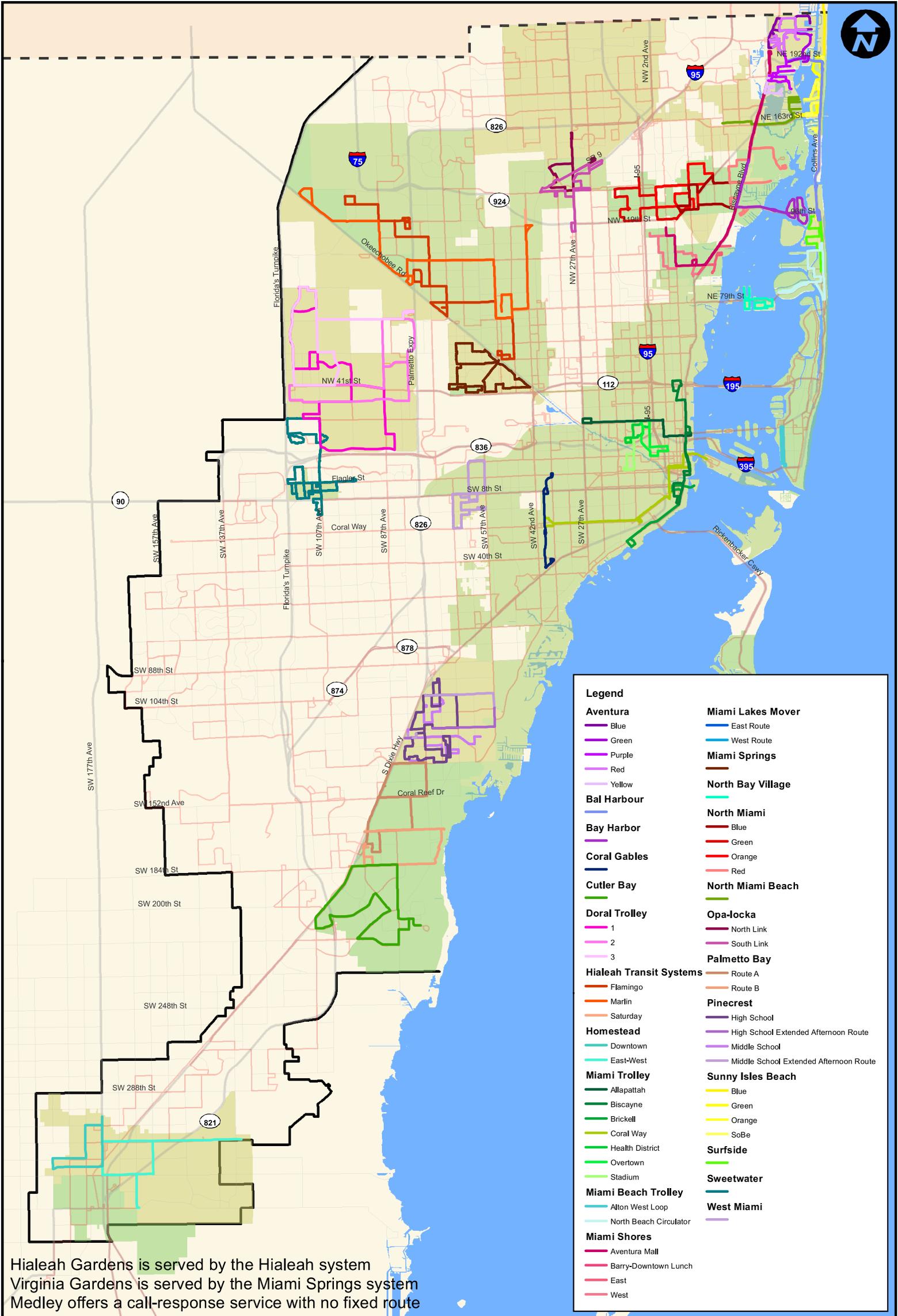
2.12 Municipal Transit Services

Miami-Dade Transit continues to coordinate with local municipalities to avoid duplication of transit services and allow for efficient transit operations that complement one another. Currently, there are 34 municipalities eligible to receive surtax funding with 33 participating in the program (Indian Creek is not participating). Of these 34 municipalities, 26 have local transit circulators that supplement MDT bus routes. Figure 2-6 presents a map of MDT bus routes and the local municipal circulators. The 26 municipalities below operate a circulator, partner with another municipality or partner with MDT.

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

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Figure 2-6: Municipal Circulator Routes



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Ridership on these circulators now exceeds eight (8) million passenger trips annually overall. The annual ridership of the three (3) largest circulator systems – (1) City of Miami, (2) City of Miami Beach and (3) City of Coral Gables, - totaled 6,034,305 in 2014. It should be noted that many of the municipalities operating circulator systems exceed the 20 percent (20%) minimum surtax transit expenditure requirement. Appendix A.3 provides a listing of each municipality, respective service operator and website.

2.13 REGIONAL TRANSIT SERVICE CONNECTIONS

2.13.1 Broward County Transit (BCT)

The Broward County Office of Transportation operates BCT, fixed route bus service, which connects with MDT service. BCT operates 45 routes during weekdays, 31 routes on Saturday and 29 routes on Sundays, with varying service schedules spanning from before 4:00 AM to after midnight on weekdays. A regular one-way fare is \$1.75 while a reduced one-way fare is \$0.85, and an all day pass is \$4.00. MDT passengers transferring to BCT will provide the BCT bus operator with the Inter-County Ticket and pay \$0.50. Passengers transferring from BCT to MDT will provide the MDT 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 MDT have partnered to provide regional bus service between Broward and Miami-Dade Counties. Currently, MDT buses travel into Hallandale Beach (southern Broward), and BCT buses travel into Aventura, North Miami, Miami Gardens, and the Golden Glades interchange. Bus service from both agencies operates within the I-95 express lanes, connecting northern and central Broward communities with Downtown Miami. BCT operates the 595 Express which connects western Broward communities to the Civic Center and Downtown Miami. The following table lists those locations and BCT bus routes that provide connecting service to Metrobus routes.

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

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

Source: Broward County Transit, 2014.

2.13.2 South Florida Regional Transportation Authority (SFRTA)

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

Weekday service spans from 4:00 AM to 11:35 PM, with operations of 20 minute headways in each direction during the morning peak, 10-20 minute headways in the northbound direction during the evening peak, and 20 minute headways in the southbound direction during the evening peak. Off-peak headways are 60 minutes in each direction. Weekend service spans from 5:20 AM to 11:45 PM with 60 minute headways. Tri-Rail operates a zonal fare system and is comprised of six (6) equidistant zones. Fares are determined by the sum of zones traveled; the regular base fare for one-way travel is \$2.50, discounted one-way is \$1.25, regular roundtrip is \$4.40 and discounted roundtrip is \$2.50. The cost for the Tri-Rail monthly pass is \$145 (\$72.50 discounted for children, seniors, and persons with disabilities).

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

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

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

Source: Miami-Dade Transit, 2014.

Tri-Rail has five (5) station locations in Miami-Dade County that connect with MDT services including both Metrobus and Metrorail. The five (5) Tri-Rail stations include Golden Glades (Metrobus routes 105 E, 22, 77, 246 Night Owl, 277 NW 27th Ave MAX), Opa-locka (Metrobus routes 32, 42, 135), Tri-Rail/Metrorail Transfer (Metrobus routes 42, 112 L, Metrorail), Hialeah Market (Metrobus route 110 J, 36, 37, 57, 132, 133), and the Miami International Airport (MIA) Tri-Rail station (110 J, 36, 37, 57, 133, 42, 7, 150 Miami Beach Airport Flyer, 238 East-West Connector, 238 Weekend Express, 297 27th Avenue Orange Max).

Since September 2011, the Hialeah Market Station has served as the southern terminus for Tri-Rail service due to the nearing completion reconstruction of the MIA Station. The station was being rebuilt and will connect to the airport via a people mover. The station is expected to reopen open to the public in 2015.

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

Tri-Rail Station	MDT Route	Major Destinations
Broward County		
Fort Lauderdale	95 Dade-Broward Express	Downtown Miami, Fort Lauderdale Tri-Rail Station
Sheridan St	95 Dade-Broward Express	Downtown Miami, Sheridan Street Tri-Rail Station
Miami-Dade County		
Golden Glades	105 E	Jackson North, The Mall at 163rd Street, City of North Miami Beach, Eastern Shores, Winston Towers, Aventura Mall, Turnberry Isle, Diplomat Mall/Hallandale
	22	City of North Miami Beach, The Mall at 163rd Street, Earlington Heights Metrorail station, Coconut Grove Metrorail station, Sunshine State Industrial Park
	77	SR 441, Liberty City, Culmer Metrorail station, Government Center Metrorail station, Main Library, Historical Museum of South Florida, Miami Art Museum, Downtown Miami Bus Terminal
	246 Night Owl	The Mall at 163rd Street, Downtown Miami, Government Center Metrorail station, Overtown, Civic Center Metrorail station, University of Miami/Jackson Memorial Hospitals and clinics, Allapattah Metrorail station
	277 NW 7th Ave MAX	Downtown Miami, Government Center Metrorail station, Culmer Metrorail station, Edison Center, North Miami, Biscayne Gardens
Opa ILocka	32	Carol City, St. Thomas University, Florida Memorial College, City of Opa-locka, Opa-locka Tri-Rail station, Miami Dade College North Campus, Northside Metrorail station, Northside Shopping Center, Santa Clara Metrorail Station, Omni Bus Terminal
	42	Miami Springs, City of Opa-locka City Hall, Opa-locka Tri-Rail Station, City of Hialeah, Amtrak Passenger Terminal, Tri-Rail Metrorail station, Miami International Airport Metrorail station, City of Coral Gables, Douglas Road Metrorail station
	135	Hialeah Metrorail station, Miami Lakes, Opa Locka Tri-Rail, FIU Biscayne Bay
Tri-Rail/ Metrorail Transfer	112 L	Lincoln Road Mall, Miami Beach Convention Center, JFK Causeway, Northside Metrorail station, Amtrak Terminal, Hialeah Metrorail station
	42	Miami Springs, City of Opa-locka City Hall, Opa-locka Tri-Rail Station, City of Hialeah, Amtrak Passenger Terminal, Tri-Rail Metrorail station, Miami International Airport Metrorail station, City of Coral Gables, Douglas Road Metrorail station

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

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

Source: Miami-Dade Transit, June 2014, SFRTA, June 2014

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

** This route will remain in service until the new Tri-Rail Station at the Miami International Airport opens.

3.0 CIVIC ENGAGEMENT

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

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

This chapter provides a detailed description of all the public outreach activities undertaken throughout the TDP development process. While Miami-Dade Transit receives continuous feedback from its patrons, the deadline for consideration in this TDP Annual Update was July 31st, 2015.



3.1 Civic Engagement Goals and Objectives

Civic engagement is an integral component of the TDP development process. The name and logo for the plan, *MDT10Ahead*, was developed to assist stakeholders and the public in recognizing materials; allowing for more efficient communication between the team, the public, and stakeholders. The branded name was used on all materials including, but not limited to, the project website, informational cards, and the survey instrument. 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 on-transit users) and other stakeholders early and regularly in the development of the plan.

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

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

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

3.2 Stakeholder Coordination

MDT actively engages transportation stakeholders throughout the development of the TDP. The intent is to provide comprehensive county and regional perspectives on issues directly related to the nature of the review committee. These stakeholders share input, recommendations, and technical guidance on transportation related issues within the TDP. The stakeholders include the Metropolitan Planning Organization (MPO), Citizens Independent Transportation Trust (CITT), Department of Regulatory and Economic Resources (RER), government appointees, elected officials, as well as citizens from across the county. Specific stakeholder coordination efforts are provided in the following sections.

3.2.1 CareerSource South Florida (Regional Workforce Board)

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

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

3.2.2 Citizens Transportation Advisory Committee (CTAC)

MDT presented to the CTAC on June 24, 2015. The CTAC ensures that transportation projects in all stages of the planning process adhere to established visions, goals, objectives and collective needs of the community. This group is comprised of Miami-Dade County residents appointed by the MPO Governing Board members.

3.2.3 Transportation Planning Technical Advisory Committee (TPTAC)

MDT presented to the TPTAC on July 1, 2015. The MPO TPTAC provides technical support, via a review process, to the Transportation Planning Council (TPC). TPTAC discussions are focused on technical aspects related to the projects. This group is comprised of representatives from the same government agencies that a voting membership on the Transportation Planning Council (TPC), including Miami-Dade Transit and other county departments, the six largest cities within the County, Miami-Dade Expressway Authority, Florida Department of Transportation, Miami-Dade County Public Schools, and the South Florida Regional Transportation Authority.

3.2.4 Electronic Communication

MDT promoted TDP outreach activities and encouraged input through its electronic communication outlets. Notices were posted on the MDT, MPO, and CITT websites. MDT posted information on its Facebook page ([www.facebook.com/MiamiDade Transit](http://www.facebook.com/MiamiDadeTransit)) and through its Twitter account (www.twitter.com/iridemdt). Email blasts were also sent out to various distribution lists to solicit public comments. MDT also used its mobile app to reach passengers. MDT established a TDP-specific email address (MDT10Ahead@miamidade.gov) where commenter's could direct TDP-related comments. MDT staff received 81 emails through this address.

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

3.3 Civic Engagement Outcomes

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

Through the Corporate Discount Program (CDP) and Golden Passport Program, MDT also reaches a wide variety of potential patrons. Appendix A.4 presents an overview of the outreach under the CDP undertaken in 2014 as well as outreach conducted as part of the Golden Passport Program.



In order to promote participation in the TDP development process MDT actively engaged the public at various public events. MDT participated in 21 outreach activities throughout the course of the development of the TDP where MDT and requested input via comment cards from attendees. Comment cards were also stocked at various sites throughout the County including at Miami Dade County Public Libraries, as well as on various MDT Metrobus Routes. A listing of these events and distribution

sites can be found in Appendix A.4. The data collected from the comment cards and the online survey are analyzed and presented in Section 3.4

3.4 Survey Results

A survey instrument was developed to gather input from the general public, both transit and non-transit users. In order to reach a wider audience, electronic surveys were posted on MDT’s website and distributed through e-mail blasts. Both electronic and hard copy surveys were available in English, Spanish, and Creole. MDT staff also participated in various events where the public was afforded the opportunity to provide feedback regarding MDT services as well as offer comment regarding future priorities. A shorter version of the electronic survey was developed and printed in a brochure. The brochures were distributed around the county as well as passed out at various events. Participants could take the survey and return via postage-paid mail. Approximately 17 percent (17%) were taken in a language other than English.

The number of completed surveys is presented in Table 3-1.

Table 3-1: Survey Responses by Language

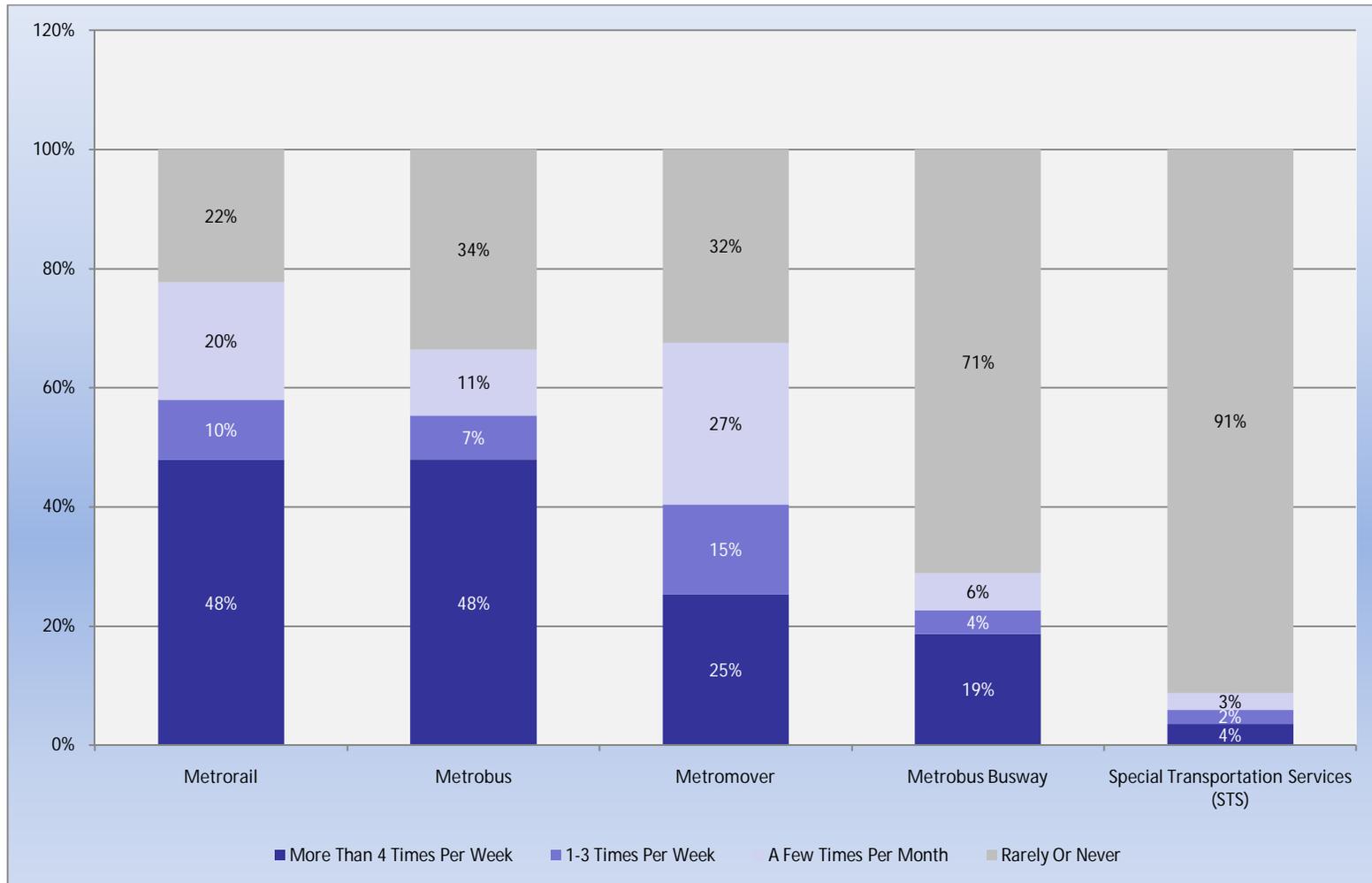
Survey Version	Number of Participants
English	674
Spanish	137
Creole	5
Total	816

Note: Survey response as of July 31, 2015
 Fourteen comment card surveys did not indicate what language they were taken in. These surveys were included in the English count.

A summary of all survey results is provided in Appendix A5. The following graphs present a few of the survey question responses.

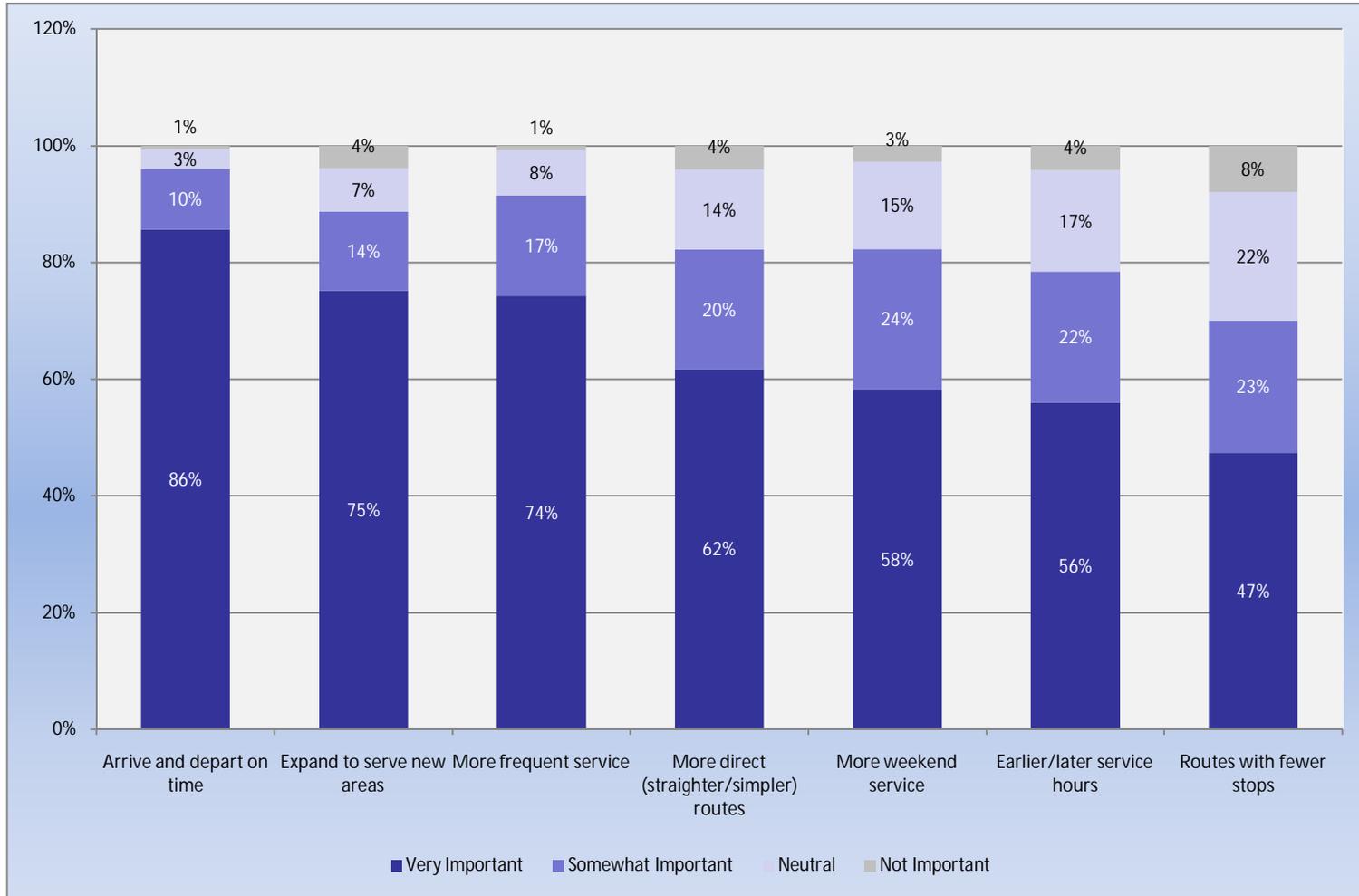
Figure 3-1 examines what type of rider the respondents are. Nearly half of the respondents are regular users of Metrorail and/or Metrobus, and a quarter use Metromover regularly.

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



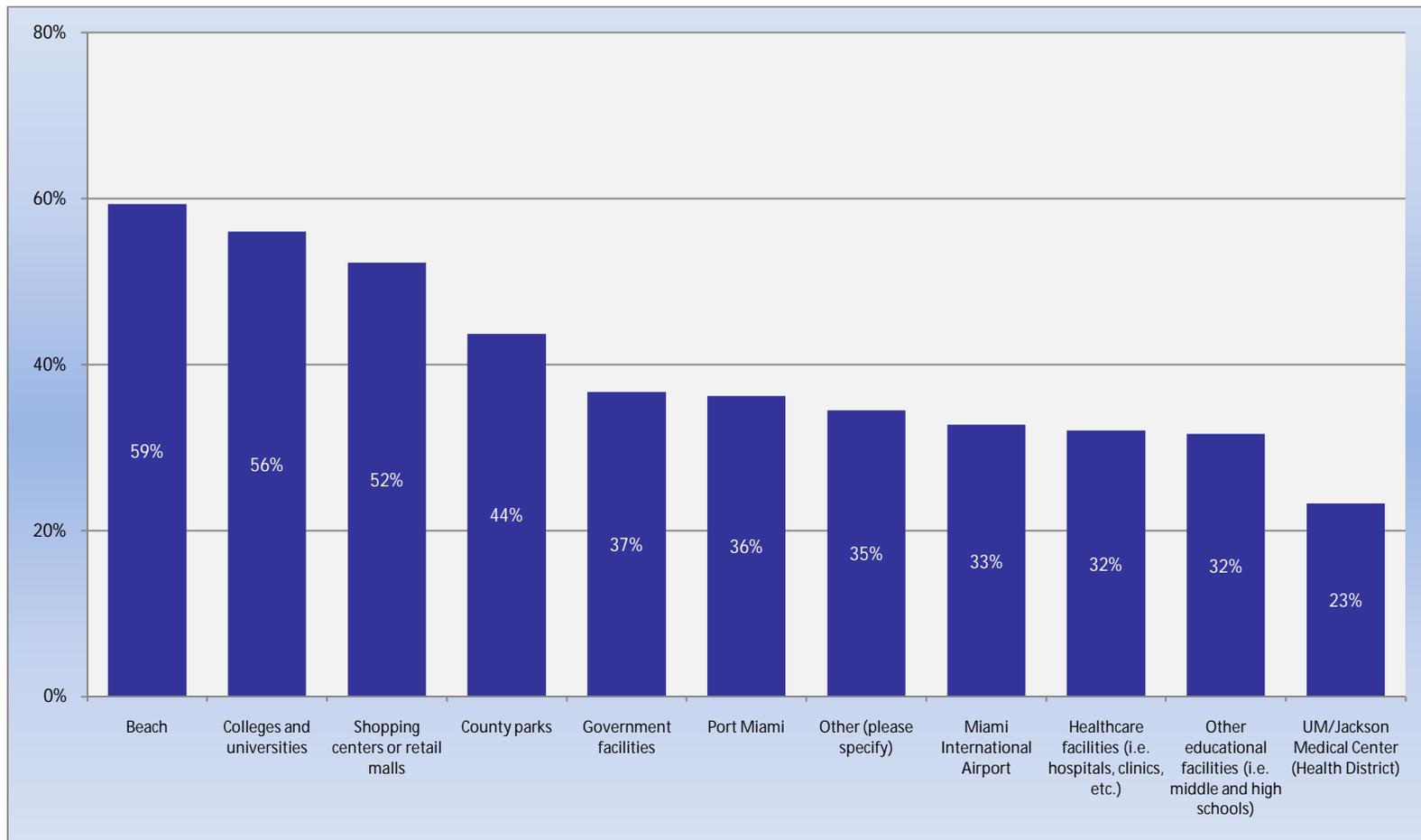
When asked about prioritization of service needs, the most important need noted is on-time performance as shown in Figure 3-2. On-time performance is followed by increased frequency of service and expanding to new service areas. When broken down by mode, the results are similar (see Appendix A5).

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



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

Figure 3-3: Which Of The Following Destinations Could Miami-Dade Transit Serve Better?



Full results from the survey can be found in Appendix A5.



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4.0 PERFORMANCE ASSESSMENT

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

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

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

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

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

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

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Measure	Target	Accomplishments	Status
1.1 Improve accessibility to major employment, recreation, educational, healthcare, retail centers, and cultural attractions	Percent coverage of the urbanized area	Provide a minimum of 60% transit coverage of the urbanized area	73%	↑
	Amount of transit service route miles within ¼ mile of major health facilities, recreation, education, employment, cultural and social service facilities	Healthcare: 50 route miles	51.3	↑
		Tourist Attractions and Special attractors: 300 route miles	319.8	↑
		Educational: 100 route miles	108.8	↑
		Major Employment Areas and Employers: 40 route miles	44.2	↑
		Retail Centers: 90 route miles	91.2	↑

Miami Dade Transit’s (MDT) service area serves the majority of the County’s urbanized area, with most areas situated within a quarter-mile of an MDT service. MDT planners develop routes in a manner which provides optimal connectivity to healthcare centers, tourist attractions, educational facilities, major employment areas and retail centers. Maps of the MDT bus network that illustrate connectivity to these various activity centers and attractions are provided in Appendix A5.

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Measure	Target	Accomplishments	Status
1.2 Improve service for transit dependent population	Service coverage of transit supportive areas (TSA) include:	Transit service coverage in route miles within TSAs.		First year measured; subsequent years will target a 1% annual increase to TSAs
	% Population Age 65 & Up		556.7 miles	
	% Low Income Households		740.8 miles	
	% Zero Car Households		435.9 miles	
	% Minority		815.8 miles	
	% Pop Density		854.6 miles	
	% Population Age 18 & Under		518.2 miles	

4.1.1 Transit Signal Priority (TSP)

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

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

Objective	Measure	Target	Accomplishments	Status
1.3 Improve transit service reliability	On-time performance of transit vehicles per mode	Metrorail – 95%	96.6%	↑
		Metrobus – 78%	74.2%	↓*
		STS – 80%	87.8%	↑
	Percentage of missed pullouts	Agency target – 0%	0.2%	↓***
	Achievement of mean distance between service failures	Metrorail – 39,000 miles	42,518	↑
		Metrobus – 4,000 miles	3,758	↓***
		Mover – 6,000 miles	7,302	↑

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

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

***Approximately 88% of MDT’s Metrobus fleet consists of standard 40’ buses which (as of December 2014) have an average age of 11.22 years. MDT has extended the fleet life from 12 to 14 years by doing additional heavy maintenance. In 2016, MDT anticipates delivery of 542 standard 40’ buses which will lower the average age of the Metrobus fleet and facilitate achievement of the mean distance between service failure targets for Metrobus.

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Measure	Target	Accomplishments	Status
1.4 Match transit service coverage with passenger demand	Number of average daily boardings per mode	Metrorail - 67,000	73,500	↑
		Metrobus – 241,000	241,900	↑
		Mover – 30,000	32,200	↑
	Hours of transit service/service population	Provide a minimum of 1.5 hours of transit service/service population	1.6	↑

4.1.2 Miami-Dade Transit Service Standards

Miami-Dade Transit established specific transit service standards for bus service to assess annual operational performance. Revised service standards were adopted by the Miami-Dade Board of County Commissioners (BCC) in November 2009. MDT continues to implement route changes in accordance with the adopted service standards resulting in more efficiencies and lower operating costs.

MDT is updating its service standards to define service types, create service families, and create a framework to support the development of a Frequent All-Day Service Transit (FAST) Network. As part of this project, MDT is also developing design guidelines for bus stops, stations, terminals, and transit centers specific to each service type. The new service types and service families, along with the service standards and performance measures, will guide MDT decisions regarding service function, expansion, modification, reduction or elimination of transit service. Classification of service types will reduce service overlap and improve service performance evaluations. Well defined service types will ensure that performance comparisons are based on the performance of that specific service type. This project began in December 2014, and is expected to be complete by the end of 2015.



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

Objective	Measure	Target	Accomplishments	Status
1.5 Improve transportation facilities' and services' regional connectivity	Number of transit service route miles in corridors of regional significance	Provide a minimum of 90% bus route miles in corridors of regional significance	75%	→ *
	Percent coverage of Strategic Intermodal System (SIS) roadway facilities with transit service	Introduce four (4) new express bus routes along SIS roadway facilities by 2024	* I-95 Express: 2 new routes on track for implementation (2015) * SR 836 Express: 3 new routes on track for implementation (2019)	↑
	Percent of SIS facilities (airport/port/etc.) served by transit	100% of Miami-Dade County SIS facilities served by transit	100%	↑
	Percent of Miami-Dade County Tri-Rail stations served by MDT	100% of Tri-Rail Stations serviced by transit	100%	↑

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

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

4.1.3 Pedestrian Overpass at University Metrorail Station

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



Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Measure	Target	Accomplishments	Status
1.6 Improve service accessibility for non-motorized modes (e.g., bicycle, pedestrian connections)	Identification of non-motorized access deficiencies at transit hubs	Complete prioritized list of non-motorized access deficiencies at transit hubs by 2016	100%	↑
	Enhancement of non-motorized trails within transit facilities	Coordination with the Underline Project	Ongoing Coordination	↑
1.7 Improve customer satisfaction	Number of customer complaints per 100,000 boardings by mode	Metrorail – 1.5 complaints	1.6	↓ *
		Metrobus -15 complaints	19.39	↓ *
		Metromover - 0.5 complaints	0.53	↓ *
		STS – 0.5% complaints	0.2	↑

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

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Measure	Target	Accomplishments	Status
1.8 Implement the best available technologies and innovations to improve the reliability and efficiency of the transportation system	Number of transportation improvements projects that result in the deployment and operation of new technologies (i.e., GPS)	Implementation of CAD/AVL project by 2015	Factory Acceptance Testing Complete; Project on track for completion by December 2015	↑
		Installation of real-time signs at high ridership locations by 2015	Installation schedule is on track to begin in 2015	↑
1.9 Increase bicycle parking/storage at MDT facilities and vehicles	Number and type (including covered) of bicycle parking spaces at MDT facilities	Increase bicycle parking by one percent (1%) per year	8 new bicycle parking spaces installed at the Museum Park Metromover Station. Inventory increased by 2.3% in 2014	↑
		Number of three-position bicycle racks on MDT buses	Install three-position bicycle racks on 200 MDT buses by 2015	203 installed

4.1.4 CAD/AVL System Replacement

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

Upgrading and replacing this infrastructure will greatly improve managing and dispatching the transit fleet by providing real time bus bunching, service performance, vehicle diagnosis, on demand or subscription alerts; enabling remote video look in and on-board PA announcements; and centralized incident management. Full implementation is targeted to be completed by December 2015.

4.1.5 Real-Time Analytics and Reporting for Operational Efficiencies

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

4.1.6 Real-Time Signs

In 2015 MDT is partnering with Clever Devices to implement a pilot sign program at five locations on the Kendall Drive Corridor (SW 88th Street). A detailed installation plan is set to be approved in March, installation permits are scheduled for approval in May and the five pilot signs are anticipated to be installed by August 2015. Subsequent to a successful pilot program, the MDT Steering Committee will identify locations for the remaining 70 signs, and anticipates completing final installation by March 2016.



4.2 Goal 2 – Improve Operational Safety and Security

Goal 2: Improve Operational Safety and Security				
Objective	Measure	Target	Accomplishments	Status
2.1 Reduce accidents on transit vehicles	Bus accident rate per 100,000 miles	3.77 per 100,000 miles	3.01	↑
	Bus preventable accident rate per 100,000 miles.	1.50 accidents per 100,000 miles	1.38	↑
2.2 Make transit vehicles and facilities a secure environment for customers	Total number of functioning video camera surveillance systemwide:	Installation and maintenance of a total of 13,153 video cameras systemwide by 2019	744 as of 12/31/2014	→
	Number of transit facilities with camera surveillance	54 transit facilities with camera surveillance	15 facilities equipped as of 12/31/2014	↑
	Number of transit vehicles with camera surveillance	1,025 transit vehicles with camera surveillance	842 vehicles equipped as of 12/31/2014	↑
	Number of security post inspections	Provide a minimum of 750 post inspections per month	924	↑
	Number of systemwide NTD Reportable Part One (1) Crimes (Serious) per 100,000 riders (monthly moving average)	Part 1 Crimes (Serious) - 0.30 per 100,000 riders	0.28	↑
	Number of systemwide NTD Reportable Part Two (2) Crimes (Petty) per 100,000 riders (monthly moving average).	Part 2 Crimes (Petty) - 1.62 per 100,000 riders	1.37	↑

4.2.1 Systemwide Safety and Security Upgrades

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

4.3 Goal 3 – Improve Coordination and Outreach

Goal 3: Improve Coordination and Outreach				
Objective	Measure	Target	Accomplishments	Status
3.1 Enhance outreach opportunities to educate the community on transportation issues and highlight transit service benefits such as service reliability, passenger cost savings, and environmental benefits	Number of community/stakeholder outreach events per measure.	Conduct a minimum of two (2) public outreach events for community/stakeholder per month.	135 outreach events in 2014; 243 total events including Cold Calls, Client Meetings, New County Employee Orientation and New Accounts	↑
	Number of social media endorsements	Monitor number of social media endorsements.	<i>Twitter:</i> 144 Tweets per month 215 Mentions per month 1,407 new followers 1,772 total followers <i>Facebook:</i> 4 Likes per post 2 Shares per post 1,047 total Page Likes	↑
	Number of transit dependent outreach events per year.	Conduct a minimum of six (6) public outreach events for transit dependent population per year.	More than six events were held for transit dependent populations in 2014	↑

Goal 3: Improve Coordination and Outreach				
Objective	Measure	Target	Accomplishments	Status
3.2 Increase coordination between regional and local transportation providers to provide better multimodal connections	Number of coordination events with municipal providers.	Conduct semi-annual coordination meetings with local transit service providers	36 meetings	↑
	Number of coordination events with regional service providers (BCT, Tri-Rail, PalmTran).	90% attendance rate by MDT at regional transportation service providers coordination meetings.	12/13 meetings attended for an 92% attendance rate	↑
3.3 Coordinate municipal transit service options that complement each other to avoid duplication of services	Execution and monitoring of the number of current Interlocal Agreements as required by Code.	100% of executed Interlocal Agreements required.	100%	↑

4.3.1 Collaboration of Regional Transportation Initiatives

4.3.1.1 Bus-on-Shoulder program

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

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

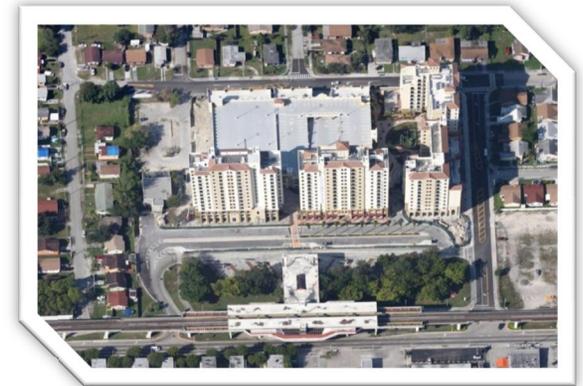


4.4 Goal 4 – Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment

Goal 4: Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment				
Objective	Measure	Target	Accomplishments	Status
4.1 Apply transportation and land use planning techniques, such as transit-oriented development (TOD), best practices in architecture and landscape architecture that support intermodal connections and coordination and promote placemaking strategies	Identify TOD opportunities at Metrorail Stations	Complete study of TOD feasibility at Metrorail Stations by 2017	Study not yet started	⇒
	Identify TOD opportunities at Miami-Dade Busway Stations	Complete study of TOD feasibility at South Miami-Dade Busway Stations by 2019	Study not yet started	⇒
	Encourage opportunities for access to healthy food options near transit stations including farmers markets	Number of farmers markets events held at transit facilities	108 Farmer's Markets hosted at Metrorail Stations	↑
4.2 Promote transit service projects that support urban infill and densification	Number of transit service route miles within the Urban Infill Area (UIA)	Provide a minimum of 1,400 transit service route miles within the UIA	1,402 miles	↑

4.4.1 Current Joint Development and Transit Oriented Development Projects

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



Brownsville Transit Village residents will benefit from immediate access to Metrorail and amenities such as a community center, a computer lab and an exercise room. In addition, onsite community programs will offer literacy training, health and nutrition classes, and first-time homebuyer seminars. The first four phases of this project were completed in 2012. Phase five will be completed in 2015.

NW 7th Avenue Transit Village (NW 7th Avenue and NW 62nd Street): This MDT joint development project will provide an enhanced transit facility within the context of an active, mixed-use development including space for housing, community-serving activities and functions in addition to retail use. This project includes 25 park-and-ride spaces. The project is ongoing and is scheduled for completion in September 2015.





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

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

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

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

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

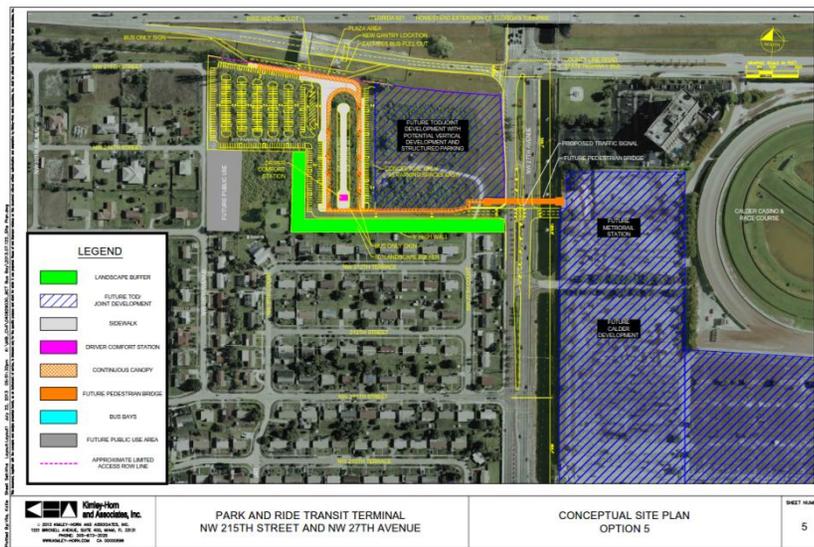


Northside Metrorail Station: MDT property adjacent to the Northside Metrorail Station containing approximately 3.3 acres was also transferred to the PHCD. A developer has been selected for a joint development project as a result of an Invitation to Negotiate process. The proposed development will be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

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

NW 27th Avenue and NW 215th Street (Unity Station): A 14-acre parcel of land located at the southwest quadrant of the intersection of NW 27th Avenue and NW 215th Street was purchased by Miami-Dade County. The County has completed a study to cultivate recommendations for the development of this property.

The recommendations include development of a transit terminal adjacent to NW 27th Avenue. Enhanced bus service along the NW 27th Avenue corridor is planned to be implemented in conjunction with the construction of the terminal which will include bus bays with passenger shelters and a park-and-ride lot.



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

Caribbean Boulevard: MDT property located on Caribbean Boulevard and US-1 adjacent to the Busway was transferred to the Public Housing and Community Development Department. As a result of an Invitation to Negotiate process a developer has been selected for this property. The developer has proposed a multi-phase, mixed-use high-rise and mid-rise development of approximately 170 affordable housing units with approximately 12,500 square feet of retail/commercial space.

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



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

4.4.2 Future Joint Development and Transit Oriented Development Projects

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

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

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

Goal 4: Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment				
Objective	Measure	Target	Accomplishments	Status
4.3 Reduce fossil fuels consumption through the consideration of alternative fuel vehicle technology	Number of hybrid technology buses in MDT fleet	Procure an additional 39 diesel/electric hybrid articulated buses by 2019	Purchase of 43 electric hybrid buses is expected in 2015	↑
	Increase number of alternative fuel vehicles.	Advertise a Request for Proposals (RFP) for alternative fuel vehicles by 2015	MDT issued RFP to purchase/lease 300 CNG buses. Procurement is ongoing	↑

4.4.3 Compressed Natural Gas Bus Retrofit Public-Private Partnership

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

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

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

4.4.4 Metrobus New Vehicle Replacement

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



Table 4-1 provides MDT's diesel/electric hybrid bus procurement scheduled for 2015.

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

Project	Bus Type	Bus Size	No. of buses to be procured	Scheduled Completion
South Miami-Dade Busway	Low floor Hybrid BRT	60 ft	2	2015
Biscayne Enhanced Bus Service	Low floor Hybrid BRT	60 ft	18	2015
South Miami-Dade Busway	Low floor Hybrid BRT	60 ft	12	2015
NW 27 th Ave EBS	Low floor Hybrid BRT	60 ft	11	2015

Source: Miami-Dade Transit, 2014.

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

Table 4-2: MDT Bus Replacement/Enhancement Schedule

Year	Total Replacement/Enhancements	
	40 ft	60 ft
2016	542	20
2017	108	10
2018	76	0
2019	0	0
2020	0	0

Source: Miami-Dade Transit, 2014.



4.4.5 Metrorail New Vehicle Replacement

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

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

Goal 4: Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment				
Objective	Measure	Target	Accomplishments	Status
4.4 Facilitate connections between transportation modes	Number of multimodal transit hubs	Complete construction of a minimum of 3 multimodal transit hubs by 2019	Three facilities are scheduled for completion by 2019: * Park-and-ride at Busway & SW 344 St * NETHE at NE 163 St * Dolphin Station	↑
	Coordinate with Broward County Transit (BCT) and Palm Beach County Transit (PalmTran) in the regional smart card program.	Integration with BCT and PalmTran in the regional smart card program by 2015	Implementation Planned by Summer 2016	↓*
4.5 Continue to examine the provision and utilization of special-use lanes (Express lanes) on the existing system for transit use	Increase number of routes operating on express lanes	Introduction of three (3) new express bus routes on express lanes by 2019	Two routes serving the Health District are scheduled for 2015: 195BC from Broward Blvd and 195SC from Sheridan St	↑

*The Regional Smart Card Program is currently in the Request for Proposal process. A previous Request for Proposal was issued and only one team bid on said proposal. The cost estimate provided by the team was higher than what was budgeted for the entire program. Thus, the deployment date has been delayed.

4.4.6 Multimodal Transit Hubs

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

Busway and SW 344th Street (Florida City): Miami-Dade Transit is planning to build a 266-space parking lot with bus bays and shelters, to be located west of the southern end of the Busway between NW 2nd Avenue and NW 3rd Avenue at SW 344th Street (Palm Drive) in Florida City. Design and relocations are complete. Construction is in progress. The project's estimated completion date is March 2015.

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

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



4.5 Goal 5 – Maximize the Use of All Funding Sources

Goal 5: Maximize Use of All Funding Sources					
Objective	Measure	Target	Accomplishments	Status	
5.1	Achieve a sustainable transit financial plan that maximizes existing and pursues innovative and new funding sources	Implement a sustainable transit financial path	Complete two (2) additional corridor financing studies by 2019	Procurement stages for Unity Station (NW 27 Ave & 215 St) TOD; Beach Corridor Transit Financing Study will begin soon	↑
5.2	Optimize operations and maintenance expenses.	Decrease systemwide cost per revenue mile	Maximum cost per revenue mile not to exceed \$9.00	\$9.27	↓ *
		Decrease systemwide cost per revenue hour	Maximum cost per revenue hour not to exceed \$120.00	\$126.58	↓ *
5.3	Identify alternative project delivery methods	The number of projects that are built through alternative delivery methods (i.e., Public- Private Partnerships (PPP), Transportation Infrastructure Finance and Innovation Act (TIFIA), State Infrastructure Bank Loans, Design, Build, Operate and Maintain, and Concession agreements etc.)	Completion of two (2) PPP development projects by 2024	NW 7 Ave Transit Village is on track for completion in 2015 Unity Station TOD is on track for completion in 2019	↑
5.4	Increase passenger fare revenue	Annual Farebox recovery ratio for Metrorail, Metrobus and STS	Maintain a systemwide minimum farebox recovery ratio of 25%	25.00%	↑

*Increases in systemwide cost per revenue mile and cost per revenue hour may be attributed to the continued aging of MDT's Metrobus and Metrorail fleets which result in higher maintenance costs. As of December 2014, MDT's Metrobus fleet has an average age of 10.62 years (includes standard 40' buses, articulated buses and mini buses). MDT has a bus replacement/enhancement plan in place (please refer to Table 4-2) which will significantly lower the average age of the Metrobus fleet. As of December 2014, MDT's Metrorail fleet has an average age of 32 years and is in need of replacement. Delivery of 136 new Metrorail vehicles is anticipated to begin in 2016.

4.6 Goal 6 – Maximize and Expand Transit Services

Goal 6: Maximize and Expand Transit Services				
Objective	Measure	Target	Accomplishments	Status
6.1 Upgrade and maintain existing transit infrastructure and facilities in a state of good repair	Increase capital expenditure on Infrastructure Renewal Program (IRP)	10% of deferred maintenance of funded IRP projects/unfunded IRP projects	For the period FY 2015 to FY 2020, MDT's IRP is funded at or above the 10% established target	↑

4.6.1 Lehman Yard Rehabilitation – Expansion Phase I

Miami-Dade Transit is constructing five (5) storage tracks and two (2) Maintenance of Way (MOW) tracks at the existing Metrorail Lehman Center Facility. This expansion is necessary to provide the required storage and transition facility in support of the new 136 Metrorail vehicles scheduled to begin delivery in 2016. This project is scheduled for completion in April 2015.

4.6.2 Lehman Center Test Track

Miami-Dade Transit is constructing a new test track (2,500 feet) at the existing Metrorail Lehman Center Facility. The test track will provide the necessary infrastructure to support the existing Metrorail fleet as well as the 136 new Metrorail vehicles to be delivered beginning in 2016. This project is scheduled for completion in April 2015.

4.6.3 Metrorail Central Control Upgrade

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

4.6.4 Infrastructure Renewal Projects (IRP)

Metrorail Bike Path Improvements (M-Path): The Metrorail bike path consists of approximately eight miles of asphalt and concrete surfaces running under or adjacent to the Metrorail guideway. The project consists of repairs to the asphalt and concrete surfaces, installation of traffic and way finding signs, installation of crosswalk pavement markings, pedestrian signals and other safety improvements in accordance with the M-Path Master Plan. The Path is within MDT's right-of-way under the existing elevated Metrorail Guideway. The project will be completed in March 2015.



Dadeland South Intermodal Station: The Dadeland South Intermodal Station project includes facility improvements to the parking garage, roadways, signage, fencing, painting, landscaping, canopy, escalators, and lighting up-grades. The project is in final design. The estimated completion date is September 2016.

Electric Engine Cooling Fan System: Existing conventional hydraulic cooling system will be retrofitted with an electric engine cooling fan system on an estimated 100 MDT buses. This project is scheduled for completion in January 2015.

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

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

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

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

past 25 years. Also included is the clearing of drains that are causing stains on piers. This project is scheduled to be completed in December 2017.

Parking Garage Fire Suppression: Miami-Dade Transit will perform repairs to the fire protection systems for parking garages at Dadeland South, Dadeland North, Earlington Heights and Okeechobee Metrorail stations. These repairs include the replacement of all sprinkler heads, flow switches, tamper switches, gate valves, inspector test flow valve assemblies, and various sections of sprinkler piping. The project is scheduled for completion in January 2015.

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

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

4.6.5 ARRA Funded Projects

Palmetto Station Traction Power Sub Station: This will be a Design/Build procurement to install a new Traction Power Sub Station at the existing Palmetto Metrorail station. Completion of this project is necessary to provide the required minimum higher 600 Volts Direct Current (VDC) for the 136 new Metrorail vehicles starting delivery in 2016. The former system provides less voltage at the Palmetto Station and will not be able to operate new vehicles. The project is scheduled for completion in March 2015.

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

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

This new system will greatly improve line-up timing and process as well as significantly improve bus and rail operational effectiveness and efficiencies by reducing labor costs and increasing data accuracy. The Notice to Proceed was issued on March 25, 2013, with anticipated completion in June 2015.

Metromover Closed Circuit Television Camera Replacement and Installation: MDT has set forth the installation of new digital cameras at all Metromover Station platforms with Network Video Recorders (NVR) for independent 24/7 recording. The new recorders will be networked into the MDT Video System and new digital displays will be installed at the Mover Central Control. The project is scheduled for completion in May 2015.

Existing Metrorail Stations (Part 2B) Graphics and Signage Retrofit: The project requires the selected contractor to furnish, install signage and graphics system for twenty (20) Metrorail Stations in accordance with the Contract Documents and industry standards. The project includes supplementing the completed way finding signage and graphics system created to provide information about the location of Metrorail stations, parking garages and parking surface lots serving Metrorail Stations.

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

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

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

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

Goal 7: Transit System Shall Fully Meet Requirements of the Americans with Disabilities Act (ADA).					
Objective	Measure	Target	Accomplishments	Status	
7.1	Maintain a transit fleet that is 100% wheelchair-accessible with working lifts and/or level boarding and working securement devices	Complete daily pre-trip inspections (including wheelchair/ramp/tie down inspection)	100% adherence	100%	↑
		Adherence to preventative maintenance program (including wheelchair/ramp/tie down inspection)	90% adherence	90%	↑
7.2	Upgrade areas within quarter (¼) mile of the South Miami Dade Busway (from Dadeland South Station to SW 200 th Street) to ensure that these areas are 100% wheelchair-accessible	Completion of ADA Pedestrian Improvement project by target date	Completion of project by 2016	Project is in the procurement process.	↑
7.3	Implement travel training program to teach passengers with disabilities how to use fixed route service	Get contractor in place to provide training program	Implement travel training program by 2019	Funding to implement training program has not yet been identified	→

4.7.1 ADA Pedestrian Improvements along the Busway

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

Goal 7: Transit System Shall Fully Meet Requirements of the Americans with Disabilities Act (ADA).				
Objective	Measure	Target	Accomplishments	Status
7.4 Future design of Enhanced Bus Service (EBS) projects will include pedestrian access within ¼ mile of proposed transit stations	Percent of EBS projects entering final design starting in 2015	100% of all projects	NW 27 Ave Corridor project is on hold pending MPO determination of priority. Corridor will likely be converted to BRT.	→
7.5 Future design of Park-and-Ride projects will include pedestrian access within ¼ mile of the site	Percent of Park-and-Ride projects entering final design starting in 2015	100% of all projects	Kendall and SW 127 th Ave park-and-ride will enter final design in 2015.	↑

4.7.2 Park-and-Ride Facilities

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

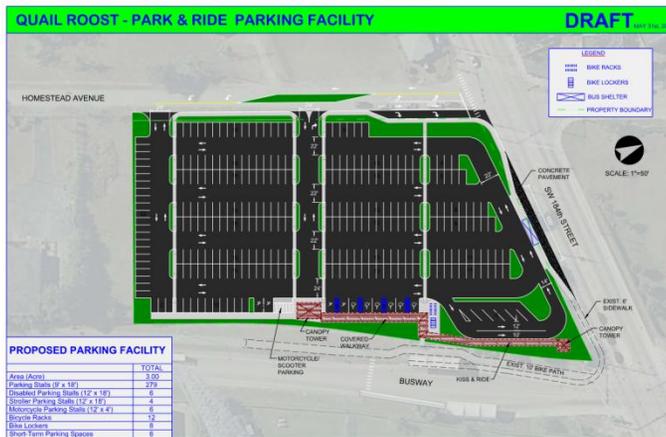
- Dadeland South;
- Dadeland North;
- South Miami;
- Earlington Heights; and
- Okeechobee.

The completion date for phase I implementation is December 2016.

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



SW 127th Avenue/SW 88th Street/Kendall Drive: MDT is planning to construct a 180-space park-and-ride lot on approximately 2.8 acres at the southeast corner of SW 88th Street and SW 127th Avenue. This park-and-ride facility will serve the Kendall Cruiser which began service in June 2010. The County has issued a Notice to Proceed (NTP) to a design consultant to develop construction plans. The completion date for this facility is estimated for September 2017.



Busway and Quail Roost Drive/ (Busway and SW 184th Street): MDT acquired approximately three (3) acres of vacant property located adjacent to the Busway (between SW 184th Street and SW 186th Street) on which a park-and-ride facility is planned to be constructed. The proposed park-and-ride facility will accommodate approximately 279 parking spaces and six (6) kiss-and-ride spaces. The facility will also include fencing, landscaping and lighting improvements. It is anticipated that this facility will be completed in August 2018.

4.8 2014 Consistency Analysis

For the FY 2015 – 2024 TDP Major Update, a listing of committed bus service improvements and adjustments planned for 2014 were included. A consistency analysis of these committed improvements is being performed for this TDP to assess and measure MDT's adherence to implementation plans presented in the 2014 Major Update.

The results of the consistency analysis for improvements implemented between January and December 2014 is presented in Table 4-3: 2014 TDP Consistency Analysis. Each of the service changes are identified according to whether it was a programmed commitment of the FY 2015 – 2024 TDP Major Update as indicated with a check mark or an additional change not included in the TDP Major Annual Update as marked by an asterisk.

Between January and December of 2014, MDT made a total of 24 bus service improvements and adjustments. Among these adjustments were two (2) additional improvements that were not part of the TDP Major Update. The Major Update anticipated 28 committed bus service improvements and adjustments. Of these, 22 were implemented as expected in 2014, resulting in a 79 percent level of consistency.

Table 4-3: 2014 TDP Consistency Analysis

2014 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2014				
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2014 TDP CONSISTENCY
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
3	Aventura Mall, The Mall at 163 rd St, Biscayne Boulevard, Omni Metromover Station/Bus Terminal, Government Center Metrorail station, Stephen P. Clark Center, Downtown Bus Terminal, Main Library, Miami Art Museum, Historical Museum.	Minor schedule adjustments in both directions throughout the day seven days a week	November 23, 2014	√
7	MIA Metrorail station, City of Sweetwater, Dolphin Mall, Miami International Mall, Fontainebleau Blvd., Mall of the Americas, Downtown Bus Terminal, Main Library, Historical Museum of South Florida, Miami Art Museum, MDC Wolfson Campus, Historic Overtown/Lyric Theatre Metrorail station.	Minor schedule adjustments in both directions seven days a week	August 17, 2014	√
8	Florida International University Bus Terminal, FIU South Campus, SW 8 th St west of SW 82 nd Ave, Coral Way west of 82 Ave (Rt. 8), Westchester Shopping Center (Rt. 8), Little Havana, Calle Ocho, Brickell Metrorail Station, MDC Wolfson Campus	Major weekday schedule adjustments in both directions to increase schedule reliability	August 17, 2014	√
10	Skylake Mall, The Mall at 163 rd St, City of North Miami Beach, City of North Miami, NE 2 nd Ave, Omni Metromover Station/Bus Terminal	On Sundays, the 6:28 pm southbound trip will leave NE 18 th Ave/185 th St two minutes later at 6:30 pm	November 23, 2014	*

2014 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2014				
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2014 TDP CONSISTENCY
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
16	City of North Miami Beach, The Mall at 163 rd St, NE 6 th Ave, City of North Miami, City of Biscayne Park, City of Miami Shores, City of El Portal, Biscayne Boulevard, Omni Bus Terminal.	Minor schedule adjustments in both directions throughout the day seven days a week	November 23, 2014	√
27	Calder Casino & Race Track, Sun Life Stadium, Carol City, NW 27 th Ave, Miami Dade College North Campus (weekdays/Saturdays; no overnight trips), Dr. Martin Luther King Jr. Metrorail station (no overnight trips), Brownsville Metrorail station (no overnight trips), Coconut Grove Metrorail station	Minor weekday schedule adjustments in both directions throughout the day	August 17, 2014	√
46/Liberty City Connection	WEEKDAY RUSH-HOUR SERVICE ONLY. Caleb Center, Brownsville Metrorail station, NW 54 th St, NW 37 th Ave, NW 46 th St, NW 10 th Ave, Winn Dixie, Belafonte Tacolcy Center, Miami Northwestern High School, MDC Entrepreneurial Center	A portion of route along NW 54 th St, NW 37 th Ave, NW 46 th St between NW 37 th Ave and NW 27 th Ave is discontinued. The route is realigned to operate on NW 27 th Ave between Brownsville Metrorail Station and NW 46 th St. Service frequency reduced from 45 minutes to 60 Minutes	August 17, 2014	√
52	Dadeland North Metrorail Station, Dadeland Mall, Dadeland South Metrorail Station, Busway SW 104 th Street to SW 144 th Street, Richmond Heights, Perrine Shopping Center, Robert Morgan Tech., Dept. of Children & Families (weekdays only), Southland Mall Park & Ride Lot, South Miami-Dade Govt. Center, Old Cutler Road, Health Center	The route ends at Dadeland South Metrorail Station instead of the Dadeland North Station. The portion of the route between the two stations is discontinued. Schedule adjustments in both directions seven days a week	August 17, 2014	√

2014 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2014				
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2014 TDP CONSISTENCY
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
54	Miami Gardens Drive & NW 87 th Ave (weekdays only), City of Hialeah, Westland Mall, Hialeah Metrorail station, Department of Children and Families, Brownsville Metrorail station, Biscayne Boulevard/NE 58 th St	Minor westbound running time adjustment between W 49 th St/17 th Ct and W 60 th St/24 th Ave throughout the day	August 17, 2014	√
57	WEEKDAY SERVICE ONLY. Tri-Rail Airport Station, Miami International Airport (MIA) Metrorail station, South Miami Metrorail station, Red Road (NW/SW 57 th Ave), Busway at SW 152 nd St, SW 152 nd St Park & Ride Lot, Jackson South Hospital	Segment of the route on NW 42 nd Ct serving the Airport Villas is discontinued. Minor schedule adjustments in both directions throughout the day	August 17, 2014	√
70	Saga Bay at SW 212 th St/85 Ave (selected trips on Saturday & Sunday), South Miami-Dade Government Center, Southland Mall, Community Health Center of South Dade, Goulds, Princeton, Homestead Air Reserve Base, Naranja, Homestead, Florida Keys Outlet Center, Homestead High School (selected trips), Florida City	Schedule adjustments in both directions seven days a week	August 17, 2014	√
71	SW 107 th St & 109 th Ct extended on weekdays during midday hours, Dolphin Mall, Miami International Mall, Florida International University at Modesto A. Maidique Campus, SW 107 th Ave, Concord Shopping Plaza, Miami Dade College Kendall Campus	Northbound trips do not loop through the Miami International Mall parking lot and won't serve NW 107 th Ave and NW 14 th St bus stop. Minor schedule adjustments are made in both directions seven days a week	August 17, 2014	√

2014 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2014				
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2014 TDP CONSISTENCY
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
72	West Kendall Transit Terminal/Park & Ride Lot, SW 56 th St/140 th Ave (Route 72), South Miami Metrorail Station.	Minor westbound schedule adjustments made on Saturdays.	August 17, 2014	√
88	Dadeland North Metrorail station, Dadeland Mall, Kendall Drive/SW 150 th Ave Park & Ride Lot, and West Kendall Transit Terminal/Park & Ride Lot.	Saturday service change from 24 minutes to 30 minutes. Schedule adjustments made in both directions	August 17, 2014	√
95 Express - Golden Glades/Brickell	WEEKDAY RUSH-HOUR SERVICE ONLY. Golden Glades Park & Ride Lot, Civic Center, Veterans Hospital, Jackson Memorial Hospital, Norwood, Earlington Heights Metrorail station, Downtown Miami, Brickell	The afternoon northbound Brickell trips leave SE 8 th St/Brickell Ave five minutes earlier than currently scheduled except the last trip scheduled to leave at 6:02 pm. All trips serve the courthouse as currently scheduled.	November 23, 2014	√
102 (B)	Brickell Metrorail station, Brickell Business District, Rickenbacker Causeway, Miami Seaquarium, Crandon Park, Village of Key Biscayne, Cape Florida State Park	Southbound trips are realigned to operate on SW 1 st Ave to SW 13 th St, and then east to Brickell Ave. Southbound trips leaving Brickell Metrorail Station will no longer serve SW/SE 8 th St or Brickell Ave between SE 8 th St and SE 13 th St	August 17, 2014	√
105 (E)	Golden Glades Park & Ride Lot, Jackson North, The Mall at 163 rd St, City of North Miami Beach, Eastern Shores, Winston Towers, Aventura Mall, Turnberry Isle, Diplomat Mall/Hallandale	Late night service to the Yacht Club, the loop trips are discontinued seven days a week	November 23, 2014	√

2014 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2014				
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2014 TDP CONSISTENCY
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
115 / 117 Mid-North Beach Connection	Harding/88 th St, Alton Road, Sheridan Avenue, Lincoln/Washington, Mt. Sinai Medical Center, 17 th St/Washington Ave.	The portion of the route along Meridian Ave is discontinued. The route will remain on Alton Rd between 47 th St and 48 th St. Minor schedule adjustments in both directions throughout the day seven days a week	November 23, 2014	√
120 Beach MAX	Downtown Bus Terminal, Main Library, Historical Museum, Miami Art Museum, Govt. Center Metrorail station, Miami Dade College Wolfson Campus, Omni Bus Terminal, MacArthur Causeway, City of Miami Beach, Collins Avenue, Town of Surfside, City of Bal Harbour, Haulover Park Marina, Aventura Mall.	An additional weekday northbound trip to Aventura Mall departing from the Omni Terminal at 7:40 am arriving at the mall at 8:48 am	August 17, 2014	√
137	Dolphin Mall, Miami International Mall, Sweetwater, Kendale Lakes, Kendall-Tamiami Executive Airport, Tamiami/Pineland Industrial Park, SW 147 th Ave./180 th St., Serena Lakes, Larry & Penny Thompson Memorial Park, Southland Mall, South Dade Government Center	The portion of the route along SW 142 nd Ave, SW 172 nd St and SW 139 th Ave serving Serena Lakes is discontinued/ The route remain on SW 180 th St between SW 147 th Ave and SW 137 th Ave. Minor schedule adjustments made in both directions seven days a week	August 17, 2014	√

2014 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2014				
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2014 TDP CONSISTENCY
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
200/Cutler Bay Local	NO SUNDAY SERVICE. South Dade Shopping Center, Southland Mall, Town of Cutler Bay Town Hall, South Miami-Dade Cultural Arts Center, South Dade Government Center, Social Security Office, Health South on Old Cutler Road, Old Cutler Towne Center.	The route start and end on Old Cutler Rd before Franjo Rd instead of on SW 112 th Ave/211 th St. The last trip will leave SW 112 th Ave/211 th St 10 minutes earlier at 4:40 pm.	August 17, 2014	√
200/Cutler Bay Local	NO SUNDAY SERVICE. South Dade Shopping Center, Southland Mall, Town of Cutler Bay Town Hall, South Miami-Dade Cultural Arts Center, South Dade Government Center, Social Security Office, Health South on Old Cutler Road, Old Cutler Towne Center.	Saturday service added to the route operate at the same schedule as weekdays	November 23, 2014	*
238/East-West Connection	Weekday Service Only. Dolphin mall, passes by Miami International Mall, NW 72 nd Ave/25 th St. (Airport Corporate Center), Airport Cargo City, NW 65 th Ave/Blue Lagoon Dr., Airport Hilton Hotel and Miami International Airport (MIA) Metrorail Station	Minor weekday schedule adjustments in both directions throughout the day	November 23, 2014	√
243/ Seaport Connection	Overtown Transit Village, Seaport	Route discontinued because of low ridership	August 17, 2014	√

5.0 FY 2015 TRANSIT IMPLEMENTATION PLAN

For FY 2015 MDT is committed to implementing various transit improvement projects throughout its transit system. These committed transit initiatives include capital projects, new Metrobus service routes, existing service improvements, and infrastructure renewal projects that are all intended to further expand, improve and maintain MDT services.

5.1 Committed Capital Improvement Plan

On an annual basis MDT prepares the Adopted Budget and Multi-Year Capital Plan that outlays specific projects related to the expansion and improvement of MDT's existing services. Table 5-1 presents the adopted capital budget for the next fiscal year.

5.2 New Metrobus Service Routes

Route 82 Westchester Circulator (formerly referred to as Route 97 in the 2014 MDT10Ahead Major Update): This route will provide circulator transit service within the Westchester area connecting Tropical Park located along SW 40th Street and SR 826 (Palmetto Expressway) and MDT's Florida International University Bus Terminal located along SW 107th Avenue at SW 17th Street at FIU's Modesto A. Maidique Campus (MMC). Major destinations served by this route include the West Dade Regional Library, Westchester Shopping Center, Christopher Columbus High School, St. Brendan Church and St. Brendan High School. The route will operate on weekdays from 8:00am to 5:30pm and will feature 60 minute headways. Revenue service is anticipated to begin in mid-2015 using one (1) existing 40 foot fleet bus.

195-BC Express - Broward Boulevard to Civic Center: This route will provide express commuter transit service between the Fort Lauderdale Tri-Rail Station located at Broward Boulevard in Broward County and the Civic Center Metrorail Station in Miami-Dade County via I-95. Service headways will be 30 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in mid-2015 using four (4) 40 foot fleet buses.

195-SC Express - Sheridan Street to Civic Center: This route will provide express commuter transit service between the Sheridan Street Tri-Rail Station in Broward County and the Civic Center Metrorail Station in Miami-Dade County via I-95. Service headways will be 30 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in mid-2015 using three (3) 40 foot fleet buses.

Table 5-1: MDT FY 2015 – 2016 Adopted Capital Budget (\$000's)

Project	FY 15-16
	Total
Transit Operations SYSTEM (TOS) Replacement Project	\$205
Bus and Bus Facilities	\$2,460
Park and Ride Quail Roost	\$60
Dadeland North Metrorail - Elevators	\$120
Busway ADA Improvements	\$1,120
State of Good Repair Projects	\$1,000
High-Cycle Switch Logic Control Cabinets	\$2,750
Bus Replacement	\$30,000
Metromover Improvements	\$14,000
Pedestrian Overpass - University Metrorail Station	\$2,468
Metrorail Maintenance Vehicle Lifts	\$2,700
Kendall EBS	\$1,020
Mover Fiber Replacement	\$77
Traction Power Rectifier Transformer Replacement for Rail	\$2,500
Metrorail LED Lighting	\$942
Infrastructure Renewal Plan	\$12,500
Metrorail and Metromover Traction Power Cable and Transformer Replacement	\$2,129
State Road 836 Express Bus Service	\$1,932
Northeast Transit Hub Enhancements	\$660
NW 27 th Avenue Enhanced Bus Service	\$5,662
Track and Guideway Rehabilitation	\$6,922
Associated Transportation Improvements	\$489
Transportation Security Projects	\$600
Park and Ride Lot Kendall Drive and SW 127 th Avenue	\$914
Rail Vehicle Replacement	\$63,265
TOTAL	\$156,495

5.3 New Multimodal Transit Hubs

Miami-Dade Transit is considering a 266-space parking lot with bus bays and shelters, to be located west of the southern end of the Busway between NW 2nd Avenue and NW 3rd Avenue at SW 344th Street (Palm Drive) in Florida City. Construction is currently underway and project completion is anticipated in March 2015.

5.4 New Joint Development and Transit Oriented Development Projects

This MDT joint development project will provide an enhanced transit facility within the context of an active, mixed-use development including space for housing, community-serving activities and functions in addition to retail use. This project is scheduled for completion in September 2015.

5.5 Committed Bus Service Adjustments

In an effort to continually match service capacity with ridership demand MDT routinely revises the existing bus route network to better meet the transportation needs of Miami-Dade County. These revisions seek to improve the operational efficiency of the overall transit system. A listing of the committed bus service improvements and adjustments planned to occur between January and December 2015 is presented in Table 5-2. Route improvements are assigned letters in the last column to describe the type of improvement made: Adjustments (A), Improvements (I), and Reductions (R).

Table 5-2: 2015 Committed Bus Service Adjustments

ROUTE	IMPROVEMENT / ADJUSTMENT	TYPE
NEW SW 344 th St Park & Ride Lot and Bus Terminal	Routes 34, 35 and 70 will serve inside the bus terminal. Route 38 will remain on the busway serving at the SW 344 th Street station. Routes 301, 302, and 344 will serve bus stop(s) on West Palm Drive near the busway.	I
1	Weekday running time adjustments	A
	Discontinue the first NB (5:50 am) and SB (6:30 am) weekday trips.	A/R
	Adjust weekday peak headway from 30 to 40 minutes	
3	Weekday running time adjustments	A
7	WB trips will no longer loop through the International Mall parking lot and will not serve the bus stop on NW 107 th Avenue at 14 th Street (northbound far side)	R
11	Weekday running time adjustments	A
16	Weekday running time adjustments	A
17	Saturday and Sunday running time adjustments	A
24	Running time adjustments seven days a week	A
	Discontinue the last SB (10:36 pm) and NB (11:07 pm) weekday trips.	R
32	Adjust peak Headway from 24-30 minutes (5:00-9:30 am, 3:30-8:00 pm)	A
	Weekday and Saturday running time adjustments	A
33	Realign route from NW 22 nd Avenue to NW 17 th Avenue between NW 103 rd and NW 95 th Street	A
	Weekday and Saturday running time adjustments	A
34 Busway Flyer	The route will end in the south at the new Park & Ride lot located at SW 344 th Street (W Palm Drive) / Busway.	A/I
35	Weekday and Saturday running time adjustments	A
	The route will end in the south at the new Park & Ride lot located at SW 344 th Street (W Palm Drive) / Busway.	A/I
	The two weekday southbound Homestead HS trips will continue to serve the school and then end inside the Bus Terminal.	A
36	Weekday running time adjustments	A
37	Running time adjustments seven days a week	A
	Discontinue the first weekday NB trip (4:35 am)	A
	Adjust weekday NB trip leaving Douglas Rd. Station at 12:59 pm to coordinate transfers with Rt. 40 arrival at 1:00 pm.	A
	On last weekday NB trip, delay departure from MIA by 15 minutes (11:10 pm).	A
	On last weekday SB trip coordinate transfer with WB RT. 10	A
	The portion of the route along South River Road will be discontinued; northbound trips will remain on Le Jeune Road to NW 36 th Street	A

Table 5-2: 2015 Committed Bus Service Adjustments (continued)

ROUTE	IMPROVEMENT / ADJUSTMENT	TYPE
38 Busway Max	Saturday and Sunday running time adjustments	A
42	Adjust weekday headway from 20 to 30 minutes all day	R
51 Flagler MAX	Weekday running time adjustments	A
54	Running time adjustments seven days a week	A
	Discontinue the weekday loop serving NW 37 th Avenue (Old HRS building)	R
	Discontinue the last Sunday EB trip (12:25 am)	R
56	Discontinue the first weekday EB trip/WB loop (5:17 am)	R
70	The route will end in the south at the new Park & Ride lot located at SW 344 th Street (W Palm Drive) / Busway. The two weekday southbound Homestead HS trips will continue to serve the school and then end inside the Bus Terminal.	A/I
	Discontinue the Saturday trips to Saga Bay. The north end-of-line on Saturday, like weekdays, will be across from the South Dade Government Center.	R
75	Saturday running time adjustments	A
	Adjust Saturday headway from 45 to 60 minutes all day	A
	Saturday service evening eastbound trips ending at SW 167 th Street terminal will be extended later (approximately 9:00 pm) to FIU	I
87	Saturday running time adjustments	A
	Realign the route to remain on NW 84 th Avenue between NW 58 th and 56 th Streets; the portion along NW 58 th Street and NW 82 nd Avenue will be discontinue.	A/R
88	Running time adjustments seven days a week	A
	Adjust Sunday headway from 30 to 35 minutes all day	A
93 Biscayne MAX	Weekday running time adjustments	A
99	Weekdays, up to 3 minutes additional running time will be added between NW 67 th Avenue and NW 47 th Avenue for the first two eastbound trips.	A
132 Tri-Rail Doral Shuttle	Adjust schedule to coordinate with new train times when Tri-Rail implements service to the MIC (April)	A

Table 5-2: 2015 Committed Bus Service Adjustments (continued)

ROUTE	IMPROVEMENT / ADJUSTMENT	TYPE
135	Weekday running time adjustments	A
136	The first two morning eastbound trips will start 10 minutes earlier	A
137 West Dade Connection	NB trips will no longer loop through the International Mall parking lot and will not serve the bus stop on NW 107 th Avenue at 14 th Street (northbound far side)	R
150 Miami Beach Airport Flyer	Improve headway from 30 to 20 minutes seven days a week	I
252 Coral Reef MAX	Saturday running time adjustments	A
272 Sunset KAT	Adjust weekday peak headway from 15 to 20 minutes	R
277 NW 7 th Ave MAX	Adjust weekday peak headway from 20 to 24 minutes	R
E	Running time adjustments seven days a week	A
	Adjust Saturday and Sunday headway from 50 to 60 minutes	A
H	Adjust weekday headway from 24 to 30 minutes before 8 pm	A
	Discontinue the last NB (12:00 am) and SB (11:00 pm) weekday trips.	R
L	Running time adjustments seven days a week	A
	Begin five weekday am trips at Hialeah Station as opposed to Northside Station.	A

5.6 Committed Infrastructure Renewal Program (IRP) Projects

The following section lists those committed projects proposed to be implemented during the FY 2015 – 2016 timeframe. These commitments are based on an Infrastructure Renewal Program (IRP) evaluation and prioritization process as performed annually by MDT. The purpose of the IRP process is to identify, evaluate, prioritize, and program capital improvement projects that are necessary in order to maintain the existing transit system in a state of good repair. Project commitments are based on the IRP evaluation and prioritization process.

Table 5-3 presents committed IRP projects for implementation during FY 2015-2016.

Table 5-3: FY 2015 – 2016 IRP Projects

Classification	Project Name	Scope	FY 2015 - 2016
Field Engineering and Systems Maintenance	Metromover Bicentennial Park Station Rehabilitation	Extensive rehabilitation of the Metromover station	\$ 26,250
Field Engineering and Systems Maintenance	Uninterrupted Power Supplies - Mover and Rail	Replace the Mover Systems Uninterruptible Power Supplies at all the equipment rooms on the OMNI, Brickell, Inner, and Outer Loop.	\$ 1,592,000
Maintenance Facilities	Garage Fire Suppression	Replace and upgrade the fire suppression system at 4 parking garages built with the original Metrorail system: Okeechobee, Dadeland South, Earlington and Dadeland North.	\$ 495,000
Design and Engineering	Bus Garage Plumbing	Overhaul existing bathrooms at the Central Bus Facilities.	\$ 105,030
Field Engineering and Systems Maintenance	Traction Power Switchgear Upgrade	This project is to remove the old obsolete Traction Power Switchgear equipment and replace it with new updated Seimans Switchgear.	\$ 500,000
Track and Guideway	Inspection Vehicles for the MIC Extension	Purchase two inspection vehicles for monitory vehicle inspections of the Mainline.	\$ 40,000

Table 5-3: FY 2015 – 2016 IRP Projects (Continued)

Classification	Project Name	Scope	FY 2015 - 2016
Field Engineering and Systems Maintenance	Replace Dadeland North Parking Garage Space Count Sign	The replacement of the LED Available Parking Spaces signs for the upper and lower levels at the Dadeland North Parking Facility, Computer hardware, Software and parking space occupied detectors for ADA designated parking spaces.	\$ 600,000
Rail Maintenance	Metrorail Maintenance Vehicles Lifts Rev. 1	The Metrorail lifting equipment at the Lehman Center is over 30 years olds and has extensive wear and tear.	\$ 2,700,000
Rail Maintenance	Metrorail Floor and Component Replacement	The project consist of installing Nora Flooring in sixty (60) railcars. The railcars to be replaced have deteriorated sub-flooring, which is evidence as "soft floors".	\$ 605,540
Field Engineering and Systems Maintenance	Mover Video Project (CCTV)	This is an existing ARRA funded project which has been expanded to (1) Install Avigilon Software as the CCTV application, and (2) Upgrade the CCTV monitors in CCF.	\$ 45,510
Field Engineering and Systems Maintenance	Metromover Traction Power Cables Replacement	Remove/replace the Eighth Street Substation to Brickell Station T2 transformer 13200 volts three phase cables.	\$ 180,272
Rail Maintenance	Railcar Cleaner Platform Replacement Project	This project is to upgrade the existing Cleaning Platform located at the William Lehman Center.	\$ 500,000
Bus Maintenance	Hydraulic Mobile Bus Lifts	The purchase of (48) individual hydraulic column lifts for the MDT Bus Mobile column lifting units for Metrobus Garages.	\$ 386,820
Field Engineering and Systems Maintenance	Metromover Public Address System Replacement	Replacement of the Public Address System will improve compliance with Safety and Security requirements.	\$ 78,660
Passenger Facilities	Transit System Signage Replacement	New sign structures and graphics to replace damaged, unsightly and outdated signs throughout the Miami-Dade Transit system. Also includes the replacement of missing Braille signage at passenger stations' elevators and entrances as required by the American with Disabilities Act (ADA).	\$ 50,000

Table 5-3: FY 2015 – 2016 IRP Projects (Continued)

Classification	Project Name	Scope	FY 2015 - 2016
Maintenance Facilities	Currency Counters @ Govt Center Station - Money Room	Purchase and install 4 new high-speed jet sorter coin currency counters with software and 7 validating currency counters.	\$ 230,000
Passenger Amenities	Metromover Station Ceiling Signage Cabinet Replacement	Replace the broken and outdated sign cabinets and/or acrylic faces at some Metrorail stations.	\$ 270,000
Passenger Amenities	Metrorail Parking Fare Payment Signage	Installation of vinyl skins to resurface approx 600 existing aluminum signs posted at Metrorail Stations with parking facilities. The cost includes the installation at 15 stations.	\$ 20,000
Passenger Amenities	Metrorail & Metromover Regulatory Signage Replacement	Design, produce and install new permanent signs to replace a portion of the damaged, outdated or missing This project includes signage and high performance decals installed inside and outside cars.	\$ 500,000
Passenger Amenities	Metrorail Station Identifier Sign Panel Replacement	Design, produce install new permanent signs to replace damaged, outdated or missing signs panels of monumental signs at Metrorail property entrance.	\$ 84,000
Passenger Amenities	Metrorail/Metromover Vehicle Signage Replacement	Design, produce and install new Metrorail Metromover vehicle signage to replace damaged and outdated customer information materials.	\$ 140,000
Design and Engineering	Metrorail-M-Path Implementation of MPO Master Plan	To provide the total cost of implementing the Metrorail Bike Path Upgrades as per the Metropolitan Planning Organization (MPO) M-Path Master Plan.	\$ 2,860,000
TOTAL			\$ 12,009,082



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6.0 TEN YEAR IMPLEMENTATION PLAN (FY 2016 – FY 2025)

The Ten Year FY2016-FY2025 *MDT10Ahead* Implementation Plan Tables present the transit project items' cost and status as of December 2014, with page references to the *MDT10Ahead* 2014 Major Update page for detailed project descriptions. Tables 6-1 through 6-3 list MDT's Funded, Partially Funded, and Unfunded Projects. Information highlighting changes in scope, timing, budget or completion versus the 2014 Major Update is also provided in each table.

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

6.1 Funded Transit Projects

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



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Table 6-1: Funded Transit Projects FY 2016 - FY 2025

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type ⁵	Phase	Capital Cost	O&M (Annual)			2014 Major Update Implementation Year	2015 Annual Update Implementation Year*	
1	SR 836 Express Bus C Line	Dolphin Station to Downtown Miami Intermodal Terminal	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	6,10,11,12	6	Operations	\$21,900	\$2,300	11A	New Express Bus Service	2019	2017	Priority I
2	Kendall P&R Facility	Kendall Dr and SW 127 Ave	Construct Park and Ride facility	10	11	Capital	\$2,760	\$0	0	Station Improvements	2017	2017	Priority I
3	Route 297 (NW 27 Ave Orange MAX)	NW 211 Street to Miami Intermodal Center	Route to be transformed to the NW 27 Avenue Enhanced Bus	1,2,3,6	14	Operations	\$0	-\$2,400	-9	Route Rebrand	2019	2019	Priority I
	NW 27 Ave EBS (North Corridor)	Countywide	Purchase 60 foot buses to extend bus service along NW 27 Ave from NW 215 St to the MIC; install Wi-Fi, bus real-time signs, transit signal priority and build new robust bus stations and a Park and Ride terminal	1,2,3,6	6	Capital	\$37,000	\$3,740	11A	New Enhanced Bus Service	2019	2019	Priority I
4	Unity Station	NW 215th St and NW 27th Ave	Construct Park and Ride facility/Transit Center	1	11	Capital	Cost included in NW 27 Ave EBS	TBD	0	Access Improvement	2019	2019	Priority I
5	Tamiami Station	SW 8th St and SW 147th Ave	Construct Park and Ride facility/Transit Center	12	11	Capital	Cost included in SR 836 Express Bus Line A	TBD	0	Access Improvement	2019	2019	Priority I
6	Golden Glades Intermodal Terminal Phase I	Golden Glades Interchange	Located in northern Miami-Dade County, adjacent to city of Miami Gardens, North Miami Beach, North Miami and the Golden Glades Community. The center will feature a multi-story parking garage with 920 spaces, a surface parking north lot with 223 spaces, and a surface parking south lot with 545 spaces, equaling to a total of 1,688 parking spaces. The complex will also feature 4,500 square feet (sqft) transit hub, 10,450 sqft retail space, 945 sqft break lounge for transit use. Project will also include improved bicycle and pedestrian amenities	1	9, 11	Capital (FDOT Project)	\$51,243	TBD	0	Station Improvements	N/A	2018	Priority I
7	Dolphin Station	NW 12th St and NW 122nd Ave	Construct Park and Ride Facility/Transit Center	12	11	Capital	Cost included in SR 836 Express Bus Line C	TBD	0	Access Improvement	2019	2017	Priority I
8	Panther Station	Florida International University's (FIU) Modesto A. Maidique Campus – MMC	Transit Center will be built as part of SR 836 Express Bus B Line	12	9	Capital	Cost included in SR 836 Express Bus Line A	TBD	0	Station Improvements	2019	2019	N/A
9	Route 93 (Biscayne MAX)	Biscayne Boulevard Corridor	Route to be transformed to the Biscayne Enhanced Bus	2,3,4,5	14	Operations	\$0	-\$2,800	-10A	Route Rebrand	2021	2021	Priority II
	Biscayne EBS	Aventura to Downtown Miami	Premium limited-stop transit service along Biscayne Boulevard/US-1 from Downtown Miami to Aventura Mall	2,3,4,5	14	Operations	\$21,000	\$3,900	15A	New Enhanced Bus Service	2021	2021	Priority II
Not mapped	Mover Fiber Replacement	Various Sites	Replace degraded fiber on mover system	3,5	7	Capital	\$4,936	\$200	0	State of Good Repair	2014	2014	N/A
Not mapped	Bus CAD/AVL	111 NW 1 St	Continue network upgrade to infrastructure to support real-time Bus Tracking System and replace existing Computer-Aided Dispatch (CAD)/Automatic Vehicle Locator (AVL) System	Countywide	2	Capital	\$17,910	\$250	0	Operations Improvement	2015	2015	N/A
Not mapped	MetroRail Maintenance Vehicle Lifts	MetroRail	Purchase lift equipment for MetroRail maintenance at the Lehman Center to replace existing deteriorating lift	2,3,5,7,12,13	8	Capital	\$5,400	TBD	0	State of Good Repair	2015	2015	N/A
Not mapped	Transit Operations SYSTEM (TOS) Replacement Project	111 NW 1 St	Replace obsolete equipment and antiquated hardware needed to dispatch Bus Operator payroll	5	2	Capital	\$4,310	\$400	0	State of Good Repair	2015	2015	N/A
Not mapped	State of Good Repair Projects	Various Sites	Purchase equipment and materials required for the safe operation of Transit MetroRail, MetroMover, and Metrobus	Countywide	10	Capital	\$38,205	\$0	0	State of Good Repair	ongoing	ongoing	N/A
Not mapped	Traction Power Rectifier Transformer Replacement for Rail	Countywide	Replace approximately 38 dated transformers on the legacy MetroRail System	2,3,5,7,12,13	8	Capital	\$12,880	\$0	0	State of Good Repair	2015	2015	N/A
Not mapped	Route 3	Aventura to Downtown Miami	No planned service improvements. Replace 8 of the 13 buses with new articulated buses	2,3,4,5	14	Operations	\$8,000	\$0	8A -8	Bus Purchase	2016	2016	N/A
Not mapped	Route 38	Dadeland South MetroRail to Florida City	No planned service improvements. Replace 14 standard size buses with 14 new articulated buses	7,8,9	14	Operations	\$14,000	\$0	14A -14	Bus Purchase	2016	2016	N/A
Not mapped	Route 93 (Biscayne MAX)	Biscayne Boulevard Corridor	No planned service improvements. Replace 10 existing standard size buses with 10 new articulated buses	2,3,4,5	14	Operations	\$10,000	\$0	10A -10	Bus Purchase	2016	2016	N/A
Not mapped	Route 115 (Mid-Beach Local)	88 Street to Lincoln Road	Route to be shortened and consolidated with Route 117 to complement new City of Miami Beach Trolley Service	4,5	14	Operations	\$0	-\$425	-2	Route Consolidation	2016	2016	N/A
Not mapped	Route 117 (North Beach Local)	88 Street to Lincoln Road	Route to be shortened and consolidated with Route 115 to complement new City of Miami Beach Trolley Service	4,5	14	Operations	\$0	-\$425	-2	Route Consolidation	2016	2016	N/A
10	Bus and Bus Facilities (Dadeland South Intermodal Station)	Various Sites	Provide federal allocation designated for bus and bus facility projects to include the bus garages, plumbing, roofing, fire suppression, and Dadeland South Intermodal station passenger amenities and signage.	Countywide	2	Capital	\$22,547	\$0	0	State of Good Repair	ongoing	ongoing	N/A
11	Northeast Transit Hub Enhancements	163 St and Aventura Mall	Improvements at existing transit centers at 163 Street Mall and Aventura Mall	4	12	Capital	\$3,284	\$0	0	Station Improvements	2015	2016	N/A
Not mapped	Busway ADA Improvements	Various Sites	Continuation of pedestrian accessibility improvements along South Miami-Dade Busway	8,9	1	Capital	\$2,716	\$0	0	Station Improvements	2016	2016	N/A

Table 6-1: Funded Transit Projects FY 2016 - FY 2025

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type [§]	Phase	Capital Cost	O&M (Annual)			2014 Major Update Implementation Year	2015 Annual Update Implementation Year*	
12	Pedestrian Overpass - University Metrorail Station	US 1 and Mariposa Ave	Construct a pedestrian overpass	7	8	Capital	\$6,628	\$0	0	Access Improvement	2016	2016	N/A
Not mapped	195 BC	Broward Blvd to Civic Center	Replace 4 standard size buses with 4 new articulated buses	Countywide	6	Operations	\$4,000	\$0	4A -4	Bus Purchase	2017	2017	N/A
Not mapped	195 SC	Sheridan Street to Civic Center	Replace 3 standard size buses with 3 new articulated buses	Countywide	6	Operations	\$3,000	\$0	3A -3	Bus Purchase	2017	2017	N/A
Not mapped	Track and Guideway Rehabilitation	Countywide	Rehabilitate existing track and guideway equipment and fixtures; replacement of safety items for rail to include coverboard, fasteners, insulated joints, metal acoustical barriers, and drains; replace 10-15 year rail bound service equipment	2,3,5,7,12,13	8	Capital	\$49,267	\$0	0	State of Good Repair	2017	2017	N/A
Not mapped	Route 120 (Beach MAX)	Downtown Miami to Aventura Mall	Improve peak headways from 12 to 10 minutes	3,4,5	14	Operations	\$2,600	\$2,300	4	Headway Improvement	2020	2017	N/A
Not mapped	High-Cycle Switch Logic Control Cabinets	SW 1 St and SW 1 Ave	Replace the high-cycle Switch Logic Control Cabinets for Metromover	3,5	7	Capital	\$14,320	\$0	0	State of Good Repair	2018	2018	N/A
13	Busway Lot (Quail Roost Dr) Park and Ride	Busway and SW 184th St	Construct Park and Ride facility	8	11	Capital	TBD	TBD	0	Access Improvement	2018	2018	N/A
Not mapped	Rail Vehicle Replacement	Countywide	Overhaul and modernize existing standard size and purchase 136 new heavy rail buses	2,3,5,7,12,13	8	Capital	\$376,928	\$0	0	State of Good Repair	2018	2018	N/A
Not mapped	Metrorail LED Lighting	Countywide	Replace existing and install new LED lighting at all Metrorail stations	2,3,6,7	10	Capital	\$3,768	\$0	0	State of Good Repair	2018	2018	N/A
Not mapped	Route 27	Sun Life Stadium to Coconut Grove Metrorail	Extend route to new Transit Center located at NW 27 Avenue and NW 215 Street (Unity Station)	1,2,3,5,7	14	Operations	\$0	\$0	0	Route Extension	2019	2019	N/A
14	Dadeland North Metrorail - Elevators	8300 S Dixie Hwy	Construct additional elevators at Dadeland North Metrorail Station	7	4	Capital	\$3,327	\$0	0	Passenger Access	2019	2019	N/A
Not mapped	Metromover Improvements	Metromover	Replace various Mover system controls to include the Input Output, Data Transmission (Central Control and Wayside Interface High Speed System), the Platform LCD Sign Control Unit, and the Train Control System	3,5	7	Capital	\$82,613	\$0	0	State of Good Repair	2019	2019	N/A
Not mapped	Metrorail and Metromover Traction Power Cable and Transformer Replacement	Countywide	Replace traction power cable and transformer for Metrorail and Metromover	Countywide	10	Capital	\$12,000	\$0	0	State of Good Repair	2019	2019	N/A
Not mapped	Bus Replacement	Countywide	Replace buses to maintain the bus standard size replacement plan	Countywide	3	Capital	\$201,733	\$0	0	Bus Purchase	ongoing	ongoing	N/A
Not mapped	Infrastructure Renewal Plan	Various Sites	Replace and upgrade physical assets according to normal replacement cycles to include buses, facilities, systems, and equipment overhauls and acquisitions	Countywide	5	Capital	\$75,000	\$0	0	State of Good Repair	ongoing	ongoing	N/A
Not mapped	Associated Transportation Improvements	Countywide	Replace signage at Metrorail Systems; install bicycle-related amenities on buses and at locations such as Metrorail and Metromover stations; provide for other federally qualified passenger amenities or enhancements	2,3,5,7,12,13	4	Capital	\$2,979	\$0	0	State of Good Repair	ongoing	ongoing	N/A
Not mapped	Transportation Security Projects	Various Sites	Install security and safety improvements such as security surveillance, safety rails, security locks and lighting improvements throughout Miami-Dade County at all MDT facilities	Countywide	13	Capital	\$4,722	\$0	0	Safety Improvements	ongoing	ongoing	N/A
Not mapped	Route 3	Aventura to Downtown Miami	No planned service improvements. Replace 5 articulated buses with 5 standard size buses	2,3,4,5	14	Operations	\$0	\$0	5 -5A	Bus Reallocation	2021	2021	N/A
15	Busway Lot	Busway and SW 200th St	Construct Park-and-Ride facility with 150 parking spaces	11	9	Capital (Private Developer)	\$0	TBD	0	Access Improvement	TBD	2020	Privately Funded
16	Downtown Intermodal Terminal	East of the Government Center Metrorail Station between NW 1st Street and NW 3rd Street	Construct Transit Center	5	9	Capital (All Aboard Florida)	TBD	TBD	0	Station Improvements	TBD	TBD	Privately Funded
17	Senator Villas	SW 40th St between SW 89th Ave and SW 89th Ct	Construct Park-and-Ride facility	10	9	Capital (Private Developer)	\$0	TBD	0	Access Improvement	TBD	TBD	Privately Funded
							TOTAL COST (000s)	\$1,120,976	\$7,040	† 'A' denotes articulated bus			

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

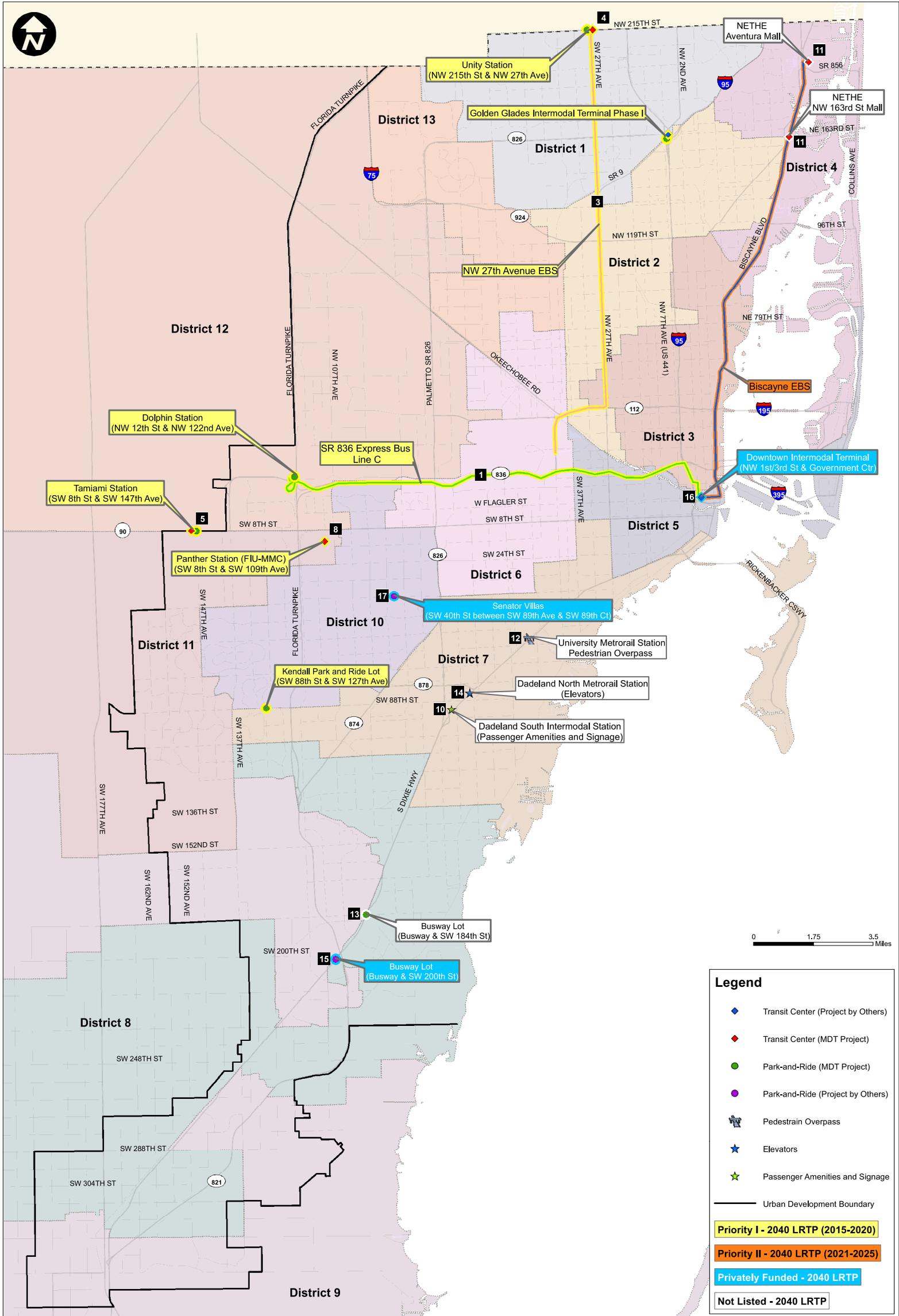
* This table is current as of December 31, 2014. Please note that the Miami-Dade MPO was considering a reprogramming of Transit Corridors - a final ranking was determined at the February 19, 2015 MPO Board meeting

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

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

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

Figure 6-1: Funded Transit Projects FY 2016 – FY 2025



*EBS - Enhanced Bus Service

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6.2 Partially Funded Transit Projects

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



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Table 6-2: Partially Funded Transit Projects FY 2016 - FY 2025

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)			Number of Buses†	Type of Change	Status		
					Type§	Phase	Total Capital Cost	Funded Capital Cost	O&M (Annual)			2014 Major Update Implementation Year	2015 Annual Update Implementation Year*	2040 LRTP Status
1	SR 836 Express Bus A Line Express	SR 836 Express Bus A Line: Tamiami Station (US-41/SR 90/SW 8th Street and SW 147th Avenue) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue)	A Line Express would provide premium express transit service along SR 836 from the proposed park-and-ridetransit center Tamiami Station (US-41/SR 90/SW 8th Street and SW 147th Avenue) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue) via US-41/SR 90/SW 8th Street, SW 137th Avenue and SR 836. This route will operate during peak periods only. Service headways will be 10 minutes during the AM/PM peak-hour.	6,10,11,12	6	Operations	\$25,600	\$16,200	\$2,700	11A	New Express Bus Service	2019	2019	Priority I
2	SR 836 Express Bus B Line Express	SR 836 Express Bus Route B: Panther Tech Station at FIU's MMC and the Miami Intermodal Center (MIC)	B Line Express would provide premium express transit service between the proposed Panther Tech Station at FIU's MMC and the Miami Intermodal Center (MIC), via US-41/SR 90/SW 8th Street, SR 821/HEFT and SR 836. This route will operate all day with 20 minute headways. (Page 8-22)	6,10,11,12	6	Operations	Total cost included as part of Line A	Total cost included as part of Line A	\$1,900	Included as part of Line A	New Express Bus Service	2019	2019	Priority I
3	Route 51 Flagler Max	Downtown Miami to SW 137th Ave	Route to be transformed to the Flagler Enhanced Bus	5,6,10,11,12	14	Operations	\$0	\$0	\$0	-10	Route Rebrand	2021	2021	Partially Funded
	Flagler EBS	Florida International University - Downtown Miami	Route will provide premium limited-stop transit service along Flagler Street from Downtown Miami to Panther Station (Florida International University Modesto A. Maidique Campus)	5,6,10,11,12	6	Mass Transit Projects	\$36,000	\$23,000	\$3,600	10A -10	New Enhanced Bus Service	2021	2021	Priority I
4	Palmetto Intermodal Terminal	SR 826 (Palmetto Expressway) at NW 74th Street	MDT recommends that the FDOT SR 826/Palmetto Expressway Express Lanes PD&E Study address the feasibility of acquiring an 11.88-acre semi-vacant parcel of land located immediately south of the Palmetto Metrorail Station for the purpose of constructing the Palmetto Station Intermodal Terminal that will include but not be limited to: a minimum of 1,000 parking space garage which includes long-term parking, short-term parking, kiss-and-ride, pool-and-ride and a minimum of 12 bus bays. (Page 8-34)	12	11	Capital	\$25,000	\$8,600	TBD	N/A	Station Improvements	TBD	TBD	Priority III
Not Mapped	SR 90/SW 7th St/SW 8th St	SW 27th Ave to Brickell Ave	Operational and capacity improvements (PD&E study for bus only lanes)	5	10	Other	\$278	\$93	TBD	N/A	Roadway Redesign	TBD	TBD	Partially Funded
							TOTAL COST (000S)	\$86,878	\$47,893	\$8,200	† 'A' denotes articulated bus			

* This table is current as of December 31, 2014. Please note that the Miami-Dade MPO was considering a reprogramming of Transit Corridors - a final ranking was determined at the February 19, 2015 MPO Board meeting

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6. Mass Transit Projects	13. Security Improvements
7. Metromover Projects	14. Service Adjustment

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

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



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6.3 Unfunded Transit Projects

Table 6-3 presents a listing of unfunded transit projects. Please note that while the TDP Annual Update was being prepared MDT had not finalized the IRP evaluation and prioritization process results for FY 2015 – 2016. Once these results are final the following table will be updated. MDT will continue to pursue funding for these projects in the future.



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Table 6-3: Unfunded Transit Projects FY 2016 - FY 2025

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)		Number of Buses	Type of Change	Status		2040 LRTP Status
					Type ⁵	Phase	Capital Cost	O&M (Annual)			2014 Major Update Implementation Year	2015 Annual Update Implementation Year*	
1	79 Street Enhanced Bus Service (FKA Route 79/79 Street MAX)	Northside Metrorail to Collins Ave via NW 79 St	Extend route to Miami Beach Convention Center. Improve peak headways from 24 to 10 minutes. Introduce weekend service with 15 minute headways. Route to be converted to Enhanced Bus Service	2,3,4	14	Operations	\$55,047	\$5,800	9	Route Extension & Improved Headway	2020	2025	Priority II
	Route 79 (79 Street Max)	Northside Metrorail to Collins Ave via NW 79 St	Route to be transformed to the 79 Street Enhanced Bus Service	2,3,4	14	Operations	\$0	-\$563	-4	Route Rebrand	2020	2025	Priority II
2	Busway Lot	Busway and SW 104th St	Lease Park and Ride facility with 250 parking spaces	7	9	Capital	\$0	\$116	0	Access Improvement	TBD	2025	Priority II
3	Busway Lot	Busway and SW 152nd St	Expand Park and Ride facility with new parking garage with 500 spaces	8	11	Capital	\$16,250	\$170	0	Access Improvement	TBD	2025	Priority II
4	NW 122nd Ave	NW 12th St to NW 41st St	Construction of new two-lane road	12	10	Capital	\$11,640	\$0	N/A	Roadway Construction	TBD	TBD	Priority II
5	Route 288 (Kendall Cruiser)	W. Kendall Terminal to Dadeland North Metrorail	Route to be transformed to Kendall Enhanced Bus	7,10,11	14	Operations	\$0	\$0	-9A	Route Rebrand	2023	2023	Priority II
	Kendall EBS	Kendall Dr between SW 162 Ave and Dadeland North Station	Phase 2 service improvements will consist of robust stations, queue jump lanes and bypass lanes, transit signal priority and real-time arrival information at stations.	7,10,11	6	Mass Transit Projects	\$30,000	\$0	9A	New Enhanced Bus Service	2023	2023	Priority II
6	Douglas Corridor EBS	NW/SW 37th Ave	Enhanced bus service from the Douglas Road Metrorail Station to the MIC. This is a phased project that proposes EBS, Light Rail, and eventually Metrorail, with dates TBD for the final two phases.	5,6,7	6	Mass Transit Projects	\$15,000	\$5,000	6	New EBS	N/A	2025	Priority II
7	Dadeland South Intermodal Station	Dadeland South Metrorail Station	Expand park-and-ride facility with 1,000 parking space garage	7	9	Capital	\$25,000	\$250	0	Station Improvements	TBD	2025	Priority II
8	Direct Ramps to Dolphin Station Transit Terminal	SR 821 HEFT Express Lanes to Dolphin Station	Construct direct access ramps to connect the SR 821 HEFT Express Lanes to Dolphin Station	12	5	Capital	\$4,500	N/A	N/A	Direct Access Ramps	2025 + Beyond	TBD	Priority II
Not Mapped	Route L (112)	Northside Shopping Center to South Beach	Improve peak headway from 12 to 10 minutes on weekdays from 6am to 8pm for the portion of the route between Northside Shopping Center to South Beach. Headways for the entire length of the route will be improved from 24 to 20 minutes.	2,3,4	14	Operations	\$0	\$1,200	3	Improve Headway	N/A	2017	N/A
Not Mapped	Route 33	NW 106 St & S River Dr to Miami Shores Village	Extend route to Flagler Station Development of Regional Impact (DRI)	2,3,12,13	14	Operations	\$650	\$300	1	Route Extension	2019	2019	N/A
Not Mapped	Route 87	Palmetto Metrorail to Dadeland North Metrorail	Extend route to Flagler Station Development of Regional Impact (DRI)	6,7,10,12	14	Operations	\$650	\$400	1	Route Extension	2019	2019	N/A
Not Mapped	Route 1	South Miami-Dade County	Extend route to Dadeland South Metrorail Station during weekday peak periods	8,9	14	Operations	\$0	\$880	3	Route Extension	2020	2020	N/A
Not Mapped	Route 12	Northside Metrorail Station to Mercy Hospital	Improve peak headway from 30 to 15 minutes and from 40 to 20 minutes on weekends	2,3,5,7	14	Operations	\$0	\$0	0	Improve Headway	2020	2020	N/A
Not Mapped	Route 10	Miami Gardens Dr to Downtown Miami	Extend route to Aventura Mall	2,3,4	14	Operations	\$650	\$1,400	1	Route Extension	2021	2021	N/A
Not Mapped	Route 252 (Coral Reef MAX)	Country Walk to Dadeland South Metrorail	Operate later evening service into the Zoo Miami Entertainment Complex	7,8,9,11	14	Operations	\$0	\$80	0	Increase Service Span	2022	2022	N/A
Not Mapped	Parking Garage Overhaul, Metrorail Stations Refurbishment And Transit Facilities Roof Replacement	Metrorail	Perform a general overhaul at 6 parking garages from the original 1984 Metrorail construction: Okeechobee, Earlington Heights, Santa Clara, South Miami, Dadeland North, and Dadeland South. Perform a general overhaul at the MLK rail station parking garage. Scope of work includes: metal doors, lighting, parking stops, irrigation, drainage, sump pumps, and plumbing.	2,3,5,7,12,13	8	Metrorail Projects	\$32,000	TBD	0	State of Good Repair	N/A	N/A	N/A
Not Mapped	Metrorail Piers Grounding	Metrorail	The grounding system will be tested and repaired for the entire Metrorail guideway structure. Testing of the track system will be performed to ensure it is not grounded and meets present FTA standards. This will be performed by an outside testing service. Repairs and re-testing will also be accomplished using an outside contracting service.	2,3,5,7,12,13	8	Metrorail Projects	\$5	\$0	0	State of Good Repair	N/A	N/A	N/A
Not Mapped	Metrorail Redundant Track Circuit And Ac Unit Substation	Metrorail	Replace all major power components in all AC Unit substations. Project will include SCADA communication equipment and all associated sub sets, as well as implementation to interface with Central Control.	2,3,5,7,12,13	8	Metrorail Projects	\$28	\$0	0	State of Good Repair	N/A	N/A	N/A
Not Mapped	Metrorail And Metromover Guideway Improvements/Modernization	Metrorail/Metromover	Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Inner Loop and Omni Extension as well as for Metrorail. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof.	2,3,5,7,12,13	6	Mass Transit Projects	\$40,000	\$0	0	State of Good Repair	N/A	N/A	N/A
Not Mapped	Escalator And Elevator Replacement	Metrorail/Metromover	Replacement of escalators at 22 Metrorail Stations and 21 Metromover Stations. Elevator refurbishment at 22 Metrorail Stations, 21 Metromover Stations William Lehman Field, Metromover, Maintenance Facility and 3 bus garages. Refurbish 92 elevators system wide and replace 80 escalators.	2,3,5,7,12,13	12	Passenger Facilities Improvements	\$31,000	\$0	0	State of Good Repair	N/A	N/A	N/A
Not Mapped	IRP - Bus Replacement Plan	Countywide	Capital purchase to replace older existing vehicles and add vehicles to the fleet to improve service and reliability.	Countywide	3	Equipment Acquisition	\$216,000	\$0	640	State of Good Repair	N/A	N/A	N/A
Not Mapped	IRP - Bus Maintenance Component Replacement Plan	Countywide	Replacement of major components that have reached the end of their expected useful life cycle to improve vehicle reliability and availability.	Countywide	3	Equipment Acquisition	\$16,370	\$0	N/A	State of Good Repair	N/A	N/A	N/A
Not Mapped	IRP - Traction Power Gap Ties	Metrorail	Replace major power components at gap ties in three (3) locations throughout the Metrorail system.	2,3,5,7,12,13	8	Metrorail Projects	\$5,680	\$0	0	State of Good Repair	N/A	N/A	N/A

Table 6-3: Unfunded Transit Projects FY 2016 - FY 2025

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)		Number of Buses	Type of Change	Status		2040 L RTP Status
					Type ⁵	Phase	Capital Cost	O&M (Annual)			2014 Major Update Implementation Year	2015 Annual Update Implementation Year*	
Not Mapped	IRP - Train Control Systems Replacement	Metrorail	Replace the Train Control systems vital, non-vital, and track circuit systems for the entire Metrorail system.	2,3,5,7,12,14	8	Metrorail Projects	\$67,950	\$0		State of Good Repair	N/A	N/A	N/A
Not Mapped	IRP - Wayside Overhaul	Metrorail	Overhaul and repair of all major wayside components: 1) Power Distribution System, 2) Automatic Train Control System, 3) Central Control modifications, 4) Switch and interlocking components.	2,3,5,7,12,16	8	Metrorail Projects	\$32,980	\$0	0	State of Good Repair	N/A	N/A	N/A
Not Mapped	IRP - Switch Machine Cable - Yard	Metrorail	Replace the switch machine in the entire Yard area.	2,3,5,7,12,18	8	Metrorail Projects	\$4,340	\$0	0	State of Good Repair	N/A	N/A	N/A
Not Mapped	IRP - AC Unit Substations - Palmetto Yard	Metrorail	Replace all major power components in the AC unit substations at Palmetto Yard.	2,3,5,7,12,19	8	Metrorail Projects	\$8,590	\$0	0	State of Good Repair	N/A	N/A	N/A
Not Mapped	IRP - Switch Machine Cable- Mainline	Metrorail	Replace all the switch machine on the entire mainline.	2,3,5,7,12,20	8	Metrorail Projects	\$2,650	\$0	0	State of Good Repair	N/A	N/A	N/A
Not Mapped	IRP - Replace Switch Machines - Yard	Metrorail	Replace all track switch machines (YM-2) at Palmetto Yard.	2,3,5,7,12,21	8	Metrorail Projects	\$2,940	\$0	0	State of Good Repair	N/A	N/A	N/A
Not Mapped	IRP - Traction Power Cabling	Metrorail	Replace all cable in conduit for 750 volt DC traction power system for Metrorail.	2,3,5,7,12,23	8	Metrorail Projects	\$15,190	\$0	0	State of Good Repair	N/A	N/A	N/A
Not Mapped	IRP - Fastener Replacement Station Areas	Metrorail	Replace rail fasteners at the Metrorail stations.	2,3,5,7,12,22	8	Metrorail Projects	\$4,180	\$0	0	State of Good Repair	N/A	N/A	N/A
Not Mapped	IRP - Metromover Wayside Overhaul	Metromover	This project includes the overhaul and repair of all major wayside components.	3,5	7	Metromover Projects	\$72,344	\$0	0	State of Good Repair	N/A	N/A	N/A
9	Beach Connection (Express Bus)	Downtown	Transit improvement linking Downtown Miami to the Miami Beach Convention Center. This project is proposed as a phased improvement; starting with Express Bus, and eventually upgrading to Light Rail.	3,4,5	6	Mass Transit Projects	\$40,000	\$1,000	12	New Express Route	N/A	N/A	N/A
Not Mapped	Route 17	NW 199 St to Vizcaya Metrorail Station	Extend route to Golden Glades Multimodal Terminal	1,2,3,5	14	Operations	\$0	\$0	0	Route Extension	2020	No planned improvement	N/A
							TOTAL COST (000S)	\$751,634	\$16,033				

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

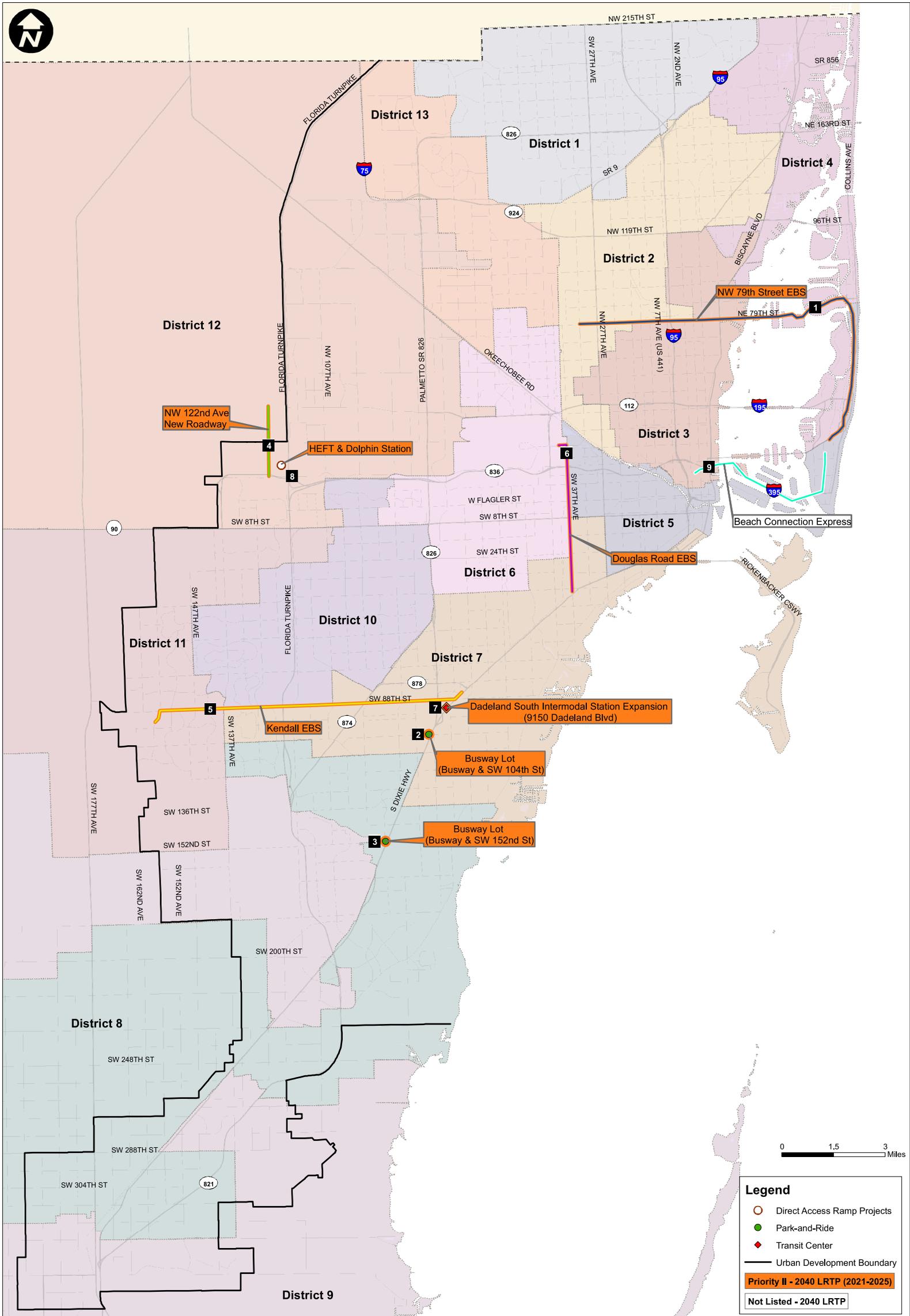
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2040 L RTP	
Priority I	2015-2020
Priority II	2021-2025
Priority III	2026-2030
Priority IV	2031-2040

Figure 6-3: Unfunded Transit Projects FY 2016 – FY 2025



*EBS - Enhanced Bus Service

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7.0 2026 AND BEYOND VISION PLAN

Miami-Dade Transit identified 113 transit improvement projects as part of the 2040 needs plan process for the Miami-Dade 2040 Long Range Transportation Plan (LRTP) Update which occurred during 2014. Upon undergoing an LRTP screening evaluation, 98 projects were adopted as part of the 2040 LRTP. Many of these adopted projects are identified as Priority 3 (2026 – 2030) or Priority 4 (2031 - 2040) projects which are beyond the 10-year planning horizon of the FY 2016 – 2025 TDP. Therefore, the first section of this chapter presents MDT priority projects that require an amendment to the 2040 LRTP for the promotion to Priority 1 (2015 – 2020) or Priority 2 (2021- 2025) timeframe. The second section lists those transit projects included in the 2040 LRTP.

7.1 2040 Long Range Transportation Plan Priority Transit Projects

The following table (Table 7-1) and corresponding map (Figure 7-1) identifies those MDT priority projects beyond 2026 that require consideration by the MPO for purposes of amending the 2040 LRTP to promote these projects to a Priority 1 or Priority 2 timeframe.



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Table 7-1: 2026 and Beyond Vision Plan

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2014 Major Update Implementation Year	2015 Annual Update Implementation Year*	
1	Direct Ramps to Palmetto Intermodal Terminal from Palmetto Express Lanes	SR 826 (Palmetto Expressway) at NW 74th Street	Construct ramps from express lanes to Palmetto Metrorail Station to provide access to buses and transit patrons.	12	5	Capital	\$45,000	N/A	N/A	Direct Access Ramps	2025 and beyond	TBD	Priority III
2	Direct Ramps between the South Miami-Dade Busway and SR 826 (Palmetto Expressway)	South Miami-Dade Busway and SR 826	Construct ramps connecting the South Miami-Dade Busway and SR 826 (Palmetto Expressway) (Page 8-31)	7	5	Capital	\$60,000	N/A	N/A	Direct Access Ramps	2025 and beyond	TBD	Priority III
3	Direct Ramps to Dolphin Station Transit Terminal	SR 836 and NW 122nd Avenue	Construct direct access ramps to connect SR 836 to Dolphin Station	12	5	Capital	\$45,000	N/A	N/A	Direct Access Ramps	2025 and Beyond	2026 and Beyond	Priority III
4	NW 7th Avenue Enhanced Bus	from Downtown Miami to Golden Glades Interchange	This route would provide premium limited-stop transit service along NW 7th Avenue between Downtown Miami and the park-and-ride lot located at the Golden Glades Interchange. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day. This route will provide a premium transit connection to the NW 7th Avenue Transit Village located at NW 7th Avenue and NW 62nd Street.	2,3,5	6	Capital	\$37,000	\$3,452	TBD	New Enhanced Bus Service	2025 and Beyond	2026 and Beyond	Priority III
5	North Corridor (NW 27th Avenue) BRT	from NW 215th Street to MLK, Jr. Metrorail Station	This project will build upon the incremental improvements achieved in the NW 27th Avenue Enhanced Bus project by providing dedicated "bus only" lanes along the NW 27th Avenue corridor from the Miami-Dade/Broward County Line (NW 215th Street and NW 27th Avenue) to the MLK, Jr. Metrorail Station	1,2,3	6	Capital	\$150,000	\$11,000	TBD	New Bus Rapid Transit Service	2025 and Beyond	2026 and Beyond	Priority IV
6	Douglas Road BRT	MIC to Douglas Road Metrorail	Premium Bus Rapid Transit service along NW/SW 37th Avenue connecting the MIC on the north and the Douglas Road Metrorail Station on the south, linking employment centers at MIA and in Coral Gables	5,6,7	6	Mass Transit Projects	\$166,400	\$0	TBD	New Bus Rapid Transit Service	TBD	TBD	Partially Funded
7	Golden Glades Intermodal Center (Phase II)	Golden Glades Interchange	Construction of an additional 1,800 parking spaces housed within 2 parking garages with ground floor retail.	2	12	Passenger Facilities Improvements	\$45,000	\$1,000	0	Station Improvements	TBD	TBD	Partially Funded
8	Beach Connection (Baylink)	Downtown Miami Intermodal Terminal to Miami Beach Convention Center	In 2013, the Miami-Dade Metropolitan Planning Organization began a study to update past studies that examined a premium transit connection between Miami Beach and the City of Miami using current and future conditions. Light rail transit connecting the proposed Downtown Intermodal Terminal and the Miami Beach Convention Center is being analyzed. The study is currently ongoing and will evaluate a way to best advance rapid transit through the project development process.	3,5	6	Capital	\$532,000	\$22,000	N/A	New Light Rail Transit Service	2025 and Beyond	2026 and Beyond	Partially Funded
9	NW 27th Avenue Bus Rapid Transit (BRT) (North Corridor – South Extension)	MLK, Jr. Metrorail Station to Coconut Grove Metrorail Station	This project will provide dedicated "bus only" lanes along the NW/SW 27th Avenue corridor from the Dr Martin Luther King, Jr. Metrorail Station to the Coconut Grove Metrorail Station.	2,3,5,7	6	Capital	\$166,400	\$2,346	TBD	New Bus Rapid Transit Service	2025 and Beyond	2026 and Beyond	Partially Funded
10	Palmetto Express Bus (North)	Palmetto Intermodal Terminal to Miami Gardens Dr/ I-75 park-and-ride	This route would provide express commuter transit service between Miami Gardens/I-75 Park-and-Ride and the Palmetto Metrorail Station via SR 826. Service headways will be 15 minutes during the AM/PM peak-hour. Implementation of this new route will coincide with the opening of the I-75 Express Lanes which are scheduled to open in late 2017. Revenue service is anticipated to begin in 2018 using five (5) new standard size buses. (Page 8-22)	12, 13	6	Operations	\$4,530	\$1,000	5	New Express Bus Service	2018	2018	Unfunded
11	295 Express Bus	Unity Station (NW 215th Street and NW 27th Avenue) to Downtown Miami via the Turnpike and I-95.	Express commuter transit service between the Miami-Dade/Broward County Line (NW 215th Street and NW 27th Avenue) and Downtown Miami via the Turnpike and I-95.	1,2,3,5	6	Mass Transit Project	\$0	\$1,184	6	New Express Route	2019	2019	Unfunded
12	SR 821 (Florida Turnpike HEFT) South Express	SW 344th Street Transit Center to Dolphin Station (HEFT/NW 12 St.) via FIU Panther Tech Station	This route would provide premium express transit service along the HEFT Express Lanes from the proposed park-and-ride/transit center station at SW 344th Street and the South Miami-Dade Busway to the proposed park-and-ride/transit center station at Dolphin Station (HEFT at NW 12th Street). This express route will exit the HEFT Express Lanes to serve the following two major stops: Kendall Drive/SW 88th Street and FIU's Panther Station. Service headways will be 10 minutes during the AM/PM peak-hour (Page 8-29)	9, 8, 7, 10,11,12	6	Operations	\$18,770	\$4,542	15A	New Express Bus Service	2025 and beyond	2019	Unfunded
13	SR 821 (Florida Turnpike HEFT) North Express	Dolphin Station (HEFT/NW 12 St.) via FIU Panther Tech Station to the I-75 and Miami Gardens Dr. Park-and-Ride Facility	This route would provide premium express transit service along the HEFT Express Lanes from the proposed Dolphin Station (HEFT at NW 12th St.) to the proposed the I-75 and Miami Gardens Dr. Park-and-Ride Facility via MDT's proposed transit center at FIU's Panther Tech Station. Service headways will be 10 minutes during the AM/PM peak-hour. (Page 8-29)	12, 13	6	Operations	\$12,130	\$2,828	10A	New Express Bus Service	2025 and beyond	2019	Unfunded
14	I-75 and Miami Gardens Drive Park-and-Ride Facility	I-75 and Miami Gardens Drive Interchange	Construct new park-and-ride facility with 200 parking spaces to support new express bus service connection	12, 13	9	Capital	\$2,860	TBD	N/A	Station Improvements	TBD	2019	Unfunded
15	Miami Beach Convention Center Intermodal Terminal	Convention Center Dr and 19th St	Construct Park and Ride facility/Transit Center	5	9	Capital	\$3,900	TBD	0	Access Improvement	TBD	2021	Unfunded
16	SW 137th Ave Enhanced Bus Service	Tamiami Station to Caribbean Blvd	Premium limited-stop transit service along SW 137th Ave to link West Kendall neighborhoods. Project to include park-and-ride facilities	8,9,10,11,12	6	Mass Transit Projects	\$63,570	\$2,763	9	New Enhanced Bus Service	2023	2023	Unfunded
17	Palmetto Express Bus (West)	Tamiami Station (SW 8th St./SW 147th Ave.) to Palmetto Intermodal Terminal	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour.	11, 12,10, 6	6	Operations	\$7,620	\$1,876	6A	New Express Bus Service	N/A	2024	Unfunded
18	Palmetto Express Bus (South)	Dadeland North Metrorail Station to Dolphin Station (HEFT/NW 12 St.)	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour.	7, 10, 6, 12	6	Operations	\$4,910	\$1,163	4A	New Express Bus Service	N/A	2024	Unfunded
19	Palmetto Express Bus (East)	Palmetto Intermodal Terminal to Golden Glades Multimodal Terminal	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour.	12, 13, 1	6	Operations	\$7,680	\$1,907	6A	New Express Bus Service	N/A	2024	Unfunded

Table 7-1: 2026 and Beyond Vision Plan

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2014 Major Update Implementation Year	2015 Annual Update Implementation Year*	
20	Palmetto Express Bus (Central)	Dolphin Station (HEFT/NW 12 St.) via Palmetto Intermodal Terminal to Miami Lakes Terminal (SR 826 at NW 154 St.)	Implement express bus service on express lanes with 10 minute headways during the AM/PM peak-hour.	12, 10, 6, 13, 1	6	Operations	\$8,750	\$2,116	7A	New Express Bus Service	N/A	2024	Unfunded
21	Miami Lakes Terminal	SR 826 (Palmetto Expressway) at NW 154th Street	Construct new park-and-ride facility with 8 bus bays to support new express bus service connection	13	9	Capital	\$2,600	TBD	N/A	Station Improvements	TBD	2024	Unfunded
22	Sharks North Station at MDC	Miami Dade College North Campus - 11380 NW 27th Ave	Construct Transit Center	2	12	Capital	TBD	TBD	0	Access Improvement	TBD	2025	Unfunded
23	Dolphin Mall-Dolphin Station Connector Road	Dolphin Mall - Dolphin Station (HEFT/SR 836/NW 12th Street)	New cut and cover roadway that would connect the Dolphin Mall to the proposed Dolphin Station/HEFT park-and-ride	12	10	Capital	\$10,000	N/A	N/A	Roadway Construction	N/A	2026 and Beyond	Unfunded
24	Coral Reef Enhanced Bus	Dadeland North Metrorail Station to SW 152nd Avenue/SW 152nd Street	This route would provide premium limited-stop transit service along SW 152nd Street from SW 152nd Avenue to Dadeland North Metrorail Station. This enhanced bus route would provide a premium transit connection to the future regional entertainment complex near Zoo Miami and Metrorail. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.	7,8,9,11	6	Capital	\$42,900	\$2,200	7	New Enhanced Bus Service	2025 and Beyond	2026 and Beyond	Unfunded
25	Dolphin Tri-Rail Extension	MIC to Dolphin Mall Area	Implement new passenger rail service on SFRC/CSX tracks along SR 836/East-West Corridor	6,10,12	6	Capital	\$140,000	TBD	N/A	New passenger rail service	N/A	2026 and Beyond	Unfunded
26	East-West Corridor BRT along SW 8th Street	SW 8th Street (Tamiami)/SW 147th Avenue to MIC	Implement bus rapid transit with dedicated lanes along SW 8th Street from SW 147th Avenue to the Miami Inermodal Center (MIC) via SR 826 (Palmetto Expressway) and SR 836 (Dolphin Expressway)	11,12,10,6	6	Capital	\$182,000	\$13,534	TBD	New Bus Rapid Transit Service	N/A	2026 and Beyond	Unfunded
27	Expand Park-and-Ride Facility at Dadeland North	Dadeland North Metrorail Station	Construct a new 1,000-space parking garage with ground-floor retail and office space. Provide additional service and layover bays.	7	12	Capital	\$25,000	\$250	N/A	Station Improvements	N/A	2026 and Beyond	Unfunded
28	I-75/Gratigny Express	I-75 at Miami Gardens Drive Park-and-Ride to Park-Ride at Gratigny Parkway (Sharks North Station)	Implement express bus service on express lanes.	12,13,2	6	Capital	TBD	TBD	TBD	New Express Bus Service	N/A	2026 and Beyond	Unfunded
29	Intermodal Terminal at SW 88th Street (Kendall Drive/ SR 821 HEFT)	SW 88th Street (Kendall Drive) SR 821 (HEFT)	Lease surface parking spaces for park-and-ride/transit center	10,7	9	Capital	\$0	\$1,820	N/A	Access Improvement	TBD	2026 and Beyond	Unfunded
30	Kendall Corridor (Kendall BRT)	West Kendall Transit Terminal to Dadeland North Metrorail Station	Implement full bus rapid transit with dedicated lanes along SW 88th Street (Kendall Drive)	7,10,11	6	Capital	\$286,000	\$3,646	TBD	New Bus Rapid Transit Service	N/A	2026 and Beyond	Unfunded
31	NW 7th Street Enhanced Bus	Dolphin Station to Government Center	This route would provide premium limited-stop transit service along NW 7th Street from the proposed park-and-ride/transit center station at Dolphin Station (HEFT at NW 12th Street) to Government Center. This enhanced bus route would provide an additional east-west premium transit connection between west Miami-Dade County and Downtown Miami. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.	5,6,12	6	Capital	\$58,890	\$5,279	TBD	New Enhanced Bus Service	2025 and Beyond	2026 and Beyond	Unfunded
32	SW 8th Street EBS	FIU Panther Station to Brickell Metrorail Station	This route will provide premium limited-stop transit service along SW 8th Street from FIU Panther Station to the Brickell Metrorail Station. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.	5,6,11	6	Capital	\$43,680	\$4,089	TBD	New Bus Rapid Transit Service	2025 and Beyond	2026 and Beyond	Unfunded
33	US-1 Busway Signal Priority	US-1 Busway all intersections from SW 88th Street to SW 344th Street	Implement transit signal priority at all 45 intersections along the South Miami-Dade Busway from SW 88th Street to SW 344th Street	7,8,9	2	Operations	\$8,780	\$381	N/A	Transit Signal Priority	N/A	2026 and Beyond	Unfunded
34	Busway Lot	Busway and SW 312th St	Construct Park and Ride facility with 90 surface parking spaces	8	9	Capital	\$1,073	TBD	0	Access Improvement	TBD	TBD	Unfunded
35	Busway Lot	Busway and SW 136th St	Lease 50-75 Parking Spaces	8	9	Capital	TBD	TBD	0	Access Improvement	TBD	TBD	Unfunded
36	Busway Lot (Killian Pkwy)	Busway and SW 112th St	Construct Park and Ride facility with 200 parking spaces	7	9	Capital	\$2,860	TBD	0	Access Improvement	TBD	TBD	Unfunded
37	Little River Park and Ride	NE 79th St and Biscayne Blvd	Construct Park and Ride facility	3	9	Capital	TBD	TBD	0	Access Improvement	TBD	TBD	Unfunded
38	Okeechobee Terminal	HEFT and US 27/Okeechobee Rd	Construct Park and Ride facility	12	9	Capital	TBD	TBD	0	Access Improvement	TBD	TBD	Unfunded
39	Busway Lot	Busway and SW 168th St	Expand Park and Ride facility with 300 parking spaces	9	11	Capital	\$4,290	\$45	0	Access Improvement	TBD	TBD	Unfunded
40	Americas Station	W Flagler Street and NW 77th Avenue	Construct Transit Center	6	9	Capital	TBD	TBD	0	Access Improvement	TBD	TBD	Unfunded
41	Brickell Station	SW 11th Street and SW 1st Avenue	Construct Transit Center. Improve Metromover and Metrorail connection, bus capacity, and circulation	5	9	Capital	\$3,900	TBD	0	Access Improvement	TBD	TBD	Unfunded
42	Civic Center Station	NW 15th Street and NW 12th Avenue	Construct Transit Center	3	9	Capital	\$3,000	TBD	0	Access Improvement	TBD	TBD	Unfunded
43	Zoo Miami	12400 SW 152nd St	Construct Park and Ride facility	9	9	Capital	TBD	TBD	0	Access Improvement	TBD	TBD	Unfunded
44	West Kendall Transit Terminal Improvements	SW 88th St and SW 162nd Ave	Improve Existing Terminal Facility	11	12	Passenger Facilities Improvements	\$12,500	TBD	0	Station Improvements	TBD	TBD	Unfunded
45	Biscayne Landings Transit Center (NE 151st St Park-and-Ride)	NE 151 Street and Biscayne Blvd	Construct Park and Ride and Transit Center in anticipation of EBS service on Biscayne corridor. Six bus bays and 2 layover bays.	2,4	11	Park and Ride Improvements and New Facilities	\$0	TBD	0	Station Improvements	N/A	2025	Privately Funded

Table 7-1: 2026 and Beyond Vision Plan

Map ID #	Project Name	Location	Project Description Reference MDT10Ahead Major Update Page	Commission District	Project		Cost (in 000s)		Number of Buses†	Type of Change	Status		2040 LRTP Status
					Type§	Phase	Capital Cost	O&M (Annual)			2014 Major Update Implementation Year	2015 Annual Update Implementation Year*	
46	Miami Executive Airport Park-and-Ride	12800 SW 145 Ave	Construct park-and-ride facility	11	9	Capital	TBD	TBD	0	Access Improvement	TBD	TBD	Privately Funded
47	I-195 Express Bus South	Miami-Beach Convention Center to Downtown Miami	This route would provide premium express transit service along the I-195 from Miami-Beach Convention Center to Downtown Miami. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.	5,4,3	6	Capital	TBD	TBD	TBD	New Express Bus Service	2025 and Beyond	2026 and Beyond	N/A
48	NW 27th Avenue Enhanced Bus Service (South Extension)	MLK, Jr. Metrorail Station to Coconut Grove Metrorail Station	This project will extend the NW 27th Avenue Enhanced Bus Service from Dr. Martin Luther King, Jr. Metrorail Station to the Coconut Grove Metrorail Station. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.	2,3,5,7	6	Capital	\$24,960	TBD	TBD	New Enhanced Bus Service	2025 and Beyond	2026 and Beyond	N/A
49	Busway Lot	Busway and SW 112th Ave	Purchase Land, and Improve Existing Park and Ride facility	9	11	Capital	TBD	TBD	0	Access Improvement	TBD	TBD	N/A
50	Busway Lot	Busway and SW 244th St	Improve Existing Park and Ride facility	8	11	Capital	TBD	TBD	0	Access Improvement	TBD	TBD	N/A
51	Busway Lot	Busway and SW 296th St	Improve Existing Park and Ride facility	8	11	Capital	TBD	TBD	0	Access Improvement	TBD	TBD	N/A
52	Southland Mall	SW 205th Street and South Dixie Highway	Improve Existing Park and Ride facility	8	9	Capital	TBD	TBD	0	Access Improvement	TBD	TBD	N/A
53	Sharks South Station at MDC	Miami Dade College Kendall Campus - 11011 SW 104th St	Construct Transit Center	2	12	Capital	TBD	TBD	0	Access Improvement	TBD	TBD	N/A
54	Julia Tuttle Multimodal Terminal	Southwest corner of Alton Rd and I-195	Construction of 300 surface parking spaces with six bus bays	4	9, 11	Capital	\$4,000	\$75	0	Access Improvement	TBD	TBD	N/A
55	South Dade Express	SW 344th Street Transit Center to Dadeland North via HEFT and SR 874 / SR 878	This route would provide premium express transit service along the HEFT Express Lanes, SR 874 and SR 878 shoulders, from the proposed park-and-ride/transit center station at SW 344th Street and the South Miami-Dade Busway to the Dadeland North Metrorail Station. This express route will operate within the HEFT general purpose lanes until SW 288th Street where the route exits to serve the proposed South Dade park-and-ride. The South Dade Express Route will then enter the HEFT Express Lanes traveling north and exit the HEFT Express Lanes at SR 874 where the route will operate within the shoulders and proceed to SR 878, traveling on the shoulders, then exiting SR 878 and terminating at the Dadeland North Metrorail Station. Service headways will be 10 minutes during the AM/PM peak-hour.	9,8,10,7	6	Operations	\$12,130	\$3,705	10A	New Express Bus Service	N/A	2019	N/A
56	South Dade Park-and-Ride	HEFT and SW 288th Street	Purchase or lease land and construct Park and Ride facility	9	9	Capital	TBD	TBD	0	Access Improvement	N/A	2018	N/A
57	Direct Ramps between SR 878 (Snapper Creek Expressway) and Dadeland North Metrorail Station	SR 878 (Snapper Creek Expressway) and Dadeland North Metrorail Station	Construct ramps connecting SR 878 (Snapper Creek Expressway) to Dadeland North Metrorail Station	7	5	Capital (MDX Project)	\$45,000	N/A	0	Direct Access Ramps	N/A	TBD	N/A
58	Busway extension to Dadeland North	Busway/Dadeland South/Dadeland North Metrorail Stations	Extend busway to Dadeland North Metrorail Station	7	10	Capital	TBD	N/A	0	Roadway Construction	N/A	TBD	N/A
							TOTAL COST (000S)	\$2,295,083	\$94,201	† 'A' denotes articulated bus			

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

* This table is current as of December 31, 2014. Please note that the Miami-Dade MPO was considering a reprogramming of Transit Corridors - a final ranking was determined at the February 19, 2015 MPO Board meeting

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

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

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

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7.2 2040 Long Range Transportation Plan Transit Projects

MDT will continue to pursue funding for those projects not listed in the cost feasible plan of the 2040 LRTP as funding opportunities become available. These projects are listed in Table 7-2 on the following pages.

Table 7-2: 2040 LRTP Transit Projects (in 000s)

Project	Limits From	Limits To	Description	Total Capital Cost Funded via TIP	Total Capital Cost (2013\$)	Project Costs Funded via 2040 Plan
Direct Ramps to Dolphin Station Transit Terminal	SR-836 (Dolphin) Managed Lanes	Dolphin Station Transit Terminal	Direct access ramps for transit		\$45.000	\$71.550
Direct Ramps to Palmetto Intermodal Terminal	SR-826 (Palmetto) Managed Lanes	Palmetto Intermodal Terminal	Direct access ramps for transit		\$45.000	\$70.038
NW 7 Ave Enhanced Bus	Downtown Miami	Golden Glades Interchange Terminal	Premium limited stop transit services		\$37.050	\$85.241
Palmetto Intermodal Terminal	SR-826 (Palmetto) and NW 74 St		Expand Park-and-Ride facility	\$2.655	\$25.000	\$35.647
Ramps between US-1 Busway and SR-826 (Palmetto)	US-1 Busway	SR-826 (Palmetto)	Construct ramps connecting the US-1 Busway to SR-826 (Palmetto)		\$60.000	\$93.384
North Corridor (NW 27 Ave) BRT with Dedicated Lanes	Miami Intermodal Center (MIC)	NW 215 St	Full bus rapid transit		\$291.120	\$625.975
Beach Connection (Baylink)	Miami Downtown Terminal	Miami Beach Convention Center	Premium transit service		\$532.132	\$161.273
Douglas Rd Corridor BRT (SW 27/37 Ave) Dedicated Lanes	US-1	Miami Intermodal Center (MIC)	Full bus rapid transit		\$166.400	\$36.378
Golden Glades Multimodal Terminal (Phase 2)			Park-and-Ride facility with 1.800 space garage		\$45.000	\$6.075
Tri-Rail Coastal Link	Miami	Pompano	Tri-Rail service	\$5.566		

Table 7-2: 2026 and Beyond Vision Plan Projects (in 000s) (Continued)

Project	Limits From	Limits To	Description	Total Capital Cost (2013\$)
107 Ave Enhanced Bus	Miami Dade College SW 104 St	Palmetto Intermodal Terminal	Implement limited stop enhanced bus service	\$58.890
17 Ave Enhanced Bus	Vizcaya Metrorail Station	Golden Glades Interchange Terminal	Implement limited stop enhanced bus service	\$56.160
183 St Enhanced Bus	Miami Gardens/I-75 Park-and-Ride	Aventura Terminal	Implement limited stop enhanced bus service	\$56.550
22 Ave Enhanced Bus	Coconut Grove Metrorail Station	Golden Glades Interchange Terminal	Implement limited stop enhanced bus service	\$53.430
295 Express Improvements	NW 215 St Terminal	Downtown Miami	Express bus services	\$0.156
2 Ave Enhanced Bus	Miami Beach Convention Center	Aventura Terminal	Implement limited stop enhanced bus service	\$69.030
37 Ave Enhanced Bus (North)	Miami Intermodal Center (MIC)	NW 215 St Terminal	Implement limited stop enhanced bus service	\$56.550
NW 57 Ave (Red) Enhanced Bus (North)	US-27 (Okeechobee)	Miami Lakes Terminal	Implement limited stop enhanced bus service	\$30.030
SW 57 Ave (Red) Enhanced Bus (South)	South Miami Metrorail Station	Miami Intermodal Center (MIC)	Implement limited stop enhanced bus service	\$32.760
72/67 Ave Enhanced Bus	Dadeland North Metrorail Station	Miami Lakes Terminal	Implement limited stop enhanced bus service	\$67.860
87 Ave Enhanced Bus	Palmetto Intermodal Terminal	US-1 Busway at SW 136 St Park-and-Ride	Implement limited stop enhanced bus service	\$56.160
SW 40 St (Bird) Enhanced Bus	SW 8 St (Tamiami)/SW 147 Ave	Douglas Metrorail Station	Implement limited stop enhanced bus service	\$60.060
Brickell Metrorail Station Improvements	Brickell Metrorail Station		Improve; Metromover & Metrorail connection, bus capacity, and area bus circulation	\$3.900
Busway extension to Dadeland North	Dadeland South Metrorail Station	Dadeland North Metrorail Station	Extend busway to Dadeland North (approximately one-half mile)	\$26.000
Busway Park-and-Ride Facility	US-1 Busway	SW 136 St	Park-and-Ride with 50-75 surface spaces	No Capital Costs
Busway Park-and-Ride Facility	US-1 Busway	SW 312 St (Campbell)	Park-and-Ride with 90 surface spaces	\$1.073

Table 7-2: 2026 and Beyond Vision Plan Projects (in 000s) (Continued)

Project	Limits From	Limits To	Description	Total Capital Cost (2013\$)
Busway Park-and-Ride Facility	US-1 Busway	SW 112 St	New Park-and-Ride facility with minimum of 200 spaces	\$2.860
Central Multi-Modal Port Miami Multi-Modal Terminal			Multi-modal center to provide services to cruise port terminals	\$52.000
Civic Center Metrorail Station Improvements	Civic Center Metrorail Station	Civic Center Metrorail Station	Implement limited stop enhanced bus service	\$3.000
Collins Ave Enhanced Bus	Miami Beach Convention Center	Aventura Terminal	Implement limited stop enhanced bus service	\$54.210
Communications Infrastructure Needs and Deployment				\$32.500
Coral Reef Enhanced Bus	Dadeland North Metrorail Station	SW 152 Ave/SW 152 St	Implement limited stop enhanced bus service	\$42.900
Coral Way Enhanced Bus	SW 147 Ave/SW 8 St	Brickell Metrorail Station	Implement limited stop enhanced bus service	\$60.450
Dolphin Mall-Dolphin Station Connector Road	Dolphin Mall	Dolphin Station Transit Terminal	New cut and cover roadway	\$10.000
Dolphin Tri-Rail Extension	Miami Intermodal Center (MIC)	Dolphin Mall area	New pass rail service on SFRC/CSX tracks along 836/ East-West corridor	\$140.000
Douglas Road LRT	US-1 Busway	Miami Intermodal Center (MIC)	Convert bus rapid transit to light rail	\$427.700
East-West Corridor BRT with dedicated lanes along SW 8 St	SW 8 St (Tamiami)/SW 147 Ave	Miami Intermodal Center (MIC)	Convert bust rapid transit	\$182.000
East-West Corridor BRT	Downtown Miami	Douglas Road Metrorail Station	Convert EBS to BRT	\$336.700
East-West Corridor	SW 8 St (Tamiami)/SW 147 Ave	Miami Intermodal Center (MIC)	Convert bus rapid transit to heavy rail	\$2,311.400

Table 7-2: 2026 and Beyond Vision Plan Projects (in 000s) (Continued)

Project	Limits From	Limits To	Description	Total Capital Cost (2013\$)
Expand Park-and-Ride Facility at Dadeland North	Dadeland North Metrorail Station		New 1000 space parking garage with ground floor retail and office space	\$25.000
Expand Park-and-Ride Facility at SW 168 St	At SW 168 St		Add 300 parking spaces to existing facility	\$4.290
FLL-Miami Beach Express Bus	FLL Airport and FLL Tri-Rail Station	Miami Beach Convention Center	New express bus route using I-95 managed lanes	No Capital Cost
FLL-Port Miami Express Bus	FLL Airport and FLL Tri-Rail Station	Port Miami	New express bus route using I-95 managed lanes	No Capital Cost
I-195 Express Enhanced Bus (Central)	Miami Beach Convention Center	Miami Intermodal Center (MIC)	Express bus on managed lanes	\$0.117
I-195 Express Enhanced Bus (North)	Miami Beach Convention Center	Golden Glades Interchange Terminal	Express bus on managed lanes	\$0.137
I-75 and Miami Gardens Dr Park-and-Ride Facility			Park-and-Ride facility	\$2.860
I-75/Gratigny	I-75 Miami Gardens Dr Park-and-Ride	Park-and-Ride at Gratigny Pkwy	Express transit service	\$0.098
I-95 Express Service Improvements	Golden Glades Interchange Terminal	Downtown Intermodal Terminal	Express bus on managed lanes	\$0.098
Intermodal Terminal at SW 88 St (Kendall)/SR-821 (HEFT)	SW 88 St (Kendall)	SR-821 (HEFT)	Multi-modal terminal	\$1.820
Kendall Corridor (North)	SW 88 St (Kendall)/SR-821 (HEFT)	SR-821 (HEFT)/SW 8 St (Tamiami)	New Metrorail services	\$964.600
Kendall Area LRT	Metrozoo Area	Dadeland	New premium transit service	\$442.000
Kendall Corridor (South)	US-1/SW 200 St	SW 88 (Kendall)/SR-821 (HEFT)	New Metrorail service	\$1,365.000

Table 7-2: 2026 and Beyond Vision Plan Projects (in 000s) (Continued)

Project	Limits From	Limits To	Description	Total Capital Cost (2013\$)
Kendall Corridor (Kendall BRT)	West Kendall Transit Terminal	Dadeland North Metrorail Station	Full BRT	\$286.000
Kendall South/Zoo Miami	Zoo Miami Park		Park-and-Ride facility	No Capital Cost
Kiss-and Ride at the Busway Stations	SW 344 St (Palm)/ Busway	Dadeland South Metrorail Station	Kiss-and-Ride	\$1.260
42 Ave (LeJeune) Enhanced Bus Service	Douglas Rd Metrorail Station	Miami Intermodal Center (MIC)	New enhanced bus service	\$19.500
Little River Park-and-Ride	US-1 and NE 79 St		Park-and-Ride facility	No Capital Cost
Mall of Americas Terminal			Improve existing terminal	\$2.000
Marlins Stadium Premium Transit Connection	Downtown	Marlins Stadium	Expand Metrorail service to connect Downtown with FIU and Marlins Stadium	\$409.839
MDT Bus Acquisition			Bus purchases for existing & new routes	\$20.000
MDT Infrastructure Renewal Program			Infrastructure renewal program	\$12.500
Metromover Loop Closures: Brickell	Brickell		Expand Metromover to Brickell loop	\$268.000
Metromover Loop Closures: Omni	Omni		Expand Metromover to Omni loop	\$455.129
Metrorail/Tri-Rail Bus Hub Improvements			Increase bus terminal capacity and add mixed use TOD with ground floor retail	\$2.600
Miami Beach Convention Center Terminal			New terminal similar to Miami Downtown Terminal	\$3.900
Miami Beach Intermodal Center	63 St (Collins)	87 St/West Bay Dr	New North Beach bus transfer Station	\$2.699
Miami Beach LRT Collins Extension	Miami Beach Convention Center	71 St	Extend light rail north to 71 St	\$400.400

Table 7-2: 2026 and Beyond Vision Plan Projects (in 000s) (Continued)

Project	Limits From	Limits To	Description	Total Capital Cost (2013\$)
Miami Lakes Terminal	SR-826 (Palmetto) and NW 154 St		Add new transit terminal, Kiss-and-Ride, and Park-and-Ride facility	\$2.600
Miami Streetcar (Downtown-Little Havana)	SW 27 Ave	Miami Ave	Streetcar	\$284.587
Miami Streetcar (Downtown-Midtown)	NE 36 St	Flagler St	Streetcar link from Downtown to Midtown Miami	\$351.168
MIC-Port Miami Rail Connection	Miami Intermodal Center (MIC)	Port Miami	Passenger rail connection between the MIC & Port Miami, using the SFRC & FEC corridors	\$25.000
Middle Beach Circulator	Dade Blvd	72 St	Circulator bus	\$0.820
Midtown Light Rail (East)	Miami Beach Convention Center	Midtown at Biscayne Blvd/NW 36 St	Light rail	\$391.300
Midtown Light Rail (West)	Allapattah Metrorail Station	Midtown at Biscayne Blvd/NW 36 St	Light rail	\$154.700
Miller Dr (SW 56 St) Enhanced Bus	SW 8 St (Tamiami)/SW 147 Ave	University Metrorail Station	Implement limited stop enhanced bus service	\$62.010
NE 163 (Sunny Isles Blvd)/167 St	Golden Glades Interchange	Sunny Isles Blvd/ Collins Ave	Improve/Implement transit services	\$24.570
New Tri-Rail Station in Northern Miami-Dade			New Tri-Rail Station in the vicinity of Ives Dairy Rd	\$20.000
North Corridor (NW 27 Ave) Metrorail Extension	Miami Intermodal Center (MIC)	NW 215 St	Convert full bus rapid transit to heavy rail	\$1,747.200
Northeast Corridor (Biscayne BRT) Dedicated lanes	Downtown Miami	Aventura Terminal	Convert to full bus rapid transit	\$369.200
NW 103 St Enhanced Bus	Okeechobee Terminal	US-1/NE 79 St (Little River Park-and-Ride)	Implement limited stop enhanced bus service	\$57.330
NW 199/203 St Enhanced Bus	NW 215 St Terminal	Aventura Terminal	Implement limited stop enhanced bus service	\$29.640

Table 7-2: 2026 and Beyond Vision Plan Projects (in 000s) (Continued)

Project	Limits From	Limits To	Description	Total Capital Cost (2013\$)
NW 62 St Enhanced Bus	Okeechobee Metrorail Station	US-1	Implement limited stop enhanced bus service	\$30.030
NW 7 St Enhanced Bus	Dolphin Station Transit Terminal	Government Center	Implement limited stop enhanced bus service	\$58.890
Okeechobee Enhanced Bus Intermodal Terminal	SR-821 (HEFT)	Miami Intermodal Center (MIC)	Implement limited stop enhanced bus service	\$43.680
Okeechobee Terminal	SR-821 (HEFT)/US-27 (Okeechobee)		Park-and-Ride facility with minimum 250 spaces	\$2.600
Palmetto Express (Central) vial Palmetto	Dolphin Station Transit Terminal	Miami Lakes Terminal (NW 154 St/SR-826 (Palmetto))	Express bus service	\$0.137
Palmetto Express Bus (East)	Palmetto Intermodal Terminal	Golden Glades Interchange Terminal	Implement express bus service on managed lanes between terminals	\$0.137
Palmetto Express Bus (North)	Palmetto Intermodal Terminal	NW 183 St/I-75 Interchange	Express commuter transit services	\$0.078
Palmetto Express Bus (South)	Dadeland North Metrorail Station	Dolphin Station Transit Terminal	Implement express bus service on managed lanes between terminals	\$0.078
Palmetto Express Bus (West)	SW 8 st (Tamiami)/SW 147 Ave	Palmetto Intermodal Terminal	Express bus on managed lanes	\$1.735
Park-and-Ride at Garages at Metrorail Stations			Construction of Park-and-Ride facilities at Metrorail stations within the City of Miami	\$200.000
Park-and-Ride at SW 152 St and SR-821 (HEFT)			Park-and-Ride facility	\$12.500
Park-and-Ride at Gratigny Pkwy/NW 119 St/NW 27 Ave			Park-and-Ride facility	\$5.460
Smart Card Technology and TVMS			Continued evolution and expansion of smart card and ticketing	\$0.500

Table 7-2: 2026 and Beyond Vision Plan Projects (in 000s) (Continued)

Project	Limits From	Limits To	Description	Total Capital Cost (2013\$)
South Beach Bus Transfer Station			New South Beach Bus Transfer station	\$1.472
SR-874 (Don Schula) Ramp Connector Park-and-Ride Facility			Park-and-Ride facility	\$2.860
SR-821 (HEFT North)	Dolphin Station Transit Terminal	Miami Gardens/I-75 Park-and-Ride	Implement express bus service on managed lanes between terminals	\$0.176
SR-821 (HEFT South)	SW 344 St (Palm)/ Busway	Dolphin Station Transit Terminal	Express transit services	\$0.293
Sunset Enhanced Bus	West Kendall Transit Terminal	South Miami Metrorail Station	Implement limited stop enhanced bus service	\$45.240
SW 127 Ave Enhanced Bus	SW 137 Ave at Kendall Tamiami Airport	Dolphin Station Transit Terminal	Implement new enhanced bus	\$40.950
SW 137 Ave Enhanced Bus	US-1	SW 8 St (Tamiami)/SW 147 Ave	Premium limited-stop transit service	\$63.570
SW 8 St Enhanced Bus	FIU-MMC	Brickell Metrorail Station	Implement limited stop enhanced bus service	\$43.680
US-1 Busway	SW 88 St (Kendall)	SW 344 St (Palm)	Improve service on busway to bus rapid transit levels	\$0
US-1 Busway	SW 88 St (Kendall)	SW 344 St (Palm)	Bus signal priority	\$8.780
US-1 Busway	SW 88 St (Kendall)	SW 344 St (Palm)	Bus only grade separations at all intersections including and south of 98 St	\$307.800
US-1	SW 88 St (Kendall)	SW 104 St	Metrorail extension	\$140.000
US-1 Corridor	SW 104 St	SW 344 St (Palm)	Metrorail extension	\$2,660.000
West Kendall Transit Terminal Improvements	SW 88 St (Kendall)/ SW 162 Ave		Improve bus hub and kiss-and-ride, expand parking	\$12.500



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8.0 FINANCIAL PLAN

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

8.1 Operating Expenses and Revenues

MDT is the largest transit operator in the State of Florida and the 15th largest transit provider in the U.S. according to the 2014 Public Transportation Fact Book. MDT’s size is reflected in the agency’s direct operating budget, which is projected at approximately \$506 million in FY 2016. The primary components of the direct operating expenses are shown in Table 8-1. Salaries and overtime make up 45 percent of MDT’s total operating expenses. Paratransit services are contracted and make up nine percent (9%) of the operating budget; Fuel is just over eight percent (8%) of MDT’s operating budget. Metrobus is a fixed-route bus service that MDT operates seven (7) days a week, 24 hours per day. A total of 93 routes comprise MDT’s regular bus service structure as served by a total fleet of 822 buses and two (2) contracted routes with nine (9) buses.

Table 8-1: MDT Projected FY 2016 Direct Operating Expenses

Salary Costs	Salary Costs	Projected Amount FY 16 (000s)
	Employee regular	\$188,375
	Part-Time Employee	\$8,197
	Premium Pay	\$4,206
	Holiday Pay	\$7,589
	Flex Dollars	\$3,559
	Longevity Payments	\$3,878
	Salary Other	-\$17,592
	Salary Subtotal	\$198,211
	Overtime	\$28,773
Salary Total*	\$226,984	

Source: Transit Pro Forma FY 2014.

*Total may vary slightly due to rounding.

Table 8-1: MDT Projected FY 2016 Direct Operating Expenses (continued)

Fringe Benefits Costs	Fringe Benefits Costs	Projected Amount FY 16 (000s)
	Social Security	\$12,909
	Retirement	\$12,922
	OT Fringe FICA and MICA	\$2,201
	OT Fringe Retirement	\$1,931
	Health Insurance	\$35,350
	Reduction	-\$7,349
	Life Insurance	\$417
	Unemployment Insurance	\$164
	Workers Comp	\$11,847
	Other	\$1,092
	MICA Medicare	\$2,968
	Fringe Total*	\$74,452

Source: Transit Pro Forma FY 2014.

*Total may vary slightly due to rounding.

Table 8-1: MDT Projected FY 2016 Direct Operating Expenses (continued)

Other Operating Costs	Other Operating Costs	Projected Amount FY 16 (000s)
	DIP	
Electric Services		\$9,688
Electric Services EH-MIC		\$969
Water and Disposal		\$1,605
Security Expenses		\$16,288
Janitorial Services		\$5,542
Repair of Bus Engines		\$6,414
Metrorail Liability		\$1,000
Property and Fire		\$4,002
Payouts and Claims		\$3,000
Outside Maintenance		\$5,644
Building Leases		\$3,075
Copy Machine Rental		\$518
Lease Payments		\$543
GSA Charges		\$2,143
Data Processing Services		\$1,310
ITD Radio Microwave		\$839
ETSD Funding Model		\$4,912
Police Services		\$340
Department Transfers		\$656
Telecommunications		\$1,739
Easy Card Printing		\$1,548
Fuel and Lubricants		\$41,561
Tires and Tubes		\$3,676
Inventory		\$24,329
STS Contract		\$43,697
Other CS Line Items		\$19,453
	Total Other Operating Costs*	\$204,524
	Total Operating Costs*	\$505,960

Source: Transit Pro Forma FY 2014.

*Total may vary slightly due to rounding.

In addition to these direct expenses, MDT will support over \$167 million of other operating expenses, debt service payments, and funding of reserves in FY 2015. These other expenses are detailed below. Almost 30 percent (30%) of these other operating expenses are MDT's contribution to municipal transit services within Miami-Dade County.

Table 8-2: MDT Projected FY 2016 Other Operating Expenses

Other Operating Expenses	Operating Expense	Projected Amount FY 16 (000s)
	Municipal Contribution	\$44,948
	New Municipal Contribution	\$6,742
	CITT Staff	\$2,360
	SFRTA Contribution	\$4,235
	PWD Project Management (Pay Go)	\$3,749
	CITT Reserve	\$7,670
	Pre Existing Debt Service	\$2,495
	Rezoning Bonds	\$784
	PTP Debt Service (\$2.2 billion program)	\$93,988
	Bus Replacement	\$5,435
	Total*	\$172,407

Source: Transit Pro Forma FY 2014.

*Total may vary slightly due to rounding.

In total, MDT will spend over \$678 million in FY 2016 for the ongoing operation of the transit system and the support of MDT's other local and regional responsibilities.

8.1.1 Projected Operating Expenses

The key inflation assumptions that drive the cost projections presented in the Transit Pro Forma are summarized in Table 8-3.

Table 8-3: MDT Operating Expense Inflation Assumptions

Inflation Assumptions	Item	FY 2016
	Labor Increase- Merit	2.0% (2016 and thereafter)
	Labor Increase-COLA	2.0% (2016 and thereafter)
	Health Insurance	3.0% (2016 and thereafter)
	Major Support Line Items	2.0% (2016 to 2018) 2.5% (2019 and thereafter)
	Inventory	1.00% (2016 and thereafter)
	Fuel	1.8% (2016) 2.0% (2017) 2.2% (2018) 2.5% (2019 and thereafter)

Source: Transit Pro Forma FY 2014.

Miami-Dade Transit’s operations are supported by a range of federal, state, local, and directly-generated revenue streams. Table 8-4 shows the projected operating revenues for FY 2016 by major category that total over \$678 million.

Table 8-4: MDT Projected FY 2016 Operating Revenues

Operating Revenue	Operating Revenue	Projected Amount FY 16 (000s)
	Bus, Rail, STS, & Farebox	\$118,506
	Other Revenues	\$11,052
	Operating Total	\$129,558
Federal Revenue	Federal Revenue	Projected Amount FY 16 (000s)
	Formula Grant Preventative Maintenance	\$63,589
	Federal Total	\$63,589
State Revenue	State Revenue	Projected Amount FY 16 (000s)
	Block Grant	\$20,146
	TD Program	\$9,315
	Urban Corridor	\$3,899
	TD Tokens	\$2,000
	State Total	\$35,360
Local Revenue	Local Revenue	Projected Amount FY 16 (000s)
	PTP Surtax	\$224,742
	Miami Dade MOE (3.5 Percent)	\$179,825
	Additional Local Revenue or Service Cut*	\$22,350
	CI-LOGT (3 Cents)	\$17,648
	SFRTA PMT	\$666
	Capital Reimbursements	\$4,629
	Local Total	\$449,860
Total Revenue*		\$678,366

Source: Transit Pro Forma FY 2014.

*Total may vary slightly due to rounding.

Revenue categories listed in Table 8-4 are described below.

- **Fare Revenues:** MDT currently recovers approximately 25 percent (25%) of its operating expenses from fare revenue.
- **Other Operating Revenues:** These operating revenues include items such as advertising.
- **Federal Grants:** Federal grants take the form of a Formula Grant for Preventative Maintenance to assist transit agencies with keeping equipment in a state of good repair.
- **State Block Grants:** These revenues were developed by the Florida Legislature to provide a stable source of funding for public transit. The grants are distributed to all eligible Florida transit providers on a formula basis.
- **Other State Operating Support:** This category includes funds from the Urban Corridor Program and Transportation Disadvantaged (TD) program. The Urban Corridor program provides funding for projects that relieve congestion or assist with other mobility issues within a particular corridor. The Transportation Disadvantaged programs provide funding to assist TD populations which include persons with physical or mental disabilities, have low incomes, or are older individuals who are unable to transport themselves or purchase transportation.
- **PTP Surtax:** The People's Transportation Plan provides for sales tax revenue to support public transit and roadway infrastructure improvements.
- **County General Funds:** Miami-Dade County supplies MDT with funding each year from its general fund.
- **Additional Local Revenue or Service Cuts:** MDT may receive funds from other local sources in a given year or cut service to balance the budget.
- **Local Option Gas Tax:** MDT receives three cents for every local gallon of gasoline sold within the County.
- **Interest and Capital Reimbursements:** Sometimes MDT receives reimbursement from other governmental entities on joint purchases.

8.1.2 Projected Operating Revenues

Future revenue growth is projected to fluctuate with a low level of tax revenue growth resulting from the existing state of the economy. However, in years without any major policy changes, total available funding for MDT is expected to grow at a rate of slightly over three percent (3%) annually. In addition, MDT does foresee two separate major policy actions related to funding during FY 2016 – FY 2025 to include:

- **Regular programmed fare increases:** The Pro Forma projects a 25 cent increase in the base fare (from its current level of \$2.25 to \$2.50) in FY 2018, with another 25 cent increase levied in 2021. These increases have the effect of increasing the overall revenue growth rate in those years. These programmed fare increases which occur every four (4) years are determined by policies approved by the Miami-Dade County Board of County Commissioners that authorize MDT to implement regular fare increases to keep pace with inflation.
- **Additional local funding:** In 2015, MDT anticipates receipt of two additional local funding sources to support operations -- the local option gas tax (LOGT) and County General Funds. Miami-Dade County currently imposes three (3) of the five (5) cents allowed under the fuel tax, The pro forma assumes the value of those additional two cents from the LOGT is approximately \$13 million annually.

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

Table 8-5: MDT Operating Revenue Growth Assumptions

Operating Revenue Growth Assumptions	Revenue Item	Annual Growth Rate
	PTP Surtax	3% (2016-2019) 4.5% (2020 and thereafter)
	General Funds (MOE)	3.50%
	Fare Revenue (Trip Growth)	1.0%
	State Block Grants and Transportation Disadvantaged Funds	2.0%
	Federal Funds	1.0% (2016-2019) 2.5% hereafter
	Local Option Gas Tax	1.5% (2016) 0.5% hereafter

Source: Transit Pro Forma FY 2014.

8.1.3 Summary of Operating Budget

The operating budget, as presented in the 2014 Pro Forma for the ten-year period from FY 2016 to FY 2025, is balanced. This means that projected operating expenses are covered by the forecasted revenues from various local, state and federal sources. MDT balances its operating budget by adhering to a combination of strategies aimed at producing cost efficiencies; an avoidance of any major service expansion and aggressive use of available local funding sources (LOGT and general funds). However, this operating budget is based upon the budgetary assumptions that were applied within the FY 2014 Pro Forma.

These budgetary assumptions are subject to change due to the volatility in gas prices and pressure from the public to reduce the tax roll which would have impacts to the general fund share MDT receives and the availability of federal and state grants, thus resulting in a different budgetary outcome than presented in this TDP.

Table 8-6: MDT Operating Revenues (FY 2016 - FY 2025) (\$000s)

Funding Source/Fiscal Year	FY 2015-2016	FY 2016-2017	FY 2017-2018	FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025
Operating Revenue										
Bus, Rail, STS, & Farebox	\$118,506	\$119,691	\$131,634	\$132,950	\$134,279	\$146,463	\$147,928	\$149,407	\$161,860	\$163,478
Other Revenues	\$11,052	\$11,162	\$11,274	\$11,387	\$11,501	\$11,616	\$11,732	\$11,849	\$11,967	\$12,087
Federal Grant Funds & Subsidies										
Formula Grant Preventative Maintenance	\$63,589	\$64,225	\$64,867	\$65,516	\$67,154	\$68,832	\$70,553	\$72,317	\$74,125	\$75,978
State										
Block Grant	\$20,146	\$20,549	\$20,960	\$21,379	\$21,807	\$22,243	\$22,688	\$23,142	\$23,605	\$24,077
TD Program	\$9,315	\$9,501	\$9,691	\$9,885	\$10,083	\$10,284	\$10,490	\$10,700	\$10,914	\$11,132
Urban Corridor	\$3,899	\$3,899	\$3,899	\$3,899	\$3,899	\$3,899	\$3,899	\$3,899	\$3,899	\$3,899
TD Tokens	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Local										
PTP Surtax	\$224,742	\$231,484	\$238,429	\$245,582	\$256,633	\$268,181	\$280,250	\$292,861	\$306,040	\$319,811
Miami Dade MOE (3.5 Percent)	\$179,825	\$186,119	\$192,633	\$199,375	\$206,353	\$213,576	\$221,051	\$228,787	\$236,795	\$245,083
Additional Local Revenue or Service	\$22,350	\$43,905	\$52,579	\$63,910	\$69,147	\$71,567	\$74,072	\$76,664	\$79,348	\$82,125
CI-LOGT (3 Cents)	\$17,648	\$17,736	\$17,825	\$17,914	\$18,003	\$18,093	\$18,184	\$18,275	\$18,366	\$18,458
SFRTA PMT	\$666	\$666	\$666	\$666	\$666	\$666	\$666	\$666	\$666	\$666
Capital Reimbursements	\$4,629	\$4,860	\$5,103	\$5,359	\$5,627	\$5,908	\$6,203	\$6,513	\$6,839	\$7,181
Total Operating Revenues	\$678,366	\$715,798	\$751,560	\$779,821	\$807,151	\$843,329	\$869,715	\$897,081	\$936,423	\$965,975
Total Expenses	\$678,367	\$715,797	\$751,560	\$779,821	\$807,127	\$828,192	\$853,729	\$891,903	\$915,606	\$952,276
Operational Funding Surplus (Deficit)	\$0	\$1	\$0	\$0	\$24	\$15,137	\$15,986	\$5,177	\$20,817	\$13,699

Source: Transit Pro Forma, FY 2014.

Table 8-7: MDT Operating Expenses (FY 2016 - FY 2025) (\$000s)

Operating Expenses/Fiscal Year	FY 2015-2016	FY 2016-2017	FY 2017-2018	FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025
Direct Operating Expenses										
Total MDT Operating Expenses	\$505,960	\$520,596	\$535,995	\$552,168	\$568,905	\$586,226	\$604,153	\$623,223	\$642,654	\$662,774
Other Operating Expenses										
Municipal Contribution	\$44,948	\$46,297	\$47,686	\$49,116	\$51,327	\$53,636	\$56,050	\$58,572	\$61,208	\$63,962
New Municipal Contribution	\$6,742	\$6,945	\$7,153	\$7,367	\$7,699	\$8,045	\$8,407	\$8,786	\$9,181	\$9,594
CITT Staff	\$2,360	\$2,360	\$2,360	\$2,431	\$2,504	\$2,579	\$2,656	\$2,736	\$2,818	\$2,903
SFRTA Contribution	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235
PWD Project Management (Pay Go)	\$3,749	\$3,862	\$3,978	\$4,097	\$4,220	\$4,346	\$4,477	\$4,611	\$4,749	\$4,892
CITT Reserve	\$7,670	\$6,201	\$4,748	\$4,515	\$4,582	\$5,464	\$6,385	\$7,348	\$8,355	\$9,407
Debt Service										
Pre Existing Debt Service	\$2,495	\$2,495	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rezoning Bonds	\$784	\$784	\$784	\$784	\$784	\$784	\$784	\$784	\$784	\$784
PTP Debt Service (\$2.2 billion program)	\$93,988	\$113,870	\$133,752	\$141,521	\$149,286	\$149,286	\$149,286	\$149,286	\$149,286	\$149,286
Bus Replacemnt	\$5,435	\$8,152	\$10,869	\$13,587	\$13,587	\$13,587	\$13,587	\$13,587	\$13,587	\$10,869
PTP New Project Bond Program (\$2.5 billion)	\$0	\$0	\$0	\$0	\$0	\$4	\$3,708	\$18,736	\$18,749	\$33,570
Total Expenses	\$678,367	\$715,797	\$751,560	\$779,821	\$807,127	\$828,192	\$853,729	\$891,903	\$915,606	\$952,276

Source: Transit Pro Forma, FY 2014.

8.2 Capital Expenditures and Funding Sources

8.2.1 Planned Capital Expenditures

Miami-Dade Transit's planned capital expenditures for the period FY 2016 to FY 2025 are summarized in Table 8-9. Large capital projects or ongoing projects during FY 2016 – FY 2025 (such as bus acquisition and replacement), may be funded by a combination of debt proceeds and cash.

Many of the projects listed in the following table, such as the rail vehicle replacement, will greatly improve the quality and longevity of the existing MDT transit system. However, most of the projects in Table 8-8 are scheduled for completion on or before 2020. After 2020, the capital program consists only of scheduled bus acquisitions and the Infrastructure Renewal Program (IRP), which is the agency's long-term projection of future rehabilitation and replacement needs throughout the MDT system.

8.2.2 Summary of Capital Plan

Revenue sources for capital projects are presented in Table 8-8 for the ten-year period from FY 2016 to FY 2025. All projected capital expenditures could be funded with either PTP surtax debt proceeds or on a pay-as-you-go basis, depending on the availability of funds. This capital budget is achieved by aggressive borrowing against the PTP surtax (ultimately requiring the inclusion of additional LOGT and general funds in MDT’s budget, as described above, to guarantee debt coverage).

This capital budget is based upon the budgetary assumptions applied within the FY 2014 Pro Forma and these assumptions are subject to change correspondingly in line with the finalization of the County’s Budget and Capital Operating Plan resulting in a different budgetary outcome than presented in this TDP.

Table 8-8: Projected “Cash” Revenue Sources for Capital Projects (FY 2016 - FY 2025) (\$000s)

Funding Source	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 21-25	Total
FTA Bus & Bus Facility Formula	\$2,377	\$2,377	\$2,377	\$2,377	\$2,377	\$2,377	\$14,262
FTA Section / Formula Grant	\$19,228	\$16,096	\$20,616	\$16,477	\$2,170	\$1,000	\$75,587
FDOT Funds	\$4,003	\$4,991	\$1,348	\$0	\$0	\$0	\$10,342
Lease Financing - County Bonds/Debt	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$0	\$100,000
People's Transportation Plan Bond Program	\$110,163	\$152,505	\$98,613	\$34,646	\$25,721	\$11,873	\$433,521
Capital Improvement Local Option Gas Tax	\$724	\$184	\$0	\$0	\$0	\$0	\$908
Total:	\$156,495	\$196,153	\$142,954	\$73,500	\$50,268	\$15,250	\$634,620
Expenditure Commitments	\$156,495	\$196,153	\$142,954	\$73,500	\$50,268	\$15,250	\$634,620
Capital Funding Surplus/(Deficit)	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

Table 8-9: MDT Capital Budget (FY 2016 – FY 2025 (\$000s))

Project	FY 15-16		FY 16-17		FY 17-18		FY 18-19		FY 19-20		FYs 21-25		Total		
	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	Total	PTP	Other
Transit Operations SYSTEM (TOS) Replacement Project	\$0	\$205	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$205	\$0	\$205
Bus and Bus Facilities	\$10	\$2,450	\$0	\$2,377	\$0	\$2,377	\$0	\$2,377	\$0	\$2,377	\$0	\$2,377	\$14,345	\$10	\$14,335
Park and Ride Quail Roost	\$0	\$60	\$0	\$1,246	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,306	\$0	\$1,306
Dadeland North Metrorail - Elevators	\$60	\$60	\$550	\$550	\$79	\$78	\$0	\$0	\$0	\$0	\$0	\$0	\$1,377	\$689	\$688
Busway ADA Improvements	\$0	\$1,120	\$0	\$275	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,395	\$0	\$1,395
State of Good Repair Projects	\$0	\$1,000	\$0	\$1,000	\$0	\$1,000	\$0	\$1,000	\$0	\$1,000	\$0	\$1,000	\$6,000	\$0	\$6,000
Bus CAD/AVL	\$0	\$0	\$0	\$0	\$578	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$578	\$578	\$0
High-Cycle Switch Logic Control Cabinets	\$2,750	\$0	\$2,750	\$0	\$2,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,250	\$8,250	\$0
Bus Replacement	\$10,000	\$20,000	\$10,000	\$20,000	\$10,000	\$20,000	\$10,000	\$20,000	\$10,000	\$20,000	\$0	\$0	\$150,000	\$50,000	\$100,000
Metromover Improvements	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$0	\$0	\$0	\$0	\$56,000	\$28,000	\$28,000
Pedestrian Overpass - University Metrorail Station	\$0	\$2,468	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,468	\$0	\$2,468
Metrorail Maintenance Vehicle Lifts	\$2,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,700	\$2,700	\$0
Kendall Enhanced Bus Service	\$510	\$510	\$177	\$176	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,373	\$687	\$686
Mover Fiber Replacement	\$0	\$77	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$77	\$0	\$77
Traction Power Rectifier Transformer Replacement for Rail	\$0	\$2,500	\$0	\$2,500	\$0	\$2,500	\$0	\$2,500	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000
Metrorail LED Lighting	\$0	\$942	\$0	\$942	\$0	\$942	\$0	\$0	\$0	\$0	\$0	\$0	\$2,826	\$0	\$2,826
Infrastructure Renewal Plan	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$0	\$0	\$62,500	\$62,500	\$0
Metrorail and Metromover Traction Power Cable and Transformer Replacement	\$0	\$2,129	\$0	\$2,129	\$0	\$2,129	\$0	\$2,129	\$0	\$0	\$0	\$0	\$8,516	\$0	\$8,516
SR 836 Express Bus	\$1,432	\$500	\$4,746	\$4,155	\$4,113	\$7,155	\$1,004	\$2,683	\$0	\$0	\$0	\$0	\$25,788	\$11,295	\$14,493
Northeast Transit Hub Enhancements	\$330	\$330	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$660	\$330	\$330
NW 27 Ave Enhanced Bus Service	\$2,391	\$3,271	\$2,484	\$0	\$2,484	\$0	\$2,484	\$0	\$2,484	\$0	\$0	\$0	\$15,598	\$12,327	\$3,271
Track and Guideway Rehabilitation	\$6,922	\$0	\$2,634	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,556	\$9,556	\$0
Associated Transportation Improvements	\$0	\$489	\$0	\$494	\$0	\$499	\$0	\$504	\$0	\$509	\$0	\$0	\$2,495	\$0	\$2,495
Transportation Security Projects	\$0	\$600	\$0	\$630	\$0	\$661	\$0	\$661	\$0	\$661	\$0	\$0	\$3,213	\$0	\$3,213
Park and Ride Lot Kendall Dr (SW 127 Ave)	\$293	\$621	\$82	\$174	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,170	\$375	\$795
Rail Vehicle Replacement	\$63,265	\$0	\$109,582	\$0	\$59,109	\$0	\$1,658	\$0	\$737	\$0	\$11,873	\$0	\$246,224	\$246,224	\$0
SUBTOTAL	\$110,163	\$46,332	\$152,505	\$43,648	\$98,613	\$44,341	\$34,646	\$38,854	\$25,721	\$24,547	\$11,873	\$3,377	\$634,620	\$433,521	\$201,099
TOTAL	\$156,495		\$196,153		\$142,954		\$73,500		\$50,268		\$15,250				

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

8.3 Total Unfunded Need

MDT's FY 2016 – FY 2025 TDP Annual Update is based upon initiatives as identified by MDT that are currently unfunded, which represent important areas of need to include:

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

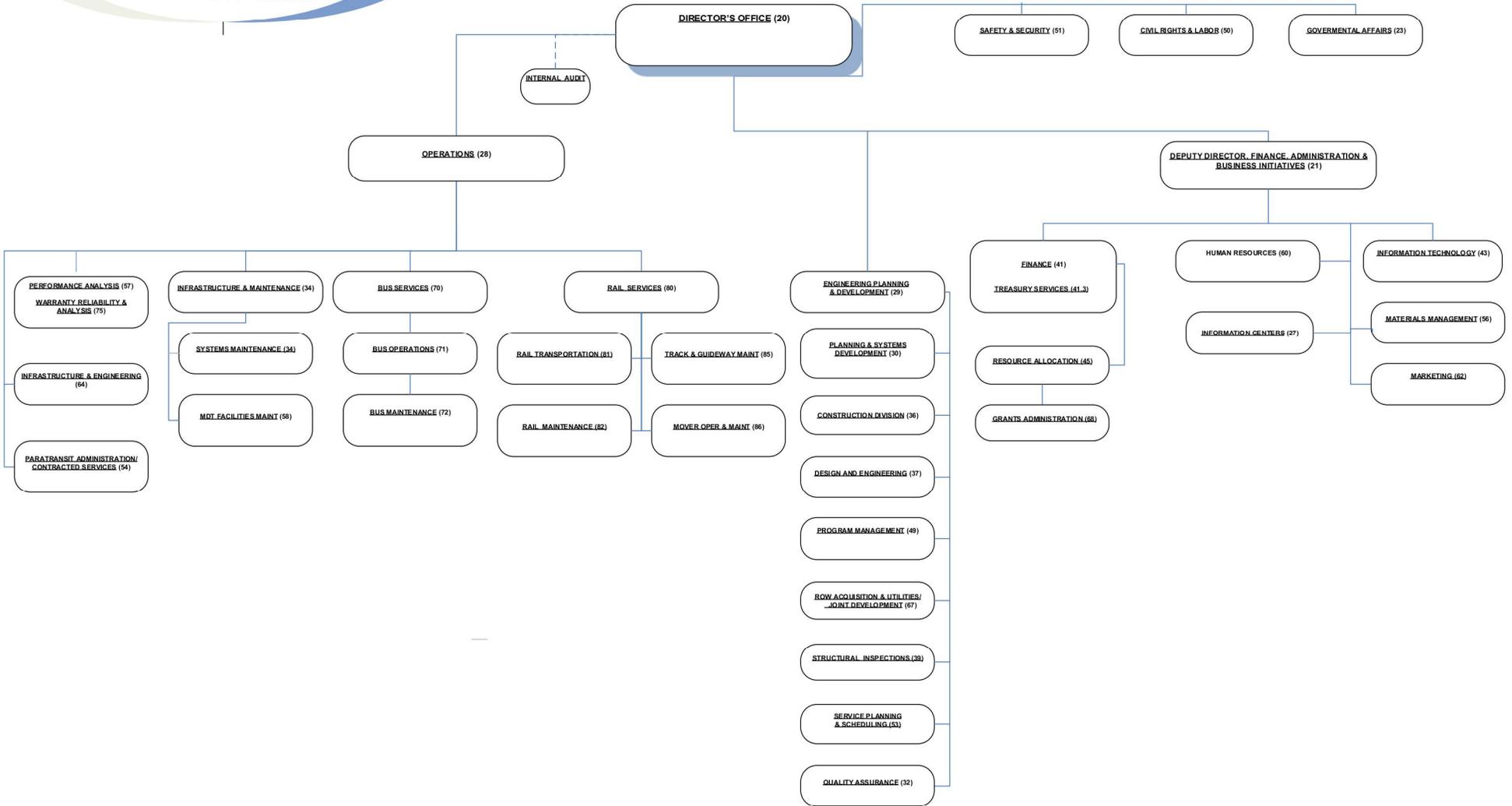
MDT's total unfunded need between FY 2016 – FY 2025 – covering bus service improvements, capital investment in priority travel corridors, and CIP projects – is \$752 million. A portion of the unfunded need identified may be programmed in a LRTP priority and are eligible to receive funding as additional funds become available.

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Appendices

A.1 MIAMI-DADE TRANSIT TABLE OF ORGANIZATION

Miami-Dade Transit
 Department Table of Organization
 Department Totals
FY14/15
 3,246 FTE
 312 P/T Operators
 37 P/T Revenue Collection



A.2 SERVICE CHARACTERISTICS (DECEMBER 2014)

MDT METROBUS ROUTE HEADWAYS (December 2014)

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

MDT METROBUS ROUTE HEADWAYS (December 2014 - continued)

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

MDT METROBUS ROUTE HEADWAYS (December 2014 - continued)

ROUTE	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
BRANCHES						
South of NW 183 Street	8	12	30	n/a	15	30
NW 199 Street	15	24	30	n/a	30	60
79 (79 Street MAX)	24	n/a	n/a	n/a	n/a	n/a
87						
Koger Center	30	45	60	n/a	45	60
Palmetto Station	30	45	60	n/a	n/a	n/a
88	20	30	30	n/a	30	30
93 (Biscayne MAX)	15	30	n/a	n/a	n/a	n/a
95	5	n/a	n/a	n/a	n/a	n/a
99						
East of NW 47 Avenue	30	24	45	n/a	40	40
Miami Lakes	60	60	60	n/a	40	40
101 (Route A)	30	n/a	n/a	n/a	30	30
102 (Route B)						
East of Harbor Drive	8	30	30	n/a	30	30
Cape Florida State Park	8	60	30	n/a	60	60
Mashta Drive	60	60	n/a	n/a	60	60
103 (Route C)	20	20	30	n/a	20	30
104	24	45	60	n/a	60	60
105 (Route E)	30	45	30	n/a	50	50
107 (Route G)	30	30	60	n/a	30	30
108 (Route H)	24	24	45	n/a	30	30
110 (Route J)	20	30	30	n/a	30	30
112 (Route L)						
Northside Station	12	12	15	60	15	20
Amtrak Station	24	24	60	n/a	sel	sel
Hialeah Station	24	24	20	n/a	30	40
113 (Route M)	45	60	60	n/a	60	60
115 (Mid-North Beach Connection CW)	45	45	n/a	n/a	60	60
117 (Mid-North Beach Connection CCW)	45	45	60	n/a	60	60
119 (Route S)	12	12	12	60	30	30
120 (Beach MAX)						
South of Collins Avenue/Haulover Park Entrance	12	12	30	n/a	15	30
Haulover Park Marina	24	24	n/a	n/a	30	n/a
Aventura Mall	24	24	30	n/a	30	30
123 (South Beach Local)	20	12	20	n/a	13	13
132 (Tri-Rail Doral Shuttle)	80	n/a	n/a	n/a	n/a	n/a
133 (Tri-Rail Airport Shuttle)	20	60	30	n/a	60	60
135						
East of LeJeune Road	30	30	30	n/a	60	60
Hialeah Station	60	60	60	n/a	60	60
Miami Lakes	60	60	60	n/a	n/a	n/a
136	50	n/a	n/a	n/a	n/a	n/a
137 (West Dade Connection)	30	45	60	n/a	40	45
150 (Miami Beach Airport Flyer)	30	30	30	n/a	30	30

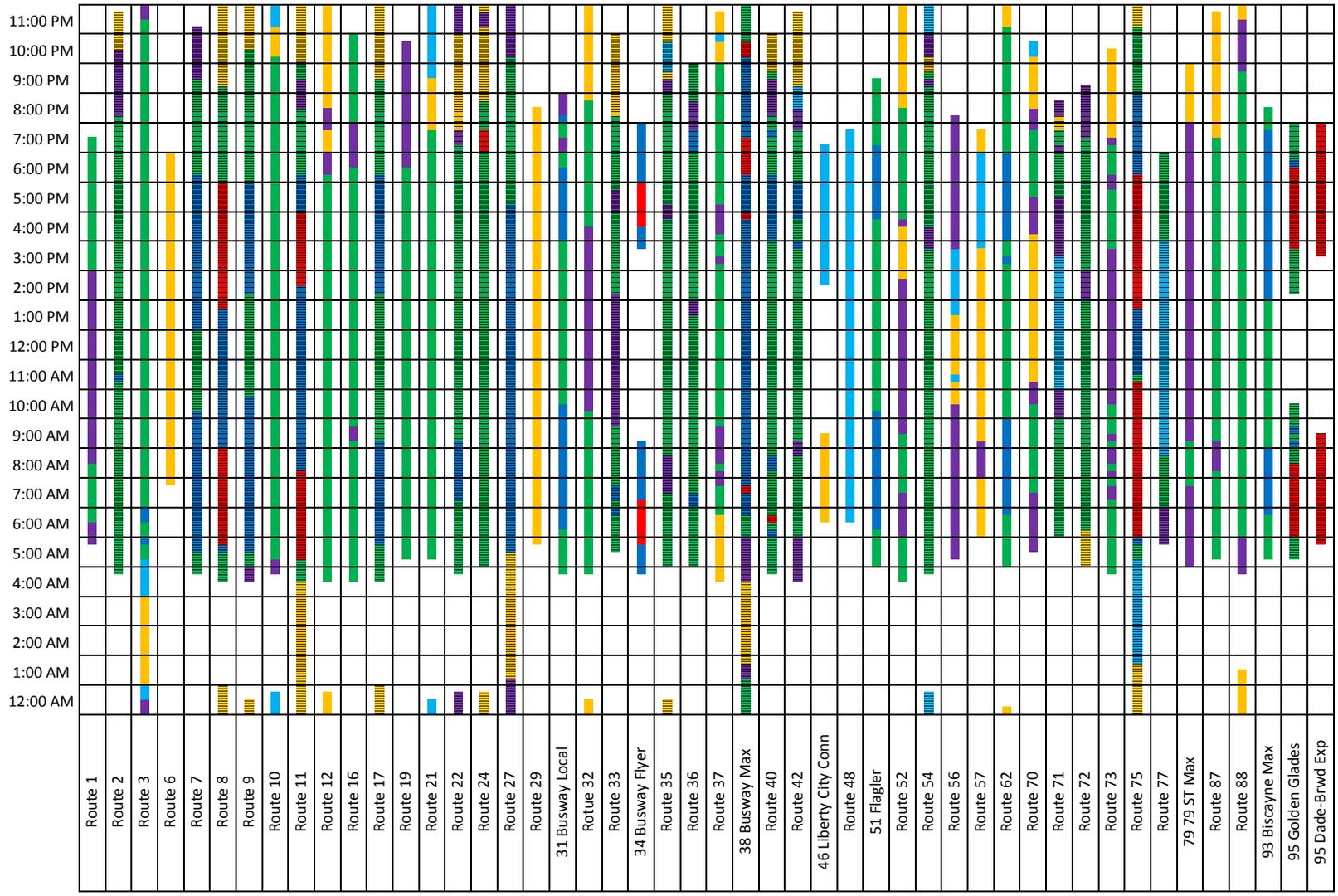
MDT METROBUS ROUTE HEADWAYS (December 2014 - continued)

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

Notes:

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

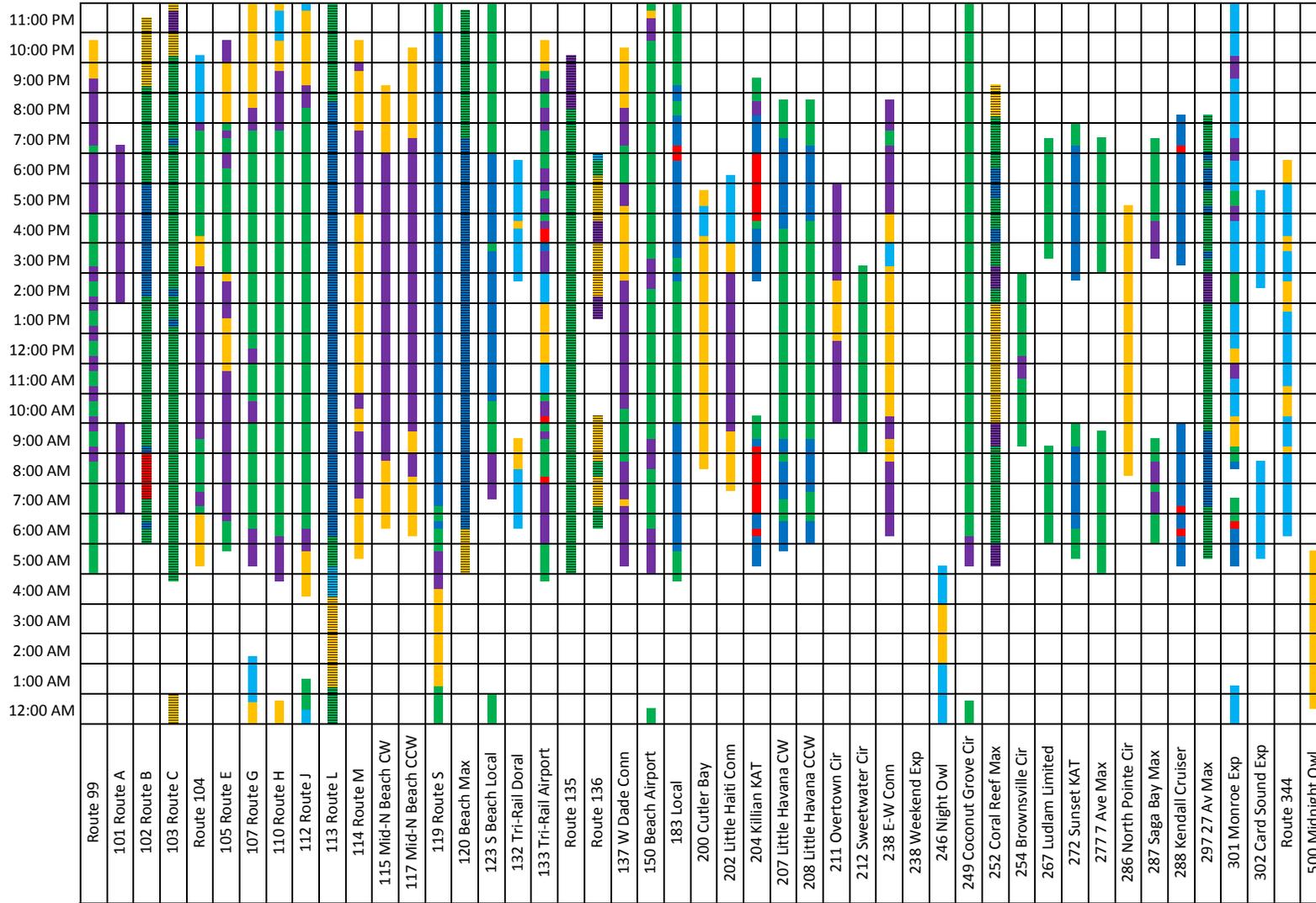
Weekday



Legend

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

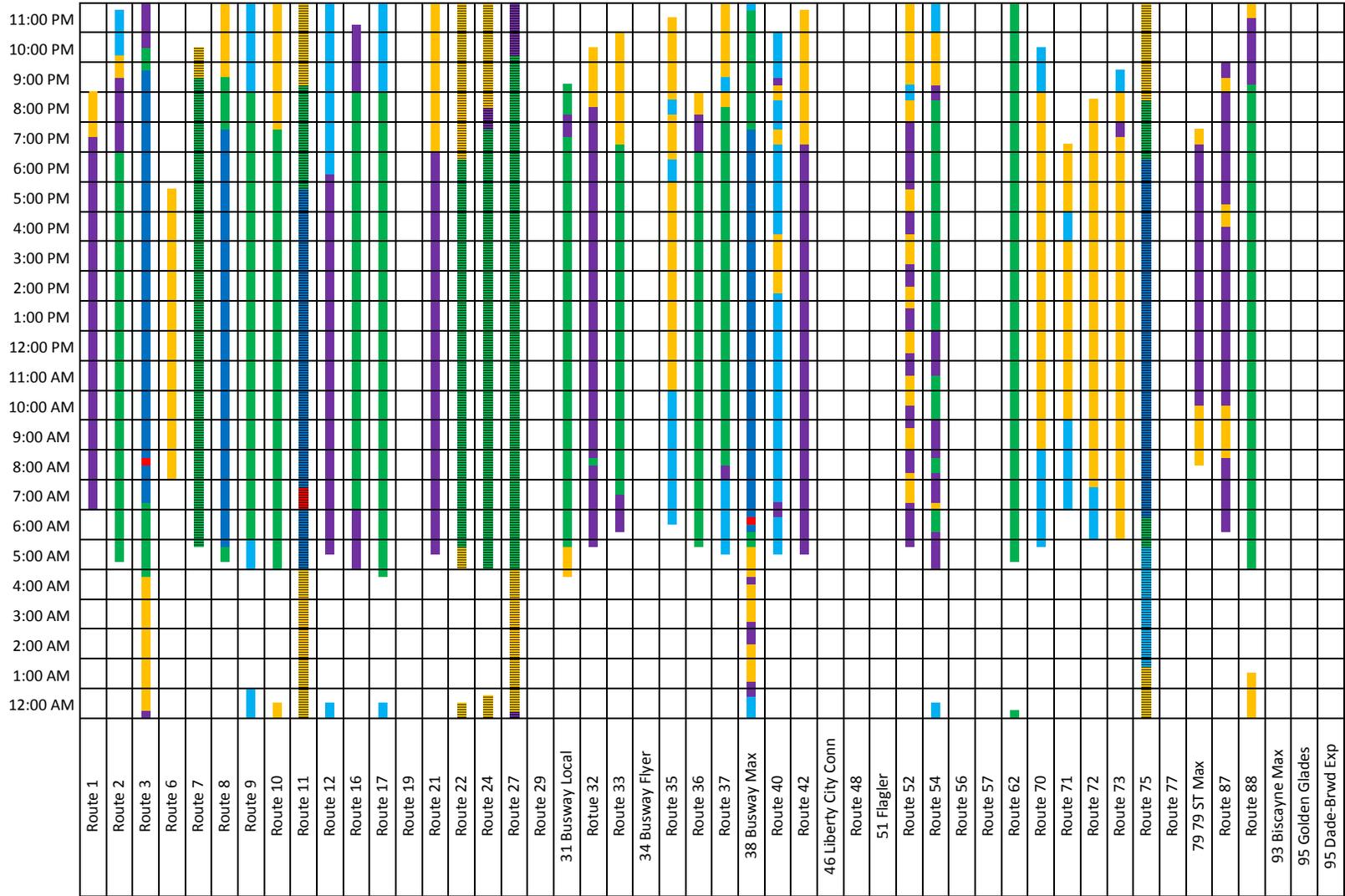
Weekday



Legend

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

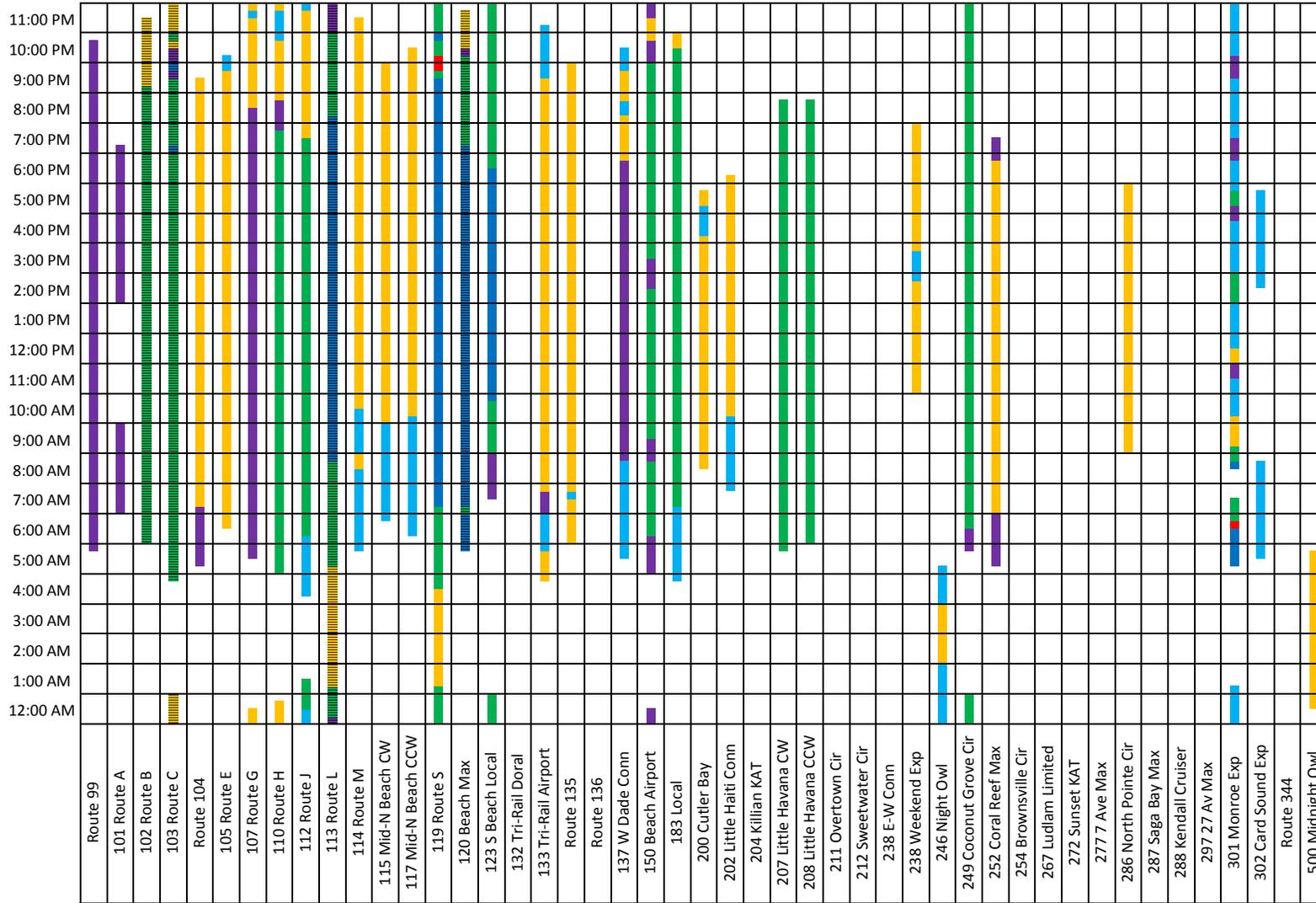
Saturday



Legend

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

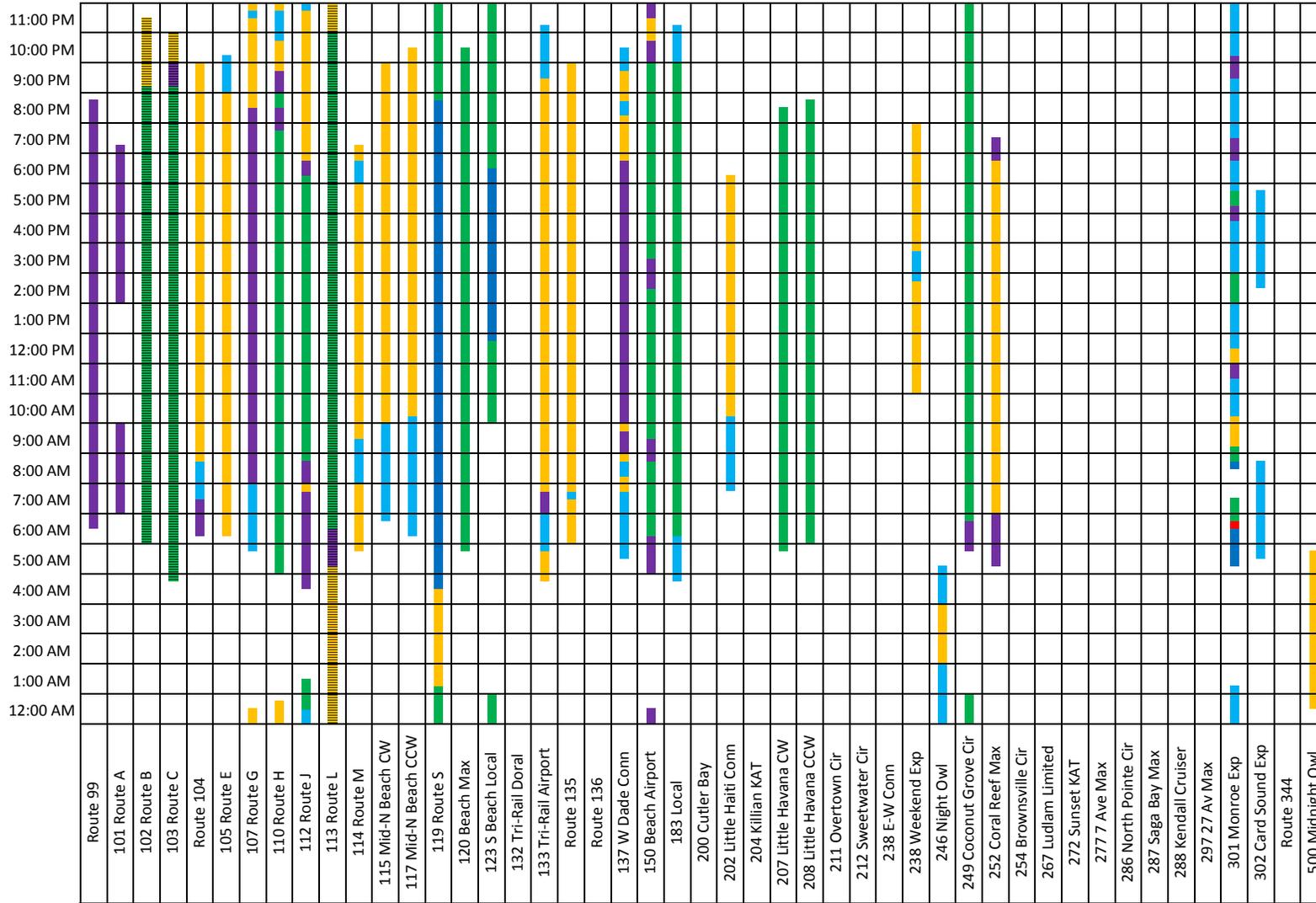
Saturday



Legend

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

Sunday



Legend

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

A.3 MUNICIPAL TRANSIT SERVICES



Municipal Transit Services

Municipality	Service Operator	Website Address
Aventura	Contractor	http://www.cityofaventura.com/index.aspx?page=121
Bal Harbour Village	Contractor	http://www.balharbourgov.com/how-do-i/access-the-bal-harbour-express-bus
Bay Harbor Islands	Contractor	http://www.bayharborislands.org/content.aspx?id=29
Biscayne Park	N/A	
Coral Gables	Contractor	http://www.coralgables.com/index.aspx?page=325
Cutler Bay	Miami-Dade Transit	http://www.cutlerbay-fl.gov/communitynews.php
Doral	Contractor	http://www.cityofdoral.com/index.php?option=com_content&view=article&id=149&Itemid=339
El Portal	N/A	
Florida City	N/A	
Golden Beach	N/A	
Hialeah	Contractor	http://www.hialeahfl.gov/index.php?option=com_content&view=article&id=141&Itemid=409&lang=en
Hialeah Gardens	ILA with Hialeah	http://cityofhialeahgardens.com/cohq2/index.php?option=com_content&view=article&id=63&Itemid=1
Homestead	Contractor	http://www.cityofhomestead.com/index.aspx?nid=106
Indian Creek Village	N/A	
Key Biscayne	N/A	
Medley	Municipality	http://www.townofmedley.com/socialservices.php
Miami	Contractor	http://www.miamigov.com/trolley/
Miami Beach	Miami-Dade Transit and Contractor	http://www.miamibeachfl.gov/
Miami Gardens	Planned for 2015	http://www.miamigardens-fl.gov/
Miami Lakes	Contractor	http://miamilakes-fl.gov/index.php?option=com_content&view=article&id=65&Itemid=410
Miami Shores	Contractor	http://www.miamishoresvillage.com/miami-shores-village/shores-shuttle-information.html
Miami Springs	Contractor	http://www.miamisprings-fl.gov/community/ride-free-bee-shuttle
North Bay Village	Municipality	http://www.nbvillage.com/Pages/NorthBayFL_WebDocs/Minibus
North Miami	Contractor	http://www.northmiamifl.gov/Departments/publicworks/transportation.aspx
North Miami Beach	Municipality	http://www.citynmb.com/index.asp?Type=B_LIST&SEC={48AC2614-6884-4BA4-83C3-93754D756C11}
Opa Locka	South Florida Regional Transportation Authority (SERTA)	http://opalockafl.gov/index.aspx?nid=239
Palmetto Bay	Contractor	http://www.palmettobay-fl.gov/content/ibus-bus-circulator-service#Bus_Schedule_and_Route_Map
Pinecrest	Contractor	http://www.pinecrest-fl.gov/index.aspx?page=503
South Miami	N/A	
Sunny Isles Beach	Municipality	http://www.sibfl.net/main_transportation/
Surfside	Contractor	http://www.townofsurfsidefl.gov/Pages/SurfsideFL_Clerk/SurfsideFL_PDdocs/SurfsideFL_CompPlan/TransportationElement.pdf
Sweetwater	Municipality	http://cityofsweetwater.fl.gov/transit.html
Virginia Gardens	ILA with Miami Springs	http://www.virginiagardens-fl.gov/
West Miami	Municipality	http://www.cityofwestmiamifl.com/public-works-transportation.html

Note: ILA = Interlocal Agreement

Total 34 municipalities

Legend:

Existing municipal service	26
Future municipal service	1
No current or planned service	7

A.4 MDT10AHEAD OUTREACH ACTIVITIES



Civic Engagement Events



Event No.	Date	Name	Location	MDT staff attended	Commission District - Commissioner
1	1/22/2015	CITT Summit	Miami-Dade College Wolfson Campus - 300 NE 2 Ave	Bobbie Carmona, Jacqueline Carranza, Monica Cejas, Karla Damian, Julio Rey, Doug Robinson, Nilia Cartaya	5- Bruno A. Barreiro
2	2/21/2015	District 8 Open House	South-Dade Government Center - 10710 SW 211 Street	Nilia Cartaya, Dennis Wrinn, Jose Peres, Hugh Chen	8- Daniella Levine Cava
3	2/21/2015	Cutler Bay 10th Anniversary Founders' Day Celebration	Cutler Ridge Park - 10100 SW 200 Street	Dennis Wrinn	8- Daniella Levine Cava
4	2/23/2015	South Dade College/Career Fair	South Dade Senior High School- 28401 SW 167 Ave	Dennis Wrinn	8- Daniella Levine Cava
5	2/28/2015	Ludlam Trail Corridor Charrette	West Miami Middle School 7525 Coral Way	Jacqueline Carranza	6-Rebecca Sosa
6	3/6/2015	Bike to Work Day at Vizcaya Metrorail Station	Vizcaya Metrorail Station 3201 SW 1st Avenue	Nilia Cartaya	7-Xavier Suarez
7	3/9/2015	Ludlam Trail Corridor Charrette	South Miami Senior High School 6851 SW 53 Street	Monica Cejas	7-Xavier Suarez
8	3/14/2015	FIA Formula E Championship: Miami - E-Prix Racing	Downtown Miami	Bobbie Carmona	5-Bruno Barreiro
9	3/24/2015	Transit is Golden Safety Event	Four Freedom House 3800 Collins Avenue Miami Beach, FL 33140	Bobbie Carmona	5-Bruno Barreiro
10	4/9/2015	Stand Up 4 Transportation Event	Tri-Rail Miami Airport Station 3861 NW 21st Street, Miami, FL 33142	Nilia Cartaya, Jaqueline Carranza, Dunbar C.	6-Rebecca Sosa
11	4/10/2015	2015 Miami-Dade County Clean Air Campaign	Stephen P. Clark Center 111 NW 1st Street Miami, FL 33128	Nilia Cartaya, Jaqueline Carranza, Dunbar C.	5-Bruno Barreiro
12	4/29/2015	Complete Streets Forum	Miami-Dade College Wolfson Campus - 300 NE 2 Ave	Monica Cejas, Nilia Cartaya, Jaqueline Carranza, Dunbar C.	5-Bruno Barreiro
13	5/20/2015	Commissioner Bovo District Office Outreach	1490 West 68th Street, Suite 101 Hialeah, Florida 33014	MDT Paratransit Staff - Lynnette Chiverton	13- Esteban Bovo, Jr., Vice Chair
14	5/27/2015	Community on Disability Issues (CODI) monthly Board Meeting	Stephen P. Clark Center 111 NW 1st Street Miami, FL 33128	MDT Paratransit Staff - Lynnette Chiverton	5-Bruno Barreiro
15	5/27/2015	Center for Independent Living – David Jackson	6660 Biscayne Blvd. Miami, FL 33138	MDT Paratransit Staff - Lynnette Chiverton	3 - Audrey M. Edmonson
16	5/30/2015	County Club of Miami	6801 NW 186 St, Hialeah, FL 33015	MDT Paratransit Staff - Lynnette Chiverton	13- Esteban Bovo, Jr., Vice Chair
17	6/2/2015	STS Rider's Monthly Meeting	Overtown Transit Village 701 NW 1st Court, 1st Floor Training Room Miami, FL 33136	MDT Paratransit Staff - Lynnette Chiverton	3 - Audrey M. Edmonson
18	6/12/2015	Chairman Monestime Resource Fair	Miami-Dade North College 11380 NW 27th Ave, Miami, FL 33167	MDT Paratransit Staff - Lynnette Chiverton	2 - Jean Monestime, Chairman
19	6/24/2015	City of Hialeah Gardens Outreach Center	City of Hialeah Gardens Outreach Center 10003 NW 87TH Avenue Hialeah Gardens, Florida	MDT Paratransit Staff - Lynnette Chiverton	12 - Jose "Pepe" Diaz
20	7/9/2015	Miami Beach Council Tower	Miami Beach Council Tower 533 Collins Avenue Miami Beach, Florida	MDT Paratransit Staff - Lynnette Chiverton	5-Bruno Barreiro
21	7/14/2015	Coral Bay Terrace	Coral Bay Terrace 8160 SW 210 Street Cutler Bay, FL	MDT Paratransit Staff - Lynnette Chiverton	8- Daniella Levine Cava



Survey Brochure Distribution



Location No.	Date	Name	Location	Commission District - Commissioner
1	2/21/2015	District 8 Open House - Brochures left at Commissioner's Office	South-Dade Government Center - 10710 SW 211 Street	8- Daniella Levine Cava
2	2/21/2015	L.I.F.T. Senior Center	12480 SW 127 Avenue, Miami, FL 33186	9- Dennis Moss
3	4/9/2015	Tri-Rail Miami Airport Station	3861 NW 21st Street, Miami, FL 33142	6-Rebeca Sosa
4	4/10/2015	Golden Passport Office/Government Center Metrorail Station	111 NW 1st Street, Miami, FL 33128	5-Bruno Barreiro
5	4/24/2015	WOW Center	11450 S.W. 79th Street Miami FL 33173	10-Sen. Javier D. Souto
6	6/1/2015	Miami-Dade Transit Bus Routes	Various	Various
7	6/30/2015	Miami-Dade County Public Libraries	Various	Various



2015 MDT10Ahead Social Media Log



No.	Date	Name	Type of Social Media	Type of Feedback	Transit Mode	Issue/Topic	Specific Comments	Entity Responsible
1	10/2/2014	Ian Schreiber Altamirano	Facebook	Comment	Mover	Other	Nice I like it! I hope that you can try to create an extension to Miami Beach or to Wynwood. Tourists and locals would fill that up regularly. You guys could try to put more advertisements on/around the stations and Metromovers to help pay off some funds.	MDT10Ahead
2	10/2/2014	Ian Schreiber Altamirano	Facebook	Comment	Mover	Other	Also, I'm not sure if it would be possible but maybe you could add a tiny little Green Airplane onto the Government Station and Brickell logo and say (connect here to MIA) or just the plane and MIA. I think it would look very classy and help traffic flow smoothly.	MDT - Mover
3	4/10/2015	Wencesiao Fernandez, Jr.	Facebook	Comment	Other	Other	#Bring it #Masstransit	MDT10Ahead
4	4/10/2015	Amanda Drewniak	Facebook	Suggestion	Bus & Busway	Service & Vehicles	Buses that run on time. Less rude drivers. Drivers that know bus connections. Drivers that can tell you how to reach major areas. Better bus times. More buses so we don't squeeze in like sardines at rush hour.	MDT - Metrobus Operations
5	4/27/2015	Scott Weinberg	Facebook	Comment	Mover	Stops/Stations	Did you know 8th St. Brickell station is closed? Is still under construction going on? Here is the link:	MDT - Mover
6	4/27/2015	Scott Weinberg	Facebook	Comment	Trolley	Other	Hey Miami-Dade, did you know about trolleys in Miami Beach?	More than one
7	4/27/2015	Asiwaju Williams Olayemi Mim	Facebook	Comment	Other	Other	I need to get a student bus-pass for my niece, how can I get it?	More than one
8	7/21/2015	Amelia Diaz-Bencomo	Facebook	Complaint	Other	Stops/Stations	For those of you that don't know it, there are 24 blocks from my house to the dentist. Thanks Miami-Dade Transit for the excellent service not offered! Tax dollars where have you gone????	MDT - Metrobus Planning
9	7/22/2015	Scott Weinberg	Facebook	Comment	Heavy Rail	Other	I just read about future metrorail extension. They will have extended the metrorail to Kendall, US-1, Marlins Stadium, FIU, Kendall Corridor North & South, East-West Corridor Metrorail, and also Tri-Rail will extend to Dolphin Mall, Ives Dairy Rd. Station. Is Tri-Rail will have new Ives Dairy Rd. Station near I-95, am I correct?	MDT10Ahead
10	7/30/2015	Zarifa Muhammad El	Facebook	Complaint	Bus & Busway	Vehicles	Can't find the post or message links, 4 great smelling buses, thanks	MDT - Metrobus Operations
11	1/22/2015	Rogelio Madan	Twitter	Suggestion	Heavy Rail	Other	Use existing tracks and use MDT toll revenue to pay. See Ch. 348.0004(7), F.S.	MDT10Ahead
12	2/21/2015	Ellen Vollinger	Twitter	Comment	Other	Service	MT crew at @DLCAVA's county services fair this morning. Thanks, Commissioner!	MDT10Ahead
13	4/27/2015	MIA Smart Transport	Twitter	Suggestion	Bus & Busway	Service	Please prioritize getting the real time bus tracking system up!	MDT10Ahead
14	5/11/2015	MIA Smart Transport	Twitter	Suggestion	Bus & Busway	Stops/Stations	Fix the transfer mess in downtown Miami. Use the right lane of NW 1st in front of Govt. Center for ALL routes.	MDT - Metrobus Planning
15	6/10/2015	MIA Smart Transport	Twitter	Complaint	Other	Other	Where are the Easy Card machines on the Beach? Suggest: Aventura Mall, Collins & 71st, Lincoln Rd., and 5th & Alton.	MDT - EASY Card
16	6/15/2015	MIA Smart Transport	Twitter	Complaint	Bus & Heavy Rail	Service	Just got off the train at Govt. Center and want to get to Midtown? Yeah, that's going to be an adventure...we can do better!	MDT - Metrobus Planning
17	6/20/2015	MIA Smart Transport	Twitter	Complaint	Mover	Vehicles	Brickell City Centre, Miami Central, and World Center opening within 10 years, but no additional Metromover cars?	MDT - Mover
18	6/20/2015	MIA Smart Transport	Twitter	Suggestion	Other	Stops/Stations	Golden Glades Station needs bicycle and local bus access to surrounding community, not just more parking spots.	MDT10Ahead
19	6/27/2015	Leah Weston	Twitter	Complaint	Other	Other	"10 Ahead?" Hmm, more like "Look at all the old crap we have to fix."	MDT10Ahead
20	7/30/2015	MIA Smart Transport	Twitter	Suggestion	Bus & Busway	Service	Consider interlining Beach and Little Havana routes. S can become an 8 or 11 for example. One seat ride LH to SoBe.	MDT - Metrobus Planning

MDT10Ahead Log of Emails

No.	Date	Name	Email Address	Type of Feedback	Transit Mode	Issue/Topic	Specific Comments
1	8/5/2014	Ricardo Linares	linaresmail@yahoo.com	Suggestion	Heavy Rail	Service	Extend rail to Krome Ave, then go North and East though the 836 corridor connecting to Orange line at airport. Build Park-and-Ride at Krome Ave.
2	8/21/2014	Samuel Johnson	samueljopres@yahoo.com	Complaint	Mover	Vehicles	The recordings on the mover be blasting, as if someone is playing with the volume.
3	9/2/2014	John Gamble	gamblej53@gmail.com	Suggestion	Heavy Rail	Service & Vehicles	This draft is okay. You should look into extending Metrorail and Metromover.
4	9/4/2014	Cory Friedman	coryfriedman@yahoo.com	Complaint	Bus & Heavy Rail	Service & Vehicles	I don't understand. We need to extend Metrorail and Metromover. We have some serious transit issues in Miami.
5	9/4/2014	Maria Guerrero	IAC@miamidade.gov	Complaint	Bus & Heavy Rail	Parking	How can you possible have so many 252 bus stops and only one park and ride lot in the area. Its shameful.
6	9/4/2014	Rosie Weisburg	Rweisburg@med.miami.edu	Complaint	Other	Stops/Stations	There's not a single bus shelter between SW 137th Ave. and 117th St. We have to endure the sun and the rain, getting to work drenched in sweat and water.
7	9/8/2014	Hallett Stiles		Suggestion	Other	Service	The way to eliminate grid-lock in Miami-Dade County and to allow public transit to flow freely is to designate through streets as one-way streets.
8	9/10/2014	Leon Zhiveler	Leon@julierealty.net	Complaint	Bus & Heavy Rail	Service & Vehicles	This plan is laughable, its almost as if crafted by someone that never rode on transit.
9	9/10/2014	Manny Somano	msoman@miamidade.gov	Suggestion	Bus & Heavy Rail	Service & Vehicles	Some suggestions for Transit: 1) East-West rail system 2) North rail system 3) Extend Metromover to midtown and Miami beach. 4) dedicated bus express lanes on highways.
10	9/12/2014	Diana Martinez	kiddykat8675309@hotmail.com	Complaint	Heavy Rail	Stops/Stations	The Dadeland South Station has to many homeless people and it constantly smell of urine.
11	9/16/2014	Brandon Kerns	bkerns@rsmas.miami.edu	Suggestion	Heavy Rail	Stops/Stations	One relatively cheap, quick, and useful improvement that can be made at Government Center station is to put in some benches in the air-conditioned lobby area near the security guards, within sight of the real-time tracker screen.
12	9/17/2014	Joe Trohosi	joetrophoto@gmail.com	Complaint	Other	Other	The 10-Year Plan is truly awful. Miami-Dade needs real transit solutions. This 10-year plan is a joke.
13	9/19/2014	Marissa Nunez	marissa.nunez2001@mymdc.net	Suggestion	Other	Stops/Stations	Please consider putting the bus stops back into Serena Lakes area, it is causing a lot of people unneeded strife just to get to their destination.
14	9/20/2014	JJ Gilbert	namong2@gmail.com	Comment	Bus & Heavy Rail	Service & Vehicles	We need a major subway system like New York or Boston, which is highly efficient. Basically, folks cannot get to work on time at present conditions.
15	9/20/2014	Carl Rachelson	crachelson@palmertrinity.org	Complaint	Bus & Heavy Rail	Service & Vehicles	With all due respect everything about this plan is out of step with what is necessary and what will needed in order to keep Miami from sliding into a status of importance. This plan, frankly is a joke.
16	9/23/2014	Mark Gibbs	magmanaut3@yahoo.com	Complaint	Bus & Heavy Rail	Service & Vehicles	The plan laid out for Miami Dade's transit future is unacceptable. It shows a serious lack of knowledge, care, and vision regarding issue the county and state should already be in the process of resolving.
17	10/3/2014	JP Castro	lunamar1@hotmail.com	Complaint	Bus & Heavy Rail	Service & Vehicles	1) Please fumigate the buses seen roaches crawling on the walls. 2) Please notify the station if there's a delay on the train for we can be able to catch a connecting bus. 3) Develop a better way to get tickets at the stations. 4)Why isn't there any power outlets to charge phone. I see why instead of gaining passengers, you are losing the few you have.
18	10/14/2014	Steven Curl	curlsteven35@gmail.com	Complaint	Mover	Vehicles	Northbound mover #44 stops as if its hitting a immovable object as it approaches Riverwalk and 3rd Station. We are getting jerked around.
19	10/23/2014	Steven Curl	curlsteven35@gmail.com	Complaint	Mover	Vehicles	Speakers emitting buzzing sound non stop.
20	11/12/2014	Samuel Johnson	samueljopres@yahoo.com	Complaint	Mover	Vehicles	The recording on mover 59 states, "please stand clear of the doors...., even though there is no one in the way. At every stop this is repeated.
21	11/13/2014	Steven Curl	curlsteven35@gmail.com	Complaint	Mover	Vehicles	When the mover pulls into the River Walk Station going north bound it stops as if it has hit a wall. It does not come to a gradual stop.
22	11/24/2014	Joe Platnick	jplatnick@aol.com	Suggestion	Bus & Busway	Stops/Stations	The empty land south of NE 203 St, next to W. Dixie Highway, could be used as a six story building divided into two buildings, one q high school and the other as a parking area for "Park&Ride", with the roof as a play area for the school. At the second floor there would be an elevated crossover to a station platform for a station for the new train. The new train would be elevated at the NE 186 St. street crossing which is always traffic congested.
23	12/5/2014	Chris Nixon	nixon.chris69@gmail.com	Complaint	Mover	Vehicles	When the mover is at Wilkie D. Ferguson, Park West, Freedom Tower, and approaching College North, stations the volume level is raised to the max from its normal level. Excruciatingly loud.
24	12/6/2014	Chris Nixon	nixon.chris69@gmail.com	Complaint	Mover	Service	Only two(1) mover car at a time on the outer loops come into the stations. And yet two(2) cars at a time pull into the inner loop stations. I suggest that it be the other way around. The outer loop movers bring people into the downtown area. When there are events at the A. A. Arena or Bayfront Park the outer loop stations, as well as the cars, fill up to the point that people have to wait for another car; this is a problem during rush hour as well. I for one rode a car from Riverwalk Station to Financial District Station so that I could get on a car and go to the Arena. If I had not done that it would have been difficult to get on a northbound car in a reasonable period of time and not be late. Many people chose to do what I did. That should not be happening. The inner loops movers move those people, who get into town, around in a circle. I see a danger in the crowding on the platform. I.e. a person falling onto the tracks or an altercation over trying to get on a car. Tempers flair when one might be late for an event that one paid dearly for. Please make the outer loop movers passenger friendly and have two(2) cars at a time pull into the stations. Remember the mover's slogan, "delivering excellence everyday". Please live up to that slogan. Start off the new year
25	12/22/2014	Steven Curl	curlsteven35@gmail.com	Complaint	Mover	Vehicles	Volume on Mover 60: The recording will go from an acceptable level to blasting. The level that it goes to is deafening.
26	12/30/2014	Steven Curl	curlsteven35@gmail.com	Complaint	Mover	Vehicles	Complaint Reported a 2nd Time: Still not corrected: Volume on Mover 60: The recording will go from an acceptable level to blasting. The level that it goes to is deafening.
27	12/30/2014	Steven Curl	curlsteven35@gmail.com	Complaint	Mover	Vehicles	Announcer said we can transfer to loop as we arrived at 3rd street station
28	1/12/2015	Samuel Johnson	samueljopres@yahoo.com	Complaint	Trolley	Service	On Sat, the 10th at approximately 5:15 the driver did not stop at the corner of nw 20th st & 13th av even though I had pulled the stop cord, the buzzer sounded, the stop request light came on, and there were people at the trolley stop waiting for a trolley. The driver did stop at subsequent stops. Why did he not stop and drop me off and pick up the people in wait? The trolley was far from full and no excuse not to stop and let me disembark.
29	1/15/2015	Chris Nixon	nixon.chris69@gmail.com	Complaint	Trolley	Service & Vehicles	Trolleys 2024 & 2010: The air conditioners blowing hot air. The drivers refused to turn on a/c or confirm my concerns. Why NO a/c? It's 74° out.
30	1/16/2015	Samuel Johnson	samueljopres@yahoo.com	Complaint	Mover	Vehicles	Mover 58 announcement says that we can the inner loop at 3rd street station which we cannot and also, the mover slams to a stop as comes into 3rd st.
31	1/17/2015	Chris Nixon	nixon.chris69@gmail.com	Complaint	Mover	Service & Vehicles	#57 comes to a sudden, as if it hit an immovable object and also, even though there is no one in the way of the doors the recording still says, "please stand clear of the doors. The train is being delayed". This also occurs on mover car 58. When the #58 mover approaches the announcer says, "now approaching 3rd st station. Transfer here for loop...etc.....The inner loop does not go to 3rd street station. Also there is a major problem with the announcing on mover 60. The announcement suddenly goes from an acceptable level to an ear splitting loudness. This has been reported numerous times and the problem still exists Please correct the above problems.

MDT10Ahead Log of Emails

No.	Date	Name	Email Address	Type of Feedback	Transit Mode	Issue/Topic	Specific Comments
32	2/13/2015	Chris Nixon	nixon.chris69@gmail.com	Complaint	Mover	Vehicles	The mover car recordings are calling 3rd st station at 10th street station.
33	1/28/2015	Anthony Paul	jpaul122052@gmail.com	Complaint	Bus & Busway	Service & Vehicles	Buses need to be cleaned everyday. Buses have cockroaches.
34	3/4/2015	Samuel Johnson	samueljopres@yahoo.com	Complaint	Mover	Service & Vehicles	The announcer on the #36 car says that passengers may transfer to the inner loop at 3rd street station. That is not correct.
35	3/4/2015	Samuel Johnson	samueljopres@yahoo.com	Complaint	Mover	Vehicles	As the northbound cars come into Riverwalk Station they come to a slamming stop, not a slow stop. This jolts the passengers back in forth.
36	2/7/2015	Chris Nixon	nixon.chris69@gmail.com	Complaint	Mover	Vehicles	Movers #48, 39, 57 & 36 come to a sudden stop when pulling into the Northside of Riverwalk Station. It is as if they hit an immovable object without warning. Mover 36 announces as the mover approaches 3rd st station and upon arrival that passengers may transfer there to "Loop". That is wrong.
37	2/14/2015	Chris Nixon	nixon.chris69@gmail.com	Complaint	Mover	Vehicles	Northbound movers approaching Riverwalk Station; 36, 39, 47, 50 56, & 57 come to a jolting stop, not a slow stop. It is as if we have crashed into something. As the movers approach and after they have arrived at the 3rd Street Station the recording says it is 10th Street Station not 3rd Street Station. Since the mover system was shut down for repairs several weeks ago the operation of the system has deteriorated to the point that everyday the movers have been stopping for prolonged periods of time. Is the system about to crash?
38	3/13/2015	Chris Nixon	nixon.chris69@gmail.com	Complaint	Mover	Vehicles	The mover cars are jerking back and forth as they come to a stop. This is happening on all loops. As the northbound cars pull into Riverwalk station come to a slamming stop.
39	3/13/2015	Paul Chance		Suggestion	Busway	Service	There is no connection to the busway on the Westside of US-1. There is residency to the west of the busway and those citizens have to walk a great way to get to the busway. They are requesting to see some type of resolution to this transportation issue.
40	2/18/2015	Eleanor Quigley	quigley2006@bellsouth.net	Suggestion	Light Rail	Service	I believe that in order for the Metrorail to be useful or beneficiary, it must make a complete circle on the outskirts of our Dade County: Dadeland, Coral Gables, Downtown, Airport (Intermodal Center), Doral, Dolphin Mall, FIU (Tiger Grant), West Kendall, Tamiami Airport?, Zoo? Richmond Heights, Turnpike, Kendall.
41	9/7/2014	Eleanor Quigley	quigley2006@bellsouth.net	Suggestion	Other	Service	Instead of another highway to relieve traffic in the Kendall West area, we need to consider improving and encouraging the masses to use "public transportation" options as alternative to siting in traffic. Since we do not have a Subway System like New York, we are suggesting Express Bus Lanes / Emergency Vehicle only lanes, similar to those found along US1 which connect to the Dadeland Metro Rail Station (This is a good alternative for extension of the Metrorail system since the Metrorail extensions would be too costly).
42	9/7/2014	Eleanor Quigley	quigley2006@bellsouth.net	Suggestion	Busway	Service	All public transportation options need to work together if it is going to be a benefit for anyone to use. Travel "Time" is the biggest challenge, and a major part of the consideration to use it.
43	9/7/2014	Eleanor Quigley	quigley2006@bellsouth.net	Suggestion	Other	Service	We feel it is redundant to put a "Highway" parallel to Chrome Avenue, which is already plans for expansion into a 4 lane Road with medians. Most importantly, we are concerned about the effects to our natural resources in the Everglades, and want to have the smallest impact possible.
44	9/7/2014	Eleanor Quigley	quigley2006@bellsouth.net	Suggestion	Other	Service	Consider the limited number of Park and Rides in opposite direction of traffic.
45	9/7/2014	Eleanor Quigley	quigley2006@bellsouth.net	Suggestion	Busway	Service	Mass Transit "Express Buses" should only stop at "Park and Rides" for passengers paying for an "express service" to other modes of transportation during rush hours. And only Stop to pick up passengers at these locations, to insure efficiency/time.
46	9/7/2014	Eleanor Quigley	quigley2006@bellsouth.net	Suggestion	Other	Service	All modes of transportation need to connect to the Inner-Moggle Station located at the airport, which has access to Metro Rail, Train Station, taxis, rental cars, airport and regular bus services.
47	9/7/2014	Eleanor Quigley	quigley2006@bellsouth.net	Suggestion	Busway	Service	Mass Transit has to keep moving! Perhaps where these bus lanes cross an intersection, the can be bridged over the crossing roads, so that they do not have to stop.
48	4/13/2015	Hugo Benitez		Suggestion	Other	Stops/Stations	Transit needs bike storage and better bike security in stations. Over the course of six months, I had two bikes stolen, in broad daylight, from Dadeland North station. The guards I have spoken to basically say that it is a problem not within their control. Storage units that used to exist have been removed, and other experimental ones (like in University) have never been placed in service.
49	4/7/2015	Hilda Delnodos		Suggestion	Bus & Busway	Service	Lack of bus service in the area of Ludlam Trail. Bus Route 52 has been removed from servicing the area and there is a lot of elderly and rentals that are in place and coming up as part of the DKUCD
50	5/14/2015	Elizabeth Portella	eporte@miamidade.gov	Suggestion	Heavy Rail	Service	Would it be possible expanding Metrorail over the canals that are in the main roads in the city?
51	4/20/2015	Chris Smith	cnixon39@yahoo.com	Complaint	Mover	Vehicles	Mover 54 does not come to a slow stop but jerks back and forth as it approached Riverwalk as it is going north.
52	3/4/2015	Samuel Johnson	samueljopres@yahoo.com	Complaint	Mover	Vehicles	As the northbound cars come into Riverwalk Station they come to a slamming stop, not a slow stop. This jolts the passengers back in forth.
53	4/13/2015	Chris Nixon	nixon.chris69@gmail.com	Suggestion	Mover	Other	The announcer of 47 tells us that we may transfer to inner loop at 3rd St Station to go to Arena Station. There is no Arena Station and we cannot transfer to an inner loop at 3rd st. station. There is no mention of Ferguson Station. The suggestion is to add Arena to the name of the Freedom Tower Station. It could read, Arena/Freedom Tower Station. The Arena is a big source of tax revenue and the ancillary benefit is business for our local businesses. There is no mention of it in the announcements nor on the maps
54	4/13/2015	Chris Nixon	nixon.chris69@gmail.com	Complaint	Mover	Vehicles	Movers 59 & 47 jerk back and forth jack and forth, etc., as they approach the stations
55	4/15/2015	Chris Smith	cnixon39@yahoo.com	Complaint	Mover	Vehicles	The 53, 45, & 44 movers are not stopping at once but stopping & going, stopping & going, etc., and #53 announcement tells us to stand clear of the door. The train is being delayed. There were only 2 of us on the mover and neither one of us were near the door.
56	5/18/2015	Mike Arias	MEMArias@aol.com	Suggestion	Bus & Heavy Rail	Service	1) Create pick up and drop off areas away from the travel lanes of the roadway at Bird Road at SW 118th Ave and at SW 8th Street (eastbound) at SW 76th Street. 2) The bus benches that have not canopy get very hot and become useless for the riders. 3) Additional bus shelters with canopy are necessary through Miami Dade. 4) Properly safeguard bus riders at the bus stops from errant vehicles by installing a safety barrier in front of the bus benches. 5) higher capacity vehicles needed at peak hours. 6) estimated arrival times at the stops should be provided as many of the riders do not have the technology (expensive cellphones). 7)Synchronize the north/south bus routes with the east/west routes. 8) Restoring transfer options. 9) installing transit signal exempt controls for all transit buses. 10) Extend operating hours on Friday and Saturday. 11) for the proposed service on the shoulders of the expressways, please considered the Safety Hazards giving that vehicles will have to stop and change onto the travel lanes due to disable vehicles on the shoulder. 12)Extend the people mover over the Port of Miami to serve all tourists and employees. 13) provide overhead light rail over the median along Kendall Drive. 13) provide high capacity vehicle service along
57	4/15/2015	Gonzalez, Belkis E		Suggestion	Bus & Busway	Service	The time lapse between bus connections is too short to from 252 coral reef drive to 137 West Dade Connection. I usually miss it because by the time I get off from one and cross the street the other one is gone.
58	4/13/2015	Chris Nixon	nixon.chris69@gmail.com	Comment	Trolley	Service	The driver on trolleys 2009 on Sat. at 3:30 and 2012 on Sun. 8:30pm, happens to be the same driver, is very good. He is friendly and a good driver. He greets everyone who boards with a big smile. Kudos to him. There are others who should follow his example
59	4/13/2015	Chris Nixon	nixon.chris69@gmail.com	Complaint	Trolley	Other	The driver of 2007 on Sun. at 12:22 was playing a religious station. I believe this to be in violation of the Separation of Church and State clause of the U. S. Constitution since the trolleys are funded by tax revenue and are under the auspices of the local government. Please correct this violation. She, the driver, is not the only one who is doing this.
60	4/16/2015	Chris Smith	cnixon39@yahoo.com	Complaint	Mover	Vehicles	Mover # 52 does not come to a slow stop but stops several times before it stops

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61	2/18/2015	Eleonor Quigley	quigley2006@bellsouth.net	Suggestion	Heavy Rail	Service	In order for Metrorail to be useful and beneficial, it must make a complete circle on the outskirts of our Dade Count: Dadeland, Coral Gables, Downtown, Airport (Intermodal Center), Doral, Dolphin Mall, FIU, West Kendall, Tamiami Airport Zoo, Richmond Heights, Turnpike and Dadeland.
62	9/7/2014	Eleonor Quigley	quigley2006@bellsouth.net	Suggestion	Bus & Heavy Rail	Service	We are suggesting express bus lanes like the ones on US 1, for example along Krome, instead of the highway that it is being planned. The express buses should serve park and ride lots and connect to Metrorail and Inter-mobile at the Airport. The following locations are suggested for park and ride lots: SW 157th Avenue AT SW 42nd Street, SW 8th Street at SW 147th Avenue, SW 167th Avenue at Kendall Drive, SW 162nd Avenue south of SW 112th Street, SW 136th Street at SW 152nd Avenue, SW 136th Street at SW 127th Avenue, Heft and Sr 874 and SW 117 Avenue.
63	5/26/2015	Steven Curl	curlsteven35@gmail.com	Complaint	Mover	Vehicles	Movers 35, 36, & 50 do not come to a slow stop when approaching Riverwalk Station. They suddenly stop as if they hit a wall causing us, the passengers, to be jolted back and forth. This has been a problem for quite sometime and I have repeatedly reported it, to no avail. Also, the announcement on #50 says we may transfer to the Loop at 3rd St. Station, not so. It also says the mover goes to Arena/State Plaza, which doesn't exist, no mention of Wilkie D. Ferguson Station.
64	5/27/2015	Alice Arquelles	arquelles@rumberger.com	Suggestion	Bus & Heavy Rail	Service & Vehicles	1) I miss the digital message bar you had on each train. The speakers are not always in good working order and/or the diver is not always easy to understand so the message bar was a good back up to keeping the riders informed as to the next stop and as to the elevators situation. The noting of the time was a very good plus. 2)I find there is a lack of security presence. 3) due to the lack of security presence the "No Radio/Music" played out loud is not enforced. 4) it seems to be "hit or miss" or the mood of the Guards (at least between the 3 stations I use) as to weather they help the riders with purchasing a ticket at the machines to help speed the process.
65	5/29/2015	Curl Steven	curlsteven35@gmail.com	Complaint	Trolley	Vehicles	The air conditioner on trolley 2011 was blowing warm air on Sunday, May 17, 2015. Driver was great! You need more like her and Travis, he drives the Coral Way trolley.
66	6/4/2015	Samuel Johnson	samueljopres@yahoo.com	Complaint	Mover	Service	Everyday there are delays with the mover system. This is all day not just one time during the day. The problem is attributed to "operational difficulties". Several months ago the system was shut down for 2 days for "repairs". The system is worse off for it. Please discontinue the mover and bring in the buses. The buses are more reliable and so is driving a car.
67	6/17/2015	David Kupferberg	dkupf@yahoo.com	Suggestion	Bus & Busway	Service	- The scheduling time periods for late night should be 9:00 pm - 1:00 am, and for overnight should be 1:00am - 5:00am. - the "Average Maximum Loading Standard by Time Period for Bus" for the Headway category, for the Maximum Load Point (MLP) for 1-15 minutes should be changed from 160% to 150%. - I also think that no one, regardless of service type, be it local, express, rail, or mover, should have to stand during the off peak. - for the off-peak service, my major pet peeve is the 60-minute headway standard. - I think that overnight service coverage is poor. First, overnight service should be restored on two routes that had it eliminated in 2008: the 77 and J. Route 27 should also have 24-hour service due to its high ridership. - When it comes to overnight service look no further than NYC. After all, it has the most robust overnight service network in the country. -In order to talk about how MTA New York City Transit (NYCT) operates overnight bus service, I must first mention how it determines the "level of service" and "span of service". These are solely based on load at the maximum load point (MLP). For non-express bus routes, the level of service required for the overnight period, clockface, at the MLP: At least 5 pax/hour, but less than 10 pax/hour: 1 trip/hour; At least 10 pax/hour, but less than 20 pax/hour: 1.5 trips/hour; At least 20 pax/hour, but less than 100% seated load: 2 trips/hour. The span of service is based on ridership minimums, clockface, at the MLP: Weekday Peak: 20 pax/half-hour @ 1 trip/half-hour; Base: 20 pax/hour @ 2 trips/hour; Late-Night: 5 pax/hour @ 1 trip/hour. (Should service be eliminated during any one overnight period, the weekday peak and off-peak minimums determine the span of service.) -Based on what I stated above, I think that the "Maximum Metrobus Headway (minutes)" should be changed, for all bus routes at all timepoints en route, to 30 minutes, except overnight, when it would be 60 minutes. (If a route can't make these minimums, it's not worth operating the service.) Note that the only routes that could exceed the 30-minute headway would be routes that
68	6/15/2015	Alain Ferro	alferro@yahoo.com	Suggestion	Other	Other	a traffic signal be installed at the intersection of NW 57 Ave and 191 st Street. This is a very dangerous intersection where there are a high number of accidents every year.
69	6/16/2015	Retha M. Nelson	rmnelson@mdpd.com	Complaint	Bus & Busway	Service & Vehicles	<ul style="list-style-type: none"> • THE 32 IS NEVER ON TIME IN THE AFTERNOON GOING SOUTHBOUND. • WORKING IN DORAL THE 238 IN THE AFTERNOON IS HORRIBLE YOU NEVER KNOW WHEN IT'S COMING OR IF IT'S GOING TO COME TRAVELING EASTBOUND. • PERHAPS THERE SHOULD BE AN ALTERNATE BUS ON 25TH STREET BESIDE THE 238 LIKE A FEW YEARS BACK THE 87 USE TO TRAVEL ON 25TH STREET. • AND ALSO HOW COME THE 87 NORTHBOUND DOESN'T TRAVEL TO THE PALMETTO STATION ON THE WEEKEND. THERE ARE A LOT OF PEOPLE WORKING ON THE WEEKENDS IN DORAL AND OR SHOPPING. • WHEN IS THE COUNTY GOING TO GET NEW BUSES. THE PROBLEM A LOT OF US PASSENGERS HAVE ARE THE BUSES BREAKING DOWN • I NOTICE THAT A LOT OF THE BUSES HAVE ROACHES AND FALLING APART. THIS IS VERY BAD.
70	7/1/2015	Samuel Johnson	samueljopres@yahoo.com	Complaint	Mover	Vehicles	No a. c. on mover 37 today

MDT10Ahead Log of Emails

No.	Date	Name	Email Address	Type of Feedback	Transit Mode	Issue/Topic	Specific Comments
71	6/29/2015	John Gamble	gamblej53@gmail.com	Suggestion	Bus & Busway	Service & Vehicles	<ul style="list-style-type: none"> When it comes to regional routes like the new Dade Broward Express routes they should use Commuter Coach buses like the one that is used on the route 34 those buses in particular are built for regional routes like that. An articulated bus should be put to use on crowded routes in the system. Expand into Broward County with the creation of Local and Express routes. Also come up with a plan to repair/overhaul buses when they reach 6yrs of service. The reason why is because you guys will save a lot of money when it comes to replacing parts on the buses and it also allows you to run those buses longer in service especially when its time to gather up a large amount of funds to replace those buses. Add Cameras to the Park N Ride lots, The Busway, Electric Charging Stations at the parking garages located at the Metrorail Stations at times you will see a bus that's either broken down on the side of the road or the bus leaking with water when it rains. Metrobus is the Backbone of Miami-Dade Transit since we have limited rail thus allowing the buses to pick up the Slack agencies like King County Metro, LA Metro, WMATA, Dallas Dart Houston Metro have a somewhat limited rail but a great Maintenance Plan to keep their buses running like new. if there is a roadblock advocate for more funding through our so called state representatives and Miami Dade County Mayor/ Commissioners they are elected by us therefore you guys at MDT should put them to work by adding more funds instead of cutting away from Transit.
72	7/27/2015	Velazquez, Carlos		Suggestion	Bus & Heavy Rail	Service	<p>STOP with fast lanes already. There is enough traffic without eliminating 2 lanes for the elite. Make 1 lane carpool and Buses only like before. WE NEED A METRO RAIL LINE GOING EAST TO WEST next to Dolphin xpsway and COMPLETE LINE FROM HIALEAH TO KENDALL. DO NOT BE AFRAID TO ASK PUBLIC, THIS WOULD BE FOR FUTURE, people didn't want metro rail in 80's and its vital to our mass transit now. Somebody must put politics/re-election aside and do the right thing for county residents 20 years from now. Forget everything else TRAIN, TRAIN, TRAIN. WE MUST MAKE METRO RAIL THE CENTERPIECE OF ALL TRANSIT OPERATIONS. THANK YOU</p>
73	7/27/2015	Terence Hill		Complaint	Bus & Heavy Rail	Other	<p>To whom it may concern there is a BIG issue at the Golden Glades exchange Bus area. The problem is there is only one machine to purchase tickets when you have 95 express,95 Brickell,95 civic center,277 and a few more Buses that comes to that location. There is A LOT of traffic at this location just to have one machine. At times this machine is not accepting any cash, sometimes this machine is broken what are we to do in these cases. We need at least 3 to 4 machines at this location which is very busy. At train stations you always have 4 why can't this area have more than just one. Can someone please look into this for me. If you need complaints I can go out and have everyone out in the morning and evening sign a form stating we need more machines. Can you please email me back with an answer. THANK YOU</p>
74	7/31/2015	Brandon Kerns	bkerns@rsmas.miami.edu	Suggestion	Bus & Busway	Service	<p>You have to adjust bus schedules to reflect the level of service you can CONSISTENTLY provide, given the reality of traffic congestion and the need to have backup buses. Breakdowns are inevitable when 70% of the bus fleet is too old, but you can plan around that by having some backup buses on standby at transit hubs, for example, in downtown Miami.</p> <p>For example, Route B has consistently poor service between around 5:30-7 pm, in large part due to traffic in Brickell. Instead of waiting for the next bus to arrive at Brickell station, have one on standby which can leave at the scheduled time. That way delays do not build throughout the afternoon and evening, and bus bunching is less likely. Even if it has to be a less frequent schedule on paper, if it were more reliable, it would actually be better.</p>
75	7/31/2015	Brandon Kerns	bkerns@rsmas.miami.edu	Suggestion	Bus & Busway	Service	<p>The closest the 10-year plan comes to implementing Bus Rapid Transit is so-called "enhanced bus." These buses may have faster boarding and have priority at some traffic lights, but THEY WILL STILL GET STUCK IN TRAFFIC! PEOPLE WILL NOT LEAVE THEIR CARS BEHIND TO RIDE A BUS THAT GETS STUCK IN TRAFFIC! The only way for buses to be effective in our level of traffic congestion is to run them in DEDICATED BUS LANES. Taxis, tour buses, emergency vehicles, and official government vehicles can also make use of these lanes. In particular, taxis would not have to block the right lane of ordinary traffic to make pickups and drop-offs. Emergency vehicles still need to get around when traffic is backed up, and a dedicated lane could literally be a lifesaver in that case. So make the case to the County and MPO. Your 10-year goal should be to have ALL long-haul routes running in bus lanes, not just a few lines running "enhanced" buses.</p>
76	7/31/2015	Brandon Kerns	bkerns@rsmas.miami.edu	Suggestion	Bus & Busway	Service	<p>Please consider interlining bus routes which have many people who transfer between them. For example, inbound S/120 becomes outbound 8/11, and vice versa. This is especially needed at night and on weekends when the routes are not running as frequently, and people wait long to transfer. People often have to sprint between buses or face a long wait up to an hour in a desolate part of downtown Miami.</p> <p>We are in need of metrorail services in the northern area of Miami-Dade County. There are numerous employees and county residents that resides in the northern area of Miami-Dade County who commute daily to various areas of Miami-Dade County that can benefit from this service.</p>
77	7/28/2015	Geneva Wallen,		Suggestion	Heavy Rail	Service	<p>We are in need of metrorail services in the northern area of Miami-Dade County. There are numerous employees and county residents that resides in the northern area of Miami-Dade County who commute daily to various areas of Miami-Dade County that can benefit from this service.</p>
78	7/27/2015	Awilda Nunez	awilda@miamidade.gov	Suggestion	Bus & Heavy Rail	Service	<ol style="list-style-type: none"> There is one express bus so close to me by Perry Airport that only goes by Jackson Hospital and not downtown. So, I drive to Miramar Blvd and take the Ansin Bus. It would be super if the Perry Airport bus route could be extended to downtown. I know it is an express bus but not sure of its name. It would also be so convenient if the metrorail trains going north could be extended to the county line road (215 Street). This would alleviate I-95 expressway tremendously.
79	7/30/2015	Marisa Gideon-Gerard		Suggestion	Other	Other	<p>Use a different color card for county employees as well as discount fare for bus/rail just like the elderly bus pass. Special discounts for single mothers that are county employees as well as employees with children riding bus/rail.</p>
80	7/27/2015	Giraldo Canales	gcanales@hfi.miami.com	Suggestion	Heavy Rail	Service	<p>MDT should focus more on the east/west corridor on the Metrorail. This would increase accessibility to the Metrorail to a significant number of the County's population who's current trip from the west just to get to a station on US1 is unrealistic. My belief is that currently the rail is only accessible to those on the east part of the county. Also, A lot was spent to extend the bus way down further south. If that effort was focused more on making the train go further south.</p> <p>My opinion is the current system services a select few, does not cut down on the need to use your vehicles for those west and just to use the rail involves a complicated systems of transfers from buses, cars, taxi's etc just to get to a train to ride it for 5 miles or more on a 20 mile or more trip????</p>
81	7/30/2015	Melissa Moreno		Suggestion	Heavy Rail	Service	<p>If you could please extend the Metrorail to the South including Florida City. We are a family and no one should be left behind.</p>

CDP Outreach Activities for Calendar Year 2014

January

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

February

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

March

- 1 New County Employee Orientation class presentation
- 15 outreach events
- 4 meetings with clients

April

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

May

- 1 New County Employee Orientation class presentation
- 7 outreach events
- 4 meetings with clients
- 9 cold calls (Miami Beach area – hotels)

June

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

July

- 2 New County Employee Orientation class presentations
- 7 outreach events
- 4 meetings with clients
- 2 new accounts sold
- MDT10Ahead Email blast to 200+ Corporate Discount Program Partner Companies

August

- 2 New County Employee Orientation class presentations
- 12 outreach events
- 6 meetings with clients
- 5 cold calls (Brickell Area)
- 2 new accounts sold

September

- 2 New County Employee Orientation class presentations
- 17 outreach events
- 6 meetings with clients
- 2 new accounts sold

October

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

November

- 2 New County Employee Orientation class presentations
- 15 outreach events
- 6 meetings with clients
- 2 new accounts sold

December

- 1 New County Employee Orientation class presentation
- 3 outreach events
- 2 meetings with clients

Recap – 2014 CDP Outreach Activities

New County Employee Orientation class presentations	18
Outreach events	135
Client meetings	60
Cold calls	14
New accounts sold	16

2014 Golden Passport Outreach Events

Date	Hours	Location	Address	Staff Assigned
1/16/2014	10:00 - 2:00	Comm. Sosa District	5200 SW 8 St.	Yolanda Guillen
1/29/2014	9:00 - 2:00	Key Biscayne Comm. Center	10 Village Way-88	Yolanda Guillen
2/5/2014	10:00 - Noon	Hialeah District Office	1490 W 68 St	Yolanda Guillen
2/12/2014	10:00 - 1:00	City of Sweetwater	10600 SW 4 St	Yolanda Guillen
2/28/2014	11:00 - 2:00	Betty Ferguson Recreational	3300 NW 199 St	Yolanda Guillen
3/3/2014	10:00 - 2:00	Joseph Caleb Center	2200 NW 54 St	Yolanda Guillen
3/7/2014	10:00 - 2:00	Joe Celestine Center	1535 NW 135 St	Pierre Honorat
3/20/2014	10:00 - 12:00	St. Dominics Senior Center	5849 NW 7 St	Yolanda Guillen
3/24/2014	1:00 - 3:00	Pine Wood Villas	8420 SW 188 Terr	Mike Boohit
3/25/2014	10:00 - 12:00	Coral Bay Terrace	8160 SW 210 St	Mike Boohit
3/25/2014	1:00 - 3:00	Saga Bay Apts	21215 SW 85 Ave	Mike Boohit
4/1/2014	10:00 - 12:00	Antonio Maceo Park	5135 NW 7 St	Yolanda Guillen
4/7/2014	10:00 - 2:00	Joseph Caleb Center	2200 NW 54 St	Yolanda Guillen
4/17/2014	10:00 - 1:00	City of Miami Springs	343 Payne Dr	Yolanda Guillen
4/22/2014	10:00 - Noon	Harry Cain Towers	490 NE 2 Ave	Yolanda Guillen
5/2/2014	Noon - 1:00	City of Miami Springs	343 Payne Dr	Doug Bermudez
5/5/2014	10:00 - 3:00	Joseph Caleb Center	2200 NW 54 St	Yolanda Guillen
5/6/2014	10:30 - 1:00	Vila Alegria	275 Palm Ave	Yolanda Guillen
5/7/2014	10:00 - 1:00	Goodlet Senior Center	900 W 44 Pl	Yolanda Guillen
5/14/2014	10:00 - 1:00	Pinecrest Community Center	17601 SW 78 Ave	Pierre Honorat
5/16/2014	10:00 - 1:00	La Esperanza Project	1770 W 44 Pl	Pierre Honorat
5/21/2014	10:00 - 1:00	AARP Chapter 4686	1350 NW 50 St	Pierre Honorat
5/28/2014	11:00 - 12:30	St. Vincent de Paul Senior	10160 NW 19 Ave	Pierre Honorat
5/29/2014	11:00 - 12:00	Milander Senior Center	815 W 75 St	Pierre Honorat
5/30/2014	10:00 - 1:00	Ruth Tinsman Senior Ctr	6454 W 24 Ave	Pierre Honorat
6/4/2014	9:30 - Noon	Betty Ferguson Recreational	3000 NW 199 St	Pierre Honorat
6/13/2014	10:30 - 2:00	Ashley Plaza	70 E 7 ST	Pierre Honorat
6/18/2014	10:30 - 2:00	Holland Hall Sr Center	555 E 1 Ave	Pierre Honorat
6/19/2014	1:30 - 4:30	Palmer House	1225 SW 107 Ave	Pierre Honorat
6/24/2014	10:30 - 2:00	Jack Orr Sr Center	550 NW 5 St	Pierre Honorat
6/25/2014	10:00 - Noon	St Mary Tower	7615 NW 2 Ave	Yolanda Guillen
6/26/2014	10:30 - 2:00	St Monica Gardens	3425 NW 189 ST	Pierre Honorat
7/1/2014	10:00 - Noon	Badias Senior Center	25 Tamiami Blvd	Pierre Honorat
7/7/2014	10:00 - 3:00	Joseph Caleb Center	2200 NW 54 St	Pierre Honorat
7/8/2014	10:30 - 2:00	Dante Fascell Senior	2929 NW 18 Ave	Pierre Honorat
7/15/2014	10:00 - 12:30	Stirrup Plaza	3150 Mundy St	Sonia Romero
7/17/2014	10:30 - 1:00	Patterson Pavillion	1875 W 44 Pl	Sonia Romero
7/21/2014	10:30 - 1:00	Joe Moretti	240 SW 9 St	Yolanda Guillen
8/4/2014	10:00 - 1:00	Mildred Pepper	10000 SW 56 St	Hilda Chayt
8/6/2014	10:00 - 2:00	Miami Lakes Government Center	6601 Main St	Hilda Chayt
8/7/2014	10:00 - 2:00	Veterans Outreach	Miami Zoo	Hilda Chayt
8/7/2014	10:00 - 1:00	Marion Towers	17505 N Bay Rd	Sonia Romero
8/8/2014	2:00 - 4:00	Sweetwater Towers	10750 SW 4 St	Yolanda Guillen

2014 Golden Passport Outreach Events

Date	Hours	Location	Address	Staff Assigned
8/14/2014	10:00 - Noon	Robert King High	1407 NW 7 St	Sonia Romero
8/19/2014	11:00 - 1:30	Smathers Plaza	1040 SW 29 Ct	Hilda Chayt
8/20/2014	10:00 - 1:00	Victor Wilde Park	5404 W 18 Ave	Hilda Chayt
8/21/2014	2:00 - 4:30	St. Anne Gardens	11800 Quail Roost Dr	Yolanda Guillen
8/22/2014	11:00 - 1:00	Sisters & Brothers	1800 SW 1 St	Sonia Romero
8/27/2014	10:00 - 1:00	Villa Aida Adult Center	20 W 6 St	Yolanda Guillen
8/28/2014	10:00 - 1:00	Robert King High	1407 NW 7 St	Yolanda Guillen
8/29/2014	11:30 - 1:30	Edgar J Hall	2250 W 60 St	Sonia Romero
8/29/2014	2:00 - 4:00	Stella Maris House	8638 Harding Ave	Doug Bermudez
9/4/2014	10:00 - Noon	East Ridge Retirement	19301 SW 87 Ave	Mike Boohit
9/9/2014	1:00 - 3:00	Rebecca Towers	150 Alton Rd	Pierre Honorat
9/11/2014	9:30 - 11:30	Dr. Maria M Martinez	8551 Hammocks BLvd	Mike Boohit
9/17/2014	2:00 - 4:00	Palermo Lake Apts	5311 NW 7 St	Yolanda Guillen
9/18/2014	10:00 - Noon	Victoria Center	250 SW 114 Ave	Hilda Chayt
9/22/2014	1:00 - 4:00	McCarthy Residence	13201 NW 28 Ave	Pierre Honorat
9/23/2014	1:30 - 4:00	Los Robles Apts	11495 W Flagler	Yolanda Guillen
9/26/2014	11:00 - 1:00	Medical Care Group	5200 SW 8 St.	Hilda Chayt
10/3/2014	10:00 - Noon	Coral Way Center	2717 SW 142 Ave	Hilda Chayt
10/8/2014	2:00 - 4:00	Lake Shore Apts	21269 SW 85 Ave	Mike Boohit
10/9/2014	2:00 - 4:00	Blue Lagoon Apts	725 NW 57 Ave	Yolanda Guillen
10/14/2014	9:00 - 11:00	Calusa Cove Apts	8000 SW 210 St	Mike Boohit
10/15/2014	9:30 - 12:30	Residential Plaza	5617 NW 7 St	Hilda Chayt
10/16/2014	2:00 - 4:00	Vista Alegre Apts	2235 SW 8 St	Mike Boohit
10/18/2014	10:00 - 2:00	California Club	850 Ives Dairy Rd	Pierre Honorat
10/23/2014	10:30 - 12:30	Miami Dade CAA	17801 Homestead Ave	Mike Boohit
10/24/2014	12:30 - 2:30	Los Pilotos Comedor	1470 NW 36 St	Yolanda Guillen
10/28/2014	2:00 - 4:00	Victoria Residential Apts	312 NW 9 Ave	Yolanda Guillen
11/6/2014	12:30 - 3:00	Miami Dade College	Homestead Campus	Mike Boohit
11/6/2014	3:30 - 4:30	Saga Bay Apts	21215 SW 85 Ave	Mike Boohit
11/13/2014	2:00 - 4:00	Claude & Mildred Pepper	2350 NW 54 ST	Pierre Honorat
11/19/2014	10:00 - 1:00	Palm Springs Library	17601 NW 78 Ave	Pierre Honorat
12/12/2014	9:00 - 4:00	Veterans Day	FIU South Campus	Hilda Chayt

A.5 MDT10AHEAD SURVEY RESULTS

1.0 Introduction

In total, 816 surveys and comment cards have been collected as shown in Table 1-1. Of that total, 461 (56%) were collected through the online survey and 355 were collected through comment cards. The results of the surveys are provided in the following figures. Questions included on the survey and the shorter comments cards are noted.

Table 1-1: Survey Responses by Survey Type

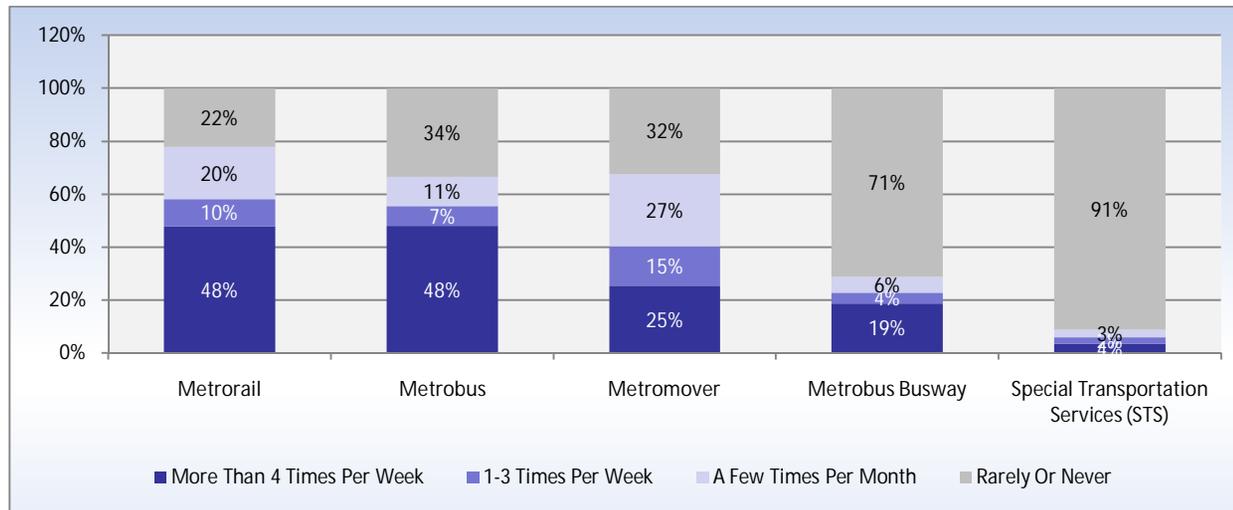
Survey Version	Number of Participants
English	674
Spanish	137
Creole	5
Total	816

Note: Fourteen comment card surveys did not indicate what language they were taken in. These surveys were included in the English count.

1.1 TRANSIT USE

Figure 1-1 provides insight into the types of transit being used by respondents. This question was on the electronic survey as well as the comment card. Nearly half of the respondents use Metrorail and Metrobus more than four times per week. A quarter of respondents use Metromover more than four times per week, while 19 percent use the Busway more than four times per week. Only four percent of respondents were regular Special Transportation Services (STS) users.

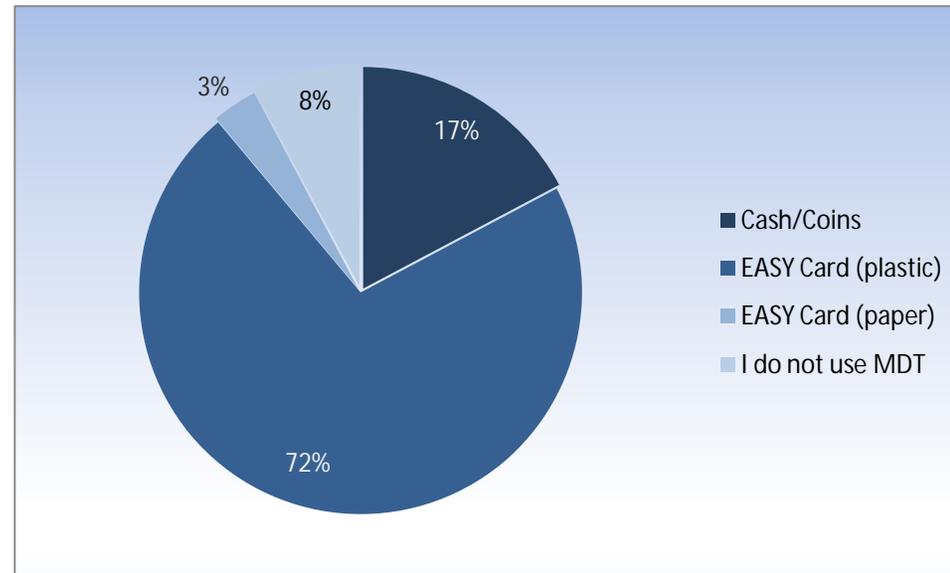
Figure 1-1: How Often Do You Use Miami-Dade Transit Services?



1.2 FARE PAYMENT

As shown in Figure 1-2, respondents on both the electronic survey and the comment card were asked how they paid for transit fares. Almost $\frac{3}{4}$ of respondents use the EASY card to pay their transit fares. Only 17 percent use cash to pay for their fares. It is important to note that only the comment card had the option for EASY Card (paper).

Figure 1-2: How Do You Pay For Transit Fares?



1.3 SERVICE PRIORITIES

When asked about service priorities, respondents on both the electronic survey and comment cards indicated that on-time performance was the most important service priority. Behind that, most frequent service and expanding service to new areas were also important. Figure 1-4 shows the total breakdown of all service priorities by mode.

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

Figure 1-3: All Service – What Should MDT’s Priorities be for the Next Ten Years?

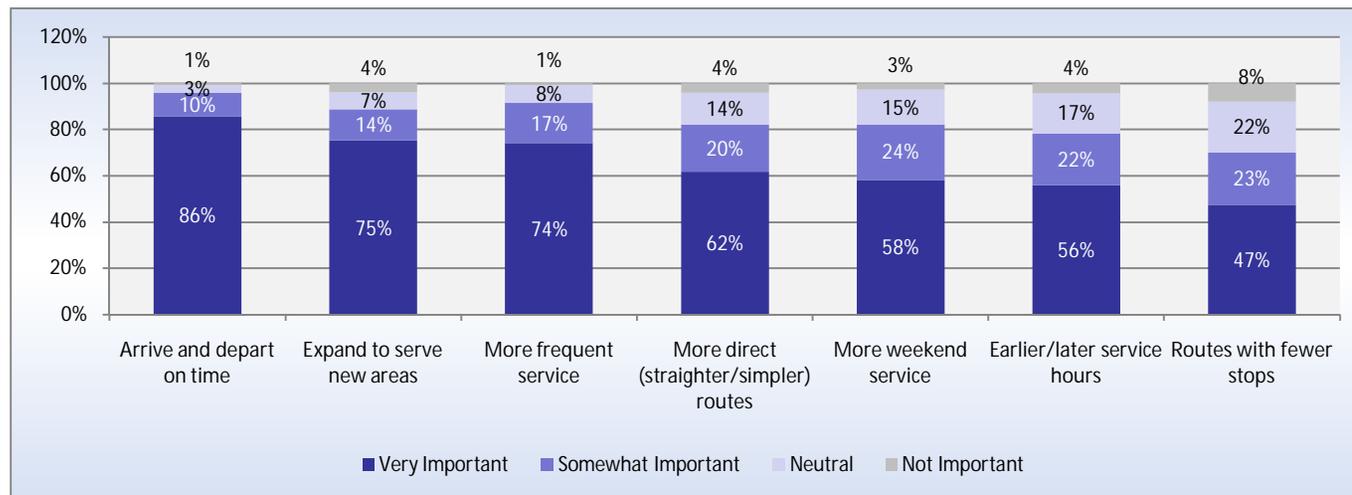


Figure 1-4: Metrobus – What Should MDT’s Priorities be for the Next Ten Years?

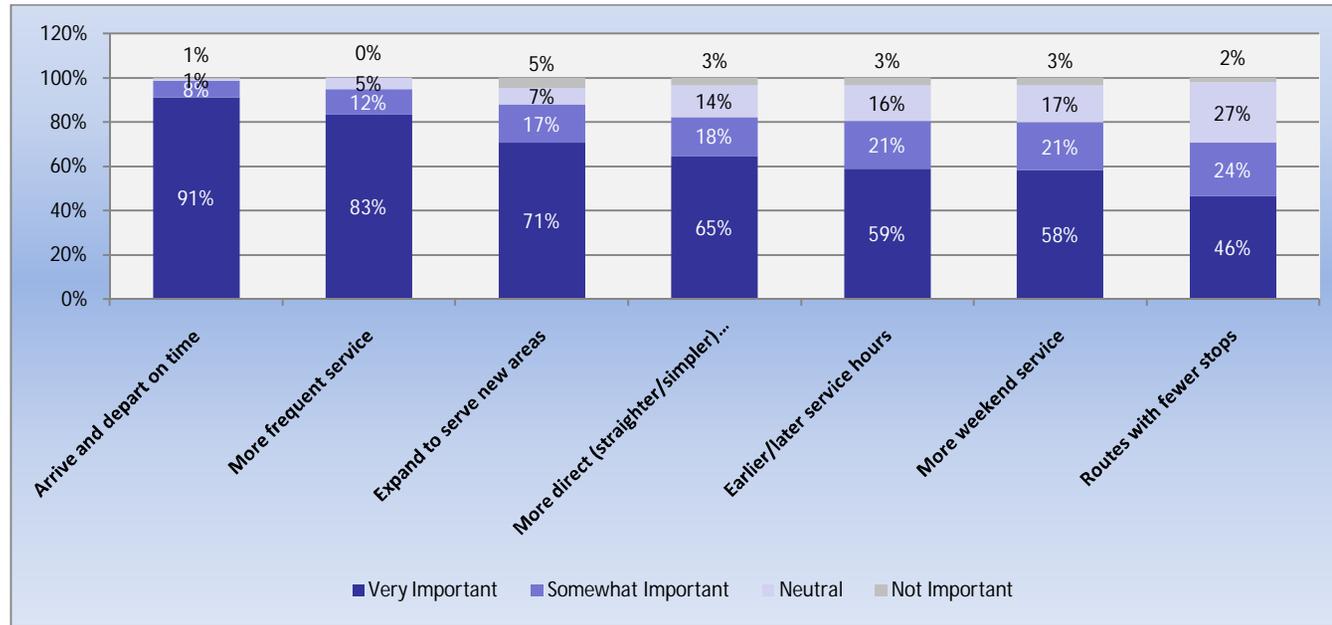


Figure 1-5: Metrobus Busway - What Should MDT's Priorities Be for the Next Ten Years?

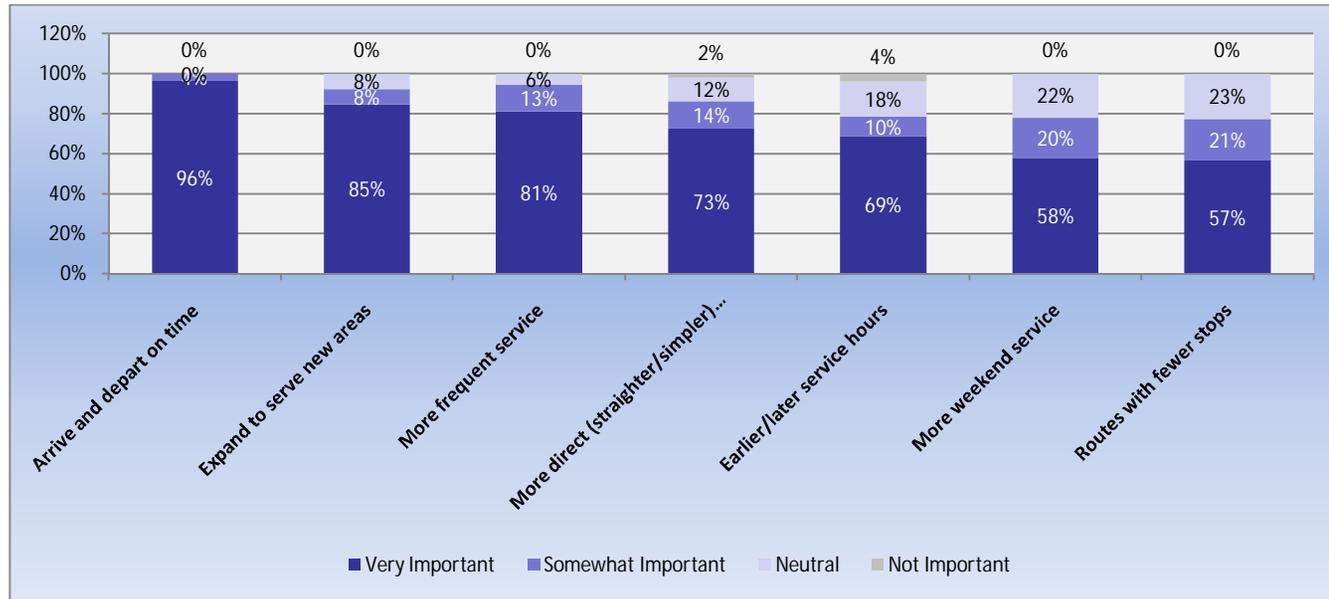


Figure 1-6: Metrorail - What Should MDT's Priorities Be for the Next Ten Years?

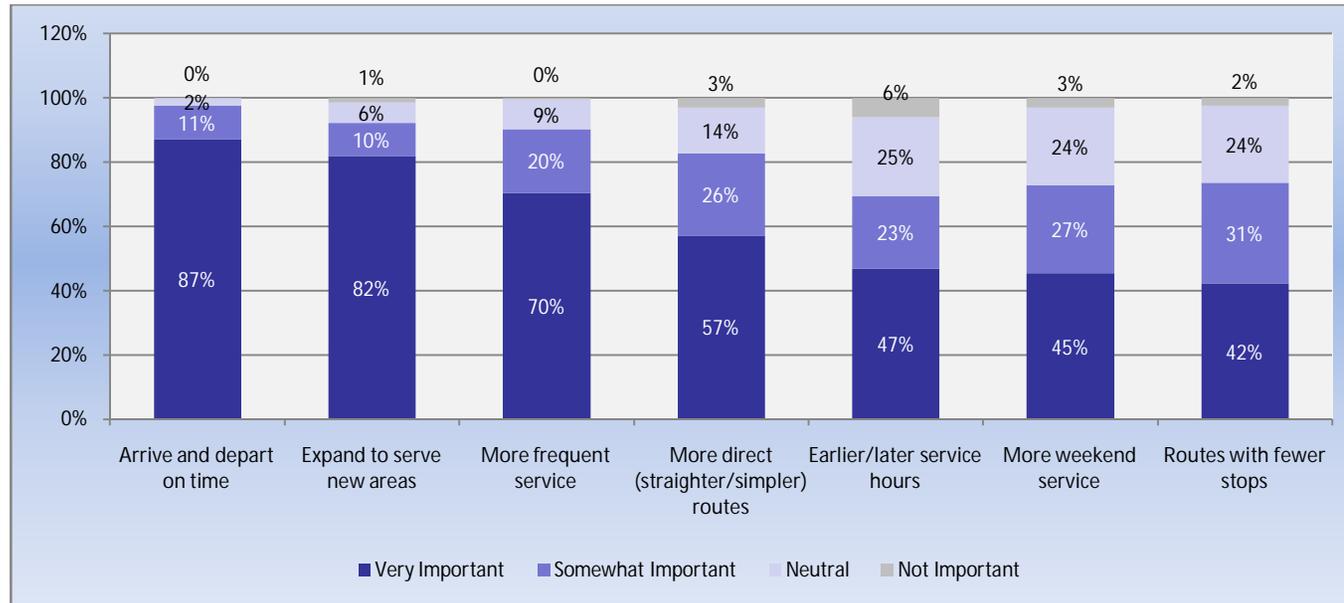


Figure 1-7: Metromover - What Should MDT's Priorities Be for the Next Ten Years?

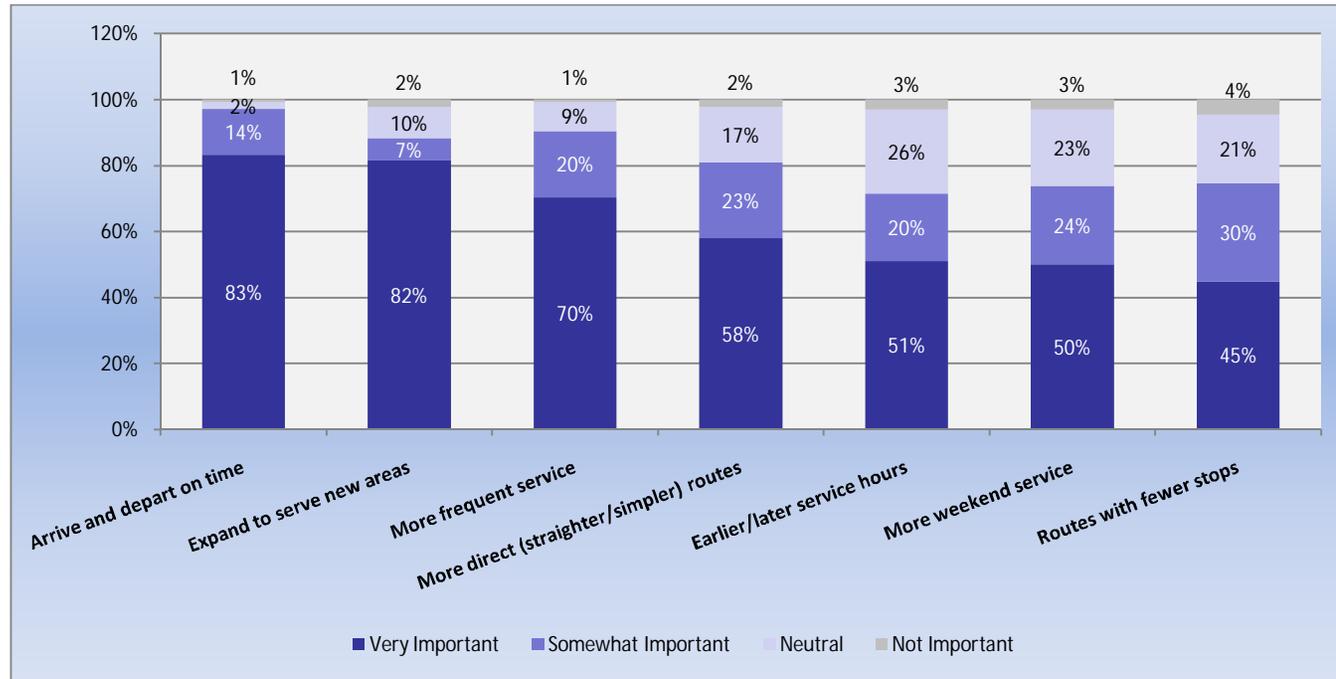
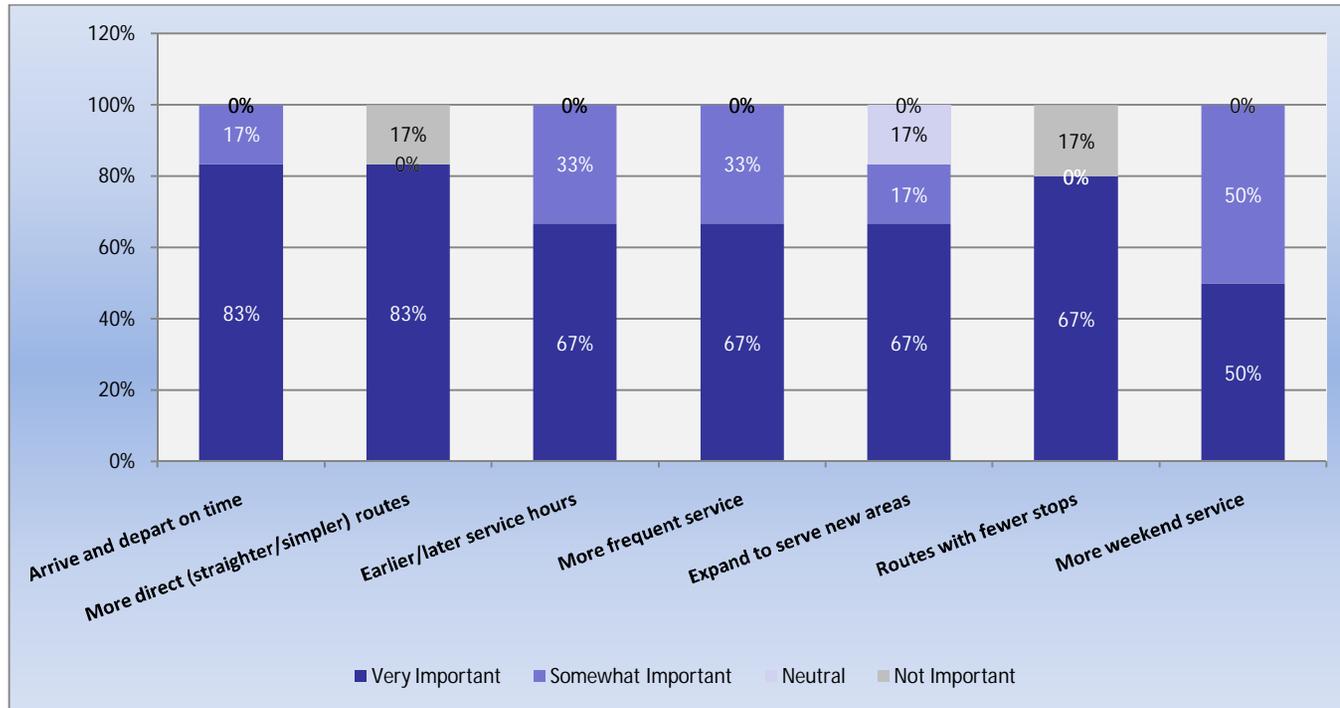


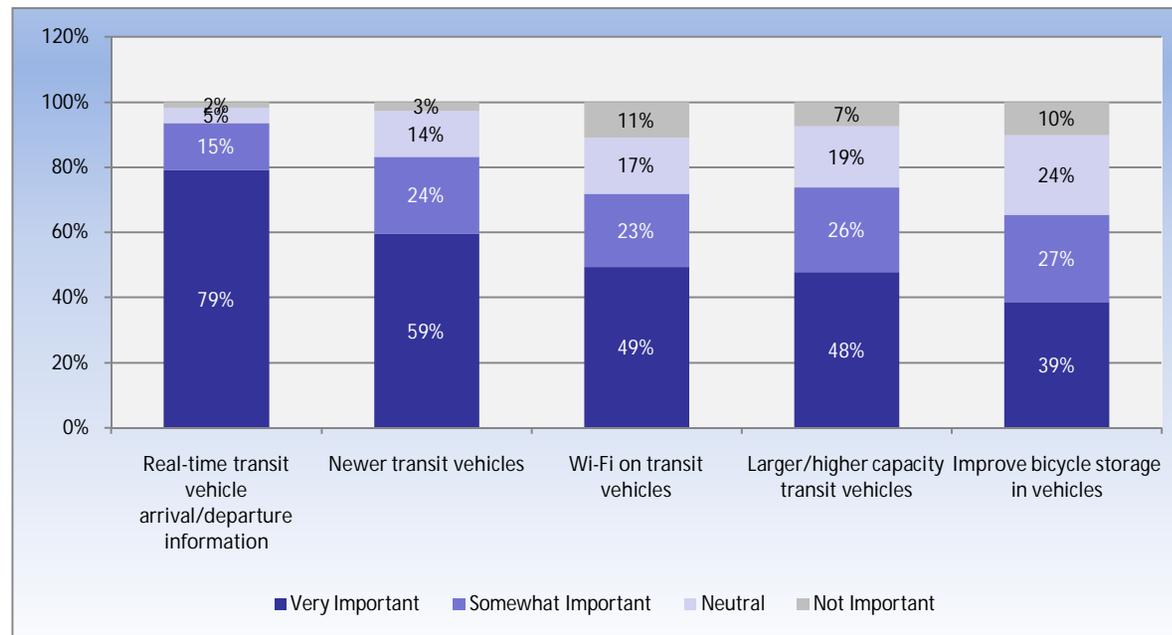
Figure 1-8: STS - What Should MDT's Priorities Be for the Next Ten Years?



1.4 VEHICLE PRIORITIES

As displayed in Figure 1-9, the following question was asked of online survey respondents and comment card respondents. Almost 80 percent of respondents indicated that real-time vehicle arrival and departure information was a very important improvement with relation to vehicles. The second priority was buying newer transit vehicles.

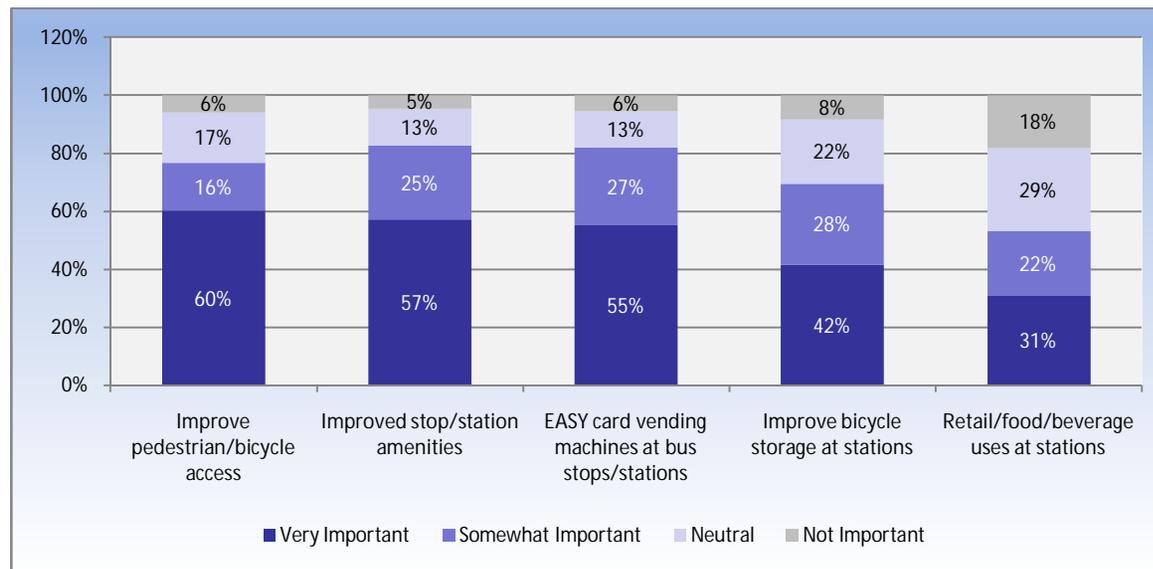
Figure 1-9: VEHICLES - What Should MDT's Priorities be for the Next Ten Years?



1.5 STOP/STATION PRIORITIES

When asked about priorities for stations and stops, online and comment card respondents indicated the two most important priorities were improving pedestrian/bicycle access and improved stop/station amenities. Other priorities are displayed in Figure 1-10.

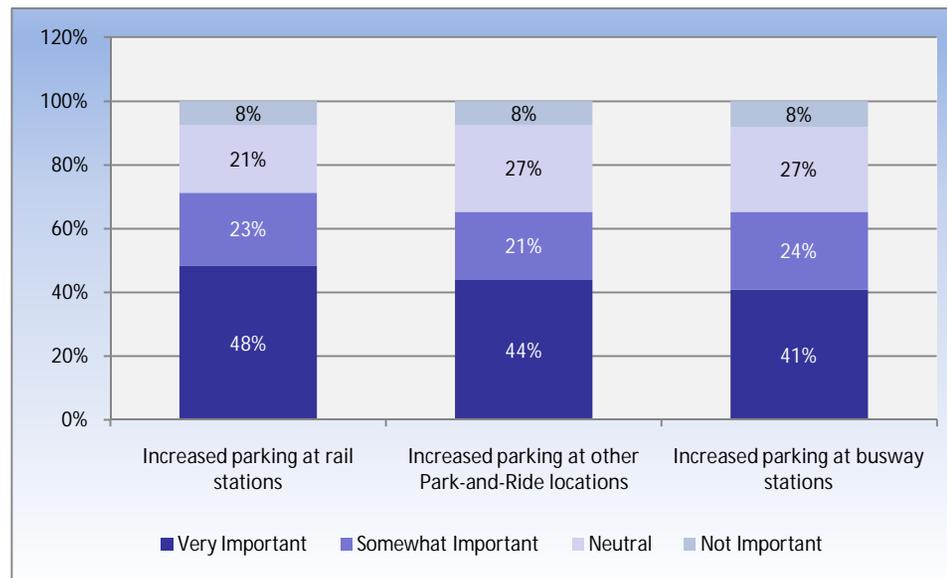
Figure 1-10: What Should MDT's Priorities Be for the Next Ten Years?



1.6 PARKING PRIORITIES

Asked of both online and comment card respondents, increasing parking at rail stations received the highest priority ranking for parking facilities. Figure 1-11 displays the result for parking priorities.

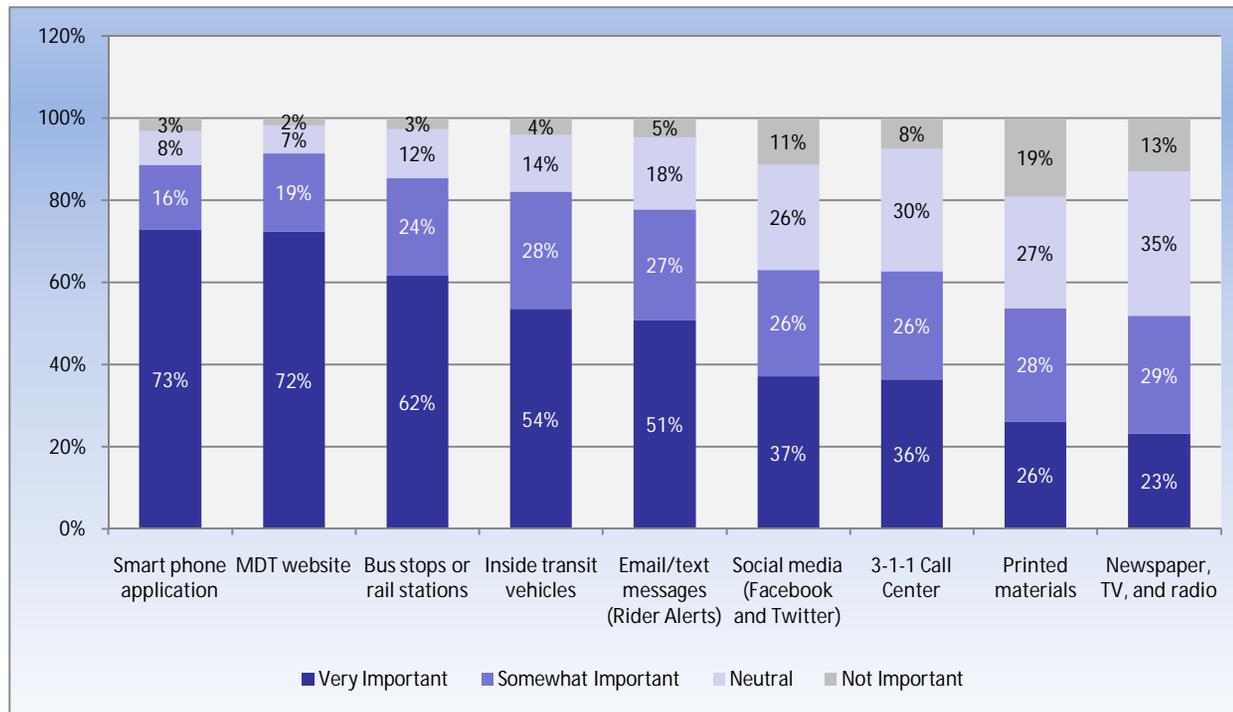
Figure 1-11: What Should MDT's Priorities be for the Next Ten Years?



1.7 TRANSIT INFORMATION

MDT asked respondents through the online survey how they preferred to access information about MDT’s routes. Figure 1-12 shows that over 70 percent were interested in receiving information through both smartphone applications and through the MDT website. It is important to note that this question was not included on the shorter comment card, which may have led to a bias toward electronic priorities.

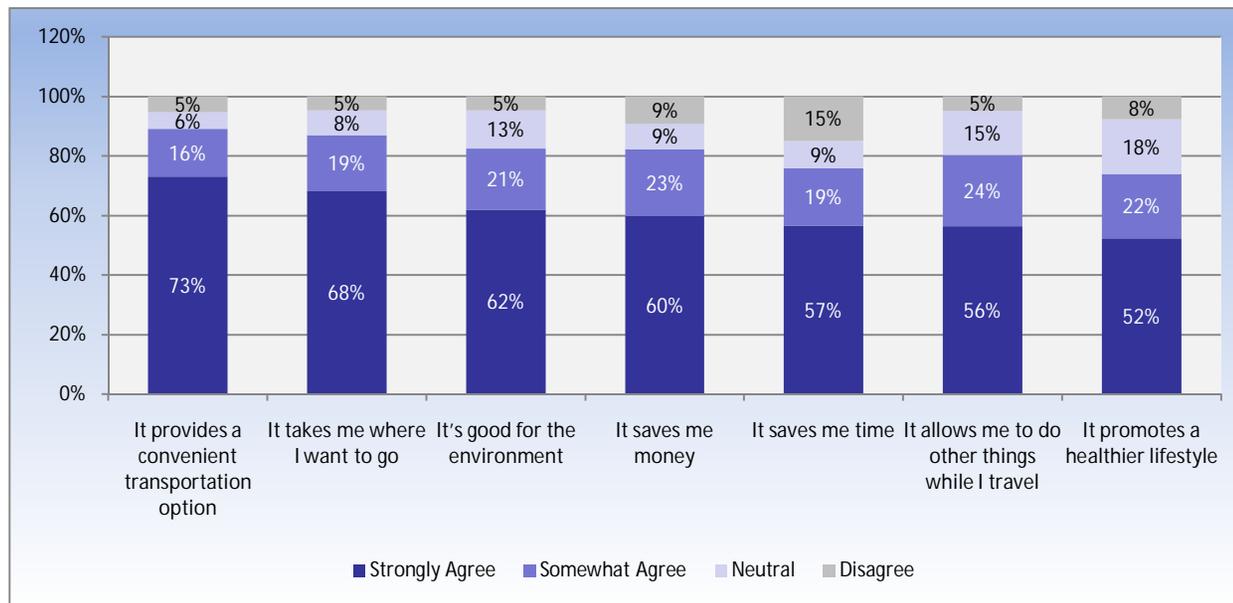
Figure 1-12: How Important Is It To Get Transit Materials In The Following Formats?



1.8 REASON FOR TRANSIT USE

When asked why they use transit, the most popular response by online survey respondents was that it was convenient followed closely by the fact that it takes them where they want to go. Figure 1-13 shows why respondents choose to use transit services provided by MDT or the reasons a non-user might use transit.

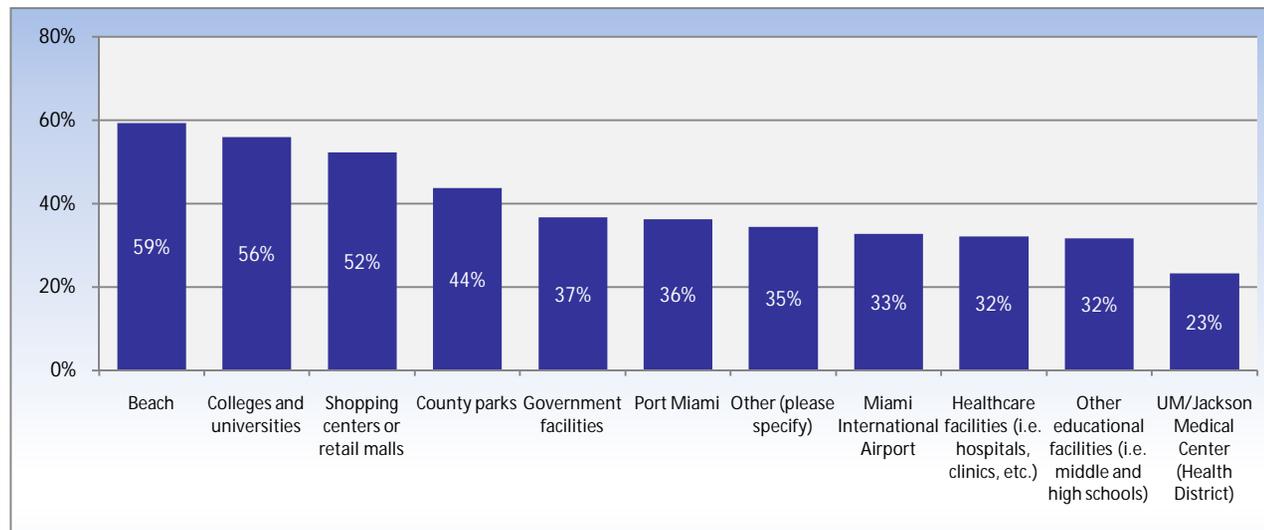
Figure 1-13: I Use Transit Because Or Would Use Transit If...



1.9 DESTINATIONS

Figure 1-14 provides insight into what types of destinations respondents would like to travel to. The number one response was to provide service to the beach while second place went to colleges and universities. For those who indicated “Other” as a response, the two most popular were sports stadiums and tourist attractions.

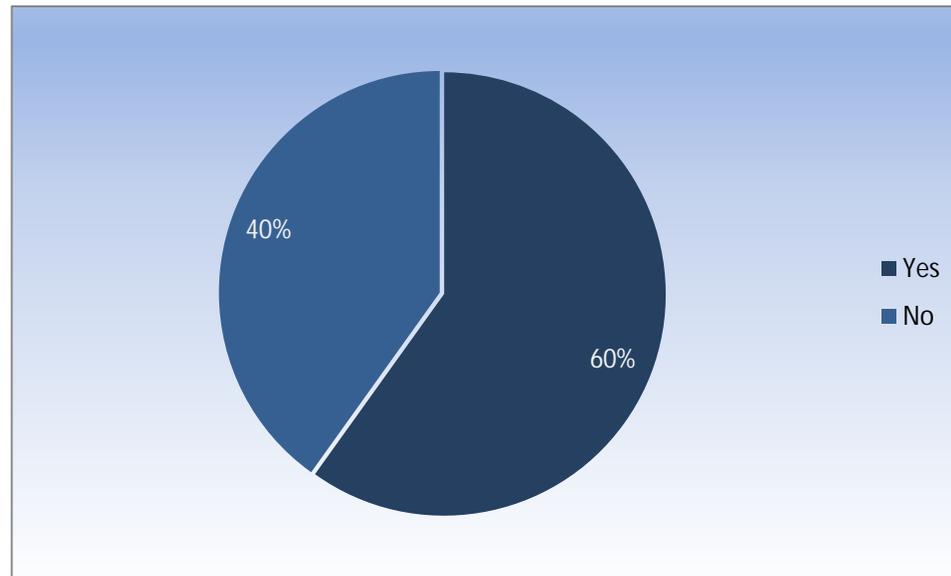
Figure 1-14: Which Of The Following Destinations Could Miami-Dade Transit Serve Better?



1.10 FARE INCREASE

As displayed in Figure 1-15, when asked about the tradeoff between better service and higher fares, 60 percent of respondents indicated that they would be willing to pay more for better service.

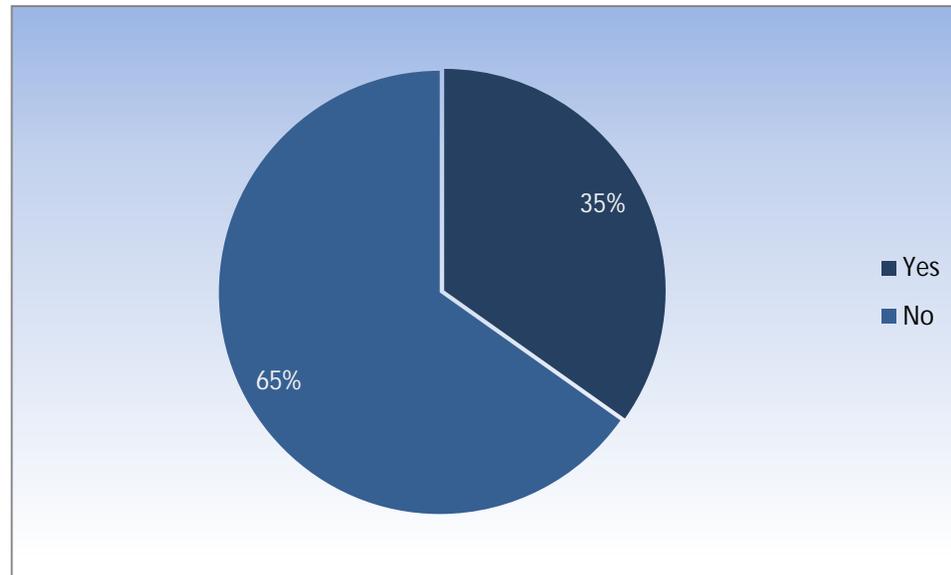
Figure 1-15: Would You Be Willing To Pay Increased Transit Fares For Improved Transit Services?



1.11 PARKING FEE INCREASES

Of the respondents from the online survey and shown in Figure 1-16, only 35 percent indicated they were willing to pay increased fees for parking at stations.

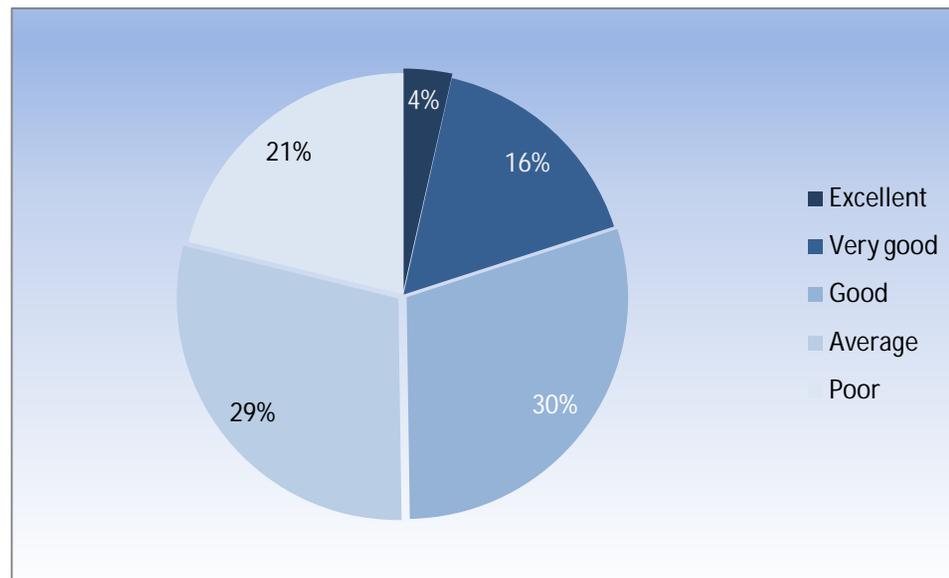
Figure 1-16: Would You Be Willing To Pay Increased Parking Fees At Rail Stations Or New Parking Fees At Bus Stations For More Parking Spaces?



1.12 SATISFACTION

Figure 1-17 provides an overview of the responses from a question asking users to rate MDT’s service. Fifty percent indicated a satisfaction of good, very good, or excellent.

Figure 1-17: Rate Your Overall Experience with Miami-Dade Transit



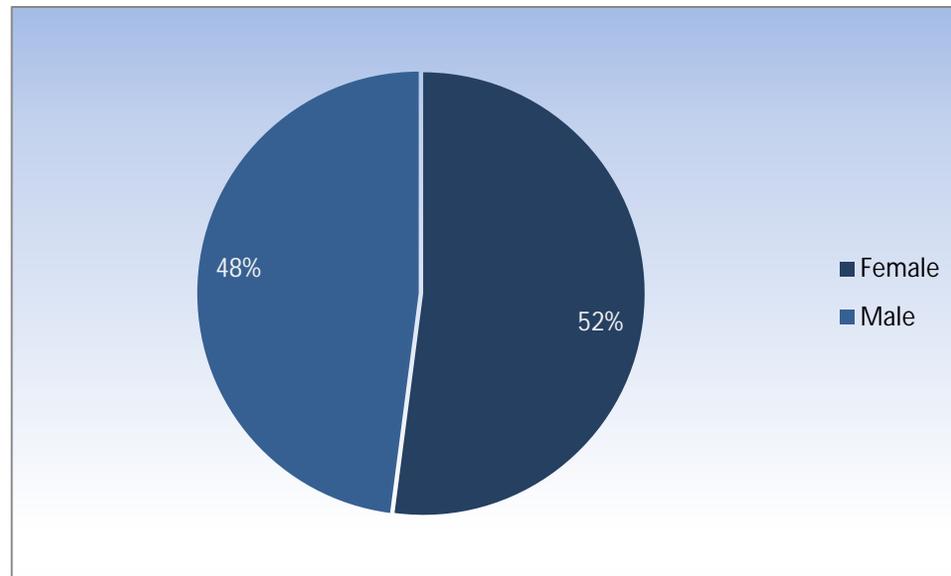
1.13 DEMOGRAPHIC INFORMATION

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

Gender

As shown in Figure 1-18, more than half of the respondents were female.

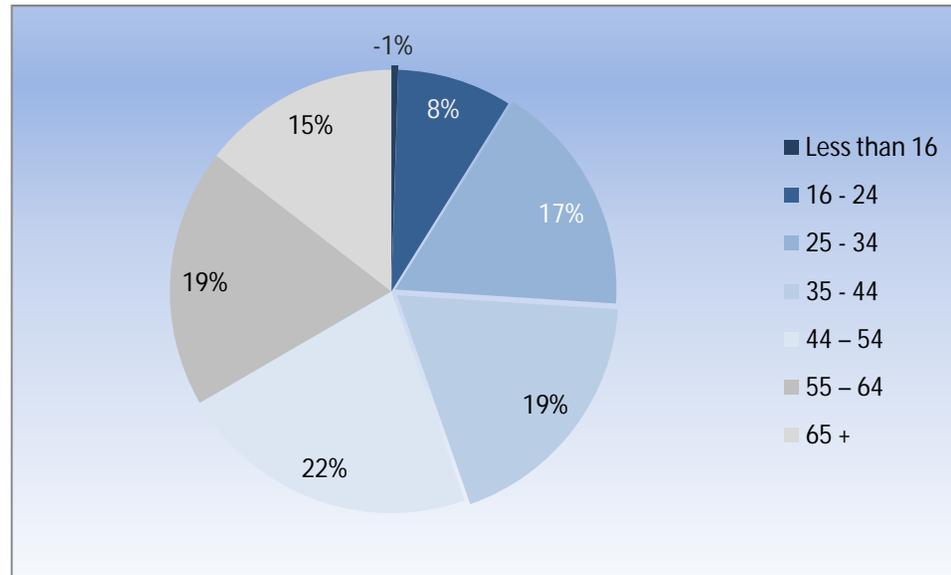
Figure 1-18: What Is Your Gender?



Age

Respondents by age group are provided in Figure 1-19. The largest cohort is between 44 and 54 years old.

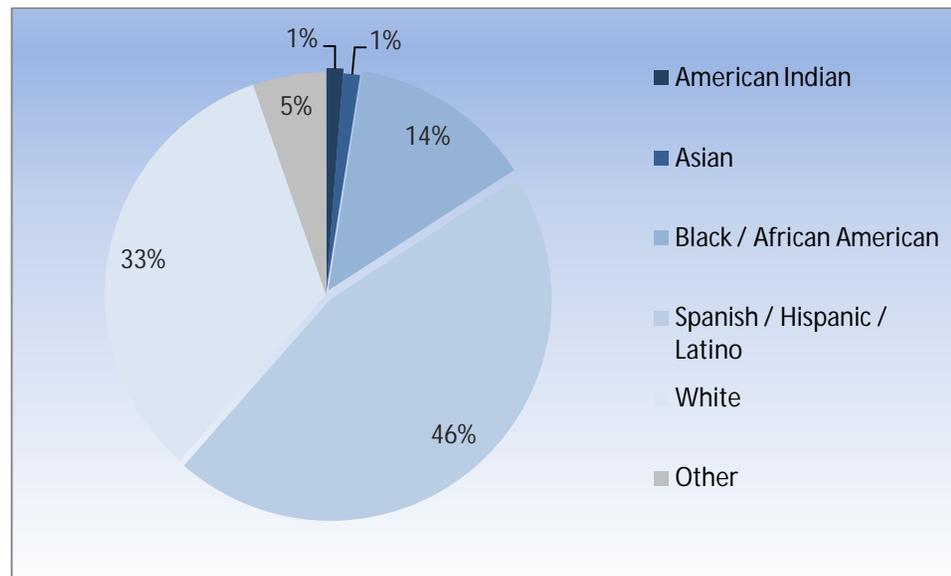
Figure 1-19: What Is Your Age Group?



Race/Ethnicity

Figure 1-20 provides information on the race and/or ethnicity of respondents. The two largest ethnic groups to complete the survey were Spanish/Hispanic/Latino and White with 46 percent and 33 percent respectively.

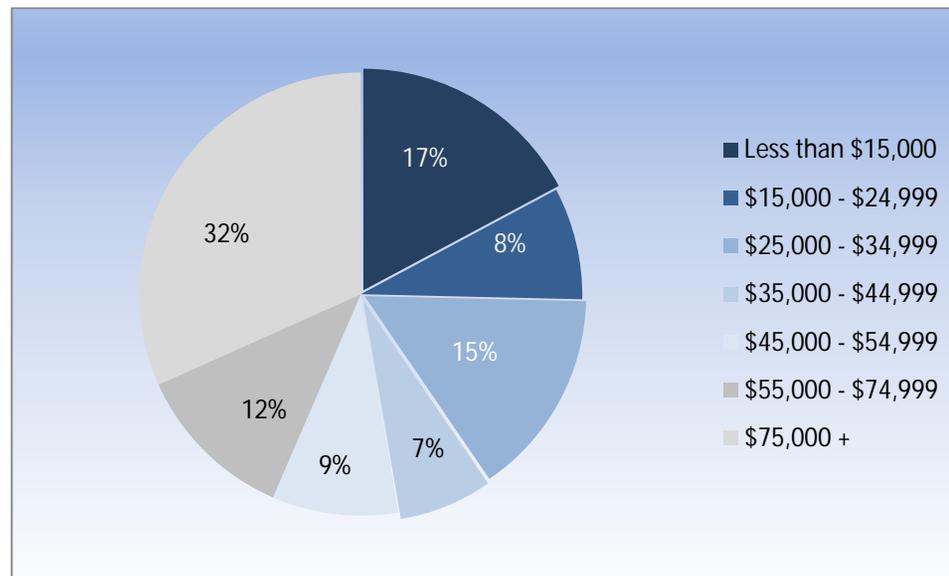
Figure 1-20: Which Best Describes Your Race/Ethnic Group?



Annual Income

Figure 1-21 displays the income levels of respondents. The largest group of respondents have an annual income above \$75,000. Approximately 17 percent of respondents make less than \$15,000 annually.

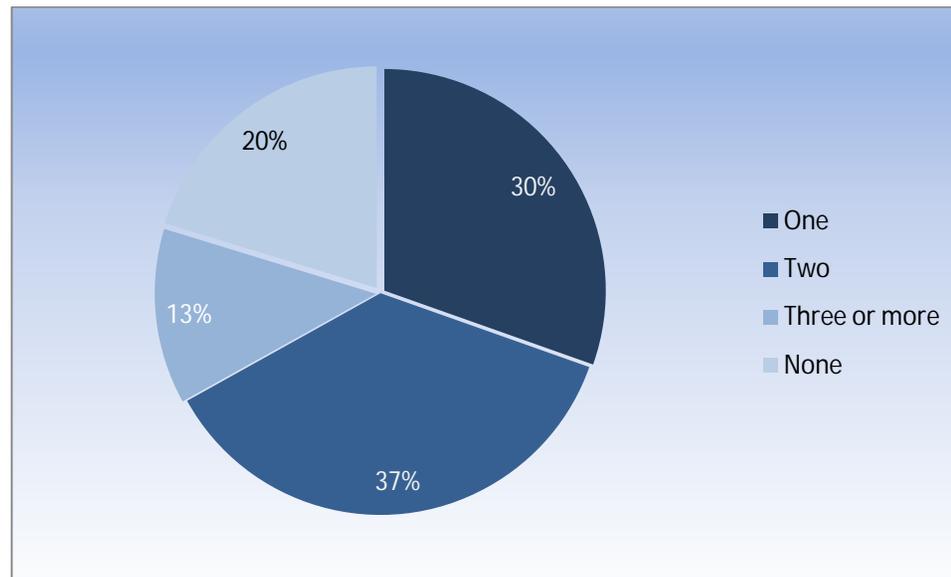
Figure 1-21: What Is Your Household's Approximate Total Income?



Household Vehicles

As shown in Figure 1-22, 20 percent of respondents do not have a working vehicle in the home. Thirteen percent have three or more working vehicles.

Figure 1-22: How Many Working Motor Vehicles Are Available In Your Household?



1.14 GENERAL COMMENTS

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

- Survey participants expressed a need to increase transit service whether it be to add new service areas or increase frequencies.
- Services could be improved with regard to on-time performance, bus conditions, and bus driver customer service.
- Customers would like access to real-time information through a phone application. Customers also suggested easier payment methods, such as linking the Easy Card to a bank account or payment through a phone app.
- If there is to be a fare increase, passengers need to be able to see what they are paying for. If the fare goes up, there should be better service.

A.6 MDT MAJOR TRIP GENERATOR MAPS

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

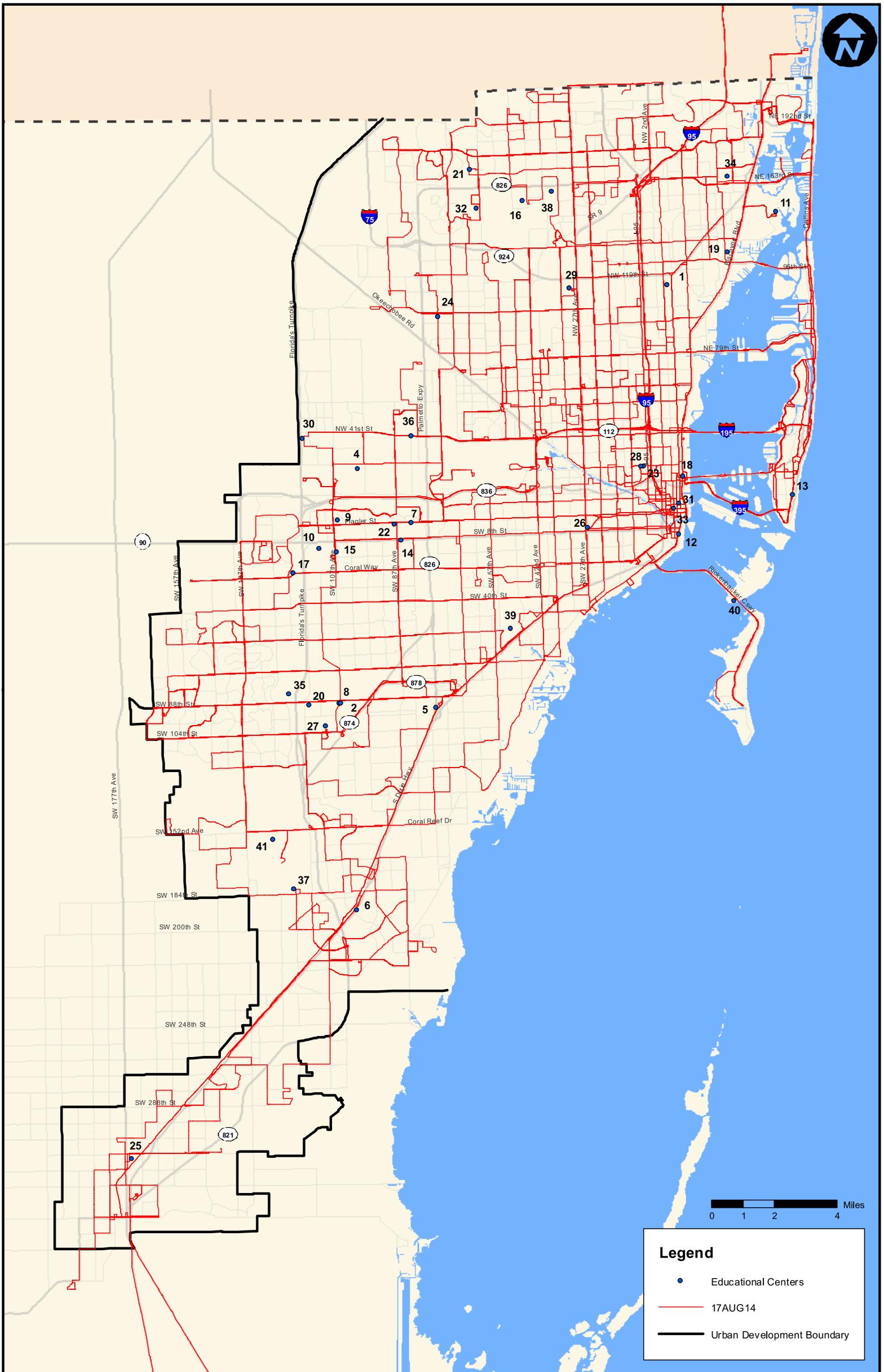
	MAJOR GENERATORS	ROUTES					COMMENTS
ID	County Parks						
1	Amelia Earhart Park	37	135				Service on adjacent roadway
		42					Service on local roadway
2	Bal Harbour Beach	H	S	120			Service on adjacent roadway
		G					Service on local roadway
3	Biscayne Trail (East Side of Canal)	200	287				Service on adjacent roadway
4	Black Creek Trail (Along C1 Canal)	137					Service on local roadway
5	Briar Bay Linear Park	136					Service on adjacent roadway
6	Chapman Field Park	136					Service on local roadway
7	Crandon Park	B					Service on local roadway
8	East Greynolds Park	3	93	183			Service on adjacent roadway
9	Greynolds Park	3	93	183			Service on adjacent roadway
10	Haulover Beach	H	S	120			Service on adjacent roadway
11	Haulover Park	H	S	120			Service on adjacent roadway
12	Homestead Air Reserve Park	70					Service on adjacent roadway
13	Ives Estates Park	99					Service on local roadway
14	Lakes by the Bay Park	200	287				Service on local roadway
15	Larry & Penny Thompson Park	137					Service on adjacent roadway
		52					Service on local roadway
16	Martin Luther King Blvd (NW 62 ST)	32	62				Service on adjacent roadway
17	Matheson Hammock Park	136					Service on local roadway
18	Miami Beach (from South Beach to NW 86 ST)	A	C	H	J	L	Service on adjacent roadway
		M	S	SB Local	62	79	
		115	117	120	150		
19	Model Cities Trail	L	12	21	22	46	Service on adjacent roadway
		54	62	79	246		
		17					
20	North South Trail	34	35	38	70		Service on adjacent roadway
		70	344				Service on local roadways
21	Old Cutler Bike Path	136					Service on adjacent roadway
22	Pinewoods Park	136					Service on local roadway
23	Snake Creek Trail	75	77				Service on local roadways
24	Snapper Creek Trail	17	75	77	99		Service on local roadways
25	Southridge Park	1					Service on adjacent roadway
		52					Service on local roadway
26	Sunny Isles Beach	E	H	S	120		Service on adjacent roadway
27	Surfside Beach	H	S	115	117	120	Service on adjacent roadway
28	Tamiami Park	8	24	71			Service on adjacent roadway
29	Tropical Park	40	56				Service on adjacent roadway
30	Virginia Key	B					Service on local roadway
31	West Kendall District Park						None
32	Winston Linear Park	88					Service on adjacent roadway
		288					Service on local roadway

Source: Miami-Dade Transit, 2015

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

	MAJOR GENERATORS	ROUTES					COMMENTS
ID	Educational Centers						
1	Barry University - Main Campus	2	9	10	19		Service on adjacent roadways
2	Barry University - Kendall Campus	104					Service on adjacent roadway
		88	288				Service on local roadway
3	Carlos Albizu University	95	238				Service on local roadway
4	City College	38	52	73	88	104	Within walking distance of Dadeland South Station and route 252.
		31	34	87	136	287	
	Rail						
5	College of Business and Technology - Cutler Bay	31	34	35	38		Service on adjacent roadway
6	College of Business and Technology - Flagler	11	51	87			Service on adjacent roadway
		7					Service on local roadway
7	College of Business and Technology - Kendall	71	88	288			Service on adjacent roadways
8	FIU - Center for Engineering & Applied Sciences	11	51	137	212		Service on adjacent roadways
9	FIU - Modesto A. Maidique Campus	8	11	24	71		On-site terminal with shelters
10	FIU - Biscayne Bay	75	135				On-site service
11	FIU - The Metropolitan Center	3	11	24	77		Service on adjacent roadways
		93	95				
		C	L	2	6	8	
		9	21	51	120	207	Service on local roadways
	Mover	208	277				Within walking distance of Knight Center Station
12	FIU - The Wolfsonian	C	M	120			Service on adjacent roadway
13	Florida Atlantic University	8					Service on adjacent roadway
		87					Service on local roadway
14	Florida Career College	8	11	71			Service on adjacent roadway
15	Florida Memorial College	32					Service on adjacent roadway
16	Florida National College	24	40	51			Service on adjacent roadways
17	International Fine Arts College	S	3	9	10	16	Service on adjacent roadways
		32	93	95			
		A	C	M	6	120	Service on local roadways
			Mover				
18	Johnson & Wales University	16					Service on adjacent roadway
		3	93				Service on local roadway
19	Jones College	88	288				Service on adjacent roadway
20	Keiser Career College	75	286				Service on local roadways
21	Keller Graduate School of Management	11	51	87			Service on adjacent roadways

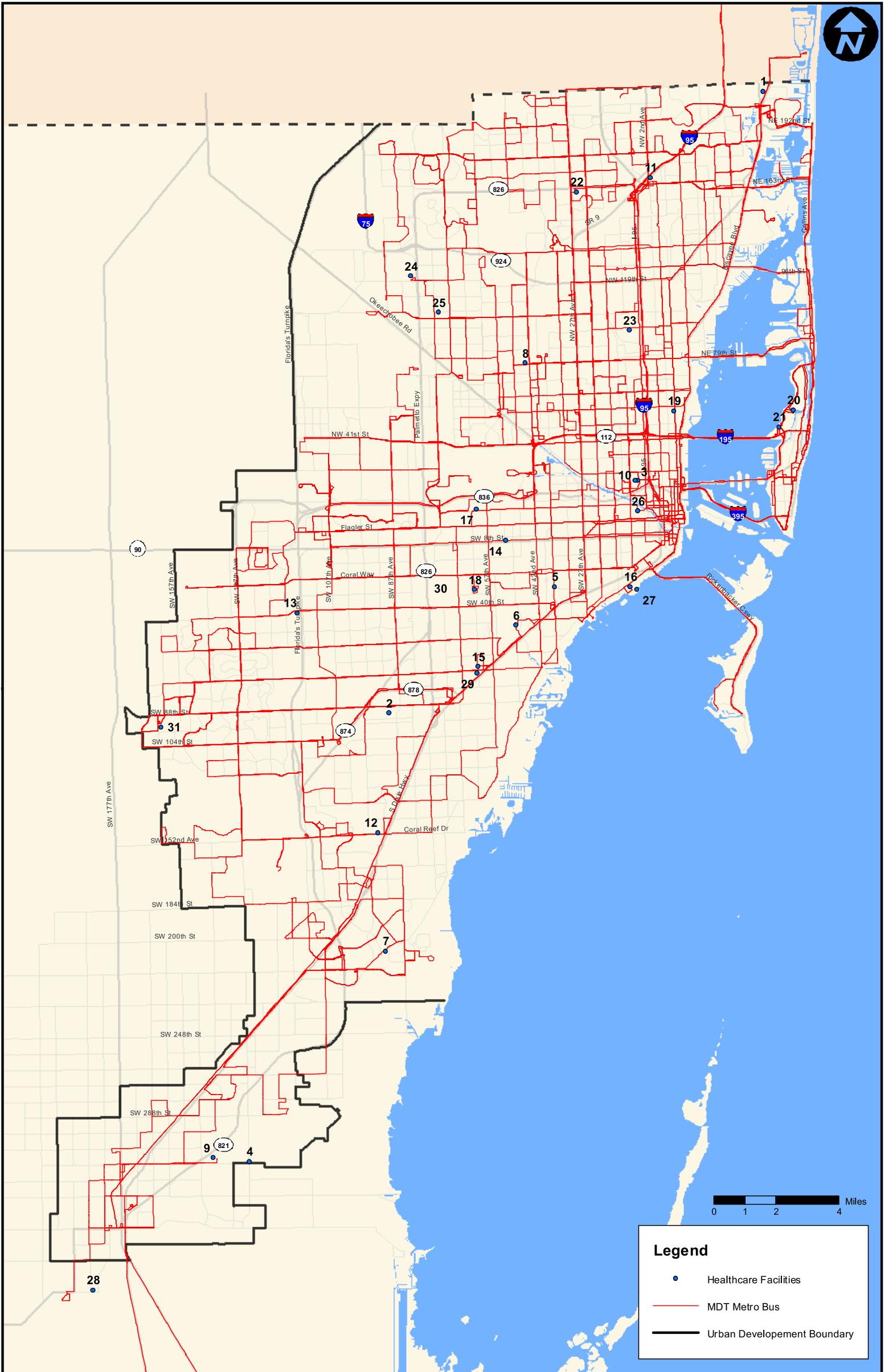
	MAJOR GENERATORS	ROUTES					COMMENTS
22	Lindsey Hopkins Technical Education Center	M	21	77	277		Service on adjacent roadways
23	MDC - Hialeah	33	54				Service on adjacent roadway
24	MDC - Homestead	34	35	344			Service on adjacent roadways
		38	70				Service on local roadways
25	MDC - Interamerican	8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



Educational Centers. Source: Miami-Dade Transit, December 2014

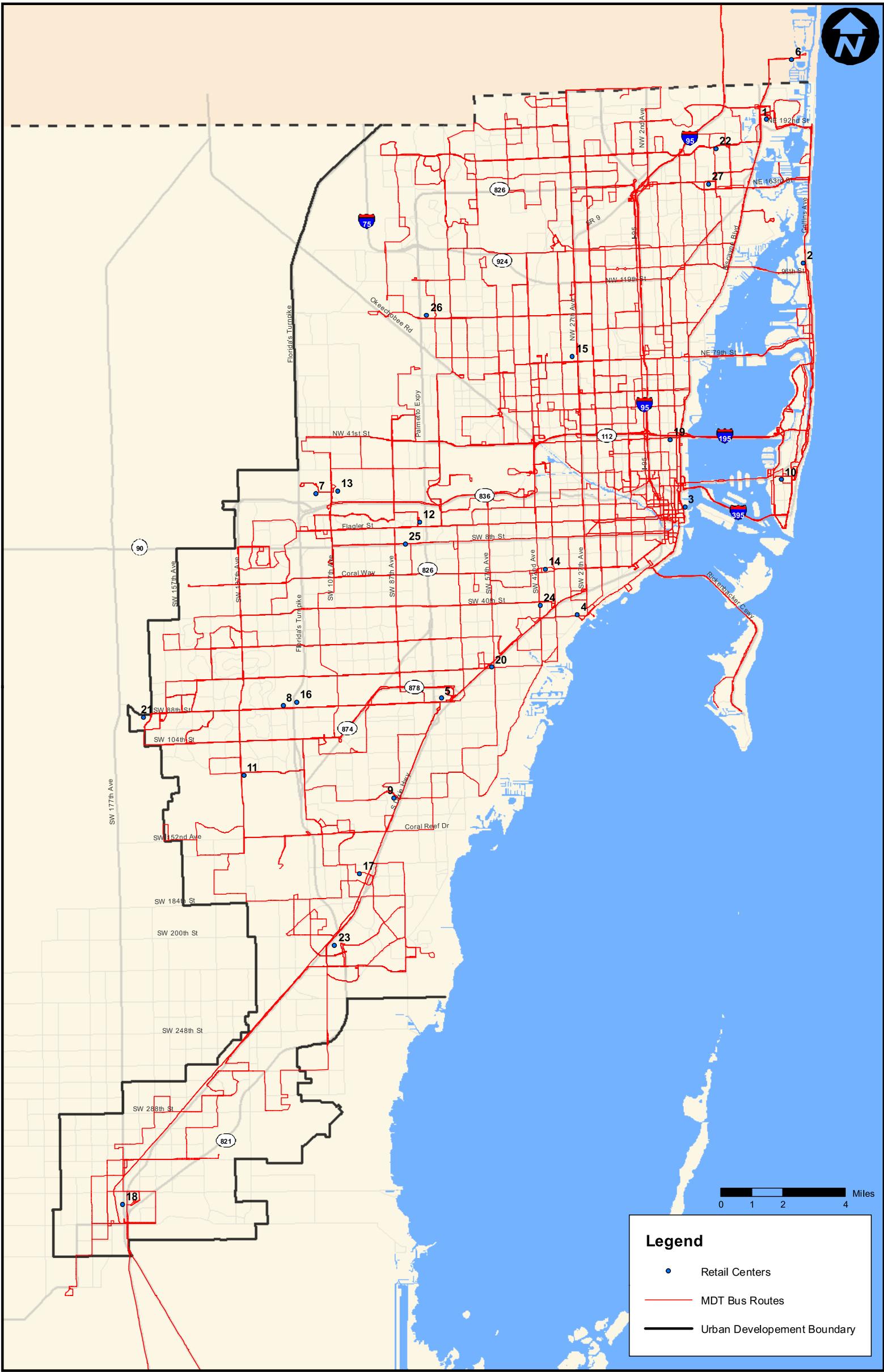
	MAJOR GENERATORS	ROUTES					COMMENTS
ID	Health Care Facilites						
1	Aventura Hospital	E					Service on adjacent roadway
2	Baptist Hospital	88	104				Service on adjacent roadways
3	Bascom Palmer Eye Institue/Ann Bates Leach Eye Hospital	M	21	Rail			Service on adjacent roadways and within walking distance from Civic Center station
		12	32	77	95	246	Service on local roadways
		277					
4	Community Health Center of South Dade	35	52	70	287		On-site service and service on adjacent roadways
5	Coral Gables Hospital	37					Service on adjacent roadways
6	Doctors' Hospital	56					Service on adjacent roadway
7	HealthSouth Rehabilitation Hospital	70	200				Service on adjacent roadway
8	Hialeah Hospital	L	42	135	Rail		Service on adjacent roadways
9	Homestead Hospital (Baptist)	35					Service on adjacent roadway
10	Jackson Memorial / U.M. / V.A. Hospital	M	12	21			Service on adjacent roadways and within walking distance from Civic Center station
		32	95	246	Rail		
11	Jackson North Medical Center	E	2	22	77	246	Service on adjacent roadways
12	Jackson South Community Hospital	31	34	38	52	57	Service on adjacent roadway
		252	287				
13	Kendall Regional Medical Center	40					Service on adjacent roadway
14	Kindred Hospital South Florida - Coral Gables	8					Service on adjacent roadway
15	Larkin Community Hospital	37	72				Service on adjacent roadway
		57	Rail				Service on local roadways
16	Mercy Hospital	12	48				On-site service with shelters
17	Metropolitan Hospital of Miami	7					Service on adjacent roadway
		238					Service on local roadway
18	Miami Children's Hospital	56					On-site service with shelters
19	Miami Jewish Home & Hospital for the Aged	2	9	10	202		Service on adjacent roadway
		54					Service on local roadway
20	Miami Heart Institute	115	117				Service on local roadway

	MAJOR GENERATORS	ROUTES					COMMENTS
21	Mount Sinai Medical Center	C	M	115	117		On-site service
		62	J	150			Service on adjacent roadway
22	North Dade Health Center	G					On-site service
		17	22	27	246		Service on local roadways
23	North Shore Medical Center	33	77	277			Service on adjacent roadways
24	Palmetto General Hospital	29					On-site service with shelters
25	Palm Springs General Hospital	33	54				On-site service with shelters
		29	73				Service on adjacent roadways
26	Selected Speciality Hospital	7					Service on adjacent roadway
		12	211				Service on local roadway
27	Sister Emmanuel Hospital	12	48				On-site service with shelters
28	South Florida Evaluation & Treatment Center	77	277				Service on adjacent roadway
29	South Miami Hospital	37	57	72	500	Rail	Service on adjacent roadways and within walking distance from South Miami station
30	Westchester General Hospital	24					Service on adjacent roadway
31	West Kendall Baptist Hospital	72	88	104	204	272	Service on adjacent roadway
		288					



Healthcare Facilities. Source: Miami-Dade Transit, December 2014

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



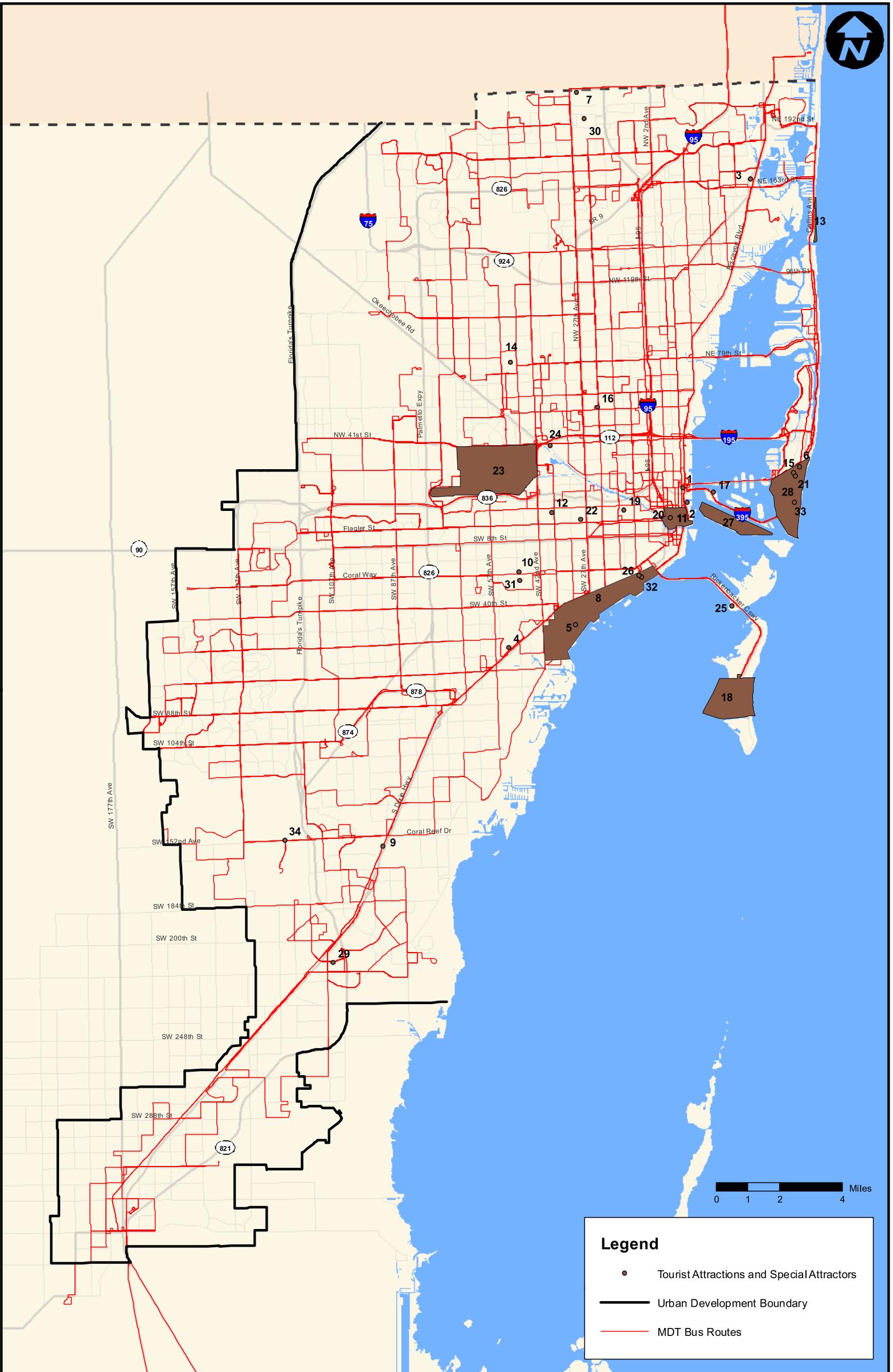
Legend

- Retail Centers
- MDT Bus Routes
- Urban Development Boundary

Retail Centers. Source: Miami-Dade Transit, December 2014

	MAJOR GENERATORS	ROUTES					COMMENTS
ID	Special Attractors						
1	Adrienne Arsht Center	A 6 93	C 9 95	M 10 120	S 16 Mover	3 32	Service on local roadways
2	American Airlines Arena	C 95	S 120	3	9	93	Service on local roadways
		7	8	211			Service on adjacent roadways
3	The Cloisters of the Ancient Spanish Monastery	E	H	3	75	93	Service on local roadways
4	Bank United Center	48	56	500	Rail		Service on adjacent roadways and within walking distance of University station
5	Barnacle Historic State Park	48	249				Service on local roadways
6	Bass Museum of Art	103 150	112	113	119	123	Service on adjacent roadways
		115	117				Service on local roadways
7	Calder Race Course/Casino	99	27	297			Service on adjacent roadways
8	Coconut Grove	6	22	27	48	249	Service on local roadways
9	Coral Castle	34	38	70			Service on local roadway and the Busway
10	Coral Gables Merrick House	24					Service on adjacent roadway
11	Downtown Miami	C 7 51 195 277	S 8 77 207 500	2 9 93 208 Mover	3 11 95 211 Rail	6 21 120 246	Service on local roadways and within walking distance of Government Center and Historic Overtown/Lyric Theatre stations and various Metromover stations
		6	7	37	238		Service on adjacent roadways
		H	S	120			Service on adjacent roadway
		L Rail	29	37	54	135	Service on local roadways
15	Fillmore Miami Beach at the Jackie Gleason Theater	C 117	L 120	M 123	S 150	115	Service on local roadways
16	Joseph Caleb Community Center	22	46	54	246	254	Service on local roadways
17	Jungle Island/Miami Children's Museum	C	M	S	120		Service on local roadways
18	Key Biscayne	B					Service on adjacent roadways
19	Marlins Park	7	12	17			Service on adjacent roadways
		6	7	11	51	208	Service on local roadways

MAJOR GENERATORS		ROUTES					COMMENTS
20	Perez Art Museum Miami	C	S	2	3	6	Service on local roadways and within walking distance of routes C, S, 3, 93, 95, 103, 119 and various Metromover stations
		7	8	9	11	21	
		51	77	93	95	120	
		195	207	208	211	246	
		277	500	Mover			
21	Miami Beach Convention Center	C	120	150			Service on local roadways
		L	M	S	115	117	Service on adjacent roadways
		123					
22	Miami-Dade County Auditorium	11	51				Service on adjacent roadway
		27					Service on local roadway
23	Miami International Airport	J	7	37	42	57	Routes restructured to serve MIC; from MIC use MIA Mover to access Airport
24	Miami Jai-Alai	J	36	37			Service on adjacent roadway
25	Miami Seaquarium	B					Service on adjacent roadway
26	Museum of Science	12	48				Service on adjacent roadway
		17	24				Service on local roadway
		Rail					Located within walking distance from Vizcaya station
27	PortMiami						No MDT service to PortMiami
28	South Beach	C	L	M	S	120	Service on local roadways
		123	150				
29	South Miami-Dade Cultural Arts Center	1	31	35	38	52	Service on adjacent roadways
		70	137	200			
30	Sunlife Stadium	27	99	297			Service on adjacent roadways
31	Venetian Pool	24					Service on local roadway
32	Vizcaya	12	17	24	48		Service on adjacent roadway
		Rail					Located within walking distance from Vizcaya station
33	The Wolfsonian - FIU Museum	C	M	120			Service on adjacent roadway
34	Zoo Miami	252					On-site service to entrance



Legend

- Tourist Attractions and Special Attractors
- Urban Development Boundary
- MDT Bus Routes

Tourist Attractions and Special Attractors. Source: Miami-Dade Transit, December 2014

A.7 MDT BUS REPLACEMENT PLAN

MIAMI-DADE TRANSIT

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

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

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

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

