



MDT
MOVING
FORWARD
TOGETHER
— 2023–2032 —

TRANSIT DEVELOPMENT PLAN
ANNUAL PROGRESS REPORT

Chapter 1

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

Chapter 2

- 2. Overview of Existing DTPW Services. 2.1**
- 2.1. Metrobus 2.4
 - 2.1.1 Local Service 2.4
 - 2.1.2. Circulator Service 2.4
 - 2.1.3. Limited-Stop Service 2.4
 - 2.1.4. Express Bus Service 2.4
 - 2.1.5. South Dade Transitway 2.4
- 2.2. Metrorail 2.8
- 2.3. Metromover 2.9
- 2.4. Special Transportation Services 2.10
- 2.5. Services Provided by Private Contractors 2.10
- 2.6. Go Connect Program 2.11
- 2.7. Miami-Dade Transit Passenger Fare Structure 2.13
 - 2.7.1 Farebox Recovery Ratio 2.14
 - 2.7.2 Historical Farebox Recovery Ratio 2.14
 - 2.7.3 EASY Card Sales Outlets 2.16
- 2.8. Transit Mobility (Transportation Disadvantaged) Program 2.16
 - 2.8.1 Section 5310 Program 2.16
 - 2.8.2. Corporate Discount Program 2.16
 - 2.8.3. College / Vocation School Discount Program 2.17

- 2.8.4. K-12 Discount Program 2.17
- 2.8.5. Golden Passport Office 2.17
- 2.9. Customer Information / Convenience 2.18
 - 2.9.1 GO Miami-Dade Transit App (iPhone and Android) 2.18
 - 2.9.2. Electronic Transit Rider Alert System / Train Tracker / Mover Tracker / Bus Tracker 2.18
- 2.10. Maintenance and Storage Facilities 2.19
- 2.11. Pedestrian Overpasses 2.19
- 2.12. Park-and-Ride Facilities 2.20
- 2.13. Municipal Transit Services 2.23
- 2.14. Transit Oriented Development (TOD) 2.24
 - 2.14.1 Metrorail 2.24
 - 2.14.2. Metrobus 2.29
 - 2.14.3. Metromover 2.30
 - 2.14.4. The Underline 2.32
- 2.15. Regional Transit Service Connections 2.32
 - 2.15.1 Broward County Transit (BCT) 2.32
 - 2.15.2. Brightline 2.33
- 2.16. National Connections 2.34
 - 2.16.1 Greyhound Intercity Passenger Bus Service 2.34
 - 2.16.2. Amtrak Intercity Passenger Rail Service 2.34
 - 2.16.3. Megabus 2.35
- 2.17. Conclusion 2.36

Chapter 3

- 3. Civic Engagement. 3.1**
- 3.1. Civic Engagement Goals and Objectives 3.1
- 3.2. Stakeholder Coordination 3.2
 - 3.2.1 CareerSource South Florida (Regional Workforce Board) 3.2
 - 3.2.2. Citizens Transportation Advisory Committee (CTAC) 3.2
 - 3.2.3. SFRTA Planning Technical Advisory Committee (PTAC) 3.2
 - 3.2.4. Electronic Communication 3.2
- 3.3. Survey 3.3

3.3.1 Survey Instrument 3.3
 3.3.2. Survey Advertising 3.4
 3.3.3. Social Media 3.4
 3.3.4. In-Person Distribution 3.4
 3.4. Civic Engagement Outcomes 3.5
 3.5. Survey Results 3.5
 3.6. Conclusion 3.10

Chapter 4

4. 2021 Performance Assessment 4.1
 4.1. Goal 1 – Improve Transit System Convenience and Reliability 4.2
 4.1.1 Express Lanes and Exclusive Right of Way 4.2
 4.1.2. Real-Time ETA signage at Multimodal Stations and High
 Ridership Stops 4.4
 4.2. Goal 2 - Improve Customer Service. 4.5
 4.3. Goal 3 – Maximize Operational Safety and Security 4.6
 4.3.1. System-wide Safety and Security Upgrades 4.6
 4.4. Goal 4 - Enhance Integration of Transit Services to Support the Economy4.7
 4.4.1. Transit Oriented Development Projects. 4.7
 4.5. Goal 5 – Provide Transit Services that Reduce the
 Impact on the Environment 4.9
 4.5.1 Alternative Fuels 4.9
 4.6. Goal 6 – Maximize Use of Funding Sources. 4.10
 4.6.1 Innovative and New Funding Sources 4.10
 4.6.2. Design-Build Projects 4.11
 4.7. Goal 7 – Expand Transit Services 4.13
 4.7.1 Bus Express Rapid Transit Service. 4.15
 4.8. Goal 8 – Enhance Integration and Connectivity of Transit
 Systems Across Modes 4.16
 4.8.1 Transit Signal Priority 4.16
 4.8.2. Bicycle Parking at Metrorail Stations. 4.17
 4.9. GOAL 9 – Ensure Equity in Transit Services. 4.18
 4.10. GOAL 10 – Maintain Existing Transit System in a State of Good Repair. . 4.19
 4.10.1. Metrorail New Vehicle Replacement. 4.19

4.10.2. Metrobus New Vehicle Replacement. 4.20
 4.11. DTPW’s Goal Achievement Measures 4.20
 4.12. Conclusion 4.20

Chapter 5

5. 2022 Transit Implementation Plan 5.1
 5.1. Committed Capital Improvement Plan 5.1
 5.2. New Vehicles 5.2
 5.2.1 Metrorail New Vehicle Replacement 5.2
 5.2.2. New Bus Vehicle Replacement 5.2
 5.3. The SMART Plan 5.3
 5.3.1 Beach Corridor 5.3
 5.3.2. East-West Corridor 5.4
 5.3.3. Kendall Corridor 5.5
 5.3.4. North (NW 27th Avenue Premium Transit) Corridor 5.5
 5.3.5. Northeast Corridor 5.5
 5.3.6. South Dade Transitway Corridor. 5.6
 5.3.7. BERT Routes 5.6
 5.4. Other New Facilities and Services 5.7
 5.4.1. South Dade Bus Maintenance Facility 5.7
 5.4.2. Underline 5.7
 5.5. Committed Bus Service Adjustments. 5.8
 5.5.1 The Better Bus Project 5.8
 5.6. Committed Infrastructure Renewal Program (IRP) Projects 5.9

Chapter 6

6. TEN YEAR IMPLEMENTATION PLAN 6.1
 6.1 SMART Plan 6.1
 6.1.1 Rapid Transit Corridors 6.2
 6.1.1.1 Beach Corridor 6.2
 6.1.1.2 East-West Corridor. 6.3
 6.1.1.3 Kendall Corridor 6.4
 6.1.1.4 North Corridor 6.5

- 6.1.1.5 Northeast Corridor 6.6
- 6.1.1.6 South Dade Transitway Corridor 6.7
- 6.1.2 Bus Express Rapid Transit Network 6.10
 - 6.1.2.1 Flagler Corridor 6.11
- 6.2 SMART Demonstration Program 6.14
- 6.3 Other Transit Operations Projects 6.16
- 6.4 Funded Capital Projects 6.19
- 6.5 Partially Funded Capital Projects 6.22
- 6.6 Unfunded Capital Projects 6.24

Chapter 7

- 7. VISION PLAN: 2033 AND BEYOND 7.1
 - 7.1 2045 Long Range Transportation Plan - Priority Transit Projects 7.1

Chapter 8

- 8. TRANSIT FINANCIAL PLAN 8.1
 - 8.1 Operating Expenses and Revenues 8.1
 - 8.1.1 Projected Operating Revenues 8.2
 - 8.1.2 Summary of Operating Budget 8.3
 - 8.2 Transit Capital Expenditures and Funding Sources 8.4
 - 8.2.1 Planned Capital Expenditures 8.4

- 8.2.2 Summary of Capital Plan 8.6
- 8.3 Total Unfunded Need 8.7

Appendix

- DTPW TABLE OF ORGANIZATION A-1
- SERVICE CHARACTERISTICS (DECEMBER 2021) A-2
- MUNICIPAL TRANSIT SERVICES A-3
- DTPW & MDT10AHEAD OUTREACH ACTIVITIES A-4
- MDT MAJOR TRIP GENERATOR MAPS A-5
- MDT BUS REPLACEMENT PLAN MDT10AHEAD SURVEY RESULTS A-6
- MDTMovingFwd Survey Results A-7
- FY 2022-23 Proposed Unfunded Capital Projects A-8
- Adopted Budget - Transportation and Mobility Section A-9

List of Tables

Table 2-1: Existing Service Characteristics 2.2

Table 2-2: Metrobus Service Characteristics 2.4

Table 2-3: DTPW Fare Structure Summary 2.13

Table 2-4: DTPW Farebox Recovery 2.14

Table 2-5: DTPW Historical Farebox Recovery 2.15

Table 2-6: Park-and-Ride Parking Space Counts 2.16

Table 2-7: Tri-Rail to DTPW Transfer Prices 2.33

Table 4-1: Existing Transit Oriented Developments 4.7

Table 4-2: Bike Lids Installations 4.17

Table 4-3: Consistency Analysis 4.20

Table 5-1: DTPW FY 2021 - 2022 Adopted Capital Budget (\$000's) 5.1

Table 5-2: New Vehicles in DTPW Bus Fleet 5.2

Table 5-3: FY 2021 - 2022 IRP Projects (\$000s) 5.9

Table 6-1: Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) Plan 6.8

Table 6-2: Strategic Miami Area Rapid Transit (SMART) Plan - Bus Express Rapid Transit (BERT) Network 6.12

Table 6-3: SMART Demonstration Program 6.14

Table 6-4: Transit Operations Projects FY 2023 - 2032 6.16

Table 6-5: Funded Capital Projects FY 2022 - 2031 6.19

Table 6-6: Partially Funded Capital Projects FY 2023 - 2032 6.22

Table 6-7: Unfunded Capital Projects FY 2023 - 2032 6.24

Table 7-1: 2033 and Beyond Transit Vision Plan 7.1

Table 8-1: DTPW Projected Transit FY 2021 Direct Operating Expenses (\$000s) 8.1

Table 8-2: Projected FY 21 Transit Operating Revenues 8.2

Table 8-3: DTPW Operating Transit Revenue Growth Assumptions FY 2023 - FY 2032 8.2

Table 8-4: DTPW Operating Transit Expenses FY 2023 - FY 2032 (\$000s) 8.3

Table 8-5: DTPW Operating Transit Revenues FY 2023 - FY 2032 (\$000s) 8.4

Table 8-6: DTPW Capital Transit Expenses FY 2023 - FY 2032 (\$000s) 8.5

Table 8-7: Projected "Cash" Revenue Sources for Transit Capital Projects FY 2023 - FY 2032 (\$000s) 8.6

Table 8-8: Ten-Year Implementation Plan Total Unfunded Capital Need 8.7

CHAPTER 1

INTRODUCTION AND PURPOSE



MDT
MOVING
FORWARD
TOGETHER
— 2023–2032 —

1. INTRODUCTION AND PURPOSE

The Miami-Dade County Department of Transportation and Public Works (DTPW) is pleased to submit this Transit Development Plan (TDP) Annual Progress Report (APR) to the Florida Department of Transportation (FDOT District 6). The timely submission of the TDP ensures that DTPW remains eligible for the State Transit Block Grant Program, which sustains operations funding for the year to come.

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

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

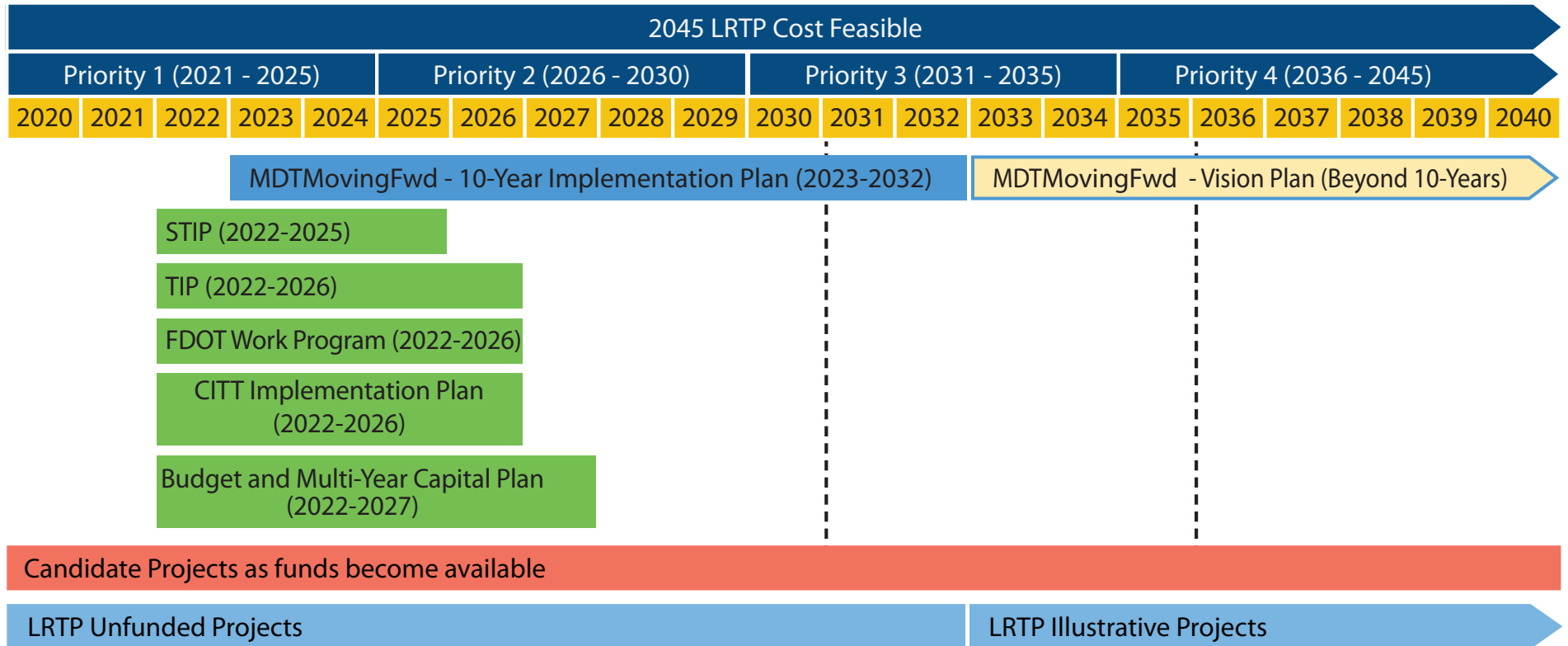
This TDP, titled *MDTMovingFwd 2022 Annual Progress Report*, presents both funded and unfunded transit needs to create a framework for transit improvements that can be implemented within a 10-year planning horizon, and includes a performance assessment for the targets set in the most recent TDP Major Update. DTPW's last Major Update was prepared in 2019 and was adopted by the Board of County Commissioners and approved by the FDOT, pursuant to resolution R-1375-19.



1.1. Related Plans

The TDP informs and is informed by other Land Use and Transportation Plans in Miami-Dade County. MDTMovingFwd identifies the county's long-term transit infrastructure needs, which are used in the development of the Miami-Dade Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). The TDP also identifies and presents short-term improvements for implementation through the TPO's Five-Year Transportation Improvement Program (TIP), FDOT's Work Program process, the Citizens' Independent Transportation Trust (CITT) Five-Year Implementation Plan, and Miami-Dade County's FY 2022 Adopted Budget and Multi-Year Capital Plan. These planning documents are listed in this section by planning horizon, longest to shortest.

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





1.1.1. 2045 Long Range Transportation Plan

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

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



1.1.2. Transit Development Plan - MDT10Ahead

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

The 2019 Major Update, MDT10Ahead, was adopted by the Board of County Commissioners (BCC) on December 17, 2019. The most recent Annual Progress report was approved by FDOT on October 28, 2021.

1.1.3. Florida Department of Transportation Five Year Work Program

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

In each cycle, a new fifth year is added, and the first year drops off as projects are completed. A new project only begins to move forward after it is funded and then placed in the Work Program’s fifth year. Each phase of a project generally takes two years to complete. Therefore, some projects could take up to 10 years or more from initiation to completion and would cycle through the Work Program several times. The current Five Year Work Program covers state FY 2022 through FY 2026 (July 1st, 2021 through June 30th, 2026).

1.1.4. State Transportation Improvement Program

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

Projects shown in both the Work Program and the STIP are all drawn from the same Work Program Administration (WPA) database. Work Program reports and STIP reports contain the same projects programmed in the WPA database, with different formatting. For a project to be listed in the approved STIP, it must first be included in the WPA database and programmed in the first four years of the Adopted Five Year Work Program. The project must either be included in the Tentative Work Program during the annual Tentative Work Program development cycle, or it must be amended into the Work Program and STIP after it has been adopted on July 1st of each state fiscal year. The current STIP covers state FY 2022-25 (July 1st, 2021 through June 30th, 2025).

1.1.5. Transportation Improvement Program

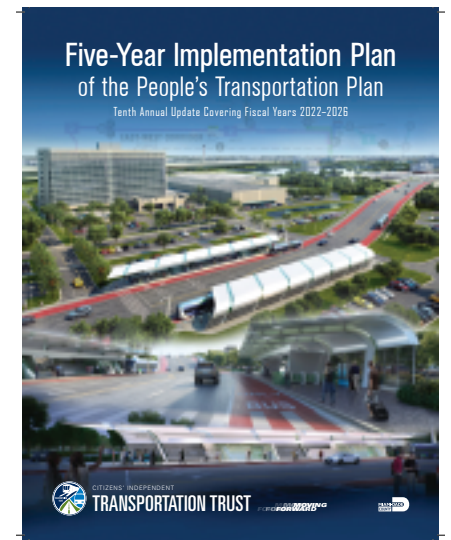
The TIP contains the transportation improvement projects planned for the next five years. All projects receiving federal funds must be included in this plan. Other major projects which are part of the area's program of improvements, but do not receive federal funds, are included in the TIP as part of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

The current 2022 TIP covers federal FY 2022 through FY 2026 (October 1st, 2021 - September 30th, 2026) and was approved by the TPO Governing Board on May 20th 2021. Categories of improvements include Highway, Transit, Aviation, Seaport, and Non-Motorized improvements. All projects and priorities listed in the adopted TIP are consistent with those in the adopted 2045 LRTP.



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

The Citizens' Independent Transportation Trust (CITT) 5-Year Implementation Plan documents the current implementation status of surtax-funded People's Transportation Plan (PTP) projects as well as their progress versus the baseline provided in the previous year's initial plan. This includes references to projects from the County's 2021-2022 Proposed Capital Budget. Annual updates to the CITT Implementation Plan document will continue to monitor and report on the implementation of the projects, their adherence to budget and schedule, and any changes to the Plan including project additions, deletions or deferrals. The current Five Year Implementation Plan covers federal FY 2022 through FY 2026 (October 1st, 2021 - September 30th, 2026).





1.1.7. Adopted Budget and Multi-Year Capital Plan

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

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

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

The current Adopted Budget and Multi-Year Capital Plan covers FY 2022 (October 1st, 2021 through September 30th, 2022).

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



CHAPTER 2

SYSTEM OVERVIEW

MDT
MOVING
FORWARD
TOGETHER
— 2023–2032 —

2. OVERVIEW OF EXISTING DTPW SERVICES

DTPW operates the 21st largest transit system in the United States¹. With a total service area of approximately 327 square miles that covers 34 municipalities and includes service into adjacent Broward and Monroe Counties, DTPW provides an assortment of transit services to meet the mobility needs of its 2.7 million residents and 24.2 million visitors in 2021 ².

DTPW operates an integrated multi-modal transit system comprised of four modes: motor bus (Metrobus), heavy rail (Metrorail), automated people mover (APM - Metromover), and demand-response service (Special Transportation Services or STS).

In 2021, the department was led by Department Director Eulois Cleckley. Table 2-1 lists the operating characteristics of DTPW transit services. The DTPW Departmental Table of Organization is available in Appendix 1.

With approximately 3,700 full time employees, DTPW is one of the largest departments in Miami-Dade County government and is responsible for planning and providing public transit services to the entire county.

Department of Transportation and Public Works - Transit Mission Statement:

Enhance the quality of life of Miami-Dade County residents, businesses, and visitors by delivering safe, clean, efficient, reliable, sustainable and equitable public transportation infrastructure and services.

¹ American Public Transportation Association 2021 Public Transportation Fact Book, based on unlinked passenger trips and passenger miles traveled

² Greater Miami and the Beaches 2021 Visitor Industry Overview

Table 2-1: Existing Service Characteristics

System Characteristics	Metrobus			Metrorail	Metromover	STS
	DTPW Operated Routes	Contracted Express Routes (301 & 302)	Other Contracted Routes			
Operating Hours	24 hours, seven days a week ²	5:00 AM -1:10 AM seven days a week	24 hours, seven days a week	5:00AM - 12:00AM, seven days a week	5:00AM - 12:00 AM, seven days a week	24 hours, seven days a week
Number of Routes	77	2	22	2	3	N/A
No. of Stations/Stops	5,927	38 ³	1,545	23 ¹	21 ¹	N/A
Peak Headways	Variable	Variable	Variable	5 - 10 minutes ⁴	1½ - 3 minutes	(Pick up +/-30 minutes of scheduled time)
Midday Headways				7 - 15 minutes	1½ - 5 minutes	
Weekend Headways				15 - 30 minutes ⁴	3 - 6 minutes	
Routes Miles	1,704.2	199.9	339.0	25.1	5.2	N/A
Peak Vehicle Requirements ¹	592	9	172	52	21	374
Total Fleet Size ¹	906	11	219	128	26	418
Annual Revenue Miles ¹	22,476,550	1,238,884	4,868,281	1,307,476 ²	747,614 ²	12,879,033 ²
Annual Boardings ¹	32,450,962	354,555	3,965,323	9,390,699 ²	3,487,207 ²	1,279,670 ²
Annual Operating Expense ¹	\$373,959,723	\$2,620,842	\$12,105,311	\$104,725,108 ²	\$29,596,747 ²	\$39,683,736 ²
Annual Operating Revenue ¹	\$18,774,597	\$49,899	\$712,476	\$4,908,513 ²	\$0 ²	\$896,110 ²
Annual Revenues (Other) ¹	\$26,870,413 ⁵	\$0	\$0	\$0	\$0	N/A
Base Fare	\$2.25 ⁶	\$2.65 ⁶	\$2.25	\$2.25	Free	\$3.50
Pedestrian Overpasses	1	0	0	5	0	N/A
Maintenance/ Storage Facilities	3	1	2	1	1	N/A

Pre-COVID service reductions was due rightsizing/reducing service based on ridership during COVID service suspensions was due to lack of bus and rail operators, as well as reduced ridership. Currently, to reinstate service, the department is aggressively recruiting and streamlining the process of hiring new bus operators. It should be noted that train operators begin as bus operators, so that is why rail service is being impacted as well.



1 - Source: National Transit Database, Annual Database 2021

2 - Source: National Transit Database, Department of Transportation and Public Works, 2nd submission, March 2022 - 6 Metrobus routes (L, S, 3, 11, 27) operate 24 hours per day. One route, 38/Busway MAX, operates 24 hours per day on weekdays only. Two other routes, 246/Night Owl and 500/Midnight Owl, provide hourly bus service approximately between 12:00 am - 5:06 AM.

3 - In addition to the 38 designated bus stops for the two routes, buses pick up passengers anywhere along the routes when hailed.

4 - Five-minute combined headway (Orange Line and Green Line) during the peak AM and PM travel times from Dadeland South Station to the Earlington Heights Station. The Green Line Metrorail Service operates at 10-minute headways during the peak AM and PM travel times between the Palmetto Station and the Dadeland South Station. Orange line operates at 10-minute peak headways between the Miami International Airport and Dadeland South stations. During weekends and off-peak periods, combined headway is 15 minutes. Single line segments operate with 30-minute headways.

5 - Includes all modes. Park and Ride Revenue: \$436,819.; Auxiliary Revenue: \$5,085,218.; Other Agency Revenue: \$21,348,376.

6 - Express Bus fare for routes operating within the County is \$2.25; Routes that travel to other counties (301 Dade-Monroe Express, 302 Card Sound Express, and four 95 Dade-Broward Express routes) remain at the express trip fare of \$2.65. Circulator/Shuttle bus fare is free effective September 1, 2021.

2.1. Metrobus

Metrobus is DTPW's fixed-route bus service. Metrobus operates seven days a week, 24 hours per day. 77 routes comprise DTPW's regular bus service structure as served by a total fleet of 799 buses, supplemented by 23 contracted routes operating with 54 buses. DTPW's family of Metrobus services includes local, circulator, limited-stop and express routes. Figure 2-1 presents the Metrobus system route map, while Figure 2-2 illustrates the DTPW Metrobus service area coverage. A detailed service schedule for current DTPW operated Metrobus routes is presented in Appendix A.2.

Table 2-2: Metrobus Service Characteristics

Service Type	Routes	Route Miles
Circulator	11	106
Local	62	1,802
Limited Stop	11	288
Express*	16	687
Total	100	2,883

**Excludes five routes, suspended due to Covid-19*

2.1.1. Local Service

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

2.1.2. Circulator Service

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

2.1.3. Limited-Stop Service

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

2.1.4. Express Bus Service

Express Bus service is similar to limited-stop service which has fewer stops and operates at a higher speed than local bus service. Express routes connect outlying areas, with direct service to designated activity centers such as the Miami CBD. These routes usually operate along a freeway or major arterial road to increase the operating speed. The 95 Dade-Broward Express Routes that operate within the I-95 express lanes, as well Metrobus Express Route 175, have been temporarily suspended due to Covid-19.

2.1.5. South Dade Transitway

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

The transitway has many travel-time saving features such as exclusive travel lanes, fewer stops, and preferential signal phasing at intersections. To maximize the efficacy of these features, some of the routes operating on the Transitway provide limited-stop, express service, the include routes 34, 39, and 52.

Figure 2-1: DTPW Transit System Map

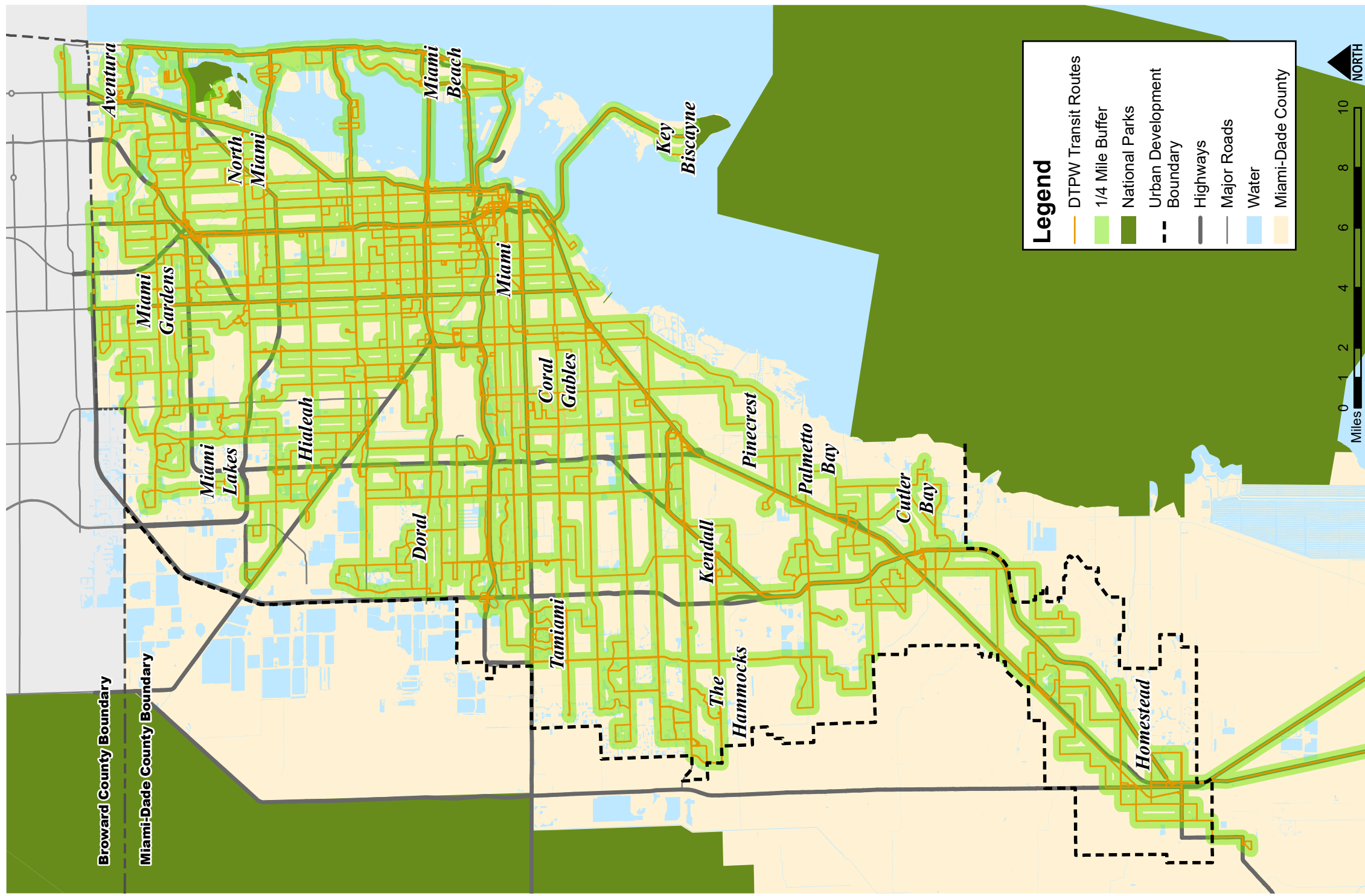
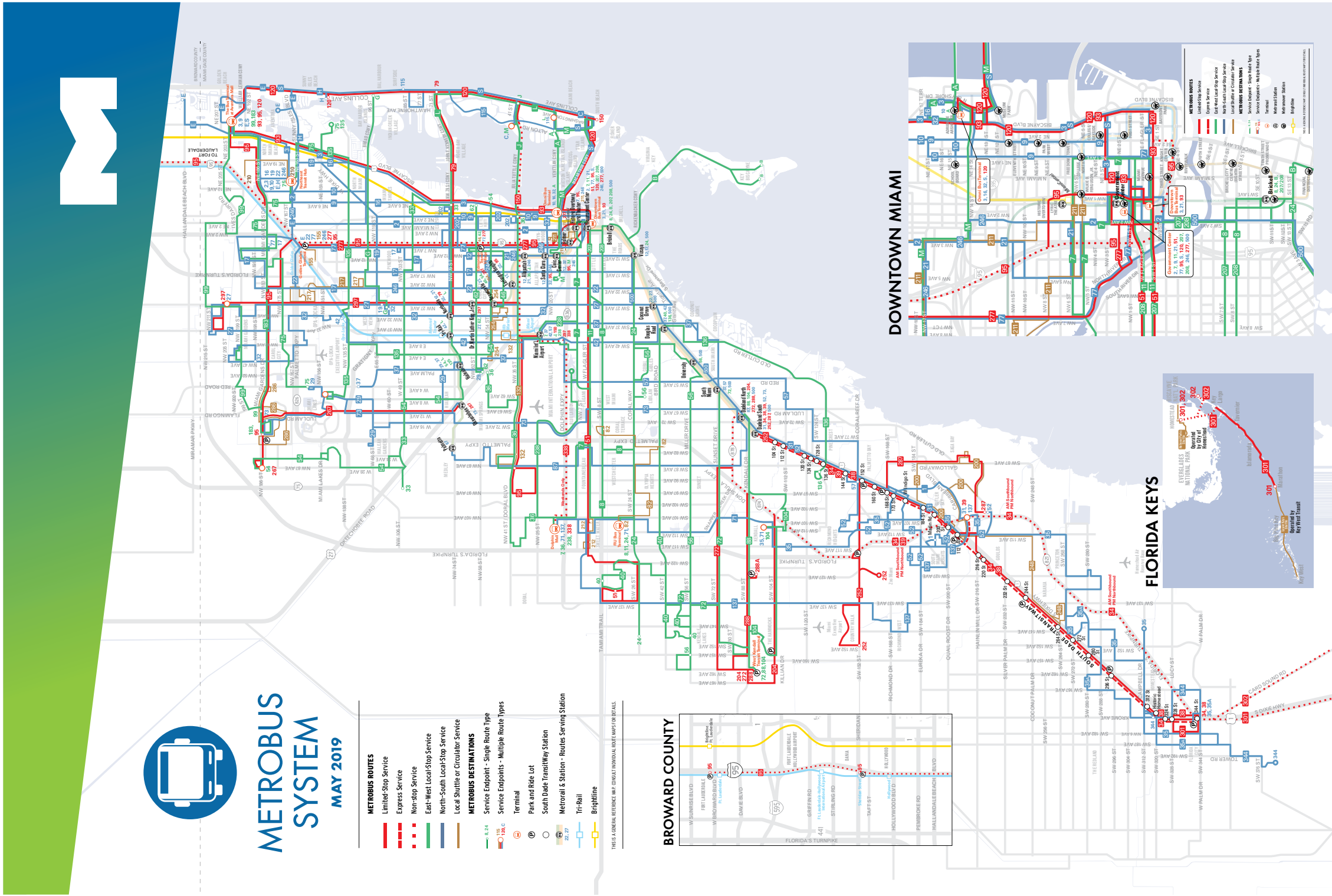


Figure 2-2: Metrobus System Map



- 1** Perrine ↔ Quail Road D/SW 117 Ave
- 2** 163 St Mall, 84 St ↔ Downtown Miami
- 3** Aventura Mall ↔ Downtown Miami
- 7** Dolphin Mall, Miami Intl Airport ↔ Downtown Miami
- 8** FIU Medisque Campus ↔ Brickell Metrorail
- 9** Aventura, 163 St Mall ↔ Downtown Miami
- 10** Skyline Mall ↔ Omni Metrorbus Terminal
- 11** FIU Medisque Campus, Mall of the Americas ↔ Downtown Miami
- 12** Northside Metrorail ↔ Mercy Hospital
- 16** 163 St Mall ↔ Omni Metrorbus Terminal
- 17** Norwood ↔ Vizcaya Metrorail
- 19** (WEEKDAYS ONLY) MDC North Campus ↔ 163 St Mall
- 21** Northside Metrorail ↔ Downtown Miami
- 22** 163 St Mall ↔ Coconut Grove Metrorail
- 24** CORAL WAY LIMITED- West Dade ↔ Brickell Metrorail
- 27** Miami Gardens ↔ Coconut Grove Metrorail
- 29** (WEEKDAYS ONLY) Miami Lakes Education Center ↔ Hialeah
- 31** BUSWAY LOCAL - South Dade Government Center ↔ Dadeland South Metrorail
- 32** Carol City ↔ Omni Metrorbus Terminal
- 33** Hialeah ↔ NE 79 St/Biscayne Blvd
- 34** EXPRESS (WEEKDAY RUSH-HOUR ONLY) Florida City ↔ Dadeland South Metrorail
- 35** MDC Kendall Campus ↔ Florida City
- 36** Dolphin Mall, Doral, Miami Springs ↔ Midtown Miami
- 37** Hialeah ↔ South Miami Metrorail
- 38** BUSWAY MAX, Dadeland South Metrorail ↔ Florida City
- 39** EXPRESS (WEEKDAY RUSH-HOUR ONLY) S Dade Govt Ctr ↔ Dadeland South Metrorail
- 40** Lakes of the Meadow, Tamiami Trail(SW 132 Ave ↔ Douglas Road Metrorail
- 42** Opa-Richa Tri-Rail ↔ Douglas Road Metrorail
- 46** LIBERTY CITY CONNECTION (WEEKDAY RUSH-HOUR ONLY) Brownsville Metrorail ↔ Seventh Avenue Transit Village
- 51** FLAGLER MAX (WEEKDAYS ONLY) West Dade ↔ Downtown Miami
- 52** Dadeland South Metrorail ↔ South Dade Health Center
- 54** Miami Gardens Dr/NW 87 Ave, Hialeah Gardens ↔ Biscayne Blvd/NE 54 St
- 56** (WEEKDAYS ONLY) West Dade ↔ Miami Children's Hospital
- 57** (WEEKDAYS ONLY) Miami Intl Airport ↔ Jackson South Hospital
- 62** Hialeah ↔ Biscayne Blvd / 62 St
- 71** Dolphin Mall ↔ MDC Kendall Campus
- 72** West Kendall Terminal, Miller Square ↔ South Miami Metrorail
- 73** Miami Gardens Dr & NW 73 Ave Park & Ride ↔ Dadeland South Metrorail
- 75** Miami Lakes Educational Center ↔ FIU Biscayne Bay Campus
- 77** Norwood ↔ Downtown Miami
- 79** 79 STREET MAX (WEEKDAY RUSH-HOUR ONLY) Northside Metrorail ↔ 72 St / Miami Beach
- 82** WESTCHESTER CIRCULATOR (NO SUNDAYS) FIU Medisque Campus ↔ Flagami
- 87** Palmetto Metrorail, Doral ↔ Dadeland North Metrorail
- 88** Dadeland North Metrorail ↔ West Kendall Terminal
- 93** BISCAYNE MAX (WEEKDAYS ONLY) Downtown Miami ↔ Aventura Mall
- 95** EXPRESS GOLDEN GLADES (WEEKDAY RUSH-HOUR ONLY) Carol City, Aventura Mall, Golden Glades ↔ Downtown Miami, Civic Center
- 95** EXPRESS DADE BROWARD (WEEKDAY RUSH-HOUR ONLY) ROUTE 196, Broward Blvd ↔ Downtown Miami
- 95** ROUTE 196, Sheridan St ↔ Downtown Miami
- 95** ROUTE 295, Broward Blvd ↔ Civic Center
- 95** ROUTE 296, Sheridan St ↔ Civic Center
- 99** Miami Gardens Dr. & NW73 Ave Park & Ride ↔ Aventura Mall
- A** ROUTE 00: Omni ↔ 20th Street & West Avenue / Miami Beach
- B** ROUTE 102: Brickell Metrorail ↔ Key Biscayne
- C** ROUTE 103: South beach ↔ Mt. Sinai Medical Center
- 104** West Kendall Terminal ↔ Dadeland North Metrorail
- E** ROUTE 105: Golden Glades ↔ Hialeahdale Beach
- G** ROUTE 107: 94 St / Miami Beach ↔ MDC North Campus
- H** ROUTE 108: 163 Street Mall ↔ Haulover Park
- J** ROUTE 110: Miami Intl Airport ↔ 41 St / Miami Beach
- L** ROUTE 112: Lincoln Rd ↔ Hialeah Metrorail
- M** ROUTE 113: Civic Center ↔ Mt. Sinai Hospital
- 115** MID-NORTH BEACH CONNECTION - Collins Ave / 88 St ↔ Lincoln Rd
- S** ROUTE 119: Downtown Miami ↔ Aventura Mall
- 20** BEACH MAX, Downtown Miami ↔ Haulover Park, Aventura Mall
- 132** TRI-RAIL DORAL SHUTTLE (WEEKDAY RUSH-HOUR ONLY): Doral ↔ Hialeah Market Tri-Rail
- 135** Hialeah Metrorail, Miami Lakes ↔ FIU Biscayne Bay Campus
- 136** (WEEKDAY RUSH-HOUR ONLY) SW 136 St / US1 ↔ Douglas Road Metrorail
- 137** WEST DADE CONNECTION Dolphin Mall ↔ South Dade Gov. Center
- 150** MIAMI BEACH AIRPORT EXPRESS - Miami Intl Airport ↔ South Beach
- 155** BISCAYNE GARDENS CIRCULATOR (WEEKDAYS ONLY)
- 163** Miami Gardens Dr. & NW73 Ave Park & Ride ↔ Aventura Mall
- 200** OTTLER BAY LOCAL
- 202** LITTLE HUNT CONNECTION Biscayne Shopping Plaza, NW 5 AVE / 83 St ↔ Miami Design District
- 204** KILLIAN KAT (WEEKDAY RUSH-HOUR ONLY) West Kendall Terminal ↔ Dadeland North Metrorail
- 207** LITTLE HAWAII CONNECTION (CLOCKWISE) Downtown Miami, Brickell ↔ SW 25 Ave via SW 51 & SW 71 St
- 208** LITTLE HAWAII CONNECTION (COUNTERCLOCKWISE) Downtown Miami, Brickell ↔ SW 27 Ave via W Flagler St & S
- 210** SKYLAKE CIRCULATOR Skylake Mall ↔ 163 Street Mall
- 211** OVERTOWN CIRCULATOR (WEEKDAYS ONLY)
- 212** SWEETWATER CIRCULATOR (WEEKDAYS ONLY)
- 217** BUNCHIE PARK CIRCULATOR (WEEKDAYS ONLY) NW 127 St / 22 Ave ↔ N Dade Health Center
- 238** EAST-WEST CONNECTION (WEEKDAYS ONLY) Dolphin Mall ↔ Miami Intl. Airport
- 246** NIGHT OWL Downtown Miami ↔ 163 St Mall
- 249** PRINCECTON CIRCULATOR Southland Mall ↔ SW 264 St, Naranja (Weekdays Only)
- 252** CORAL REEF MAX Country Walk ↔ Dadeland South Metrorail, Zoo Miami (Weekends Only)
- 254** BROWNSVILLE CIRCULATOR (WEEKDAYS ONLY) Cable Center ↔ Jefferson Reeves Park, Hialeah (Thursday only)
- 267** LUDLAW LIMITED (WEEKDAY RUSH-HOUR ONLY) NW 196 St/87 Ave ↔ Okeechobee Metrorail
- 272** SUNSET KAT (WEEKDAY RUSH-HOUR ONLY) West Kendall Terminal ↔ Dadeland North Metrorail
- 277** NW 7 AVENUE MAX (WEEKDAY RUSH-HOUR ONLY) Downtown Miami ↔ Golden Glades Park & Ride
- 286** NORTH POINTE CIRCULATOR (NO SUNDAYS) Miami Gardens Dr. & NW 73 Ave Park & Ride ↔ NW 57 Ave/NW 76 St
- 287** SAGA BAY MAX (WEEKDAY RUSH-HOUR ONLY) S Dade Health Center ↔ Dadeland South Metrorail
- 288** KENDALL CRUISER (WEEKDAY RUSH-HOUR ONLY) West Kendall Terminal, SW 87 Ave Park & Ride ↔ Dadeland North Metrorail
- 297** 27th AVE ORANGE MAX (WEEKDAYS ONLY) Miami Intl Airport ↔ Miami Gardens
- 301** DADE-HORWODE EXPRESS Florida City ↔ Marathon Key
- 302** CARD SOUND EXPRESS Florida City ↔ Ocean Reef Club
- 338** WEEKEND EXPRESS (WEEKENDS ONLY) Miami Intl Airport ↔ Dolphin Mall
- 344** (WEEKDAYS ONLY) Florida City ↔ MDC Homestead Campus
- 500** MIDNIGHT OWL, Dadeland South Metrorail ↔ Downtown Miami

DRIVE LESS.LIVE MORE.™



www.miamidade.gov/transit 311 (305.468.5900) TTY/FLORIDA RELAY: 711



MDT TRACKER / EASY PAY MIAMI / MDT TRANSIT WATCH

Figure 2-2 (continued): Metrobus System Legend

2.2. Metrorail

Metrorail provides passenger service to 23 stations on a 25.1-mile heavy rail electrified line. The system operates on an elevated guideway with transfer points to Tri-Rail commuter rail service, the DTPW Metromover system, and the South Miami-Dade Transitway. DTPW maintains a total fleet of 136 Metrorail cars. Daily passenger service starts at approximately 5:00 A.M. from the terminal stations.

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

- Palmetto Station, Green Line departs at 11:52 P.M. and arrives at Dadeland South at 12:41 A.M.
- Airport Station, Orange Line departs at 12:22 A.M. and arrives at Dadeland South at 12:56 A.M.

The last northbound trains depart Dadeland South Station at:

- Dadeland South, Orange Line departs at 12:00 A.M. and arrives at the Airport Station at 12:35 A.M.
- Dadeland South, Green Line departs at 12:04 A.M. and arrives at the Palmetto Station 12:55 A.M.

Figure 2-3 illustrates the DTPW Metrorail system map as of December 2021. The Green Line runs from Palmetto Station to Dadeland South Station, and the Orange Line from the Miami Intermodal Center (MIC) at Miami International Airport (MIA) to Dadeland South Station.

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

Both lines provide premium transit service with a combined headway of 5 minutes during the peak morning and afternoon travel times from Dadeland South Station to the Earlington Heights Station. Weekend and holiday Green Line and Orange Line service operates with headways of 30 minutes and combine to provide a 15-minute headway from Earlington Heights to Dadeland South Station.

Figure 2-3: Metrorail System Map



2.3. Metromover

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

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

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

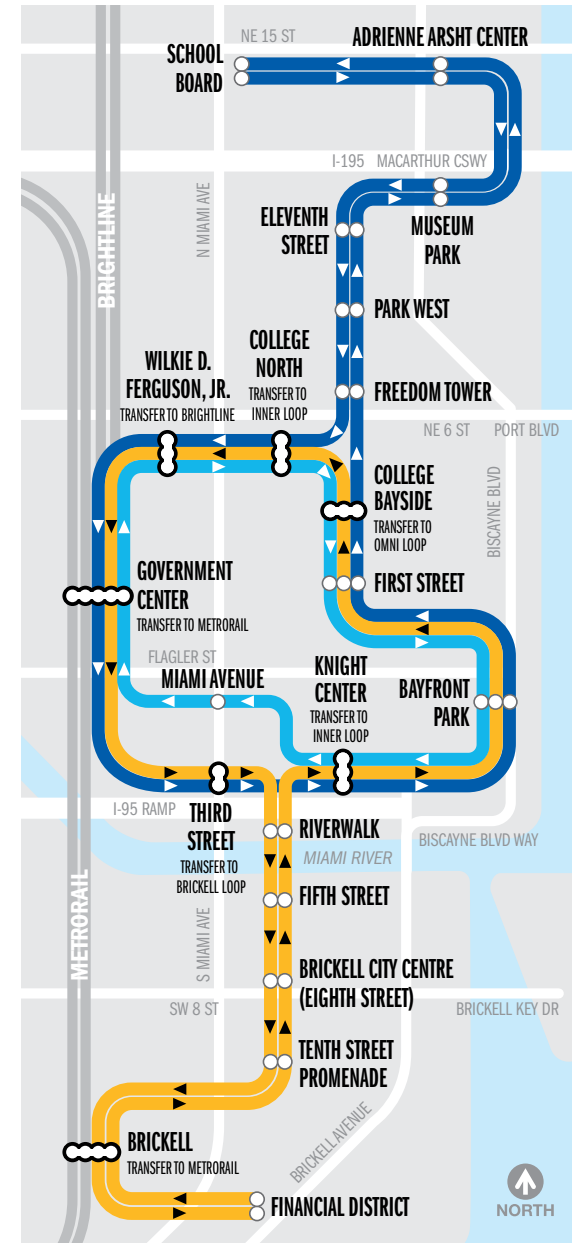
Metromover’s Inner/Downtown, Outer/Omni and Brickell loops operate seven days a week and runs from 5:00 A.M. to 12:00 A.M. During the morning and afternoon peak periods, service frequency is every 90 seconds in the central business district and every three minutes during weekends and holidays.

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

Freedom tower station has been temporarily closed since July 2020 due to renovations. The renovation is a joint project being completed by the Department of Transportation and Public Works (DTPW) and the developers of the Miami Worldcenter building complex, which will consist of residential, retail, and commercial properties.

Figure 2-4 illustrates the DTPW Metromover system map as of December 2021.

Figure 2-4: Metromover System Map



2.4. Special Transportation Services

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

Service is provided by sedans, vans and lift-equipped vehicles, seven days a week, 24 hours per day. Presently, there are 442 vehicles available for paratransit service transportation. Currently, these vehicles are privately contracted through Transportation America (TA).

As of December 2020, a total of 36,796 eligible clients are enrolled in the STS program including both ambulatory and non-ambulatory clients.



2.5. Services Provided by Private Contractors

DTPW contracts out 24 fixed route bus services, which are operated by America's Transportation (AT) and Limousines of South Florida (LSF), and serves approximately 1,575 bus stops and 360 directional route miles in Miami-Dade County. AT operates one express bus routes that provides service to Mile Marker 50 in the City of Marathon in Monroe County (Routes 301) and another express bus route that provides service from Florida City City Hall to Key Largo/Ocean Reef Club via Card Sound Road (Route 302). LSF operates 22 bus routes that serve approximately 1,545 bus stops and 300 directional route miles in Miami-Dade County. The private sector also provides several transit support services, such as:

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

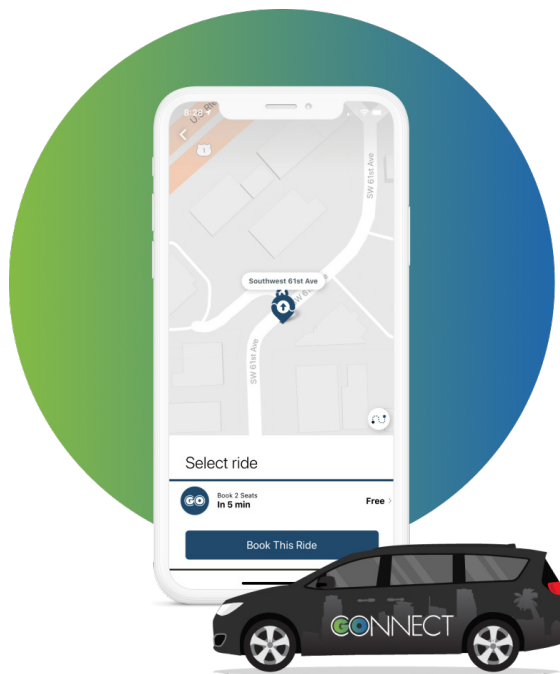
The 24 bus routes contracted in 2021 include Routes 1, 29, 46, 56, 71, 72, 82, 101-A, 115, 155, 202, 210, 211, 212, 217, 246, 248, 254, 267, 272, 286, 301, 302 and 344 .



2.6. Go Connect Program

Launched in October 2020, the Go Connect program is a ride sharing app-based service that provides first/last mile connections within specific zones. The first zone was the Dadeland/South Miami area. Currently the program serves four areas: Dadeland/South Miami, the Town of Cutler Bay, Civic Center (Health District), and West Kendall. Fares for each trip will be a flat \$2.25, the same cost as a one-way Metrobus or Metrorail ride.

Using the GO Connect mobile app (available on the iOS and Android platforms), provided by Miami-Dade County and powered by Via, residents and visitors will be able to book an on-demand ride to connect with Miami-Dade Transit hubs or to travel to nearby destinations. GO Connect complements and extends existing mass transit infrastructure, while providing flexible and affordable mobility options when and where passengers need to go. The app pairs riders based on their destinations to maximize the efficiency of the service.



DTPW uses real-time data, rider feedback, and ride ratings to create a responsive service that meets the changing needs and travel patterns of Miami-Dade County residents and visitors. Via's system uses algorithms to match multiple riders traveling to common destinations to seamlessly and safely share the same vehicle, directing passengers to a nearby virtual bus stop within a short walking distance for pick up and drop off, allowing for quick and efficient shared trips without lengthy detours.

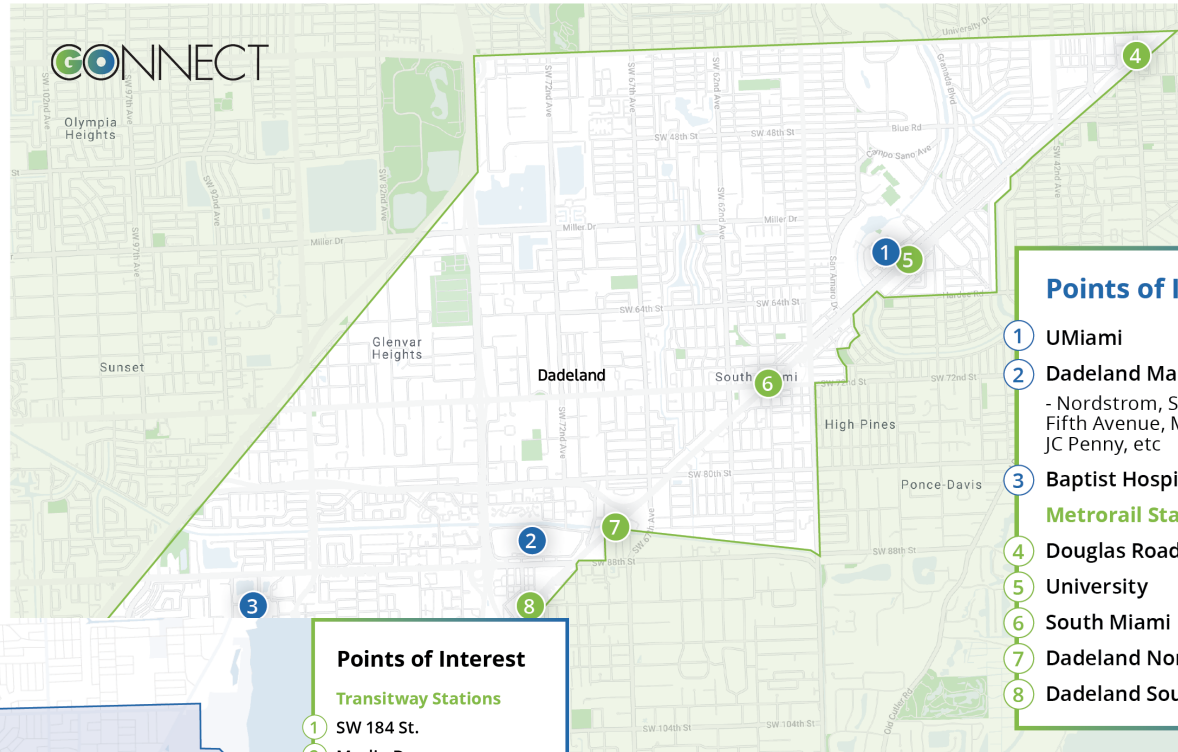
Rides are available from 6:30 a.m. to 7 p.m. Monday through Friday in Dadeland/South Miami.

The GO Connect ridership has grown significantly in recent months; more than 30% of pickup/drop-off locations are at transit stations.

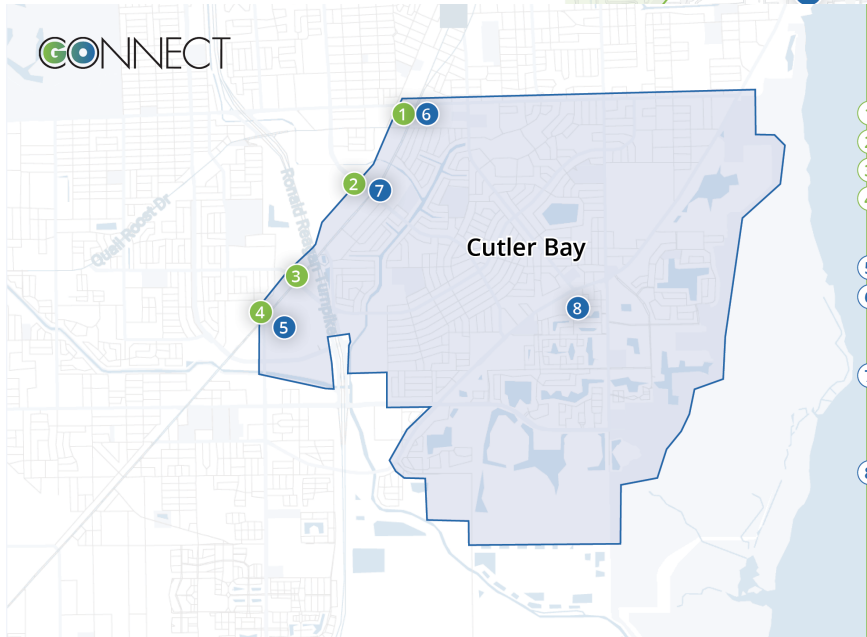
- Total ridership from Oct. 2020 to May 2022: 77,360
- Average monthly ridership: 7,950

The Cutler Bay zone has been the most successful service area. The service in this zone is provided at no cost to passengers due to an FDOT grant that is matched by the Town of Cutler Bay.

- Average Monthly Ridership: 3,700
- Average Daily Ridership: 200 (as of May 2022)
-



- Points of Interest**
- 1 UMiami
 - 2 Dadeland Mall
- Nordstrom, Saks Fifth Avenue, Macy's, JC Penny, etc
 - 3 Baptist Hospital
- Metrorail Stations**
- 4 Douglas Road
 - 5 University
 - 6 South Miami
 - 7 Dadeland North
 - 8 Dadeland South



- Points of Interest**
- Transitway Stations**
- 1 SW 184 St.
 - 2 Marlin Dr.
 - 3 SW 200 St.
 - 4 SW 112 Ave.
- Shopping**
- 5 Southland Mall
 - 6 South Dade Shopping Center
- Publix, Staples, Ross, etc
 - 7 Point Royale Shopping Center
- Winn Dixie, Burlington, Chipotle, Starbucks, etc
 - 8 Old Cutler Towne Center
- Publix, GNC, Ace Hardware, Advance Auto Parts, La Colonia Medical Center, etc
- And more!

2.7. Miami-Dade Transit Passenger Fare Structure

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

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

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

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

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

3 Only available with the purchase of a monthly pass.

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

2.7.1. Farebox Recovery Ratio

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

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

Table 2-4: DTPW Farebox Recovery

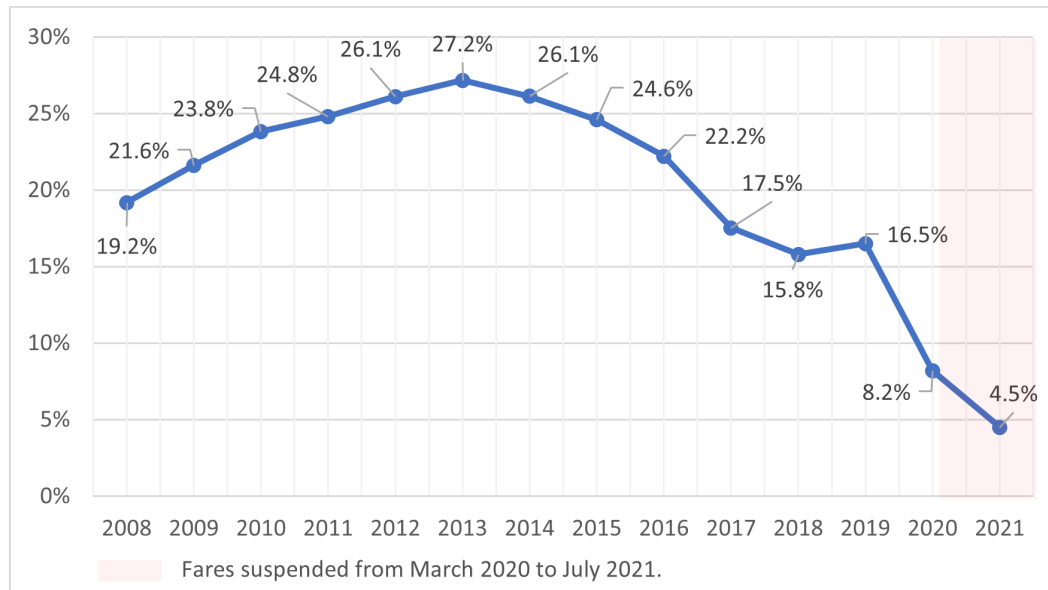
Mode	FY 2019	FY 2020	FY 2021
Metrobus	17.7%	8.99%	5.03%
Metrorail	16.7%	8.22%	4.69%
STS	10.4%	8.33%	2.26%
ALL	15.9%	8.32%	4.5%

Source: National Transit Database, Department of Transportation and Public Works, 2nd submission

2.7.2. Historical Farebox Recovery Ratio

The farebox recovery ratio for Miami-Dade County for all Directly Operated Services in FY2020 was 8.2 percent and in FY2021 4.5 percent (Figure 2-5). The agency experienced a -8.3 percent from Fiscal Year 2019 to Fiscal Year 2020. The primary cause for the reduced farebox recovery ratio was the suspension of fare collection between March 2020 and July 2021. Other reasons include reduced ridership during the pandemic.

Figure 2-5: DTPW Farebox Recovery Ratio: FY 2008-2021



Source: NTD (2008-2020)

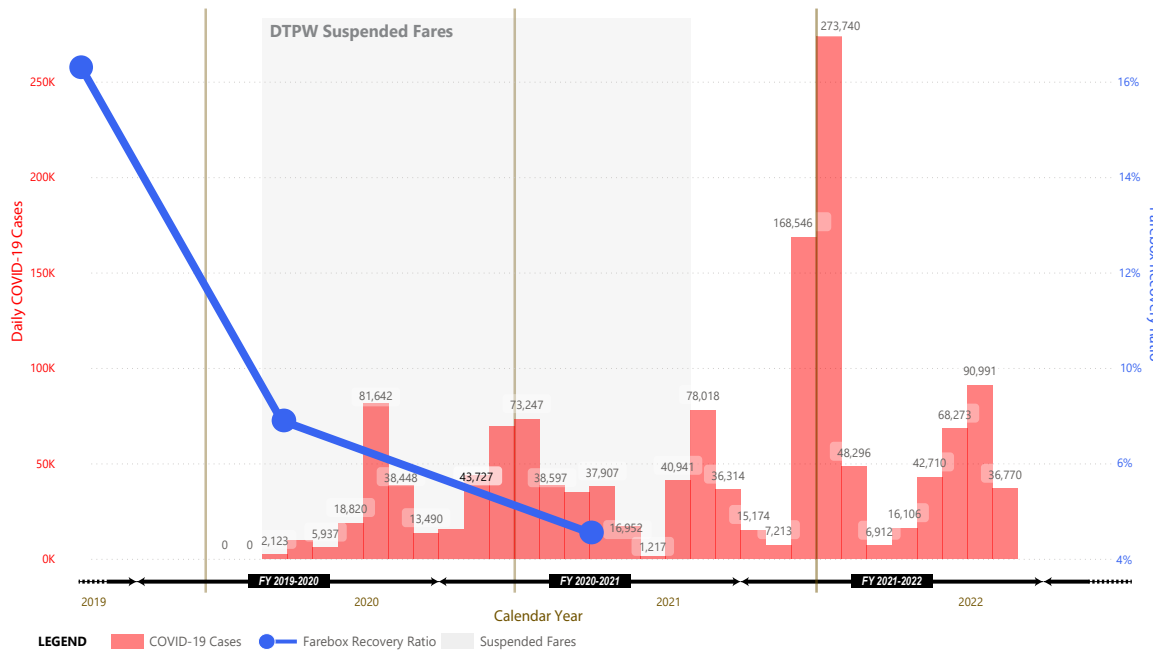
The chart was prepared to show the relationship between the farebox recovery ratio and Covid in Miami-Dade. It depicts the farebox recovery ratio, noting the suspended suspension of fare collections, and the number of Covid cases in Miami-Dade County.

Table 2-5 provides an overview of the year-over-year percent change in farebox recovery. Between 2008 and 2021, the farebox recovery rate declined from 19.2% to 4.5%.

Due to the impacts of the Covid-19 Pandemic, DTPW altered bus services and suspended service on five Metrobus routes during the 21/22 TDP reporting period. Despite these cuts, DTPW continued to exceed the target of route miles serving areas with a high density of persons with a disability, ensuring equity in transit services and to reduce the dependence on STS.

Out of 84 targets established in the 2019 TDP Major Update, DTPW navigated the challenges of the Covid-19 Pandemic and met 35 targets (42%), and are currently on schedule to complete 12 additional targets (14%). 32 targets (38%) were not met, 5 of which were deemed not applicable because of the Covid-19 pandemic.

Figure 2-6: Miami-Dade County Daily Recorded Covid-19 Cases January 1st, 2020 to September 13th, 2022



Source: NTD MB Data for BCT (2008-2020), 2021 DTPW, MDC

DTPW continues to monitor the effects of the pandemic on ridership and projected revenues. Fares were suspended from March 2020 to June 2021 due to Covid-19. As a result, the overall Farebox Recovery (for all modes) was reduced from 16.9% in 2019 to 4.5% in 2021.

Table 2-5: DTPW Historical Farebox Recovery

FY	Farebox Recovery	Change from Previous Year
2008	19.2%	
2009	21.6%	2.5%
2010	23.8%	2.2%
2011	24.8%	1.0%
2012	26.1%	1.3%
2013	27.2%	1.1%
2014	26.1%	-1.0%
2015	24.6%	-1.5%
2016	22.2%	-2.4%
2017	17.5%	-4.7%
2018	15.8%	-1.7%
2019	16.5%	0.7%
2020	8.2%	-8.3%
2021	4.5%	-3.7%

Source: NTD MB Data for BCT (2008-2020), 2021 DTPW

Revenue projections have been developed based on the historical trends, the current state of the economy and any anticipated policy or programmatic changes. In addition, revenue impacts from the pandemic have also been considered. Overall, transit operating revenues are projected to increase an average of 6.3% per year between FYs 2023-2032. The critical funding growth assumptions that drive the Pro Forma financial projections (outlined in Table 8-3 of this years' TDP), highlight the following:

- Fare revenue is projected to increase by 0.5% from FY 2022 to FY 2023, and then by 45.5% the following year to reflect pre-pandemic level ridership recovery. Projections for the ten-year TDP planning period reflect this ridership stabilization and fare revenue due to ridership growth is assumed to increase by 0.5% per year starting in FY 2022.
- Additional general fund revenue is anticipated for FYs 2026 and 2028.
- Regular programmed fare increases: A \$0.25 increase in the base fare (from its current level of \$2.25 to \$2.50) is assumed in FY 2024, with an additional \$0.25 increase assumed in FY 2030. These increases have the effect of increasing the overall revenue growth rate in those years. These

programmed fare increases which occur every six (6) years are determined by policies approved by the Miami-Dade County Board of County Commissioners that authorize DTPW to implement regular fare increases to keep pace with inflation.

2.7.3. EASY Card Sales Outlets

EASY Card Sales Outlets are conveniently located throughout Miami-Dade County for transit customers to obtain or load cash value and/or passes onto the EASY Card or EASY Ticket. The DTPW EASY Card Services Division is responsible for training new vendors and managing all EASY Card Sales Outlets, providing DTPW with a total of \$500,009 in revenue. Currently there are over 78 sales vendors throughout Miami-Dade County.

2.8. Transit Mobility (Transportation Disadvantaged) Program

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

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

The Transportation Disadvantaged (TD) Program, through a state funded grant, provides EASY Tickets and EASY Cards to transportation disadvantaged (homeless, children and families at risk, vocational training, and rehabilitation) Miami-Dade County residents. The EASY Ticket program provides tickets to qualifying social service agencies to distribute to their clients for use on the Miami-Dade County transit system. Currently there are 52 agencies enrolled in the program. The Transit Mobility EASY Card Program provides annual EASY Cards to individuals who are TD eligible. Currently, there are 7,346 TD Mobility EASY Card Customers.

2.8.1. Section 5310 Program

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

2.8.2. Corporate Discount Program

DTPW's Corporate Discount Program (CDP) allows participants to save on commuting costs through group discounts and pre-tax savings by purchasing public transportation through a tax deduction program from their employer under Internal Revenue Service (IRS) Code 132(f). It allows employees to pay for their public transit rides using pre-tax dollars. The CDP provides monthly transit passes on Corporate EASY Cards, good for a month of unlimited rides on Metrobus and Metrorail, at a 10 percent (10%) discount for groups of 4-99 participants, and a 15 percent (15%) discount for groups of 100+ participants. Participants who ride Metrorail can save even more by purchasing their \$11.25 monthly Metrorail parking permit with pre-tax dollars. In 2021, the CDP generated approximately \$1.6 million in revenue. Currently the number of companies enrolled is 195.

2.8.3. College / Vocation School Discount Program

College, university, vocational/technical, and adult education school students can purchase a one-month pass on an Orange EASY Ticket or College Mobile Pass for \$56.25, half the cost of a full price monthly pass. This program is offered to full-time students using DTPW's public transportation system to get to school. As of December 2021, 48 schools are participating in the program generating approximately \$347,197.50 in annual sales.

2.8.4. K-12 Discount Program

Miami-Dade County students in grades K-12 can ride Metrobus and Metrorail at 50 percent (50%) off the regular fare. Pre-schoolers ride free. First time eligible students may obtain a specially encoded EASY Card at no cost by applying online at www.miamidade.gov/transit/fare-k12 for public school students or at <https://k12.miamidade.gov/K12EasyCardRegistration/private> for private school students. Discounted cards can also be obtained by visiting the Transit Service Center Kiosk located on the second floor of the Stephen P. Clark Center, at 111 NW 1st Street, or Pass Sales Office located at Overtown Transit Village, 701 NW 1 Court, Suite 121. This program is open to any student attending public or private schools in Miami-Dade County. In 2021, there were 2,189 newly registered K-12 customer accounts.

2.8.5. Golden Passport Office

The Golden Passport EASY Card provides free transportation to senior citizens 65 years and over or Social Security beneficiaries who are permanent Miami-Dade County residents. A Patriot Passport provides free transportation to disabled veterans who are permanent Miami-Dade County residents. Currently, there are 211,515 certified Golden Passport/Patriot Passport customer accounts; this includes 193,307 Golden Passport customers over 65 years of age, 16,382 Golden Passport customers under 65 years of age, and 1,826 Patriot Passport customers.

2.9. Customer Information / Convenience

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

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

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

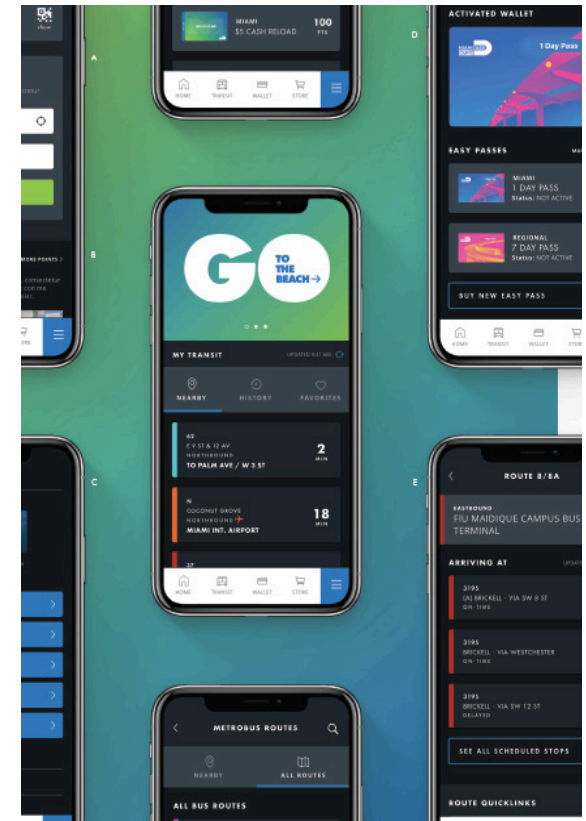
Using the all-new GO Miami-Dade Transit smartphone application, riders can plan a trip, track a ride, purchase mobile passes, report an incident, and earn points to redeem for rewards with the GO Rewards loyalty program. The app provides users with detailed route information, like schedules and system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

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

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

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

Figure 2-7: GO Miami-Dade App



2.10. Maintenance and Storage Facilities

DTPW currently operates three maintenance bus garages to serve a fleet of 799 buses. The DTPW garages are located in various areas throughout the County to provide efficient maintenance and storage services at the following locations:

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

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

The Metromover fleet of 29 cars is supported by the maintenance facility located at 100 SW 1st Avenue in Downtown Miami.

2.11. Pedestrian Overpasses

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

- Douglas Road Metrorail Station Pedestrian Overpass
- Vizcaya Metrorail Station Pedestrian Overpass
- Hialeah Metrorail Station Overpass
- Snapper Creek Expressway and U.S.1 M-Path Overpass
- University Metrorail Station Pedestrian Overpass
- Civic Center Station 12th Ave Overpass

Figure 2-8: University Metrorail Station Pedestrian Overpass



2.12. Park-and-Ride Facilities

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

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

Table 2-6: Park-and-Ride Parking Space Counts

Metrobus Parking Park-and-Ride Lots	Available Parking Spaces
Transitway/SW 152 th St	200
Transitway/SW 168 th St	149
Transitway/SW 112 th Ave (Target)	450
Transitway/SW 200 th St	100
Transitway/SW 244 th St	95
Transitway/SW 296 th St	139
Transitway/SW 344 th St	248
Coral Reef Drive 117/Turnpike	95
Dolphin	348
Golden Glades - West Lot	2,250
Hammocks Town Center (SW 152 nd Ave/SW 104 th St)	50
Kendall Dr/SW 127 th Ave	161
West Kendall Transit Terminal (Kendall Dr/SW 162 nd Ave)	40
NW 7 th Ave Transit Village (NE 7 th Ave/NW 62 nd St)	25
Miami Gardens Dr/NW 73 rd Ave	136
I-75/Miami Gardens Dr (effective June 2019)	298
Total	4,684

Metrorail Parking Park-and-Ride Lots	Available Parking Spaces
Dadeland South	1,260
Dadeland North	1,963
South Miami	837
University	230
Douglas Road	190
Coconut Grove	100
Vizcaya	120
Culmer	40
Santa Clara	61
Allapattah	74
Earlington Heights	361
Brownsville	100
Dr. Martin Luther King Jr. (MDT)	62
Dr. Martin Luther King Jr. (Garage)	631
Northside	100
Hialeah	338
Okeechobee	1,256
Palmetto	700
Total	8,423

Figure 2-9: Existing DTPW Park-and-Ride Facilities

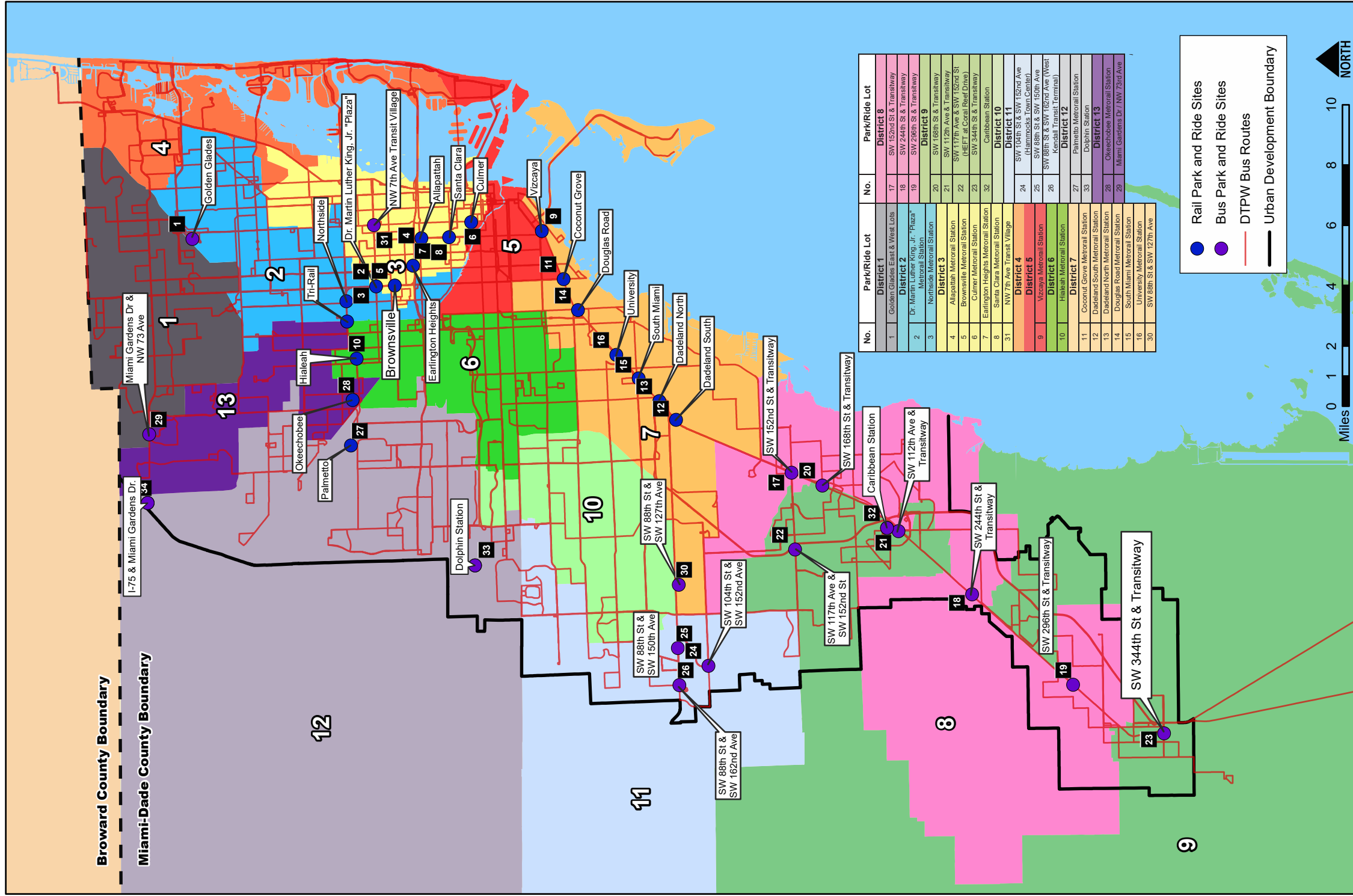
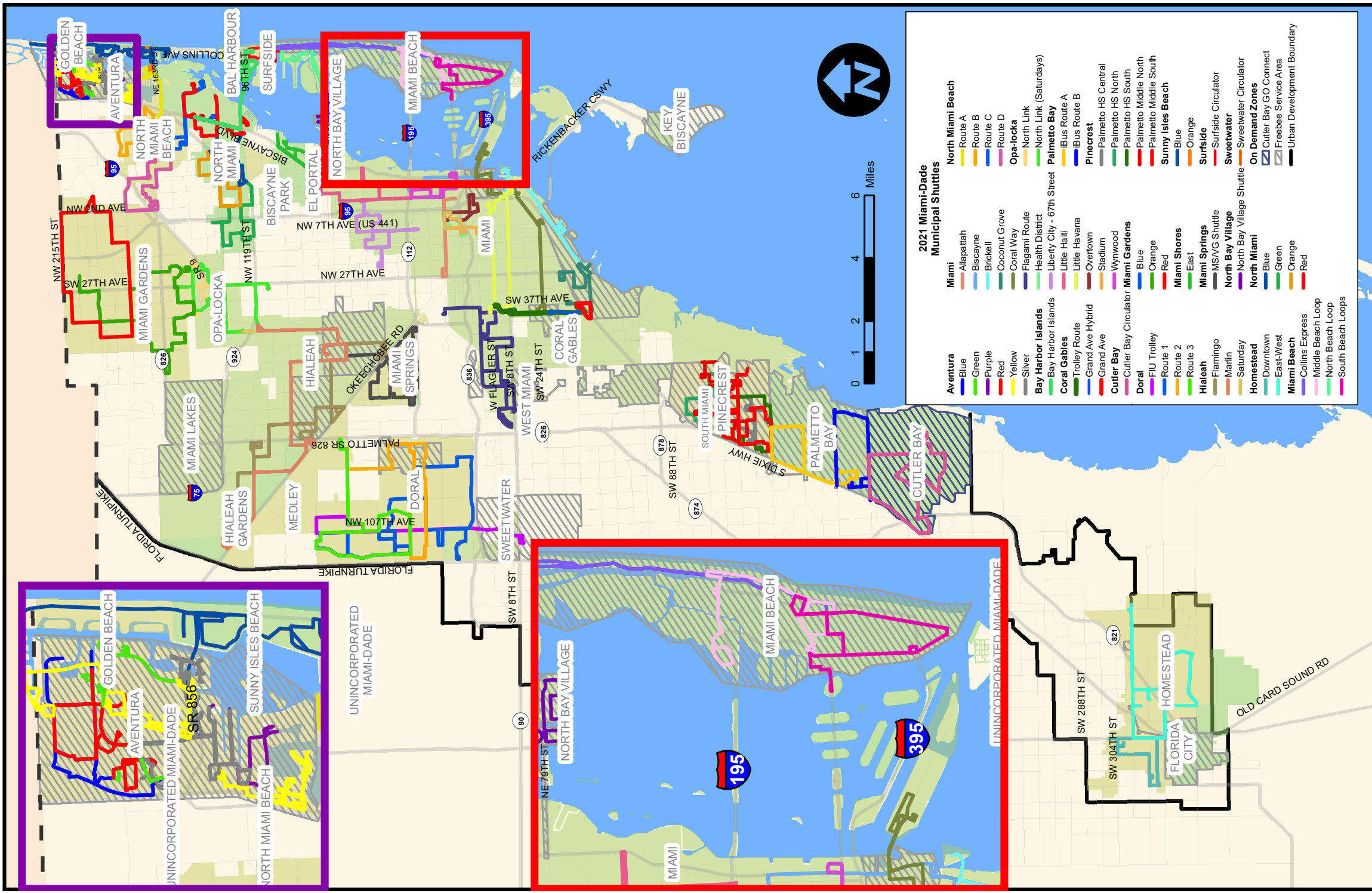


Figure 2-10: Municipal Transit Services in Miami-Dade County



2.13. Municipal Transit Services

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

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

The collective ridership on these circulators exceeded 6.5 million passenger trips in 2021. The annual ridership of the three largest circulator systems – (1) City of Miami, (2) City of Miami Beach and (3) City of Coral Gables, - collectively totaled 5,052,422 in 2021. These numbers represent a stabilization of the significant loss of ridership experienced in 2020 due to the Covid-19 pandemic. It should be noted that many of the municipalities operating circulator systems exceed the 20 percent minimum surtax transit expenditure requirement. Appendix A.3 provides a listing of each municipality, respective service operator and website.

2.14. Transit Oriented Development (TOD)

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

2.14.1. Metrorail

Dadeland South Metrorail Station

Projects:

Datran Center I and II (Phases I-III)

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

Miami Dadeland Marriott Hotel and Conference Center (Phase II)

- 302 luxury hotel rooms, 336,984 SF

Dadeland Centre (Phase 4A)

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

Dadeland Centre II (Phase 4B)

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

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

Development Area: 4.6 acres

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



Dadeland North Metrorail Station

Projects:

Dadeland Station (Phase I)

- Big Box vertical retail mall, 859,337 SF

Towers of Dadeland (Phase II)

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

Motion at Dadeland (Phase III)

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

Dadeland Vista (Phase B)

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

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

Development Area: 12.54 acres

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

South Miami Metrorail Station

Projects: VOX Miami

- Phase I – 3 stories residential, 5 stories parking, 102 student housing units, 444,064 SF
- Phase II – planned residential

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

Development Area: 6.34 acres

Status: Phase I completed 2021



Douglas Road Metrorail Station

Project: Link at Douglas

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

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

Development Area: 4.9 acres

Status: : Phase 1A completed 2021, Phase 1B to be completed 2022, Phases 2-3-4 to be completed by 2031.



Coconut Grove Metrorail Station

Project: Grove Central

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

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

Development Area: 5.2 acres

Status: Phases I and II completed 2020. Phases III and IV were commenced in 2020 with projected completion by 2023.



Historic Overtown/Lyric Theatre Metrorail Station

Projects: Overtown Transit Village North (Phase I)

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

Overtown Transit Village South (Phase II)

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

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

Development Area: 2.1 acres

Status: Phase I completed 2006; Phase II completed 2010



Santa Clara Metrorail Station

Projects: Santa Clara Apartments

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

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

Development Area: 3.3 acres

Status: Phase I completed 2004 and Phase II completed 2006



Allapattah Metrorail Station

Project: Allapattah Garden Apartments

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

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

Development Area: 4.7 acres

Status: Completed 2004



Brownsville Metrorail Station

Project: Brownsville Transit Village

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

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

Development Area: 5.8 acres

Status: Phases I-IV completed 2010-2014. Phase V will commence construction in 2nd quarter of 2022 with anticipated completion in 2023.



Dr. Martin Luther King, Jr. Plaza Station

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

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

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

Development Area: 7.9 acres

Status: Completed 2004.



Northside Metrorail Station

Project: Northside Transit Village

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

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

Development Area: 5.8 acres

Status: Phase I completed 2015, Phase IV completed 2020, Phase II to be completed 1st quarter of 2022 and Phase III to be completed 2023.



2.14.2. Metrobus

South Miami-Dade Transitway at SW 200th Street

Project: Caribbean Village

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

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

Development Area: 3.41 acres

Status: Phase I completed 2019, Phase II to be completed 4th quarter of 2022



SW 40 Street/Bird Road at SW 89 Avenue

Project: Senator Villas

- Low-rise, 23 senior affordable housing units

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

Development Area: .65 acres

Status: Completed in 2019

NW 7th Avenue at NW 62nd Street

Project: 7th Avenue Transit Village

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

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

Development Area: 2.5 acres

Status: Phase I completed 2016, Phase II completed 2017



2.14.3. Metromover

Tenth Street Promenade Metromover Station (Brickell Leg)

Project: Development Agreement with adjacent property owner

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

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

Development Area: 1,361 SF

Status: Completed 2020



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

Project: Ground lease, development-maintenance-easement agreement

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

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

Development Area: 11,249 SF

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



Freedom Tower Metromover Station (Omni Leg)

Project: Development Agreement, Access and Utility Easements

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

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

Development Area: 5,965 SF

Status: Station closed from July 2020-December 2022 for improvements.



Adrienne Arsht Center Metromover Station (Omni Leg)

Project: Omni Bus Terminal mixed-use development

Location: SE corner NE 15 Street and Biscayne Boulevard

Development Area: 0.987 acres

Status: On hold



2.14.4. The Underline

Project: The Underline

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

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

Development Area: 10 miles - 120 acres

Status:

- Phase 1 – Brickell Backyard (Miami River to SW 13th Street) completed in the summer of 2021
- Phase 2 – SW 13th Street to SW 19th Avenue, now under construction with expected completion in 2023
- Phase 3 – The Design Criteria package was completed in 2021. The project is currently in the procurement phase and under the cone of silence. Final construction completion expected by December 2025.



2.15. Regional Transit Service Connections

2.15.1. Broward County Transit (BCT)

The Broward County Office of Transportation operates BCT, a fixed route bus service, which connects with DTPW service. BCT operates 43 routes during weekdays, 33 routes on Saturday and 32 routes on Sundays, with varying service schedules spanning from before 4:35 AM to after midnight on weekdays. A regular one-way fare is \$2.00 while a reduced one-way fare is \$1.00, and an all-day pass is \$5.00 while a reduced all-day pass is \$4.00. The express bus one-way fare is \$2.65 while the reduced one-way fare is \$1.30. DTPW passengers transferring to BCT will provide the BCT bus operator with the Inter-County Ticket and pay \$0.50. Passengers transferring from BCT to DTPW will provide the DTPW bus operator with the BCT Transfer and pay \$0.60 for a full-fare transfer, \$0.30 for a discounted-fare transfer, \$0.95 for an express-bus transfer or \$0.45 for a discounted fare transfer. BCT and DTPW have partnered to provide regional bus service between Broward and Miami-Dade Counties. Currently, DTPW buses travel into Hallandale Beach (southern Broward), and BCT buses



travel into Aventura, North Miami, Miami Gardens, and the Golden Glades interchange. Bus service from both agencies operates within the I-95 express lanes, connecting northern and central Broward communities with Downtown Miami. BCT operates the 595 Express which connects western Broward communities to the Civic Center and Downtown Miami.

South Florida Regional Transportation Authority (SFRTA)

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



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

Table 2-7: Tri-Rail to DTPW Transfer Prices

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

2.15.2. Brightline

Brightline is a private rail service connecting Downtown Miami, Downtown Fort Lauderdale, and Downtown West Palm Beach with approximately 30-45 minutes travel time between each station. Service started in 2018 with prices changing over time according to market tolerance. In 2020 service was temporarily suspended due to the Covid-19 pandemic and resumed in November 2021. Future growth plans include an additional station on the SMART Plan Northeast Corridor in Aventura, Florida, and an expansion to Orlando, Florida.

In an effort to advance the implementation of the SMART Plan Northeast Corridor, Miami-Dade County Commissioners approved an agreement with Brightline Trains Florida, LLC (Formerly Virgin Trains USA Florida, LLC) to provide high-speed rail service between the Aventura Mall and the company's downtown train station. The County approved \$76.7 million toward the project, which will run high-speed trains every half hour during the morning and afternoon rush hours utilizing the FECR rail corridor. The County will own the land planned for the new Aventura Station, while Brightline will be responsible for all operation and maintenance costs. The Aventura Station project will include an 860-foot platform, 560-ft of high platform (42" from TOR) and 300-ft of low platform (8" from TOR), located inside the Florida East Coast Railway/Brightline right-of-way and the construction of a new pedestrian bridge over the railroad right-of-way and Biscayne Boulevard (East Side Bridge). The station also includes a Park-and-Ride facility with 240 parking spaces, a bus drop-off/pick-up for Miami-Dade Transit passengers, and newly landscaped and hardscape areas. The project also features a platform design that can accommodate Tri-Rail or other commuter trains in the future. Construction of the Aventura Station is expected to reach Temporary Certificate of Occupancy (TCO) by end of October 2022 and open before the end of calendar year 2022.

2.16. National Connections

2.16.1. Greyhound Intercity Passenger Bus Service

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

An additional Greyhound stop is located at the Mobil Gas Station, 650 Opa-Locka Blvd. Greyhound offers bus service from Miami to all major US cities and more than 1,800 minor cities and towns across the country. Ticket prices currently range from \$9.00 for a trip from Miami to Hollywood, up to \$182 for a trip to Seattle, WA.

2.16.2. Amtrak Intercity Passenger Rail Service

The Miami Amtrak station is located at 8303 NW 37th Avenue with an extension running to the MIC. Miami is the southern terminus for the Silver Service / Palmetto Line, which connects Miami to New York Penn Station by way of Philadelphia, Baltimore, Washington DC, Raleigh, Charleston, Jacksonville, Orlando, Fort Lauderdale, and many smaller cities in between. Major connections to East-West running lines are available in Washington DC and beyond. Coach



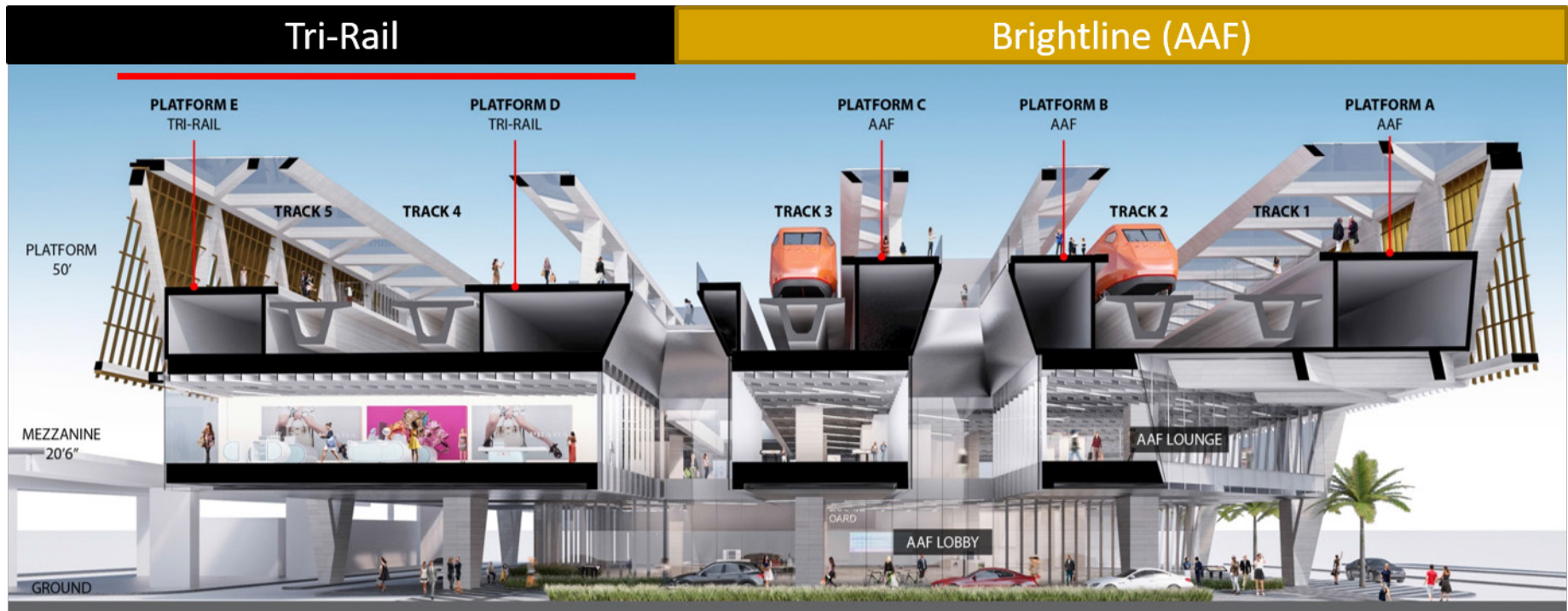
seats are currently available from Miami for prices starting at \$36 for a trip to Winter Haven Florida, up to \$130 to reach the other end of the Palmetto Line at New York Penn Station. Sleeper rooms are currently available for prices starting at \$210 for a trip to Winter Haven, up to \$456 for a trip to New York.

2.16.3. Megabus

Megabus operates in over 100 cities across the United States and Canada. In Miami, Megabus departs from the MIC at 3801 NW 21st Street, like many other transit providers. Miami currently is the southernmost Megabus stop in the United States. The service is advertised as a low-cost transportation alternative, with one-way tickets to Orlando available for \$35. There are no out-of-state destinations available by a direct trip via Megabus; however, multiple transfers from Orlando to Jacksonville then Atlanta station can reach as far as New York City.

2.16.4. Tri-Rail Downtown Miami Link Service

The South Florida Regional Transportation Authority (SFRTA), in coordination with multiple partners, is extending Tri-Rail commuter rail service to provide new direct service from Tri-Rail's northern most station at Mangonia Park in Palm Beach County to its southern most station in Miami-Dade County at the "MiamiCentral Station" in Downtown Miami. The 9.05 mile extension, known as Tri-Rail Downtown Miami Link (TRDML), will provide passenger service from the South Florida Rail Corridor (SFRC) at Tri-Rail Metrorail Transfer Station to the Florida East Coast (FEC) railway corridor, into Downtown Miami. TRDML is anticipated to begin service by early 2023.



2.17. Conclusion

DTPW operates a multi-modal system that provides regional connectivity to 2.7 million residents and 24.2 million visitors through 77 Metrobus routes, two Metrorail lines, three Metromover loops, and 34 Park-and-Ride lots while coordinating with 33 municipalities which provide their own local transit service. This complex system is connected through a state-of-the-art transit app that brings convenience into the hands of riders. Transit fares are structured to help provide equitable access to all users. DTPW's TOD projects have produced more than 5,924 residential units with 1,921 of those considered affordable housing. Interconnectivity with regional and national services helps extend the reach of DTPW's services.

CHAPTER 3

CIVIC ENGAGEMENT

MDT
MOVING
FORWARD
TOGETHER
— 2023–2032 —

3. CIVIC ENGAGEMENT

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

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

To ensure that this TDP includes meaningful public input, the agency expanded outreach efforts to increase social media and digital advertising, in addition to limited in-person outreach.

This chapter provides a detailed description of the public outreach activities undertaken during the development of this TDP. While DTPW receives continuous feedback from its patrons, the deadline for consideration in this TDP Annual Update was July 31st, 2022. Feedback obtained after this date will be incorporated into the following year's TDP.

3.1. Civic Engagement Goals and Objectives

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

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

Figure 3-1: TDP Presentation to the DTPW CTAC



3.2. Stakeholder Coordination

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

3.2.1. CareerSource South Florida (Regional Workforce Board)

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

3.2.2. Citizens Transportation Advisory Committee (CTAC)

DTPW presented to the CTAC on July 7th, 2022. The CTAC ensures that transportation projects in all stages of the planning process adhere to established visions, goals, objectives, and collective needs of the community. This group is comprised of Miami-Dade County residents appointed by the TPO Governing Board members.

3.2.3. SFRTA Planning Technical Advisory Committee (PTAC)

DTPW presented to the South Florida Regional Transportation Authority (SFRTA) PTAC on August 10, 2022. The PTAC provides planning and technical support to the SFRTA and serves as technical review committee for the SFRTA Transit Development Plan. This group is comprised of one member each from the three county transit agencies: Miami-Dade DTPW, Broward County Transit, and Palm Tran; the Broward Metropolitan Planning Organization (MPO), Palm Beach Transportation Planning Agency (TPA) and the Miami-Dade TPO; the two Regional Planning Councils, South Florida RPC and Treasure Coast RPC, the two FDOT Districts (District four and six), and SFRTA, for a total of 11 members.

3.2.4. Electronic Communication

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

DTPW used the Communications and Customer Experience Department (CCED) electronic (www.miamidade.gov or 311@miamidade.gov) and telephone (311, 305-468-5900, 888-311-DADE (3233), or TTD/TTY 305-468-5402) portals to gather information. South Florida Commuter Services (SFCS), an FDOT Program, helped promote the survey by sending out through their database of over 4,000 commuters. The survey promotion included an incentive of gifting a \$50 amazon card to five (5) participants.

3.3. Survey

DTPW administered a survey between May 1, and July 31, 2022 to collect information on demographics, travel behavior, service needs and priorities of current transit riders and the non-riding public. The survey was made available digitally on the DTPW website, while paper copies were made available at public outreach events and distributed at 10 high ridership transit stations and select bus routes. A full copy of the survey instrument is available in Appendix A-4.

3.3.1. Survey Instrument

The survey instrument was developed through an in-depth discussion between project stakeholders. The survey questions concentrate on understanding how riders access and utilize the transit system. Other questions focus on asking respondents to prioritize improvements to the system. The electronic survey consisted of 24 questions, and the mail-in-paper-based survey contained 15 questions. The survey was made available in English, Spanish and Haitian Creole.

Figure 3-2: TDP Paper Survey

What is #MDTMovingFwd?

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

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

How you can help?

- Fill out and mail back this short survey to: Department of Transportation and Public Works Transit Development Plan, 701 NW 1st Court, 15th Floor, Miami, FL 33136 (postage is on us)
- Submit additional comments via email at: MDTMovingFwd@miamidade.gov
- Fill out the online survey at:

Follow us on social media at @GoMiamiDade on Twitter, Instagram, and Facebook. Use #MDTMovingFwd to join the conversation.

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

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

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

For more details, visit www.miamidade.gov/MDTMovingFwd

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

TRANSIT PRIORITIES

What should be the main service priority for Miami-Dade Transit for the next ten years?

	AGRE	NEUTRAL	DISAGRE
Arrive and depart on time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Earlier/later service hours	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More frequent service during peak commute times (Weekdays 6-9 a.m. and 3-6 p.m.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More frequent service on the weekends	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expand service to new areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Add express/rapid transit routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve comfort and amenities at transit facilities and vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve cleanliness of vehicles and facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase cleaning/sanitizing frequency	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase capacity, ease of access, safety and security at parking lots	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

ABOUT YOURSELF (OPTIONAL)

Which gender do you identify with?
 Male Female Other

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

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

What is your household's approximate total annual income?
 Less than \$15,000 \$15,000 - \$24,999
 \$25,000 - \$34,999 \$35,000 - \$44,999
 \$45,000-\$54,999 \$55,000-\$74,999
 \$75,000-\$99,999 \$100,000+ Rather not to say

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

SMART PROGRAM

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

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

HOW DO YOU RIDE TRANSIT?

How often do you use Miami-Dade Transit services?

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

How do you normally access transit service information?
 GO Miami-Dade Transit app
 Another smart phone application
 DTPW website
 Social Media (Facebook, Instagram, Twitter, etc.)
 Printed Schedules
 Miami-Dade Transit Rider Alerts (email/text messages)

What is the main reason you use public transportation?
 It is more convenient than other modes of transportation
 Too much traffic on the road
 Taking public transit saves me money on my daily commute
 Don't have access to a vehicle
 Public transportation is the only option available to you

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

Which transportation mode you use to get to your Miami-Dade Transit station or stop?
 Walk
 Bike, scooter, or another personal device
 Drive to a Metrorail station or Metrobus Park & Ride facility
 Rideshare (Lyft/Uber, Freebee, etc.)
 Transit on demand (Freebee, Go Connect)
 Carpool or vanpool
 Municipal Trolley
 I don't use public transportation

After exiting Miami-Dade Transit, how do you travel to your final destination?
 Walk
 Bike, Scooter, or another personal device
 Drive
 Rideshare (Lyft/Uber, Freebee, etc.)
 Good
 Neutral
 Negative
 I don't use public transportation

RATE MIAMI-DADE TRANSIT'S OVERALL SERVICE

Rate your overall riding experience with Miami-Dade Transit.

Excellent
 Good
 Neutral
 Negative
 I don't use public transportation

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

POSTAGE WILL BE PAID BY ADDRESSEE

BUSINESS REPLY MAIL
 PERMIT NO. 75
 MIAMI, FL

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

3.3.2. Survey Advertising

The survey for this TDP was conducted both digitally and with in-person survey distribution at various transit stops throughout the county over the course of two weeks.

3.3.3. Social Media

DTPW promoted its TDP survey on its social media platforms on Twitter, Instagram, and Facebook, using the #MDTMovingFwd hashtag. Partner agencies, including CITT and SFRTA also shared social media posts encouraging survey participation. The social media posts generated more than 475,000 impressions. They also generated several user complaints and suggestions for transit improvements.


3.3.4. In-Person Distribution

Thanks to the success of vaccination and public safety efforts in South Florida, in-person outreach was performed distributing surveys at various high ridership station metrorail stations between June 22 to June 29, 2022. Staff distributed surveys in multiple locations at each transit station, including metromover platforms, metrorail platforms, and Metrobus boarding areas. Staff also distributed surveys on three special events, between May 16th to June 30th.

Figure 3-3: What's New E-blast To All County Employees With An Email Account



July 5, 2022



Help improve transportation and mobility

Submit your ideas to help develop a safer, cleaner, quicker and more connected transit system in Miami-Dade County. Complete the [Miami-Dade Transit Moving Forward survey](#) and share your comments and suggestions on social media using hashtag **#MDTMovingFwd**.

3.4. Civic Engagement Outcomes

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

The outreach efforts conducted this year yielded a total of 1,834 collected surveys. 1,627 digital survey responses were received - 1,565 were completed in English, 60 in Spanish, and 4 in Creole. The in-person outreach efforts and bus route brochure efforts netted a total of 207 collected physical surveys. Of these, 152 were in English, 53 in Spanish, and 2 in Haitian Creole.

The survey instruments and data collected from the surveys are analyzed and presented in Section 3.5, with detailed data found in Appendix A-4.

3.5. Survey Results

A survey administered by DTPW was conducted from May to July 2022 to collect information on demographics, travel behavior, and service needs of current transit riders and the non-riding public. The method used for surveying the public was an electronic and mail-in paper-based survey instrument totaling 24 or 15 questions in length, respectively. Spanish and Creole versions of the survey were also available.

Passenger travel characteristics and behaviors were identified by questions including:

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

Transit priorities/preferences were identified by questions including:

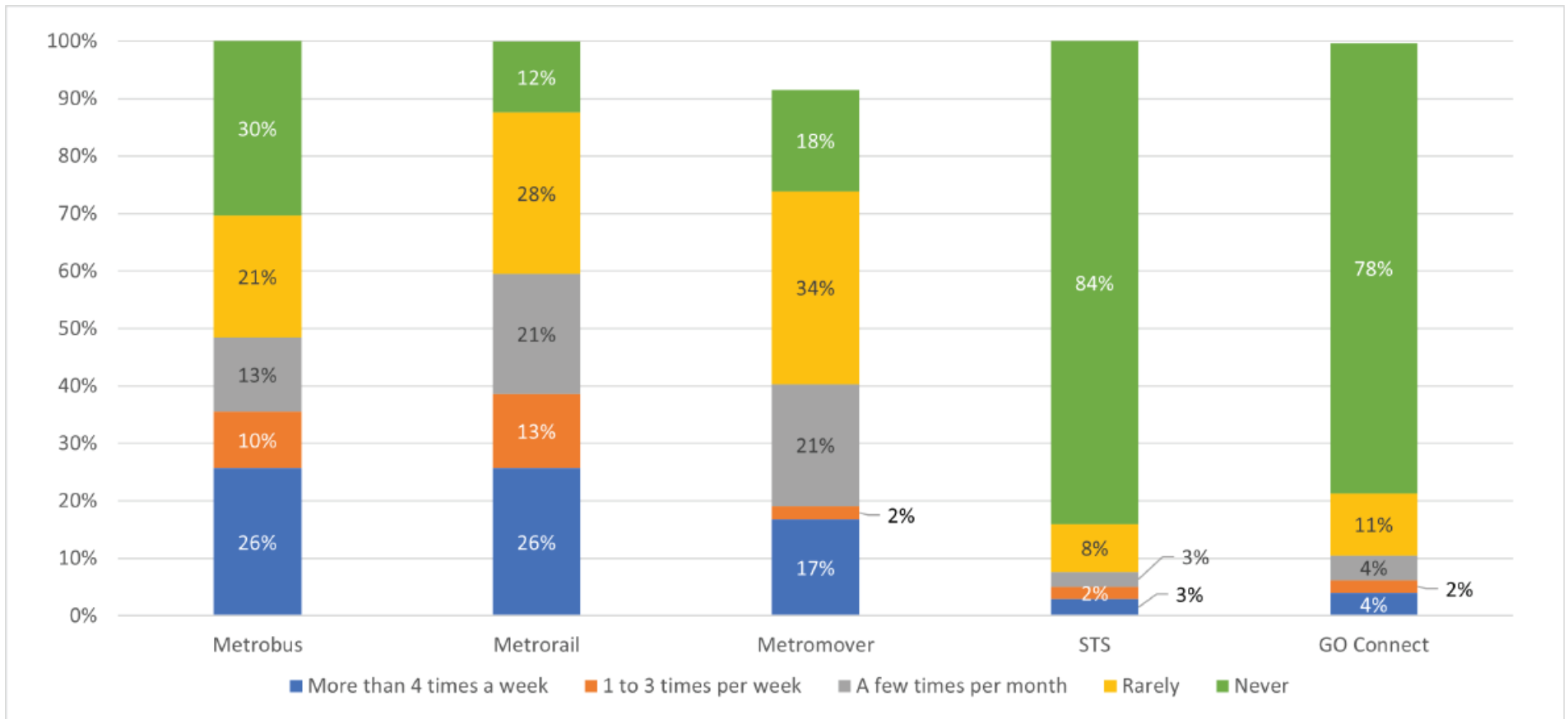
- Ranking 10-year priorities with respect to services, and transit facilities
- Identifying reasons that would encourage increased ridership
- Willingness to pay more for improved services
- Identifying a top corridor for premium transit service
- Ranking top transit destinations
- Support for a proposed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

Socio-demographic information was identified by questions including:

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

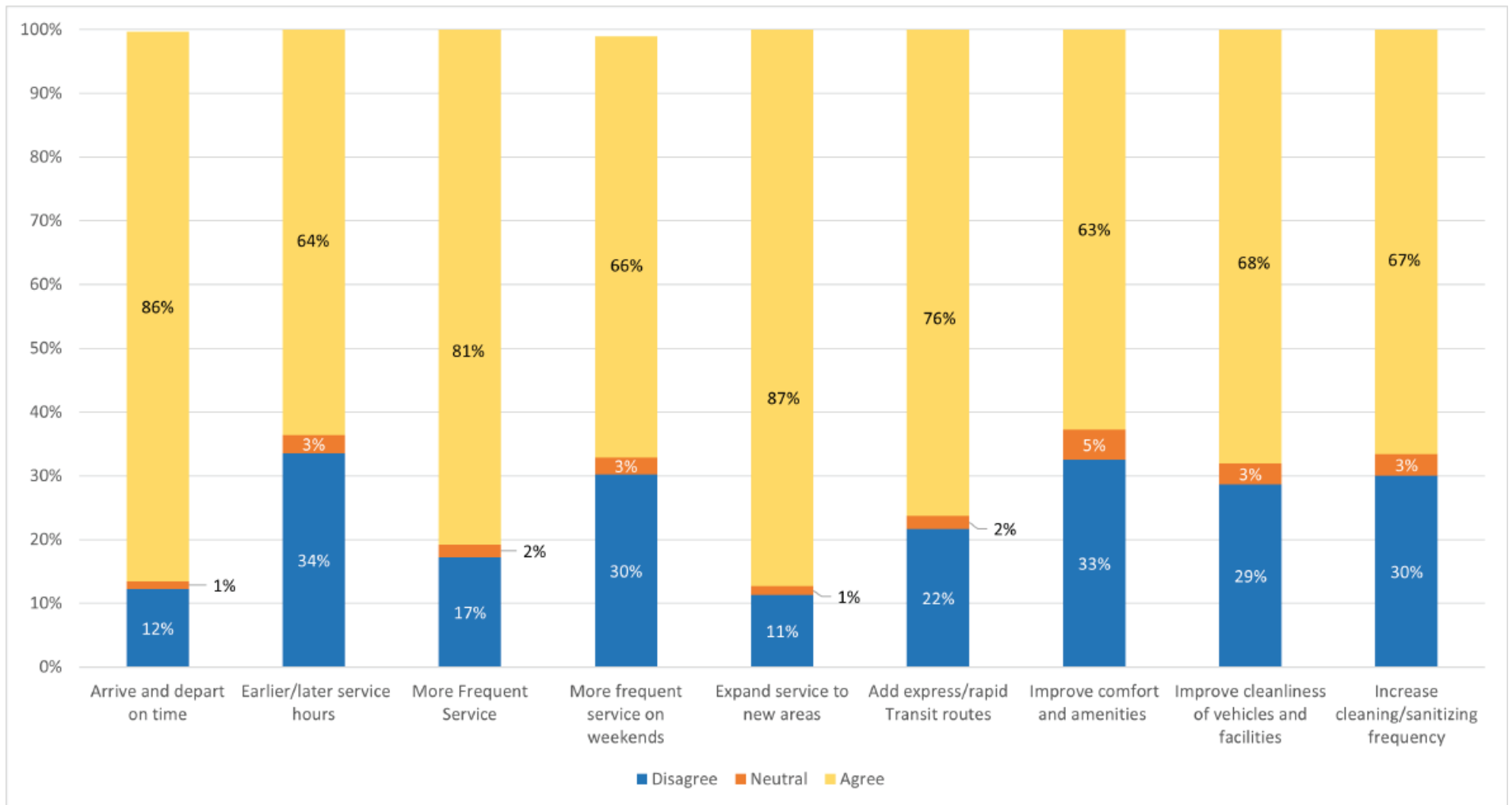
Figure 3-4 examines which transit mode respondents used. Nearly 40% of respondents used Metrorail at least 1 to 3 times per week. 36% of respondents used Metrobus at least 1 to 3 times a week.

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



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

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



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

More than 70% of the respondents would want to improve the stop amenities. Additionally, more than 60% of the respondents want improved bicycle and pedestrian access and more convenient pick-up and drop-off areas.

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

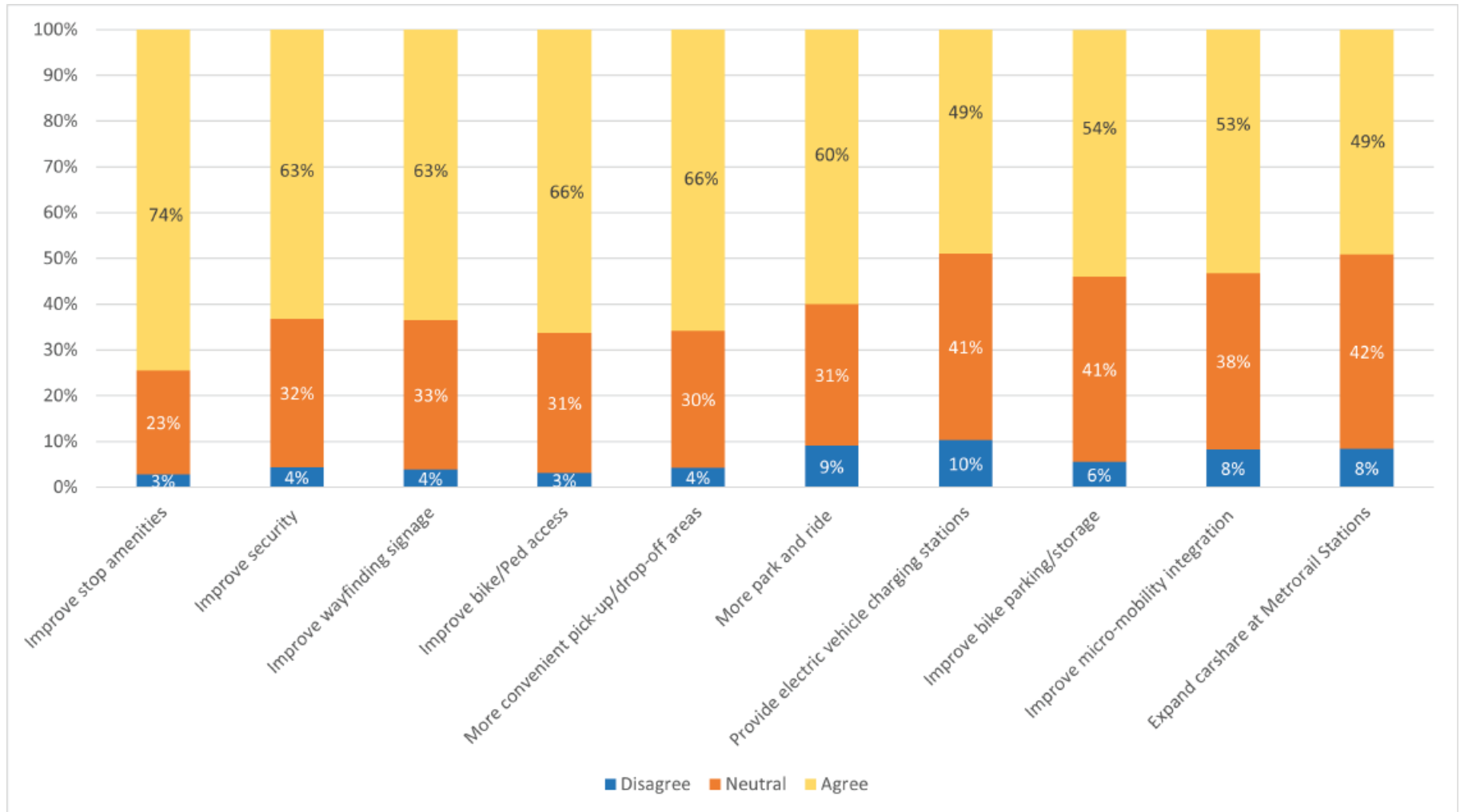
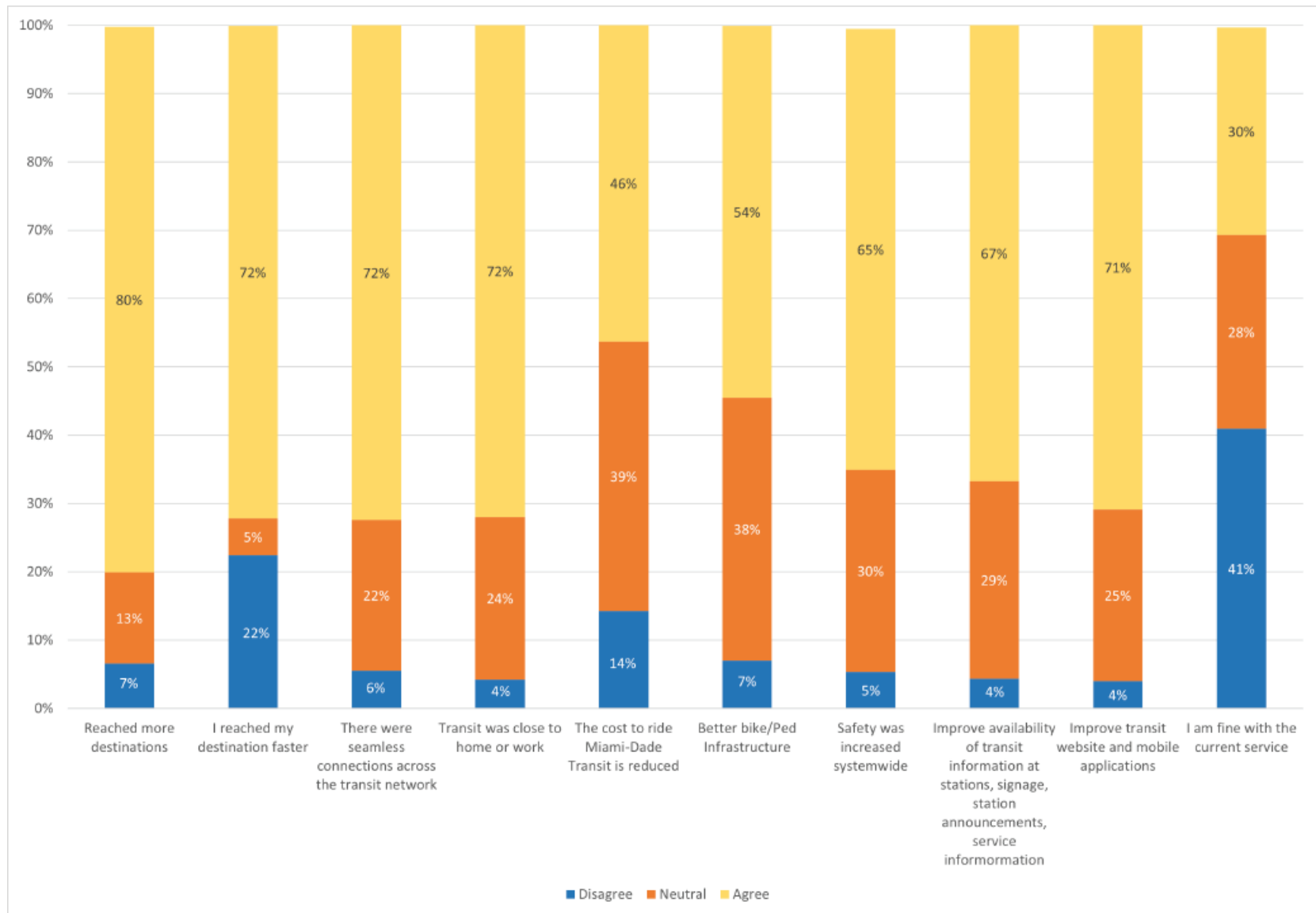


Figure 3-7 shows what respondents indicated would induce them to use more transit. The desire for shorter wait times and faster travel to more destinations stood out as the three most popular answers. Notably, more than 40% of respondents would not agree with the statement "I am fine with current service".

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



3.6. Conclusion

This chapter of the TDP provided an overview of the outreach techniques used for this APR, and documented the public feedback obtained. The public feedback is used to inform the TDP project development process, and decisions at DTPW overall.

This year, DTPW collected more than 1,600 survey responses, a significant increase from the previous year when just over 400 surveys were collected across all platforms.

Survey responses are generally consistent with responses received in previous years. Survey respondents would be more likely to use transit services if they served more destinations and reached their destinations faster.

The responses generated here also help inform DTPW decision-making, as it provides insights into the desired amenities riders would like and the needs of the service to be improved to attract more riders.

CHAPTER 4

PERFORMANCE ASSESSMENT

MDT
MOVING
FORWARD
TOGETHER
— 2023–2032 —




4. 2021 PERFORMANCE ASSESSMENT

The Identification of goals and objectives for a transit agency establishes the framework within which the agency will pursue its TDP-inspired vision over time. In the 2019 TDP Major Update, DTPW developed specific goals and objectives with associated target values consistent with the Agency's Mission and Vision. The goals and objectives provide a benchmark for the assessment of various projects and initiatives that are proposed, planned, and implemented throughout the DTPW transit system. This chapter of the annual update analyzes DTPW's progress during 2021 towards achieving the goals set forth in the 2019 TDP Major Update.

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

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

Each target in this chapter is assigned one of three statuses, based upon DTPW's accomplishments during 2021:

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

Information regarding ongoing progress and project completion dates is included in the narrative sections following each goal table. At conclusion of the chapter, Section 4.11 provides context for this year's unmet targets.

4.1. Goal 1 - Improve Transit System Convenience and Reliability

Goal 1: Improve Transit System Convenience and Reliability				
Objective	Measure	Target	2021 Accomplishments	Status
1.1 - Increase miles of transit infrastructure	Infrastructure miles of fixed guideway, exclusive ROW or express lanes in Miami-Dade County	Increase	Transitway: 22 miles Metrorail: 25 miles Metromover: 4.4 miles SR-826 Express Lanes: 12.7 miles SR-836 bus-on-shoulder - 8.5 miles I-95 Express Lanes - 12.2 miles Total: 84.8 miles	✓ Yes

4.1.1. Express Lanes and Exclusive Right of Way

4.1.1.1. SR-836 Express Bus

This project provides premium express transit service along SR 836 from west Miami-Dade County Tamiami Station (SW 8th Street and SW 147th Avenue) to the Miami Intermodal Center (MIC) and Downtown Miami via SW 137th Avenue/SR 836 Extension as well as via the Homestead Extension of the Florida Turnpike (HEFT). This project will feature three routes:

- The first route (Line A) will provide premium express transit service from the proposed Tamiami Station (park-and-ride/transit terminal facility located at SW 8th Street and SW 147th Avenue) to Downtown Miami via SW 8th Street, SW 137th Avenue and SR 836. There will be 10-minute service headways during the AM/PM peak-hour. The planned long-term improvements for this route are anticipated to be completed in Spring 2022, the service will use 16 new 60-foot alternative fuel buses.
- The second route (Line B) will provide premium express transit service from the proposed Panther Station at Florida International University's Modesto A. Maidique Campus (MMC) to the MIC via SW 8th Street, SR 821/HEFT and SR 836. This route will operate all day with a 20-minute headway. The planned long-term improvements for this route are anticipated to be completed in 2024, the service will use 5 new 60-foot alternative fuel buses.
- The third route (Line C) provides premium express transit service from the proposed Dolphin Station (NW 12th Street and HEFT) to Downtown Miami via SR 836. The Dolphin Station was completed in 2019. This route began service in March 2020 after SR 836 inside shoulder for the use of bus operations were completed. There will be 10-minute service headways 10 minutes during the AM/PM peak-hour. It was suspended temporarily in 2020 due to the Covid-19 pandemic. It is now in operations again with less frequency.

Figure 4-1: SR-836 Bus Lanes



Goal 1: Improve Transit System Convenience and Reliability				
Objective	Measure	Target	2021 Accomplishments	Status
1.2 - Improve service availability	Percentage of missed pullouts	0% (Yearly Improvement) *	Current: 0.42% (Previously: 0.35%)	✗ No
	Mean distance between service failures	Metrorail: ≥ 39,000 miles	27,063 miles (Previously: 31,677 miles)	✗ No
		Metrobus: ≥ 4,000 miles	6,083 miles (Previously: 5,632 miles)	✓ Yes
		Metromover: ≥ 6,000 miles	7,570 miles (Previously: 9,953 miles)	✓ Yes
	CAD/AVL installed and functioning on all transit service vehicles	100%	100%	✓ Yes
	On-Time Performance	Metrorail: ≥95%	84.2% (Previously: 95%)	✗ No
		Metrobus: ≥78%	74.1% (Previously: 78%)	✗ No
		STS: ≥ 90%	87.6% (Previously: 90%)	✗ No
1.3 - Improve customer satisfaction with DTPW service	Number of customer complaints per 100,000 boardings (per mode)	Metrorail: ≤ 1.5	1.8 (Previously: 2.81)	✗ No
		Metrobus: ≤ 1.5	14.3 (Previously: 15.81)	✗ No
		Metromover: ≤ 0.5	0.8 (Previously: 0.6)	✗ No
		STS: ≤ 0.5	0.25 (Previously: 0.19)**	✓ Yes

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

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

Goal 1: Improve Transit System Convenience and Reliability				
Objective	Measure	Target	2021 Accomplishments	Status
1.4 - Provide riders with more information	Real time ETA signage at multimodal stations and high ridership stops	Completed by November 2019	Completed	✓ Yes
	Real time information available for 3rd party app developers, including General Transit Feed Specification (GTFS) and GTFS Real Time (GTFS RT)	Publish and maintain GTFS and GTFS RT feeds	Data feeds available at: https://www.miamidade.gov/global/transportation/open-data-feeds.page	✓ Yes
	Percent of transit service vehicles with wi-fi capability	Metrorail: 100%	100%	✓ Yes
		Metrobus: 100%	100%	
		Metromover: 100%	100%	
Enhance real time info on DTPW application	By FY 2020	Information available in the GO Miami-Dade App	✓ Yes	
1.5 - Align transit service coverage with passenger demand	Average weekday boardings per mode	Metrorail: 65,000	36,118 (Previously: N/A due to Covid-19 precautions)	✗ No
		Metrobus: 151,000	141,139 (Previously: N/A due to Covid-19 precautions)	✗ No
		Metromover: 27,000	13,412 (Previously: N/A due to Covid-19 precautions)	✗ No
	Revenue Hours of Transit Service	Metrorail: 360,670	248,017 (Previously: 329,867)	✗ No
		Metrobus: 2,466,000	2,133,866 (Previously: 1,861,096)	✗ No
		Metromover: 110,057	88,042 (Previously: 97,906)	✗ No
		STS: 1,105,000	1,026,903 (Previously: 917,428)	✗ No
Committed bus service adjustments / improvements	80% consistency with adjustments planned in previous TDP	N/A (No adjustments planned for last year - adjustments postponed until the conclusion of the Better Bus Project)	N/A	

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

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

4.2. Goal 2 - Improve Customer Service

Goal 2: Improve Customer Service				
Objective	Measure	Target	2021 Accomplishments	Status
2.1 - Prepare and release an annual transit satisfaction survey	Completion of survey	Survey completed annually	2021 TDP Survey conducted digitally	✓ Yes
2.2 - Conduct regular on-board passenger surveys	Completion and frequency of survey	Survey conducted at least every 5 years Currently: Last completed in April 2013	Miami-Dade TPO survey planned for 2022	✗ No
2.3 - Conduct dedicated transit outreach programming	Number of outreach activities per year	≥ 6	No Outreach activities due to covid-19 (Previously: 56)	N/A
	Promotion of annual survey via social media	Monitor number of social media endorsements related to the annual survey	Facebook: 7 Posts, 444 Likes, 23 Comments, 78 Shares (Previously: 5 posts, 2,668 Likes, 83 Comments, 269 Shares *First post was sponsored, accounting for 2,500 likes)	✓ Yes
			Instagram: (Previously: 3 posts, 209 Likes, 5 Comments)	
Twitter: 50 posts, 40 likes, 37 shares (Previously: 8 posts, 12 Likes, 11 Retweets)				
2.4 - Increase regional coordination	Coordination meetings with BCT, PalmTran and Tri-Rail	≥ 90% attendance at regional transportation service meetings	85% attendance at regional transportation service meetings (RTTAC 1, RTTAC-MS 8, RTTAC-TSM&O 0, SEFTC 1, PTAC 1)	✗ No
	Tri-County Fare System Implementation/ Cross Promotion	Seamless transit fare system in operation by 2020	Technical specifications and system diagrams have been shared between Miami-Dade and Broward County. Broward County is actively working with their vendor to enable Regional mobile ticketing.	✗ No

4.3. Goal 3 - Maximize Operational Safety and Security

Goal 3: Maximize Operational Safety and Security				
Objective	Measure	Target	2021 Accomplishments	Status
3.1 - Reduce transit vehicle accidents	Bus accident rate per 100,000 miles	≤ 3.778 per 100,000 miles	4.99 per 100,000 miles (Previously: 3.76 per 100,000 miles)	X No
	Preventable bus accident rate per 100,000 miles	≤ 1.50 per 100,000 miles	1.96 per 100,000 miles (Previously: 1.45 per 100,000 miles)	X No
3.2 - Make transit vehicles and facilities secure environments for customers	Number of transit facilities with camera surveillance	≥ 54 facilities	Metrorail: 23 Stations Metromover: 21 Stations Metrobus: 2 Station Other Transit Facilities: 9 Station (Previously: 1,279 total Cameras)	✓ Yes
	Number of transit vehicles with camera surveillance	≥ 1,025 transit vehicles	29 Metromovers 799 Buses 136 Metrorail Trains (Previously: 29 Metromovers, 754 Buses, 136 Metrorail Trains)	X No
	Number of security post inspections	≥ 800 per month	1,284 (Previously: 1,244 Per Month)	✓ Yes
	Number of system-wide NTD Reportable Part One (1) Crimes (Serious) per 100,000 riders (monthly moving average)	≤ 0.3 per 100,000 riders	0.32 (Previously: 0.49 per 100,000 riders)	X No
	Number of system-wide NTD Reportable Part Two (2) Crimes (Petty) per 100,000 riders (monthly moving average)	≤ 1.62 per 100,000 riders	0.28 (Previously: 0.39 per 100,000 riders)	✓ Yes

4.3.1. System-wide Safety and Security Upgrades

DTPW has programmed funding to purchase security equipment to upgrade and install closed circuit camera television (CCTV) systems and its respective software components, and to continue the replacement of fire detection and reporting systems. DTPW's commitment to the safety and security of the DTPW system, patrons, and employees is of the highest priority. In an effort to further complement its existing security infrastructure, DTPW continues to aggressively add state-of-the art technology to both reduce crime and to aid law enforcement in proactively securing and safeguarding the transit system. FDOT Rule 14-15.017(2.2.1), however, prevents DTPW from disclosing these improvements/installations in greater detail.

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

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

Goal 4 - Enhance Integration of Transit Services to Support the Economy				
Objective	Measure	Target	2021 Accomplishments	Status
4.1 - Increase density of TOD at DTPW Metrorail, Transitway and park-and-ride stations through Public Private Partnerships (P3)	Committed square feet of commercial space in P3 TODs	Increase	3,993,251 (Previously: 3.634 million)	✓ Yes
	Number of committed residential units in P3 TODs	Increase	5,924 (Previously: 5,039)	✓ Yes

Table 4-1: Existing Transit Oriented Developments

TOD	Commercial		Residential				Hotel
	Office (SF)	Retail (SF)	Market Rate	Affordable Housing	Senior Housing	Workforce	
Dadeland S	1,007,156	44,921					300
Dadeland N		865,749	804				
South Miami	194,050	14,000	102				
Douglas Road*	80,000	81,000	1,422				
Coconut Grove		170,000	342			60	
Gov't Center	630,000	21,000					
Overtown	610,000	29,000	246			370	
Santa Clara				412			
Allapattah				128			
Brownsville		6,400		445			
MLK	172,000	13,500					
Northside		20,000		219	219		
Okeechobee		10,225			202	84	
NW 7th Avenue		1,750		176			
Quail Roost		10,000	250	250			
Caribbean		12,500		170			
Senator Villas					23		
Total	2,693,206	1,300,045	3,166	1,800	444	514	300
Grand Total	3,993,251		5,924				300

*Phases 2-4

4.4.1. Transit Oriented Development Projects

4.4.1.1. Link at Douglas - Douglas Road Metrorail Station

Link at Douglas is a five-tower mixed-use development which broke ground in April 2019. Phase 1A was completed in Q3 2021, Phase 1B will be completed in Q3 2022, and phases 2-4 will be completed by 2031. Occupying seven acres of land, Link at Douglas will feature 1,375 residential units including a workforce housing component (12%), 76,000 SF of ground floor retail space, 430,000 SF office space, and a public plaza that will connect with The Underline.

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

4.4.1.2. Northside Transit Village - Northside Metrorail Station

A LEED Silver certified project, the Northside Transit Village will include four 8-story affordable housing buildings with 438 units (219 senior and 219 family), 20,000 square feet of ground floor retail, and a parking garage that includes 250 spaces of park-and-ride parking for transit users. Phase 1 completed 2015, Phase 4 completed 2020, Phase 2 to be completed 2022, Phase 3 to be completed 2023.

4.4.1.3. Grove Central - Coconut Grove Metrorail Station

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

Goal 4 - Enhance Integration of Transit Services to Support the Economy				
Objective	Measure	Target	2021 Accomplishments	Status
4.2 - Provide transit access to major attractors in Miami-Dade County	Miles of service within 1/4 mile of attractors	Healthcare: 50 miles	58 miles (previously: 55 miles)	✓ Yes
		Tourist/Special Attractors: 300 miles	137 miles (previously: 133 miles)	✗ No
		Education: 100 miles	88 miles (previously: 85 miles)	✗ No
		Employment Areas: 40 miles	222 miles (previously: 214 miles)	✓ Yes
		Retail Centers: 90 miles	91 miles (previously: 85 miles)	✓ Yes
4.3 - Improve access to universities and colleges	Catchment area of routes which connect to major universities and colleges	220.69 square miles	248.83 miles (previously 236.18)	✓ Yes



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

Goal 5: Provide Transit Services that Reduce the Impact on the Environment				
Objective	Measure	Target	2021 Accomplishments	Status
5.1 - Increase percentage of fleet that uses alternative fuels	Percent of fleet that uses alternative fuels	Increase	67.6% (Previously: 74%)	X No
5.2 - Incorporate solar panels on DTPW facilities	Complete a study to assess potential of installing solar panels on DTPW-owned facilities	Complete assessment by 2024	DTPW completed the coordination with FPL for Net-Metering service. Due to delays caused by Covid-19, Still reviewing data as location was not in full operation; DTPW will continue to review data through the end of 2022.	In Progress
	Partner with utilities and solar advocacy groups to install solar panels at DTPW facilities	Coordinate to investigate possible programs by 2020	DTPW is continuing to review available systems with planned pilot in fiscal 2022-2023.	X No

4.5.1. Alternative Fuels

In addition to CNG, DTPW will has received its first Proterra pilot 40-foot electric-powered, zero emission bus on Aug 13, 2021. The remaining 74 Proterra electric buses will be delivered from July 2022 to January 2023. These vehicles will be the first of their kind in Miami-Dade County’s Metrobus Fleet and complement the ongoing modernization of the fleet. DTPW will also purchase 65 articulated 60-foot Battery-Electric zero emission buses. DTPW has an option to purchase up to an additional 35 articulated 60-foot Battery-Electric zero emission buses. These articulated electric buses are currently under procurement and are slated to be in service between 2023 and 2024.

4.6. Goal 6 – Maximize Use of Funding Sources

Goal 6: Maximize Use of All Funding Sources				
Objective	Measure	Target	2021 Accomplishments	Status
6.1 - Achieve a sustainable transit financial plan that maximizes existing funding and pursues innovative and new funding sources	Status of transit financial plan	Apply for state and federal grant	Received 5 FTA grants totaling \$467,656,754 Received 11 FDOT grants totaling \$33,003,000 (Previously: Received 6 FTA grants totaling \$434,235,979 Received 18 FDOT grants totaling \$132,572,145)	✓ Yes
6.2 - Reduction in operations unit cost per revenue mile	Change in cost per revenue mile	Reduce by 2024	-1.01%: \$12.02 in 2020 to \$11.89 in 2021 (Previously: +8.28% from \$11.88 to \$12.02)	✓ Yes
	Change in cost per revenue hour	Reduce by 2024	-7.05%: \$172.27 in 2020 to 160.91 in 2021 (Previously: +9.19% from \$170.40 to \$172.27)	✓ Yes

Figure 4-2: Rendering of South Corridor BRT Station



4.6.1. Innovative and New Funding Sources

In 2021, DTPW received 16 different grants, including 5 FTA grants totaling more than \$467 million, and 11 FDOT grants totaling more than \$33 million.

Goal 6: Maximize Use of All Funding Sources				
Objective	Measure	Target	2021 Accomplishments	Status
6.3 - Identify alternative project delivery methods	Alternate Delivery projects: Public-Private Partnerships, Transportation Infrastructure Finance and Innovation Act (TIFIA), State Infrastructure Bank Loans, Design Build, Operate and Maintain, and Design Build Finance Operate and Maintain	Completion of two projects delivered through alternative methods by 2024	1. Golden Glades Multimodal Transportation Facility Design-Build project in partnership with FDOT.	In Progress
			2. Ludlam Trail Corridor Engineering under way, construction expected in 2022. Project includes federal, state, and local funding	
			3. Metromover Comprehensive Wayside System Overhaul Included design, goods & services, and construction to support Metromover	
6.4 - Increase passenger fare revenue	Farebox Recovery Ratio	Increase	FY 21: 4.5% (Previously: FY 20: 8.2%, FY 19: 15.9%)	X No
	Conduct a fare policy analysis and evaluate alternate fare models (distance/zone models)	Conduct study	None.	N/A

4.6.2. Design-Build Projects

4.6.2.1. Golden Glades Multimodal Transportation Facility (GGMTF)

The GGMTF project is located in northern Miami-Dade County on two FDOT-owned Park-and-Ride lots adjacent to the cities of Miami Gardens, North Miami Beach, and North Miami. The GGMTF, a design-build project, will consolidate the existing bus transit services at the two Golden Glades Park-and-Ride lots into a single facility adjacent to the Tri-Rail Station. This project will transform the park-and-ride into a state-of-the-art transit terminal with a multi-bay bus facility upgraded walkways, platforms, bicycle/pedestrian amenities as well as other improvements related to transit operations, including internal roads, drainage, lighting systems, fencing, wayfinding, and traffic control signage. The GGMTF will feature a multi-story parking garage, kiss-and-ride, and plenty of surface parking lots for all types of motorists, including scooters and motorcycles. Other amenities will include bicycle parking and lockers. The complex will also feature a transit hub, future governmental use development building, a break lounge for bus drivers, and future governmental use intercity bus terminal. Construction began in August 2018 and was completed in February 2022.

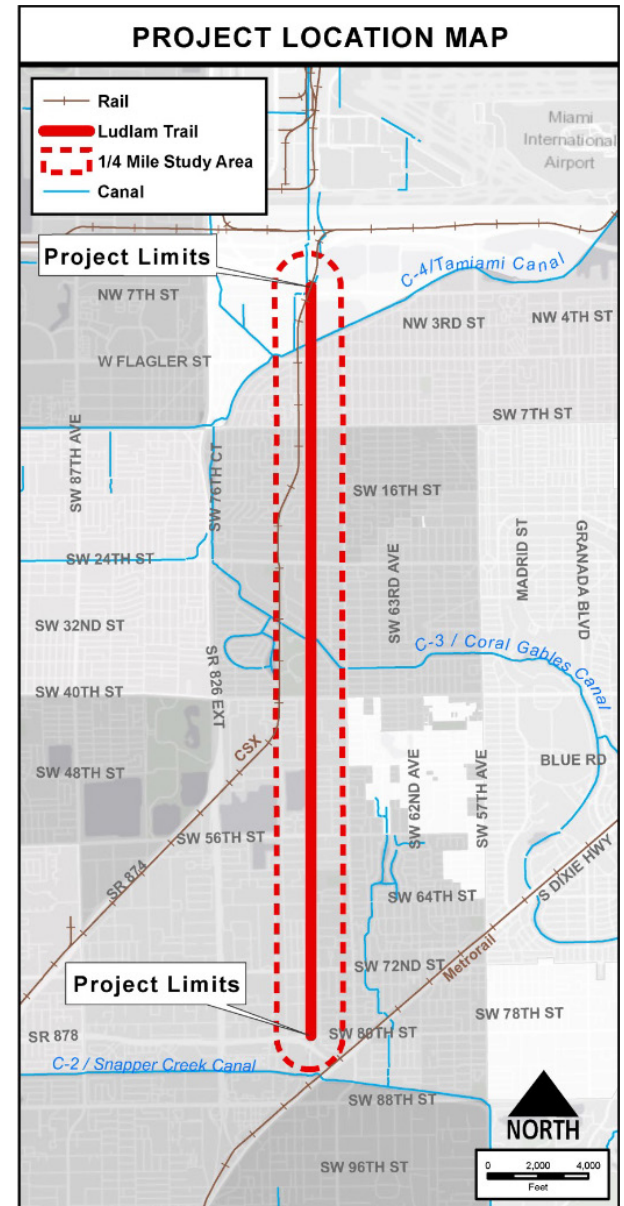


4.6.2.2. Ludlam Trail Corridor

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

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

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



Source: Ludlam Trail Fact Sheet

4.7. Goal 7 - Expand Transit Services

Goal 7: Expand Transit Services				
Objective	Measure	Target	2021 Accomplishments	Status
7.1 - Implement the Strategic Miami Area Rapid Transit (SMART) Plan Rapid Transit Network	Beach Corridor	Progress toward three milestones: 1. Locally Preferred Alternative (LPA); 2. Inclusion of the SMART Plan projects in the TDP and other planning documents; 3. Implementation of the projects upon funding availability	1. Pre-development work and negotiation of the Project Agreement in progress. 2. Received an Environmental Assessment (EA) as the National Environmental Policy Act (NEPA) Class of Action (COA) for the Beach Corridor Trunkline from the United States Coast Guard. 3. EA document expected in Summer 2022.	 Yes
	East-West Corridor		1. Submitted a letter requesting entry into the Project Development (PD) to the Federal Transit Administration (FTA) for the East-West Corridor Rapid Transit Phase 1 Project in August 2021, 2. The project was accepted into the PD phase by FTA on October 26, 2021. 3. Currently working on the NEPA documents, development of 30% plans and all activities required for the Small Starts Application. 4. The TOD Planning Pilot Program study is scheduled for completion in 2022.	 In Progress
	Kendall Corridor		1. Requested FDOT to further analyze the implementation of reversible lanes along the Kendall Corridor in February 2020. 2. Additional analysis on reversible lanes was completed in November 2020. 3. Based on recent coordination with partner agencies, FDOT will request a hold on the Kendall Corridor PD&E study. 4. Once the Flagler Demonstration Project (described under Flagler Corridor) is implemented and monitored, the data obtained from the project will be used to inform the Department's recommended alternative for this corridor.	 In Progress
	North Corridor		1. Accepted a report by DTPW on alternative transit technologies for NW 27 Avenue. 2. Directed DTPW to issue a request for proposals (RFP) to identify whether transit technologies, other than heavy rail are viable for the corridor. 3. FDOT has placed its North Corridor PD&E study on hold after consulting with the FTA until the outcome of the DTPW RFP process is known and a final decision on the transit technology and alignment for NW 27th Avenue is made.	 Yes
	Northeast Corridor		1. Adopted commuter/passenger rail as the LPA for the Northeast Corridor in In March 2021. 2. Submitted to FTA a letter requesting entry into the Project Development (PD) phase under the FTA Capital Investment Grants (CIG) New Starts program for the Northeast Corridor Rapid Transit Project in August 2021. 3. The project was accepted into the PD phase by FTA on October 26, 2021. 4. DTPW is working on completing NEPA and all required activities for the PD phase and advancing into the Engineering phase of the New Starts program.	 Yes
	South Corridor		1. NTP Issued February 2021, construction scheduled to begin Summer 2021. 2. Estimated total project capital cost is \$300 million: Miami Dade County and FDOT both committed \$100 million each and additional \$100 million from the FTA Small Starts Grant program. 2. BRT is scheduled to begin operation by Winter 2023-24.	 Yes

Goal 7: Expand Transit Services				
Objective	Measure	Target	2021 Accomplishments	Status
7.2 - Implement the SMART Plan BERT Network	Flagler Corridor	Progress toward three milestones: 1. Locally Preferred Alternative (LPA) as needed; 2. Inclusion of the SMART Plan projects in the TDP and other planning documents; 3. Implementation of the projects upon funding availability.	1. Flagler Corridor PD&E study is refining recommended alternatives, expecting TPO endorsement in 2020. 2. Included in TDP Implementation Plan, the TPO TIP, and the 2045 LRTP.	In Progress
	South Miami-Dade Express		1. BERT Network PD&E study received Notice to Proceed (NTP) March 2019. 2. Park-and-Rides Included in TDP Implementation Plan and the 2045 LRTP.	In Progress
	Northwest Miami-Dade Express		1. BERT Network PD&E study received NTP March 2019. 2. Included in TDP Implementation Plan and the 2045 LRTP. 3. I-75 & Miami Gardens Dr. Park-and-Ride Lot opened Spring 2019. Service initiated November 2019.	Yes
	Southwest Miami-Dade Express		1. BERT Network PD&E study received NTP March 2019. 2. Included in TDP Implementation Plan and the 2045 LRTP. Park-and-Ride included in TDP Implementation Plan and the 2045 LRTP.	In Progress
	Florida's Turnpike Express (North)		1. BERT Network PD&E study received NTP March 2019. On March 21, 2019, the TPO passed Resolution # 26-19 to amend the SMART plan to extend the limits of Florida's Turnpike Express (North), to connect to the North corridor. 2. Included in TDP Implementation Plan and the 2045 LRTP. Park-and-Rides Included in TDP Implementation Plan and the 2045 LRTP.	In Progress
	Florida's Turnpike Express (South)		1. BERT Network PD&E study received NTP March 2019. 2. Included in TDP Implementation Plan and the 2045 LRTP.	In Progress
	Beach Express North		1. BERT Network PD&E study received NTP March 2019. 2. Included in TDP Implementation Plan and the 2045 LRTP.	In Progress
	Beach Express Central		1. BERT Network PD&E study received NTP March 2019. 2. Included in the 2045 LRTP.	In Progress
	Beach Express South		1. BERT Network PD&E study received NTP March 2019. 2. Included in the 2045 LRTP.	In Progress
7.3 - Increase service frequency on high demand bus routes	Number of route improvements or adjustments to top 10 routes	Increased frequency on 10% of top 10 routes from previous year	2019 top 10 Routes b: 119, 112, 11, 77, 27, 120, 38, 9, 3, 8 No route frequency increases in 2021 due to Covid-19	N/A

4.7.1. Bus Express Rapid Transit Service

Subsequent to the adoption of the SMART Plan, FDOT and DTPW staff started the planning activities for the implementation of Bus Express Rapid Transit (BERT) network. DTPW staff has begun assessing cost-effectiveness of the BERT routes and the infrastructure needs such as new transit terminals, improvement to or expansion of existing terminals, and new direct roadway/ramp connections, etc, with close coordination between DTPW and other transportation agencies such as FDOT, Florida's Turnpike Enterprise (FTE) and Miami-Dade Expressway Authority (MDX) to ensure transit access to roadways are supported.

Among the BERT routes, some are further advanced than others. Service for Route c began in November 2019.

To advance the implementation of Route f1, DTPW partnered with the FDOT and implemented a pilot route, Route 241 "Tuttle Limited", in December 2021. The pilot service will be implemented for six months to test the Bus-on-Shoulder (BOS) operation using the outside shoulder of the Julia Tuttle Causeway/I-195 to bypass congestion. Other transit routes that operate along the Causeway are also allowed to use the shoulders. The BOS operation will be discontinued in October 2022, when the inside shoulder improvement project led by FDOT begins. Ultimately, Route f1 (Beach Express North) and other DTPW routes will be able to use the inside shoulder to bypass congestion.

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



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

Goal 8: Enhance Integration and Connectivity of Transit Systems Across Modes				
Objective	Measure	Target	2021 Accomplishments	Status
8.1 - Improve local, first/last mile connectivity and convenience	Incorporate recommendations from the TPO Study First Mile - Last Mile Options with High Trip Generator Employers	Develop action plan to incorporate recommendations by 2024	1) Exclusive bus lanes on SR-836 and SR-874/878. 2) Level boarding incorporated into design for South Dade transitway corridor. 3) Installation of Transit Signal Priority (TSP) capabilities under way county-wide. 4) Numerous SMART Plan Demonstration Projects initiated	✓ Yes
8.2 - Improve Regional Connectivity	Number of routes connecting to regional transit (MIC, Miami Central, Tri-Rail, Amtrak, and Greyhound services)	Increase Previously: 25 Routes (2, 7, 9, 21, 22, 32, 36, 37, 42, 57, 95 Express Golden Glades, 110, 112, 132, 135, 150, 155, 211, 238, 246, 297, 338, 836, Metrorail, Metromover)	21 Routes (7, 22, 32, 37, 42, 57, 77, 95 Express Golden Glades, 105, 110, 112, 132, 135, 150, 155, 238, 246, 277, 297, 338, Metrorail, Metromover)	✗ No

4.8.1. Transit Signal Priority

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

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

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

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

Goal 8: Enhance Integration and Connectivity of Transit Systems Across Modes				
Objective	Measure	Target	2021 Accomplishments	Status
8.3 - Improve service accessibility for non-motorized modes and users	Implement bike share at all Metrorail and Metromover stations	100% of stations by 2024	Bikeshare contract terminated, goal will be pursued with future vendors	X No
	Integrate bike share payments into EASY network	Complete by 2024	Bikeshare contract terminated, goal will be pursued with future vendors	X No
	Increase bicycle/ electric scooter parking at all Metrorail and Metromover stations	237 installed by 2024	Currently: 82 Bike Lids Installed (Previously: 95 Bike Lids at 11 Stations)	X No
8.4 - Reduce reliance on park-and-ride facilities by providing additional access options to DTPW transit facilities	Establish partnerships first/last mile service providers	5 partnerships established by 2024	2020: Secured partnerships with Via, Uber, Lyft, and Velocia. Previously: Partnered with WAZE for a six-month carpool program. Partnered with Uber and Visa to pilot a free open payment on-demand service at Dadeland South for one week. Partnered with Ford to study community feedback to improve first/last mile transit	✓ Yes

4.8.2. Bicycle Parking at Metrorail Stations

DTPW ordered and received 237 bicycle locker replacements for all Metrorail stations. There are currently 82 Bike Lids installed at 11 Metrorail stations. Table 4-2 provides a list of Metrorail stations where lids have been installed.

Table 4-2: Bike Lid Installations

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

Figure 4-5: Bike lids at Okeechobee station



4.9. GOAL 9 – Ensure Equity in Transit Services

Goal 9: Ensure Equity in Transit Services				
Objective	Measure	Target	2021 Accomplishments	Status
9.1 - Reduce dependence on STS by improving service for transit dependent population	Increase route miles serving areas with a high density of persons with a disability	Increase by 2024 2018: 399 miles	411 miles (No change due to Covid-19)	✓ Yes
	Increase percentage of DTPW stops that are ADA accessible	Increase by 2024 2018: 48.6%	48.8% - 3,624 out of 7,425 Contract for an additional 360 stops awarded on May 1, 2020. Completion scheduled May 2023.	N/A
	Implement travel training program to teach passengers with disabilities how to use fixed route service	Implement training program by 2024	None	✗ No

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

Goal 10: Maintain Existing Transit System in a State of Good Repair				
Objective	Measure	Target	2021 Accomplishments	Status
10.1 - Increase capital expenditure on Infrastructure Renewal Program (IRP)	10% of deferred maintenance of funded IRP projects	10% achieved	12% (Previously: 35%)	✓ Yes
10.2 - Reduce Average Fleet Age	Average Metrobus fleet age	≤ 7.5 years	4.9 years (previously 5.8 years)*	✓ Yes
	Average Metrorail fleet age	≤ 12 years	2.5 years (previously 1.6 years)*	✓ Yes
	Average Metromover fleet age	≤ 15 years	11.2 years (previously 10.2 years)	✓ Yes

4.10.1. Metrorail New Vehicle Replacement

The Miami-Dade Board of County Commissioners (BCC) and the CITT approved the \$385 million procurement of 136 new rail vehicles for replacing the existing fleet in March 2008. The new vehicles, which are being manufactured at the Hitachi Manufacturing Facility in Medley, feature the latest technological advances which will significantly improve passenger comfort, efficient maintenance and operations. The first vehicles were put into revenue service in November 2017 with the additional vehicles being delivered between 2018 and April 2021.

Figure 4-6: Brand New Metrorail Vehicle In Service



4.10.2. Metrobus New Vehicle Replacement

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

In addition to CNG, DTPW will have received its first Proterra pilot 40-foot electric-powered, zero emission bus on Aug 13, 2021. The remaining 74 Proterra electric buses will be delivered from July 2022 to January 2023. These vehicles will be the first of their kind in Miami-Dade County's Metrobus fleet and complement the ongoing modernization of the fleet. DTPW will also purchase 65 articulated 60-foot Battery-Electric zero emission buses. DTPW has an option to purchase up to an additional 35 articulated 60-foot Battery-Electric zero emission buses. These articulated electric buses are currently under procurement and are slated to be in service between 2023 and 2024.

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



4.11. DTPW's Goal Achievement Measures

The following tables provide context for why some measures did not reach their targets.

Goal 1: Improve Transit System Convenience and Reliability			
Objective	Measure	Status	Justification
1.2 - Improve service availability	Percentage of missed pullouts	X No	As bus service was reduced due to Covid-19, the number of pull-outs was also reduced and therefore, decreased the overall measure.
	Mean distance between service failures	X No	As bus service was reduced due to Covid-19, the mean distances being driven also reduced. As such, any service failures would be measured from the modified, reduced service distances.
	On-Time Performance	X No	As the bus service was modified due to Covid-19, the OTP measures should have been updated to reflect only those services which were still in operation. Updating the data collection methods by reprogramming the software to accommodate the temporary, fluid service schedules would have been an unreasonable task for DTPW staff.

Goal 1: Improve Transit System Convenience and Reliability			
Objective	Measure	Status	Justification
1.3 - Improve customer satisfaction with DTPW service	Number of customer complaints per 100,000 boardings (per mode)	X No	Due to the Covid-19 service modifications, this would likely generate additional complaints as riders who depend on the 'normal' service schedules may not have had their transportation needs and expectations met with the service reductions/modifications.
1.5 - Align transit service coverage with passenger demand	Average weekday boardings per mode	X No	Ridership systemwide was down due to the impact of the Covid-19 pandemic.
	Revenue Hours of Transit Service	X No	The fares were suspended for the first 10 months due to the impact of the Covid-19 pandemic.

Goal 2: Improve Customer Service			
Objective	Measure	Status	Justification
2.2 - Conduct regular on-board passenger surveys	Completion and frequency of survey	X No	Not collected due to the impact of the Covid-19 pandemic.
2.4 - Increase regional coordination	Coordination meetings with BCT, PalmTran and Tri-Rail	X No	Meeting attendance was reduced due to the impact of the Covid-19 pandemic.
	Tri-County Fare System Implementation/ Cross Promotion	X No	Due to the suspension of fares between March 2020 through June 2021, the tri-county fare system implementing/cross promotion was simultaneously, temporarily suspended as a reasonable approach. However, the DTPW staff may have been working with the regional partners with implementation tasks.

Goal 3: Maximize Operational Safety and Security			
Objective	Measure	Status	Justification
3.1 - Reduce transit vehicle accidents	Bus accident rate per 100,000 miles	X No	DTPW has incorporated back the Ride Report program for all operators. (This program was temporarily placed on hold during the COVID-19 pandemic due to safety issues and due to restriction on the number of individuals permitted to ride in the bus). DTPW continues to review and retrain operators on accidents prior to being determined if the accident is preventable. This permits operator to obtain training and feedback within a week of their accident.
	Preventable bus accident rate per 100,000 miles	X No	DTPW is also in the process of an RFP that will provide telematic technology on the buses. This will permit DTPW to obtain information on operator behaviors and driving techniques. Therefore, training operator on the observation that have been obtain that are not in accordance to training practices, policy and procedures prior to operators being involved in an accident.

3.2 - Make transit vehicles and facilities secure environments for customers	Number of transit vehicles with camera surveillance	X No	The bus fleet/service was reduced due to Covid, however all existing fleet vehicles have camera equipment installed. The target could be worded such as, "100% of the active rolling stock fleet is equipped with surveillance cameras" to account for changes in our fleet size but recognize the Departments desire to include this technology.
	Number of system-wide NTD Reportable Part One (1) Crimes (Serious) per 100,000 riders (monthly moving average)	X No	<p>In Calendar Year 2021, we had a system-wide, weighted average of 3,191,887 crimes per 100,000 riders.</p> <p>While the overall number of crimes in the system fell, relative to Calendar Year 2020, the crime rate is still higher than what we deem acceptable relative to the ridership.</p> <p>As a result of the pandemic, DTPW experienced a drop in the overall ridership. Regrettably, ridership remains below historic averages. While ridership remains low, the total number of Part One Crimes have not seen a proportional decline and has presented challenges in meeting our overall targets.</p> <p>To mitigate this issue, we have instituted the following:</p> <ul style="list-style-type: none"> • Added additional contracted security personnel on the Metrorail and Metromover system; • Worked with the Miami-Dade Police Department (MDPD) to add additional sworn, uniformed and non-uniformed law enforcement personnel on the Metrorail and Metromover system; • Linked our CCTV system to the MDPD Real Crime Center to facilitate a rapid response to crimes and to take proactive measures to prevent criminal activity.

Goal 4 - Enhance Integration of Transit Services to Support the Economy			
Objective	Measure	Status	Justification
4.2 - Provide transit access to major attractors in Miami-Dade County	Miles of service within 1/4 mile of attractors	X No	DTPW agrees that target need to be adjusted to a realistic figure to be achieved

Goal 5: Provide Transit Services that Reduce the Impact on the Environment			
Objective	Measure	Status	Justification
5.1 - Increase percentage of fleet that uses alternative fuels	Percent of fleet that uses alternative fuels	X No	DTPW recently retired 25 Hybrid Articulated buses. This would be the cause of the decrease in the percentage.
5.2 - Incorporate solar panels on DTPW facilities	Partner with utilities and solar advocacy groups to install solar panels at DTPW facilities	X No	Pending procurements and orders.

Goal 6: Maximize Use of All Funding Sources			
Objective	Measure	Status	Justification
6.4 - Increase passenger fare revenue	Farebox Recovery Ratio	X No	Fares were suspended from March 2020 to June 2021 due to Covid-19. The overall DTPW Farebox Recovery (for all modes) was reduced from 15.9% in 2019 to 4.5% in 2021.

Goal 8: Enhance Integration and Connectivity of Transit Systems Across Modes			
Objective	Measure	Status	Justification
8.2 - Improve Regional Connectivity	Number of routes connecting to regional transit (MIC, Miami Central, Tri-Rail, Amtrak, and Greyhound services)	X No	As bus service was reduced due to Covid-19, the routes serving as regional connections were part of the service reductions during this reporting time period.

Goal 8: Enhance Integration and Connectivity of Transit Systems Across Modes			
Objective	Measure	Status	Justification
8.3 - Improve service accessibility for non-motorized modes and users	Implement bike share at all Metrorail and Metromover stations	X No	The bike lids installation process has had some interruptions due to difficulties getting areas inside of the Metrorail stations approved by the ADA Section. DTPW in conjunction with the help of a consultant are currently working to resolve the ADA issues previously found at this point. Feasible solutions will be found soon.
	Integrate bike share payments into EASY network	X No	
	Increase bicycle/ electric scooter parking at all Metrorail and Metromover stations	X No	

Goal 9: Ensure Equity in Transit Services			
Objective	Measure	Status	Justification
9.1 - Reduce dependence on STS by improving service for transit dependent population	Implement travel training program to teach passengers with disabilities how to use fixed route service	X No	Due to budget and staffing constraints, the division is not on target to implement this project by 2024.

4.14. Conclusion

Out of 84 targets established in the 2019 TDP Major Update, in 2021 DTPW overcame the challenges of the Covid-19 Pandemic and met 35 targets (42%), and has work currently under way to complete 12 more (14%). 32 targets (38%) were not met. Finally, 5 were deemed not applicable due to the effects of the Covid-19 pandemic.



MDT
MOVING
FORWARD
TOGETHER
— 2023–2032 —

Table 5-1: DTPW FY 2021-2022 Adopted Capital Budget (\$000s)

Project	Category/Funding	FY 21-22
Aventura Station	Capital - Funded	\$17,200
Beach Express South	Operations	\$320
Bus - Enhancements	Operations	\$4,393
Bus - New South Dade Maintenance Facility	State of Good Repair	\$42,031
Bus - Related Projects	State of Good Repair	\$53,092
Bus - Tracker And Automatic Vehicle Locating System Upgrade (CAD/AVL)	Capital - Funded	\$148
Bus And Bus Facilities	State of Good Repair	\$8,857
Dadeland South Intermodal Station	Vision Plan	\$13,778
Dolphin Station Direct Ramps	Capital - Funded	\$804
Emergency Backup Generators	State of Good Repair	\$1,440
Fare Collection Equipment Projects	State of Good Repair	\$914
Federally Funded Projects	State of Good Repair	\$97,636
Heavy Equipment Replacement	State of Good Repair	\$499
Infrastructure Renewal Plan (IRP)	State of Good Repair	\$12,500
Lehman Yard - Miscellaneous Improvements	State of Good Repair	\$13,271
Metromover - Improvement Projects	State of Good Repair	\$46,299
Metrorail - Stations And Systems Improvements	State of Good Repair	\$40,727
Metrorail - Track And Guideway Projects	State of Good Repair	\$57,601
Metrorail - Vehicle Replacement	State of Good Repair	\$5,343
Metrorail And Metromover Projects	State of Good Repair	\$10,500
Palmetto Intermodal Terminal	Capital - Funded	\$18,930
Park And Ride - Transit Projects	Capital - Funded	\$7,602
Park And Ride - Transitway At Sw 168th Street	Capital - Funded	\$29,055
Parking Lot Refurbishment At Bus Facilities	Capital - Funded	\$389
Pedestrian Overpass - University Metrorail Station	Capital - Funded	\$129
Safety Improvements - Fdot Projects	State of Good Repair	\$432
Signage And Communication Projects	State of Good Repair	\$13,774
South Corridor Bus Rapid Transit Mastarm Improvements	Capital - Funded	\$20,533
South Dade Transitway Corridor	Capital - Funded	\$203,883

5. 2022 TRANSIT IMPLEMENTATION PLAN

DTPW has committed to implement many transit improvement projects in Fiscal Year 2021-2022 (October 1, 2021 - September 30, 2022). This chapter contains detailed descriptions of the individual projects and transit initiatives DTPW has committed to during this period. These items include the purchase of new vehicles, the advancement and implementation of SMART Plan corridors, new express bus routes, new transit supportive facilities, improvements to existing service, and infrastructure renewal projects - all intended to maintain, improve, and further expand DTPW services.

For each project, the activity planned for 2022 is highlighted in bold.

5.1. Committed Capital Improvement Plan

Annually, DTPW prepares the Adopted Budget and Multi-Year Capital Plan that lists specific projects related to the expansion and improvement of DTPW's existing services. DTPW has \$816,761,000 allocated for capital projects in the current fiscal year (FY 21-22). Table 5-1 presents the adopted capital budget for the current fiscal year.

**Table 5-1 (continued):
DTPW FY 2021-2022 Adopted Capital Budget (\$000s)**

Project	Category/Funding	FY 21-22
Strategic Miami Area Rapid Transit (SMART) Plan Phase 1	Capital - Partially Funded	\$61,184
Sunshine Station - Golden Glades Bike/Pedestrian Connector	Capital - Funded	\$5,980
The Underline	Capital - Funded	\$18,922
Track Inspection Vehicle / Train	State of Good Repair	\$3,500
Transit - Operations System Replacement Projects	State of Good Repair	\$87
Vision Zero And Safety Improvement Projects	Capital - Funded	\$5,008
Grand Total		\$816,761

5.2. New Vehicles

5.2.1. Metrorail New Vehicle Replacement

In March 2008, the Miami-Dade BCC and the CITT approved the \$385 million procurement of 136 new replacement rail vehicles. The new vehicles, which are being manufactured at the Hitachi Manufacturing Facility in Medley, feature the latest technological advances which will significantly improve passenger comfort, efficient maintenance, and operations. The first vehicles were put into revenue service in November 2017, with the final vehicles originally planned for delivery by July 2021. As of December 29, 2021, 132 train cars (66 married pairs) have entered revenue service.

5.2.2. New Bus Vehicle Replacement

DTPW continues to implement its bus replacement program. DTPW's currently active fleet includes 577 vehicles acquired in the last 5 years as shown in Table 5-2. These buses make up part of DTPW's efforts to reduce the average fleet age. Additionally, some of the new vehicles represent an expansion of the fleet to provide new service, including the SMART and BERT routes. In 2022, DTPW expects to add 75 new 40' Battery Electric buses, and 10 60' articulated diesel/electric hybrid buses. Details regarding the future bus replacement plan can be found in Appendix 6.

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

Table 5-2: New Vehicles in DTPW Bus Fleet

Year	Bus Type	# of Vehicles
2016	NEWFL 16500 Hybrid	10
2016	Gillig 16100 Diesel	4
2017	NEWFL 17500 Hybrid	9
2018	NEWFL 18100 CNG	169
2019	NEWFL 10100 CNG	130
2019	Gillig 19200 CNG	32
2020	Gillig 20100 CNG	83
2020	NEWFL 20100 CNG	52
2021	NEWFL 21100 CNG	88
Total		577

5.3. The SMART Program

The SMART Program is advancing six rapid transit corridors of the PTP, implementing a mass transit infrastructure in Miami-Dade County. It is the implementation of a vision for Miami-Dade County, creating a system of multiple transportation options by leveraging existing infrastructure, and integrating technology at the highest levels. This section highlights the progress that DTPW intends to make towards completing the SMART Program in FY 21-22.

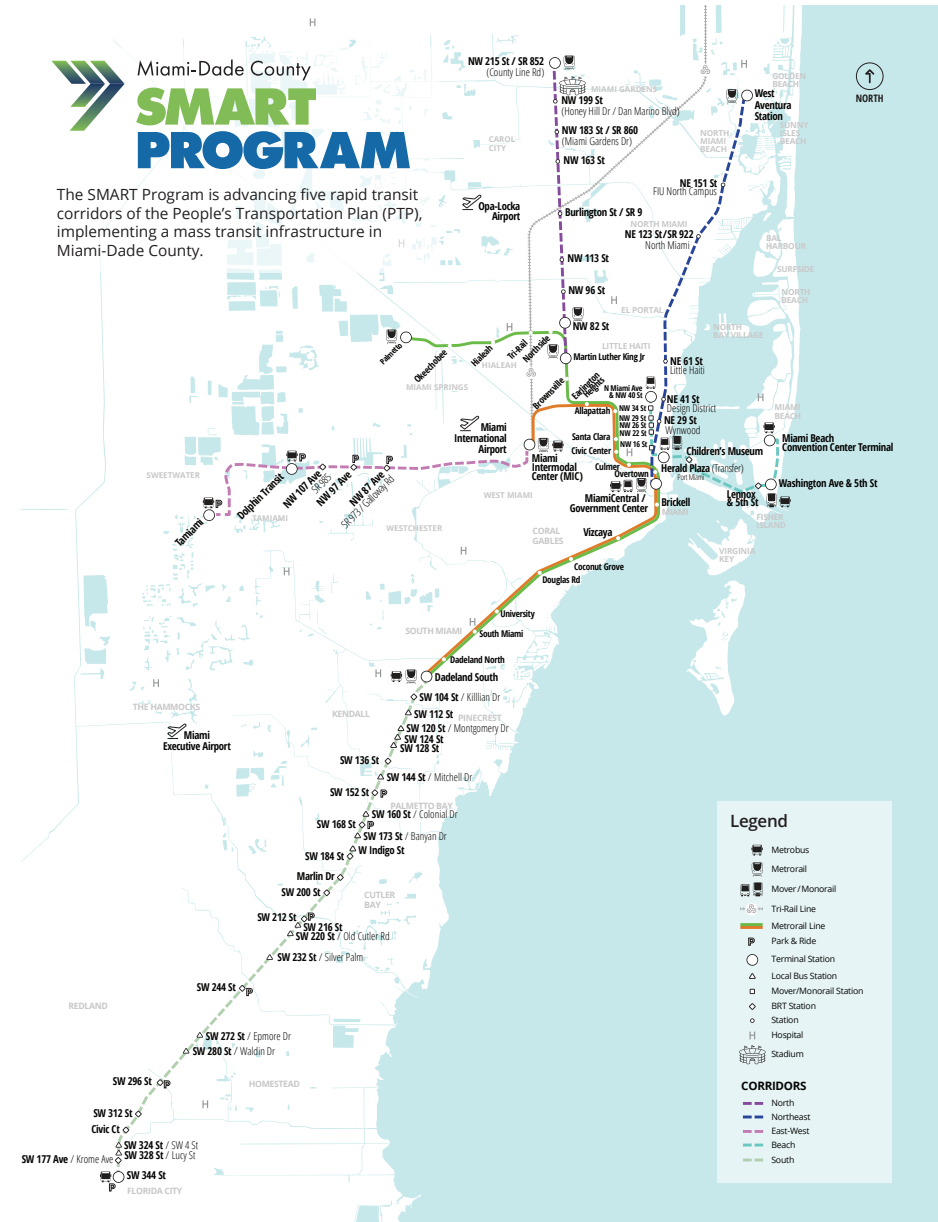
In October 2017, the TPO passed resolution #47-17 advancing the North and South Corridors into Priority I in the L RTP and TIP. In 2019, The TPO passed resolution #26-19, extending the limits of the Florida's Turnpike Express (FTE) North BERT Route to connect to the North (27th Avenue) Corridor.

5.3.1. Beach Corridor

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

The Beach Corridor PD&E study is funded by multiple agencies including Miami-Dade County, FDOT, City of Miami, and City of Miami Beach. In January 2020, the TPO, following the PD&E recommendation, selected elevated Automated Guideway Transit (AGT) for the trunk line, an extension of Metromover for the Midtown/Design District segment, and dedicated-lane motorbus service on Washington Avenue. In October 2020, Board of County Commissioners approved the contract award for the Interim Agreement (IA) for the Beach Corridor Trunk Line. The IA became effective October 31, 2020, and **DTPW is currently working with the selected team to complete pre-development work and negotiation of the Project Agreement. The project received an Environmental Assessment (EA) as the National Environmental Policy Act (NEPA) Class of Action (COA) for the Beach Corridor Trunkline from the United States Coast Guard (USCG) and is expecting to finalize the EA document in Summer 2022.**

Figure 5-1: The SMART Program



5.3.2. East-West Corridor

The East-West Corridor project will run approximately 14 miles from the Miami Intermodal Center (MIC) at the Miami International Airport (MIA), west along the SR-836/Dolphin Expressway, to Tamiami Station at SW 8 Street and SW 147 Avenue. This project will also serve major activity centers including Miami International Airport, the MIC, and Downtown Miami while transporting riders to and from major employment areas (Sweetwater, Doral, Health District, Central Business District, Brickell, etc.). This service will compliment the existing 836 Express service which began operating in early 2020.

On October 22, 2020, the Miami-Dade TPO Governing Board selected the LPA as Bus Rapid Transit (BRT). In August 2021, the County submitted to the Federal Transit Administration (FTA) a letter requesting entry into the Project Development (PD) phase under the FTA Capital Investment Grants (CIG) Small Starts program for the East-West Corridor Rapid Transit Phase 1 Project. The project was accepted into the PD phase by FTA on October 26, 2021. DTPW is currently working on the NEPA documents, development of 30% plans and all activities required for the Small Starts Application.

5.3.2.1. SR-836 Express Bus Service

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

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

In June 2016, DTPW submitted a grant application to conduct a TOD study for the East-West Corridor, which was awarded by the FTA in the amount of \$1.2 million (\$960,000 FTA and \$240,000 PTP) under the TOD Planning Pilot program. The Master TOD Plan began in November 2018. A virtual public charette was held in November 2020, and a virtual public design studio was held in March 2021. **The study is expected to be completed in 2022 with a final TOD master plan for the corridor.**

Figure 5-2: SR-836 Express Route Alignments



Figure 5-3: Slides from TOD Master Plan Presentation



5.3.3. Kendall Corridor

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

In November 2019, Curbside BRT was identified by the PD&E team as the recommended alternative for the Kendall corridor and was presented at the Public Workshops in December 2019. Lack of local support for a Curbside BRT alternative that contemplates reduction of vehicular traffic lanes has been demonstrated on similar east-west corridors. Therefore, the Department will analyze implementation of a corridor-based bus rapid transit solution that would not require reduction of vehicular traffic lanes along the Kendall Corridor. Corridor-based bus rapid transit will include defined stations, active transit signal priority, queue jump lanes, optimized bus service plan, and distinct branding of stations and vehicles without reducing the number of existing vehicular traffic lanes on Kendall Drive.

Based on recent coordination with partner agencies, FDOT will be requesting to put a hold on the Kendall Corridor PD&E study to allow for the Flagler Demonstration Project (described under Flagler Corridor) to be implemented and monitored so that the data obtained from the Flagler Demonstration Project can be used to inform the Department's recommended alternative for the Kendall Corridor.

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

The North Corridor project is approximately 10 miles long, running from the Dr. Martin Luther King Jr. Metrorail Station northward along NW 27th Avenue to NW 215th Street. The PD&E study for the North Corridor began in 2016. In December 2018, the TPO Governing Board selected an Elevated Fixed Guideway transit system as the LPA for the North Corridor, based on the recommendation of the PD&E team. In October 2019, the Miami-Dade TPO selected elevated heavy rail transit as the LPA for the North Corridor. On April 23, 2020, the TPO Governing Board accepted a report by DTPW on alternative transit technologies for NW 27 Avenue and directed DTPW to issue a request for proposals to identify whether transit technologies, other than heavy rail are viable for the corridor. FDOT has placed its North Corridor PD&E study on hold after consulting with the FTA until the outcome of the DTPW RFP process is known and a final decision on the transit technology and alignment for NW 27th Avenue is made by the TPO Governing Board.

5.3.5. Northeast Corridor

The Northeast Corridor is a regional connection that links Miami-Dade County with neighbors to the north via the Florida East Coast (FEC) railway. It extends northward approximately 14 miles from the County's Central Business District in Downtown Miami, connecting with Aventura, North Miami, North Miami Beach, and Miami Shores. FDOT District 4 is managing the PD&E study and is currently finalizing plans. A Mid-town station has been identified by the SFRTA. Regional passenger rail service to the Aventura Station can be considered as the first phase of the service. In March 2021, the TPO Governing Board adopted commuter/passenger rail as the LPA for the Northeast Corridor. In August 2021, the County submitted to FTA a letter requesting entry into the Project Development (PD) phase under the FTA Capital Investment Grants (CIG) New Starts program for the Northeast Corridor Rapid Transit Project. The project was accepted into the PD phase by FTA on October 26, 2021. The commuter rail service plan is 30-minute peak headway and 60-minute off-peak headway for both directions during weekdays and 60-minute headway during weekends. DTPW is working on completing NEPA and all required activities for the PD phase and advancing into the Engineering phase of the New Starts program.

Figure 5-4: Miami Central Station, the Southern Terminus of the Northeast Corridor



5.3.6. South Dade Transitway Corridor

The South Corridor runs approximately 20 miles from the Dadeland South Metrorail Station along the existing Transitway to the SW 344th Street Park-and-Ride/Transit Terminal Facility. DTPW initiated a PD&E Study to evaluate premium transit solutions in this corridor in April 2017. The TPO selected the LPA on August 30, 2018 as BRT. The estimated total project capital cost is \$300 million. Miami Dade County and FDOT have both committed \$100 million each to fund design and construction, while the project team successfully secured \$100 million from the FTA Small Starts Grant program. BRT is scheduled to begin operation by Winter 2023-24. The contract for design-build services was awarded by the Board of County Commissioners on September 3, 2020, NTP was issued in February 2021, and **construction is now under way**. Renderings of the proposed stations are shown in Figure 5-8.

5.3.7. BERT Routes

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

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

Among the BERT routes, some are further advanced than others. Service for Route c began in November 2019. **To advance the implementation of Route f1, DTPW partnered with the FDOT and implemented a pilot route, Route 241 "Tuttle Limited", in December 2021.** The pilot service will be implemented for six months to test the Bus-on-Shoulder (BOS) operation using the outside shoulder of the Julia Tuttle Causeway/I-195 to bypass congestion. Other transit routes that operate along the Causeway are also allowed to use the shoulders. The BOS operation will be discontinued in October 2022, when the inside shoulder improvement project led by FDOT begins. Ultimately, Route f1 (Beach Express North) and other DTPW routes will be able to use the inside shoulder to bypass congestion.

The PD&E study by FDOT for Route A, The Flagler Corridor, is being conducted to evaluate the implementation of rapid transit along SR 968/Flagler Street. In April 2019, the Curbside Business Access and Transit (BAT) Lanes alternative was identified as the recommended alternative for the Flagler corridor. A workshop with TPO Board members was held on January 30, 2020 where FDOT was directed to further analyze the implementation of reversible auto lanes along the Flagler corridor. FDOT conducted a study on the implementation of reversible auto lanes along segments of the corridor as a traffic mitigation measure. **The additional analysis on reversible lanes was completed in January 2021 and results of the analysis demonstrated that reversible lanes are not feasible the Flagler Corridor.**

On January 28, 2021, the TPO Governing Board adopted Resolution No. 07-2021 supporting FDOT's Alternative -1 Curbside Bus Rapid Transit Lanes with the exception that the PD&E study shall not consider the reduction of vehicular traffic lanes for any portion of Flagler Street west of 24 Avenue. Throughout 2021, the PD&E team developed a hybrid solution as directed by the TPO Governing Board that includes BAT lanes east of 24 Avenue and Corridor Bus Rapid Transit (BRT) improvements (without lane repurposing) along the remaining segments of the corridor.

Based on tri-agency collaboration, recent discussions with DTPW resulted in a recommendation for implementation of a demonstration project to provide additional data for the continuation of the Tier 3 analysis. FDOT and DTPW, in consultation with staff from the Miami-Dade TPO, recommends

placing the Flagler PD&E Study in abeyance while implementing a Flagler Street SMART Demonstration project along the corridor. The limits of the Flagler BERT Demonstration project would be from 27th Avenue to 6th Avenue along Flagler Street and from SW 27th Avenue to SW 6th Avenue along SW 1st Street (starting westward of the one-way pair). The demonstration project would consist of repurposing the outside lanes into BAT lanes and applying appropriate pavement markings including red surface treatments on the lanes. FDOT, in coordination with DTPW, will also incorporate signage to inform the public of the enhanced, dedicated bus infrastructure. The operation of the demonstration project would be monitored over a one-year period, with the results and benefits evaluated. The data collected from the demonstration project will then be used to finalize and present the PD&E Tier 3 Recommended Alternative to the TPO Board for approval as the LPA.

FDOT anticipates presenting a joint agency recommendation to implement a demonstration project for BAT lanes on Flagler Street from 27th Avenue to 6th Avenue prior to continue advancing the PD&E study at the upcoming March 3rd TPO Governing Board Meeting. If approved, construction of the Flagler Street SMART Demonstration Project is anticipated to begin in 2023.

5.4. Other New Facilities and Services

5.4.1. South Dade Bus Maintenance Facility

With the implementation of the SMART plan, the County inventoried the availability of garages located within the south Miami-Dade area of the County for bus maintenance facilities and determined that the closest maintenance facility to the South Miami-Dade area is the Coral Way facility; which has reached its capacity and is approximately 30-miles away from the southern county line of Miami-Dade. This new maintenance facility will improve Transit's operational efficiency by decreasing the turn around time for placing buses back in revenue service. **As of February 2022, site selection process is being finalized.**

5.4.2. Underline

The Underline is a 10-mile corridor that will run from the Miami River to Dadeland South Station, creating a safe multimodal mobility corridor for bicyclists and pedestrians. The project is being constructed in three phases. Phase I, the Brickell Backyard, which spans from the Miami River to SW 13th Street was completed in the summer of 2021. Phase II, the Hammock Trail, running between SW 13th Street and SW 19th Avenue, is currently under construction and is scheduled for completion mid-2023. Phase III, the final phase, is the longest segment, and is currently under procurement. Last year, the final Design Criteria package was completed. **Construction for Phase III is scheduled to be complete in December 2025.**

5.4.3. Waterborne Transportation As A Commuter Service

This initiative is a traffic congestion countermeasure. Since 2020, DTPW has been working on ways to deploy these services. Last year, the Miami-Dade County Board of Commissioners authorized DTPW to negotiate on the behalf of the County an East-West route between Miami and Miami Beach during the construction of I-395. The new service started operating



in November 2020 between the James L. Knight Center/Hyatt Regency in the Miami River and the Bentley Bay Marina, directly North of I-395. This service is 100% private and is not receiving subsidies from governmental agencies. The new service will act as a commuter service between 6:00 am and 7:00 pm – Monday through Friday. The City of Miami is currently working on a second route between the James L. Knight Center and Dinner Key Marina in Coconut Grove. The operator is currently working with the City of Miami.

5.5. Committed Bus Service Adjustments

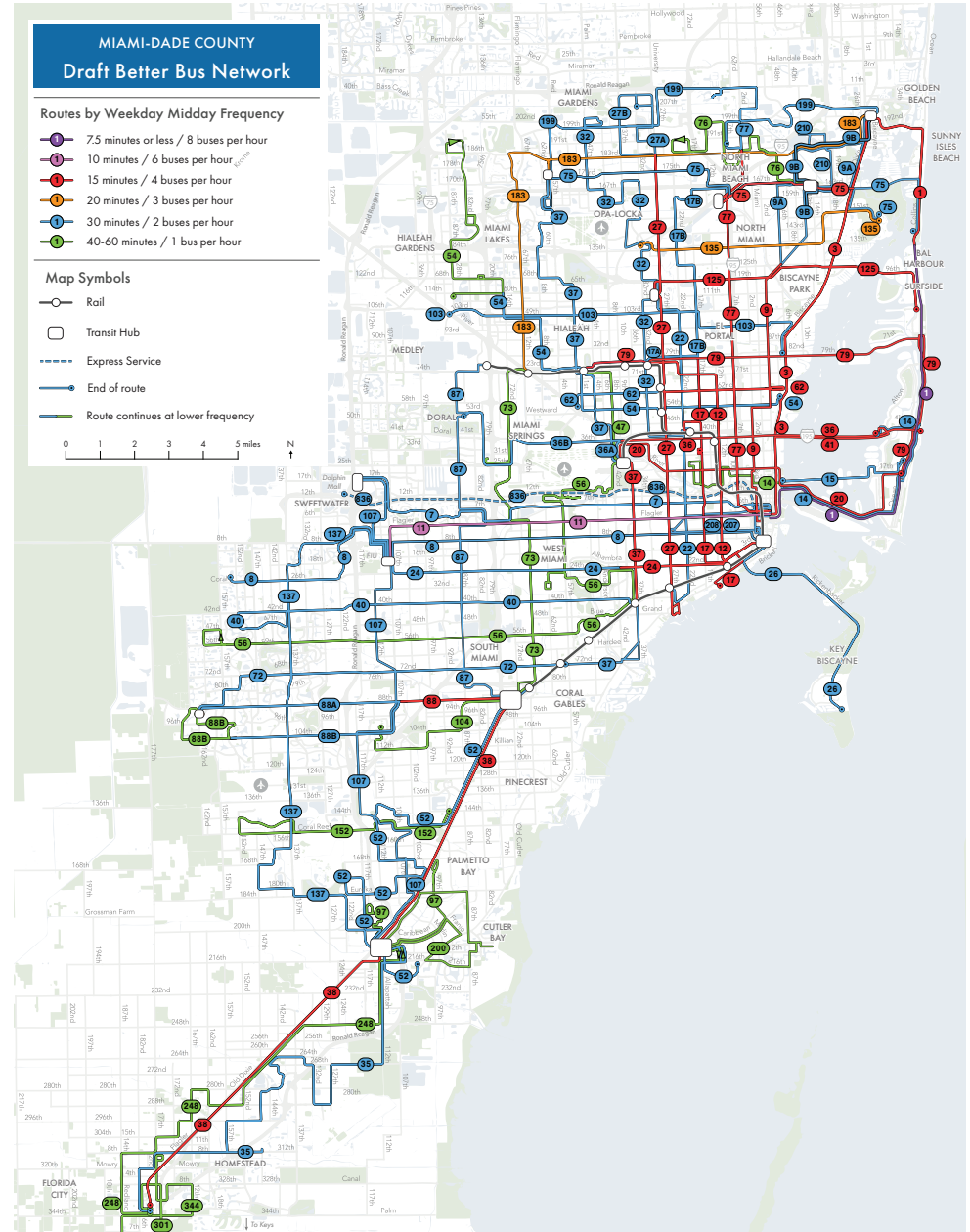
In an effort to continually match service capacity with ridership demand, DTPW routinely revises the existing bus route network to better meet the evolving transportation needs of Miami-Dade County. These revisions seek to improve the operational efficiency of the overall transit system. In a typical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

5.5.1. The Better Bus Project

This project is a partnership between Miami-Dade County and Transit Alliance Miami, a local non-profit organization that advocates for “walkable streets, bikeable neighborhoods, and better public transit”. The purpose of the Better Bus Project is to redesign the county DTPW bus system. The project explored two different approaches: one focusing on maximizing ridership, and another focused on maximizing the coverage of the transit system. A cost-neutral hybrid of these two approaches was presented to the BCC Transportation and Finance Committee in November 2019. **A draft plan was presented to the BCC in October 2020 where they directed staff to take the next steps towards implementation. A final draft plan with additional enhancements went to a public hearing in October 2021 and was approved. Implementation could begin as early as winter 2022/2023.**

Between 2018 and 2020 there were over 100 outreach events, workshops and presentations including community meetings, portable transit outreach and more – this outreach resulted in the Transit Alliance reaching over 2,600 people in person, obtaining over

Figure 5-5: Better Bus Project Draft Network



4,400 survey responses, and over 1,000 text conversations with riders. Subsequent DTPW public outreach ensued on the final draft plan throughout 2021 during the COVID-19 pandemic. Outreach comprised five virtual meetings; reaching over 1,000 people at bus stops/ stations, a text message line and phone line; and receiving over 2,000 survey responses.

Table 5-3: FY 2021 - 2022 IRP Projects (\$000s)

IRP Project Number	IRP Project Name	Scope	Total IRP Funding
CIP126	Emergency Exit at William Lehman Center	Widening of current exit to facilitate in and out emergency vehicle traffic at Palmetto Yard. Active project.	\$ 680
CIP171	Metrorail and Metromover UPS Rooms HVAC Installation	Install new HVAC systems to provide cooling capacity for all UPS rooms on Metrorail and Metromover. Active project.	\$ 1,682
CIP201	Roadway Signs in the Vicinity of twenty-three (23) Metrorail Stations CIP201	The scope of work includes, but is not limited to, installation and/or replacement of directional/guide signs on roadways and highways in the vicinity of the twenty three (23) metrorail stations. DTPW is proceeding with preparation of plans to obtain permits and implement improvements. The first phase of the project involved conducting field assessments of the roads to determine the inventory of existing signs and proposed signs. This first phase has been completed.	\$ 2,170
CIP230	BERT Route b Park & Ride at Tamiami Executive Airport CIP230	The proposed project is required to perform environmental analysis to construct a surface Park-and-Ride at the Tamiami Executive Airport. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route d Southwest Miami-Dade Express. The requested Budget is to complete the Planning/Environmental analysis of the project, develop concept plans and complete preliminary cost estimates in coordination with the Tamiami Executive Airport and the Kendall Parkway Project Team. Once these tasks are complete, the next steps towards construction will be leasing agreements and advancing the design. The requested amount is based on previous conceptual plan development efforts.	\$ 100

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

IRP Project Number	IRP Project Name	Scope	Total IRP Funding
CIP231	BERT Route b Park & Ride at SW 288th Street (SMART BERT) CIP231	The proposed project is required to perform analyses to construct a surface Park-and-Ride in the vicinity of the intersection of the Turnpike and SW 288th Street. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route b South Miami-Dade Express. The BERT study team has identified a proposed location for the facility. The requested Budget is to complete the planning/environmental analysis of the project, develop concept plans and complete preliminary cost estimates. Once these tasks are completed, the next steps will be land acquisition and advancing the design. The requested amount is based on previous conceptual plan development efforts.	\$ 150
CIP232	BERT Route b Park & Ride at SW 152nd Street & Turnpike CIP232	The proposed project is required to perform environmental analysis to construct a surface Park-and-Ride with approximately 150 parking spaces, Kiss and Ride, Bicycle and Pedestrian facilities at the Turnpike and SW 152nd St. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route b South Miami-Dade Express. The requested Budget is to complete the Planning/Environmental analysis of the project. The requested amount is based on conceptual plans.	\$ 150
CIP233	BERT Route b Park & Ride at SW 211 Street CIP233	The proposed project is required to perform environmental analysis to construct a surface Park-and Ride in the vicinity of the intersection of the Turnpike and SW 211th Street. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route b South-Miami Dade Express. The requested Budget is to complete the Planning/Environmental analysis of the project, develop concept plans and complete preliminary cost estimates. Once these tasks are completed, the next steps will be land acquisition and advancing the design. The requested amount is based on previous conceptual plan development efforts.	\$ 150
IRP096	Rail Public Address System Replacement	Replace existing Public Address System at all Metrorail Stations. The Scope of Work includes the replacement and upgrade of all electronic components in the Paging chain. The distribution wiring will also be upgraded. Active project.	\$ 2,592
IRP107	Hydraulic Mobil Column Bus Lifts (Additional)	Provide 24 sets of four hydraulic column lifts with 70' required communication cables and 60' power cords for DTPW Bus Maintenance. Active project.	\$ 1,118
IRP171	Upgrade Chiller Units at Lehman Center	Replace two existing Trane water cooler 110 ton, R-113 chiller units, 3 chilled water pumps and all related controls, piping, valves, wiring etc at the William Lehman Center Facility. Active project.	\$ 650

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

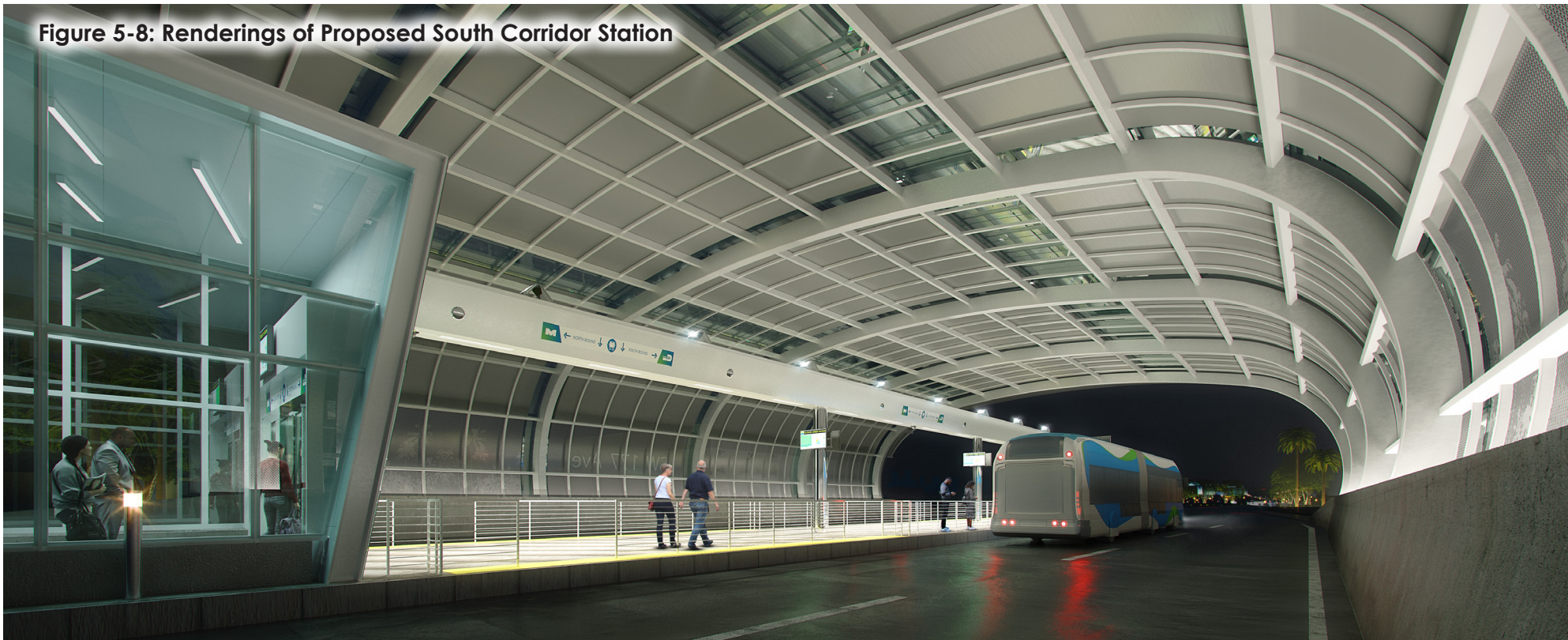
IRP Project Number	IRP Project Name	Scope	Total IRP Funding
IRP215	Metrorail Bathrooms	Repair and renovate public restrooms at the 30-year-old Metrorail stations. Active project.	\$ 1,865
IRP233	Replacement of Diamond Frogs at Culmer Crossover	Replacement of Diamond Frogs at the Culmer Metrorail Station. Active project.	\$ 900
IRP234	Railcar Cleaner Platform Replacement Project	Upgrade the existing Cleaning Platform located at the William Lehman Center. The existing wooden platform is in need of constant repair. Active project.	\$ 2,790
IRP236	Purchase of 2 HY-Rail Crew cab Trucks	Purchase support vehicles for the Track and Guideway maintenance division. Active project.	\$ 190
IRP255	Replacement of Tactiles and Barriers at Metromover Stations	Provide detectable warning safety edge tiles and between-car barrier (BCB) system in compliance with the DOT ADA regulations. Each station features two 80 LF Platform Structures and require tiles and BCB on both sides of the platform. The scope includes labor, materials, tools, appliances, equipment and other means of construction for performing and completing the work. Active project.	\$ 440
IRP260	Fueling Terminal Modernization	Upgrade fueling terminal to IP Base. Active project.	\$ 250
IRP265	Traffic Signal Prioritization Expansion to Congestion Mgmt. Plan / Real-Time Connected Vehicles	Recapitalization of the MetroBus on-board equipment that provides passengers with free Internet access and connectivity for business traffic such as Fare Collection, CCTV, and CAD/AVL data. This project replaces field equipment that has been in continuous operation in MetroBus vehicles for the last 7 years and expands the deployment of the entire fleet. Active project.	\$ 1,196
IRP267	Purchase Rail Wheel Press Machine	Purchase of a new Railcar Wheel Press Machine needed to support the (136) rail cars the department is procuring to replace the existing railcar fleet. Project completed in FY 20-21.	\$ 981
IRP270	Metromover Vehicles HVAC Compliance Overhaul & Mover Building A/C Replacement	Mover vehicle air conditioning HVAC system and Mover Building A/C replacement in order to comply with EPA requirement as the use of Freon 22 will be banned by EPA by the year 2020. Active project.	\$ 2,143

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

IRP Project Number	IRP Project Name	Scope	Total IRP Funding
OSP209	Data Closets Uninterruptible Power Supply (UPS) Replacement	Replace Data Closets Uninterruptible Power Supply (UPS). Active project.	\$ 323
OSP234	Rail EAMS Work Order Module	Infor EAMS software tool to implement Work Order module that will be integrated with the existing warehouse module. Active Project	\$ 700
IRP276	Metrorail Platform Cabling Replacement	Replacement, disposal and reinstallation of the infrastructure and cabling necessary to support the Emergency Transfer Switch, Emergency Telephone, End Gate Intrusion Alarm and Blue Light at 17 Metrorail Stations. Active Project	\$ 2,805
IRP306	Renovate Lehman Center 2nd Floor (Administration)	New office partitions , desks, chairs upgrade phone system etc. Active project.	\$ 850
IRP321	Lehman Curve N41 Realignment	Correct Civil Design and alignment of Curve #41 in the Lehman Yard Maintenance facility. The work will involve the realignment of the existing track layout to a 300 foot radius. The curve is currently out of service and cannot be used until the curve geometry is corrected. The existing track bed and substrate will be modified to accept the new track layout. The third contact rail will also be aligned to match the 300 foot running rail radius. Alt power, control and communications cabling will also be modified to accommodate the new track and third-rail layout. The finished track bed will be tamped and concrete ties installed as required prior to laying the new running and third rails. The new track will be tested before being accepted to ensure that all control lines and traction power connections function per the intended design. Active Project	\$ 1,649
IRP329	Bus Garage And Employees Parking Lot Light Fixtures Upgrade	Install light fixtures at Coral Way, Northeast and Central bus garages and employees parking lot Active Project	\$ 260

IRP Project Number	IRP Project Name	Scope	Total IRP Funding
OSP256	Facilities Maintenance EAMS Work Order Implementation	Implement EAMS Corrective and Preventive Work Order modules for Facilities to replace the manual current process for the County Standard in Asset Management.	\$ 185
OSP260	3003856 - Train to Wayside Wireless Network at Palmetto Yard	DTPW has new Rail vehicles that require connectivity to access resources in the County's Enterprise network. In order to satisfy that requirement, a reliable wireless network must be put in place, allowing the traffic of data to/from these vehicles. This project provides said infrastructure via a wireless controller environment that is centrally managed and monitored.	\$ 200
IRP308	Transit Activu Server Recapitalization	This project is to replace transit ACTIVU servers. The current servers will be falling off maintenance support from HP in the coming months. And the current applications that hold the tittle of each project is no longer under vendor support. The ultimate goal here is to extend the life of the infrastructure for another 5 years.	\$ 130
IRP309	Transit SCADA Station Control Unit Server Recapitalization	This project is to recapitalize the transit SCADA station control unit servers. The current servers will be falling off maintenance support from HP in the coming months. And the current applications that hold the tittle of each project is no longer under vendor support. The ultimate goal here is to extend the life of the infrastructure for another 5 years.	\$ 386
IRP331	Network Core Switches Recapitalization	This project is to recapitalize the network core switches	\$ 1,535
IRP332	Wireless LAN Access Point Recapitalization	DTPW relies on its existing wireless LAN for communications between all Metrobus vehicles and the enterprise network for all on-board systems: CCTV, Fare Collection, CAD/AVL, telemetry, and signage. The access points providing that connectivity today are currently at their end of life, discontinued (and unsupported) and starting to fail, which negatively impacts network availability. This project addresses that issue by replacing all the equipment with new access points supported by our Wireless LAN Controllers.	\$ 101
PARENT PROJECT	Replace and Upgrade Physical Assets	To replace and upgrade physical assets	\$ 74,734
Total			\$ 104,055

Figure 5-8: Renderings of Proposed South Corridor Station



MDT
MOVING
FORWARD
TOGETHER
— 2023–2032 —

6. TEN YEAR IMPLEMENTATION PLAN

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

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

Next, DTPW's ten-year implementation plans are organized into two categories – Operations, and Capital. Operations and Capital projects are divided into funding status lists - funded, partially funded, and unfunded projects.

Funded and Unfunded Transit Operations projects are listed in Table 6-5 and illustrated in Figure 6-11. Funded Capital projects are listed in Table 6-6 and illustrated in Figure 6-12. Partially Funded Capital projects are listed in Table 6-7 and illustrated in Figure 6-13. Unfunded Capital projects are listed in Table 6-8 and illustrated in Figure 6-14.

6.1. SMART Plan

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

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

6.1.1. Rapid Transit Corridors

6.1.1.1. Beach Corridor

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

In May 2017, DTPW initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions between Downtown Miami and the City of Miami Beach via I-395 and I-195. In January 2020, the TPO selected elevated automated rail transit for the trunk line, automated people mover for the Midtown/Design District and Bus/Trolley in dedicated lanes on Miami Beach as the locally preferred alternative (LPA), as recommended by the PD&E. In October 2020, Board of County Commissioners approved the contract award for the Interim Agreement (IA) for the Beach Corridor Trunk Line. The IA became effective on Oct 31, 2020. DTPW is currently working with the selected team to complete pre-development work and negotiation of the Project Agreement. The project received an Environmental Assessment (EA) as the National Environmental Policy Act (NEPA) Class of Action (COA) for the Beach Corridor Trunkline from the United States Coast Guard (USCG) and is expecting to finalize the EA document in Summer 2022.

Figure 6-1: Beach Corridor Monorail Rendering



6.1.1.2. East-West Corridor

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

In April 2017, DTPW initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions along the SR-836/Dolphin Expressway. The East-West corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. On October 22, 2020, the Miami-Dade Transportation Planning Organization (TPO) Governing Board selected the Locally Preferred Alternative (LPA) as Bus Rapid Transit (BRT). The LPA includes BRT routes operating within dedicated transit-only lanes, along SW 8th Street from the Tamiami Terminal to SW 137th Avenue and along SW 137th Avenue to the SR 836 Extension, and on the SR 836 Extension shoulders. Further east, the BRT routes would use dedicated lanes in the center of SR 836, and along NW 7th Street to NW 62nd Avenue, on route to the MIC and Downtown Miami. The East-West BRT routes would be in addition to and complement the 836 Express Services which already began operating in the Corridor in early 2020. In August 2021, the County submitted to the Federal Transit Administration (FTA) a letter requesting entry into the Project Development (PD) phase under the FTA Capital Investment Grants (CIG) Small Starts program for the East-West Corridor Rapid Transit Phase 1 Project. The project was accepted into the PD phase by FTA on October 26, 2021. DTPW is currently working on the NEPA documents, development of 30% plans and all activities required for the Small Starts Application.

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

In June 2016, DTPW was awarded grant funding through the Federal Transit Administration (FTA)'s TOD Planning Pilot Program to conduct a comprehensive planning effort that will inform transit planning in the East-West Corridor. This study is scheduled for completion in 2022.

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



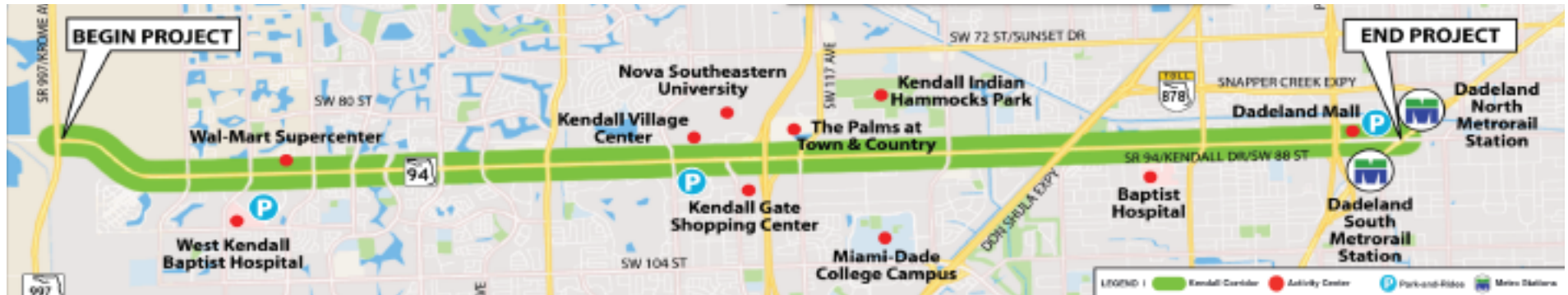
6.1.1.3. Kendall Corridor

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

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

Results of the reversible lanes analysis demonstrate that reversible lanes are not feasible on the Kendall Corridor. Based on recent coordination with partner agencies, FDOT will be requesting to put a hold on the Kendall Corridor PD&E study to allow for the Flagler Demonstration Project (described in section 6.1.1.2) to be implemented and monitored so that the data obtained from the Flagler Demonstration Project can be used to inform the Department's recommended alternative for the Kendall Corridor.

Figure 6-3: Kendall Corridor Project Map



6.1.1.4. North Corridor

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

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

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

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



6.1.1.5. Northeast Corridor

The Northeast Corridor project is roughly defined as U.S. Route 1 from the Downtown Miami area to the Aventura Mall near the Miami-Dade/Broward County line and is one of the busiest transit corridors in the region. It extends approximately 14 miles through the historic core of the County developed along the Florida East Coast (FEC) railroad and links Aventura, North Miami, North Miami Beach, and Miami Shores with the County’s Central Business District located in Downtown Miami. Regional passenger rail service to the West Aventura Station is considered the first phase of the Northeast Corridor. In 2019, the County approved using PTP funds to design and construct the West Aventura Station. Brightline has committed to providing regional passenger rail service to the West Aventura Station by 2022. In June 2020, the County began its effort in advancing the implementation the Northeast Corridor. In March 2021, the TPO Governing Board adopted commuter/passenger rail as the LPA for the Northeast Corridor. In August 2021, the County submitted to FTA a letter requesting entry into the Project Development (PD) phase under the FTA Capital Investment Grants (CIG) New Starts program for the Northeast Corridor Rapid Transit Project. The project was accepted into the PD phase by FTA on October 26, 2021. The commuter rail service plan is 30-minute peak headway and 60-minute off-peak headway for both directions during weekdays and 60-minute headway during weekends. DTPW is working on completing NEPA and all required activities for the PD phase and advancing into the Engineering phase of the New Starts program.

Figure 6-5: MiamiCentral Station in Downtown Miami



6.1.1.6. South Dade Transitway Corridor

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

DTPW initiated a PD&E Study to evaluate premium transit solutions in this corridor in April 2017. The TPO Governing Board selected the LPA on August 30, 2018 as Bus Rapid Transit (BRT). The project was advertised on June 7, 2019 and Notice to Proceed (NTP) to the Design-Build Firm was issued on February 2, 2021. The estimated total project capital cost is \$300 million. Miami Dade County and FDOT have both committed \$100 million each to fund design and construction, while the project team successfully secured \$100 million from the FTA Small Starts Grant program. BRT is scheduled to begin operation by Winter 2023-2024. Once completed, BRT will provide rail-like travel time, iconic stations, level boarding through all doors, and pre-paid fares for speedy access. BRT will also provide enhanced safety features and other upgrades along dedicated lanes with multi-layered service lines on the Transitway.

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

Figure 6-6: South Corridor BRT Station Rendering



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



Corridor Name	Limits	Length (miles)	Lead Agency	PD&E Phase Funding	Design and Const. Phase Est. Cost	Status
Beach Corridor	Miami Beach Convention Center to Midtown Miami (at or near NE 41st Street and NE 2nd Avenue)	9.7	DTPW	DTPW (PTP) \$22.414M	\$522.4M Trunkline (Monorail) \$44.5M Design District Ext. (APM) \$121.6M Convention Ctr. Ext. (LRT)	<ul style="list-style-type: none"> Final P3 Agreement: Spring 2022 TPO Resolution #40-16 authorized the development of the PD&E (Study began March 2017; Study completed 2020) PD&E Funding Sources: FDOT-6 (\$5.0M); CITT (\$3.75M); Miami-Dade County (\$417,000); City of Miami (\$417,000); City of Miami Beach (\$417,000) TPO Resolution #05-20 selected the LPA for monorail, APM, and LRT in January 2020
East-West Corridor	Miami Intermodal Center (MIC) to Florida International University (FIU)	14	DTPW	DTPW \$25M	\$450M (BRT)	<ul style="list-style-type: none"> Anticipated class of action: Winter 2022 TPO Resolution #34-16 authorized the development of the PD&E (Study began March 2017; Study completed 2020) PD&E Funding Source: 100% CITT TPO Resolution #38-20 selected the LPA in October 2020
Kendall Corridor	SW 167th Avenue to Dadeland Area Metrorail Stations	10	FDOT-6	FDOT \$7.8M FTA \$1.72M	\$320M (BRT)	<ul style="list-style-type: none"> PD&E currently on hold. TPO Resolution #01-15 authorized the development of the PD&E (Study began June 2016) PD&E Funding Sources: 100% State Anticipated PD&E Completion date: June 2021 Anticipated LPA Selection date: Spring 2022
North Corridor (NW 27th Ave.)	Miami Intermodal Center (MIC) to NW 215th St	12	FDOT-6	FDOT \$6.0M DTPW (PTP) \$2,286M	\$2,286M (Elevated Fixed Guideway Rapid Transit)	<ul style="list-style-type: none"> PD&E currently on hold. TPO Resolution #01-15 authorized the development of the PD&E (Study began June 2016) PD&E Funding Source: 100% State TPO Resolution #52-18 selected elevated fixed guideway transit as the LPA in Dec. 2018 TPO Resolution #55-19 selected Elevated Heavy Rail as the preferred transit technology in Oct. 2019 Anticipated final LPA selection Fall 2021
Northeast Corridor (Tri-Rail Coastal Link / FEC Corridor)	Downtown Miami to City of Aventura (Miami-Dade segment)	13.5	FDOT-4; DTPW	FDOT \$5.7 M DTPW (PTP) \$1,143M	\$479M	<ul style="list-style-type: none"> Anticipated PD&E Completion: Winter 2022 PD&E completed by FDOT-4 in Long-term Project: FDOT-4 is lead agency; Short-term Project: DTPW is lead agency Passenger Rail Service project completed in 2018 (Brightline - private sector) DTPW is improving transit services along Biscayne Boulevard TPO Resolution 18-21 selected the LPA in March 2021
South Dade Transitway Corridor	Florida City to Dadeland South Metrorail Station	20	DTPW	DTPW \$7M	\$299.99M (BRT)	<ul style="list-style-type: none"> Under Construction TPO Resolution #35-16 authorized the development of the PD&E (Study began March 2017; Study completed 2018) PD&E Funding Source: 100% CITT TPO Resolution #31-18 selected modified enhanced bus rapid transit (BRT) as the LPA in Aug. 2018 TPO Resolution #32-18 authorized the programming of local funds to facilitate the implementation of premium transit infrastructure Submitted \$100M Small Starts application to FTA in August 2019 Anticipated Construction Completion date: 2023

Miami-Dade County
SMART
PROGRAM

The SMART Program is advancing five rapid transit corridors of the People's Transportation Plan (PTP), implementing a mass transit infrastructure in Miami-Dade County.

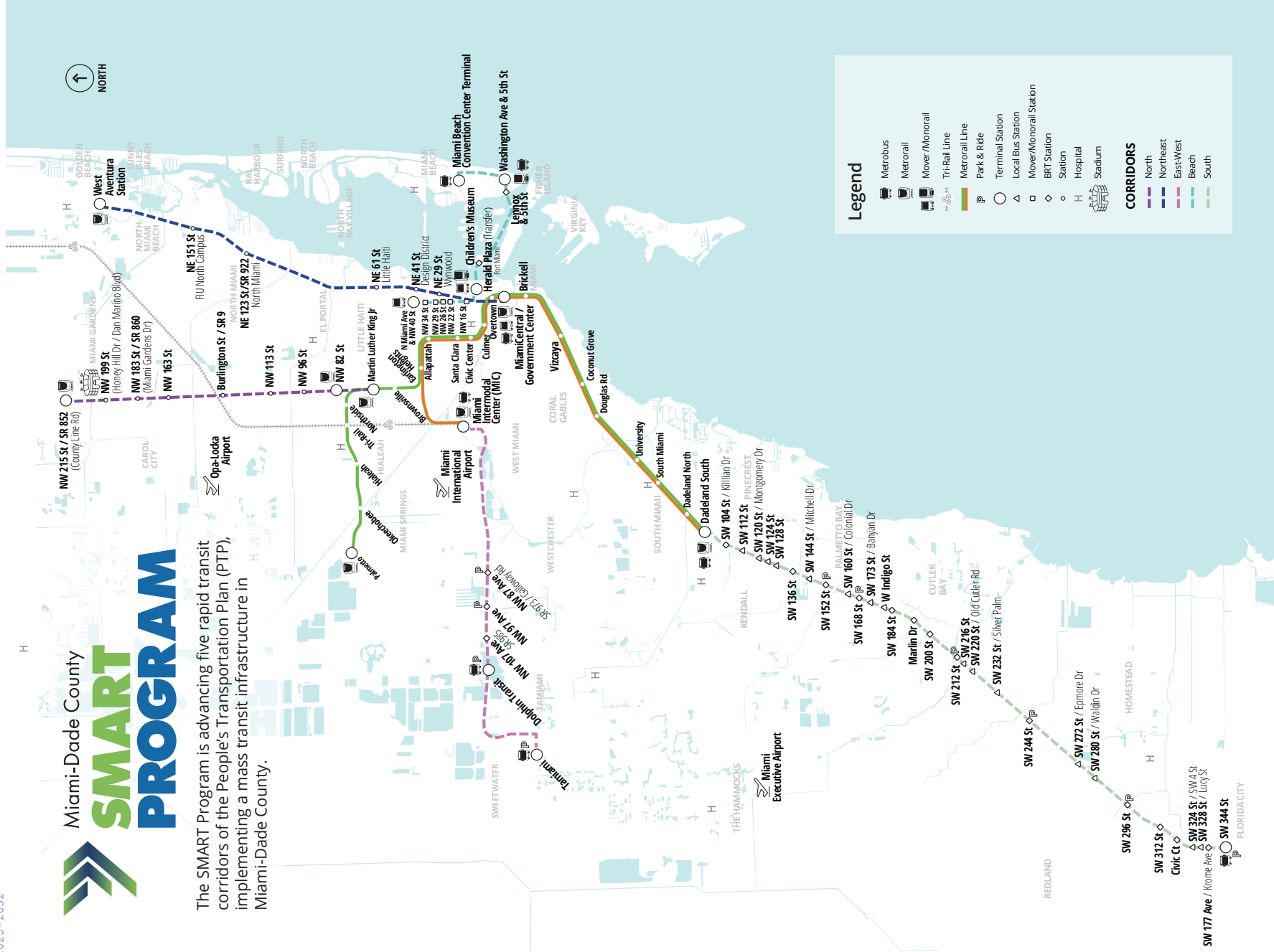


Figure 6-7: Strategic Miami Area Rapid Transit (SMART) Program

6.1.2. Bus Express Rapid Transit (BERT) Network

The Bus Express Rapid Transit (BERT) Network is a system of nine proposed express bus routes that are part of the SMART Plan as shown in Figure 6-7. Through the BERT Network, DTPW and FDOT will provide reliable and convenient express bus service connecting commuters to and from the six SMART Plan Rapid Transit Corridors and major employment centers. The BERT Network is designed for commuters with limited stops over long distances, providing a money-saving, stress-free transportation option. The network is generally comprised of:

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

Among the BERT routes, some are further advanced than others. The PD&E study for Route a, the Flagler Corridor, is being let by FDOT, with a demonstration project to inform a permanent solution. Route c, the I-75 NW Miami-Dade Express, began service on November 18, 2019, while the latest route to enter service is expected to be route e2 in 2027.

Routes d, e1, f1, f2, and f3 are anticipated to begin service in 2023. To advance the implementation of Route f1, DTPW partnered with the FDOT and implemented a pilot route, Route 241 Tuttle Limited, in December 2021. The pilot service will be implemented for six months to test the Bus-on-Shoulder (BOS) operation using the outside shoulder of the Julia Tuttle Causeway/I-195 to bypass congestion. Other transit routes that operate along the Causeway are also allowed to use the shoulders. The BOS operation will be discontinued in October 2022, when the inside shoulder improvement project led by FDOT begins. Ultimately, Route f1 (Beach Express North) and other DTPW routes will be able to use the inside shoulder to bypass congestion.

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

6.1.2.1. Flagler Corridor

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

Throughout 2021, the PD&E team developed a hybrid solution as directed by the TPO Governing Board that includes BAT lanes east of 24 Avenue and Corridor Bus Rapid Transit (BRT) improvements (without lane repurposing) along the remaining segments of the corridor.

Based on tri-agency collaboration, recent discussions with DTPW resulted in a recommendation for implementation of a demonstration project to provide additional data for the continuation of the Tier 3 analysis. FDOT and DTPW, in consultation with staff from the Miami-Dade TPO, recommends placing the Flagler PD&E Study in abeyance while implementing a Flagler Street SMART Demonstration project along the corridor.

The limits of the Flagler BERT Demonstration project will be from 27th Avenue to 6th Avenue along Flagler Street and from SW 27th Avenue to SW 6th Avenue along SW 1st Street (starting west of the one-way pair). The demonstration project will consist of repurposing the outside lanes into BAT lanes and applying appropriate pavement markings including red surface treatments on the lanes. FDOT, in coordination with DTPW, will also incorporate signage to inform the public of the enhanced, dedicated bus infrastructure. The operation of the demonstration project will be monitored over a one-year period, after which the results and benefits will be evaluated. The data collected from the demonstration project will be used to finalize and present the PD&E Tier 3 Recommended Alternative to the TPO Board for approval as the LPA.

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



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

BERT Route	Project Name	Destinations	Project Description	Project Length (Miles)	Cost (\$000s)		Total # of Buses
					Capital Cost Est.	O&M (Annual)	
a	Flagler Corridor	Tamiami Station/SW 147th Avenue to Downtown Miami; Dolphin Station to Downtown Miami; Panther Station to Downtown Miami	In 2016, FDOT initiated a Project Development and Environment (PD&E) study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. On January 28, 2021 the Miami-Dade TPO Governing Board endorsed Business Access Transit Lanes for the segment of Flagler east of 24 Avenue and directed FDOT to not consider repurposing of existing travel lanes. FDOT and DTPW, in consultation with staff from the TPO, recommend placing the Flagler PD&E Study in abeyance while implementing a SMART Demonstration project along the corridor. The demonstration project would consist of repurposing the outside lanes into BAT lanes and applying appropriate pavement markings including red surface treatments on the lanes. The ults and benefits evaluated. The data collected from the demonstration project will then be used to finalize and present the PD&E Tier 3 Recommended Alternative to the TPO Board for approval as the LPA. If approved, construction of the Flagler Street SMART Demonstration Project is anticipated to begin in 2023.	20	\$2,011 (DTPW) \$5,000 (FDOT)	\$528	10
b	S Miami-Dade Express	SW 344 St. Transitway Station/Dadeland North Metrorail Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours and 30 minutes between 9:30am -3:00pm. Project will also include park-and-ride lots located SW 152nd St and Turnpike, SW 211th St and Turnpike, and SW 288th St and Turnpike, plus needed roadway updates. Service is anticipated to begin in 2021.	25.3	\$21,840	\$5,589	17
c	NW Miami-Dade Express	American Dream Mall Station / I-75/Miami Gardens Dr Station / Palmetto Metrorail Station	Route will provide express bus service from the American Dream Mall Station to the I-75/Miami Gardens Dr Station to the Palmetto Metrorail Station. Headways will be 10 minutes during peak hours. Service began in November 2019.	9.5	\$3,240	\$1,021	4
d	SW Miami-Dade Express	Miami Executive Airport/ Dadeland North Metrorail Station	Route will provide express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours. Project will also include a park-and-ride lot located at Miami Executive Airport, plus needed roadway updates. Service is anticipated to begin in 2023.	9	\$4,430	\$1,292	5
e1	Florida's Turnpike Express (South)	344 St. Transitway Station/ Panther Station/Dolphin Station	Route will provide express bus service from the SW 344th Street Park-and-Ride/Transit Terminal Facility along the Turnpike to Panther and Dolphin Stations. Headways will be 10 minutes during peak hours and 30 minutes during off-peak hours. Project will also include a park-and-ride lots located at SW 152nd St and Turnpike, SW 211th St and Turnpike, and SW 288th St and Turnpike, plus needed roadway updates. Service is anticipated to begin in 2023.	30.5	\$13,300	\$4,538	14
e2	Florida's Turnpike Express (North)	FIU Panther Station/Dolphin Station/Miami Gardens Station/American Dream Mall Station/Unity Station	Route will provide express bus service from the FIU Panther Station to the Dolphin Station, I-75/Miami Gardens Dr Station and the American Dream Mall Station. Headways will be 15 minutes during peak hours and 30 minutes during off-peak hours. Final stop at Unity Station. Service is anticipated to begin in 2027.	25.6	\$5,540	\$2,153	6
f1	Beach Express North	Golden Glades Multimodal Transportation Facility/ Earlington Heights Metrorail Station/Mt Sinai Transit Terminal/Miami Beach Convention Center	Route will provide express bus service from Golden Glades Multimodal Transportation Facility to the Earlington Heights Metrorail Station, the future Mt Sinai Transit Terminal, and the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Saturday and Sunday service will also provide headways of 20 minutes. Service span will be from 5:00am to 12:00am. Project will also include a park-and-ride lot located at Mt. Sinai, plus needed roadway updates. Service is anticipated to begin in 2023. To advance the implementation of Route f1, DTPW partnered with the FDOT and implemented a pilot route, Route 241 Tuttle Limited, in December 2021.	20	\$16,620	\$7,664	18
f2	Beach Express Central	Civic Center Metrorail Station/Miami Beach Convention Center	Route will provide express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways will be 15 minutes during peak hours and 30 minutes during off-peak hours. Service span will be from 5:30am to 12:00am. Project will also include a park-and-ride lot located at Mt. Sinai, plus needed roadway updates. Service is anticipated to begin in 2023.	8	\$5,400	\$2,073	6
f3	Beach Express South	Miami Central Station/ Miami Beach Convention Center	Route will provide express bus service from Miami Central Station to the Miami Beach Convention Center. Service will run all day seven days a week with 15 minute headways. Saturday and Sunday service will provide headways of 20 minutes. Service Span will be from 5:00am to 12:00am. Service is anticipated to begin in 2023.	6.7	\$5,540	\$3,387	6

BUS EXPRESS RAPID TRANSIT (BERT) NETWORK



www.miamidade.gov/transit
www.miamSMARTPlan.com

311 or 305.468.5900 TTY:Florida Relay: 711

@GoMiamiDade | #gomiamidade

Go Miami-Dade Transit

MIAMI-DADE COUNTY

Figure 6-9: SMART Plan - Bus Express Rapid Transit (BERT) Network

6.2. SMART Demonstration Program

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

Phase I of the program was adopted by the TPO board in June of 2018, and is included in the Adopted Work Program for fiscal years 2020-2024. Phase II was adopted in October 2019, and is included in the Tentative Work Program for fiscal years 2021-2025. These projects are listed in Table 6-3, and their locations are illustrated in Figure 6-10.

Table 6-3: SMART Demonstration Program

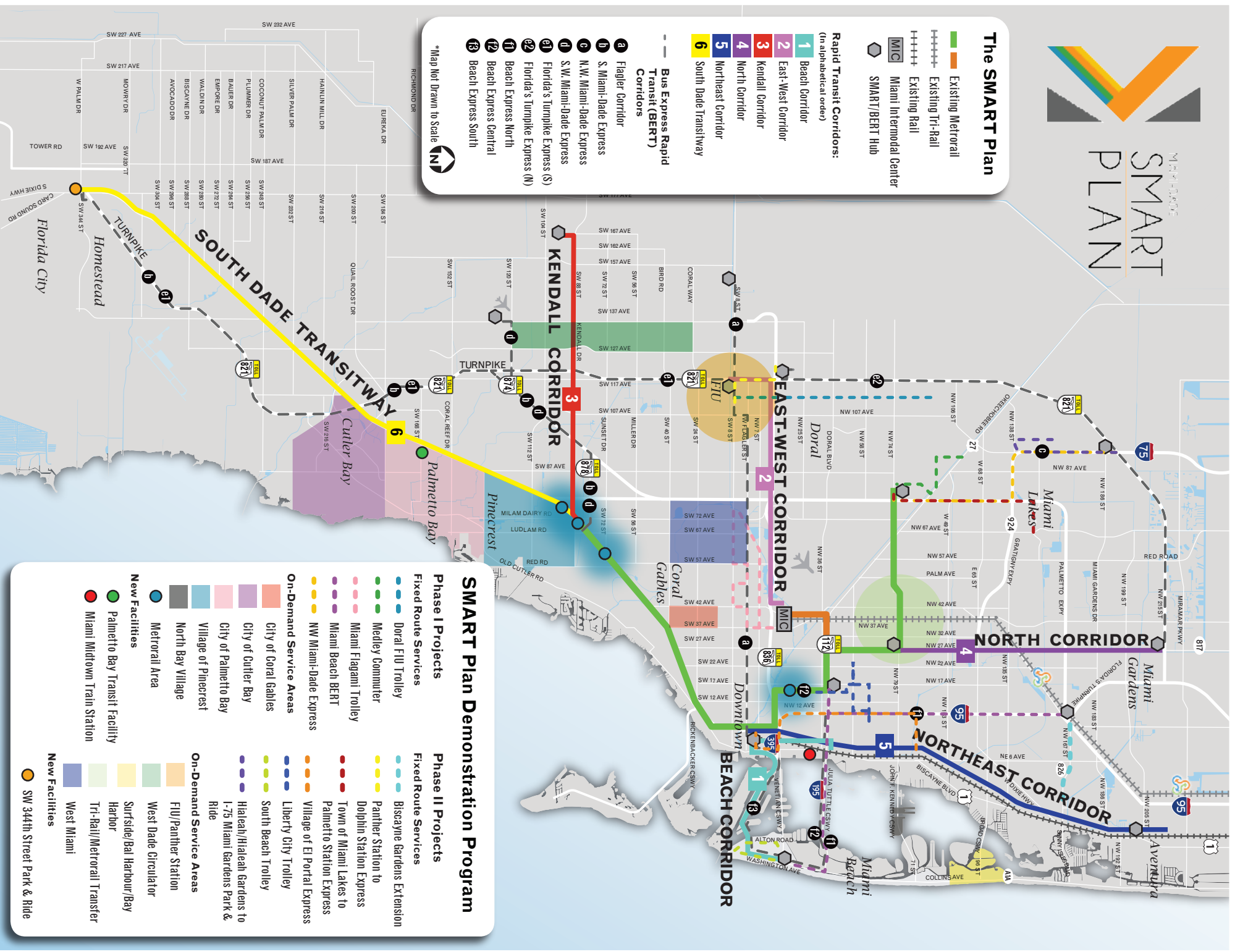
Phase I Projects - In Service			Phase II Projects - In Service		
Sponsor	Project	Date	Sponsor	Project	Date
City of Miami	Flagami Trolley Service	July 2018	City of Miami Beach	South Beach Trolley Service	January 2018, adjusted 2019
City of Doral	Doral FIU Trolley Service	Sept. 2018	City of Miami	Liberty City Trolley Service	August 2019
City of Coral Gables	On-Demand Flex Service	January 2019	Phase II Projects - Pending		
Village of Pinecrest	On-Demand Response Service	January 2019	DTPW	West Dade On-Demand Service	
North Bay Village	SMART Feeder Route	July 2019	DTPW	SW 344 th St Park-and-Ride Station	
Village of Palmetto Bay	On-Demand Transit Service	July 2019	DTPW	Panther Station to Dolphin Station Express Service	
Village of Palmetto Bay	Transit Facility	July 2019	Miami Lakes	Express Service to Palmetto Metrorail Station	
Phase I Projects - Postponed due to COVID-19			Surfside Bal Harbour Bay Harbor	On-Demand Service	
Town of Medley	Central Commuter Route	TBD	El Portal	Express Service to MiamiCentral Station	
Town of Cutler Bay	On-Demand Service	TBD	FIU	FIU/Panther Station On-Demand Service	
DTPW	Civic Center Metrorail Station On-Demand Service	TBD	City of Hialeah	Hialeah/Hialeah Gardens to I-75 Miami Gardens Park-and-Ride	
DTPW	South Miami Metrorail Station On-Demand Service	TBD	DTPW	West Miami On-Demand Service	
DTPW	Dadeland North Metrorail Station On-Demand Service	TBD	DTPW	Biscayne Gardens Route Extension	
DTPW	Dadeland South Metrorail Station On-Demand Service	TBD	City of Hialeah	Tri-Rail/Metrorail Transfer Station On-Demand Service	
SFRTA	NE Corridor Midtown/Design District Station	TBD			

Table 6-4: SMART Demonstration Program Routes

Sponsor	Demonstration Project	Service Type	In-Service Date
Aventura	On Demand Freebee - Brightline Aventura Station	On Demand	May-21
Civic Center	On Demand - Civic Center Metrorail Station	On Demand	Feb-21
Coral Gables	On Demand Freebee - Douglas Road Metrorail Station	On Demand	Feb-19
Cutler Bay	Express Service	On Demand	Dec-20
Dadeland Area	On Demand - Dadeland North & South Metrorail Stations	On Demand	Oct-20
Doral	FIU Trolley Route 4	Route	Aug-18
El Portal	On Demand Freebee	On Demand	Dec-21
FIU/Panther Freebee	On Demand Freebee	On Demand	Sep-20
Hialeah Tri-Rail	On Demand Freebee	On Demand	Jul-21
Miami	Flagami Trolley	Route	Oct-18
Miami	Liberty City Trolley	Route	Aug-19
Miami Beach	South Beach Trolley	Route	Nov-17
Miami Lakes	On Demand Freebee - Palmetto Metrorail Station	On Demand	Jul-21
North Bay Village@	On Demand Freebee - OMNI Metromover Station	On Demand	Nov-19
Palmetto Bay	On Demand Freebee	On Demand	Jul-19
Pinecrest	Transitway Circulator	Route	Jan-19
South Miami	On Demand Freebee - South Miami Metrorail Station	On Demand	Dec-20
West Kendall	Circulator	On Demand	Feb-21
West Miami	On Demand Freebee	On Demand	Oct-19
@ -Service suspended in March 2020 due to Pandemic			

19 SMART Demonstration routes were in operation in 2021, as depicted in table 6-4. Ridership on these routes was 1,045,396.

Figure 6-10: SMART Plan Demonstration Program



6.3. Other Transit Operations Projects

Table 6-5 presents a list of funded and unfunded transit operations projects that will be implemented within the MDTMovingFwd planning horizon over the next ten years.

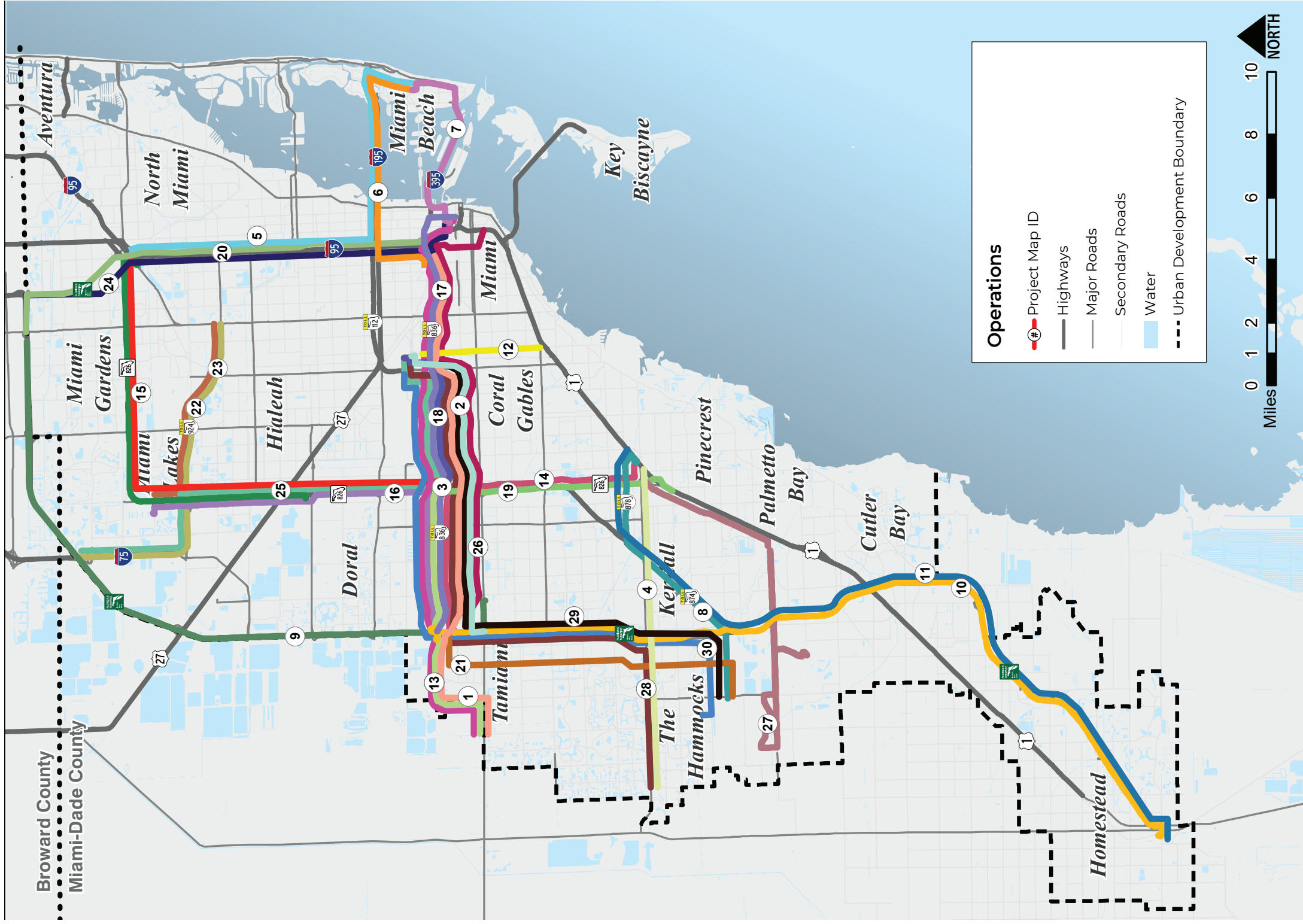
Table 6-5: Transit Operations Projects FY 2023 - 2032

Map ID #	Project Name	Location	Project Description	Cost - 2021 (\$000s)		2045 LRTP Plan Period and TPO Project Numbers	Other Project Numbers
				Capital Cost Estimate	Annual O&M Estimates		
1	SR 836 Express Bus A Line Express	Tamiami Station (SW 8th Street at SW 147th Avenue) to Downtown Miami Government Center	Premium express transit service along SR 836 from Tamiami Station (SW 8th Street at SW 147th Avenue) to the Downtown Miami Intermodal Terminal (NW 1st Street at NW 1st Avenue) via SW 8th Street, SW 137th Avenue and SR 836. Headways will be 10 minutes during the AM/PM peak-hour. Service hours (peak period only) are weekdays 6:00am to 9:00am and 3:00pm to 7:00pm. DTPW is coordinating with MDX to potentially operate this service.	\$31,900	\$3,627	TA4389701/TA4310773/TA21	6730101 3001044
2	SR 836 Express Bus B Line Express	Panther Station (FIU at SW 109th Avenue and SW 8th Street) to the Miami Intermodal Center (MIC)	Premium express transit service between Panther Station at FIU's MMC and the Miami Intermodal Center (MIC), via SW 8th Street, the HEFT and SR 836. This route will operate all day with 20 minute headways. Service hours are 6:00am to 10:00pm on weekdays. DTPW is coordinating with MDX to potentially operate this service.	Total cost included as part of Line A	\$2,253	TA4389701/TA4310773/TA21	6730101 3002065 FM 446684-1
3	SR 836 Express Bus C Line Express	Dolphin Station (NW 12th Street at NW 122nd Avenue) to Downtown Miami Government Center	This route would provide premium express transit service along SR 836 from the proposed park-and-ride/transit center Dolphin Station (NW 12th Street and HEFT) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue). This route will operate during peak periods only. Service headways will be 10 minutes during the AM/PM peak-hour	Total cost included as part of Line A	\$3,240	TA4389701/TA4310773/TA21	6730101
Funded Transit Operations Projects FY 2023 - FY 2032 TOTAL COST (\$000s)				\$31,900	\$9,120		
4	Kendall BRT	From West Kendall Transit Terminal (Kendall Drive and SW 162 Avenue) to Dadeland North Metrorail Station	Implementation of premium transit along SR 94 Kendall Drive/SW 88th Street from SR 997/Krome Avenue/SW 177th Avenue to the Dadeland North Metrorail Station.	\$67,938	\$1,594	Unfunded	
5	Beach Express North (BERT)	Golden Glades Multimodal Terminal (GGMTF) / Earlington Heights Metrorail Station/MI Sinai Transit Terminal/Miami Beach Convention Center	Express bus service from GGMTF to the Earlington Heights Metrorail Station, the future Mt Sinai Transit Terminal, and the Miami Beach Convention Center. Headways will be 10 minutes during AM/PM peak/30 minutes during off-peak. Saturday service headways will be 20 minutes during peak/30 minutes in off-peak; Sunday service headways will be 40 minutes during peak hour/60 minutes in off-peak hours. A service span from 5:00am to 12:00am. Service will include 10 new articulated buses. Project is now partially funded for 3 years.	\$18,222	\$8,091	Plan Period I #1	
6	Beach Express Central (BERT)	Civic Center Metrorail Station/Miami Beach Convention Center	Express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways - 10 minutes during peak hours/20 minutes during off-peak. Service span will be from 5:30am to 12:00am. Service will include eight (8) new articulated buses.	\$5,701	\$2,190	Plan Period I #2	
7	Beach Express South (BERT)	Miami Central Station/Miami Beach Convention Center	Express bus service from Miami Central Station to the Miami Beach Convention Center. All day service with 10 minute headways. Service Span will be from 5:00am to 2:00am. Service will operate with 12 articulated buses.	\$6,841	\$3,576	Plan Period I #3	
8	SW Miami-Dade Express (BERT)	Miami Executive Airport/Dadeland North Metrorail Station	Express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Ten minute headways during peak hours.	\$4,561	\$1,292	Plan Period I #19	
9	Florida's Turnpike Express (North) (BERT)	FIU Panther Station to I-75/Miami Gardens Station	Express bus service from the FIU Panther Station to Dolphin Station, the I-75/Miami Gardens Dr Station and the American Dream Mall Station. 15 minute headways during peak hours/30 minutes during off-peak hours - will include four (4) new articulated buses.	\$5,701	\$2,153	Plan Period I #5	
10	Florida's Turnpike Express (South) (BERT)	344 St. Transitway Park-and-Ride facility to Dolphin Station	Express bus service from the SW 344th Street Park-and-Ride/Transit Terminal Facility along the HEFT to Panther and Dolphin Stations. 10 minute headways during peak hour/30 minutes during off-peak hours - will operate with 10 new articulated buses.	\$12,542	\$4,791	Plan Period I #6	
11	South Miami-Dade Express (BERT)	SW 344 St. Transitway Station/Dadeland North Metrorail Station; SW 288 St./HEFT to Dadeland North Metrorail Station	Express bus service from the SW 344th Street Park-and-Ride on Transitway to the Dadeland North Metrorail Station as well as from SW 288 St./HEFT to the Dadeland North Metrorail Station. 10 minute headways during peak hours/30 minutes between 9:30am -3:00pm. Service will operate with 9 articulated buses.	\$14,823	\$5,589	Plan Period I #9	
12	Douglas Rd (SW/NW 37 St) Enhanced Bus	US 1 at Douglas Rd (SW/NW 37 St) Metrorail	Incremental improvement on PTP corridor	\$20,587	\$5,279	Unfunded	
13	Palmetto Express Bus (West)	Tamiami Station (SW 8th St/ SW 147th Ave) to Palmetto Intermodal Terminal	Express bus service on express lanes with 10 minute headways during the AM/PM peak-hour - will include six (6) new articulated buses.	\$2,011	\$4,519	Unfunded	
14	Palmetto Express Bus (South)	Dadeland North Metrorail Station to Dolphin Station (HEFT/NW 12 St.)	Express bus service on express lanes with 10 minute headways during the AM/PM peak-hour - will include four (4) new articulated buses.	\$1,172	\$4,846	Unfunded	

Table 6-5 (Continued): Transit Operations Projects FY 2023 - 2032

Map ID #	Project Name	Location	Project Description	Cost - 2021 (\$000s)		2045 LRTP Plan Period and TPO Project Numbers	Other Project Numbers
				Capital Cost Estimate	Annual O&M Estimates		
15	Palmetto Express Bus (East)	Palmetto Intermodal Terminal to Golden Glades Multimodal Terminal	Express bus service on express lanes with 10 minute headways during the AM/PM peak-hour - will include six (6) new articulated buses.	\$2,170	\$4,645	Unfunded	
16	Palmetto Express Bus (Central)	Dolphin Station (HEFT/NW 12 St.) via Palmetto Intermodal Terminal to Miami Lakes Terminal (SR 826 at NW 154 St.)	Express bus service on express lanes with 10 minute headways during the AM/PM peak-hour - will include seven (7) new articulated buses.	\$2,217	\$5,416	Unfunded	
17	Palmetto Express (Civic Center)	From Tamiami Station to Civic Center Metrorail Station	Implement Express Bus Service	\$3,521	\$5,743	Unfunded	
18	Palmetto-MIC Express	From the MIC to Palmetto Intermodal Terminal	Implement Express Bus Service	\$2,512	\$4,191	Unfunded	
19	Palmetto Express Bus (New)	From Palmetto Intermodal Terminal to 104th Street Station/Transitway	Implement Express Bus service on express Lanes	\$1,346	\$4,846	Unfunded	
20	I-95 Express Improvements	From Unity Station (NW 27th Ave / NW 215th St) to Miami CBD	Implement Express Bus on express Lanes (Turnpike and I-95). Project to include addition of 6 articulated buses.	\$8,631	\$5,743	Unfunded	
21	SW 127th Avenue Express	From Tamiami Executive Airport to Dolphin Station	Implement Enhanced Bus	\$2,162	\$2,027	Unfunded	
22	Gratigny Express Bus (Central)	From Miami Lakes Terminal (NW 154 street / SR-826) to Sharks North Station (NW 119 Street and NW 27 Avenue)	Implement Express Bus on express lanes	\$1,188	\$2,650	Unfunded	
23	Gratigny Express Bus (West)	From American Dream Transit Terminal to Sharks North Station (NW 119 Street and NW 27 Avenue)	Implement Express Bus on express lanes	\$1,647	\$3,547	Unfunded	
24	I-95/27 Ave Express	Unity Station (NW 215 St) to Government Center Metrorail Station	Implement Express Bus service on express Lanes during AM/PM peak hours	\$3,459	\$5,743	Unfunded	
25	American Dream - MIC Express	American Dream Transit Terminal to the MIC	Implement Express Bus Service	\$3,603	\$6,071	Unfunded	
26	Dolphin-Brickell Express	From Dolphin Station to Brickell Station	Implement Express Bus service on express Lanes during AM/PM peak hours	\$1,833	\$11,793	Unfunded	
27	252 Coral Reef Express	From SW 152 Street / Coral Reef Drive to Dadeland South Metrorail Station	Implement express bus service from Country Walk, SW 152 Street/Coral Reef Drive to Dadeland South Metrorail Station.	\$3,892	\$2,249	Unfunded	
28	West Kendall Express	From West Kendall Transit Terminal (Kendall Drive and SW 162 Avenue) to the MIC	Implement Express Bus Service	\$4,839	\$8,066	Unfunded	
29	HEFT Express Central	From Miami Executive Airport to the MIC	Implement Express Bus Service	\$4,386	\$7,295	Unfunded	
30	HEFT Express West	From Kendall FPL to the MIC	Implement Express Bus Service	\$4,200	\$6,968	Unfunded	
Unfunded Transit Operations Projects FY 2023 - FY 2032 TOTAL COST (\$000s)				\$211,703	\$130,913		

Figure 6-11: Transit Operations Projects FY 2023 - 2032



6.4. Funded Capital Projects

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

Table 6-6: Funded Capital Projects FY 2023 - 2032

Map ID #	Project Name	Location	Project Description	Cost - 2021 (\$000s)		2045 L RTP Priority and TPO Project Numbers	Other Project Numbers
				Capital Cost Estimate	Annual O&M		
1	Panther Station	Florida International University's (FIU) Modesto A. Maidique Campus (MMC)	Florida International University (FIU) constructed a parking garage along SW 8th Street with ground floor space reserved for a future transit center. This new facility will provide eight bus bays to accommodate the relocation of the existing DTPW routes from the current bus terminal located near SW 107th Avenue and SW 17th Street.	\$11,487	TBD	Not in L RTP TA000102	6730101 3002065
2	Tamiami Station	SW 8th St and SW 147th Ave	Convert an eight acre vacant parcel of land at SW 8th Street and SW 147th Avenue into a park-and-ride facility for the SR 836 Express routes with up to 493 parking spaces.	\$15,621	\$205	Not in L RTP TA000101 & TA4310771/72	6730101 3001044 CIP097-A)
3	Dadeland South Intermodal Station	Dadeland South Metrorail Station	The Dadeland South Metrorail Intermodal Station project includes the development of Design Criteria Package (DCP).The improvements includes refurbishments and enhancements to the existing Dadeland South Metrorail Station, including but not limited to canopies to provide better weather protection for individuals on the Bus Rapid Transit (BRT) platform, between the Station's west side entrance and the Datan Center and parking garage, Metrorail platform and connecting elements between the Metrorail platform and the drop-off/pick-up area; the reconfiguration of the drop-off/pick-up area north of the station for easier vehicular and pedestrian access; the design and construction of an at-grade bike path segment to connect the County's Underline project and the South Dade Trail; improvements throughout the Station to the existing amenities such as facility technologies, barrier and security systems, bicycle amenities, lighting, landscape and hardscape elements, mechanical ventilation systems, wayfinding signage, and vertical circulation elements; Metrorail guideway structural and drainage improvements; and site improvements to adjacent roadways, signalized intersections and improvements to the surface park-and-ride lot north of the station area.	\$50,512	TBD	Plan Period I #33 MDT189 S3002252	3002252 CIP 207
4	Dadeland North Metrorail - Elevators	8300 S Dixie Hwy	DTPW is adding two elevators to the existing parking facility at Dadeland North - both elevators will be located at the north end of the structure. DTPW is currently in the consultant selection process for design services. The estimated project completion date is May 2021.	\$8,462	\$0	Not in L RTP	2000000104 3001034
5	Transitway at Quail Roost Dr (200 Street Station) Park-and-Ride	Transitway and Quail Roost Dr/ SW 200th Street	Developer to build: Phase 1: 116 surface parking spaces; Phase 2: 150-space parking garage	\$5,845	TBD	Private and Developer projects	671610 3001027
6	Palmetto Intermodal Terminal (SMART Terminal)	SR 826/Palmetto Expressway at NW 74th Street	This project includes the purchase of a semi-vacant 11.8 acre parcel of land located immediately south of the Palmetto Metrorail Station for the purpose of constructing the Palmetto Intermodal Terminal. The project also includes the design and construction of a 1,000 space parking garage including long-term and short-term parking, kiss-and-ride, pool-and-ride, and a minimum of a 12-bus bay terminal.	\$20,570	\$873	Unfunded TA24	2000000680 3002129
7	Downtown Intermodal Terminal (SMART/BERT Terminal)	112 NW 3rd Street	The requested \$35M is for the Downtown Intermodal Terminal, which is the estimated budget for planning, design and construction of an enhanced surface bus terminal in the vicinity of Downtown Government Center in Downtown Miami. The cost will be refined as the design advances. This new Downtown bus terminal will provide sufficient bus bays for all buses terminating in the Government Center area. It will also provide customer service, passenger waiting areas with seating, TVMs, video displays, restrooms, security office, support areas (driver comfort areas), janitor/supply closet, supervisor booth, staff parking spaces, kiss-and-ride, bike parking, and micromobility amenities. Project may also include enhancing the bus stations on NW 1st street with premium amenities, taxi/jitney areas, landscaping, lighting, and unified directional signage.	\$35,000	TBD		3003135 CIP262
8	Transitway at SW 112th Ave Park-and-Ride (Phase 2)	Transitway and SW 112th Avenue	Currently 450 parking spaces are available at this location. This project will upgrade existing facility to provide passenger amenities, bus terminals and additional parking spaces.	\$9,563	\$41	Plan Period I #13 new105	671610 3001029
9	Transitway at SW 344th St Park-and-Ride	Transitway and SW 344th Street (SMART Terminal)	DTPW has identified a need to expand the existing end-of-the-line transit terminal/park-and-ride facility at SW 344th Street to meet future demand for parking along the South Miami- Dade Transitway. This effort will include 77 additional parking spaces, the provision of restroom facilities, covered bicycle parking, extended passenger canopies, and electric vehicle charging stations. The additional parcels needed, for the expansion, have been acquired.	\$11,320	\$257	Plan Period II #32 new101	671610 75317
10	Sunshine State Industrial Park Kiss-and-Ride Connector / Transit Terminal Facility (BERT)	Transitway and SW 344th Street (SMART Terminal)	DTPW, in coordination with the city of Miami Gardens and FDOT, proposed construction of a kiss-and-ride / transit terminal facility on the west side of the South Florida Rail Corridor (SFRC) just north of the Golden Glades Tri-Rail Station, with a connection via a fully covered and illuminated pedestrian/bicycle overpass. Metrobus as well as City of Miami Gardens trolleys would serve facility. Right-of-way acquisition is required.	\$16,487	\$62	Plan Period I #87	2000000984 3002114
11	Transitway at SW 168th St (Richmond Dr) Park-and-Ride	South Dade Transitway at SW 168th Street (Richmond Dr)	Upgrade the existing park-and-ride facility in two phases. Phase 1 includes adding approximately 90 additional surface parking spaces. Phase 2 includes a modernized 450-space parking garage with enhanced amenities.	\$61,458	\$41	Plan Period I #15 MDT187 TA201920	671610 S3002157
12	Beach Express South - Transit-Only Lanes	Along Washington Ave on Miami Beach from 5th Ave to Dade Blvd (Beach Express South)	Design and construction of transit-only lanes. Project includes exclusive bus lanes, signing, new thermoplastic markings, colored asphalt passenger shelter bulb outs, minor drainage improvements and updated traffic controls.	\$9,600	TBD	Not in L RTP	2000001205 3002256

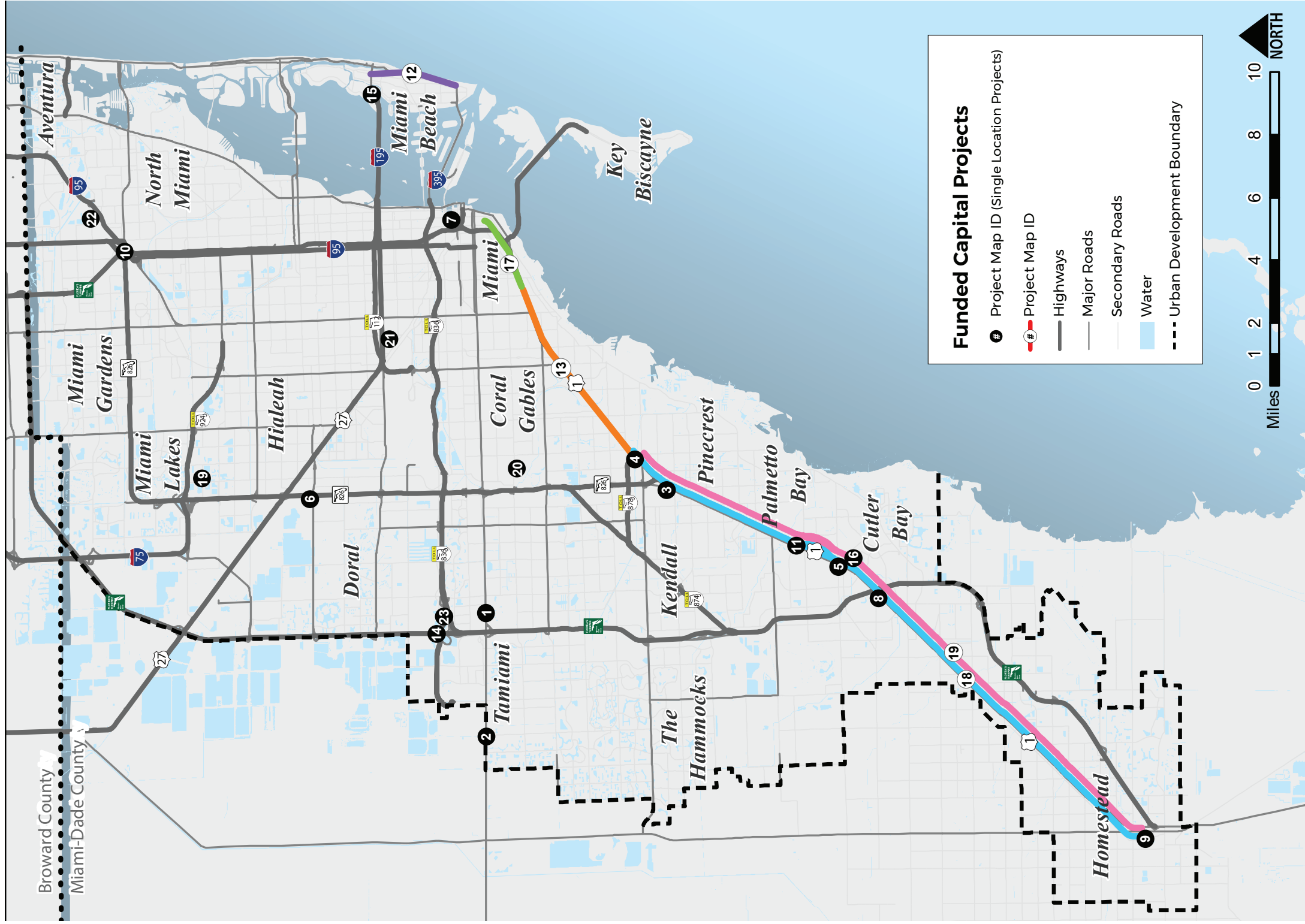
Table 6-6 (Continued): Funded Capital Projects FY 2023 - 2032

Map ID #	Project Name	Location	Project Description	Cost - 2021 (\$000s)		2045 L RTP Priority and TPO Project Numbers	Other Project Numbers
				Capital Cost Estimate	Annual O&M		
N/A	Metrorail Refurbishment	Dadeland South Metrorail Station, Government Center, Civic Center and Earlington Heights.	To enhance Metrorail stations in order to elevate the quality of the service by providing the customer with comfort and convenience.	\$76,420	TBD	Not in L RTP	200000104 3000139 CIP134
N/A	Transit Oriented Development (TOD) Master Plan for the Beach Corridor	Miami Beach Convention Center to Midtown Miami at or near NE 41st St and NE 2nd Ave.	The Beach Corridor is one of the 6 rapid transit corridors of the Strategic Miami Area Rapid Transit (SMART) Plan. The TOD planning project will seek to enhance employment centers (intensification) along the corridor and encourage higher density housing developments that allow for increased mobility.	\$1,125	TBD	672670	53002956 OSP258
13	Underline Phases III - IX	from SW 19th Avenue to Dadeland Boulevard	In addition to Phase 2, DTPW is working with FDOT on the review of the advertisement for the procurement of a company to develop the trail alignment, the design of remaining 24 intersections, all surveys, documents associated with NEPA Type 1 CE, provide standards as developed for Phase 1 and Phase 2 and provide design direction on specific landscaping and amenities associated with each of the segments. The scope will include cost estimates. Once finalized, the document will allow FDOT to assist in the improvements of intersections because the path alignment will be created. It will allow for funding allocation in more detail based on specific scope and will allow DTPW to quickly procure the rest of the segments as soon as the funding becomes available.	\$109,531	\$15,816	Plan Period I #55 DT4441981	P200000133 S3002666 CIP 235
N/A	Vision Zero Projects	Countywide	The Vision Zero program is a systematic approach to implementing safety countermeasures and policies to reduce--with the goal of ultimately eliminating--fatalities and serious injuries related to mobility in Miami-Dade County.	\$13,244	TBD	Not in L RTP	2000001296 3002401 OSP251
N/A	Metromover Guideway Structural Superstructure Retrofit	Metromover	Feasibility Evaluation, Simulations, Design Criteria and Design-Built services to add new switches/ crossovers/ bypasses and all necessary infrastructure modifications to the existing Metromover Guideway superstructure.	\$81,308	TBD	Not in L RTP	3003575 3002401 CIP265
14	Direct Ramps to Dolphin Station	Dolphin Station and SR 836	Construction of direct access ramps to and from the Dolphin Station Park-and-Ride lot and SR 836	\$7,439	TBD	Not in L RTP	2000001774 3003395 CIP263
15	Mt. Sinai Multimodal Terminal	Southwest corner of Alton Rd and I-195	The proposed project is required to perform environmental analysis to construct a surface Park-and-Ride at the Mt. Sinai Medical Center. The proposed project will provide parking along the Strategic Miami Area Transit (SMART) Plan Bus Express Rapid Transit (BERT) Routes F1 - Beach Express North and F2 - Beach Express Central. The requested budget is to complete the Planning/Environmental analysis of the project, develop concept plans and complete preliminary cost estimates in coordination with Mt. Sinai Management. Once these tasks are complete, the next steps toward construction will be advancing the proposed improvements which include repaving the existing lot, and expanding the existing bus stop to include four bus bays and approximately 83 parking spaces.	\$3,574	\$11	Not in L RTP	3003059 CIP260 672670
16	US 1 at SW 136 ST and Quail Roost	US 1 at SW 136 ST and Quail Roost Intersections	FDOT project intersection safety improvements	\$1,003	TBD	Not in L RTP	2000001472 3002773 CIP250
17	The Underline Phase II - Hammock Trail	From SW 13th Street to SW 19th Avenue	The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Station, will create a linear mobility corridor that will enhance connectivity, increase mobility, and improve pedestrian and biking safety for residents and visitors. Phase 2 is approximately 2.14 miles long and extends from SW 13th Street to SW 19th Avenue. The Design/Build Criteria Package was finalized in July of 2018. The documents were submitted to FDOT for review and we are working thru the comments and environmental documentation for compliance with the NEPA Type 1 CE. The Design/Build Criteria package was finalized in July 2018 and the project is currently in procurement for the selection of the Design/Build Firm.	\$20,115	\$2,465	TAMDT291 MDT291	P2000000133 S3001571
18	TOD Master Plan for the South Corridor	South Corridor	TOD planning along the SMART Plan's South Corridor to boost smart economic development and mobility through mixed-use development around transit stations.	\$1,300	TBD	Not in L RTP	P672670 S3002562
19	South Dade Transitway	South Dade Transitway from SW 344th Street Park-and-Ride to Dadeland South Metrorail Station	Implement Gold Standard BRT along the Transitway	\$303,460	\$36,972	Plan Period I #10 TAMDT286	P2000000973 S3002043 CIP155
20	NW 12th Street Roadway Improvements (Bus-Only) Project for Dolphin Station	Along NW 12th Street between 122nd Avenue and 114th Avenue	This project includes widening and resurfacing along NW 12th Street to add bus-only lanes from NW 122nd Avenue to NW 114th Avenue. These new bus-only lanes will allow buses to bypass traffic congestion along this segment of NW 12th Street and will thereby reduce travel time for buses traveling between the Dolphin Station Park-and-Ride/Transit Terminal and Dolphin Mall. This roadway project is an integral component of the Dolphin Station Park-and-Ride/Transit Terminal Facility.	\$10,745	TBD	Not in L RTP	P671610 S3001030
N/A	Automated Fare Collection System	Countywide	Procurement of state-of-the-art fare collection equipment that meets overall and property specific requirements for security, functionality, and fare media interoperability.	\$69,016	TBD	Not in L RTP	6730051 68742 CIP058
N/A	Mast Arm Improvements	RIF District 1	The project includes the final design and construction of upgrades to the traffic signal system along the South Corridor transitway. These improvements would include the following but limited to: Upgrades to Controllers for Transitway signals, replacement of mast arm structures associated with the new BRT stations, installation of at grade crossing warning system at each at-grade intersection along the transitway, new pedestrian signal heads, internally illuminated street name signs, audible pedestrian system (APS) at each intersection adjacent to BRT stations, at intersections that require new mast arms, new light rail transit signal heads. The project will also include design and construction of temporary signalization at each of the existing signalized intersections as necessary for each of the phases of construction.	\$17,533	TBD	Not in L RTP	3003615 CIP266

Table 6-6 (Continued): Funded Capital Projects FY 2023 - 2032

Map ID #	Project Name	Location	Project Description	Cost - 2021 (\$000s)		2045 LRTP Priority and TPO Project Numbers	Other Project Numbers
				Capital Cost Estimate	Annual O&M		
N/A	Mast Arm Improvements	RIF District 6	UPGRADE MAST ARMS TO FDOT Standards along Transitway from SW 344 Street to Dade land south station	\$40,437	TBD	Not in LRTP	3003616 CIP267
21	Parking Lot Refurbishment At Central Bus Facility	Central Bus Facility	The project entails the refurbishment of the parking lot areas at the Central Bus Facility. Work includes site lighting, milling and resurfacing of lots and repainting the pavement markings. Project will be conducted in two phases - An initial review and assessment with cost estimates and a second phase for design and construction.	\$6,173	N/A	Not in LRTP	3003576 2000001734 IRP333C
22	Parking Lot Refurbishment At Northeast Bus Facility	Northeast Bus Facility	The project entails the refurbishment of the parking lot areas at the NE Bus Facility. Work includes site lighting, milling and resurfacing of lots and repair the pavement markings. Project will be conducted in two phases - An initial review and assessment with cost estimates and a second phase for design and construction Area.	\$3,295	N/A	Not in LRTP	3003626 2000001734 IRP333A
23	NW 12th Street Roadway Improvements (Bus-Only) Project for Dolphin Station	Along NW 12th Street between 122nd Avenue and 114th Avenue	This project includes widening and resurfacing along NW 12th Street to add bus-only lanes from NW 122nd Avenue to NW 114th Avenue. These new bus-only lanes will allow buses to bypass traffic congestion along this segment of NW 12th Street and will thereby reduce travel time for buses traveling between the Dolphin Station Park-and-Ride/Transit Terminal and Dolphin Mall. This roadway project is an integral component of the Dolphin Station Park-and-Ride/Transit Terminal Facility.	\$10,745	TBD	Not in LRTP	P671610 S3001030
N/A	Bike Safety	Commission District 5	DTPW will install vertical devices (such as but not limited to: delineators, armadillos, rubber curbs or parking stoppers) between micromobility lanes and vehicular lanes, where appropriate. The ongoing Downtown Micromobility project is adding buffered bicycle lanes throughout Downtown Miami. This project is a safety project that will occur after the ongoing Downtown Micromobility Project is completed.	\$500	N/A	Not in LRTP	3002797
N/A	Replace obsolete and antiquated hardware.	Countywide	A transportation software company was selected to provide a sophisticated transit operation solution to replace Transit Operations Systems	\$7,517	N/A	Not in LRTP	75702 IRP023
N/A	ADA Accessible Supervisor Vans	Countywide	DTPW's Bus Operations Division is seeking to procure six (6) Americans with Disabilities Act (ADA) compliant vans to replace existing Mobility Ventures MV-1 ADA accessible vans. U.S. Department of Transportation (DOT) Americans with Disabilities Act (ADA) regulations in 49 CFR Part 37, specific to fixed route service, provides guidance regarding the provision of alternate transportation service when bus lifts or elevators at transit stations are inoperable. When an ADA compliant van is unavailable, a bus may be diverted to transport one passenger in order to properly serve ADA riders and not violate federal regulations. These vehicles are used to provide the mandated alternate transportation under these circumstances as well as other purposes.	\$300	N/A	Not in LRTP	3002959 IRP324
N/A	Upgrade Palmetto Metrorail Station Perimeter Fencing, Light Poles, and Fixtures	Palmetto Metrorail Station	Installation of LED at Palmetto metrorail station, upgrade fencing and fixtures	\$640	N/A	Not in LRTP	3004616 IRP336
Funded Capital Projects FY 2023 - FY 2032 TOTAL COST (\$000s)				\$1,041,345	\$56,743		

Figure 6-12: Funded Capital Projects FY 2023 - 2032



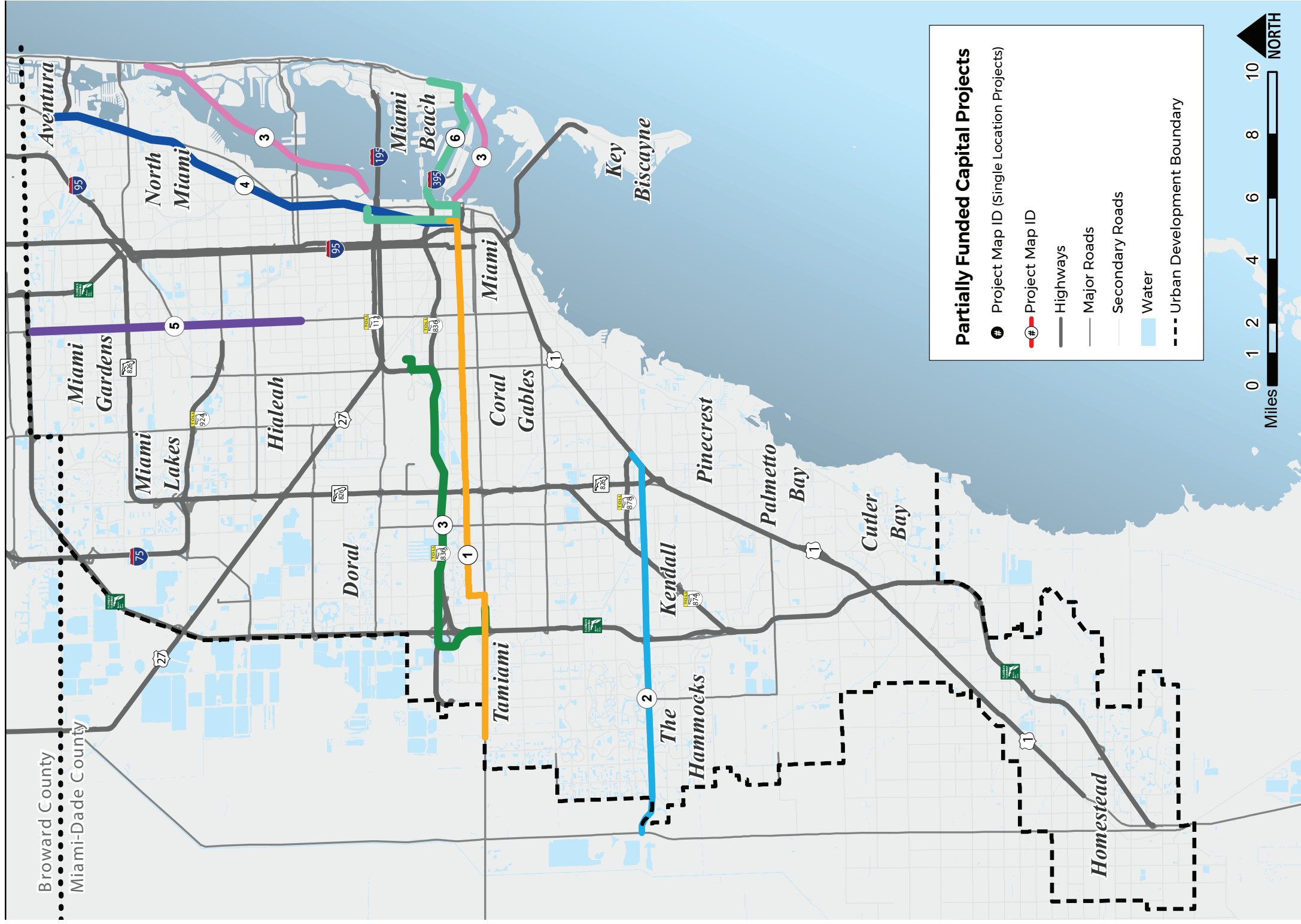
6.5. Partially Funded Capital Projects

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

Table 6-7: Partially Funded Capital Projects FY 2023 - 2032

Map ID #	Project Name	Location	Project Description	Cost - 2021 (\$000s)			2045 LRTP Plan Period and TIP Project Numbers	Other Project Numbers
				Total Capital Cost Est.	Funded Capital Cost	Annual O&M		
1	Flagler Corridor BERT ++ (Flagler Corridor BRT)	Along Flagler from Tamiami Station to Downtown Intermodal Terminal	Implement Bus Rapid Transit Service	\$621,400	\$2,011	\$36,951	Illustrative Partially Funded (O&M) and Partially Funded #42 TA 14	P672670 S3002329 FM 437782-1
2	Kendall Corridor	SW 167th Avenue to Dadeland Area Metrorail Stations	Implementation of premium transit along SR 94 Kendall Drive/SW 88th Street from SR 997/Krome Avenue/SW 177th Avenue to the Dadeland North Metrorail Station	\$320,000	\$2,011	TBD	Plan Period IV #36 and Illustrative Partially Funded TA12	P672670 S3002319
N/A	Design Criteria Package for The Underline	The Underline	The underline project consists of the development of a 10 mile corridor under the metrorail guideway and extending from the Miami River to Dadeland south metrorail station. The project aims at enhancing and encouraging connectivity, mobility and improving pedestrian and bicycle safety for Miami-dade County residents and visitors. Its core use is an off-road, dedicated bicycle and pedestrian facilities that provide direct connection to 8 metrorail stations and encourages multi-modal transportation.	TBD	\$2,000	TBD	Not in LRTP	CIP196
3	East-West Corridor	From Florida International University (FIU) MMC campus to the Miami Intermodal Center (MIC) along the SR-836/Dolphin Expressway	This project will provide multimodal solutions for severe traffic congestion along SR-836, the only east-west expressway in central Miami-Dade County. This project will also serve major activity centers including FIU, Miami International Airport, the Miami Intermodal Center (MIC), Downtown Miami, and PortMiami, while transporting riders to and from major employment areas (Doral, Health District, Central Business District, Brickell, etc.). The East-West Corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	\$450,000	\$25,000	\$25,000	Partially Funded #41 TAMDT285	P672670 S3001040
4	Northeast Corridor	MiamiCentral Station to Aventura Station	Commuter Rail connecting MiamiCentral Station to Aventura Station (Miami-Dade County portion of project led by FDOT District 4)	\$423,000	\$25,000	\$18,529	Illustrative Partially Funded	P672670 S3002318
5	North Corridor (NW 27 Avenue)	Miami-Dade/Broward County line to NW 75th Street along NW 27th Avenue	Implement fixed guideway transit connecting north and central Miami-Dade County	\$1,944,000	\$30,000	TBD	Plan Period III #34 and Illustrative Fully Funded	P672670 S3002320
6	Baylink (Beach) Corridor	Midtown Miami to Miami Beach Convention Center	Rapid Transit connecting Midtown/Miami CBD to Miami Beach Convention Center area (Light rail).	\$897,000	\$22,414	\$33,520	Partially Funded #40 TAMDT287	P672670 S77696
N/A	SMART Plan Bus Express Rapid Transit (BERT) Networks	Countywide	The Bus Express Rapid Transit (BERT) Network is a system of eight new express bus routes that are part of the Strategic Miami Area Rapid Transit (SMART) Plan. Through the BERT Network, the Miami-Dade County Department of Transportation and Public Works (DTPW) will provide reliable and convenient express bus service connecting commuters to and from the six SMART Plan Rapid Transit Corridors and major employment centers. The BERT Network is designed for commuters with limited stops over long distances, providing a money-saving stress-free transportation option.	\$82,921	\$2,000	\$28,245		OSP240
Partially Funded Capital Projects FY 2023 - FY 2032 TOTAL COST (\$000s)				\$4,738,321	\$110,436	\$142,245		

Figure 6-13: Partially Funded Capital Projects FY 2023 - 2032



6.6. Unfunded Capital Projects

Table 6-8 presents a list of unfunded capital and infrastructure improvement projects which will be implemented within the MDTMovingFwd planning horizon over the next ten years.

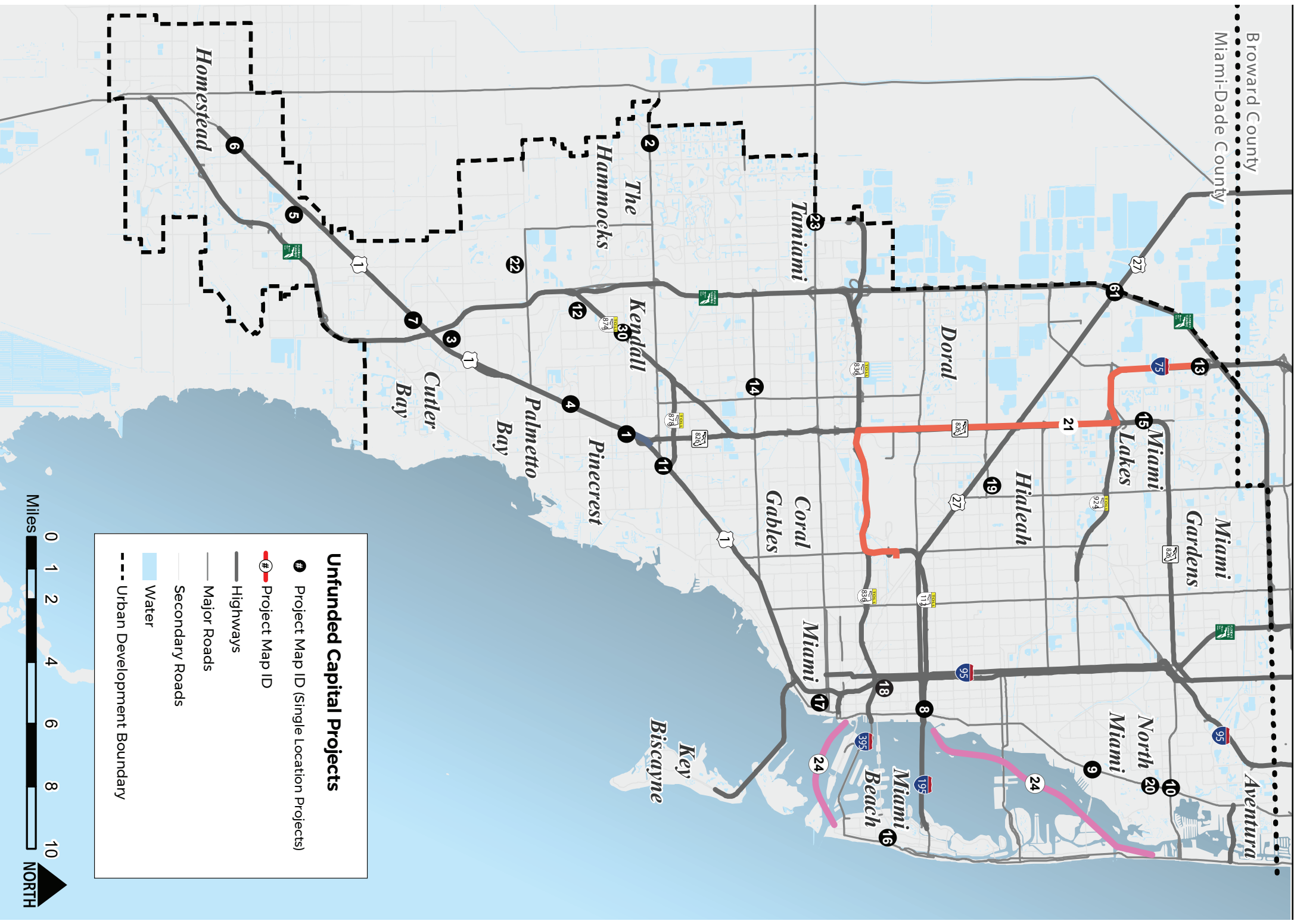
Table 6-8: Unfunded Capital Projects FY 2023 - 2032

Map ID #	Project Name	Location	Project Description	Cost - 2021 (\$000s)		2045 LRTP Plan Period and TPO Project Numbers
				Capital Cost Est.	Annual O&M	
N/A	Drop-off / Pick-up at Transitway Stations	All Transitway stops between SW 344th Street and Dadeland South Metrorail Station	Drop-off/Pick-up at all (30) Transitway Stations.	\$8,124	\$790	Plan Period I #3 MDT226
1	Transitway at SW 104 St Park-and-Ride	Transitway and SW 104th St	Lease park-and-ride facility with 100 parking spaces.	\$0.054	\$53	Plan Period I #12 MDT114
2	West Kendall Transit Terminal Improvements	SW 88th St and SW 162nd Ave	Improve bus hub, add Kiss-and-Ride and expand parking facility to 500 structured parking spaces.	\$14,764	\$46	Unfunded
3	Transitway Park-and-Ride at Marlin Road	South Dade Transitway at Marlin Road	Construct Park-and-Ride facility with 100 surface parking spaces.	\$3,141	\$32	Plan Period I #11 new107
4	South Dade Transitway Park-and-Ride at SW 136th St (Howard Dr)(136 Street Station)	Transitway and SW 136th St (Howard Dr)	Lease 100 parking spaces.	N/A	\$42	Plan Period I #14 MDT112
5	Transitway Park-and-Ride at SW 264th Street (Bauer Dr) (264 Street Station)	South Dade Transitway at SW 264th Street	Construct Park-and-Ride facility with 100 surface parking spaces.	\$3,791	\$32	Plan Period I #16 new103
6	Transitway Lot (SW 296th St)	Transitway and SW 296th St (SMART Terminal)	Improve Existing park-and-ride facility with a 400 space parking garage.	\$25,672	\$379	Plan Period I #17 new102
7	Southland Mall	SW 205th St and South Dixie Highway (SMART Terminal)	Lease 100 parking spaces and construct four bay terminal.	\$3,542	\$84	Plan Period II #18 new112
8	Midtown Station	Biscayne Blvd and NE 39th Street	Construct Park-and-Ride facility with 100 surface parking spaces.	\$1,625	N/A	Plan Period II #24 new121
9	North Miami Station	Biscayne Blvd and NE 125th Street	Construct Park-and-Ride facility with 100 surface parking spaces.	\$1,625	N/A	Plan Period II #26 new123
10	North Miami Beach Station	Biscayne Blvd and NE 163rd Street	Construct Park-and-Ride facility with 100 surface parking spaces.	\$1,625	N/A	Plan Period II #25 new122
11	Expand Overcapacity Park-and-Ride Facility at Dadeland North	Dadeland North Metrorail Station (SMART Terminal)	Construct a new 1,000-space parking garage with ground-floor retail and office space. Provide additional service and layover bays.	\$56,056	\$90	Plan Period II #28 new188
12	SR 874 Ramp Connector Park-and-Ride	SR 874 and SW 128th St	Ramp connector.	\$118,045	TBD	Plan Period I #5 (MDX) XA87410
N/A	US-1 (Transitway)	South Dade Transitway from SW 344th Street Park-and-Ride to Dadeland South Metrorail Station	Bus only grade separations at all intersections including and south of 98 St with at-grade stations.	\$341,210	\$274	Plan Period I on Project screened via ETDM #14311
13	American Dream Mall Transit Terminal	East of HEFT and west of I-75 between NW 170th St and the intersection of I-75 and HEFT	Construct Transit Center with 10 bus bays, 2 layover bus bays, passenger waiting areas, bus operator comfort station, ticket vending and other transit amenities. The construction and operating and maintenance costs are privately funded.	N/A	\$0	Private and Developer projects

Table 6-8 (Continued): Unfunded Capital Projects FY 2023 - 2032

14	Senator Villas Park-and-Ride	SW 40th St between SW 89th Ave and SW 89th Ct	Construct a 23-unit affordable senior housing apartment building with an on-site enhanced bus stop and privately funded Park-and-Ride. Improve access to and convenience of transit. Provide park-and-ride capacity for existing and new customers. Help reduce traffic congestion and support economic vitality. Support new SMART Plan, BART, and proposed express bus service.	\$238	TBD	Unfunded
15	Miami Lakes Terminal	SR 826 (Palmetto Expressway) at NW 154th St	Construct new park-and-ride facility with eight (8) bus bays to support new express bus service connection. This project is being funded and built by the Town of Miami Lakes.	To be paid by the Town of Miami Lakes	TBD	Unfunded
16	Miami Beach City Hall / Convention Center Intermodal Terminal	Miami Beach Convention Center at 17th St & Washington Ave	Construct a transit terminal facility with two bus bays for Local, Express, Max and Future BERT Routes. City of Miami Beach is to pay the estimated project cost of \$3.9 million.	\$4,387	N/A	Unfunded
17	Metromover Brickell Loop Extension	From Financial District Metromover Station	Extension of Metromover service in the Brickell area.	\$290,299	TBD	Unfunded
18	Metromover Omni Loop Extension	From School Board Station	Extension of Metromover service in the Omni area.	\$492,999	TBD	Unfunded
19	Okeechobee Metrorail Station Pedestrian Bridge	Okeechobee Metrorail Station	Construct pedestrian bridge over the canal parallel to Okeechobee Road to connect Miami Springs area.	\$10,821	N/A	Unfunded
20	NE 151st Street and US 1 (Biscayne Boulevard) Park-and-Ride / Transit Terminal	NE 151 Street and Biscayne Blvd	Construct park-and-ride (100 spaces) and transit terminal (four (4) bus bays) in anticipation of premium transit service on Biscayne corridor.	\$5,493	\$11	3001042 CIP 101
21	Miami Gardens – MIC Express	Miami Gardens Station (Miami Gardens Mall) to MIC	Express bus service from Miami Gardens Station to MIC - will include four (4) new articulated buses.	\$2,275	\$2,950	Unfunded
22	Zoo Miami Station	Zoo Miami Park at SW 152 Street	Lease 100 parking spaces	N/A	\$53	Unfunded
N/A	Signage Rebranding of Metrorail Stations and Garages	Metrorail Stations and Garages	Implement modernized and improved signage rebranding at 23 Metrorail stations and 5 Metrorail Garages. Update wayfinding system information to address the needs of locals and visitors using a variety of transportation modes.	\$10,832	TBD	Not in LRTP
23	Tamiami Trail Flyover	SW 8th St and SW 137th Ave	Improvements include construction of a reversible flyover bridge at the intersection of SW 8th St and SW 137th Ave, including wide shoulders for exclusive bus-on-shoulder operations, which will provide direct uninterrupted connection to the proposed express transfer service along SR 836/Dolphin Expwy from west Miami Dade County Tamiami Station to Downtown Miami via SW 137th Ave/SR 836 Extension. The reversible flyover would serve the eastbound to northbound movement during the AM peak period, and southbound to westbound movement during the PM peak period.	\$48,983	TBD	Not in LRTP
24	Water Borne Transit Service	Biscayne Bay	Implement two Water Transit Routes: 1. North/South Route - Express route from Haulover Marina (North) to Sea Isle Marina (South) Downtown. 2. East/West Route - Express route from Miami Beach Marina (East) to FEC Inlet/Bay Front Park Trust Dock (West).	\$10,000	\$600	Not in LRTP
Unfunded Capital Projects FY 2023 - FY 2032 TOTAL COST (\$000s)				\$1,455,547	\$5,436	

Figure 6-14: Unfunded Capital Projects FY 2023 - 2032



CHAPTER 7

VISION PLAN: 2032 AND BEYOND

MDT
MOVING
FORWARD
TOGETHER
— 2023–2032 —

7. VISION PLAN: 2032 AND BEYOND

In addition to the ten-year plan laid out in Chapter 6, DTPW has developed a program for projects that can be implemented from the 11th year onward. This list consists of a combination of projects that are scheduled for the later years of the 2045 L RTP, and DTPW's forecasted long-term needs. Many of these adopted projects are identified in the Miami-Dade TPO L RTP as Priority (Plan Period) 3 (2031 - 2035), 4 (2036-2045), or unfunded projects, which are beyond the 10-year planning horizon of the FY 2023 - 2032 TDP. Additionally, through its budget process, DTPW has identified unfunded capital needs in the proposed FY23 budget, as listed in Appendix A8.

7.1. 2045 Long Range Transportation Plan - Priority Transit Projects

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

Table 7-1: 2032 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description	Cost - (in \$000s)	2045 L RTP Plan Period and TPO Project Numbers
				Capital Cost	
1	Intermodal Terminal at SW 88th St / HEFT	SW 88th St (Kendall Drive) at SR 821 (HEFT)	Lease 100 surface parking spaces for park-and-ride/transit center.	\$556	Plan Period IV #35 MDT 160
2	Kendall/SR-874 Station	Kendall Drive and SR-874	Construct Park-and-Ride facility with 100 surface parking spaces.	\$16,248	Plan Period IV #37
3	Miami Executive Airport Park-and-Ride SMART Terminal	Miami Executive Airport Vicinity	MDX to construct a park-and-ride facility with 75 surface parking spaces and 4 bus bays to serve the SW Miami Dade Express (Route D) and other local routes.	N/A	Plan Period IV #39
4	Direct Ramps to Palmetto Intermodal Terminal from Palmetto Express Lanes	Palmetto Metrorail Station	Provide greater connectivity and reduce transit travel time.	\$53,619	Unfunded
5	Direct Ramps between the South Dade Transitway and SR 826 (Palmetto) Express Lanes	South Miami-Dade Transitway and SR 826 / Palmetto Expwy	Construct ramps connecting the South Miami-Dade Transitway and SR 826 (Palmetto) Express Lanes.	\$54,702	Unfunded DT4326391 new212
6	NW 7th Ave Enhanced Bus	NW 7th Avenue from Downtown Miami to Golden Glades Multimodal Transportation Facility (GGMTF)	Premium limited-stop transit service along NW 7th Ave between Downtown Miami and the Golden Glades Interchange park-and-ride facility. Will replace route 77 and MAX route 277. Service headways: 10 minutes during the AM/PM peak/20 minutes during mid-day. This route will provide a premium transit connection to the NW 7th Ave Transit Village located at NW 7th Ave and NW 62nd St.	\$40,133	Unfunded

Table 7-1 (Continued): 2032 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description	Cost - (in \$000s)	2045 L RTP Plan Period and TPO Project Numbers
				Capital Cost	
7	Government Center Station (Downtown Miami Development of Regional Impact - Increment III)	101 NW 1st St	Preserve existing transit facilities and equipment. Improve service reliability, safety, quality, convenience, and comfort.	\$15,267	Unfunded
8	Historic Overtown/Lyric Theatre (Downtown Development of Regional Impact - Increment III)	100 NW 6th St	Expand capacity, support connectivity. Preserve existing transit facilities and equipment. Improve service reliability, safety, quality, convenience, and comfort.	\$5,802	Unfunded
9	Collins Avenue Enhanced Bus	Miami Beach Convention Center at 17 St & Washington Ave to Aventura Terminal	Improve the speed, reliability, identify, comfort and convenience of transit.	\$58,721	Unfunded
10	SW 137th Ave Enhanced Bus Service	Tamiami Station to Caribbean Blvd / US-1	Improve the speed, reliability, identify, comfort and convenience of transit.	\$68,859	Unfunded
11	MDC Sharks Central Station - SMART Terminal	Miami Dade College Kendall Campus - 11011 SW 104th St (Killian Pkwy)	Construct Transit Terminal with four (4) bus bays	\$2,026	Unfunded
12	Dolphin Mall-Dolphin Station Connector Road	Dolphin Mall - Dolphin Station (HEFT/SR 836/NW 12th St)	New cut and cover roadway to connect the Dolphin Mall to Dolphin Station	\$10,832	Unfunded
13	Park-and-Ride/Transit Terminal at Gratigny Pkwy/NW 119 St/NW 27 Ave (Sharks North)	Gratigny Pkwy / NW 119 St / NW 27 Ave	Construct park-and-ride facility with 100 surface parking spaces.	\$15,652	Unfunded
14	NW 7th St Enhanced Bus	Dolphin Station to Government Center	Premium limited-stop transit service along NW 7th St from the proposed park-and-ride/transit center station at Dolphin Station (HEFT at NW 12th St) to Government Center. Service headways: 10 minutes AM/PM peak-hour/20 minutes mid-day.	\$63,790	Unfunded
15	SW 8th St Enhanced Bus	FIU Panther Station to Brickell Metrorail Station	Premium limited-stop transit service along SW 8th St from FIU Panther Station to the Brickell Metrorail Station. Service headways: 10 minutes AM/PM peak/20 minutes mid-day.	\$72,873	Unfunded
16	Little River park-and-ride	US 1 (Biscayne Blvd/SR 5) & NE 79th St (SR 934)	Lease 100 parking spaces.	\$6,902	Unfunded
17	Civic Center Transit Terminal	Civic Center Metrorail Station (NW 15th St and NW 12th Ave)	Construct transit terminal to increase bus terminal capacity and improve bus circulation.	\$58,721	Unfunded
18	South Dade Transitway Extension to Dadeland North	Transitway between Dadeland South and Dadeland North Metrorail Station	Extend Transitway from Dadeland South to Dadeland North Metrorail Station.	\$11,374	Unfunded

Table 7-1 (Continued): 2032 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description	Cost - (in \$000s)	2045 LRTP Plan Period and TPO Project Numbers
				Capital Cost	
19	SMART - Kendall Corridor (North)	From SW 88th Street to SW 8th Street along SR-821 (HEFT)	New Metrorail service linking Kendall BRT to the East-West Corridor along HEFT.	\$1,156,809	Unfunded
20	Douglas Road (SR/NW 37 St) LRT	Douglas Road Metrorail / US-1 to MIC at MIA	Improve regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.	\$517,772	Unfunded
21	SMART - Kendall Corridor (South)	From US-1 / SW 200th Street to SW 88th Street along SR-821 (HEFT)	Metrorail Turnpike Extension Phase 2.	\$1,636,995	Unfunded
22	72nd Ave / 67th Ave Enhanced Bus	Dadeland North Metrorail Station to Miami Lakes Terminal NW 154th St & SR-826	Convert local route 73 to enhanced bus service.	\$73,506	Unfunded
23	NW 37th Ave Enhanced Bus (North)	MIC at MIA to Unity Station (NW 215th St / NW 27th Ave)	Implement limited stop enhanced bus service.	\$61,255	Unfunded
24	SW 40 St Enhanced Bus	SW 8th St (Tamiami Trail/SR 90/US 41) to Douglas Metrorail Station	Convert Route 40 to Enhanced Bus.	\$97,586	Unfunded
25	Miller Drive (SW 56 St) Enhanced Bus	SW 147th Ave & SW 8th St (Tamiami Station) to University Metrorail Station	Implement limited stop enhanced bus service.	\$100,754	Unfunded
26	Sunset Drive (SW 72 St) Enhanced Bus	SW 162nd Ave & SW 88th St (West Kendall Transit Terminal) to South Miami Metrorail	Implement limited stop enhanced bus service	\$73,506	Unfunded
27	22nd Ave Enhanced Bus	Coconut Grove Metrorail to Golden Glades Interchange	Implement limited stop enhanced bus service	\$57,876	Unfunded
28	SW 127th Ave Express	Tamiami Executive Airport to Dolphin Station at NW 12 St/SR 821 (HEFT)	Provide a regional connection and serve new markets. Improve the speed, reliability, image, comfort, and convenience of transit. Attract choice riders.	\$2,218	Unfunded
29	NW 183 St Enhanced Bus	Miami Gardens/I-75 (SR 93) Interchange to Aventura Terminal	Implement limited stop enhanced bus service	\$61,255	Unfunded
30	Okeechobee Enhanced Bus	SR-821 (HEFT) to MIC at MIA	Implement limited stop enhanced bus service	\$70,972	Unfunded

Table 7-1 (Continued): 2032 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description	Cost - (in \$000s)	2045 LRTP Plan Period and TPO Project Numbers
				Capital Cost	
31	NW 199th/203rd St Enhanced Bus	Unity Station to Aventura Terminal	Convert local route 99 to Enhanced Bus	\$32,106	Unfunded
32	2nd Ave Enhanced Bus	Miami Beach Convention Center to Aventura Terminal	Implement limited stop enhanced bus service	\$112,161	Unfunded
33	17th Ave Enhanced Bus	Vizcaya Metrorail Station to Golden Glades Interchange	Implement limited stop enhanced bus service	\$91,249	Unfunded
34	Coral Way Enhanced Bus	SW 147th Ave & SW 8 St (Tamiami Trail/SR 90/US 41) to Brickell Metrorail Station	Implement limited stop enhanced bus service	\$98,220	Unfunded
35	NW 62nd St Enhanced Bus	Okeechobee Metrorail Station to Biscayne Blvd	Implement limited stop enhanced bus service	\$32,529	Unfunded
36	NW 103rd St Enhanced Bus	Okeechobee Terminal to US-1/ NE 79th St (Little River Park-and-Ride)	Implement limited stop enhanced bus service	\$62,100	Unfunded
37	South Miami Dade Corridor/US-1 (Transitway)	South Dade Transitway from SW 344th Street Park-and-Ride to Dadeland South Metrorail Station	Extend Metrorail	\$1,240,270	Unfunded
38	87th Ave Enhanced Bus	Palmetto Intermodal Terminal to Transitway at SW 136th St	Convert local route 87 to Enhanced Bus	\$60,833	Unfunded
39	Tropical Station	SW 40th Street at SR-826 (Palmetto Expressway)	Upgrade Park-and-Ride facility with 100 surface parking spaces and 4 bus bays	\$3,683	Unfunded
40	Metrorail / Tri-Rail Bus Hub Improvements	Tri-Rail/Metrorail Transfer Station	Enhance regional connectivity. Develop multimodal transit hub with convenient access to jobs, housing and goods & services. Improve quality, safety, convenience, comfort & accessibility. Serve new markets and increase system integration.	\$2,166	Unfunded
41	NW 7th Street Connection Across HEFT	NW 118 Ave to NW 114 Ave	Provide greater connectivity and reduce travel time.	\$11,915	Unfunded
N/A	Systemwide Off-Street Bus Stop Enhancements	Systemwide	Enhance all off-street bus stops (i.e., malls, parks, libraries, hospitals, etc..) to include new shelters and passenger amenities.	\$2,708	Unfunded
42	Okeechobee Terminal	Turnpike (HEFT) & Okeechobee Rd	Support new express bus services. Improve access and convenience. Reduce traffic congestion and promote conservation of environment and energy. Serve new markets.	\$1,690	Unfunded

Table 7-1 (Continued): 2032 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description	Cost - (in \$000s)	2045 LRTP Plan Period and TPO Project Numbers
				Capital Cost	
43	Kendall/SR-826 Station	SW 88 St (Kendall Drive) and SR-826 (Palmetto Expy)	Construct Park-and-Ride facility with 100 surface parking spaces.	\$21,664	Unfunded
44	252 Coral Reef Express	SW 152 St (Coral Reef Dr) to Dadeland South Metrorail Station	Implement express bus service from Country Walk, SW 152 Street/Coral Reef Drive to Dadeland South Metrorail Station.	\$3,993	Unfunded
45	North Miami Dade Express	Golden Glades Multimodal Terminal (GGMTF) and I-75 (SR 93) at Miami Gardens Station	Implement Bus Express Rapid Transit service.	\$4,333	Unfunded
46	Florida's Turnpike Express (NE)	Miami Gardens Dr (SR 860/NW 186 St) Park-and-Ride to US 1 NE Transit Hub	Express bus service to serve new markets.	TBD	Unfunded
47	Brickell Metrorail Station (Downtown Miami Development of Regional Impact - Increment III)	1001 SW 1st Ave	The Brickell Station serves as an intermodal station that provides passenger connections with the local circulator (City of Miami Trolley), local fixed route service (Metrobus), regional bus service (BCT I-595 Express) as well as Metromover and Metrorail. The station area is a linear site that spans between SW 8th St and SW 13th St. The primary goal of the Brickell Metrorail/Metromover Station improvements is to enhance passenger and pedestrian access. The recommended implementation plan includes additional bus passenger pick-up/drop areas, additional shuttle pick-up/drop off capacity, a new designated kiss-n-ride area, upgrade pedestrian connections and improve passenger convenience through way finding, upgrade/ADA compliant sidewalks, continuous passenger canopies, and additional bike storage.	\$4,225	Not in LRTP
N/A	Route L (112)	Hialeah Metrorail to Miami Beach Convention Center	Replace existing 17 standard size buses with 21 articulated buses (includes 4 spares). This project will include 21 new articulated buses and the removal of 17 buses from service	\$21,610	Not in LRTP
48	SW 11th St	Brickell Plaza to SW 1st Ave	Bicycle/pedestrian improvements	\$4,421	Not in LRTP NW00147
49	Douglas Road Premium Transit	MIC to Douglas Metrorail	Bus Rapid Transit along NW/SW 37th Ave connecting the MIC and the Douglas Metrorail Station, linking employment centers at MIA and Coral Gables. Incremental Improvement on PTP Corridor.	\$16,248	Not in LRTP MDT 151
50	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.	\$48,744	Not in LRTP
51	Coral Reef Zonal Express	Dadeland North Metrorail Station to Zoo Miami Station	South Corridor Zonal Express.	\$19,498	Not in LRTP MDT 170

Table 7-1 (Continued): 2032 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description	Cost - (in \$000s)	2045 L RTP Plan Period and TPO Project Numbers
				Capital Cost	
52	Dolphin Tri-Rail Extension	MIC to Dolphin Mall Area	Implement new passenger rail service on SFRC/CSX tracks along SR 836/East-West Corridor	\$151,649	Not in L RTP
53	I-75/Gratigny Express Bus	I-75 at Miami Gardens Drive Park-and-Ride (Miami Gardens Stations) to Sharks North Station	Implement express bus service on express lanes - includes addition of nine (9) articulated buses	\$1,755	Not in L RTP MDT 153
N/A	Transitway BRT with grade separated intersections	Florida City / SW 344th St to Dadeland North	Bus-only grade separations at all intersections including and south of SW 98th St	\$341,210	Not in L RTP TA4179173 TA4179174 TA4179175 MDT 164
54	East-West Metrorail	SW 147th Ave / SW 8th St to MIC at MIA	Convert BRT to Heavy Rail	\$1,925,940	Not in L RTP MDT 175U
55	NW 27th Ave/SR-826 Station	NW 27th Ave and SR-826	Construct Park-and-Ride facility with 100 surface parking spaces	\$1,625	Not in L RTP
N/A	Bicycle and Pedestrian Improvements at all Transitway Stations	Transitway Stations	Improve Pedestrian and Bicycle connections to the Transitway stations	N/A	Not in L RTP
N/A	Bus Stop ADA Access	Countywide	Currently there are approximately 2,400 bus stops that are not ADA compliance county wide. Civil work must be performed around existing bus stop signs currently no ADA compliance, or during the installation of a new bus stop sign to make them ADA compliance. Each site where bus stops are located may have different characteristics. Individual ADA compliance's analysis should be conducted per each bus stop.	\$2,000,000	Not in L RTP
N/A	Comprehensive TSP plan	Countywide	This project is to develop a comprehensive TSP plan focusing on county major corridors where there are speed issues. The TSP software will be installed to implement TSP in the locations identified by DTPW staff.	TBD	Not in L RTP
56	First-Last Mile Connection to the Aventura Brightline Station and the Aventura Bus Terminal	NE 186th St to NE 198th St	This project proposes to implement on-road bicycle lanes from NE 186 Street to NE 193 Street by repurposing the existing parking lane and from NE 193 Street to NE 198 Street by widening the road.	\$2,166,151	Not in L RTP
N/A	Highlighting conflict points along SW 137 Avenue Bicycle Lanes	Countywide	This project proposes to install green color at conflict points along existing bicycle lanes as well as mill and resurface the road to improve the riding surface for bicycles as well as vehicles.	\$942,975	Not in L RTP
57	Ludlam Trail Bridge Overpass at SW 24 Street (Coral Way)	SW 24th St/Coral Way and Ludlam Trail Corridor between SW 69th Ave and SW 70th Ave	This project proposes a share use path bridge structure across SW 24 Street within the Ludlam Trail corridor, between SW 69 Avenue and SW 70 Avenue. The bridge will span from the south right-of-way line to the northern right-of-way line across SW 24 Street.	\$2,418,692	Not in L RTP
N/A	Waterford Business District connection to Miami Intermodal Center/East-West Corridor/Flagler Corridor	Waterford Business District to MIC to Flagler Corridor	The proposed project implements a dynamically routed, on-demand transit service in the Waterford District area as an initial step to better understand the demand for the area and how to meet customer needs. The proposed service will connect Waterford Business District with the Miami Intermodal Center and the Flagler Corridor.	\$499,200	Not in L RTP

Map ID #	Project Name	Location	Project Description	Cost - (in \$000s)	2045 LRTP Plan Period and TPO Project Numbers
				Capital Cost	
N/A	South Dade trail Shared-use path enhancement	Along South Dade Transit Corridor	The general scope of the work for this project consists of planning, creating a design criteria plan, preparing cost estimates, design and construction of improvements along the 20-mile South Dade Trail. The South Dade trail runs along the South Dade Transitway corridor. The proposed improvements would include, but not be limited to pedestrian and bicycle enhancement, landscape, signage, intersection improvements and new/rehabilitation of concrete sidewalk and asphalt shared use path including the widening of the path where feasible	\$6,000	Unfunded
N/A	40 Year Recertification DTPW Transit Facilities	Countywide	The scope of work is to conduct the 40-Year Recertification of DTPW Facilities that are due beginning with FY22-23 and in the future years based on the current inventory of facilities. The 40-Year Recertification requires a registered Professional Engineer to conduct electrical and structural inspections to comply with the Florida Statutes and local ordinances. The work to be performed includes the following: Inspection, site visits, and prepare and issue the required recertification documents and submit them to RER.	\$2,940	Unfunded
N/A	TOD Master Plan for the North Corridor	Dr. Martin Luther King Jr. Metro Rail Station north along the NW 27th Avenue to the Broward County line at NW 215th Street	The planning project will seek to enhance employment centers and encourage higher density housing developments along the North corridor with the anticipation of enhanced mobility through the rapid transit project. Areas with the greatest potential to support high-ridership TOD will be identified through evaluation of infrastructure, the housing market, and potential economic benefits. The TOD Master Plan will provide guidelines for bicycle and pedestrian connections to each station type.	\$506	Unfunded
N/A	3rd Rail Isolated Disconnect Switches Replacement	Palmetto Yard tower	Installation of the necessary conduits, inner ducts and fiber optic cables, fiber panels and related equipment needed to create a fiber optic ring SCADA network to connect all 52 disconnect switches to the traction power nucleus at the Palmetto Yard Tower.	\$6,000	Unfunded
N/A	Traction power switchgear replacement project phase IV	Viscaya, Coconut Grove, Douglas road and GP tier 1, traction power substations	The DTPW is continuing the upgrade of its existing traction power substations, DC switchgear and SCADA system at the next four locations: Viscaya, Coconut Grove, Douglas road and GP tier 1, traction power substations.	\$4,000	Unfunded
N/A	Bus and Rail Operations Maintenance Facility Improvements	Countywide	DTPW Metrobus, Metrorail and Metromover support facilities were largely built in the 1980's. Deterioration due to aging is becoming evident. In addition, the need to expand in some areas is required. DTPW will develop the Needs Assessment and prepare the design plans for the new Track & Guideway building.	\$4,562	Unfunded
N/A	New Track and Guideway Work Facility Building	NA	The current Track & Guideway building has been in existence since 1983 when staff was minimal (approximately 30) and has deteriorated. Track & Guideway staffing has more than tripled in size and the building is no longer suitable for the present staff. Track & Guideway is in need of a new office space building equipped with a break room, adequate rest rooms (his & hers), meeting room, training room and locker room with showers. Office spaces for a minimum of 25 frontline supervisors and 7 administrative offices.	\$4,562	Unfunded

Map ID #	Project Name	Location	Project Description	Cost - (in \$000s)	2045 LRTP Plan Period and TPO Project Numbers
				Capital Cost	
N/A	Replacement of light fixtures at Nineteen (19) Metromover Stations	Countywide	The replacement of all light fixtures and emergency lighting at nineteen (19) Metromover Stations have surpassed its useful life which is approximately ten (10) years for the light fixtures respectively. The replacement of the lighting fixtures will ensure station lighting and emergency lighting is always at the required levels to provide a safe and secured station environment.	\$1,200	Unfunded
N/A	William Lehman Site Lighting (New)	6601 NW 72nd Avenue, Miami, 33166	The replacement of the Lehman Security Lighting - This project includes replacing the high mast lighting system light fixtures with new efficient Light Emitting Diode, hoist systems, wiring and permitting. This includes equipment for the existing fifteen (15) poles and any additional equipment or services to meet photo metric requirements.	\$500	Unfunded
N/A	Metrorail, Metromover & Metrobus Facility Replacement Doors	Countywide	This is a replacement of Security Doors at Metrorail, Metromover & Metrobus Facility Replacement Doors. It is necessary to replace both single panel and double panel doors at these locations to ensure the secure and safe access to the buildings. The ten locations are Adrienne Arsht Metromover Station Comfort Station, William Lehman Metrorail building, Joe Bryant Metromover Maintenance Building, Metrorail Government Center Station, Metromover Government Center Station, Central Bus Administration Building, Central Bus Transportation Building, Coral Way Transportation Building, Northeast Transportation Building and Miami Airport Metrorail Station.	\$850	Unfunded
N/A	Dadeland South Tail Track - Installation of Security Perimeter Fence	9701 South Dadeland Blvd, Miami, Florida 33156	This scope includes complete installation of a Security Perimeter Fence at the Dadeland South Tail Track. The fence system will include all turnkey materials and all necessary components (i.e., pales, rails, posts, hardware) to improve the fencing at the Dadeland South Tail Track.	\$1,350	Unfunded
2032 and Beyond Transit Vision Plan TOTAL COST (\$000s)				\$16,844,613	

Figure 7-1: 2032 and Beyond Transit Vision Plan

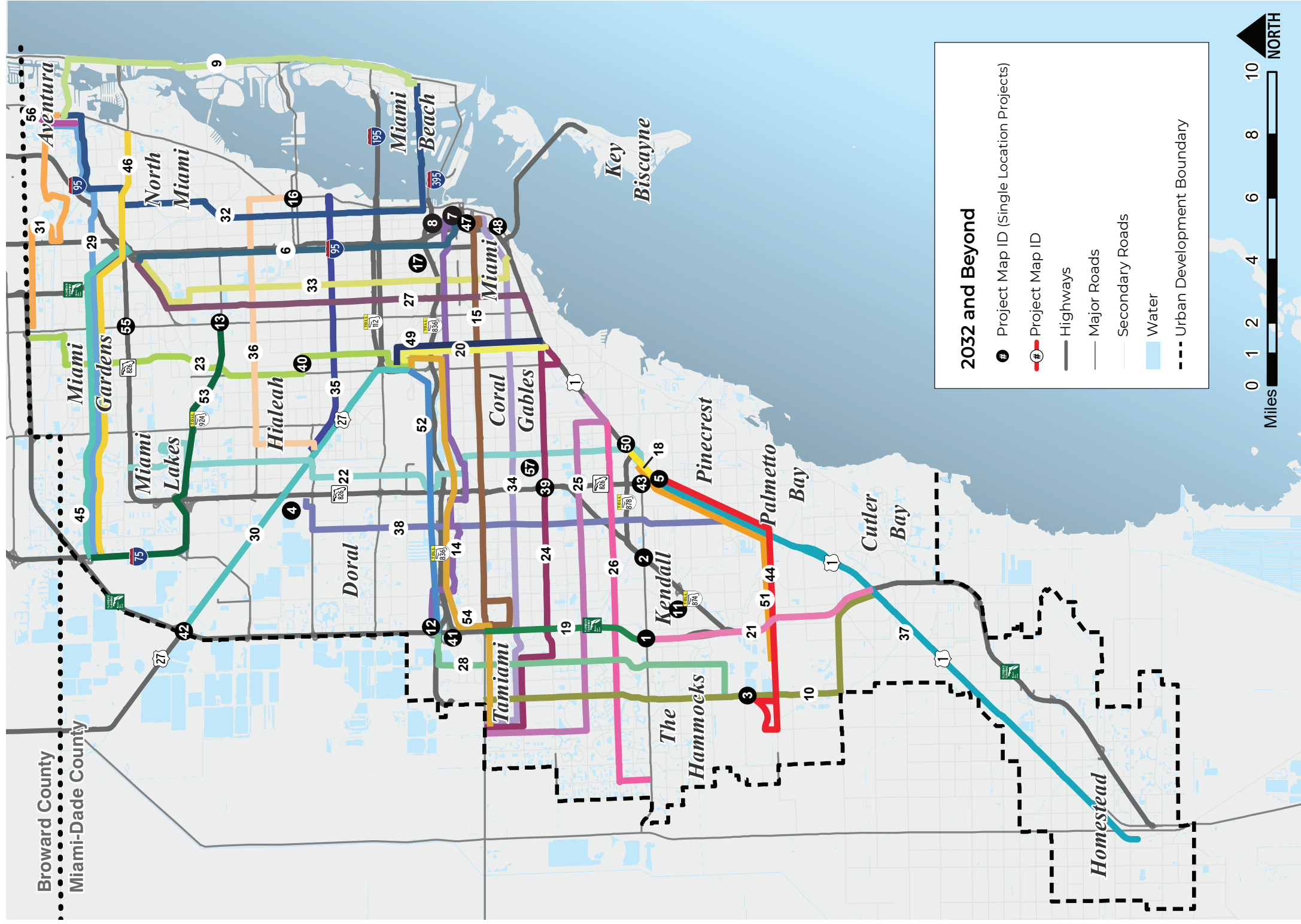


Figure 7-2: 2032 and Beyond Transit Vision Plan (North Zoom View)

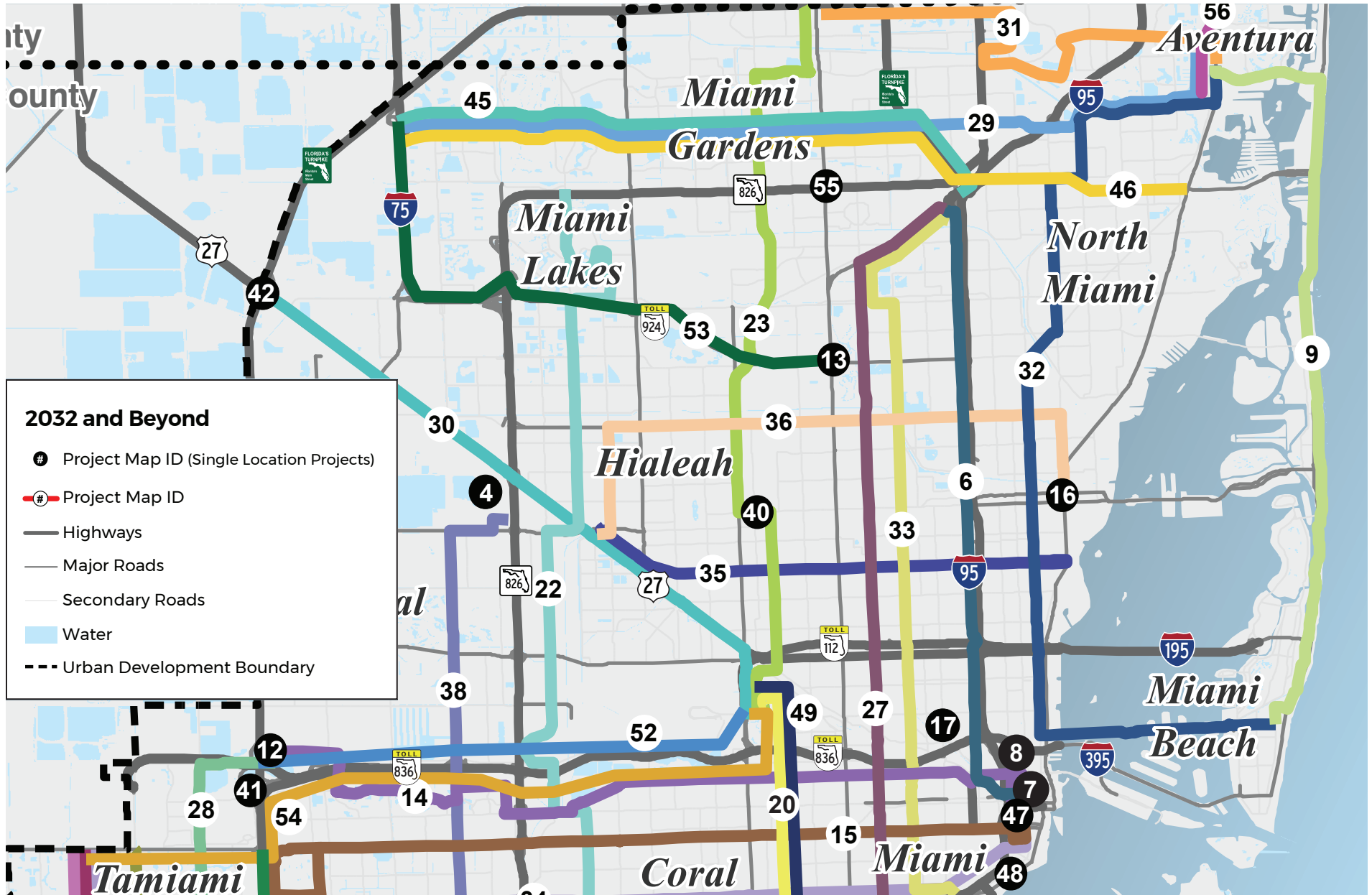
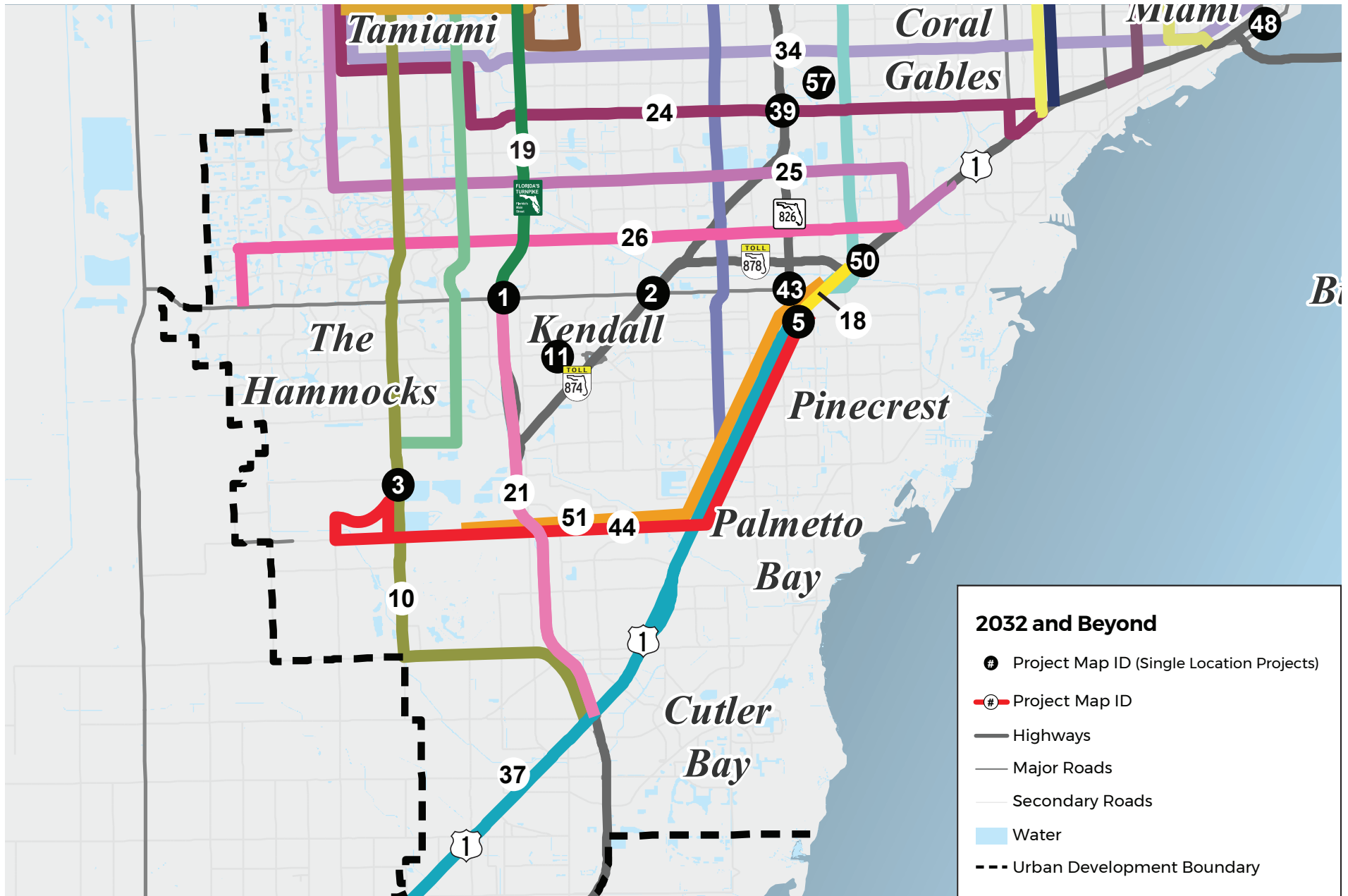


Figure 7-3: 2032 and Beyond Transit Vision Plan (South Zoom View)



CHAPTER 8

TRANSIT FINANCIAL PLAN

MDT
MOVING
FORWARD
TOGETHER
— 2023–2032 —

8. TRANSIT FINANCIAL PLAN

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

8.1. Operating Expenses and Revenues

DTPW is the largest transit operator in the State of Florida and the 21st largest transit provider in the U.S. based on unlinked passenger trips, per the 2021 Public Transportation Fact Book published by the American Public Transportation Association (APTA). DTPW's size is reflected in the agency's direct operating budget, which is projected at approximately \$328 million in FY 2022. The primary components of the direct operating expenses are shown in Table 8-1.

Wages and benefits make up 59% of DTPW's total operating expenses. This includes salaries and overtime, benefits, health and dental, retirement, and worker's compensation. Contractual services comprise another 10% of the operating budget.

In addition to these direct expenses, DTPW will support approximately \$116 million of other operating expenses in FY 2022. These other expenses are detailed in the subsequent tables of this chapter.

In total, DTPW will spend \$605 million in FY 2022 for the ongoing operation and maintenance of the transit system and the support of DTPW's other local and regional responsibilities.

Table 8-1: DTPW Projected Transit FY 2022 Direct Operating Expenses (\$000s)

	Projected Amount FY22 (\$000s)	
Transit Operating Expenses	Salary	\$216,719
	Collective Bargaining Agreements	\$0
	Overtime	\$42,937
	Fringe Benefits	\$18,675
	Group Health and Dental Plan	\$39,048
	Retirement	\$28,608
	Workers Compensation	\$11,776
	Court Costs	\$7
	Contractual Services	\$60,450
	STS Services 60220/250	\$43,521
	Charges for County Services	\$26,160
	Other Operating Expenses	\$115,912
	Capital	\$1,345
Subtotal	\$605,158	
Transit Reimbursements	Federal Reimbursements	-\$74,084
	Additional Federal Grant Reimbursement - CARES Act	-\$156,282
	State Grant Reimbursements	-\$22,616
	Capital Fund Reimbursements	-\$5,313
	CILOGIT Reimbursements*	-\$19,907
	STS/JARC Reimbursements	-\$6,123
	Subtotal	-\$284,325
Transit Operating Adjustments	Payment for SFRTA	\$4,235
	Transfer for Non-PTP Debt Service Expenses**	\$821
	Transfer to SMART Plan	\$2,076
	Subtotal	\$7,132
Total Transit Operating Expenses	\$327,965	

*CILOGIT = Local Option Gas Tax

**PTP = People's Transportation Plan surtax

Source: Combined PTP and Transit Pro Forma FY 2021-2022 (August '21)

Table 8-2: Projected FY 22 Transit Operating Revenues

Transit Proprietary Revenue	Transit Proprietary Revenue		Projected Amount FY 22 (\$000s)
	Beginning Fund Balance (Carryover in Operating Fund)		\$41,582
	Bus, Rail, STS, & Farebox		\$61,201
	Other Revenues		\$14,321
	Operating Total		\$117,104
State Grant Revenue	State Grant Revenue		
	Transportation Disadvantage Program		\$7,618
	State Total		\$7,618
Local Revenue	Local Revenue		
	Miami Dade General Fund MOE (3.5%)		\$222,450
	Planned Additional General Fund Support		\$0
	PTP Surtax		\$14,643
	Local Total		\$237,093
Total Revenue			\$361,815

Source: Transit Pro-Forma FY 2021-2022 (August 2021)

Table 8-3: DTPW Operating Transit Revenue Growth Assumptions FY 2023 - FY 2032

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

Source: Transit Pro-Forma FY 2021-2022 (August 2021)

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

** Passenger Growth is projected to increase 0.5% annually from 2023 to 2028 and remain at 0.25% thereafter.

*** CILOGIT reimbursement is projected to increase 1.5% annually through 2025 and decrease to 0.0% thereafter.

DTPW's transit operations are supported by a range of federal, state, local, and directly generated revenue streams. Table 8-2 shows the projected operating revenue for FY 2022, which total over \$362 million from the following categories:

- Fare Revenues: DTPW typically recovers around 10% of its annual operating expenses from transit fare revenue.
- Other Operating Revenues: This revenue is generated primarily by advertising fees.
- Transportation Disadvantaged (TD) program: This program provides funding to assist TD populations, which include individuals with physical or mental disabilities, those with low income, or older adults unable to transport themselves or use fixed-route services.
- County General Funds: Miami-Dade County supplies DTPW with funding each year from its general fund.
- People's Transportation Plan (PTP) Surtax: The PTP provides sales tax revenue to support public transit and roadway infrastructure improvements.

8.1.1. Projected Operating Revenues

Revenue projections are developed based on the historical trends, the current state of the economy, and any anticipated policy or programmatic changes. In addition, revenue impacts from the unprecedented global COVID-19 pandemic must be considered. Overall, transit operating revenues are projected to increase an average of 6.3% per year between FYs 2023-2032. The critical funding growth assumptions that drive the Pro Forma financial projections are outlined in Table 8-3, highlights of which include:

- Fare revenue is projected to increase by 0.5% from FY 2022 to FY 2023, and then by 45.5% the following year to reflect pre-pandemic level ridership recovery. Projections for the ten-year TDP planning period reflect this ridership stabilization and fare revenue due to ridership growth is assumed to increase by 0.5% per year starting in FY 2022.
- Additional general fund revenue is anticipated for FYs 2026 and 2028.
- Regular programmed fare increases: A \$0.25 increase in the base fare (from its current level of \$2.25 to \$2.50) is assumed in FY 2024, with an additional \$0.25 increase assumed in FY 2030. These increases have the effect of increasing the overall revenue growth rate in those years. These programmed fare increases which occur every six (6) years are determined by policies approved by the Miami-Dade County Board of County Commissioners that authorize DTPW to implement regular fare increases to keep pace with inflation.

8.1.2. Summary of Operating Budget

DTPW’s transit operating expenses for the ten-year period of FYs 2023-2032 are summarized in Table 8-4, while the transit operating revenues for this same period are summarized in Table 8-5. The operating budget is producing a surplus as the projected operating expenses are slightly less than the forecasted revenues from various sources. DTPW balances its operating budget by adhering to a combination of strategies aimed at producing cost efficiencies; an avoidance of any major service expansion and aggressive use of available local funding sources (LOGT and general funds).

This operating budget is based upon the budgetary assumptions that were applied within the FY 2021-2022 Transit Pro Forma. These budgetary assumptions are influenced by several factors that could impact actual revenue generation over the course of the ten-year period, thus resulting in a different budgetary outcome than presented in this TDP.

Table 8-4: DTPW Operating Transit Expenses FY 2023 - FY 2032 (\$000s)

Transit Operating Expenses	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027-2028	FY 2028-2029	FY 2029-2030	FY 2030-2031	FY 2031-2032
Direct Operating Expenses											
Total Transit Operating and Maintenance Expenses	\$605,158	\$579,481	\$582,803	\$598,443	\$614,121	\$630,299	\$647,000	\$664,249	\$682,074	\$700,506	\$721,521
Transit Operating Adjustments											
SFRTA Contribution	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235
Transfer for Non-PTP Debt Service Expenses	\$821	\$821	\$821	\$821	\$803	\$784	\$784	\$784	\$784	\$784	\$1,313
Transfer to SMART Plan Reserve	\$2,076	\$721	\$721	\$904	\$11,418	\$2,024	\$2,246	\$2,309	\$2,370	\$2,411	\$2,475
Transit Reimbursements											
Federal Reimbursements	-\$74,084	-\$76,010	-\$96,633	-\$97,104	-\$97,696	-\$75,788	-\$77,531	-\$79,314	-\$81,138	-\$83,004	-\$85,494
Add'l Federal Reimbursement - CARES Act	-\$156,282	-\$188,191	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant Reimbursements	-\$22,616	-\$22,842	-\$23,070	-\$23,301	-\$23,534	-\$23,769	-\$24,007	-\$24,247	-\$24,489	-\$24,734	-\$24,981
Capital Fund Reimbursements	-\$5,313	-\$5,313	-\$5,313	-\$5,313	-\$5,313	-\$5,313	-\$5,313	-\$5,313	-\$5,313	-\$5,313	-\$5,313
CILOGT Reimbursements	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907
STS/JARC Reimbursements	-\$6,123	-\$6,123	-\$6,123	-\$6,123	-\$6,123	-\$6,123	-\$6,123	-\$6,123	-\$6,123	-\$6,123	-\$6,123
Total Expenses	\$327,965	\$266,872	\$437,534	\$452,655	\$478,004	\$506,442	\$521,384	\$536,673	\$552,493	\$568,855	\$587,726

Source: Transit Pro-Forma FY 2021-2022 (August 2021)

Table 8-5: DTPW Operating Transit Revenues FY 2023 - FY 2032 (\$000s)

Transit Proprietary Revenues	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027-2028	FY 2028-2029	FY 2029-2030	FY 2030-2031	FY 2031-2032
Beginning Fund Balance (Carryover in Operating Fund)	\$41,582	\$33,850	\$81,381	\$0	\$1,831	\$1,087	\$1,000	\$201	\$4,073	\$6,932	\$8,723
Transit Proprietary Fund											
Bus, Rail, STS, & Farebox	\$61,201	\$61,507	\$95,199	\$95,675	\$96,153	\$96,634	\$97,117	\$103,016	\$103,274	\$103,532	\$103,791
Planned Additional General Fund Support	\$0	\$0	\$0	\$90,000	\$0	\$25,813	\$0	\$0	\$0	\$0	\$0
Other Revenues	\$14,321	\$15,042	\$15,042	\$15,225	\$25,739	\$16,345	\$16,567	\$16,630	\$16,691	\$16,732	\$16,796
State Grant Revenue											
Transportation Disadvantage Program	\$7,618	\$7,618	\$7,618	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952
Local Revenue											
Miami Dade General Fund MOE (3.5%)	\$222,450	\$230,236	\$238,294	\$246,634	\$348,416	\$360,611	\$399,949	\$413,947	\$428,435	\$443,430	\$458,950
PTP Surtax	\$14,643	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Transit Revenues	\$361,815	\$348,253	\$437,534	\$454,486	\$479,091	\$507,442	\$521,585	\$540,746	\$559,425	\$577,578	\$595,212
Total Operating Fund Expenses	\$327,965	\$266,872	\$437,534	\$452,655	\$478,004	\$506,442	\$521,384	\$536,673	\$552,493	\$568,855	\$587,726
Operational Funding Surplus (Deficit)	\$33,850	\$81,381	\$0	\$1,831	\$1,087	\$1,000	\$201	\$4,073	\$6,932	\$8,723	\$7,486

Source: Transit Pro-Forma FY 2021-2022 (August 2021)

8.2. Transit Capital Expenditures and Funding Sources

This section provides an overview of expenditures and funding sources for DTPW's Capital Project initiatives, with a horizon year of FY 2031-2032.

8.2.1. Planned Capital Expenditures

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

Table 8-6: DTPW Capital Transit Expenses FY 2023 - FY 2032 (\$000s)

Project	Previous		FY 2022-2023		FY 2023-2024		FY 2024-2025		FY 2025-2026		FY 2026-2027		Future		Total			
	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	Total	PTP	FDOT	Other
Aventura Station	\$76,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,700	\$76,700	\$0	\$0
Beach Express South	\$342	\$178	\$2,590	\$0	\$6,490	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$9,422	\$178	\$0
Bus and Bus Facilities	\$12,102	\$12,153	\$5,465	\$1,497	\$1,169	\$77	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,462	\$18,735	\$5,036	\$8,691
Bus Enhancements	\$44,281	\$0	\$11,933	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,214	\$56,214	\$0	\$0
Bus Related Projects	\$58,563	\$366,402	\$58,972	\$140,724	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$624,686	\$117,560	\$26,324	\$480,301
Bus and Bus Facilities	\$14,673	\$3,111	\$8,311	\$0	\$4,877	\$0	\$835	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,805	\$28,695	\$0	\$3,111
Dadeland South Intermodal Station	\$15,332	\$365	\$30,854	\$0	\$3,962	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,512	\$50,148	\$0	\$365
Dolphin Station – Direct Ramps	\$402	\$402	\$1,996	\$1,996	\$1,321	\$1,321	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,439	\$3,720	\$3,720	\$0
Fare Collection Equipment	\$81,299	\$903	\$606	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,808	\$81,905	\$0	\$903
Federally Funded Projects	\$1,036	\$193,298	\$400	\$98,288	\$0	\$100,028	\$0	\$103,039	\$0	\$111,338	\$0	\$112,502	\$0	\$1,000	\$720,930	\$1,437	\$3,500	\$719,493
Infrastructure Renewal Plan (IRP)	\$29,054	\$55	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$104,108	\$104,054	\$0	\$55
Lehman Yard - Misc. Improvements	\$37,822	\$2,671	\$5,805	\$0	\$12,130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,426	\$55,756	\$2,671	\$0
Metromover Improvement Projects	\$76,508	\$2,752	\$48,192	\$10,550	\$75,176	\$10,550	\$34,729	\$20,376	\$0	\$0	\$0	\$0	\$0	\$0	\$278,833	\$234,605	\$0	\$44,228
Metrorail Stations and Systems Improvements	\$44,987	\$3,428	\$31,561	\$596	\$30,908	\$0	\$23,939	\$0	\$41,106	\$0	\$20,359	\$0	\$0	\$0	\$196,883	\$192,859	\$3,164	\$860
Metrorail Track and Guideway Projects	\$142,570	\$0	\$36,207	\$0	\$13,000	\$0	\$21,070	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,848	\$212,848	\$0	\$0
Metrorail Vehicle Replacement	\$373,132	\$1,036	\$1,740	\$0	\$958	\$0	\$8,051	\$0	\$897	\$0	\$0	\$0	\$0	\$0	\$385,813	\$384,777	\$0	\$1,036
Metrorail and Metromover Projects	\$13,500	\$0	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000	\$0	\$0
Palmetto Intermodal Terminal	\$9,465	\$9,465	\$820	\$820	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,570	\$10,285	\$10,285	\$0
Park and Ride Transit Projects	\$22,588	\$12,285	\$6,683	\$723	\$5,631	\$175	\$1,042	\$555	\$658	\$564	\$0	\$0	\$0	\$0	\$50,903	\$36,601	\$8,825	\$5,476
Park and Ride Transitway at SW 168th St	\$37,611	\$9,500	\$14,347	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,458	\$51,958	\$0	\$9,500
Parking Lot Refurbishment at Bus Facilities	\$389	\$0	\$809	\$0	\$2,946	\$0	\$5,892	\$0	\$2,946	\$0	\$0	\$0	\$0	\$0	\$12,982	\$12,982	\$0	\$0
Signage and Communication Projects	\$15,082	\$7,260	\$1,628	\$430	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,400	\$16,710	\$0	\$7,690
South Corridor BRT Mast Arm Improvements	\$0	\$30,533	\$0	\$14,000	\$0	\$6,000	\$0	\$7,437	\$0	\$0	\$0	\$0	\$0	\$0	\$57,970	\$0	\$0	\$57,970
South Dade Transitway Corridor	\$80,658	\$185,307	\$12,724	\$24,771	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$303,460	\$93,382	\$100,000	\$110,078
Strategic Miami Area Rapid Transit Plan (SMART) Phase 1	\$43,697	\$68,129	\$18,507	\$1,863	\$18,782	\$2,370	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$153,348	\$80,986	\$6,787	\$65,575
Sunshine Station – Golden Glades Bike Ped Connector	\$13,940	\$6,084	\$1,586	\$1,586	\$1,586	\$1,586	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,368	\$17,112	\$9,256	\$0
The Underline	\$0	\$44,112	\$0	\$34,150	\$0	\$31,683	\$0	\$30,344	\$0	\$8,289	\$0	\$0	\$0	\$0	\$148,579	\$0	\$18,536	\$130,043
Subtotal	\$1,245,732	\$959,428	\$315,737	\$331,994	\$191,460	\$153,790	\$108,058	\$161,751	\$58,106	\$120,191	\$32,859	\$112,502	\$12,500	\$1,000	\$3,805,106	\$1,964,451	\$173,493	\$1,667,162
Total	\$2,205,159		\$647,730		\$345,250		\$269,808		\$178,297		\$145,361		\$13,500					

Source: DTPW FY 2021-2022 Adopted Budget and Multi-Year Capital Plan, Transportation and Public Works.

8.2.2. Summary of Capital Plan

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

Table 8-7: Projected "Cash" Revenue Sources for Transit Capital Projects FY 2023 - FY 2032 (\$000s)

Projects	PRIOR	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FUTURE	TOTAL
BBC GOB Financing	\$99,923	\$3,291	\$1,489	\$1,118	\$0	\$0	\$0	\$105,821
CDBG Reimbursement	\$920	\$0	\$0	\$0	\$0	\$0	\$0	\$920
Capital Impr. Local Option Gas Tax	\$36,345	\$18,218	\$18,491	\$18,768	\$19,050	\$19,336	\$0	\$130,208
Charter County Transit System Surtax	\$94,387	\$500	\$500	\$500	\$500	\$500	\$0	\$96,887
City of Coral Gables Park & Mobility Impact Fees	\$0	\$2,460	\$2,460	\$2,460	\$0	\$0	\$0	\$7,380
City of Miami Beach Contribution	\$417	\$0	\$0	\$0	\$0	\$0	\$0	\$417
City of Miami Contribution	\$417	\$0	\$0	\$0	\$0	\$0	\$0	\$417
City of Miami Park Impact Fees	\$6,643	\$4,300	\$2,528	\$2,528	\$0	\$0	\$0	\$15,999
City of North Miami Beach	\$48	\$0	\$0	\$0	\$0	\$0	\$0	\$48
City of South Miami Contribution	\$0	\$83	\$83	\$84	\$0	\$0	\$0	\$250
Developer Contribution	\$2,215	\$0	\$0	\$0	\$0	\$0	\$0	\$2,215
Developer Fees/Donations	\$0	\$600	\$0	\$0	\$0	\$0	\$0	\$600
FDOT Funds	\$183,204	\$34,466	\$13,356	\$8,203	\$8,263	\$4,887	\$500	\$252,879
FDOT Reimbursement	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$300
FDOT-County Incentive Grant Program	\$10,882	\$150	\$2,448	\$0	\$0	\$0	\$0	\$13,480
FTA 20005(b) - Pilot Program for TOD Planning Discretionary Grant	\$1,080	\$700	\$160	\$0	\$0	\$0	\$0	\$1,940
FTA 5307 - Transfer	\$1,862	\$931	\$655	\$0	\$0	\$0	\$0	\$3,448
FTA 5307 - Urbanized Area Formula Grant	\$133,843	\$58,697	\$57,481	\$69,108	\$55,874	\$56,427	\$500	\$431,930
FTA 5309 - Discretionary Grant	\$90,054	\$12,385	\$0	\$0	\$0	\$0	\$0	\$102,439
FTA 5309 - Formula Grant	\$1,939	\$0	\$0	\$0	\$0	\$0	\$0	\$1,939
FTA 5324 - Public Transportation Emergency Relief	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
FTA 5337 - State of Good Repair Formula Grant	\$56,828	\$29,484	\$30,221	\$30,976	\$31,751	\$32,068	\$0	\$211,328
FTA 5339 - Bus & Bus Facility Formula Grant	\$14,963	\$3,866	\$3,963	\$4,062	\$4,164	\$4,170	\$0	\$35,188
FTA 5339(b) - Bus & Bus Facilities Discretionary Grant	\$14,600	\$0	\$0	\$0	\$0	\$0	\$0	\$14,600
FTA 5339(c) - Bus & Bus Facilities Lo/No Emission Discretionary Grant	\$2,357	\$0	\$0	\$0	\$0	\$0	\$0	\$2,357
Florida City Contribution	\$227	\$4,735	\$0	\$0	\$0	\$0	\$0	\$4,962
Florida Inland Navigational District	\$794	\$0	\$0	\$0	\$0	\$0	\$0	\$794
General Government Improvement Fund (GGIF)	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Lease Financing - County Bonds/Debt	\$315,516	\$131,986	\$0	\$0	\$0	\$0	\$0	\$447,502

Source: DTPW FY 2021-2022 Adopted Budget and Multi-Year Capital Plan, Transportation and Public Works.

Table 8-7 (Continued): Projected “Cash” Revenue Sources for Transit Capital Projects FY 2023 - FY 2032 (\$000s)

Projects	PRIOR	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FUTURE	TOTAL
Operating Revenue	\$199	\$0	\$0	\$0	\$0	\$0	\$0	\$199
People’s Transportation Plan Bond Program	\$1,333,571	\$324,185	\$205,062	\$115,435	\$64,678	\$33,343	\$12,500	\$2,088,774
Peoples Transportation Plan Capital Reserve Fund	\$190,844	\$15,510	\$1,873	\$0	\$0	\$0	\$0	\$208,227
Road Impact Fees	\$752,235	\$93,917	\$93,917	\$93,917	\$93,917	\$0	\$0	\$1,127,903
Secondary Gas Tax	\$35,176	\$16,772	\$16,772	\$16,772	\$16,772	\$16,772	\$0	\$119,036
Stormwater Utility	\$22,252	\$9,070	\$9,200	\$7,374	\$6,947	\$7,000	\$7,016	\$68,859
TIID Trust Fund	\$18,846	\$0	\$0	\$0	\$0	\$0	\$0	\$18,846
USDOT Build Program	\$9,500	\$6,708	\$7,379	\$4,472	\$3,801	\$0	\$0	\$31,860
Village of Palmetto Bay Contribution	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$400
Village of Pinecrest Contribution	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$300
WASD Project Fund	\$1,250	\$748	\$0	\$0	\$0	\$0	\$0	\$1,998
Total Transit Capital Revenue	\$3,436,337	\$773,763	\$468,038	\$375,778	\$305,716	\$174,504	\$20,516	\$5,554,652
Total Transit Capital/Project Expenses	\$3,092,190	\$907,147	\$561,128	\$423,612	\$330,324	\$219,735	\$20,516	\$5,554,652
Transit Capital Funding Surplus (Deficit)	\$344,147	(\$133,384)	(\$93,090)	(\$47,834)	(\$24,608)	(\$45,231)	\$0	\$0

8.3. Total Unfunded Need

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

The unfunded need is calculated as the sum of the capital costs for the Unfunded Operations, and Capital projects, combined with the unfunded portions of the Partially Funded Capital. Overall, DTPW’s unfunded need is \$6.29 billion.

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

Ten-Year Implementation Plan Projects	Unfunded Capital Need
Unfunded Operations	\$211,703,000
Partially Funded Capital (Unfunded Portion)	\$4,627,885,000
Unfunded Capital	\$1,445,547,000
Total:	\$6,285,135,000



MDT
MOVING
FORWARD
TOGETHER
— 2023–2032 —



MDT
MOVING
FORWARD
TOGETHER
— 2023–2032 —

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

INTERNAL AUDIT
Audit & Management Services

DIRECTORS OFFICE (20)
FY 20/21 1 8499 Director/CEO (Euluis Cleckley)
FY 21/22 1
FY 20/21 1 0011 Clerk 2
FY 21/22 1
FY 20/21 1 0096 Senior Exec. Secretary
FY 21/22 1

EXTERNAL AFFAIRS (23)
FY 20/21 1 0832 SPA 2
FY 21/22 1
FY 20/21 2 4284 Exec Assist to Dir.
FY 21/22 3

OPERATIONS (26)
FY 20/21 1 8500 Deputy Director, Operations (Steve Fell)
FY 21/22 1
FY 20/21 1 0095 Executive Secretary
FY 21/22 1
FY 20/21 0 0272 Dept. Admin. Coordinator
FY 21/22 0
FY 20/21 1 8310 Transit Admin Coordinator
FY 21/22 3

DEPUTY DIRECTOR PLANNING, DESIGN & ENGINEERING (29)
FY 20/21 1 8498 Deputy Director, Eng. Plan & Dev (Frank Guyamerl)
FY 21/22 1

DEPUTY DIRECTOR ADMINISTRATION (21)
FY 20/21 1 8498 Deputy Director, Finance (Alberto Parjus)
FY 21/22 1

TRANSPORTATION ENHANCEMENTS (24)
FY 20/21 1 8370 Chief, Transp. Enhanc. (Irene Hegedus)
FY 21/22 1
FY 20/21 1 0831 SPA1
FY 21/22 2

SAFETY & SECURITY (51)
FY 20/21 1 8371 Chief, Off of Saf & Sec (Eric Muntan)
FY 21/22 1
FY 20/21 1 0094 Administrative Sec.
FY 21/22 1
FY 20/21 1 0474 Training Specialist 3
FY 21/22 1
FY 20/21 1 0631 Special Project Admin 1
FY 21/22 1
FY 20/21 1 8207 Transit Safety Officer
FY 21/22 5
FY 20/21 1 8365 MDI Sys Safety Supv.
FY 21/22 3
FY 20/21 1 8229 Transit Inv. Contr Spec 1
FY 21/22 1
FY 20/21 1 8241 Quality Assur Spec 1
FY 21/22 1
FY 20/21 1 8263 MDI Security Mgr
FY 21/22 1
FY 20/21 1 8284 Security Program Sup 4
FY 21/22 1
FY 20/21 1 8321 MDT Section Chief
FY 21/22 1
FY 20/21 1 8366 System Safety Manager
FY 21/22 25

BUS SERVICES (70)
FY 20/21 1 8493B Asst. Dir Bus Svcs (Derrick Gordon)
FY 21/22 1
FY 20/21 1 0095 Executive Secretary
FY 21/22 1
FY 20/21 1 0031 Special Project Admin 1
FY 21/22 1
FY 20/21 1 0832 Special Project Admin 2
FY 21/22 4

RAIL SERVICES (80)
FY 20/21 1 8433C Asst. Dir Rail Services (Derrick Gordon)
FY 21/22 1
FY 20/21 1 0095 Executive Secretary
FY 21/22 1
FY 20/21 1 0031 Special Project Admin 1
FY 21/22 1
FY 20/21 1 0832 Special Project Admin 2
FY 21/22 4

PARATRANSIT ADMINISTRATION
FY 20/21 1 8321 MDT Section Chief (Ruben Legra)
FY 21/22 1
FY 20/21 1 0011 Clerk 2
FY 21/22 1
FY 20/21 1 0013 Clerk 4
FY 21/22 1
FY 20/21 1 0034 Administrative Secretary 1
FY 21/22 1
FY 20/21 1 0812 Admin. Officer 3
FY 21/22 1
FY 20/21 1 8091 Flg Interviewer 4
FY 21/22 1
FY 20/21 1 8241 Quality Assurance Spec 2
FY 21/22 1
FY 20/21 1 8285 Paratran Ops Asst. 1
FY 21/22 1
FY 20/21 1 8287 Paratran Sup Spec 1
FY 21/22 1
FY 20/21 1 8286 Paratran Sup Spec 2
FY 21/22 2
FY 20/21 1 8282 Paratran Soc Clerk 1
FY 21/22 1
FY 20/21 1 8283 Paratran Oper SUP 2
FY 21/22 31

TRANSIT ENGINEERING (95)
FY 20/21 1 8492 Asst. Director /DT (Ella Nunez)
FY 21/22 1
FY 20/21 1 0095 Executive Secretary
FY 21/22 1
FY 20/21 1 0811 Admin. Officer 2
FY 21/22 0
FY 20/21 1 8389 Chief, Planning & Sys. Eng (Jill Bran)
FY 21/22 1
FY 20/21 1 2008 Sr. Planner 1
FY 21/22 1
FY 20/21 1 2008 Principal Planner 3
FY 21/22 1
FY 20/21 1 8232 Transit Planner 2
FY 21/22 1
FY 20/21 1 8282 Transit Field Tech 1
FY 21/22 0

TRAFFIC SIGNALS & SIGNS (15)
FY 20/21 1 8493 Asst. Dir. Traffic Signals (Darlene Fernandez)
FY 21/22 1
FY 20/21 1 0094 Admin. Sec.
FY 21/22 1
FY 20/21 1 0034 Chief of Equip & Equip.
FY 21/22 1
FY 20/21 1 0832 Spec. Proj. Admin. 2
FY 21/22 1
FY 20/21 1 1596 Dir. Chief Rec. & Mkt.
FY 21/22 1
FY 20/21 1 1021 Traffic Analyst
FY 21/22 1
FY 20/21 1 1596 Dir. Chief Rec. & Mkt.
FY 21/22 1
FY 20/21 1 1528 Mgr. Work Prog.
FY 21/22 1
FY 20/21 1 0364 Chief. Cap. Imp.
FY 21/22 1
FY 20/21 1 8392 Chief. Construction
FY 21/22 1
FY 20/21 1 0012 Clerk 3
FY 21/22 1
FY 20/21 1 0310 Account Clerk
FY 21/22 1
FY 20/21 1 0315 Accountant 1
FY 21/22 1
FY 20/21 1 0316 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0317 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0318 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0319 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0320 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0321 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0322 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0323 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0324 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0325 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0326 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0327 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0328 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0329 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0330 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0331 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0332 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0333 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0334 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0335 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0336 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0337 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0338 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0339 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0340 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0341 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0342 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0343 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0344 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0345 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0346 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0347 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0348 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0349 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0350 Heavy Duty Crane Op
FY 21/22 1

CONSTRUCTION DIVISION (18)
FY 20/21 1 1066 Asst. Dir. Director (Alex Barrios)
FY 21/22 1
FY 20/21 1 0305 Executive Secretary
FY 21/22 1
FY 20/21 1 3812 Admin. Officer 3
FY 21/22 1
FY 20/21 1 3821 Spec. Proj. Admin. 1
FY 21/22 1
FY 20/21 1 1051 Sr. Prof. Engineer
FY 21/22 1
FY 20/21 1 1021 Traffic Analyst
FY 21/22 1
FY 20/21 1 1596 Dir. Chief Rec. & Mkt.
FY 21/22 1
FY 20/21 1 1528 Mgr. Work Prog.
FY 21/22 1
FY 20/21 1 0364 Chief. Cap. Imp.
FY 21/22 1
FY 20/21 1 8392 Chief. Construction
FY 21/22 1
FY 20/21 1 0012 Clerk 3
FY 21/22 1
FY 20/21 1 0310 Account Clerk
FY 21/22 1
FY 20/21 1 0315 Accountant 1
FY 21/22 1
FY 20/21 1 0316 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0317 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0318 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0319 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0320 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0321 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0322 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0323 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0324 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0325 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0326 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0327 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0328 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0329 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0330 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0331 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0332 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0333 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0334 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0335 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0336 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0337 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0338 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0339 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0340 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0341 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0342 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0343 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0344 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0345 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0346 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0347 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0348 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0349 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0350 Heavy Duty Crane Op
FY 21/22 1

ROAD BRIDGE CANAL MAINTENANCE (16)
FY 20/21 1 0094 Admin. Sec.
FY 21/22 1
FY 20/21 1 0310 Account Clerk
FY 21/22 1
FY 20/21 1 0315 Accountant 1
FY 21/22 1
FY 20/21 1 0316 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0317 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0318 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0319 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0320 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0321 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0322 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0323 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0324 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0325 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0326 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0327 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0328 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0329 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0330 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0331 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0332 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0333 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0334 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0335 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0336 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0337 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0338 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0339 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0340 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0341 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0342 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0343 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0344 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0345 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0346 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0347 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0348 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0349 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0350 Heavy Duty Crane Op
FY 21/22 1

PERFORMANCE ANALYSIS (57)
FY 20/21 1 5331 Ch of Perf. Analysis (Carlos De La Torre)
FY 21/22 1
FY 20/21 1 0303 Clerk 4
FY 21/22 1
FY 20/21 1 0304 SPA 1
FY 21/22 1
FY 20/21 1 0008 Bus Maint. Tech.
FY 21/22 1
FY 20/21 1 0310 Operations Coord 1
FY 21/22 1
FY 20/21 1 0311 Operations Coord 1
FY 21/22 1
FY 20/21 1 0312 Operations Coord 1
FY 21/22 1
FY 20/21 1 0313 Operations Coord 1
FY 21/22 1
FY 20/21 1 0314 Operations Coord 1
FY 21/22 1
FY 20/21 1 0315 Operations Coord 1
FY 21/22 1
FY 20/21 1 0316 Operations Coord 1
FY 21/22 1
FY 20/21 1 0317 Operations Coord 1
FY 21/22 1
FY 20/21 1 0318 Operations Coord 1
FY 21/22 1
FY 20/21 1 0319 Operations Coord 1
FY 21/22 1
FY 20/21 1 0320 Operations Coord 1
FY 21/22 1
FY 20/21 1 0321 Operations Coord 1
FY 21/22 1
FY 20/21 1 0322 Operations Coord 1
FY 21/22 1
FY 20/21 1 0323 Operations Coord 1
FY 21/22 1
FY 20/21 1 0324 Operations Coord 1
FY 21/22 1
FY 20/21 1 0325 Operations Coord 1
FY 21/22 1
FY 20/21 1 0326 Operations Coord 1
FY 21/22 1
FY 20/21 1 0327 Operations Coord 1
FY 21/22 1
FY 20/21 1 0328 Operations Coord 1
FY 21/22 1
FY 20/21 1 0329 Operations Coord 1
FY 21/22 1
FY 20/21 1 0330 Operations Coord 1
FY 21/22 1
FY 20/21 1 0331 Operations Coord 1
FY 21/22 1
FY 20/21 1 0332 Operations Coord 1
FY 21/22 1
FY 20/21 1 0333 Operations Coord 1
FY 21/22 1
FY 20/21 1 0334 Operations Coord 1
FY 21/22 1
FY 20/21 1 0335 Operations Coord 1
FY 21/22 1
FY 20/21 1 0336 Operations Coord 1
FY 21/22 1
FY 20/21 1 0337 Operations Coord 1
FY 21/22 1
FY 20/21 1 0338 Operations Coord 1
FY 21/22 1
FY 20/21 1 0339 Operations Coord 1
FY 21/22 1
FY 20/21 1 0340 Operations Coord 1
FY 21/22 1
FY 20/21 1 0341 Operations Coord 1
FY 21/22 1
FY 20/21 1 0342 Operations Coord 1
FY 21/22 1
FY 20/21 1 0343 Operations Coord 1
FY 21/22 1
FY 20/21 1 0344 Operations Coord 1
FY 21/22 1
FY 20/21 1 0345 Operations Coord 1
FY 21/22 1
FY 20/21 1 0346 Operations Coord 1
FY 21/22 1
FY 20/21 1 0347 Operations Coord 1
FY 21/22 1
FY 20/21 1 0348 Operations Coord 1
FY 21/22 1
FY 20/21 1 0349 Operations Coord 1
FY 21/22 1
FY 20/21 1 0350 Operations Coord 1
FY 21/22 1

FINANCIAL SERVICES (40)
FY 20/21 1 8493 Asst. Dir. Financial Svcs (Robert Villar)
FY 21/22 1
FY 20/21 1 0095 Executive Secretary
FY 21/22 1
FY 20/21 1 0310 Account Clerk
FY 21/22 1
FY 20/21 1 0315 Accountant 1
FY 21/22 1
FY 20/21 1 0316 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0317 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0318 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0319 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0320 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0321 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0322 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0323 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0324 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0325 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0326 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0327 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0328 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0329 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0330 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0331 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0332 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0333 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0334 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0335 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0336 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0337 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0338 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0339 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0340 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0341 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0342 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0343 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0344 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0345 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0346 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0347 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0348 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0349 Heavy Duty Crane Op
FY 21/22 1
FY 20/21 1 0350 Heavy Duty Crane Op
FY 21/22 1

ADVERTISING & MEDIA RELATIONS (62)
FY 20/21 1 831E Chief Mkt & Comm (Ben Delgado)
FY 21/22 1
FY 20/21 1 0244 Graphic Designer 1
FY 21/22 1
FY 20/21 1 0543 Administrative Officer 2
FY 21/22 1
FY 20/21 1 0631 SPA 1
FY 21/22 1
FY 20/21 1 0642 Media & Pub. Off. Int 1
FY 21/22 1
FY 20/21 1 0644 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0645 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0646 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0647 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0648 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0649 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0650 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0651 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0652 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0653 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0654 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0655 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0656 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0657 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0658 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0659 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0660 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0661 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0662 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0663 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0664 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0665 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0666 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0667 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0668 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0669 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0670 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0671 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0672 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0673 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0674 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0675 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0676 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0677 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0678 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0679 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0680 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0681 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0682 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0683 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0684 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0685 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0686 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0687 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0688 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0689 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0690 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0691 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0692 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0693 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0694 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0695 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0696 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0697 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0698 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0699 Social Media Spec 1
FY 21/22 1
FY 20/21 1 0700 Social Media Spec 1
FY 21/22 1

INFORMATION CENTERS (27)
FY 20/21 1 8321 Section Chief (Doug Bernadette)
FY 21/22 0
FY 20/21 1 0011 Clerk 2
FY 21/22 0
FY 20/21 1 0013 Clerk 4
FY 21/22 0
FY 20/21 1 0310 Account Clerk
FY 21/22 1
FY 20/21 1 8274 MDT Easy Card Fndt. Mgr 1
FY 21/22 1
FY 20/21 1 8278 Transit Service Spec 1
FY 21/22 1
FY 20/21 1 8279 Transit Service Spec 2
FY 21/22 1
FY 20/21 1 8280 Transit Service Ch Sup 1
FY 21/22 1
FY 20/21 1 8281 Transit Service Ch Sup 2
FY 21/22 1
FY 20/21 1 8282 Transit Service Ch Mgr 1
FY 21/22 1

BUS OPERATIONS (71)
FY 20/21 1 8473 General Superintendent (Jorge Parez)
FY 21/22 1
FY 20/21 1 0013 Clerk 4
FY 21/22 1
FY 20/21 1 0014 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0015 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0016 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0017 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0018 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0019 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0020 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0021 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0022 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0023 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0024 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0025 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0026 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0027 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0028 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0029 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0030 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0031 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0032 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0033 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0034 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0035 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0036 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0037 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0038 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0039 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0040 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0041 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0042 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0043 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0044 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0045 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0046 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0047 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0048 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0049 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0050 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0051 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0052 Admin. Officer 3
FY 21/22 1
FY 20/21 1 0053 Admin. Officer 3
FY 21/22 1
FY 20/

MDT
MOVING
FORWARD
TOGETHER

— 2023–2032 —

A.2 Service Characteristics

MDT METROBUS ROUTE HEADWAYS (Updated: December 2021)

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

DTPW METROBUS ROUTE HEADWAYS (Continued) (Updated: December 2021)

19	30	30	40	n/a	n/a	n/a
21	30	30	60	n/a	40	40
22						
North of West Flagler Street	15	30	60	n/a	30	30
Coconut Grove Station	30	60	60	n/a	60	60
24 Coral Way Limited						
Westchester	20	30	60	n/a	30	30
FIU-University Park Campus	30	60	60	n/a	60	60
SW 137 Avenue/26 Street	30	60	60	n/a	60	60
SW 147 Avenue/26 Street	40	n/a	n/a	n/a	n/a	n/a
27						
South of 183 Street	15	20	30	60	30	30
Calder via NW 27 Avenue	30	40	60	n/a	60	60
Calder via NW 37 Avenue	30	40	60	60	60	60
29	50	50	n/a	n/a	n/a	n/a
31 (Busway Local)	30	30	40	n/a	30	30
32	30	30	60	n/a	40	60
33	30	30	60	n/a	30	30
34 Express	10	n/a	n/a	n/a	n/a	n/a
35						
North of Naranja	20	20	40	n/a	30	30
Florida City via Homestead Hospital (35)	40	40	40	n/a	60	60
Florida City via Krome Avenue (35A)	40	40	n/a	n/a	60	60
36						
East of NW 57 Avenue	20	30	40	n/a	30	30
Doral Center	20	60	n/a	n/a	60	60
Miami Springs Circle	60	60	60	n/a	60	60
Dolphin Mall	60	60	50	n/a	n/a	n/a
37	30	30	60	n/a	35	35
38 (Busway MAX)	10	20	30	60	20	20
39 Express	15	n/a	n/a	n/a	n/a	n/a
40						
East of SW 127 Avenue	15	30	60	n/a	60	60

DTPW METROBUS ROUTE HEADWAYS (Continued) (Updated: December 2021)

SW 8 Street/SW 129 Avenue	20	60	60	n/a	n/a	n/a
Miller Drive/SW 152 Avenue	30	60	60	n/a	60	60
42						
MIA Metrorail Station	30	30	60	n/a	40	60
Opa-locka Tri-Rail Station	60	60	n/a	n/a	40	60
46 (Liberty City Connection)	60	n/a	n/a	n/a	n/a	n/a
51 (Flagler MAX)	15	30	30	n/a	n/a	n/a
52	30	45	60	n/a	45	60
54						
Hialeah Gardens	30	30	50	n/a	30	40
Miami Gardens Drive/NW 87 Avenue	50	60	n/a	n/a	n/a	n/a
56	60	60	n/a	n/a	n/a	n/a
57	60	60	n/a	n/a	n/a	n/a
62	30	30	60	n/a	20	30
71	30	60	45	n/a	60	60
72						
East of SW 137 Avenue	30	30	40	n/a	60	60
Miller Square	60	60	40	n/a	60	60
SW 162 Avenue/Kendall Drive	60	60	n/a	n/a	60	60
73	30	40	60	n/a	60	60
75	30	30	60	n/a	60	60
77						
South of NW 183 Street	8	20	30	n/a	20	30
NW 199 Street	15	40	30	n/a	40	60
79 (79 Street MAX)	24	n/a	n/a	n/a	n/a	n/a
82 (Westchester Circulator)	50	50	n/a	n/a	50	n/a
87						
Doral	30	45	60	n/a	45	60
Palmetto Station	30	45	60	n/a	n/a	n/a
88	20	30	30	n/a	30	35
93 (Biscayne MAX)	15	30	n/a	n/a	n/a	n/a
95 Express						
Downtown	5	n/a	n/a	n/a	n/a	n/a

DTPW METROBUS ROUTE HEADWAYS (Continued) (Updated: December 2021)

Miami Gardens Dr./Carol City	35	n/a	n/a	n/a	n/a	n/a
Aventura Mall	20	n/a	n/a	n/a	n/a	n/a
Civic Center	15	n/a	n/a	n/a	n/a	n/a
Earlington Heights / Doral *	*	n/a	n/a	n/a	n/a	n/a
99						
East of NW 47 Avenue	30	30	45	n/a	40	40
Miami Gardens Dr / NW 73 Ave	60	60	60	n/a	40	40
101 (Route A)	35	n/a	n/a	n/a	35	35
102 (Route B)						
North of Harbor Drive	8/15	30	30	n/a	30	30
Cape Florida State Park	8/20	60	30	n/a	60	60
Mashta Drive	60	60	n/a	n/a	60	60
103 (Route C)	30	30	45	n/a	35	45
104	30	45	60	n/a	60	60
105 (Route E)	30	45	60	n/a	60	60
107 (Route G)	30	30	60	n/a	35	35
108 (Route H)	30	30	30	n/a	30	30
110 (Route J)	20	30	60	n/a	30	30
112 (Route L)						
Northside Station	12	15	30	60	15	20
Amtrak Station	24	30	60	n/a	sel	sel
Hialeah Station	24	30	30	n/a	30	40
113 (Route M)	45	60	60	n/a	60	60
115 (Mid-North Beach Connection)	50	50	n/a	n/a	50	50
119 (Route S)	15/12	15	15	60	15	15
120 (Beach MAX)						
South of Collins Avenue/Haulover Park Entrance	12	12	40	n/a	15	30
Haulover Park Marina	24	24	n/a	n/a	30	n/a
Aventura Mall	24	24	40	n/a	30	30
132 (Tri-Rail Doral Shuttle)	70/60	n/a	n/a	n/a	n/a	n/a
135						
East of LeJeune Road	30	30	35	n/a	60	60
Hialeah Station	50	60	70	n/a	60	60

DTPW METROBUS ROUTE HEADWAYS (Continued) (Updated: December 2021)

Miami Lakes	50	60	70	n/a	n/a	n/a
136	40	n/a	n/a	n/a	n/a	n/a
137 (West Dade Connection)	30	45	60	n/a	45	45
150 (Miami Beach Airport Express)	20	20	20	n/a	20	20
155 (Biscayne Gardens Circulator)	30	30	n/a	n/a	n/a	n/a
175 (NW Miami-Dade Express)	15	n/a	n/a	n/a	n/a	n/a
183	15	20	30	n/a	30	30
195 (95 D-B Express Broward Blvd.)	15	n/a	n/a	n/a	n/a	n/a
196 (95 D-B Express Sheridan St.)	15	n/a	n/a	n/a	n/a	n/a
200 (Cutler Bay Local)	60	60	n/a	n/a	60	60
202 (Little Haiti Connection)						
West of NW 5 Avenue	60	45	n/a	n/a	60	60
Biscayne Plaza	n/a	45	n/a	n/a	n/a	n/a
204 (Killian KAT)	8½	n/a	30	n/a	n/a	n/a
207 (Little Havana Connection CW)	15	30	n/a	n/a	30	30
208 (Little Havana Connection CCW)	15	30	n/a	n/a	30	30
210 (Skylake Circulator)	60/30	30	60	n/a	60	60
211 (Overtown Circulator)	n/a	45	n/a	n/a	n/a	n/a
212 (Sweetwater Circulator)	n/a	30	n/a	n/a	n/a	n/a
217 (Bunche Park Circulator)	30	30	n/a	n/a	n/a	n/a
238 (East-West Connection)	45	60	n/a	n/a	n/a	n/a
241 (Tuttle Limited)	15	15	15	n/a	15	15
246 (Night Owl)	n/a	n/a	n/a	60	60 ovn	60 ovn
248 (Princeton Circulator)	60	60	n/a	n/a	n/a	n/a
252 (Coral Reef MAX)						
Zoo Miami	n/a	n/a	n/a	n/a	60	60
Country Walk	25/20	60	n/a	n/a	60	60
254 (Brownsville Circulator)	n/a	30	n/a	n/a	n/a	n/a
267 (Ludlam Limited)	25	n/a	n/a	n/a	n/a	n/a
272 (Sunset KAT)	20	n/a	n/a	n/a	n/a	n/a
277 (NW 7 Avenue MAX)	24	n/a	n/a	n/a	n/a	n/a
286 (North Pointe Circulator)	n/a	48	n/a	n/a	48	n/a
287 (Saga Bay MAX)	35	n/a	n/a	n/a	n/a	n/a

DTPW METROBUS ROUTE HEADWAYS (Continued) (Updated: December 2021)

288 (Kendall Cruiser)						
East of SW 127 Ave	7½	n/a	n/a	n/a	n/a	n/a
West Kendall Transit Terminal	15	n/a	n/a	n/a	n/a	n/a
SW 127 Avenue P&R Lot	15	n/a	n/a	n/a	n/a	n/a
295 (95 D-B Express to Civic Center Broward Blvd.)	30	n/a	n/a	n/a	n/a	n/a
296 (95 D-B Express to Civic Center Sheridan St.)	30	n/a	n/a	n/a	n/a	n/a
297 (27th Avenue Orange MAX)	15	30	n/a	n/a	n/a	n/a
301 (Dade-Monroe Express)						
Marathon (Mile Marker 50)	30	30	120	n/a	same as weekday schedule	
Islamorada (Mile Marker 74)	60	105	45	n/a	same as weekday schedule	
302 (Card Sound Express)	95	n/a	n/a	n/a	95	95
338 Weekend Express	n/a	n/a	n/a	n/a	60	60
344	60	60	n/a	n/a	n/a	n/a
500 (Midnight Owl)	n/a	n/a	n/a	60	60 ovn	60 ovn
836 Express	20	30	n/a	n/a	n/a	n/a

Notes:

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

MDT
MOVING
FORWARD
TOGETHER

— 2023–2032 —

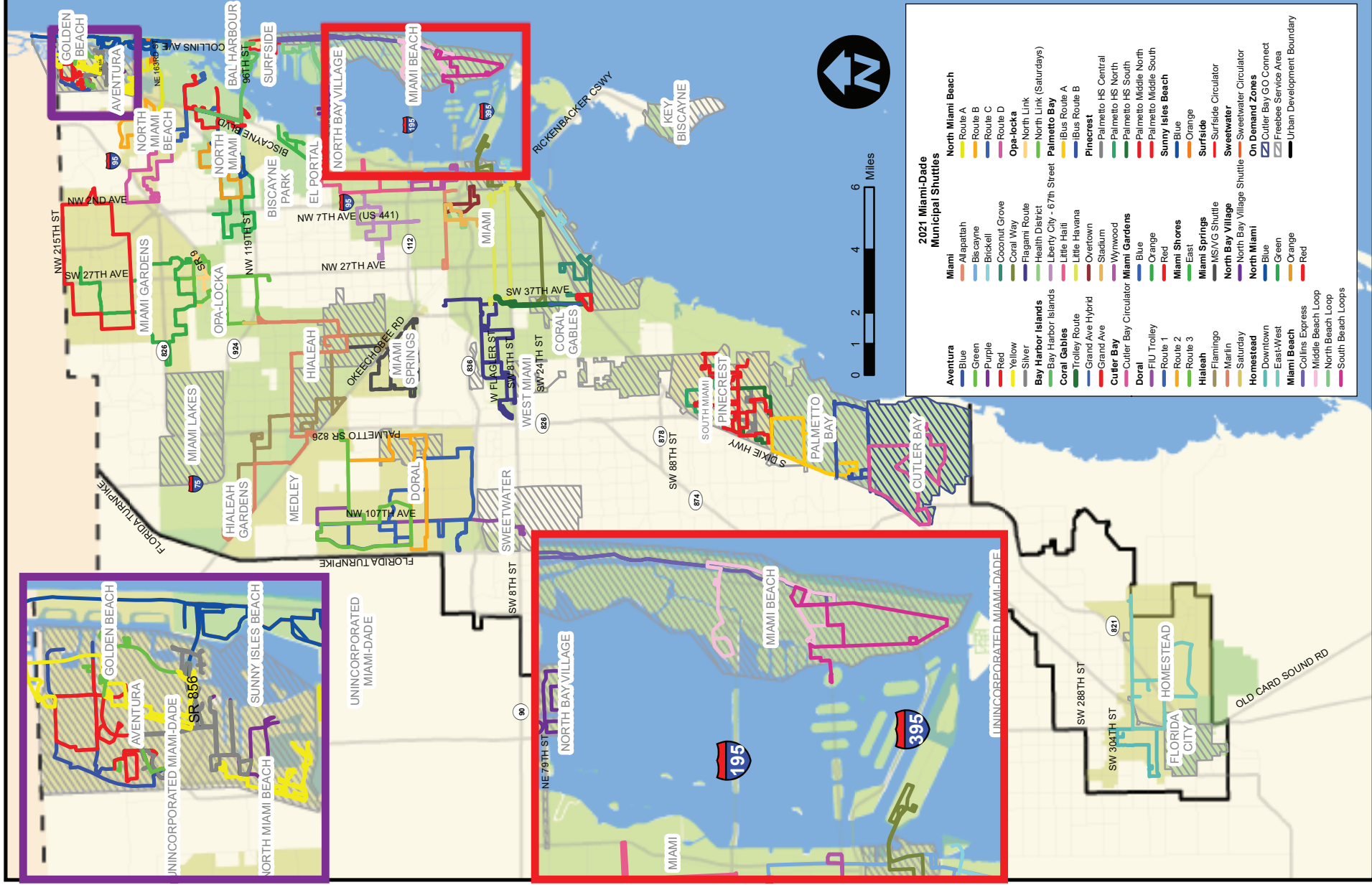
A.3 Municipal Transit Services

Municipal Transit Services

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

Municipal Transit Services

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



2021 Miami-Dade Municipal Shuttles

- | | | | | | |
|-----------------------------------|--------|---------------------------|----------------------------|------------------------------|----------------------------|
| Aventura | Blue | Bay Harbor Islands | Flagham Route | Palmetto HS Central | Palmetto HS Central |
| Alapattah | Orange | Bay Harbor Islands | Health District | Palmetto HS North | Palmetto HS North |
| Biscayne | Green | Bay Harbor Islands | Liberty City - 67th Street | Palmetto HS South | Palmetto HS South |
| Biscayne | Purple | Coral Gables | Little Haiti | Palmetto Middle North | Palmetto Middle North |
| Bickell | Red | Coral Gables | Little Havana | Palmetto Middle South | Palmetto Middle South |
| Coconut Grove | Yellow | Coral Gables | Overtown | Sunny Isles Beach | Blue |
| Coral Way | Silver | Coral Gables | Stadium | Sunny Isles Beach | Orange |
| Flagham Route | Blue | Coral Gables | Wynwood | Surfside | Surfside |
| Health District | Orange | Coral Gables | Miami Gardens | Surfside | Surfside Circulator |
| Liberty City - 67th Street | Red | Coral Gables | Blue | Sweetwater | Sweetwater Circulator |
| Little Haiti | Red | Coral Gables | Orange | On Demand Zones | Sweetwater Village Shuttle |
| Little Havana | Red | Coral Gables | Red | North Miami | Blue |
| Overtown | Red | Coral Gables | Red | North Miami | Green |
| Stadium | Red | Coral Gables | Red | North Miami | Orange |
| Wynwood | Red | Coral Gables | Red | North Miami | Red |
| Palmetto HS Central | Red | Coral Gables | Red | North Miami | Red |
| Palmetto HS North | Red | Coral Gables | Red | North Miami | Red |
| Palmetto HS South | Red | Coral Gables | Red | North Miami | Red |
| Palmetto Middle North | Red | Coral Gables | Red | North Miami | Red |
| Palmetto Middle South | Red | Coral Gables | Red | North Miami | Red |
| Sunny Isles Beach | Red | Coral Gables | Red | North Miami | Red |
| Surfside | Red | Coral Gables | Red | North Miami | Red |
| Surfside | Red | Coral Gables | Red | North Miami | Red |
| Surfside Circulator | Red | Coral Gables | Red | North Miami | Red |
| Sweetwater | Red | Coral Gables | Red | North Miami | Red |
| Sweetwater Circulator | Red | Coral Gables | Red | North Miami | Red |
| On Demand Zones | Red | Coral Gables | Red | North Miami | Red |
| Cutler Bay GO Connect | Red | Coral Gables | Red | North Miami | Red |
| Freebee Service Area | Red | Coral Gables | Red | North Miami | Red |
| Urban Development Boundary | Red | Coral Gables | Red | North Miami | Red |





MDT
MOVING
FORWARD
TOGETHER
— 2023–2032 —

A.4 DTPW & MDTMovingFwd Outreach Activities

2022 Golden Passport Outreach Schedule

	Date	Hours	Location	Address	Requested By	Staff Assigned	Customers Assisted
1	2/4/2022	12:00 - 7:00	Miami Marathon	Miami Beach Convention Ctr		Sonia/Lynn	200
2	2/5/2022	10:00 - 6:00	Miami Marathon	Miami Beach Convention Ctr		Sonia/Lynn	450
3	2/9/2022	9:00 - 1:00	Charles Hadley Park	1350 NW 50 St	Angie Dawkins	Pierre	67
4	3/5/2022	11:30 - 7:00	305 Day Factory Town	4800 NW 37 Ave	Carlos Pezzotti	Sonia	650
5	4/19/2022	10:00 - 12:00	Allapattah Community Center	2257 NW N River Dr	Cynthia Cruz 305-414-9098	Yolanda	63
6	5/6/2022	9:00 - 1:00	De Hostas Senior Ctr	2902 NW 2 Ave	Vincent Delgado 35-573-6220	Jullian	18
7	5/20/2022	9:30 - 12:00	De Hostas Senior Ctr	2902 NW 2 Ave	Vincent Delgado 35-573-6220	Jillian	13
8	6/15/2022	11:00 - 1:00	South Dade YMCA	9355 SW 134 St	Leah Blanton	Yolanda	48
9	8/6/2022	10:00 - 4:00	Fair and Expo Center - Health Fair	10901 SW 24 St	Comm Martinez	Mike	330

Other DTPW Outreach Efforts

1. SOFT LAUNCH FOR WAKE UP, MIAMI SERIES FEATURING PAXY – 5/16

DTPW staff distributed paper surveys (<https://www.paxy.org/>)



2. TPO HELPED PROMOTE THE ONLINE SURVEY ON THEIR WEBSITE



Each year, the Miami-Dade County Transportation and Public Works Department (DTPW) launches the #MDTMovingFwd survey asking riders to provide feedback that will help inform the 10-year Transit Development Plan (TDP). This strategic vision helps DTPW operate and grow a safer, cleaner, quicker, and more connected transit system. In addition, the results of this survey will allow DTPW to evaluate the current system while identifying existing and future service improvements.

Responses to the online survey will be collected through July 31, 2022

[Take the online survey here](#)
[For more information email here](#)

3. 2022 SMART TRENDS TRANSPORTATION SUMMIT -6/3

DTPW staff distributed paper survey

2022 SMART Trends Transportation Summit

/ Premier Guide Miami



2022 SMART Trends Transportation Summit

June 3 | 8:00AM

Hilton Miami Downtown | [Website](#)

4. MAYOR'S HOUSING SUMMIT - 6/30

DTPW staff distributed paper survey



DTPW TDP Social Media Metrics

Ad Set Name	Platform	Starts	Ends	Reach	Impressions	Engagement	Reactions/ Likes	Comments	Post shares	Link clicks
FB - DTPW - TDP - May	Facebook	5/20/2022	5/24/2022	11760	15,840	374	72	24	7	192
IG - DTPW - TDP - May	Instagram	5/20/2022	5/24/2022	11260	16,240	209	46-		6	111
Transit - SPA TDP - May	Twitter	5/20/2022	5/31/2022	31,843	182,552	3,124	1-	-		3,097
Transit - TDP - May	Twitter	5/20/2022	5/31/2022	12,426	40,833	519	0-	-		512
IG - DTPW - TDP - June	Instagram	6/24/2022	6/28/2022	10784	17,812	176	5	1	4	150
FB - DTPW - TDP - June	Facebook	6/24/2022	6/28/2022	10442	16,580	163	20	6	4	94
Transit - TDP - June	Twitter	6/24/2022	6/28/2022	7,774	33,404	479	0-	-		469
Transit - TDP - July SPA	Twitter	7/5/2022	7/7/2022	4,208	18,374	436	0-	-		436
FB - DTPW - TDP - July - SPA	Facebook	7/5/2022	7/8/2022	11516	16,368	96	18	7	1	55
FB - DTPW - TDP - 7.14	Facebook	7/14/2022	7/17/2022	12224	15,493	192	22	7	8	141
IG - DTPW - TDP - 7.14	Instagram	7/14/2022	7/17/2022	12300	16,299	90	17-			61
Transit - TDP Boost - 7.14	Twitter	7/14/2022	7/17/2022	7,835	11,018	120	4	1	3	65
FB - DTPW - TDP - 7.18 - Ad	Facebook	7/18/2022	7/21/2022	13696	21,032	197	24	5	8	159
Transit - TDP - 7.18 - SPA	Twitter	7/18/2022	7/21/2022	5,712	14,862	814	0-	-		814
Transit - TDP - 7.18 - ENG	Twitter	7/18/2022	7/21/2022	5,750	15,734	865	0-	-		849
FB - DTPW - TDP - 7.19 - CRE	Facebook	7/19/2022	7/22/2022	3395	8,286	30	3	2		15
Transit - TDP - 7.29 - SPA	Twitter	7/29/2022	7/31/2022	6,857	14,695	500	0-	-		490
				179,782	475,422	8,384	232	53	41	7,710

TDP Newsletter Outreach



Last chance to participate



Miami-Dade Transit riders have just a few more days to provide important feedback through the #MDTMovingFwd survey to help form the 10-year Transit Development Plan (TDP). This strategic vision will help DTPW operate and grow a safer, cleaner, quicker, and more connected transit system.

In addition, the results of this survey will allow Miami-Dade Transit to evaluate the current system while identifying existing and future service improvements. The online survey ends July 31, 2022. Take the [online survey](#) today.

Help improve transportation and mobility

Submit your ideas to help develop a safer, cleaner, quicker and more connected [transit system in Miami-Dade County](#). Complete the [Miami-Dade Transit Moving Forward survey](#) by July 31. Also, share your comments and suggestions on social media using #MDTMovingFwd.

HELP IMPROVE PUBLIC TRANSPORTATION

MDT MOVING FORWARD TOGETHER

— 2023–2032 —

Share your thoughts on ways to
further improve Miami-Dade Transit.

Good, bad & ingenious.
We want to hear it!

> TAKE THE ONLINE SURVEY TODAY.

Your opinion will help the Miami-Dade County Department of
Transportation and Public Works (DTPW) operate and grow a safer,
cleaner, quicker, and more connected transit system.



Survey ends July 31, 2022. For more information, please visit
miamidade.gov/MDTMovingFwd or send an email to MDTMovingFwd@miamidade.gov.



HELP IMPROVE
PUBLIC
TRANSPORTATION

MDT
**MOVING
FORWARD
TOGETHER**

TDP Print Promotion Efforts

Share your thoughts on ways to further improve Miami-Dade Transit.

Good, bad & ingenious. We want to hear it!

➤ **TAKE THE ONLINE SURVEY TODAY.**

Your opinion will help the Miami-Dade County Department of Transportation and Public Works (DTPW) operate and grow a safer, clean, connected transit system.

Survey ends July 31, 2022. For more information, please visit miamidade.gov/MDTMovingFwd or send an email to MDTPW@



EDE AMELYORE
TRANSPÒ PIBLIK

Pataje sa ou panse sou fason pou nou amelyore Transpò Piblik Miami-Dade.

Bon, move ak jenyal. Nou vle tande sa!

➤ **PRAN SONDAJ SOU ENTÈNÈ LA JODI A.**

Opinyon w va ede Depatman Transpò ak Travo Piblik Kouman nou epi devlope yon sistèm transpò ki pi an sekirite, pi pwòp,

Sondaj la ap fini 31 jiyè 2022. Pou plis enfòmasyon, tanpri vizite miamidade.gov/MDTMovingFwd oswa voye yon imel bay MDTPW@

MDT
**MOVING
FORWARD
TOGETHER**
— 2023-2032 —

AYUDE A MEJORAR EL
TRANSPORTE PÚBLICO

Comparta su opinión sobre formas de mejorar más el transporte público de Miami-Dade.

¡Ya sean comentarios positivos, negativos o ingeniosos... queremos recibirlos!

➤ **RESPONDA HOY LA ENCUESTA EN INTERNET.**

Su opinión ayudará a que el Departamento de Transporte y Obras Públicas del Condado de Miami-Dade (DTPW) dirija y desarrolle un sistema de transporte público más seguro, limpio y rápido y con mejor conectividad.

MDT
**MOVING
FORWARD
TOGETHER**
— 2023-2032 —



La fecha límite para responder la encuesta es el 31 de julio del 2022. Para más información, visite el sitio web miamidade.gov/MDTMovingFwd o envíe un correo electrónico a MDTMovingFwd@miamidade.gov.



TDP Social Media Promotion Efforts

Miami-Dade County Department of Transportation and Public Works

Jul 5 · 🌐

Cada año lanzamos nuestra encuesta para pedirles a ustedes, nuestros usuarios, que nos envíen sus opiniones con el f... See more



24 · 6 comments · 2 shares

Like · Comment · Share

Miami-Dade County Department of Transportation and Public Works


Jul 16 · 🌐

Nou vle tandè w! Repons ou ede nou planifye vizyon stratejik pou dizan (10 an) k ap vini yo. Pou nenpòt detay adisyonèl e pou w patisipe nan sondaj #MDTMovingFwd, vizite n sou sit wèb nou an: <https://bit.ly/MDTMovingFwd2023>

Miami-Dade County Department of Transportation and Public Works

Jul 14 · 🌐

There's still time to participate in our annual #MDTMovingFwd survey. Take the survey and help us form our Transit Dev... See more



37 · 9 comments · 10 shares



Miami-Dade County Department of Transportation and Public Works

May 10 · 🌐

The annual #MDTMovingFwd survey is now live! Your feedback helps form our 10-year strategic plan in order to better operate and grow a safer, cleaner, quicker, and more connected transit system. Take the survey here: <https://bit.ly/MDTMovingFwd2023> #GoMiamiDade



Miami-Dade DTPW @GoMiamiDade · Jul 22

#DYK Plan Devlopman Transpò Piblik nou an ede depatman an opere e grand! yon sistèm transpò piblik ki pwòp, san danje, konvenyan e serye. Tout ide w pataje avèk nou ap ede! Fè sondaj #MDTMovingFwd la jodi a! bit.ly/MDTMovingFwd20...




Rogelio Madan and 124 others

62 Comments 18 Shares



gomiamidade  • Follow



gomiamidade  The annual #MDTMovingFwd survey is now live! Your feedback helps form our 10-year strategic plan in order to better operate and grow a safer, cleaner, quicker, and more connected transit system. Take the survey at <https://bit.ly/MDTMovingFwd2023> or at our #linkinbio. #GoMiamiDade

Edited · 13w



ventanas13 I will answer that survey and here i also must tell you that it is a shame that no one seems to care about the difficulties we go through when using the metro mover. For instance, sudden change of route, information on the route blocked by a woman in speaker, immense delays, malfunction. Why are you letting this great service



87 likes

MAY 10

Log in to like or comment.

Paper TDP Survey

What is #MDTMovingFwd?

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

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

How you can help?

- Fill out and mail back this short survey to:
**Department of Transportation and Public Works
Transit Development Plan**
701 NW 1st Court, 15th Floor, Miami, FL 33136
(postage is on us)
- Submit additional comments via email at:
MDTMovingFwd@miamidade.gov
- Fill out the online survey at:



← SCAN HERE

- Follow us on social media at **@GoMiamiDade** on Twitter, Instagram, and Facebook. Use **#MDTMovingFwd** to join the conversation.

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

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

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

For more details, visit
www.miamidade.gov/MDTMovingFwd

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

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



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

POSTAGE WILL BE PAID BY ADDRESSEE

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

MDT
MOVING
FORWARD
TOGETHER

2023-2032

MIAMI-DADE COUNTY'S
TRANSIT DEVELOPMENT PLAN

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



This is an annual survey conducted by the Miami-Dade County Department of Transportation and Public Works. Responses to the survey questions should reflect your typical behavior.

HOW DO YOU RIDE TRANSIT?

How often do you use Miami-Dade Transit services?

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

How do you normally access transit service information?

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

Which is the main reason you use public transportation?

- It is more convenient than other modes of transportation
- Too much traffic on the road
- Taking public transit saves me money on my daily commute
- Don't have access to a vehicle
- I don't use public transportation
- Public transportation is the only option available to you

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

Which transportation mode you use to get to your Miami-Dade Transit station or stop?

- Walk
- Bike, scooter, or another personal device
- Drive to a Metrorail station or Metrobus Park & Ride facility
- Rideshare (Lyft, Uber, Freebee, etc.)
- Transit on demand (Freebee, Go Connect)
- Carpool or vanpool
- Municipal Trolley
- I don't use public transportation

After exiting Miami-Dade Transit, how do you travel to your final destination?

- Walk
- Bike, Scooter, or another personal device
- Drive
- Rideshare (Lyft/Uber, Freebee, etc.)
- Transit on demand (Freebee, Go Connect)
- Carpool or vanpool
- Municipal Trolley
- I don't use public transportation

TRANSIT PRIORITIES

What should be the main service priority for Miami-Dade Transit for the next ten years?

	AGREE	NEUTRAL	DISAGREE
Arrive and depart on time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Earlier/later service hours	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More frequent service during peak commute times (Weekdays 6-9 a.m. and 3-6 p.m.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More frequent service on the weekends	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expand service to new areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Add express/rapid transit routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve comfort and amenities at transit facilities and vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve cleanliness of vehicles and facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase cleaning/sanitizing frequency	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase capacity, ease of access, safety and security at parking lots	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

	AGREE	NEUTRAL	DISAGREE
Improve stop/station amenities (canopies, comfort, furnishings, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve wayfinding signage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve bicycle/pedestrian access	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve bicycle amenities (parking/storage and repair)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve micro-mobility integration at stations (rented bikes / scooters)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide electric vehicle charging stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expand designated carshare areas at Metrorail stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Create more convenient pick-up/drop-off areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Create more park-and-ride facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve security at stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

RATE MIAMI-DADE TRANSIT'S OVERALL SERVICE

Rate your overall riding experience with Miami-Dade Transit.

- Excellent
- Good
- Neutral
- Negative
- I don't use public transportation

ABOUT YOURSELF (OPTIONAL)

Which gender do you identify with?

- Male
- Female
- Other

What is your age group?

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

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

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

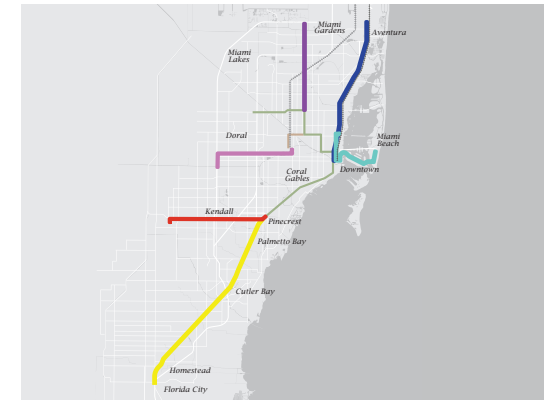
What is your household's approximate total annual income?

- Less than \$15,000
- \$15,000 - \$24,999
- \$25,000 - \$34,999
- \$35,000- \$44,999
- \$45,000-\$54,999
- \$55,000-\$74,999
- \$75,000-\$99,999
- \$100,000+
- Rather not to say

How many working motor vehicles are available in your household?

- None
- One
- Two
- Three or more

SMART PROGRAM



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

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

¿Qué es #MDTMovingFwd?

El Plan para el Desarrollo del Transporte (TDP) del Departamento de Transporte y Obras Públicas del Condado de Miami-Dade (DTPW) es una iniciativa estratégica de diez años diseñada para ayudar al Departamento de Transporte de Miami-Dade (MDT) a operar y crear un sistema de transporte más seguro, limpio, rápido y conectado. Esta breve encuesta usa sus comentarios para influir en nuestros planes para la próxima década.

¿Cuál es el objetivo de esta encuesta? El Plan para el Desarrollo del Transporte evalúa el actual sistema de transporte público del DTPW; identifica las mejoras actuales y futuras en el servicio, así como las inversiones de capital; y al final presenta un plan de financiamiento, conforme a los fondos disponibles.

¿Cómo puede ayudar usted?

- Complete esta breve encuesta y envíela por correo a:
**Department of Transportation and Public Works
Transit Development Plan**
701 NW 1st Court, 15th Floor, Miami, FL 33136
(franqueo prepagado)
- Envíe otros comentarios por correo electrónico a:
MDTMovingFwd@miamidade.gov
- Complete la encuesta en internet en:



◀ ESCANEE ESTE CÓDIGO

- Síguenos en las redes sociales con **@GoMiamiDade** en Twitter, Instagram y Facebook. Use **#MDTMovingFwd** para participar en la conversación.

Plan Recomendado para el Servicio: El plan de ejecución, para un período de diez años, sirve de guía para tomar decisiones relativas a los servicios actuales y futuros. El plan se basa en las normas de servicio, los comentarios de los ciudadanos (como esta encuesta) y la coordinación de las partes interesadas.

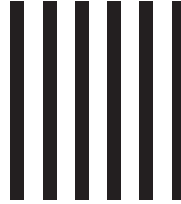
Plan de Inversión de Capital: Este plan prioriza la inversión en autobuses, estaciones, infraestructura y equipos necesarios para preservar y ampliar el sistema de transporte y para poner en práctica el Plan Recomendado para el Servicio.

Plan de Financiamiento: El plan de financiamiento identifica todos los recursos financieros disponibles, así como las necesidades financieras, conforme al Plan Recomendado para el Servicio y el Plan de Mejoras de Capital.

Para obtener más detalles, visite la página web:
www.miamidade.gov/MDTMovingFwd

Conforme a las exigencias del Título II de la Ley de Estadounidenses con Discapacidades (ADA), el Condado de Miami-Dade no discrimina a individuos con discapacidades que reúnan los requisitos en el acceso a servicios, programas, actividades o instalaciones. Hay artículos y servicios auxiliares de comunicación a disposición del público. Es necesario solicitarlos con cinco días de antelación. Para solicitar materiales en formato especial (audiocinta, Braille o disco de computadora), los servicios de un intérprete del lenguaje de señas u otras adaptaciones, sírvase comunicarse con Miami-Dade Department of Transportation and Public Works, Office of Civil Rights and Labor Relations, 701 NW 1st Court, Suite 1700, Miami, FL 33136. A la atención de: ADA Coordinator. Teléfono: 786-469-5225, Fax: 786-469-5589. Correo electrónico: DTPW-ADA@miamidade.gov. Si es sordo o tiene dificultades auditivas, puede llamar a Florida Relay Service al 711, 1-800-955-8771 (TTY) o 1-800-955-8770 (voz).

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



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

POSTAGE WILL BE PAID BY ADDRESSEE

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



MDT
MOVING
FORWARD
TOGETHER
2023-2032

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

DEPARTAMENTO DE TRANSPORTE Y OBRAS PÚBLICAS



El Departamento de Transporte y Obras Públicas de Condado de Miami-Dade realiza esta encuesta anualmente y las respuestas deben reflejar su comportamiento habitual.

¿CÓMO USA EL TRANSPORTE PÚBLICO?

¿Con qué frecuencia utiliza los servicios de transporte público de Miami-Dade?

	AUTOBÚS	TREN	MOVER	STS	GO CONNECT
4 o más veces por semana	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1 a 3 veces por semana	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Algunas veces al mes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rara vez	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Nunca	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Normalmente, ¿cómo busca información sobre el transporte público?

- Aplicación GO Miami-Dade Transit
- Otra aplicación para teléfonos inteligentes
- Sitio web del DTPW Horarios impresos
- Redes sociales (Facebook, Instagram, Twitter, etc.)
- Alertas a usuarios del transporte público de Miami-Dade (por correo electrónico, mensajes de texto)

¿Cuál es la razón principal por la que usa el transporte público?

- Es más conveniente que otros medios de transporte
- Hay demasiado tráfico en las carreteras
- El uso del transporte público me ahorra dinero en mi viaje diario al trabajo
- No dispongo de un vehículo El transporte público es mi única opción
- No uso el transporte público

Si usa el transporte público para ir al trabajo o la escuela, ¿generalmente dónde comienza su recorrido? Código postal: _____ ¿Dónde termina su recorrido? Código postal: _____

¿Qué medio de transporte utiliza para llegar a la estación o parada del transporte público de Miami-Dade?

- A pie Viajes compartidos (Lyft, Uber, Freebee, etc.)
- En bicicleta, motopatíneta u otro medio personal
- Manejo hasta una estación de Metrorail o una instalación Park & Ride de Metrobús
- Transporte público bajo demanda (Freebee, Go Connect)
- Automóvil (carpool) o camioneta de uso compartido (vanpool)
- Trolley del municipio No uso el transporte público

Cuando completa su recorrido en el transporte público de Miami-Dade, ¿cómo llega a su destino final?

- A pie Manejo
- En bicicleta, motopatíneta u otro medio personal
- Viajes compartidos (Lyft, Uber, Freebee, etc.)
- Transporte público bajo demanda (Freebee, Go Connect)
- Automóvil (carpool) o camioneta de uso compartido (vanpool)
- Trolley del municipio No uso el transporte público

PRIORIDADES DEL TRANSPORTE PÚBLICO

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

	DE ACUERDO	NEUTRAL	EN DESACUERDO
Lograr llegadas y salidas puntuales	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ofrecer un horario de servicio más temprano/más tarde	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aumentar la frecuencia de servicio durante las horas pico (días laborables de 6 a 9 a.m. y de 3 a 6 p.m.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aumentar la frecuencia de servicio los fines de semana	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ampliar el servicio a nuevas áreas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Agregar rutas de servicio expreso/rápido	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aumentar las comodidades y servicios en las instalaciones y vehículos del transporte público	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mejorar la limpieza de los vehículos y las instalaciones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aumentar la frecuencia de limpieza/desinfección	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aumentar la capacidad, la facilidad de acceso y la seguridad en los estacionamientos	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

¿Cuáles deberían ser las prioridades del Departamento de Transporte de Miami-Dade en los próximos diez años en lo que respecta sus instalaciones?

	DE ACUERDO	NEUTRAL	EN DESACUERDO
Mejorar los servicios de las paradas/estaciones (toldos, comodidades, mobiliario, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mejorar la señalización direccional	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mejorar el acceso para bicicletas/peatones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mejorar los servicios de estacionamiento/almacenamiento y reparación de bicicletas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mejorar la integración de la micromovilidad en las estaciones (bicicletas/ motopatínetas de alquiler)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Crear estaciones de carga para vehículos eléctricos	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ampliar las áreas designadas para compartir automóviles en las estaciones del Metrorail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Crear áreas más convenientes para recoger o dejar pasajeros	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Crear más instalaciones de estacionamiento con acceso al transporte público (Park and Ride)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mejorar la seguridad en las estaciones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

CALIFIQUE EL SERVICIO DEL DPTO. DE TRANSPORTE DE MIAMI-DADE EN SENTIDO GENERAL

Califique su experiencia general con el transporte público

- Excelente Neutral Negativa
- Buena No uso el transporte público

PREGUNTAS PERSONALES (OPCIONAL)

¿Con cuál género se identifica usted?

- Masculino Femenino Otro

¿Cuál es su grupo de edad?

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

¿Cuál de las siguientes opciones describe mejor su raza o grupo étnico? (Seleccione todas las opciones que correspondan).

- Asiático Blanco
- Negro/afroamericano Español/latino/hispano
- Indio americano Otro

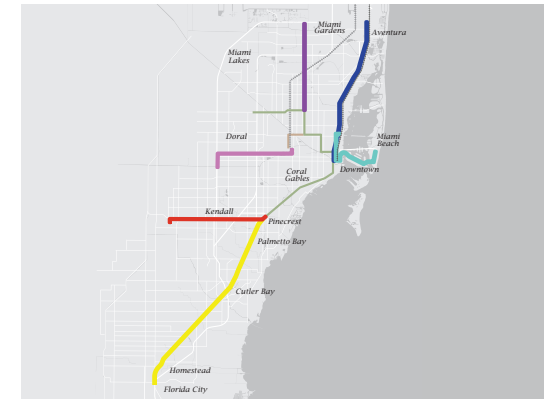
¿Cuál es en total su ingreso anual familiar aproximado?

- Menos de \$15,000 \$15,000 - \$24,999
- \$25,000 - \$34,999 \$35,000 - \$44,999
- \$45,000 - \$54,999 \$55,000 - \$74,999
- \$75,000 - \$99,999 Más de \$100,000
- Prefiero no decir

¿Cuántos vehículos motorizados en funcionamiento hay en su núcleo familiar?

- Ninguno Uno Dos Tres o más

PROGRAMA SMART



De los seis corredores incluidos en el Plan de Tránsito Rápido en Áreas Estratégicas de Miami (SMART Plan) que se estudian para mejorar el servicio de transporte, clasifique los que más utilizaría. Al lado de cada opción, coloque una puntuación del 1 al 6.

- ___ Corredor de la Playa Corredor Este-Oeste
- ___ Corredor de Kendall Corredor Norte
- ___ Corredor Noreste Corredor Sur

Kisa #MDTMovingFwd ye?

Plan Devlopman Transpò (TDP) Depatman Transpò ak Travo Piblik Konte Miami-Dade (DTPW) se yon vizyon estratejik pou dis ane ki ede Miami-Dade Transit (MDT) opere epi devlope yon sistèm transpò ki pi an sekirite, pi pwòp, pi rapid, ak pi konekte. Sondaj tou kout sa a sèvi ak opinyon w pou enfliyanse plan nou yo nan pèspektiv pwochen deseni an.

Kisa sondaj sa a fè? TDP evalye sistèm transpò piblik DTPW ki egziste a, idantifye amelyorasyon sèvis ki ap kontinye, pwochen amelyorasyon sèvis, envestisman kapital, epi finalman prezante yon plan finansye ki baze sou finansman ki disponib.

Kijan ou ka ede?

- Ranpli sondaj toukout sa a epi voye li pa lapòs bay:
**Department of Transportation and Public Works
Transit Development Plan**
701 NW 1st Court, 15th Floor, Miami, FL 33136
(nou ap peye tenm lan)
- Soumèt kòmantè adisyonèl pa imel nan
MDTMovingFwd@miamidade.gov
- Ranpli sondaj sou entènèt la nan:



← ESKANYE LA

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

Plan Sèvis Rekòmande: Aplikasyon plan dis ane a gide desizyon sou sèvis ki egziste ak sèvis ki ap vini. Plan an baze sou estanda sèvis yo, opinyon sitwayen yo (tankou sondaj sa a), ak kowòdinasyon moun ki gen enterè yo.

Plan Investisman Kapital: Plan sa a bay priyorite a envestisman nan otobis, estasyon, enfrastrikti, ak ekipman nesèsè pou konsève ak elaji sistèm transpò piblik la epi aplike Plan Sèvis Rekòmande a.

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

Pou plis detay, vizite
www.miamidade.gov/MDTMovingFwd

Dapre egzijans Tit II ADA a, Konte Miami-Dade p ap fè diskriminasyon kont moun ki kalifye ki gen andikap sou baz andikap nan sèvis, pwogram, aktivite oswa enstalasyon li yo. Gen ed ak sèvis oksilyè pou komini-kasyon ki disponib lè ou mande sa senk jou davans. Pou materyèl nan lòt fòm (anrejistreman odyo, bray oswa disk òdinatè), yon entèprèt lang sity oswa lòt aranjanman, tanpri kontakte: Miami-Dade Department of Transportation and Public Works, Office of Civil Rights and Labor Relations, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atansyon: Kowòdonatè ADA, Telefòn: 786-469-5225, Faks: 786-469-5588, Imel: DTPW-ADA@miamidade.gov. Si ou soud oswa ou gen pwoblèm pou tande, ou ka kontakte ajans lan lè w sèvi avèk Sèvis Relè Florid nan 711, oswa 1-800-955-8771 (TTY) oswa 1-800-955-8770 (Voice).



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

POSTAGE WILL BE PAID BY ADDRESSEE

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



MDT
MOVING
FORWARD
TOGETHER
2023-2032

PLAN DEVLOPMAN TRANSPÒ PIBLIK
KONTE MIAMI-DADE

DEPATMAN TRANSPÒ AK TRAVO PIBLIK



Sa se yon sondaj ke Depatman Transpò ak Travo Piblik Konte Miami-Dade reyalize chak ane. Repons kesyon sondaj la dwe reflekte konpòtman nòmal ou.

KIJAN OU MONTE TRANSPÒ PIBLIK?

Chak konbyen fwa ou itilize sèvis transpò Miami-Dade?

	OTOBIS	RAIL	MOVER	STS	GO CONNECT
4 + fwa pa semèn	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1-3 fwa pa semèn	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Kèk fwa pa mwa	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Raman	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Jamè	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Kijan ou nòmalman gen aksè a enfòmasyon sèvis transpò piblik?

- Aplikasyon GO Miami-Dade Transit
- Yon lòt aplikasyon pou telefòn entelijan
- Sit entènèt DTPW
- Medya sosyal (Facebook, Instagram, Twitter, elatriye)
- Orè sou papye
- Alèt pasaje Miami-Dade Transit (imel/mesaj tèks)

Pou ki rezon prensipal ou itilize transpò piblik?

- Li pi pratik pase lòt mwayen transpò
- Twòp blokis sou wout la
- Pran transpò piblik sa fè m ekonomize nan lajan vwayaj mwen chak jou
- Mwen pa gen aksè a yon machin
- Mwen pa sèvi ak transpò piblik
- Transpò piblik se sèl opsyon ki disponib pou ou

Si w monte transpò piblik pou w ale travay oswa lekòl, ki kote ou kòmanse vwayaj ou anjeneral? Zipkòd: _____
Ki kote ou fini vwayaj ou? Zipkòd: _____

Ki mwayen transpò ou itilize pou w ale nan estasyon oswa arè transpò Miami-Dade ou an?

- Apye
- Bisiklèt, mobilèt, oswa yon lòt aparèy pèsònèl
- Kondui ale nan yon estasyon Metrorail oswa nan yon establisman Park & Ride Metrobüs
- Kowwatiraj (Lyft, Uber, Freebee, elatriye)
- Transpò sou demann (Freebee, Go Connect)
- Carpool oswa vanpool
- Trolley minisipal
- Mwen pa sèvi ak transpò piblik

Aprè fin kite Miami-Dade Transit, kijan ou vwayaje pou ale nan destinasyon final ou?

- Apye
- Bisiklèt, mobilèt, oswa yon lòt aparèy pèsònèl
- Kondui
- Vwayaj pataje (Lyft/Uber, Freebee, elatriye)
- Transpò sou demann (Freebee, Go Connect)
- Carpool oswa vanpool
- Trolley minisipal
- Mwen pa sèvi ak transpò piblik

PRIYORITE TRANSPÒ

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

	DAKÒ	NET	PA DAKÒ
Arive ak depa alè	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Orè sèvis pi bonè/pita	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sèvis pi souvan pandan èdepwent (lasemèn 6-9 am ak 3-6 pm)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sèvis pi souvan nan wikenn	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ogmante sèvis nan nouvo zòn	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ajoute wout transpò ekspres/rapid	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amelyore konfò ak ekipman nan enstalasyon transpò piblik ak veyikil yo	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amelyore pwòpte veyikil yo ak enstalasyon yo	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ogmante frekans netwayaj/dezenfeksyon	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ogmante kapasite, fasilite aksè, Pwoteksyon ak sekirite nan pakin yo aksè,	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Kisa ki ta dwe priyorite Miami-Dade Transit ki gen rapò ak enstalasyon yo pou dis ane kap vini yo?

	DAKÒ	NET	PA DAKÒ
Amelyore ekipman estasyon yo (kanopi, konfò, mèb, elatriye)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amelyore siyalizasyon direksyon yo	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amelyore aksè pou bisiklèt/pyeton	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amelyore pakin/antrepozaj ak reparasyon bisiklèt	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amelyore entegrasyon mikwo-mobilite nan estasyon (lokasyon bisiklèt/Mobilèt)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bay estasyon rechaj pou veyikil elektrik	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Elaji zòn kovwatiraj yo deziyen nan estasyon Metrorail yo	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Kreye zòn ki pi pratik pou pran/depoze moun	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Kreye plis enstalasyon park-and-ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amelyore sekirite nan estasyon yo	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

EVALYE SÈVIS MIAMI-DADE TRANSIT ANJENERAL

Evalye eksperyans ou anjeneral nan monte Miami-Dade Transit.

- Excellent
- Bon
- Net
- Negatif
- Mwen pa sèvi ak transpò piblik

KONSÈNAN OUMENM (SI OU VLE)

Ak ki sèks ou idantifye tèt ou?

- Gason
- Fanm
- Lòt

Ki gwoup laj ou?

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

Kisa ki pi byen dekri ras/etnisite w? (chwazi tout sa ki aplikab)

- Azyatik
- Nwa/ Afriken-Ameriken
- Blan
- Panyòl/Latino/ Ispanik
- Endyen Ameriken
- Lòt

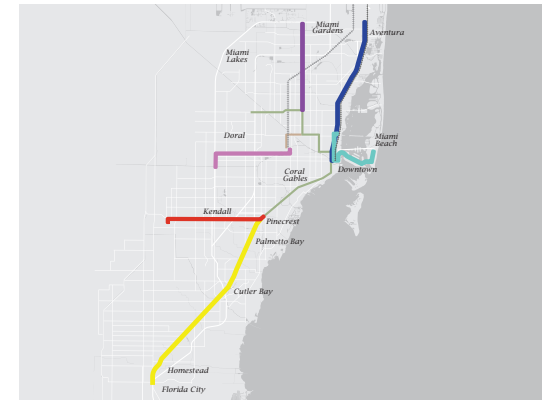
Ki a ki se revni total apwoksimatif anyèl lakay ou?

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

Konbyen veyikil ki pa anpàn ki disponib lakay ou?

- Okenn
- Youn
- De
- Twa oswa plis

PWOGRAM SMART



Nan sis koridò Pwogram Transpò Rapid Zòn Estratejik Miami (SMART) ke yo konsidere pou sèvis transpò prensipal yo, tanpri klase koridò ou ta itilize pi plis la lè w bay yon nòt ant 1 a 6 akote chak opsyon.

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

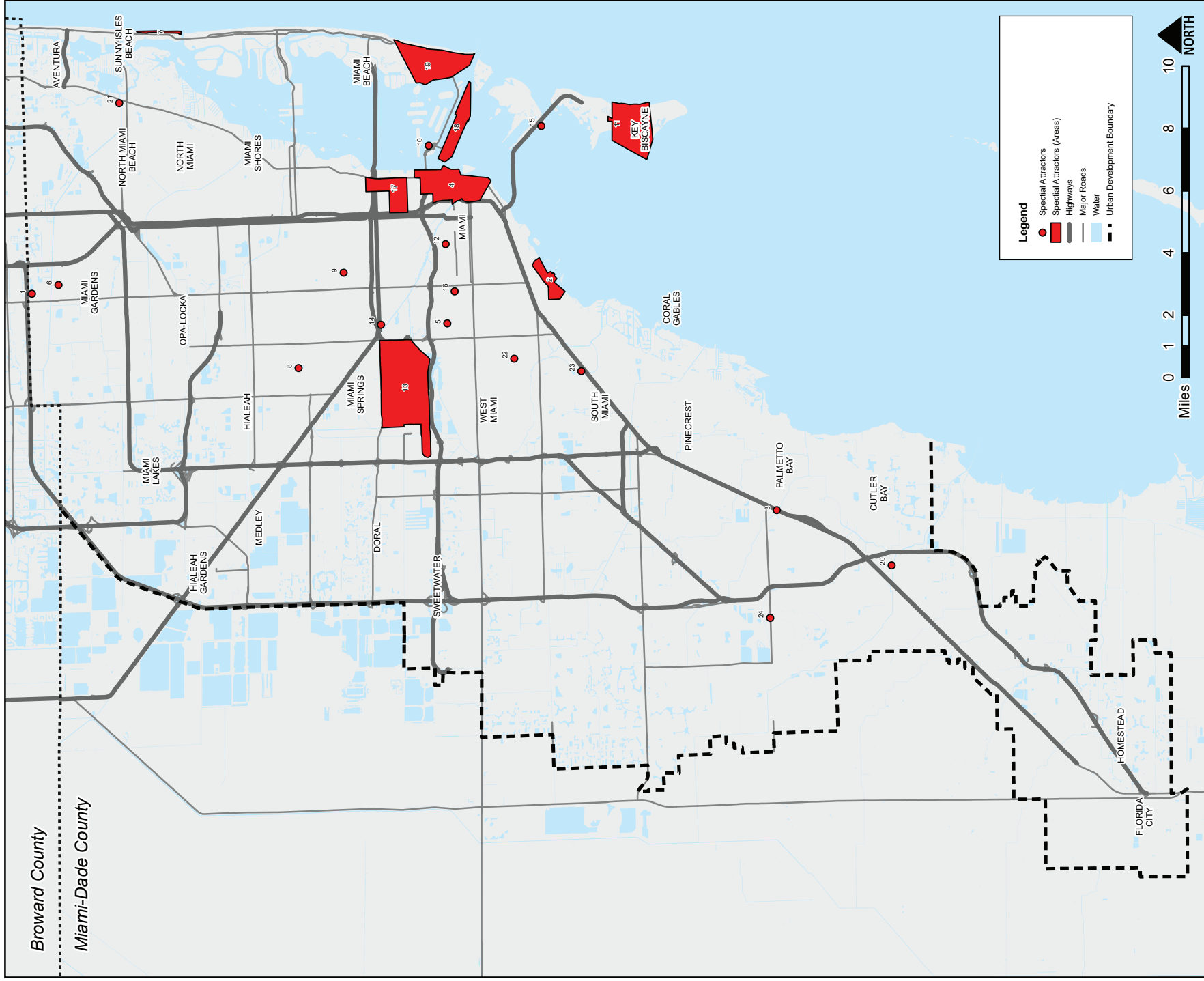


MDT
MOVING
FORWARD
TOGETHER
— 2023–2032 —

A.5 MDT Major Trip Generator Maps

Parks

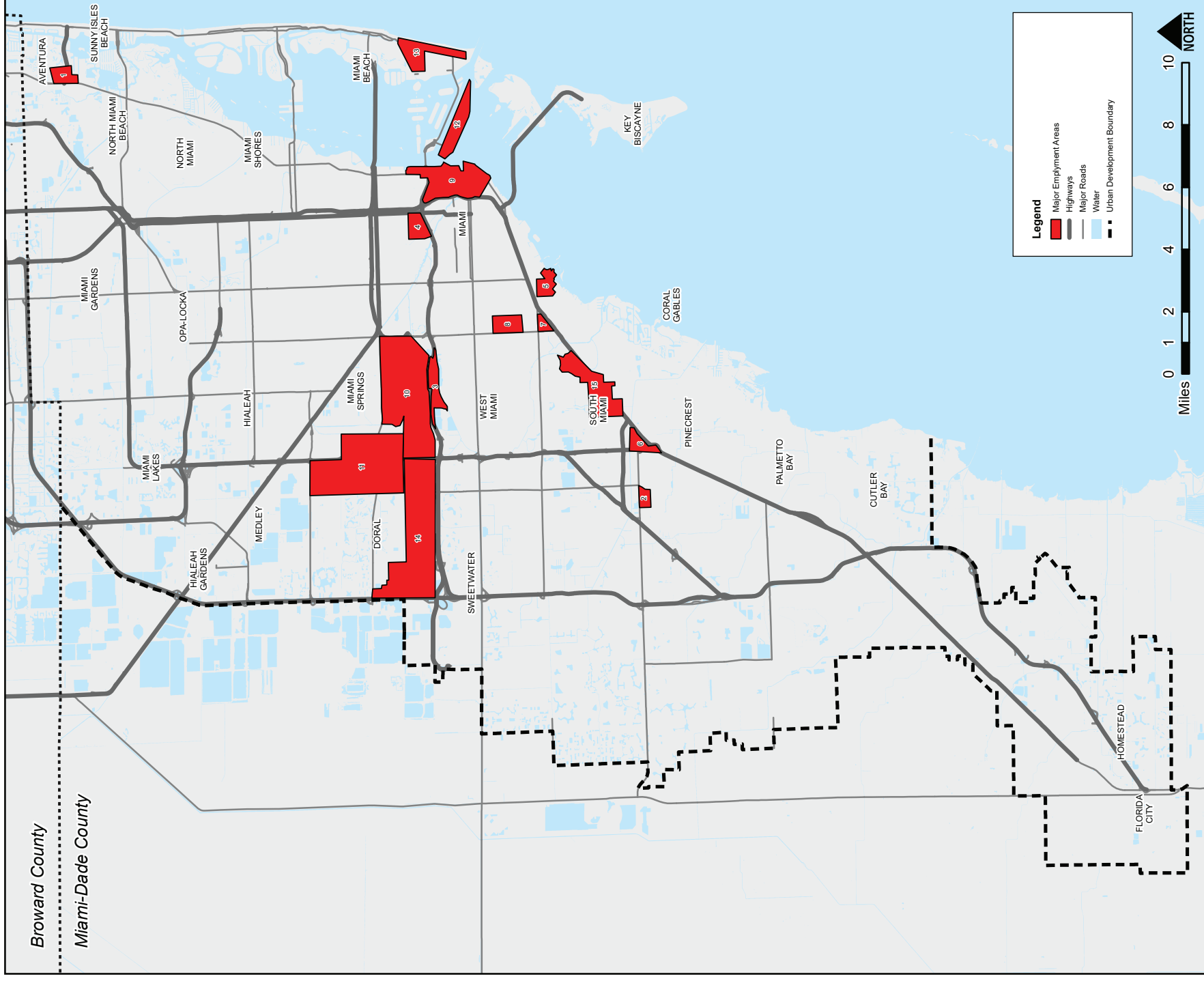
Map ID	Name	Routes								
State and National Parks										
1	Biscayne NP	NONE								
2	Everglades addition	NONE								
3	WCA-3A	NONE								
3	WCA-3B	NONE						NM*		
4	Oleta River SP	105	108	135	3					
		75	93	NM*						
5	The Barnacle Historic SP	NONE								
6	Bill Baggs Cape SP	102								
County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



Special Attractors. Source: DTPW, December 2019.

Major Employment Areas

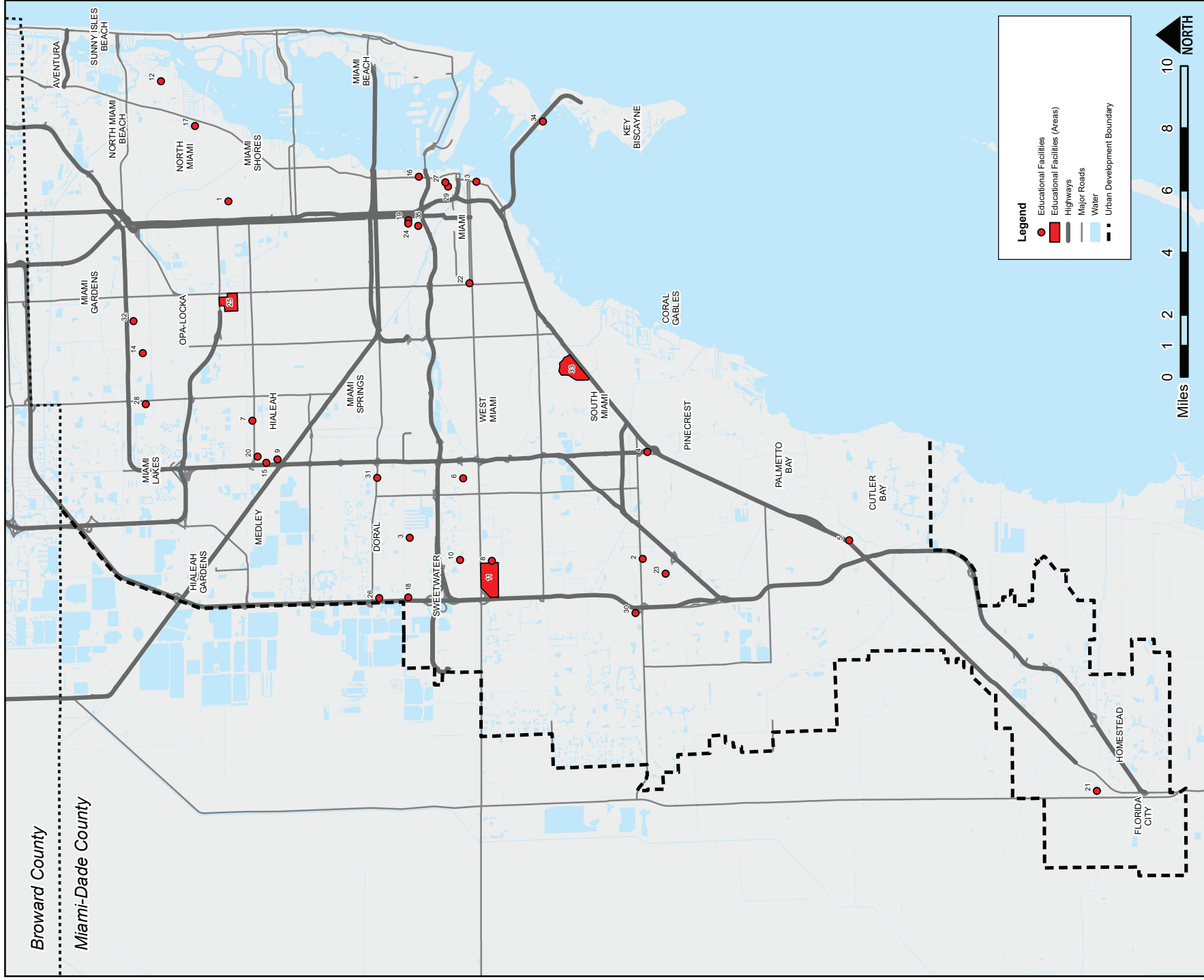
Map ID	Name	Routes									
1	Aventura Mall	105	119	120	183	3	9	93	95	99	BA*
2	Baptist Hospital South	104	88								
3	Blue Lagoon	238	338	57	7	836	WE*				
4	Civic Center / Health District	113	12	21	246	277	295	296	32	77	836
		95	RA*								
5	Coconut Grove	22									
6	Dadeland	104	204	252	272	287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



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

Educational Facilities

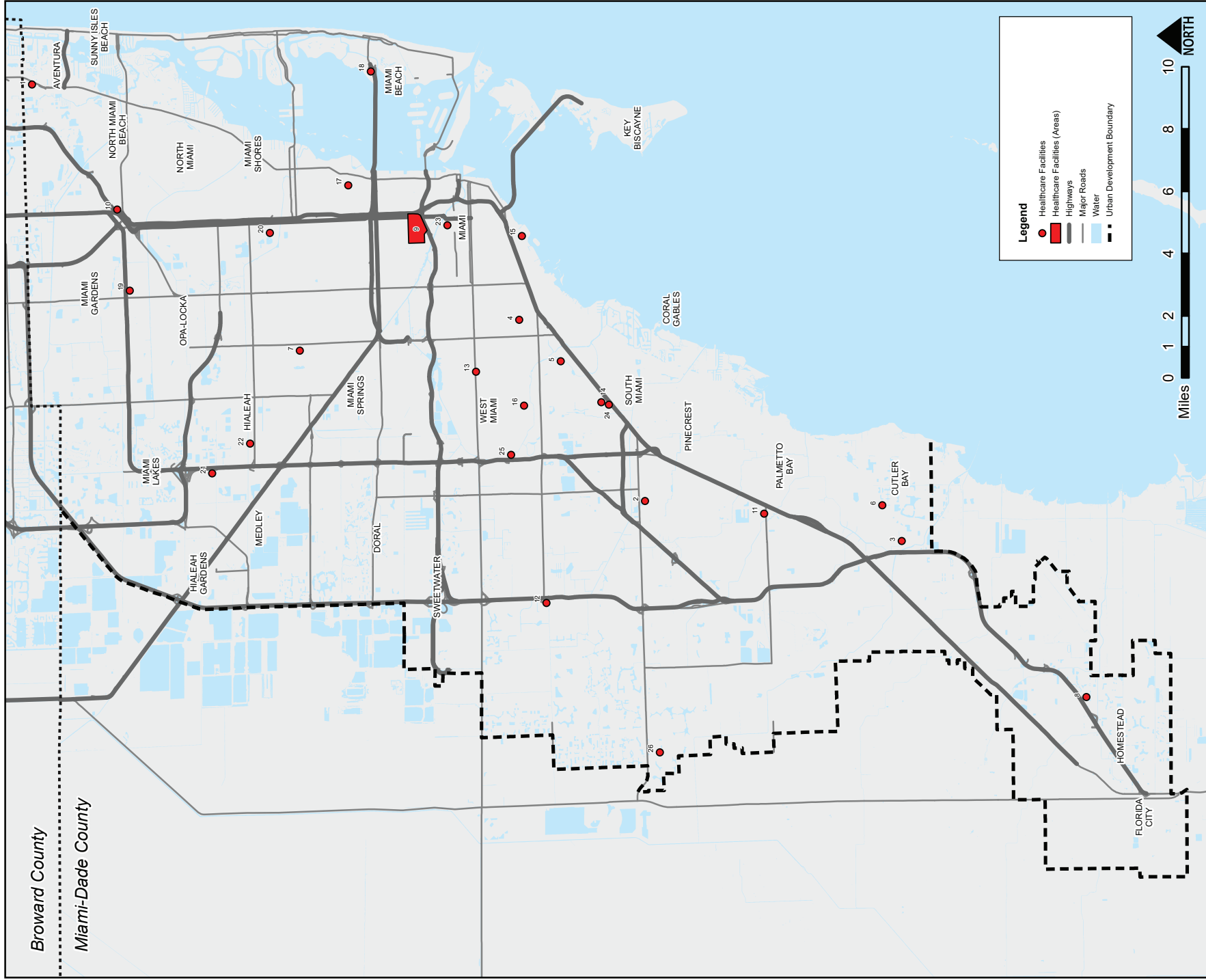
Map ID	Name	Routes					
1	Barry University Main Campus						
2	Barry University Kendall	71					
3	Carlos Albizu University						
4	City College						
5	CBT College - Cutler Bay Campus	200					
6	CBT College - Flagler Campus	11	51	87			
7	CBT College - Hialeah Campus	33	54	HI*			
8	Florida Career College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



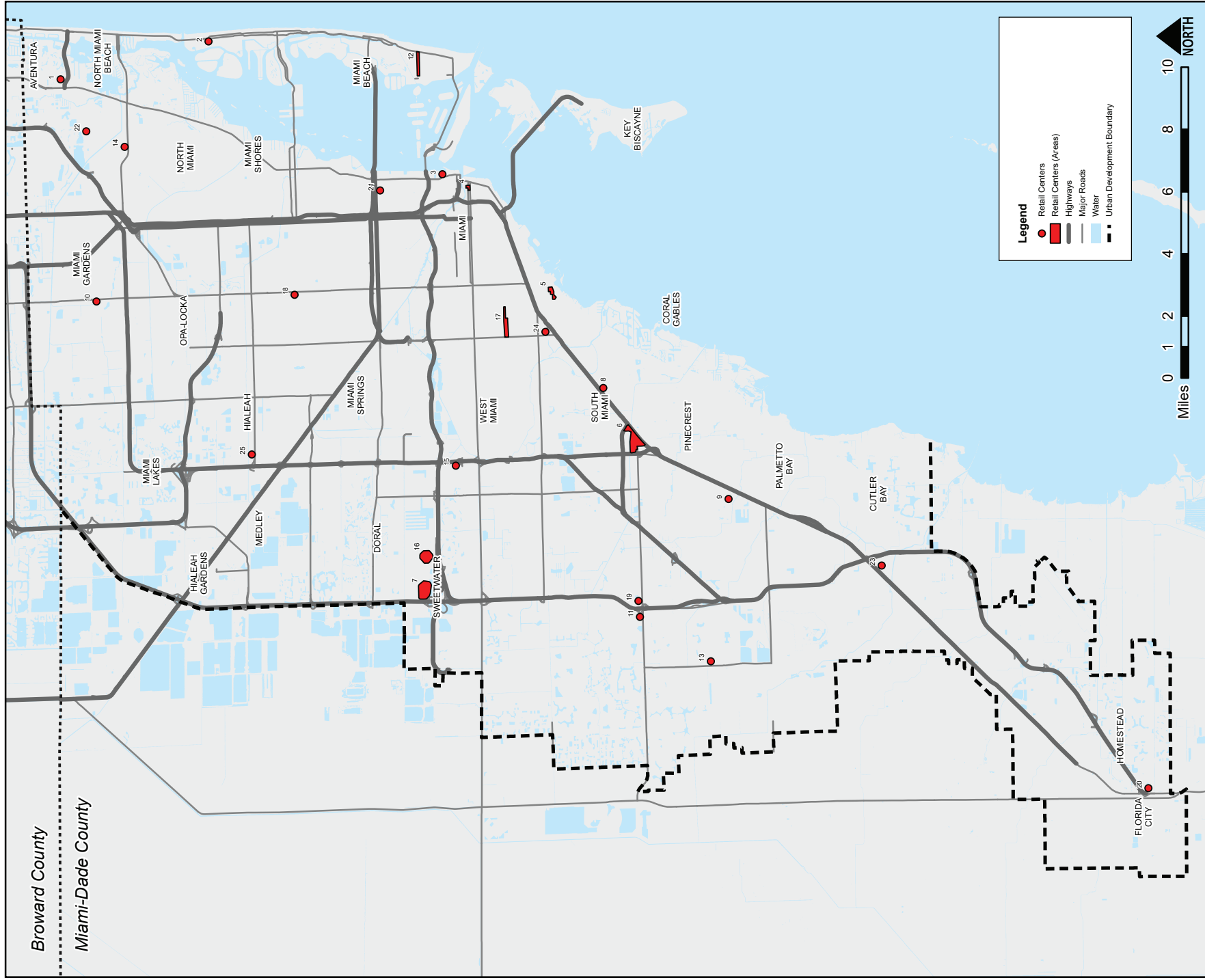
Educational Centers. Source: DTPW, December 2019

Healthcare Facilities

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



Healthcare Facilities. Source: DTPW, December 2019



Retail Centers. Source: DTPW, December 2019



MDT
MOVING
FORWARD
TOGETHER
— 2023–2032 —

A.6 MDT Bus Replacement Plan

Bus Replacement Plan 2022

BUS PROCUREMENT / REPLACEMENT	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Cost of small buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number required 40ft Electric	32				55	55	55	55	55	55	55	56	129
Total number of 40 Ft buses required 40 LFW CNG or	0	0	0	0									
Subtotal Cost of 40 Ft Buses	\$ -	\$ -	\$ -	\$ -	\$ 52,353,400	\$ 53,094,250	\$ 53,835,100	\$ 54,575,950	\$ 55,316,800	\$ 56,057,650	\$ 56,798,500	\$ 58,585,520	\$ 136,693,560
Total number of Articulated buses required 60-ft Articulated CNG or Electric	0	0	0	0	0	43	11	10	0		0		10
Subtotal Cost of 60 Ft buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,403,750	\$ 16,186,500	\$ 14,917,500	\$ -	\$ -	\$ -	\$ -	\$ 15,930,000
Total Buses	32	0	0	0	55	98	66	65	55	55	55	56	139
Cost for Bus Replacement	\$ -	\$ -	\$ -	\$ -	\$ 52,353,400	\$ 115,498,000	\$ 70,021,600	\$ 69,493,450	\$ 55,316,800	\$ 56,057,650	\$ 56,798,500	\$ 58,585,520	\$ 152,623,560

BUS PROCUREMENT / ENHANCEMENTS	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Cost of small buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number of 40 Ft buses required 40 LFW Electric	42												
Subtotal Cost of 40 Ft Buses	\$ 37,716,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	10	90	0									0	
Subtotal Cost of 60 Ft buses	\$ -	\$ 123,322,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Buses Required	52	90	0	0	0	0	0	0	0	0	0	0	0
Cost for Fleet Expansion	\$ 37,716,000	\$ 123,322,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	South Dade and BERT	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed
Total buses: Replacement & Enhancements	84	90	0	0	55	98	66	65	55	55	55	56	139
Total Cost: Replacement & Enhancements	\$ 37,716,000	\$ 123,322,500	\$ -	\$ -	\$ 52,353,400	\$ 115,498,000	\$ 70,021,600	\$ 69,493,450	\$ 55,316,800	\$ 56,057,650	\$ 56,798,500	\$ 58,585,520	\$ 152,623,560

Replacement at Approximately 100 percent of useful life (12 years)
 Cost of CNG 40FT 60FT
 \$535,678 \$750,000
 Cost Electric \$898,000 \$1,350,000

Replacement at Approximately 100 percent of useful life (12 years)
 Cost of CNG
 Cost Electric

Bus Replacement Plan 2022

BUS PROCUREMENT / REPLACEMENT	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0	0	0	0	0
Subtotal Cost of small buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number required 40ft Electric	55	55	55	55	55	55	55	55	55	55	56
Total number of 40 Ft buses required 40 LFW diesel hybrid											
Subtotal Cost of 40 Ft Buses	\$ 59,021,050	\$ 59,761,900	\$ 60,502,750	\$ 61,243,600	\$ 61,984,450	\$ 62,725,300	\$ 63,466,150	\$ 64,207,000	\$ 64,947,850	\$ 65,688,700	\$ 67,637,360
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	90	0		0	43	11	10		0		
Subtotal Cost of 60 Ft buses	\$ 145,192,500	\$ -	\$ -	\$ -	\$ 72,852,750	\$ 18,859,500	\$ 17,347,500	\$ -	\$ -	\$ -	\$ -
Total Buses	145	55	55	55	98	66	65	55	55	55	56
Cost for Bus Replacement	\$204,213,550	\$59,761,900	\$60,502,750	\$61,243,600	\$134,837,200	\$81,584,800	\$80,813,650	\$64,207,000	\$64,947,850	\$65,688,700	\$67,637,360

BUS PROCUREMENT / ENHANCEMENTS	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0	0	0	0	0
Subtotal Cost of small buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number of 40 Ft buses required 40 LFW diesel hybrid											
Subtotal Cost of 40 Ft Buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	0			8							
Subtotal Cost of 60 Ft buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Buses Required	0	0	0	8	0	0	0	0	0	0	0
Cost for Fleet Expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed
Total buses: Replacement & Enhancements	145	55	55	63	98	66	65	55	55	55	56
Total Cost: Replacement & Enhancements	\$ 204,213,550	\$ 59,761,900	\$ 60,502,750	\$ 61,243,600	\$ 134,837,200	\$ 81,584,800	\$ 80,813,650	\$ 64,207,000	\$ 64,947,850	\$ 65,688,700	\$ 67,637,360

Bus Replacement Plan 2022

BUS PROCUREMENT / REPLACEMENT	2046	2047	2048	2049	2050	2051	2052
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0
Subtotal Cost of small buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number required 40ft Electric	129	55	55	55	55	55	55
Total number of 40 Ft buses required 40 LFW diesel hybrid							
Subtotal Cost of 40 Ft Buses	\$ 157,545,120	\$ 67,911,250	\$ 68,652,100	\$ 69,392,950	\$ 70,133,800	\$ 70,874,650	\$ 71,615,500
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid		10	90				0
Subtotal Cost of 60 Ft buses	\$ -	\$ 18,562,500	\$ 168,885,000	\$ -	\$ -	\$ -	\$ -
Total Buses	129	65	145	55	55	55	55
Cost for Bus Replacement	\$157,545,120	\$86,473,750	\$237,537,100	\$69,392,950	\$70,133,800	\$70,874,650	\$ 71,615,500

BUS PROCUREMENT / ENHANCEMENTS	2046	2047	2048	2049	2050	2051	2052
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0
Subtotal Cost of small buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number of 40 Ft buses required 40 LFW diesel hybrid							0
Subtotal Cost of 40 Ft Buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid							0
Subtotal Cost of 60 Ft buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Buses Required	0	0	0	0	0	0	0
Cost for Fleet Expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	South Dade and BERT
Total buses: Replacement & Enhancements	129	65	145	55	55	55	55
Total Cost: Replacement & Enhancements	\$ 157,545,120	\$ 86,473,750	\$ 237,537,100	\$ 69,392,950	\$ 70,133,800	\$ 70,874,650	\$ 71,615,500



MDT
MOVING
FORWARD
TOGETHER
— 2023–2032 —

A.7 MDTMovingFwd Survey Results

Miami-Dade County 2022 Transit Development Plan Survey Results

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

Survey Period	August 01, 2021, to July 31, 2022
Survey Format	Electronic and Paper Survey
Number of Questions	Electronic: 25 Paper: 16
Survey Thematic Areas	How Do You Ride Transit
	Transit Priorities
	Miami-Dade Transit Overall Service Performance
	Demographic Information
	SMART Plan – Rapid Transit
Languages	English Spanish Haitian Creole
Number of Paper Surveys Completed	207 Surveys English = 152 Spanish = 53 Haitian Creole = 2
Number of attempted online Survey Respondents	1,637 Surveys English = 1,573 Spanish = 62 Haitian Creole = 2

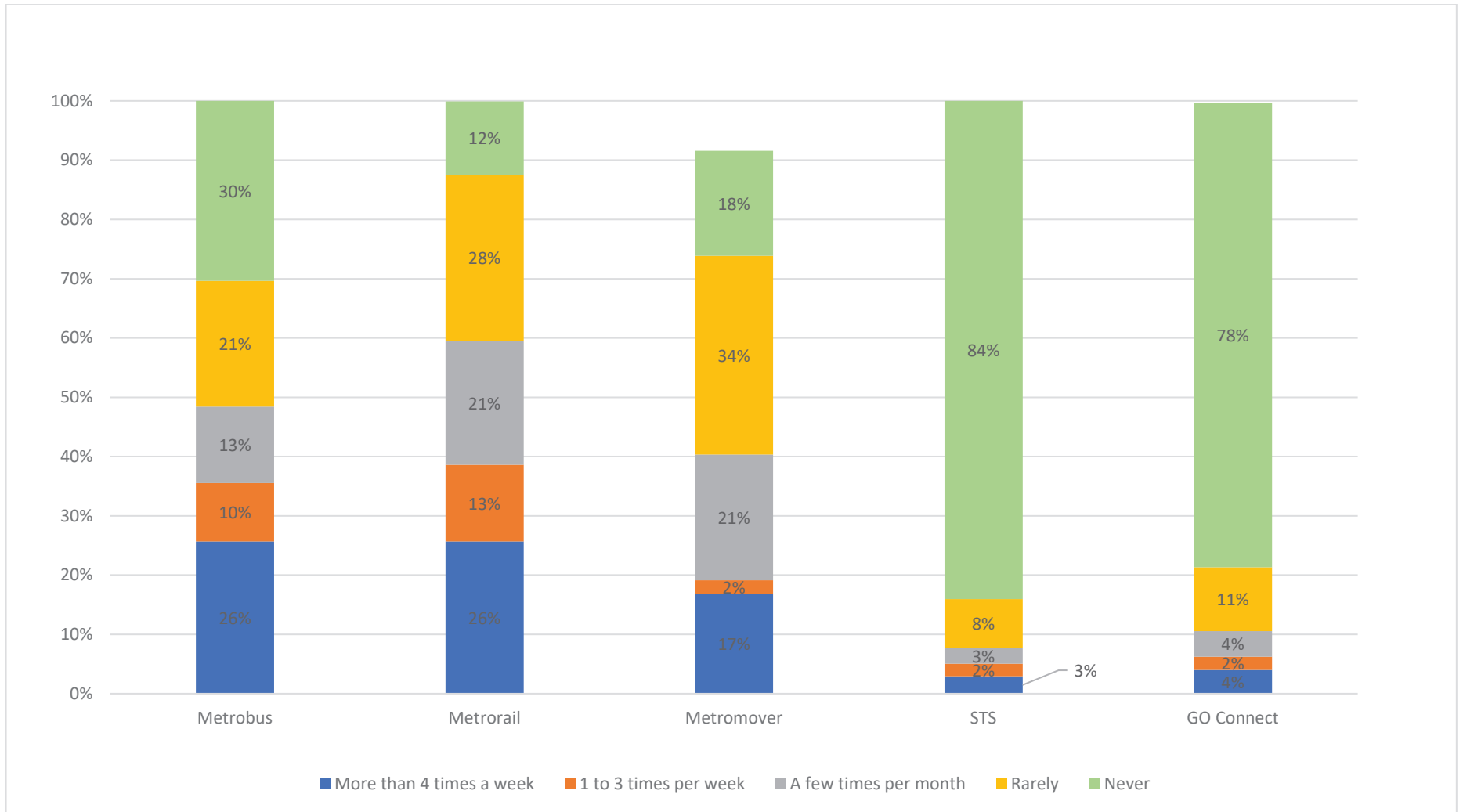
Survey Questions			
Question No.	How do you Ride Transit	Responses	
1*	How often did you use Miami-Dade Transit services?	1,791	97 %
2*	How do you pay to ride Miami-Dade Transit?	1,292	79 %
3	Do you make transfers?	1,291	79 %
4	How did you transfer?	899	70 %
5*	How do you normally access transit information?	1,082	59 %
6*	The main reason I typically take mass transit is:	1,092	59 %
7*	Where do you typically start and end your trip?	965	52 %
8*	Before you begin your transit trip, how do you typically get to your Miami-Dade Transit station or stop?	897	49 %
9	How long does it typically take you to get to your Miami-Dade Transit station or stop?	899	55 %
10*	When you exit the transit vehicle, how do you travel to your final destination?	1,090	59 %
Transit Priorities			
11*	What should be the main service priority for Miami-Dade Transit for the next ten years?	1,075	58 %
12*	What should Miami-Dade Transit's facilities-related priorities be for the next ten years?	1,066	58 %
13	Which amenities would you like to have access to at Metrorail / Metromover stations?	868	53 %
14	I would use Miami-Dade Transit services more often if:	899	55 %
Overall Service Performance			
15*	Rate your overall riding experience with Miami-Dade Transit.	1,092	59 %
SMART Plan – Rapid Transit			
16*	Of the six corridors in the Strategic Miami Area Rapid Transit (SMART) Plan that are being considered for Miami-Dade County, please rank the corridors which you would use the most.	970	52 %
27	Which of the following destinations could Miami-Dade Transit serve better?	899	55 %
Demographics			
18*	What is your gender?	1,084	59 %
19*	What is your age group?	1,085	59 %
20*	What best describes your ethnicity?	1,081	59 %
21*	What is your household's approximate total annual income?	1,076	58 %
22*	How many working vehicles are available in your household	1,074	58 %
Average Response Rate		58%	

* Questions asked on both the online and paper survey

1. How often did you use Miami-Dade Transit services?

Figure 1 provides insight into the type and frequency of transit use. This question was on the electronic survey, as well as the paper survey. Based on the responses, 26 percent of transit riders use Metrobus and Metrorail more than 4 times a week compared to 17 percent for Metromover and 3 percent for STS users at the same frequency. Similarly, 10 percent of transit riders use Metrobus and 13% use Metrorail 1-3 times a week compared to 2 percent and 5 percent for Metromover and STS respectively.

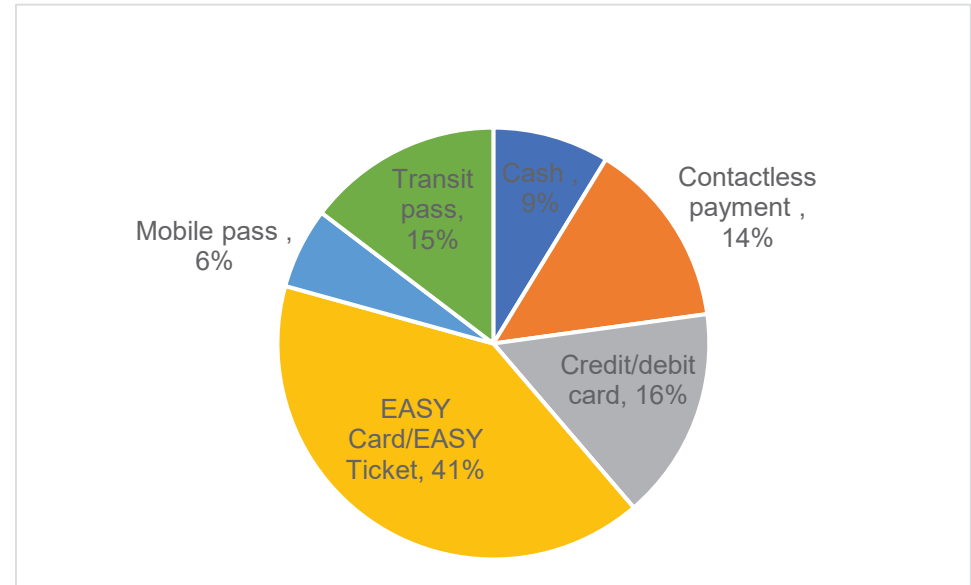
Figure 1 – How Often Do You Use Miami-Dade Transit Services?



2. Transit Payment Methods

Respondents were asked how they paid for transit fares. As shown in **Figure 2**, 41 percent of users pay their transit fare with EASY Card/EASY Ticket. 16 percent use credit cards. 9 percent pay cash for their fares, and 14 percent pay their Transit fare with contactless payment methods including Apple Pay and Samsung Pay. Mobile passes transit passes (Corporate EASY Card) constituted 6 percent and 15 percent of payment methods respectively. This question was asked on the online survey only.

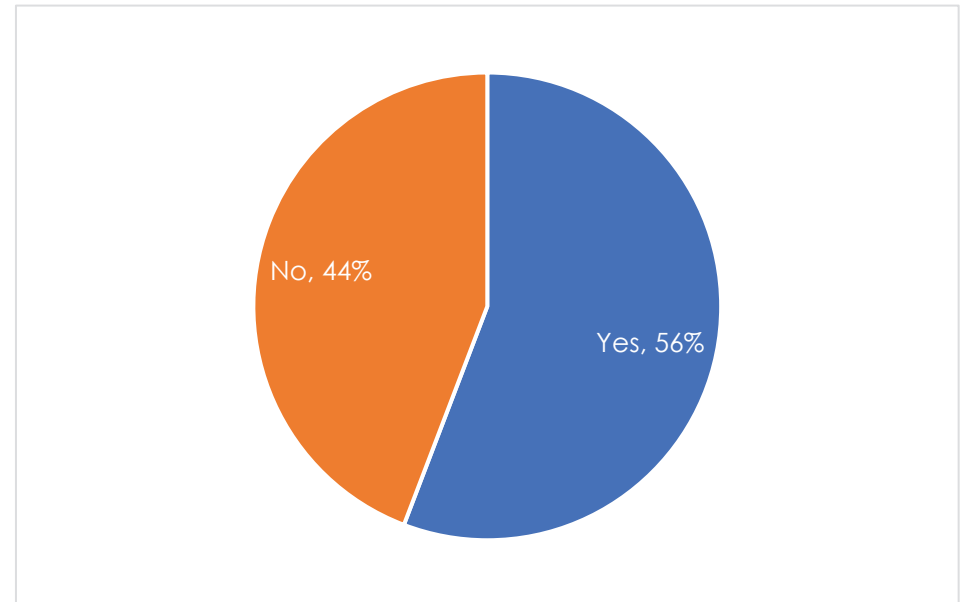
Figure 2 – How Do You Pay for Transit?



3. Transfers

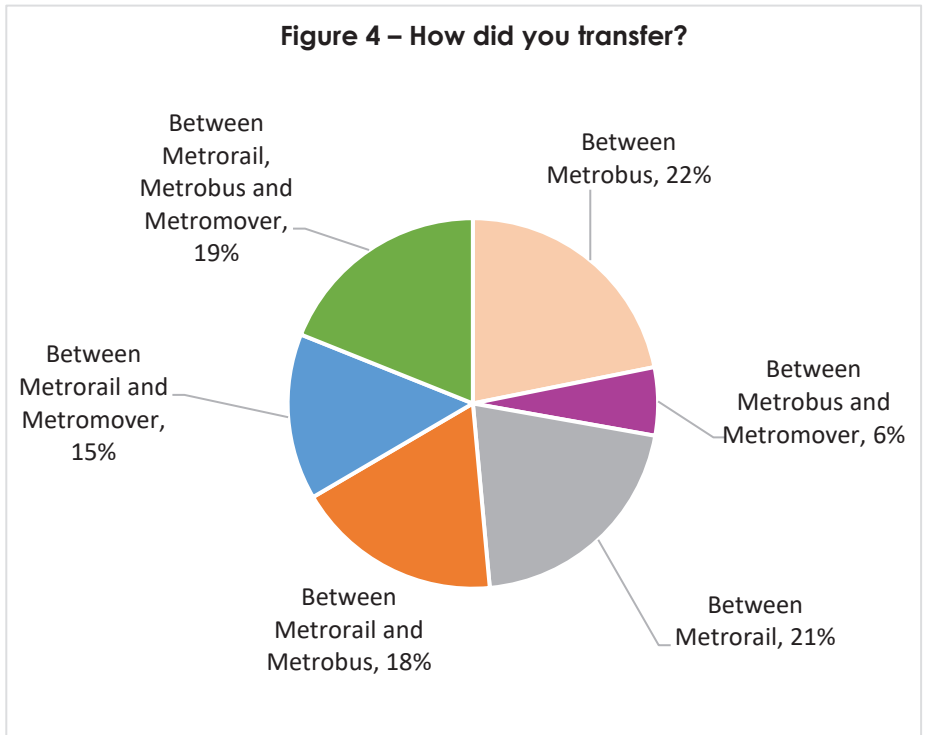
Respondents were asked if they made transfers between the MDT system. About 42 percent indicated they do not transfer when they travel. Results are shown in **Figure 4**.

Figure 3 – Did/Do you Make Transfers?



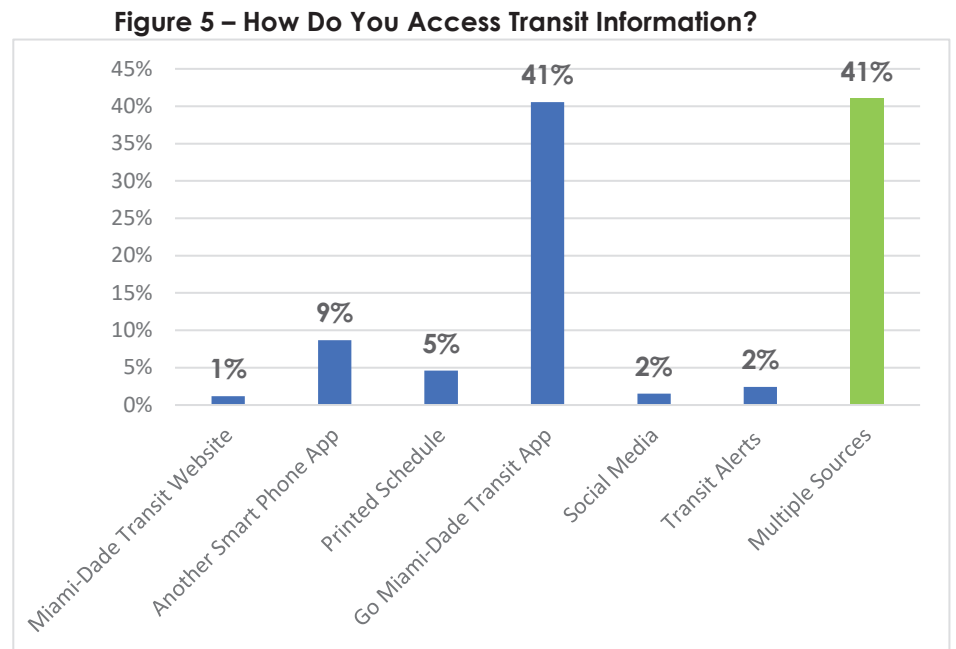
4. Transfers

Respondents were asked about their transfers between the MDT system. About 18 percent of transfers occur between Metrobus and Metrorail and 19 percent between Metrorail, Metrobus and Metromover. 15 percent of transfers occur between Metrorail and Metromover. 22 percent of users transfer between one Metrobus to another and 21 percent transfer between one Metrorail line to another. This question was asked on the online survey only. Results are shown in **Figure 4**.



5. Transit Information

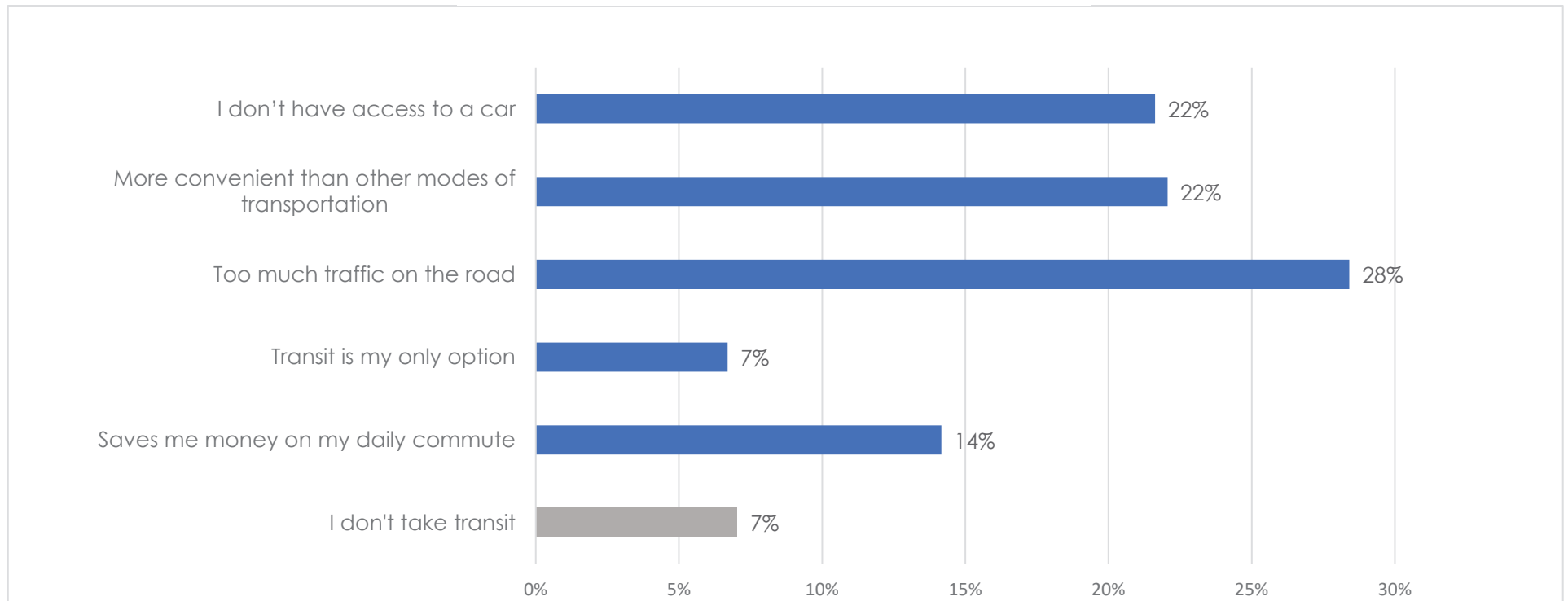
Survey respondents were asked about how they access transit information. As shown in **Figure 5**, 41 percent rely on the GoMiamiDade App for transit information while 9 percent get their information from another smart phone App. 1 percent rely on the Miami-Dade Transit website for transit information while 2 percent rely on social media. Only 5 percent and 2 percent rely on the printed schedule and transit alerts as their source of transit information. 41 percent of respondents use a combination of information sources to access transit information. This question was asked on both the online and paper survey.



6. Reason for Transit Use

Figure 6 provides the reasons respondents use public transit. 22 percent of respondents indicated that their primary reason for using transit is because its more convenient than other modes of transportation. 28 percent of respondents use transit because of congested traffic conditions. 22 percent find transit options to be more convenient than other modes of transportation. For 7 percent of users, transit is their only option for moving around. 22 percent of users take transit because they do not have access to a car and another 14 percent chose transit because it saves them money on their daily commute. This question was asked on both the online and paper survey.

Figure 6 – Why Do You Use Transit?



7. Trip origination and destination zip code

Responder were asked to provide the zip code where they typically start their transit journey as well as the destination zip code. There were 120 trip origination zip codes and 111 different destination zip codes. For this analysis, the top 10 trip origination and destination zip codes are shown in the chart. **Figure 7** and **Figure 8** shows the top 10 start zip codes and top 10 end zip codes. This question was included in both the paper and online survey

Figure 7 – Where do you typically Start your trip? Start Zip Code

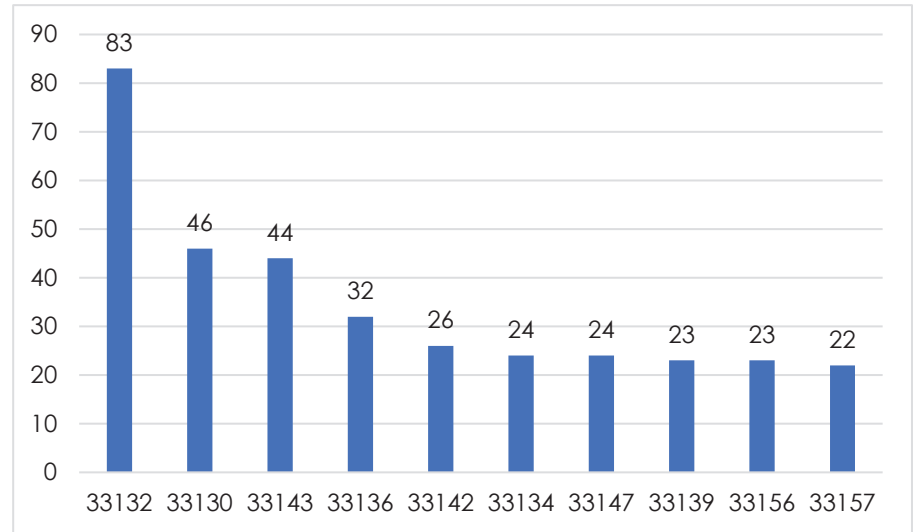
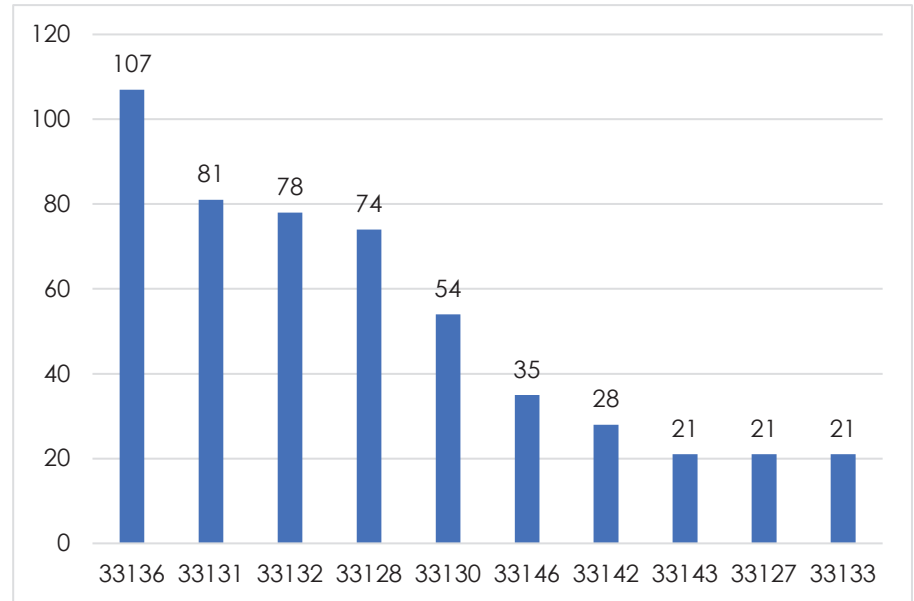


Figure 8 – Where do you typically Start your trip? End Zip Code



8. Transit Connections

Respondents were asked about the means of transportation to the nearest transit service point and to their final destinations. The results showed that 54 percent of respondents walk to the nearest transit point while 24 percent drive. For the means of transportation to their destination points, walking and biking took were the top two means of transportation. **Figure 9** and **figure 10** provides a breakdown of the means of transit connections make by users. These two questions were asked on both the online and paper survey.

Figure 9 – How Do You Get to the MDC Transit Station?

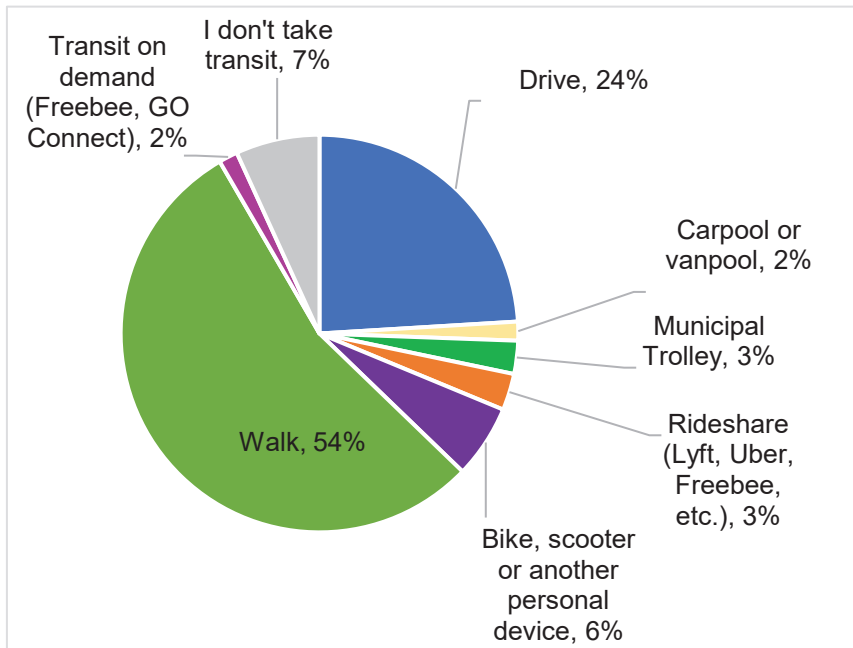


Figure 10 – How Do You Get to Your Final Destination?

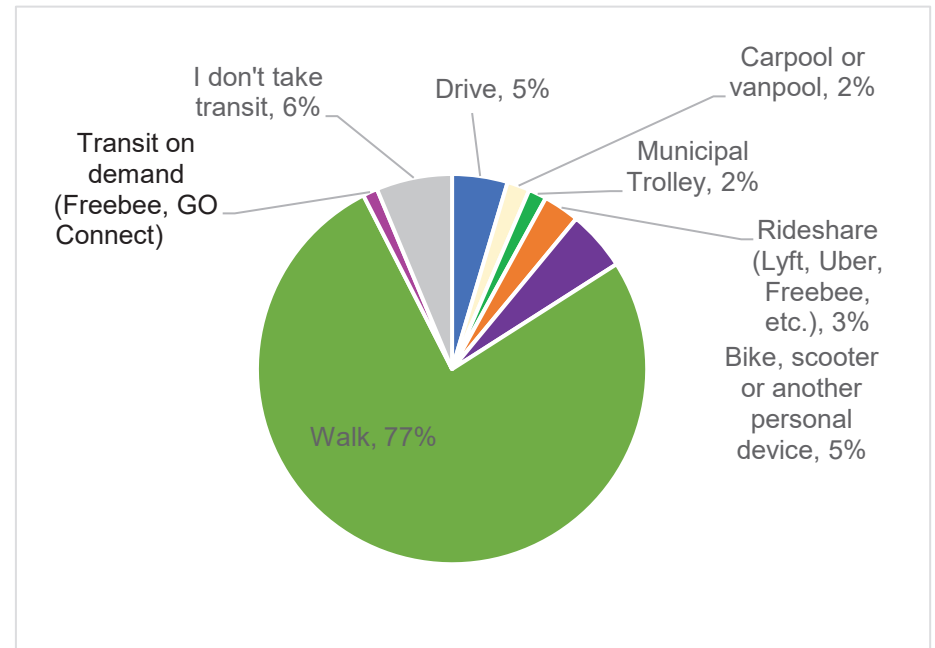
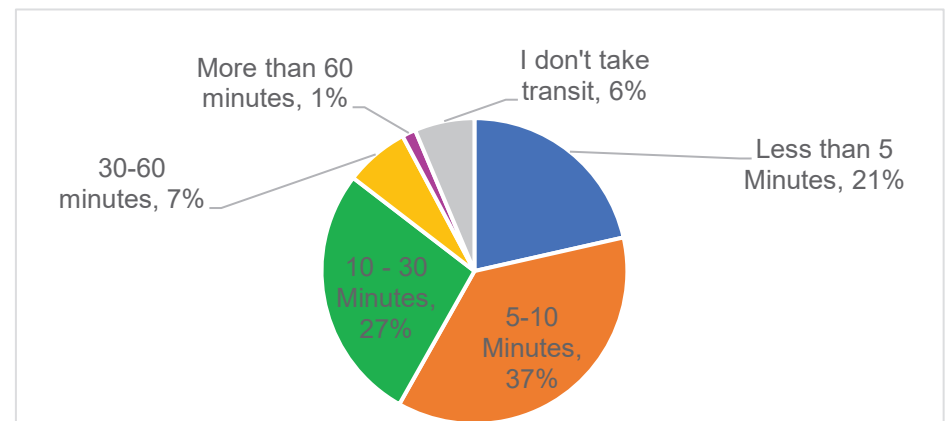


Figure 11 – How Long Does It Take to Get to the Nearest Transit Stop?



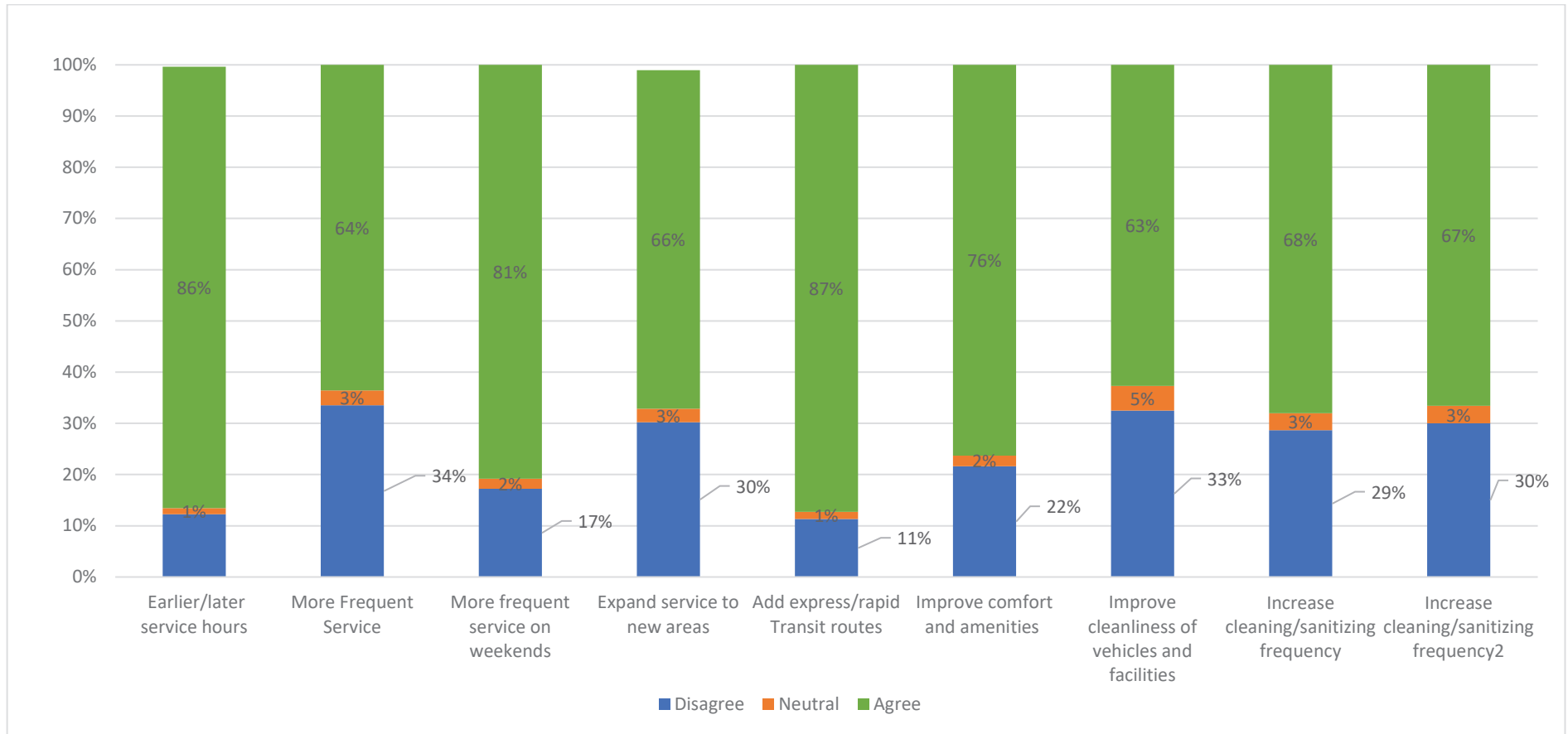
Travel Time

This question seeks to determine the length of time it takes for riders to get to their nearest transit point. The results showed that most respondents (56 percent) travelled 5 – 10 minutes to access transit. 21 percent of riders travel less than 5 minutes to their nearest transit stop. 27 percent of respondents travel between 10 to 30 minutes and 7 percent of riders travel over an hour to reach their nearest transit stop. This question was asked on the online survey only. See **Figure 11** for a complete breakdown of all responses.

9. Service Priorities

When asked about service priorities for the next 10 years, respondents indicated that arriving and departing on-time performance was the most important service priority the county should prioritize, followed by expanding service to new areas and more frequent service. **Figure 12** shows the details of all service priorities. This question was asked on both the online and paper survey.

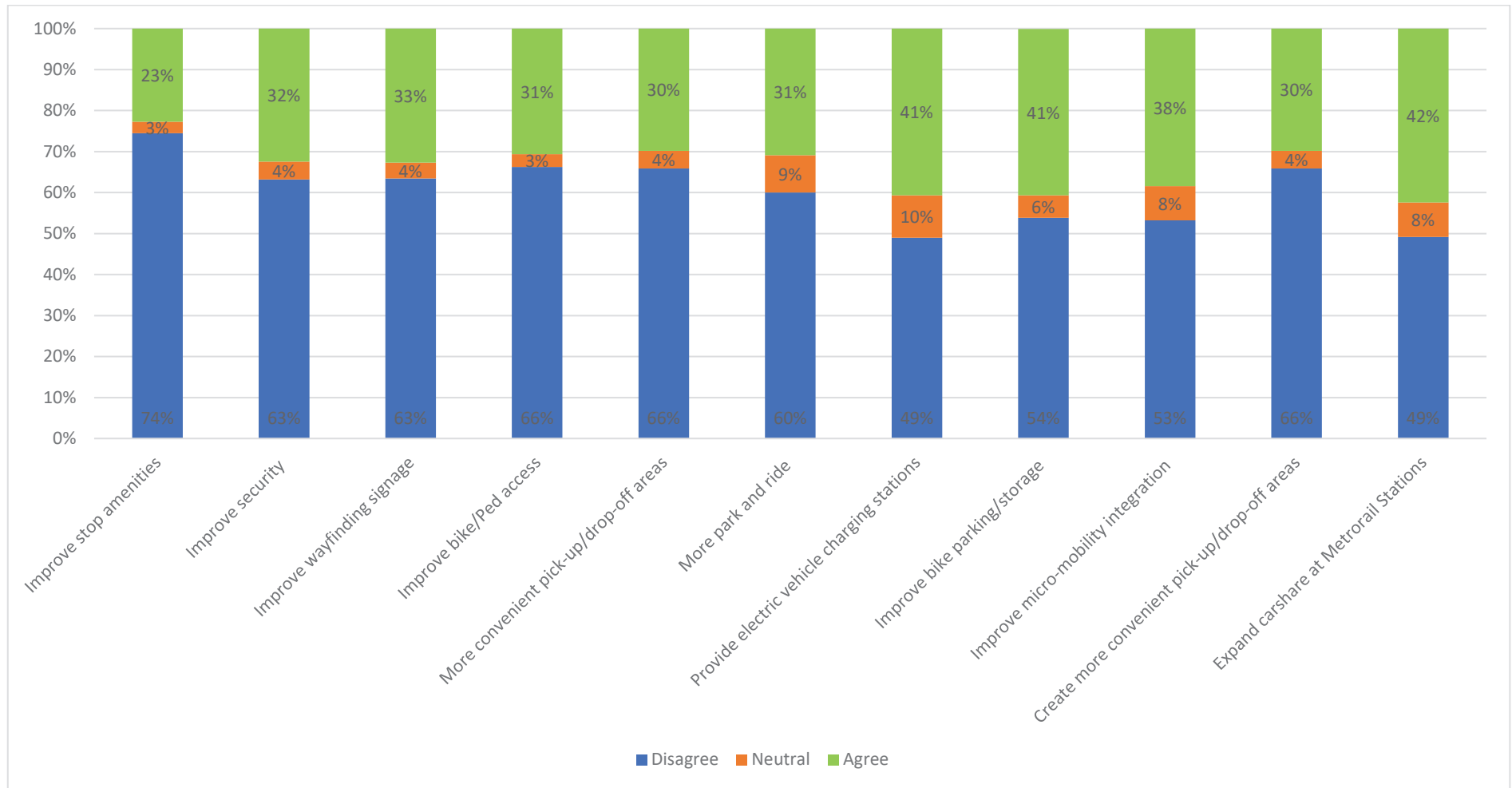
Figure 12 – What Should the Miami-Dade Transit's Service Priorities Be for the Next 10 Years?



10. Facility Related Priorities

Survey respondents were asked to provide input about facility-related priorities for the next 10 years. Based on the results, improving stop amenities, improving security at transit facilities, and improving signage at transit facilities were the top three priorities for most users. Improving public health and safety at transit stations was fourth on the list of priority. It is important to note that for the previous years' survey, improving public health and safety was top of the list of priorities. This could be attributed to the pandemic. However, with improved cleanliness and other safety measures, improving public health is no longer the top priority for riders for this year. **Figure 13** shows the breakdown of the facility related priorities. This question was included in both the online and paper survey.

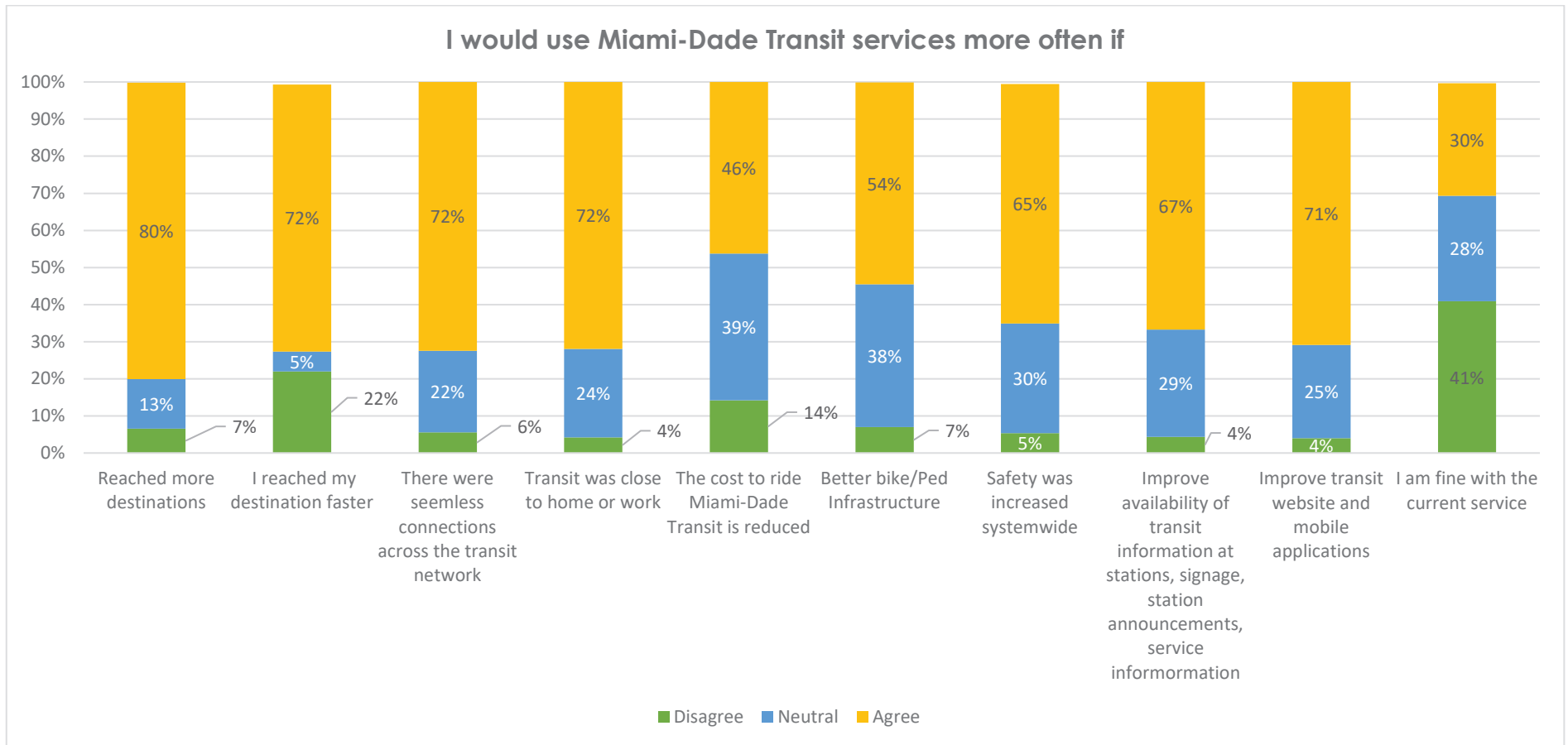
Figure 13 – What Should Miami-Dade Transit's Facilities-Related Priorities Be for the Next Ten Years?



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

This question sought to find out what would motivate respondents to increase their patronage of Miami-Dade County transit services. The responses indicated that most people would use transit if transit reached more destinations (80 percent). Other key motivators include reduced costs to ride transit (14 percent), and better bike/ped infrastructure (7 percent). See **Figure 14** for detailed results. This question was asked on the online survey only.

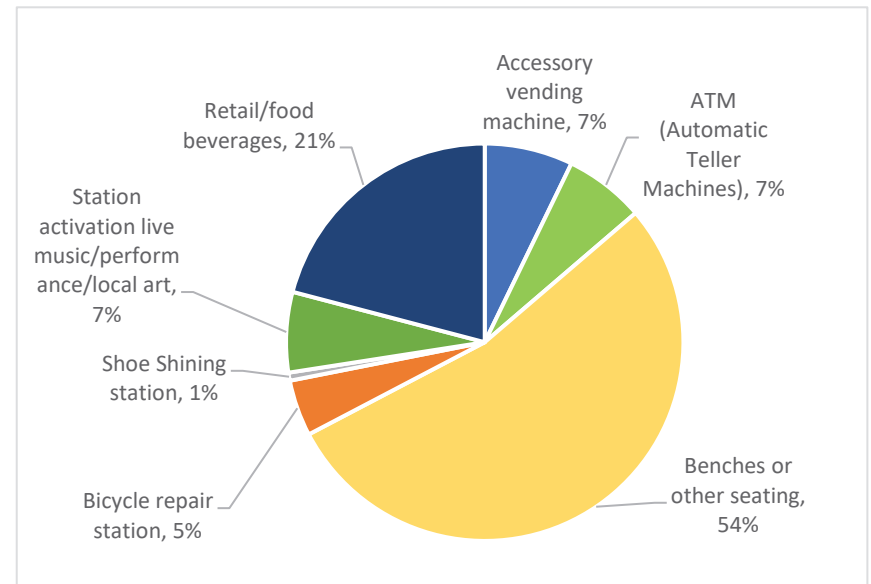
Figure 14 – What Would Make You Use Miami-Dade County Transit Services?



12. Which amenities would you like to have access to at Metrorail / Metromover stations?

This question sought to find out what amenities patrons would like to have access to at Metrorail and Metromover Stations. The responses indicated that most people would like to have access to benches and other seating, retail/food and beverages (21 percent). Access to other amenities like ATM's, accessory vending machines, and station activation such as live music/performance/local art received 7 percent of responses. See **Figure 15** for detailed results. This question was asked on the online survey only.

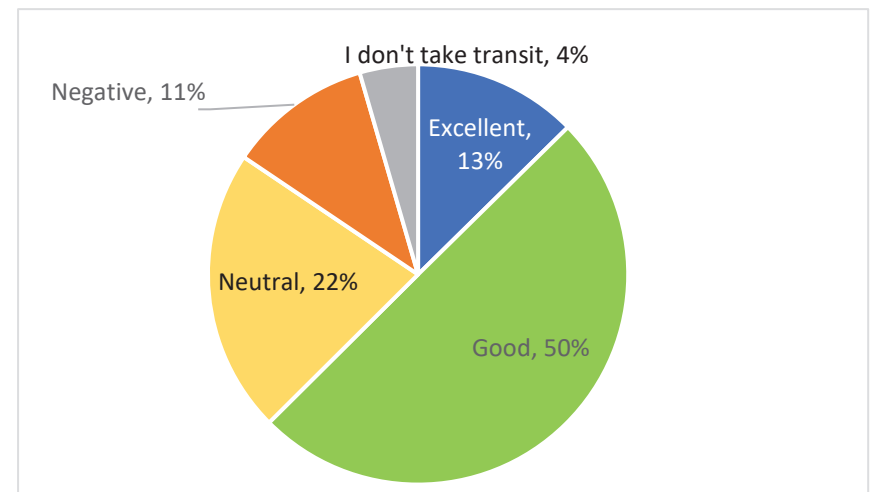
Figure 15 – Which amenities would you like to have access to at Metrorail / Metromover stations?



13. Riding Experience

Miami-Dade transit users were asked to rate their overall riding experience. 13 percent of riders rated their experience on Miami-Dade Transit as excellent. 50 percent said they have had a good experience overall while 22 percent gave a neutral rating. 11 percent of respondents indicated a negative experience on Miami-Dade Transit. This question was asked on both the paper and online survey. The detailed results are presented in **figure 16**.

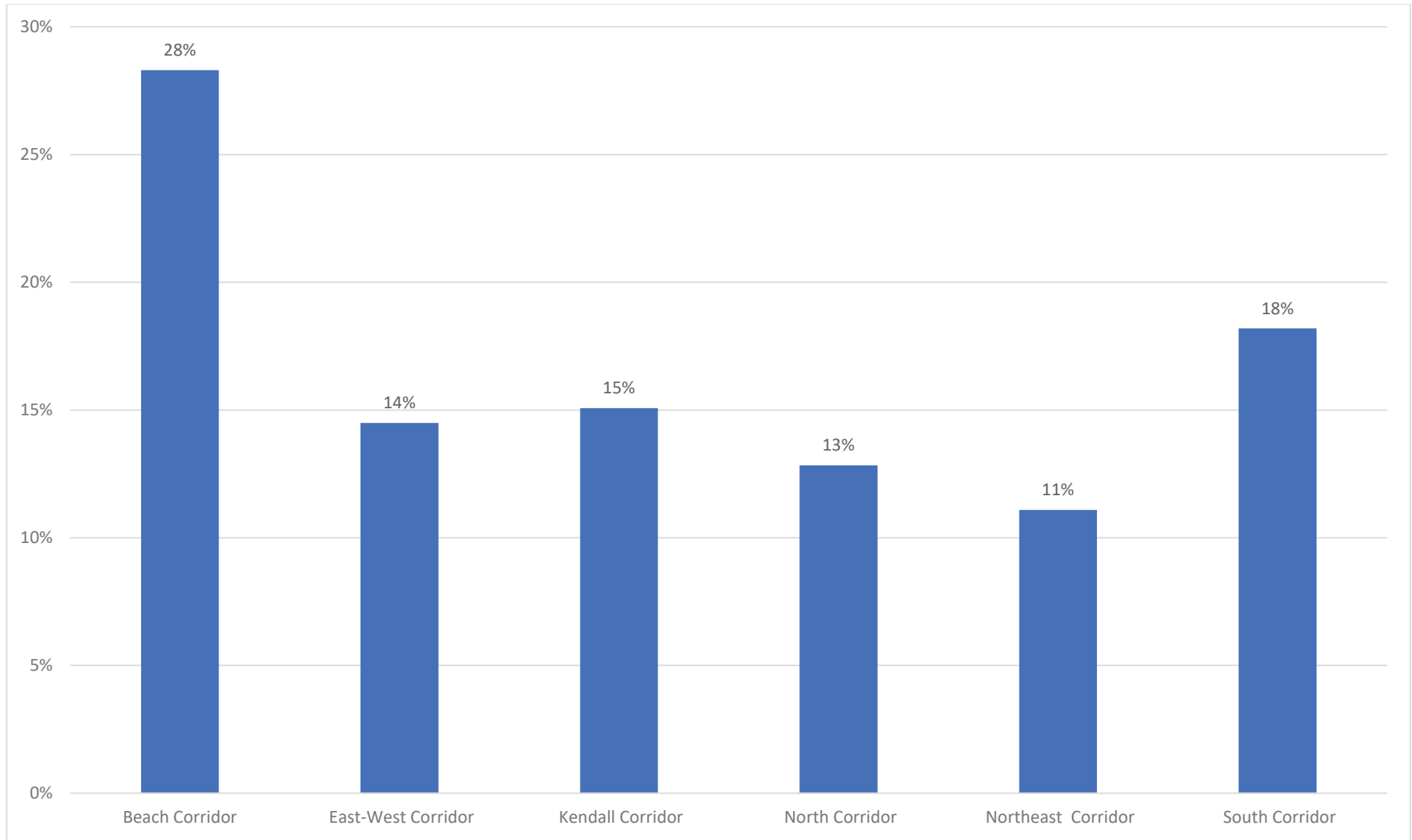
Figure 16 – Rate Your Overall Riding Experience with Miami-Dade Transit.



14. SMART Corridors

When asked about which of the six corridors in the Strategic Miami Area Rapid Transit (SMART) Plan respondents would use the most, the Beach Corridor came up as the top corridor followed by the East-West and Kendall Corridor. See **Figure 17** for details. This question was asked in both the paper and online survey.

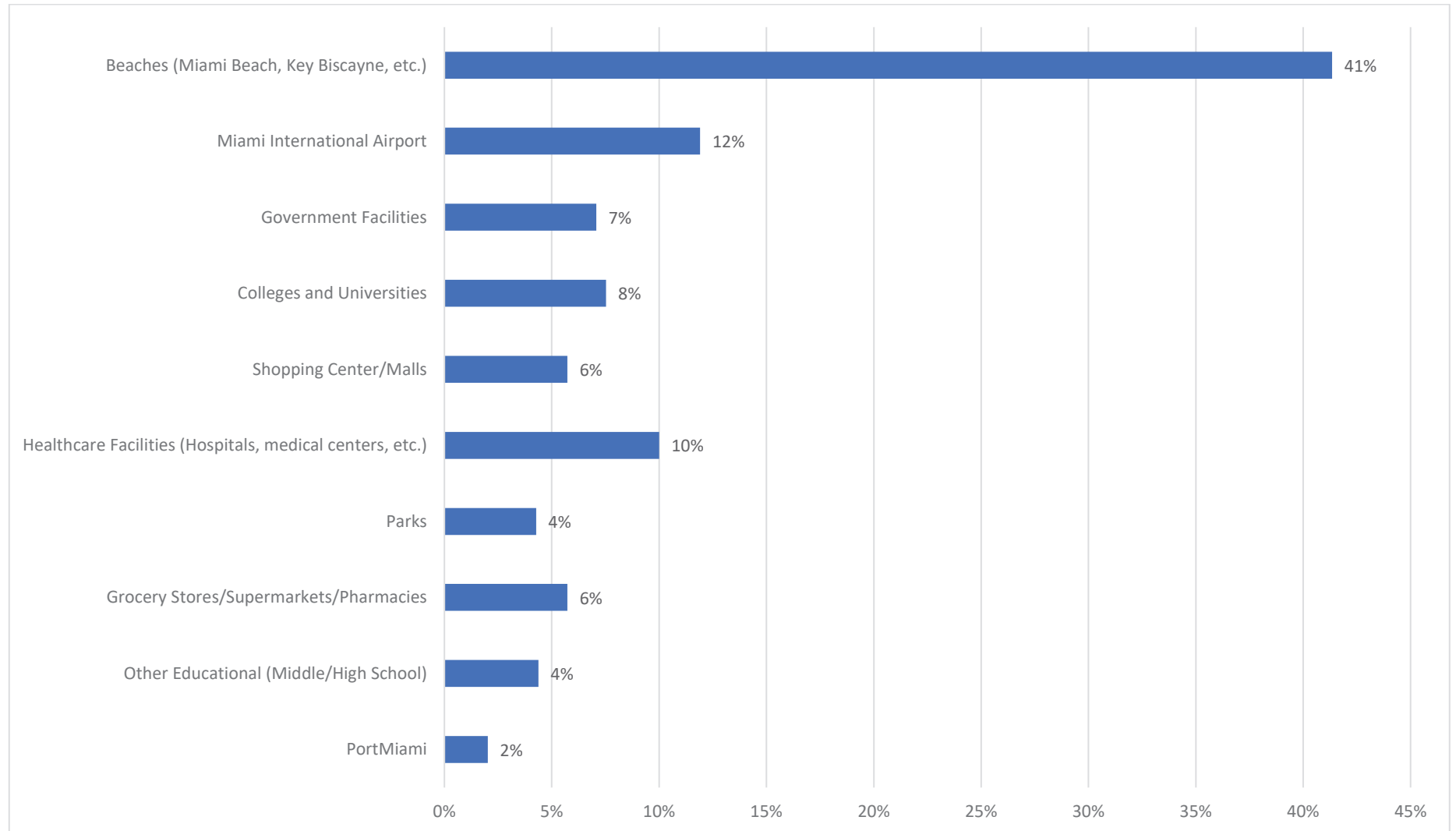
Figure 17 – Of the Six Corridors in The Strategic Miami Area Rapid Transit (SMART) Plan that are Being Considered for Miami-Dade County, Please Rank the Corridors Which You Would Use the Most



15. Destinations

Figure 18 provides details on the destinations respondents would like Miami-Dade Transit services to better serve. The number one destination was the County's Beaches followed Miami International Airport and Healthcare Facilities.

Figure 18 – Which of the Following Destinations Could Miami-Dade Transit Serve Better?



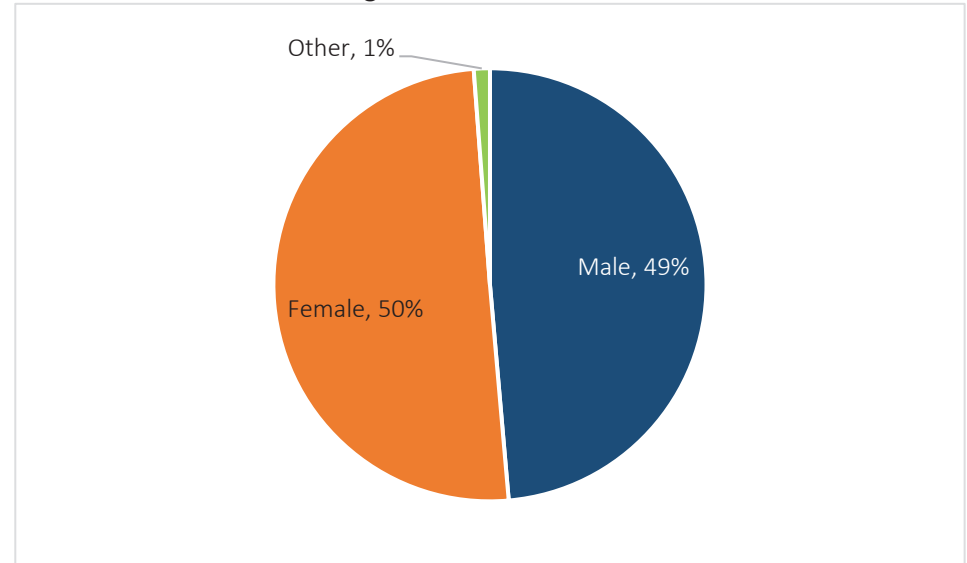
16. Demographic Information

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

Gender

As shown in **Figure 19**, survey respondents included 50 percent female and 49 percent male, 1 percent of respondents opted to identify as other.

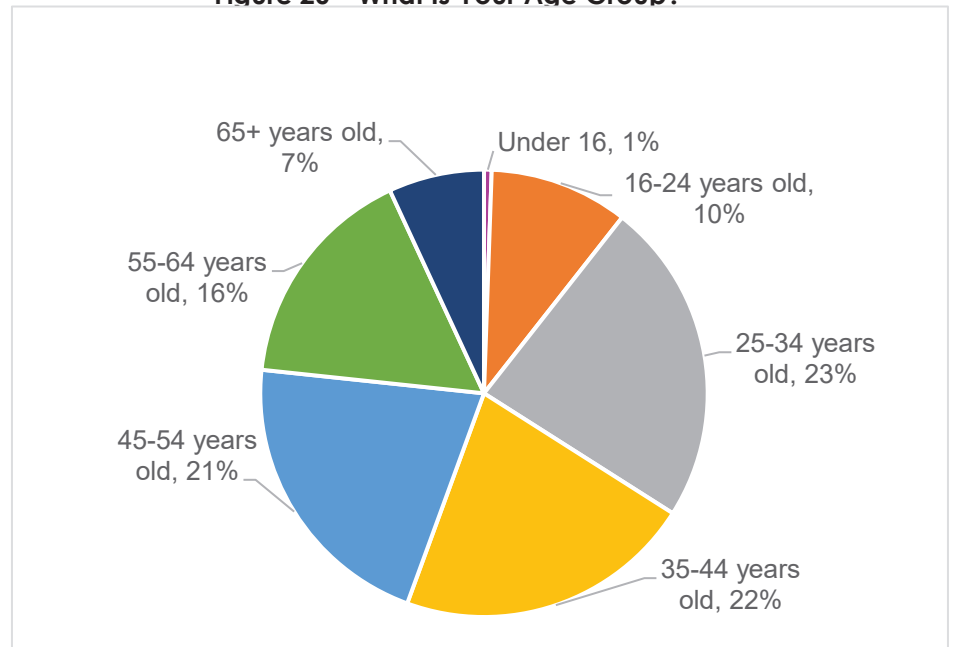
Figure 19 – What Is Your Gender?



Age

Respondents are categorized by age group in **Figure 20**. The largest group of respondents were between 25 and 34 years old.

Figure 20 – What Is Your Age Group?



Race/Ethnicity

Figure 21 provides information on the race and/or ethnicity of survey respondents. The three largest groups to complete the survey were Spanish/Hispanic/Latino, White, and Black/African American making up 44 percent, 29 percent, and 19 percent, respectively.

Figure 21 – What best describes your ethnicity?

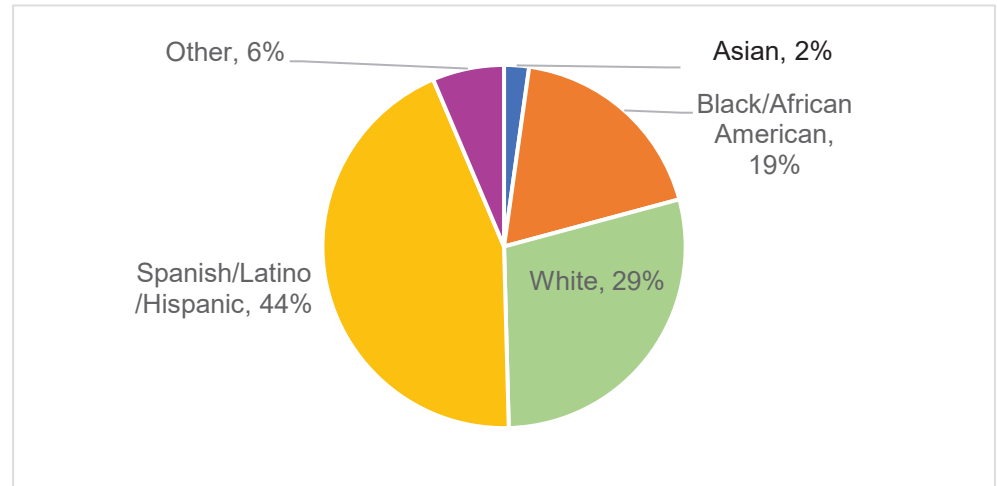
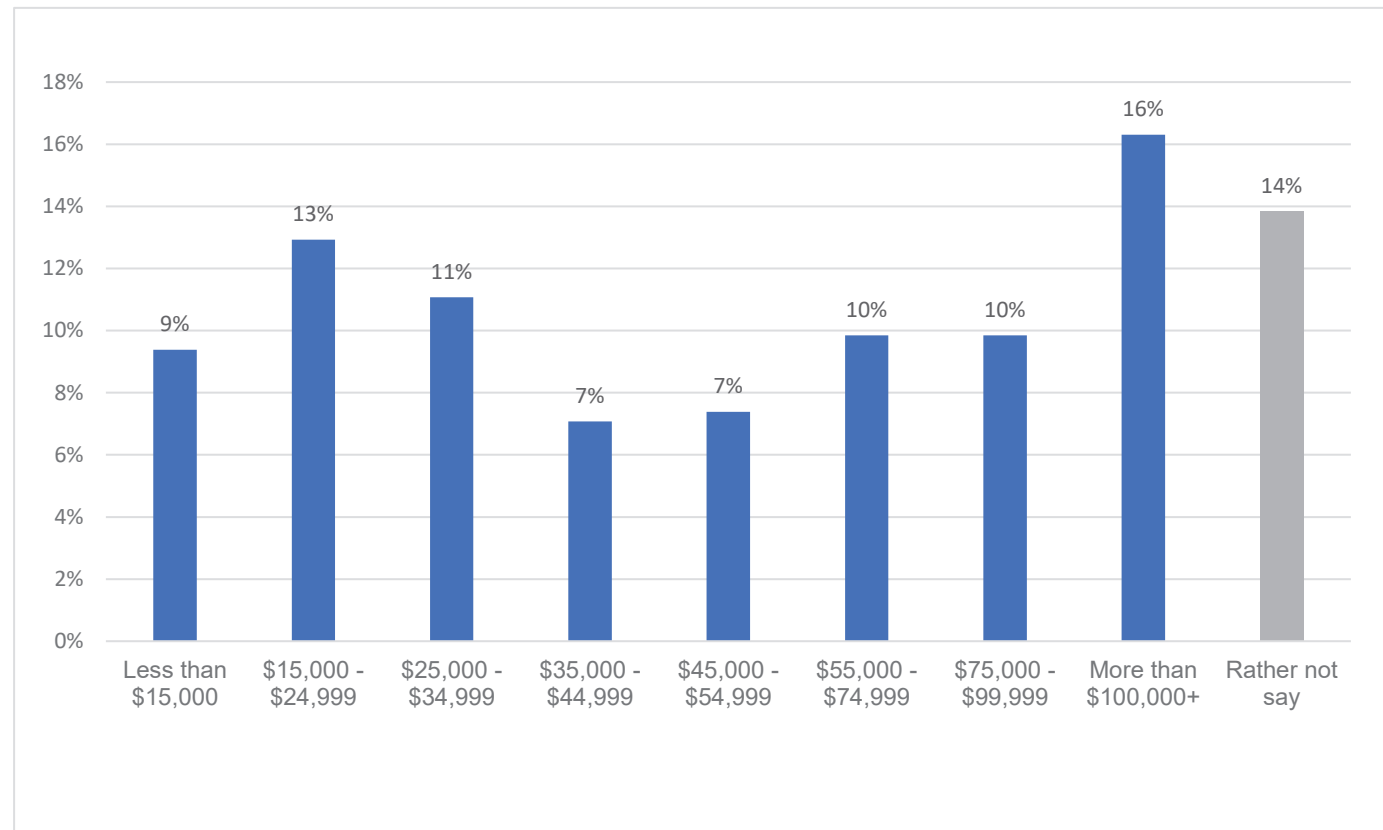


Figure 22 – What is Your Household Approximate Total Income?

Annual Income

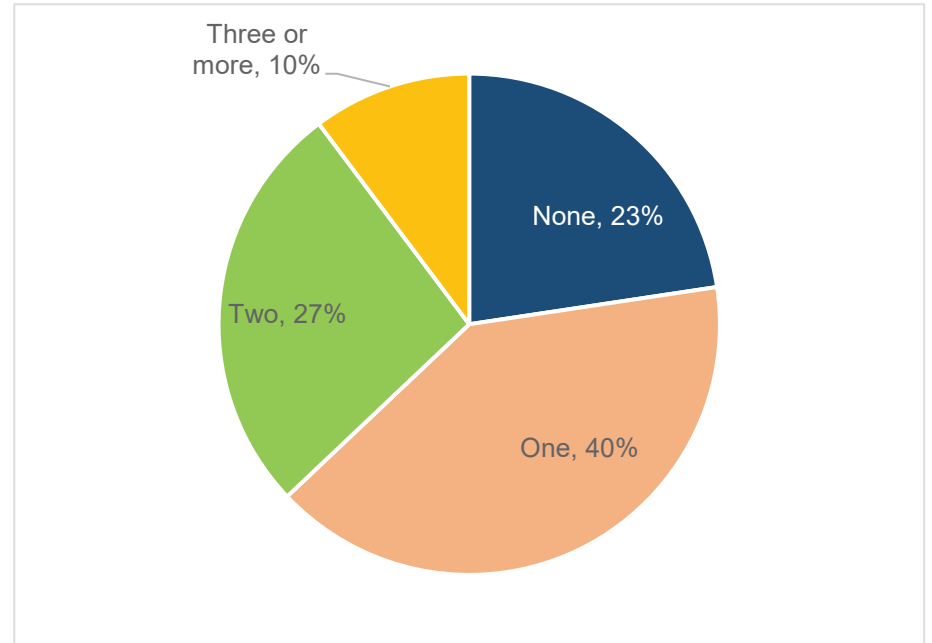
Figure 22 displays the income levels of respondents. Based on the responses, 14 percent of respondents have a household income of over \$100,000. Approximately 9 percent of respondents reported a household income of less than \$15,000.



Household Vehicles

As shown in **Figure 23**, 23 percent of respondents do not have a working vehicle at home. 40 percent have one working vehicle while 27 percent have two working vehicles.

Figure 23 – How Many Working Motor Vehicles Are Available in Your Household?

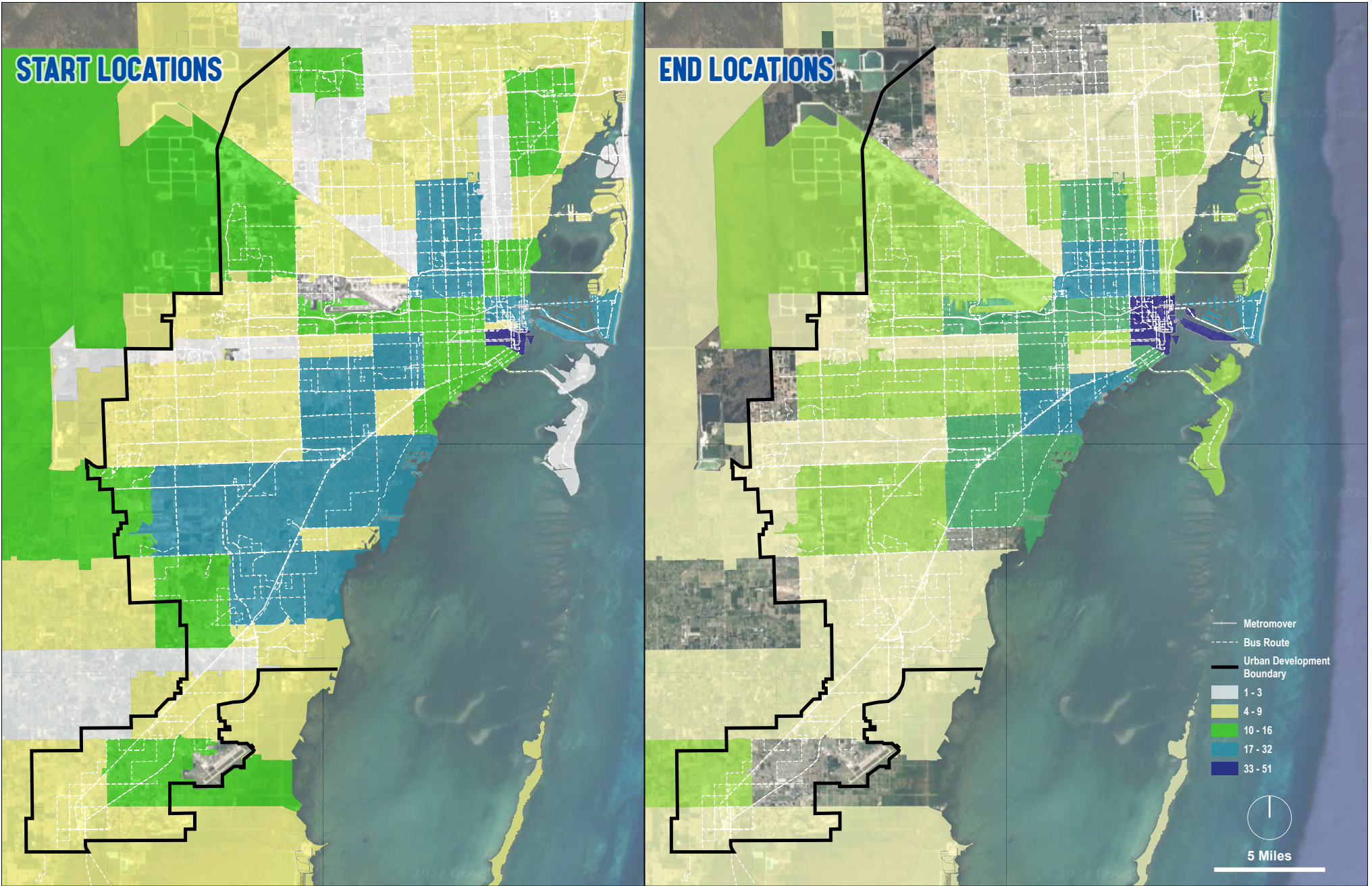


GENERAL COMMENTS

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

- **Expand Metrorail:** Survey responders commented on the need to expand Metrorail services within the County especially further south, east, and west.
- **Enhance transit connections:** Riders expressed a desire to see better connections between all transit modes as well as connections between municipal trolleys and Miami-Dade Transit Services.
- **Security:** Most respondents do not feel security systems including lighting, cameras etc. are adequate at transit facilities and asked for more investments to make riders feel safe.
- **Rapid Transit:** Respondents expressed frustration over the County's delay in building rapid transit lines despite the setting up of the People's Transportation Trust for this purpose. Riders expressed displeasure at the diversion of funds purposefully set aside for rapid transit to other causes.
- **Electric Vehicles:** Residents called for addition of zero emission heavy rail and buses
- **Restore Metrobus routes and Metrorail lines:** Respondents expressed a desire for the County to restore a number of bus routes and the orange line which were suspended/reduced during the peak of the Covid-19 pandemic
- **Improve Service Reliability:** Many respondents voiced concerns over the lack of reliable service due to technical and operational issues.
- **Improve On-time Performance:** By improving the ability for transit services to remain on schedule, respondents agreed travel would be much easier for riders.
- **Bus Stop Amenities:** Residents express the need for more bus shelters and benches to be built to make it comfortable for riders to wait for the bus, especially during hot summer days.
- **Improved Signage:** There were a number of comments regarding the confusing signage, unintelligible announcements at Metrorail stations and inaccurate information at several bus stops.
- **Security Enhancements:** Riders expressed a need for improved station security, at parking facilities and on transit vehicles themselves.
- Other Key Themes, less commonly expressed, yet still reported include:
 - The need for more rail, not buses, because it avoids traffic
 - Provide more pedestrian and bicycle facilities
 - Invest in overhead rail
 - Facility improvements including adding air conditioning/fans, fixing bus announcement and signage, fixing elevators/escalators
 - Check accuracy of information posted on the transit app as well as alerts
 - Integrate transit service real-time schedules into one transit application
 - Provide a Ferry service

2022 Survey Location Count Map



MDT
MOVING
FORWARD
TOGETHER
— 2023–2032 —

DRAFT

A.8 FY 2022-23 Unfunded Capital Projects

UNFUNDED CAPITAL PROGRAMS

PROGRAM NAME	LOCATION	(dollars in thousands) ESTIMATED PROGRAM COST
BARRIER REMOVAL - AMERICANS WITH DISABILITIES ACT	Various Sites	11,563
BIKE LANES - NEW	Various Sites	142,317
BRIDGES - REPAIR/REPLACEMENT	Various Sites	130,485
CANAL - IMPROVEMENTS AND EMBANKMENT RESTORATION	Various Sites	337,594
DRAINAGE - STORMWATER IMPROVEMENTS AND RETROFIT	Various Sites	149,659
GUARDRAILS - INSTALL/REPLACE, SURROUNDING BODIES OF WATER	Various Sites	5,437
INTERSECTION - TURN BAYS AND OTHER OPERATIONAL IMPROVEMENTS	Various Sites	4,450
MAST ARMS - UPGRADES	Various Sites	40,950
METRORAIL - TRAIN CONTROL UPGRADE	Metrorail	250,660
PAVEMENT MARKING - REPLACEMENT	Various Sites	7,200
ROADWAY - COUNTYWIDE IMPROVEMENTS	Various Sites	141,110
ROADWAY - REPAIR AND RESURFACE LOCAL ROADS IN UMSA	Various Sites	272,966
SCHOOL FLASHING LIGHTS	Various Sites	5,925
SIDEWALKS - CONSTRUCT/REPAIR (UMSA AND ARTERIAL ROADS)	Various Sites	77,931
STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN	Various Sites	6,312,432
STREETLIGHTS - INSTALL ON ARTERIAL ROADS	Various Sites	30,791
TAMIAMI TRAIL FLYOVER	SW 8 St and SW 137 Ave	45,222
TRAFFIC SIGNALS - NEW	Various Sites	7,000
TRANSIT FACILITIES - ROOF REPLACEMENT	Various Sites	22,660
TRANSIT TERMINAL - WEST KENDALL IMPROVEMENTS	To Be Determined	13,630
	UNFUNDED TOTAL	8,009,982

MDT
MOVING
FORWARD
TOGETHER
— 2023–2032 —

DRAFT

A.9 Adopted Budget - Transportation and Mobility Section



STRATEGIC AREA

Transportation and Mobility

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

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

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

Transportation and Public Works

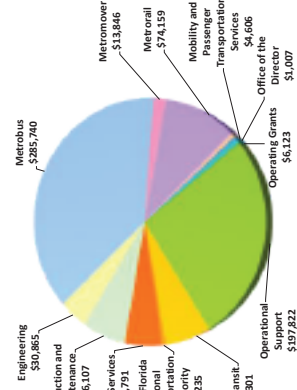
The Department of Transportation and Public Works (DTPW) develops, coordinates and operates the County’s transportation networks with a goal of improving mobility to create a resilient and sustainable community for our residents, businesses and visitors.

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

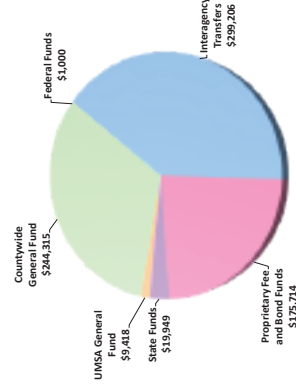
DTPW works closely with the Federal Transit Administration (FTA), the Florida Department of Transportation (FDOT), the Transportation Planning Organization (TPO), the Citizens’ Independent Transportation Trust (CITT), the Miami-Dade Expressway Authority (MDX) or its successor agency, the South Florida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

FY 2021-22 Adopted Operating Budget

Expenditures by Activity
(dollars in thousands)



Revenues by Source
(dollars in thousands)



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

TABLE OF ORGANIZATION

<p>OFFICE OF THE DIRECTOR Implements policy and establishes direction for all aspects of the organization</p> <p>FY 20-21 <u>6</u> FY 21-22 <u>6</u></p>	
<p>METROMOVER Manages Metromover service along a 4.4 mile loop track</p> <p>FY 20-21 <u>74</u> FY 21-22 <u>74</u></p>	<p>PARATRANSIT Provides administrative support for Special Transportation Services (STS)</p> <p>FY 20-21 <u>31</u> FY 21-22 <u>31</u></p>
<p>METROBUS Manages operations and maintenance for bus service</p> <p>FY 20-21 <u>2,025</u> FY 21-22 <u>2,225</u></p>	<p>OPERATIONAL SUPPORT Provides administrative and logistical support for department operations; administers customer service functions</p> <p>FY 20-21 <u>466</u> FY 21-22 <u>464</u></p>
<p>METRO RAIL Manages rail maintenance and operations along 25 mile corridor</p> <p>FY 20-21 <u>471</u> FY 21-22 <u>471</u></p>	<p>TRAFFIC SERVICES Provides traffic engineering studies, designs traffic control intersection improvement plans and maintains all traffic signals and signs in Miami-Dade County</p> <p>FY 20-21 <u>165</u> FY 21-22 <u>177</u></p>
<p>MOBILITY AND PASSENGER TRANSPORTATION SERVICES Regulates private for-hire transportation</p> <p>FY 20-21 <u>36</u> FY 21-22 <u>35</u></p>	<p>CONSTRUCTION AND MAINTENANCE Develops, administers and provides inspection and oversight for infrastructure construction contracts; conducts maintenance and repairs on all County rights-of-way infrastructure including roadways, bridges, guardrails, swales and sidewalks; and oversees stormwater maintenance</p> <p>FY 20-21 <u>340</u> FY 21-22 <u>340</u></p>
<p>ENGINEERING Provides project management for capital improvement program; performs transportation system analysis, service planning and route scheduling</p> <p>FY 20-21 <u>239</u> FY 21-22 <u>239</u></p>	

*The FY 2021-22 total number of full-time equivalent positions is 4,100

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

DIVISION: OFFICE OF THE DIRECTOR

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

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

DIVISION: CONSTRUCTION AND MAINTENANCE

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

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

Key Department Measures, Strategic Objectives, and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 18-19		FY 20-21		FY 21-22	
					Actual	Actual	Budget	Projection	Target	Target
Percentage of pothole patching requests responded to within three business days*	TM3-1	IE-1	EF	↑	85%	82%	83%	65%	78%	
Secondary canal miles cleaned mechanically**	NI2-2	IE-1	OP	↔	191	125	150	113	102	
Percentage of citizen requested drain cleaning requests responded to within fourteen business days	NI2-2	IE-1	OC	↑	100%	100%	100%	100%	100%	
Arterial and local road storm drains cleaned proactively**	NI2-2	IE-1	OP	↔	3,993	5,767	19,600	5,118	3,144	
Percentage of sidewalk inspection requests responded to within fourteen business days*	TM1-2	IE-1	EF	↑	100%	97%	55%	92%	87%	

*FY 2020-21 Projection and FY 2021-22 Target reflect the impact of COVID-19, the challenge of identifying qualified candidates and reassignments of current staff to other duties

**FY 2020-21 Projection and FY 2021-22 Target have been updated to reflect the impact of COVID-19, the challenge of identifying qualified candidates and reassignments of current staff to other duties

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

DIVISION: ENGINEERING

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

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

Key Department Measures, Strategic Objectives, and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 18-19		FY 19-20		FY 20-21		FY 21-22	
					Actual	Target	Actual	Target	Budget	Projection	Budget	Target
Bridges inspected for structural integrity*	TM3-1	IE-1	OC	↑	122	168	122	168	122	104	104	179

*All 215 bridges are inspected at least once biannually in conjunction with the State of Florida and its consultants; this measure reflects additional work performed by the County on the bridge inventory

DIVISION: METROBUS

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

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

Key Department Measures, Strategic Objectives, and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 18-19		FY 19-20		FY 20-21		FY 21-22	
					Actual	Target	Actual	Target	Budget	Projection	Budget	Target
Average weekday bus boardings (in thousands)*	TM1-3	IE-3	IN	↔	161	118	160	116	160	116	146	146
Bus service (revenue) miles (in millions)	TM1-3	IE-3	OP	↔	27.5	22.6	27.5	21.8	27.5	21.8	27.5	27.5
Bus on-time performance	TM1-3	IE-3	OC	↑	71%	75%	78%	76%	78%	76%	78%	78%
Percentage of preventive maintenance completed on schedule	TM3-2	IE-3	EF	↑	98%	96%	90%	99%	90%	99%	90%	90%
Mean distance between mechanical breakdowns (in miles)**	TM3-2	IE-3	OC	↑	4,199	5,392	4,000	6,230	4,000	6,230	4,000	4,000
Peak hour bus availability	TM1-3	IE-3	OC	↑	100%	100%	100%	99%	100%	99%	100%	100%

*FY 2020-21 Projection and FY 2021-22 Target reflect the impact of COVID-19 and the reinstatement of fares in June 2021

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

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

DIVISION COMMENTS

- The FY 2021-22 Adopted Budget includes the conversion of 150 bus operators from part-time to full-time status for operational efficiencies and an additional 50 full-time bus operators to attract and retain employees and to reduce overtime assignments; funded through attrition and overtime savings

DIVISION: METROMOVER

The Metromover Division is responsible for Metromover operations and maintenance.

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

Key Department Measures, Strategic Objectives, and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 18-19	FY 19-20	FY 20-21	FY 20-21	FY 21-22
					Actual	Actual	Budget	Projection	Target
Average weekday Metromover boardings (in thousands)*	TM1-3	IE-3	IN	↔	29	18	31	11	16
Percentage of preventive maintenance completed on schedule	TM3-2	IE-3	EF	↑	99%	99%	90%	98%	90%
Monthly Metromover service availability	TM1-3	IE-3	EF	↑	99%	98%	100%	99%	100%
Metromover mean miles between failures	TM3-2	IE-3	OC	↑	6,727	8,486	6,000	8,421	6,000

*FY 2019-20 Actual, 2020-21 Projection and FY 2021-22 Target reflect the impact of COVID-19

DIVISION: METRORAIL

The Metrorail Division is responsible for Metrorail operations and maintenance.

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

Key Department Measures, Strategic Objectives, and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 18-19	FY 19-20	FY 20-21	FY 20-21	FY 21-22
					Actual	Actual	Budget	Projection	Target
Average weekday Metrorail boardings (in thousands)*	TM1-3	IE-3	IN	↔	63	40	57	31	40
Rail on-time performance**	TM1-3	IE-3	OC	↑	93%	70%	95%	86%	95%
Metrorail mean miles between failures*	TM3-2	IE-3	OC	↓	4,276	2,668	3,000	2,662	3,000

*FY 2019-20 Actual, FY 2020-21 Projection, and FY 2021-22 Target reflect the impact of COVID-19 and the reinstatement of fares June 2021

**FY 2019-20 Actual is skewed due to system inaccuracies with on-time performance data because of frequent and recurring changes to the Metrorail schedule during COVID-19

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

DIVISION: MOBILITY AND PASSENGER TRANSPORTATION SERVICES

The Mobility and Passenger Transportation Services Division regulates private for-hire passenger transportation and investigates consumer/passenger complaints.

- Assures compliance with code requirements relating to private for-hire transportation businesses, including taxi cabs, limousines, private ambulances, non-emergency vehicles, private school buses, passenger motor carriers and Special Transportation Services carriers; and performs vehicle inspections
- Performs field enforcement, issues citations, seizes and impounds illegal vehicles; prepares cases for license suspension/revocation actions, processes applications and issues licenses, certifications, registrations and permits

Key Department Measures, Strategic Objectives, and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 18-19		FY 19-20		FY 20-21		FY 21-22	
					Actual	Target	Actual	Target	Budget	Projection	Budget	Target
Wait time at the For-Hire Vehicle Inspection Station (in minutes)*	ED1-2	IE-3	EF	↓	35	19	40	10	35			
Individuals trained at for-hire trainings**	ED1-3	IE-3	IN	↔	1,476	607	1,536	424	750			

*FY 2019-20 Actual, FY 2020-21 Projection and FY 2021-22 Target reflect the impact of COVID-19

**FY 2019-20 Actual, FY 2020-21 Projection and FY 2021-22 Target reflect the Impact of COVID-19; Training classes resumed in December 2020

DIVISION COMMENTS

- *The FY 2021-22 Adopted Budget includes the elimination of one vacant Passenger Transportation Enforcement Officer 1 position (\$65,000)*

DIVISION: OPERATIONAL SUPPORT

The Operational Support Division is responsible for providing administrative and logistical support to the Department.

- Manages accounting, budget, personnel and procurement functions
- Manages the service level agreements with the Information Technology Department for information technology projects and systems
- Manages joint development
- Provides route scheduling, service planning and ridership analysis
- Provides marketing services including advertising, promotions, graphic design, media relations and market analysis
- Directs labor relations and ensures compliance with the Americans with Disabilities Act and other federal, state and local laws and regulations
- Develops and implements policy for comprehensive, integrated and coordinated transit safety and security programs
- Responsible for procurement of goods and services professional services and construction contracts and contract administration and compliance

Key Department Measures, Strategic Objectives, and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 18-19		FY 19-20		FY 20-21		FY 21-22	
					Actual	Target	Actual	Target	Budget	Projection	Budget	Target
Average monthly security post inspections	PSS-3	ES-2	OP	↔	990	1,199	950	1,280	950			
Metrotrain/Metromover elevator and escalator availability	TM1-3	IE-3	OC	↑	98%	97%	96%	97%	96%			

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

DIVISION COMMENTS

- The FY 2021-22 Adopted Budget includes the transfer of two vacant Personnel Payroll Technician positions to the Human Resources Department to be assigned to the Trapeze System with INFORMS project (\$120,000)

DIVISION: PARATRANSIT

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

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

Key Department Measures, Strategic Objectives, and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 18-19	FY 19-20	FY 20-21	FY 20-21	FY 21-22
					Actual	Actual	Budget	Projection	Target
STS on-time performance*	TM1-3	IE-3	OC	↑	87%	92%	85%	50%	85%

*FY 2020-21 Projection reflects the impact of COVID-19

DIVISION: TRAFFIC SERVICES

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

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

Key Department Measures, Strategic Objectives, and Resiliency Drivers

Measures	SO	RD	Type	Good	FY 18-19	FY 19-20	FY 20-21	FY 20-21	FY 21-22
					Actual	Actual	Budget	Projection	Target
Percentage of citizens' complaints for traffic congestion receiving an initial response within five days	TM1-1	IE-3	EF	↑	100%	100%	100%	100%	97%
Percentage of high priority traffic control signs repaired or replaced within 16 hours of notification	TM2-1	IE-3	EF	↑	100%	100%	98%	100%	98%
Traffic control and street name signs repaired or replaced	TM2-1	IE-3	OP	↔	27,396	27,396	26,000	22,144	27,000

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

DIVISION COMMENTS

- The FY 2021-22 Adopted Budget includes the addition of 12 Professional Engineer positions to the Traffic Services Division to reduce the number of days to complete the Maintenance of Traffic (MOT) review for permits from 25 days to 15 days; these positions will be funded with the increase of MOT review permit fees (\$1,295 million)

ADDITIONAL INFORMATION

- Through the Coronavirus Relief Fund established by the Federal Government, Miami-Dade County Transportation Services was allocated the following amounts: \$ 222.6 million Coronavirus Aid Relief and Economic Security Act (CARES) in 2020; \$105.6 million Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) in 2021; and \$249.4 million American Rescue Plan Act (ARPA) in 2021; these federal subsidies are being used to support expenses eligible under the relevant program prioritizing labor expenses and operational needs
- The FY 2021-22 Adopted Budget includes \$156.282 million in federal funding under the Coronavirus Aid and Economic Security (CARES) Act to fund operations net of revenues received; in FY 2020-21, the Department projects to utilize \$95.249 million of the CARES Act funding
- In FY 2021-22, the Countywide General Fund Maintenance of Effort (MOE) for transit services will increase to \$222.450 million, a 3.5 percent increase from the FY 2020-21 MOE of \$214.928 million
- In FY 2021-22, the PTP surtax contribution to DTPW totals \$116.335 million (a \$36.359 million reduction from the FY 2020-21 Adopted Budget) and includes \$14.643 million for transit operations and support services); \$78.308 million for PTP surtax debt service payments for extension of Metrorail to Miami Intermodal Center (MIC), replacement of Metromover and Metrorail vehicles and on-going replacement and rehabilitation of existing transit system assets and equipment; \$23.384 million for PTP surtax debt service payments for major public works roadway improvement projects, public works neighborhood roadway maintenance and improvements, the Advanced Traffic Management System and PTP neighborhood projects
- The FY 2021-22 Adopted Budget includes support for operating expenses approved by the voters and CITT as part of the People's Transportation Plan (\$14.643 million), a portion of the fare-free service through the Golden and Patriot Passport programs (\$18.902 million), fare-free Metromover maintenance and operation (\$855,161), the Orange Line Metrorail extension to MIA maintenance and operation (\$16.965 million) and bus service enhancements (\$52.116 million); because only \$14.643 million of PTP surtax is going to fund operations, \$74.195 million of General Fund is subsidizing these activities
- The FY 2021-22 Adopted Budget funds the South Florida Regional Transportation Authority (SFRTA) at the statutory minimum of \$4.235 million; this amount reflects the required minimum for operating needs of \$1.565 million (Section 343.58(2) Florida Statutes) and capital needs of \$2.67 million (Section 343.58(1) Florida Statutes)
- The FY 2021-22 Adopted Budget will continue to provide transit passes to both City Year (\$169,000) and Greater Miami Service Corps (\$47,000) in exchange for a total of 7,000 hours of volunteer service
- The FY 2021-22 Adopted Budget includes a reserve of \$2.075 million for future SMART Plan operations, maintenance and upgrades from joint development revenue as required by Resolutions R-429-17 and R-774-17
- During the summer of 2021, The Better Bus Network - (BBN) will be introducing enhanced bus service that requires additional operating funds, the final amount for these recurring costs will vary and depend on labor availability and how staffing is allocated between part-time/full-time Department of Transportation and Public Works (DTPW) operators and contracted service; this allocation of labor will be finalized approximately six months before implementation
- The Department will continue to analyze potential organizational changes for operational efficiencies during Fiscal Year 2021-22

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

CAPITAL BUDGET HIGHLIGHTS AND OPERATIONAL IMPACTS

- In FY 2021-22, DTPW will continue progressing on the Advanced Traffic Management System (ATMS) Project to deploy new state of the art 2070LX traffic controllers and the installation of new vehicle detection systems; these enhancements will provide for real time data collection, adaptive traffic signal controls, infrastructure for vehicle communications and traffic monitoring capabilities to provide more efficient traffic movement and congestion management; 340 intersections along 12 of the most congested corridors and important FDOT arterial corridors have been upgraded, as well as intersections within the Town of Miami-Lakes and the Village of Key Biscayne; the contract for the countywide upgrade of the traffic signals was awarded to Siemens in May 2020; the ATMS Program Management contract was awarded to APTCE in March 2021 (total project cost \$335.218 million, \$56.779 million in FY 2021-22; capital program #608400)
- The FY 2021-22 Adopted Budget and Multi-Year Capital Plan contains several bus related projects including a fleet replacement program and build out of Compressed Natural Gas (CNG) facilities; 560 of 560 CNG buses have been procured and released for service; the CNG stations at Coral Way and Central bus facilities are under construction and are estimated to be completed by December 2021 and March 2022, respectively; the construction for the Northeast garage is expected to begin March 2022; the replacement of the Department's aging bus fleet will decrease bus delays, unplanned overtime and maintenance expenditures due to breakdowns and increase bus service performance and reliability, which will lead to increased rider satisfaction (total project cost \$624.686 million, \$53.092 million in FY 2021-22; capital program #673800)
- The FY 2021-22 Adopted Budget and Multi-Year Capital Plan will continue People's Transportation Plan (PTP) funding to replace and upgrade transit's physical assets to include buses, facilities, and equipment according to normal replacement cycles as part of the Infrastructure Renewal Plan (IRP)(total project cost \$104.108 million, \$12.5 million in FY 2021-22; capital program #677200)
- The FY 2021-22 Adopted Budget and Multi-Year Capital Plan includes Metrorail station and system improvements that will refurbish the 23 stations; complete a condition assessment of Metrorail Station elevators and escalators to create a prioritized implementation schedule to overhaul, replace or refurbish the existing equipment inventory; and upgrade the Tri-Rail Station power sub-station (total project cost \$196.883 million, \$40.727 million in FY 2021-22; capital program #200000104); these improvements and upgrades will enhance the current Metrorail stations, improve system reliability and safety as well as reduce maintenance costs
- The FY 2021-22 Adopted Budget and Multi-Year Capital Plan continues funding for replacement of 136 Metrorail vehicles; anticipates all 136 Metrorail vehicles to be replaced and in service by the end of second quarter of FY 2021-22; the replacement of the Department's aging Metrorail fleet has improved service performance and reliability, which has decreased service delays, unplanned overtime expenditures and replacement parts (total project cost \$385.813 million, \$5.343 million in FY 2021-22; capital program #6733001)
- The FY 2021-22 Adopted Budget and Multi-Year Capital Plan includes the South Dade Transitway Corridor, a premium transit service in the southern part of the County; the South Corridor is one of six rapid transit corridors in the Strategic Miami Area Rapid Transit (SMART) Plan; the South Corridor runs along the existing South Dade Transitway for approximately 20 miles from SW 344th Street/West Palm Drive in Florida City to the Dadeland South Metrorail station to connect the communities along the corridor to the existing rapid transit system and downtown Miami; Bus Rapid Transit (BRT) was adopted as the locally preferred alternative for the South Corridor; the project will include several improvements to the corridor to provide passengers with a reliable and comfortable travel option with rail-like travel times, iconic stations and enhanced safety features; the South Corridor consultant team has completed the FTA Project Development Phase and received FTA Small Starts funding in the amount of \$99.9 million; the Design-Build contract was awarded in September 2020 and the Notice to Proceed (NTP) was given to the contractor in February 2021 (total project cost \$303.460 million, \$203.883 million in FY 2021-22; capital program #2000000973)
- The FY 2021-22 Adopted Budget and Multi-Year Capital Plan includes the project development and environmental studies for six rapid transit corridors in the Strategic Miami Area Rapid Transit (SMART) Plan - Beach, East-West, North, Northeast, Flagler and Kendall corridors; the Beach and East-West corridors consultant teams made recommendations on the preferred alternative to the Miami-Dade Transportation Planning Organization (TPO) in January 2020 and October 2020 respectively and both recommendations were adopted by the TPO as the locally preferred alternatives; the TPO also adopted the locally preferred alternative for the Northeast Corridor in March 2021; the consultant teams are now working on completing preliminary engineering and environmental evaluations of the transit alternatives and are projected to complete National Environmental Policy Act (NEPA) process in 2022

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

- The FY 2021-22 Adopted Budget and Multi-Year Capital Plan includes the design and development of the ten-mile Underline corridor running below the Metrorail guideway from the Miami River to Dadeland South Station, a multi-modal corridor and linear park that will enhance connectivity, mobility and biking safety for Miami-Dade County residents and visitors; Phase One extends from the Miami River to SW 13th Street; Phase Two extends from SW 13th Street to SW 19th Avenue; and Phase 3 extends from SW 19th Avenue to the Kiss and ride at the Dadeland South Metrorail Station (total project cost \$148.579 million, \$18.922 million in FY 2021-22; capital program #2000000133)
- In FY 2021-22, the Department will continue to utilize FTA 5307 - Urbanized Area Formula Grant and FTA 5337 - State of Good Repair Formula Grant to support the capitalization of major preventive maintenance expenses in the operating budget and miscellaneous capital improvement projects (total project cost \$546.535 million, \$70.095 million in FY 2021-22; capital program #2000000326)
- The FY 2021-22 Adopted Budget and Multi-Year Capital Plan includes a Vision Zero Network strategy Projects to approach traffic safety by providing safe, healthy, equitable mobility for the community; as part of the County's continued effort to improving pedestrian and cycling safety, an additional \$500,000 was added to the project - approved at the First Budget Hearing (total project cost \$13.744 million, \$5.008 million in FY 2021-22; capital program #2000001296);
- Included in the FY 2021-22 Adopted Budget and Multi-Year Capital Plan is the continuation of various countywide arterial roadway improvements such as resurfacing roadways, installing and repairing sidewalks and improving drainage; projects include roadway improvements on NE 2 Avenue from NE 20 Street to West Little River Canal and SW 344 Street from US-1 to SW 172 Avenue (total project cost \$111.065 million, \$10.818 million in FY 2021-22; capital program #2000000538); DTPW anticipates minimal operating impact to the annual budget that will be absorbed using existing resources
- The FY 2021-22 Adopted Budget and Multi-Year Capital Plan includes the final upgrades to the Bus Tracker and Vehicle Locating System (total project cost \$18.646 million; capital program #672830); this will replace the existing Computer Aided Dispatch (CAD)/Automatic Vehicle Locator (AVL) System; fleet tracking helps improve route efficiency, decrease unnecessary idling time and assists in reducing wasted miles driven which in turn will help lower fuel consumption
- The Department's FY 2021-22 Adopted Budget and Multi-Year Capital Plan includes the purchase of 85 vehicles including trucks, sedans and vans (\$5.751 million) for the replacement of its aging fleet; the fleet replacement plan will provide operational savings to the Department in the long-term as it will reduce maintenance costs, fuel consumption and overtime as a result of addressing equipment failure; the County's fleet replacement plan is included under Non-Departmental capital program #2000000511
- As part of the Mayor's commitment to improving our roadways and other transit related neighborhood improvements, the FY 2021-22 Adopted Budget includes an additional \$1.5 million to capital program #2000001302 - Roadway Improvements; the project will be funded with General Government Improvement Funds
- The Miami Springs pedestrian bridge project #2000001594 was removed from the department's FY 2021-22 Adopted Budget and Multi-Year Capital Plan and the funds (\$2.3 million in FTA 5307 - Urbanized Area Formula Grant funds and \$575,000 in People's Transportation Plan Bond Program funds) were reallocated to the Strategic Area Rapid Transit Plan (SMART) Phase 1 (capital program #672670)

SELECTED ITEM HIGHLIGHTS AND DETAILS

Line-Item Highlights	(dollars in thousands)				
	Actual FY 18-19	Actual FY 19-20	Budget FY 20-21	Projection FY 20-21	Budget FY 21-22
Advertising	732	838	965	901	897
Fuel	18,448	12,974	19,045	13,538	14,332
Overtime	40,861	42,652	41,695	48,663	41,124
Rent	4,327	2,106	2,481	2,482	2,530
Security Services	16,665	17,021	17,815	18,079	21,454
Temporary Services	81	83	70	80	42
Travel and Registration	362	184	146	135	221
Utilities	15,604	12,155	17,012	12,698	14,118

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

ADOPTED FEE ADJUSTMENTS FOR SERVICES

Fee Adjustments	Current Fee FY 20-21	Adopted Fee FY 21-22	Dollar Impact FY 21-22
• Utility and adjacent construction permit fee	\$0	\$80	\$32,000
• Various construction permits and fees	Various	Various	\$602,100
• Various highway design review fees	Various	Various	\$264,000
• Various traffic engineering design and plan review fees	Various	Various	\$1,294,500
• Various traffic signals and signs fees	Various	Various	\$300

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

OPERATING FINANCIAL SUMMARY

(dollars in thousands)	Actual FY 18-19	Actual FY 19-20	Budget FY 20-21	Adopted FY 21-22
Revenue Summary				
General Fund Countywide	209,756	223,790	235,107	244,315
General Fund UMSA	10,734	5,270	7,030	9,418
Bond Proceeds	5,532	2,435	5,948	3,513
Carryover	8,559	10,019	15,840	48,121
Construction / Plat Fees	3,152	2,474	3,490	4,881
Fees and Charges	3,914	2,717	3,418	3,071
Fines and Forfeitures	409	214	510	287
Interest Earnings	157	88	144	88
Intrdepartmental Transfers	16,762	19,826	19,010	19,548
Other Revenues	20,267	15,321	17,121	14,322
PTP Sales Tax Revenue	164,435	159,060	109,889	92,951
Storm Water Utility Fees	17,050	14,304	21,220	20,953
Transit Fares and Fees	82,036	40,822	78,457	58,141
FDOT Payment	6,440	6,094	7,208	7,208
Other	667	667	666	666
State Grants	10,834	7,427	13,194	12,075
State Operating Assistance	43,344	12,068	22,308	22,616
Federal Funds	4,320	4,150	4,324	4,118
Federal Grants	87,060	86,063	81,500	74,084
Federal Grants - ARP Act	0	111,064	48,910	156,282
Interagency Transfers	10,271	9,976	14,005	12,815
Interfund Transfers	3,832	4,111	3,407	3,505
Local Option Gas Tax	22,100	19,962	20,746	17,949
Capitalization				
Secondary Gas Tax	9,956	10,042	9,551	8,442
Total Revenues	741,587	767,964	743,003	839,369

Operating Expenditures

Summary				
Salary	268,886	269,271	282,197	292,178
Fringe Benefits	122,479	109,145	112,126	117,850
Court Costs	20	4	14	12
Contractual Services	100,513	62,996	106,929	109,586
Other Operating	105,375	87,764	110,401	177,507
Charges for County Services	31,076	24,257	28,258	38,906
Grants to Outside Organizations	4,233	4,235	4,235	4,235
Capital	7,232	13,126	9,631	9,328
Total Operating Expenditures	639,814	570,798	653,791	749,602

Non-Operating Expenditures

Summary				
Transfers	518	635	0	0
Distribution of Funds In Trust	0	0	0	0
Debt Service	73,091	78,883	78,882	82,247
Depreciation, Amortizations and Depletion	0	0	0	0
Reserve	703	2,692	10,330	7,520
Total Non-Operating Expenditures	74,312	82,210	89,212	89,767

(dollars in thousands) Expenditure By Program	Total Funding		Total Positions	
	Budget FY 20-21	Adopted FY 21-22	Budget FY 20-21	Adopted FY 21-22
Strategic Area: Transportation and Mobility				
Office of the Director	957	1,007	6	6
Construction and Maintenance	13,177	15,377	104	104
Engineering	34,078	30,865	239	239
Metrobus	249,499	285,740	2,025	2,225
Metromover	13,895	13,846	74	74
Metrorail	74,168	74,159	471	471
Mobility and Passenger Transportation Services	4,734	4,606	36	35
Operating Grants	7,242	6,123	0	0
Operational Support	123,026	191,006	452	450
Paratransit	54,339	46,301	31	31
South Florida Regional Transportation Authority	4,235	4,235	0	0
Traffic Services	37,451	38,791	165	177
Strategic Area: Neighborhood and Infrastructure				
Construction and Maintenance	30,541	30,730	236	236
Operational Support	6,449	6,816	14	14
Total Operating Expenditures	653,791	749,602	3,853	4,062

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

CAPITAL BUDGET SUMMARY

(dollars in thousands)	PRIOR	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FUTURE	TOTAL
Revenue									
BBC GOB Financing	94,070	5,853	3,291	1,489	1,118	0	0	0	105,821
CDBG Reimbursement	189	731	0	0	0	0	0	0	920
Capital Impr. Local Option Gas Tax	18,396	17,949	18,218	18,491	18,768	19,050	19,336	0	130,208
Charter County Transit System	54,515	39,872	500	500	500	500	500	0	96,887
Surtax									
City of Coral Gables Park & Mobility Impact Fees	0	0	2,460	2,460	2,460	0	0	0	7,380
City of Miami Beach Contribution	0	417	0	0	0	0	0	0	417
City of Miami Contribution	277	140	0	0	0	0	0	0	417
City of Miami Park Impact Fees	5,473	1,170	4,300	2,528	2,528	0	0	0	16,000
City of North Miami Beach	48	0	0	0	0	0	0	0	48
City of South Miami Contribution	0	0	83	83	84	0	0	0	250
Developer Contribution	2,215	0	0	0	0	0	0	0	2,215
Developer Fees/Donations	0	0	600	0	0	0	0	0	600
FDOT Funds	79,560	103,644	34,466	13,356	8,203	8,263	4,887	500	252,878
FDOT Reimbursement	300	0	0	0	0	0	0	0	300
FDOT-County Incentive Grant Program	8,882	2,000	150	2,448	0	0	0	0	13,480
FTA 20005(b) - Pilot Program for TOD Planning Discretionary Grant	140	940	700	160	0	0	0	0	1,940
FTA 5307 - Transfer	931	931	931	655	0	0	0	0	3,448
FTA 5307 - Urbanized Area Formula Grant	75,459	58,384	58,697	57,481	69,108	55,874	56,427	500	431,930
FTA 5309 - Discretionary Grant	17,612	72,442	12,385	0	0	0	0	0	102,439
FTA 5309 - Formula Grant	1,939	0	0	0	0	0	0	0	1,939
FTA 5324 - Public Transportation Emergency Relief	0	1,000	0	0	0	0	0	0	1,000
FTA 5337 - State of Good Repair Formula Grant	28,063	28,765	29,484	30,221	30,976	31,751	32,068	0	211,329
FTA 5339 - Bus & Bus Facility Formula Grant	9,641	5,322	3,866	3,963	4,062	4,164	4,170	0	35,188
FTA 5339(b) - Bus & Bus Facilities Discretionary Grant	14,600	0	0	0	0	0	0	0	14,600
FTA 5339(c) - Bus & Bus Facilities Lo/No Emission Discretionary Grant	686	1,671	0	0	0	0	0	0	2,357
Florida City Contribution	127	100	4,735	0	0	0	0	0	4,962
Florida Inland Navigational District	794	0	0	0	0	0	0	0	794
General Government Improvement Fund (GGIF)	500	500	0	0	0	0	0	0	1,000
Lease Financing - County Bonds/Debt	277,082	38,434	131,986	0	0	0	0	0	447,502
Operating Revenue	199	0	0	0	0	0	0	0	199
People's Transportation Plan Bond Program	986,750	346,821	324,185	205,062	115,435	64,678	33,343	12,500	2,088,774
Peoples Transportation Plan Capital Reserve Fund	115,787	75,057	15,510	1,873	0	0	0	0	208,227
Road Impact Fees	658,318	93,917	93,917	93,917	93,917	93,917	0	0	1,127,903
Secondary Gas Tax	18,404	16,772	16,772	16,772	16,772	16,772	16,772	0	119,036
Stormwater Utility	13,036	9,216	9,070	9,200	7,374	6,947	7,000	7,016	68,859
TIID Trust Fund	0	18,846	0	0	0	0	0	0	18,846
USDOT Build Program	9,500	0	6,708	7,379	4,472	3,801	0	0	31,861
Village of Palmetto Bay Contribution	160	240	0	0	0	0	0	0	400
Village of Pinecrest Contribution	120	180	0	0	0	0	0	0	300
WASD Project Fund	250	1,000	748	0	0	0	0	0	1,998
Total:	2,494,023	942,314	773,763	468,038	375,778	305,716	174,504	20,516	5,554,652

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

Expenditures												
Strategic Area: TM												
ADA Accessibility Improvements	27,221	13,271	5,805	12,130	0	0	0	0	0	0	0	58,426
Bridges, Infrastructure, Neighborhood Improvements	54,091	41,309	56,458	54,182	46,700	54,062	17,265	0	0	0	0	324,067
Bus System Projects	64,716	34,822	33,265	14,765	8,272	0	0	0	0	0	0	155,840
Computer and Systems Automation	8,568	13,774	2,058	0	0	0	0	0	0	0	0	24,400
Equipment Acquisition	453,161	54,006	200,302	25	0	0	0	0	0	0	0	707,494
Facility Improvements	21,733	48,536	36,138	37,025	29,831	44,051	20,359	0	0	0	0	237,673
Infrastructure Improvements	20,528	44,010	15,640	12,500	12,500	12,500	12,500	12,500	12,500	12,500	1,000	142,679
Mass Transit Projects	271,040	394,001	189,997	131,632	103,039	111,338	112,502	1,000	0	0	0	1,314,550
Metromover Projects	32,961	46,299	58,742	85,726	55,105	0	0	0	0	0	0	278,833
Metrotrain Projects	467,833	67,072	37,947	13,958	29,121	897	0	0	0	0	0	616,828
New Facilities	2,250	42,031	11,933	0	0	0	0	0	0	0	0	56,214
Park and Ride Improvements and New Facilities	45,327	36,657	21,753	5,806	1,596	1,222	0	0	0	0	0	112,361
Pedestrian Paths and Bikeways	30,433	23,123	31,599	39,601	32,323	8,289	0	0	0	0	0	165,369
Road Improvements - Major Roads	228,219	89,841	121,378	68,232	55,584	52,597	9,232	0	0	0	0	625,083
Traffic Control Systems	136,628	79,563	65,622	71,847	41,169	38,421	40,877	0	0	0	0	474,126
Strategic Area: NI												
Drainage Improvements	102,300	13,010	11,130	10,200	8,372	6,947	7,000	7,016	0	0	0	165,975
Infrastructure Improvements	79,411	4,444	7,380	3,500	0	0	0	0	0	0	0	94,735
Total:	2,046,421	1,045,769	907,147	561,128	423,612	330,324	219,735	20,516	0	0	0	5,554,652

FUNDED CAPITAL PROGRAMS
(dollars in thousands)

ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) - PHASE 3 **PROGRAM #: 608400**
 DESCRIPTION: Continue to expand and improve the Advanced Traffic Management System (ATMS) to provide more efficient traffic movement and congestion management through real time data collection, adaptive traffic signal control and vehicle communications and traffic monitoring
 LOCATION: Countywide
 District(s) Served: Countywide
 Throughout Miami-Dade County

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	8,608	0	0	0	0	0	0	0	8,608
FDOT-County Incentive Grant Program	8,882	2,000	150	2,448	0	0	0	0	13,480
People's Transportation Plan Bond Program	46,799	1,150	1,076	0	0	0	0	0	49,025
Road Impact Fees	138,936	25,897	23,936	23,985	23,091	28,259	0	0	264,104
TOTAL REVENUES:	203,225	29,047	25,162	26,433	23,091	28,259	0	0	335,218
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	3,721	0	0	0	0	0	0	0	3,721
Furniture Fixtures and Equipment	150	50	0	0	0	0	0	0	200
Land Acquisition/Improvements	4,684	0	0	0	0	0	0	0	4,684
Major Machinery and Equipment	0	15,500	13,500	9,350	5,700	5,000	100	0	49,150
Permitting	0	299	302	300	300	300	0	0	1,502
Planning and Design	7,204	7,530	7,407	7,422	5,635	4,959	5,917	0	46,074
Project Contingency	2,550	2,550	2,350	2,350	2,350	2,130	1,157	0	15,437
Road Bridge Canal and Other Infrastructure	62,546	16,350	14,916	23,698	10,750	9,650	26,361	0	164,271
Technology Hardware/Software	17,673	14,500	6,056	11,900	50	0	0	0	50,179
TOTAL EXPENDITURES:	98,529	56,779	44,531	55,020	24,785	22,039	33,534	0	335,218

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

ARTERIAL ROADS - COUNTYWIDE

PROGRAM #: 2000000538

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

Countywide
 Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Charter County Transit System Surtax	27	0	0	0	0	0	0	0	27
Developer Contribution	1,144	0	0	0	0	0	0	0	1,144
Florida City Contribution	127	100	4,735	0	0	0	0	0	4,962
People's Transportation Plan Bond Program	36,027	3,784	4,078	2,200	0	0	0	0	46,089
Road Impact Fees	56,842	0	0	0	0	2,000	0	0	58,842
TOTAL REVENUES:	94,167	3,884	8,813	2,200	0	2,000	0	0	111,065
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	39,158	8,994	28,209	17,574	4,891	1,000	1,000	0	100,826
Planning and Design	6,712	1,762	825	277	81	0	168	0	9,825
Project Administration	35	62	106	210	0	0	0	0	413
TOTAL EXPENDITURES:	45,905	10,818	29,140	18,061	4,972	1,000	1,168	0	111,065

AVENTURA STATION

PROGRAM #: 2000001322

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

LOCATION: 19700 Harriet Tubman Hwy and 198 NE 26 Ave
 District Located: 4
 Aventura District(s) Served: 4

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Peoples Transportation Plan Capital Reserve Fund	59,500	17,200	0	0	0	0	0	0	76,700
TOTAL REVENUES:	59,500	17,200	0	0	0	0	0	0	76,700
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	40,404	17,200	0	0	0	0	0	0	57,604
Land Acquisition/improvements	19,096	0	0	0	0	0	0	0	19,096
TOTAL EXPENDITURES:	59,500	17,200	0	0	0	0	0	0	76,700

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

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

PROGRAM #: 607840

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

LOCATION: NW 22 Ave over the Miami River
City of Miami

District Located: 5
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
BBC GOB Financing	120	880	0	0	0	0	0	0	1,000
TOTAL REVENUES:	120	880	0	0	0	0	0	0	1,000
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	0	740	0	0	0	0	0	0	740
Planning and Design	120	10	0	0	0	0	0	0	130
Project Administration	0	130	0	0	0	0	0	0	130
TOTAL EXPENDITURES:	120	880	0	0	0	0	0	0	1,000

BEACH EXPRESS SOUTH

PROGRAM #: 2000001205

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

LOCATION: Miami Central Station to Miami Beach
Convention Center
Miami Beach

District Located: 5
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	36	142	0	0	0	0	0	0	178
People's Transportation Plan Bond Program	164	178	2,590	6,490	0	0	0	0	9,422
TOTAL REVENUES:	200	320	2,590	6,490	0	0	0	0	9,600
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Automobiles/Vehicles	0	0	0	3,900	0	0	0	0	3,900
Construction	0	0	2,590	2,590	0	0	0	0	5,180
Planning and Design	200	320	0	0	0	0	0	0	520
TOTAL EXPENDITURES:	200	320	2,590	6,490	0	0	0	0	9,600

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

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

BIKE PATH - WEST DIXIE HIGHWAY FROM IVES DAIRY ROAD TO MIAMI GARDENS DRIVE PROGRAM #: 6010120

DESCRIPTION: Construct and provide various infrastructure improvements to bike path

LOCATION: W Dixie Hwy between Dairy Rd and Miami Gardens Dr District Located: 4
 Aventura District(s) Served: 4

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
BBC GOB Financing	0	0	0	0	120	0	0	0	120
TOTAL REVENUES:	0	0	0	0	120	0	0	0	120
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	0	0	0	0	120	0	0	0	120
TOTAL EXPENDITURES:	0	0	0	0	120	0	0	0	120

BIKE PATHS - COMMISSION DISTRICT 10 PROGRAM #: 605810

DESCRIPTION: Construct bike paths in Commission District 10

LOCATION: Commission District 10 District Located: 10
 Various Sites District(s) Served: 10

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
BBC GOB Financing	371	0	329	0	0	0	0	0	700
TOTAL REVENUES:	371	0	329	0	0	0	0	0	700
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	351	0	329	0	0	0	0	0	680
Planning and Design	20	0	0	0	0	0	0	0	20
TOTAL EXPENDITURES:	371	0	329	0	0	0	0	0	700

BRIDGE REHABILITATION - COUNTYWIDE IMPROVEMENTS PROGRAM #: 2000000534

DESCRIPTION: Construct, rehabilitate and/or provide infrastructure improvements to bridges countywide

LOCATION: Various Sites District Located: Countywide
 Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Road Impact Fees	49,216	1,045	5,215	5,000	6,000	10,000	0	0	76,476
Secondary Gas Tax	749	749	749	749	749	749	749	0	5,243
TOTAL REVENUES:	49,965	1,794	5,964	5,749	6,749	10,749	749	0	81,719
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	5,327	8,722	15,751	9,016	1,298	12,920	11,278	0	64,311
Permitting	50	430	0	0	0	0	0	0	480
Planning and Design	5,184	4,718	1,550	2,725	1,500	0	0	0	15,677
Project Administration	40	40	206	205	0	0	0	0	491
Project Contingency	0	0	80	80	0	0	0	0	160
Road Bridge Canal and Other Infrastructure	0	0	300	300	0	0	0	0	600
TOTAL EXPENDITURES:	10,601	13,910	17,886	12,326	2,798	12,920	11,278	0	81,719

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

BUS - RELATED PROJECTS

DESCRIPTION: Replace buses; install electric engine cooling systems; implement Americans with Disabilities Act (ADA) improvements along the busway and convert fuel systems at bus garages to Compressed Natural Gas (CNG)



PROGRAM #: 673800

LOCATION: Countywide

District Located: Countywide

Throughout Miami-Dade County

District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	12,887	4,700	8,737	0	0	0	0	0	26,324
FTA 5307 - Urbanized Area Formula Grant	5,729	0	0	0	0	0	0	0	5,729
FTA 5309 - Discretionary Grant	1,389	0	0	0	0	0	0	0	1,389
FTA 5339 - Bus & Bus Facility Formula Grant	7,723	1,500	0	0	0	0	0	0	9,223
FTA 5339(b) - Bus & Bus Facilities Discretionary Grant	14,600	0	0	0	0	0	0	0	14,600
FTA 5339(c) - Bus & Bus Facilities Lo/No Emission Discretionary Grant	686	1,671	0	0	0	0	0	0	2,357
Lease Financing - County Bonds/Debt	277,082	38,434	131,986	0	0	0	0	0	447,502
People's Transportation Plan Bond Program	51,776	6,787	58,972	25	0	0	0	0	117,560
TOTAL REVENUES:	371,873	53,092	199,696	25	0	0	0	0	624,686
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Automobiles/Vehicles	313,437	39,324	155,050	0	0	0	0	0	507,810
Construction	45,342	2,500	42,755	0	0	0	0	0	90,597
Furniture Fixtures and Equipment	3,887	2,893	0	0	0	0	0	0	6,780
Major Machinery and Equipment	2,655	1,735	0	0	0	0	0	0	4,390
Planning and Design	25	25	25	25	0	0	0	0	100
Project Administration	1,950	27	17	0	0	0	0	0	1,993
Project Contingency	4,578	6,588	1,850	0	0	0	0	0	13,015
TOTAL EXPENDITURES:	371,873	53,092	199,696	25	0	0	0	0	624,686
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	3,707	375	0	0	0	0	0	0	4,082
TOTAL DONATIONS:	3,707	375	0	0	0	0	0	0	4,082

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

BUS - TRACKER AND AUTOMATIC VEHICLE LOCATING SYSTEM UPGRADE (CAD/AVL) PROGRAM #: 672830

DESCRIPTION: Continue network upgrade to support the real-time Bus Tracking System to replace existing Computer Aided Dispatch (CAD) / Automatic Vehicle Locator (AVL) System

LOCATION: 111 NW 1 St

City of Miami

District Located:

District(s) Served:

Countywide

Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
People's Transportation Plan Bond Program	18,498	148	0	0	0	0	0	0	18,646
TOTAL REVENUES:	18,498	148	0	0	0	0	0	0	18,646
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	443	0	0	0	0	0	0	0	443
Planning and Design	1,750	0	0	0	0	0	0	0	1,750
Project Administration	1,122	0	0	0	0	0	0	0	1,122
Technology Hardware/Software	15,183	148	0	0	0	0	0	0	15,331
TOTAL EXPENDITURES:	18,498	148	0	0	0	0	0	0	18,646

BUS AND BUS FACILITIES

PROGRAM #: 671560

DESCRIPTION: Provide improvements to buses and bus facilities including but not limited to the various bus parking garages, roofs, fire suppression, the resurfacing of the parking lot at the central Metrobus facility and the replacement of the NE garage maintenance bathroom lockers; in addition, purchase various support vehicles, Metrobus seat inserts and bike racks

LOCATION: Various Sites
Various Sites

District Located:

District(s) Served:

Countywide

Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FTA 5307 - Urbanized Area Formula Grant	1,949	373	0	0	0	0	0	0	2,322
FTA 5339 - Bus & Bus Facility Formula Grant	738	50	0	0	0	0	0	0	788
People's Transportation Plan Bond Program	6,239	8,434	8,311	4,877	835	0	0	0	28,695
TOTAL REVENUES:	8,926	8,857	8,311	4,877	835	0	0	0	31,805
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Automobiles/Vehicles	2,199	423	0	0	0	0	0	0	2,622
Construction	575	4,813	4,790	4,790	835	0	0	0	15,802
Furniture Fixtures and Equipment	5,717	3,435	3,434	0	0	0	0	0	12,586
Permitting	0	100	0	0	0	0	0	0	100
Planning and Design	436	86	87	87	0	0	0	0	695
TOTAL EXPENDITURES:	8,926	8,857	8,311	4,877	835	0	0	0	31,805
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	673	105	0	0	0	0	0	0	778
TOTAL DONATIONS:	673	105	0	0	0	0	0	0	778

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

DADELAND SOUTH INTERMODAL STATION

PROGRAM #: 2000001203

DESCRIPTION: Construct direct ramps to and from the proposed elevated Bus Rapid Transit (BRT) platform at the Dadeland South Metrorail Station platform level to provide a seamless transfer between the Transitway BRT and the Metrorail; provide various station infrastructure improvements

LOCATION: Dadeland South Metrorail Station
 District Located: 7
 Unincorporated Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	199	0	0	0	0	0	0	0	199
FTA 5307 - Urbanized Area Formula	111	0	0	0	0	0	0	0	111
Grant									
Operating Revenue	56	0	0	0	0	0	0	0	56
People's Transportation Plan Bond	1,554	13,778	30,854	3,962	0	0	0	0	50,148
Program									
TOTAL REVENUES:	1,919	13,778	30,854	3,962	0	0	0	0	50,512

EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Art Allowance	0	458	0	0	0	0	0	0	458
Construction	0	5,969	28,412	3,820	0	0	0	0	38,201
Permitting	9	2,761	307	0	0	0	0	0	3,077
Planning and Design	1,909	2,903	448	142	0	0	0	0	5,403
Project Contingency	0	1,687	1,687	0	0	0	0	0	3,374
TOTAL EXPENDITURES:	1,919	13,778	30,854	3,962	0	0	0	0	50,512

DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	28	0	0	0	0	0	0	0	28
TOTAL DONATIONS:	28	0	0	0	0	0	0	0	28

Estimated Annual Operating Impact will begin in FY 2023-24 in the amount of \$1,768,000 and includes 0 FTE(s)

DOLPHIN STATION - DIRECT RAMPS

PROGRAM #: 2000001774

DESCRIPTION: Construct ramps to provide a transit connect from SR-836 to the Dolphin Station Intermodal Terminal

LOCATION: Not Applicable
 District Located: 12

Unincorporated Miami-Dade County District(s) Served: 12

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	0	402	1,996	1,321	0	0	0	0	3,720
People's Transportation Plan Bond	0	402	1,996	1,321	0	0	0	0	3,720
Program									
TOTAL REVENUES:	0	804	3,993	2,643	0	0	0	0	7,439

EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	0	0	3,400	2,105	0	0	0	0	5,505
Permitting	0	30	55	0	0	0	0	0	85
Planning and Design	0	425	0	0	0	0	0	0	425
Project Administration	0	149	0	0	0	0	0	0	149
Project Contingency	0	200	538	538	0	0	0	0	1,275
TOTAL EXPENDITURES:	0	804	3,993	2,643	0	0	0	0	7,439

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

DRAINAGE IMPROVEMENTS (BUILDING BETTER COMMUNITIES BOND PROGRAM) PROGRAM #: 2000000384

DESCRIPTION: Construct stormwater drainage improvements throughout Miami-Dade County

LOCATION: Various Sites District Located: Countywide
 Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
BBC GOB Financing	88,609	2,528	1,962	1,000	998	0	0	0	95,096
TOTAL REVENUES:	88,609	2,528	1,962	1,000	998	0	0	0	95,096
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	69,313	661	0	0	0	0	0	0	69,974
Infrastructure Improvements	6,010	1,488	1,662	850	848	0	0	0	10,858
Planning and Design	13,219	342	270	135	135	0	0	0	14,101
Project Contingency	67	37	30	15	15	0	0	0	164
TOTAL EXPENDITURES:	88,609	2,528	1,962	1,000	998	0	0	0	95,096

DRAINAGE IMPROVEMENTS - COUNTY MAINTAINED ROADS

DESCRIPTION: Improve drainage on County maintained roads

LOCATION: Various Sites District Located: Countywide
 Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
CDBG Reimbursement	189	731	0	0	0	0	0	0	920
Road Impact Fees	1,100	0	0	0	0	0	0	0	1,100
Stormwater Utility	13,036	9,216	9,070	9,200	7,374	6,947	7,000	7,016	68,859
TOTAL REVENUES:	14,325	9,947	9,070	9,200	7,374	6,947	7,000	7,016	70,879
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	8,969	5,817	7,047	7,312	5,726	5,334	5,380	5,395	50,979
Infrastructure Improvements	54	785	0	0	0	0	0	0	839
Planning and Design	4,090	3,009	1,350	1,076	1,012	1,020	1,022	1,022	13,601
Project Contingency	564	656	771	812	636	593	598	599	5,229
Road Bridge Canal and Other Infrastructure	15	215	0	0	0	0	0	0	230
TOTAL EXPENDITURES:	13,691	10,482	9,168	9,200	7,374	6,947	7,000	7,016	70,879

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

EMERGENCY BACKUP GENERATORS

PROGRAM #: 2000001211

DESCRIPTION: Install backup electrical supply generators and associated support equipment to include upgraded electrical designs, Automatic Transfer Switches (ATS) and fuel storage at all Metrobus Transportation buildings (Coral Way, Northeast and Central) in order to provide adequate power supply in case of emergencies

LOCATION: Metrobus Transportation Buildings
 District Located: 12
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FTA 5324 - Public Transportation Emergency Relief	0	1,000	0	0	0	0	0	0	1,000
People's Transportation Plan Bond Program	0	440	0	0	0	0	0	0	440
TOTAL REVENUES:	0	1,440	0	0	0	0	0	0	1,440
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Furniture Fixtures and Equipment	0	1,000	0	0	0	0	0	0	1,000
Project Contingency	0	440	0	0	0	0	0	0	440
TOTAL EXPENDITURES:	0	1,440	0	0	0	0	0	0	1,440
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	0	250	0	0	0	0	0	0	250
TOTAL DONATIONS:	0	250	0	0	0	0	0	0	250

FARE COLLECTION EQUIPMENT PROJECTS

PROGRAM #: 6730051

DESCRIPTION: Purchase and install updated fare collection equipment and provide data migration to the cloud to enhance the Metrobus and Metrorail rider experience by allowing transit passengers the ability to pay transit fares with their bankcards or mobile wallets

LOCATION: Various Sites
 District Located: Countywide
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FTA 5309 - Formula Grant	903	0	0	0	0	0	0	0	903
People's Transportation Plan Bond Program	80,385	914	606	0	0	0	0	0	81,905
TOTAL REVENUES:	81,288	914	606	0	0	0	0	0	82,808
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	66	0	0	0	0	0	0	0	66
Furniture Fixtures and Equipment	1	0	0	0	0	0	0	0	1
Land Acquisition/Improvements	37	0	0	0	0	0	0	0	37
Major Machinery and Equipment	66,611	914	606	0	0	0	0	0	68,131
Planning and Design	2,634	0	0	0	0	0	0	0	2,634
Project Administration	11,939	0	0	0	0	0	0	0	11,939
TOTAL EXPENDITURES:	81,288	914	606	0	0	0	0	0	82,808
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	226	0	0	0	0	0	0	0	226
TOTAL DONATIONS:	226	0	0	0	0	0	0	0	226

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

FEDERALLY FUNDED PROJECTS

PROGRAM #: 2000000326

DESCRIPTION: Provide preventive maintenance and complete various other Metrobus, Metrorail and Metrolover projects

LOCATION: Various Sites
Various Sites

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	17,706	17,949	18,218	18,491	18,768	19,050	19,336	0	129,518
FDOT Funds	0	500	500	500	500	500	500	500	3,500
FTA 5307 - Urbanized Area Formula Grant	49,565	45,708	46,220	46,853	48,732	55,874	56,427	500	349,880
FTA 5309 - Discretionary Grant	90	0	0	0	0	0	0	0	90
FTA 5337 - State of Good Repair Formula Grant	28,063	28,765	29,484	30,221	30,976	31,751	32,068	0	211,329
FTA 5339 - Bus & Bus Facility Formula Grant	1,180	3,772	3,866	3,963	4,062	4,164	4,170	0	25,177
People's Transportation Plan Bond Program	94	942	400	0	0	0	0	0	1,437
TOTAL REVENUES:	96,698	97,636	98,689	100,028	103,039	111,338	112,502	1,000	720,930

EXPENDITURE SCHEDULE:

	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Automobiles/Vehicles	89,129	88,544	92,932	94,540	97,977	106,174	107,332	0	676,628
Construction	1,865	3,043	340	0	0	0	0	0	5,248
Furniture Fixtures and Equipment	480	0	0	0	0	0	0	0	480
Infrastructure Improvements	0	440	0	0	0	0	0	0	440
Planning and Design	44	86	9	0	0	0	0	0	140
Project Administration	5,180	5,272	5,379	5,489	5,062	5,164	5,170	1,000	37,716
Project Contingency	0	251	28	0	0	0	0	0	279
TOTAL EXPENDITURES:	96,698	97,636	98,689	100,028	103,039	111,338	112,502	1,000	720,930

DONATION SCHEDULE:

	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	18,975	19,561	19,893	20,259	20,943	22,947	23,166	125	145,869
TOTAL DONATIONS:	18,975	19,561	19,893	20,259	20,943	22,947	23,166	125	145,869

HEAVY EQUIPMENT REPLACEMENT

DESCRIPTION: Purchase various types of heavy equipment throughout transit facilities as needed to support heavy fleet

LOCATION: Metrorail
Various Sites

District Located: 2,3,5,7,12,13
District(s) Served: Countywide

PROGRAM #: 675410

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
People's Transportation Plan Bond Program	4,901	499	0	0	0	0	0	0	5,400
TOTAL REVENUES:	4,901	499	0	0	0	0	0	0	5,400
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Major Machinery and Equipment	4,901	499	0	0	0	0	0	0	5,400
TOTAL EXPENDITURES:	4,901	499	0	0	0	0	0	0	5,400

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

INFRASTRUCTURE RENEWAL PLAN (IRP)

PROGRAM #: 677200

DESCRIPTION: Replace/upgrade transit physical assets to include buses, facilities, infrastructure systems, equipment overhauls and acquisitions

LOCATION: Various Sites
Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Operating Revenue	55	0	0	0	0	0	0	0	55
People's Transportation Plan Bond Program	16,554	12,500	12,500	12,500	12,500	12,500	12,500	12,500	104,054
TOTAL REVENUES:	16,608	12,500	12,500	12,500	12,500	12,500	12,500	12,500	104,108
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Automobiles/Vehicles	152	38	0	0	0	0	0	0	190
Construction	11,345	8,229	11,233	12,449	12,449	12,500	12,500	12,500	93,204
Furniture Fixtures and Equipment	1,347	281	0	0	0	0	0	0	1,628
Land Acquisition/improvements	0	138	80	0	0	0	0	0	218
Major Machinery and Equipment	2,180	943	0	0	0	0	0	0	3,123
Permitting	0	30	0	0	0	0	0	0	30
Planning and Design	558	874	359	0	0	0	0	0	1,791
Project Administration	146	0	0	0	0	0	0	0	146
Project Contingency	140	343	72	51	51	0	0	0	657
Technology Hardware/Software	740	1,624	756	0	0	0	0	0	3,120
TOTAL EXPENDITURES:	16,608	12,500	12,500	12,500	12,500	12,500	12,500	12,500	104,108

INTERSECTION IMPROVEMENTS - COUNTYWIDE

PROGRAM #: 2000000536

DESCRIPTION: Increase vehicular traffic capacity and safety by installing turn bays and other intersection infrastructure improvements

LOCATION: Various Sites
Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	0	1,000	277	0	0	0	0	0	1,277
FDOT Reimbursement	300	0	0	0	0	0	0	0	300
Road Impact Fees	31,927	73	357	0	0	0	0	0	32,357
TOTAL REVENUES:	32,227	1,073	634	0	0	0	0	0	33,934
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	14,129	5,774	7,012	1,351	0	0	0	0	28,266
Planning and Design	4,583	381	229	94	0	0	0	0	5,288
Project Administration	380	0	0	0	0	0	0	0	380
TOTAL EXPENDITURES:	19,093	6,155	7,241	1,445	0	0	0	0	33,934

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

LEHMAN YARD - MISCELLANEOUS IMPROVEMENTS

PROGRAM #: 674560

DESCRIPTION: Provide various improvements to include installing five storage tracks, an underfloor rail wheel truing machine, rehabilitate and expand emergency exits, construct a new control center, as well as provide central control software upgrades

LOCATION: 6601 NW 72 Ave District Located: 12
 Unincorporated Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	2,671	0	0	0	0	0	0	0	2,671
People's Transportation Plan Bond Program	24,551	13,271	5,805	12,130	0	0	0	0	55,756
TOTAL REVENUES:	27,221	13,271	5,805	12,130	0	0	0	0	58,426
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	22,129	6,871	896	0	0	0	0	0	29,897
Furniture Fixtures and Equipment	784	0	0	0	0	0	0	0	784
Major Machinery and Equipment	100	3,500	4,500	12,130	0	0	0	0	20,230
Permitting	223	0	0	0	0	0	0	0	223
Planning and Design	118	276	39	0	0	0	0	0	433
Project Administration	3,126	65	8	0	0	0	0	0	3,199
Project Contingency	150	489	66	0	0	0	0	0	704
Technology Hardware/Software	591	2,070	295	0	0	0	0	0	2,957
TOTAL EXPENDITURES:	27,221	13,271	5,805	12,130	0	0	0	0	58,426

METROMOVER - IMPROVEMENT PROJECTS

DESCRIPTION: Replace various Metromover system controls to include the Data Transmission (Central Control and Wayside Interface High Speed System), Platform LCD Sign Control Unit and High Cycle Switch Logic Control Cabinets

LOCATION: Metromover District Located: Countywide
 City of Miami District(s) Served: Countywide

PROGRAM #: 673910

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FTA 5307 - Urbanized Area Formula Grant	280	2,472	10,550	10,550	20,376	0	0	0	44,228
People's Transportation Plan Bond Program	32,681	43,827	48,192	75,176	34,729	0	0	0	234,605
TOTAL REVENUES:	32,961	46,299	58,742	85,726	55,105	0	0	0	278,833
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	25,072	39,277	48,830	70,923	50,255	0	0	0	234,357
Furniture Fixtures and Equipment	71	68	0	0	0	0	0	0	139
Infrastructure Improvements	4,437	4,437	4,436	0	0	0	0	0	13,310
Major Machinery and Equipment	1,699	491	505	519	0	0	0	0	3,214
Planning and Design	1,640	1,909	238	133	133	0	0	0	4,053
Project Administration	0	0	0	0	0	0	0	0	0
Project Contingency	42	117	4,734	14,150	4,717	0	0	0	23,760
TOTAL EXPENDITURES:	32,961	46,299	58,742	85,726	55,105	0	0	0	278,833
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	70	618	2,638	2,638	5,094	0	0	0	11,057
TOTAL DONATIONS:	70	618	2,638	2,638	5,094	0	0	0	11,057

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

METRO RAIL - STATIONS AND SYSTEMS IMPROVEMENTS

PROGRAM #: 2000000104

DESCRIPTION: Refurbish and/or update the Metrorail systems control equipment, fire alarms and other infrastructure improvements as needed throughout the entire rail system

LOCATION: Metrorail Countywide
 Various Sites Countywide

District Located:
 District(s) Served:

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	322	2,246	596	0	0	0	0	0	3,164
FTA 5307 - Urbanized Area Formula Grant	761	84	0	0	0	0	0	0	845
Operating Revenue	15	0	0	0	0	0	0	0	15
People's Transportation Plan Bond Program	6,590	38,397	31,561	30,908	23,939	41,106	20,359	0	192,859

TOTAL REVENUES:	7,688	40,727	32,157	30,908	23,939	41,106	20,359	0	196,883
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Art Allowance	0	105	0	0	0	0	0	0	105
Construction	1,897	23,422	25,777	26,266	20,206	38,350	20,359	0	156,277
Furniture Fixtures and Equipment	2,317	2,079	2,000	1,500	0	0	0	0	7,896
Land Acquisition/Improvements	200	1,800	0	0	0	0	0	0	2,000
Major Machinery and Equipment	1,068	8,547	1,069	0	0	0	0	0	10,684
Permitting	148	415	177	177	177	177	0	0	1,272
Planning and Design	1,712	2,724	2,935	2,964	3,555	2,578	0	0	16,468
Project Contingency	345	1,635	199	0	0	0	0	0	2,180

TOTAL EXPENDITURES:	7,688	40,727	32,157	30,908	23,939	41,106	20,359	0	196,883
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	191	21	0	0	0	0	0	0	212
TOTAL DONATIONS:	191	21	0	0	0	0	0	0	212

Estimated Annual Operating Impact will begin in FY 2023-24 in the amount of \$75,000 and includes 0 FTE(s)

METRO RAIL - TRACK AND GUIDEWAY PROJECTS

PROGRAM #: 6710900

DESCRIPTION: Rehabilitate existing track and guideway equipment and fixtures; replace safety items for rail to include coverboard, fasteners, insulated joints, metal acoustical barriers, drains, equipment and materials as needed

LOCATION: Metrorail Countywide
 Various Sites Countywide

District Located:
 District(s) Served:

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
People's Transportation Plan Bond Program	84,969	57,601	36,207	13,000	21,070	0	0	0	212,848
TOTAL REVENUES:	84,969	57,601	36,207	13,000	21,070	0	0	0	212,848
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Automobiles/Vehicles	6,987	1,118	0	0	0	0	0	0	8,105
Construction	76,946	56,483	36,207	13,000	21,070	0	0	0	203,707
Furniture Fixtures and Equipment	36	0	0	0	0	0	0	0	36
Project Contingency	1,000	0	0	0	0	0	0	0	1,000

TOTAL EXPENDITURES:	84,969	57,601	36,207	13,000	21,070	0	0	0	212,848
TOTAL REVENUES:	84,969	57,601	36,207	13,000	21,070	0	0	0	212,848

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

METRORAIL - VEHICLE REPLACEMENT

PROGRAM #: 6733001

DESCRIPTION: Overhaul and modernize existing fleet and purchase 136 new heavy rail vehicles

LOCATION: Metrorail
 Throughout Miami-Dade County
 District Located: Countywide
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FTA 5309 - Formula Grant	1,036	0	0	0	0	0	0	0	1,036
People's Transportation Plan Bond Program	367,789	5,343	1,740	958	8,051	897	0	0	384,777
TOTAL REVENUES:	368,825	5,343	1,740	958	8,051	897	0	0	385,813
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Automobiles/Vehicles	290,395	125	125	125	7,220	897	0	0	298,887
Construction	39,763	1,454	805	0	0	0	0	0	42,022
Furniture Fixtures and Equipment	118	0	0	0	0	0	0	0	118
Major Machinery and Equipment	316	0	0	0	0	0	0	0	316
Planning and Design	23,960	1,513	810	833	831	0	0	0	27,947
Project Contingency	14,272	2,251	0	0	0	0	0	0	16,523
TOTAL EXPENDITURES:	368,825	5,343	1,740	958	8,051	897	0	0	385,813
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	259	0	0	0	0	0	0	0	259
TOTAL DONATIONS:	259	0	0	0	0	0	0	0	259

METRORAIL AND METROMOVER PROJECTS

PROGRAM #: 2000000185

DESCRIPTION: Upgrade video systems and A/C units at substations; replace existing relay-based control equipment and; modify software and hardware central controls to accommodate new train control systems

LOCATION: Metrorail and Metromover
 Various Sites
 District Located: Countywide
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
People's Transportation Plan Bond Program	3,000	10,500	1,500	0	0	0	0	0	15,000
TOTAL REVENUES:	3,000	10,500	1,500	0	0	0	0	0	15,000
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Furniture Fixtures and Equipment	2,850	9,975	1,425	0	0	0	0	0	14,250
Project Administration	150	525	75	0	0	0	0	0	750
TOTAL EXPENDITURES:	3,000	10,500	1,500	0	0	0	0	0	15,000

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

MIAMI RIVER GREENWAY

PROGRAM #: 6010960

DESCRIPTION: Design and construct pedestrian and bicycle shared-used facility along the Miami River to include a seawall and public riverwalk along the Senior Campus housing redevelopment

LOCATION: Miami River
City of Miami
District Located: 5
District(s) Served: 5

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
BBC GOB Financing	4,066	2,240	1,000	489	0	0	0	0	7,795
Florida Inland Navigational District	794	0	0	0	0	0	0	0	794
TOTAL REVENUES:	4,861	2,240	1,000	489	0	0	0	0	8,590
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	3,718	2,040	950	489	0	0	0	0	7,197
Permitting	986	0	0	0	0	0	0	0	986
Planning and Design	97	110	0	0	0	0	0	0	207
Project Administration	60	90	50	0	0	0	0	0	200
TOTAL EXPENDITURES:	4,861	2,240	1,000	489	0	0	0	0	8,590

NEIGHBORHOOD INFRASTRUCTURE IMPROVEMENTS

PROGRAM #: 2000000535

DESCRIPTION: Construct various neighborhood improvements to include resurfacing, guardrails, sidewalks, traffic signals, drainage, streetlights and various intersection improvements

LOCATION: Various Sites
Throughout Miami-Dade County
District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
People's Transportation Plan Bond Program	79,411	4,274	4,240	3,500	0	0	0	0	91,425
TOTAL REVENUES:	79,411	4,274	4,240	3,500	0	0	0	0	91,425
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Infrastructure Improvements	79,411	4,274	4,240	3,500	0	0	0	0	91,425
TOTAL EXPENDITURES:	79,411	4,274	4,240	3,500	0	0	0	0	91,425

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

PALMETTO INTERMODAL TERMINAL

PROGRAM #: 2000000680

DESCRIPTION: Plan and develop a Long-Range Transportation Plan for the Palmetto Intermodal Terminal to include the purchase of land, an analysis on the possibility of direct ramps accessing the facility via the proposed State Road 826 Palmetto express lanes, potential site remediation and continued National Environmental Policy Act related studies

LOCATION: 7400 NW 79 Ave
Medley
District Located: 12
Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	0	9,465	820	0	0	0	0	0	10,285
People's Transportation Plan Bond Program	0	9,465	820	0	0	0	0	0	10,285
TOTAL REVENUES:	0	18,930	1,640	0	0	0	0	0	20,570
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Land Acquisition/Improvements	0	10,070	0	0	0	0	0	0	10,070
Planning and Design	0	5,056	0	0	0	0	0	0	5,056
Project Contingency	0	3,804	1,640	0	0	0	0	0	5,444
TOTAL EXPENDITURES:	0	18,930	1,640	0	0	0	0	0	20,570

PARK AND RIDE - TRANSIT PROJECTS

PROGRAM #: 671610

DESCRIPTION: Construct Park and Ride stations at various Transit locations throughout Miami-Dade County to include bus bays, parking, improved connectivity lanes and other related park and ride accommodations to expand rider experience

LOCATION: Various Sites
Throughout Miami-Dade County
District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	6	0	0	0	0	0	0	0	6
FDOT Funds	5,852	957	723	175	555	564	0	0	8,825
FTA 5307 - Urbanized Area Formula Grant	4,124	1,272	0	0	0	0	0	0	5,396
Operating Revenue	73	0	0	0	0	0	0	0	73
People's Transportation Plan Bond Program	17,215	5,373	6,683	5,631	1,042	658	0	0	36,601
TOTAL REVENUES:	27,271	7,602	7,405	5,806	1,596	1,222	0	0	50,903
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Art Allowance	0	130	0	80	82	0	0	0	292
Construction	14,759	6,594	7,310	5,581	1,484	1,222	0	0	36,950
Furniture Fixtures and Equipment	144	0	0	0	0	0	0	0	144
Land Acquisition/Improvements	10,394	60	0	0	0	0	0	0	10,454
Permitting	0	10	0	50	0	0	0	0	60
Planning and Design	1,974	808	95	95	30	0	0	0	3,002
Project Administration	1	0	0	0	0	0	0	0	1
TOTAL EXPENDITURES:	27,271	7,602	7,405	5,806	1,596	1,222	0	0	50,903
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,031	318	0	0	0	0	0	0	1,349
TOTAL DONATIONS:	1,031	318	0	0	0	0	0	0	1,349

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

PARK AND RIDE - TRANSITWAY AT SW 168TH STREET

PROGRAM #: 2000001092

DESCRIPTION: Construct a Park and Ride garage with approximately 450 spaces on the Transitway at SW 168th St near the Village of Palmetto Bay to provide expanded capacity for the Transitway

LOCATION: Transitway and SW 168 St
 District Located: 8
 Unincorporated Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
People's Transportation Plan Bond Program	8,556	29,055	14,347	0	0	0	0	0	51,958
USDOT Build Program	9,500	0	0	0	0	0	0	0	9,500
TOTAL REVENUES:	18,056	29,055	14,347	0	0	0	0	0	61,458
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Art Allowance	681	0	0	0	0	0	0	0	681
Construction	13,825	27,651	13,825	0	0	0	0	0	55,301
Permitting	569	63	0	0	0	0	0	0	632
Planning and Design	2,869	1,230	410	0	0	0	0	0	4,509
Project Administration	112	111	112	0	0	0	0	0	335
TOTAL EXPENDITURES:	18,056	29,055	14,347	0	0	0	0	0	61,458

PARKING LOT REFURBISHMENT AT BUS FACILITIES

PROGRAM #: 2000001734

DESCRIPTION: Refurbish the parking lot at bus Facilities to include site lighting, milling and resurfacing of lot and repaint pavement markings

LOCATION: Various Sites
 District Located: 2,6
 Various Sites District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
People's Transportation Plan Bond Program	0	389	809	2,946	5,892	2,946	0	0	12,982
TOTAL REVENUES:	0	389	809	2,946	5,892	2,946	0	0	12,982
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	0	0	0	2,746	5,492	2,746	0	0	10,985
Planning and Design	0	389	809	200	399	200	0	0	1,997
TOTAL EXPENDITURES:	0	389	809	2,946	5,892	2,946	0	0	12,982

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

PEDESTRIAN BRIDGE - OVER C-100 CANAL AT OLD CUTLER RD AND SW 173 ST PROGRAM #: 608290

DESCRIPTION: Construct a pedestrian bridge over C-100 canal

LOCATION: Old Cutler Rd and SW 173 St

District Located: 8

Palmetto Bay

District(s) Served: 8,9

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
BBC GOB Financing	595	205	0	0	0	0	0	0	800
Road Impact Fees	1,200	0	0	0	0	0	0	0	1,200
TOTAL REVENUES:	1,795	205	0	0	0	0	0	0	2,000
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	357	1,175	0	0	0	0	0	0	1,532
Planning and Design	443	25	0	0	0	0	0	0	468
TOTAL EXPENDITURES:	800	1,200	0	0	0	0	0	0	2,000

PEDESTRIAN OVERPASS - UNIVERSITY METRO RAIL STATION PROGRAM #: 674220

DESCRIPTION: Construct a pedestrian overpass

LOCATION: US 1 and Mariposa Ave

District Located: 7

Coral Gables

District(s) Served: 7

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	896	0	0	0	0	0	0	0	896
FTA 5307 - Urbanized Area Formula	2,441	0	0	0	0	0	0	0	2,441
Grant									
People's Transportation Plan Bond Program	1,801	129	0	0	0	0	0	0	1,930
TOTAL REVENUES:	5,138	129	0	0	0	0	0	0	5,267
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	3,633	129	0	0	0	0	0	0	3,762
Land Acquisition/Improvements	98	0	0	0	0	0	0	0	98
Planning and Design	1,107	0	0	0	0	0	0	0	1,107
Project Administration	300	0	0	0	0	0	0	0	300
TOTAL EXPENDITURES:	5,138	129	0	0	0	0	0	0	5,267
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	610	0	0	0	0	0	0	0	610
TOTAL DONATIONS:	610	0	0	0	0	0	0	0	610

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

RESURFACING - COUNTYWIDE IMPROVEMENTS

PROGRAM #: 2000000539

DESCRIPTION: Provide resurfacing infrastructure improvements to include but not limited to ADA ramps and connectors on

arterial roads countywide

LOCATION: Various Sites

District Located:

Throughout Miami-Dade County

Countywide

District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
City of North Miami Beach	48	0	0	0	0	0	0	0	48
Road Impact Fees	52,713	4,106	909	580	0	0	0	0	58,308
TOTAL REVENUES:	52,760	4,106	909	580	0	0	0	0	58,355
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	30,969	20,086	2,895	580	0	0	0	0	54,530
Infrastructure Improvements	1,349	225	0	0	0	0	0	0	1,574
Planning and Design	485	3	0	0	0	0	0	0	488
Project Administration	1,664	99	0	0	0	0	0	0	1,763
TOTAL EXPENDITURES:	34,467	20,413	2,895	580	0	0	0	0	58,355

RIGHTS-OF-WAY ACQUISITION - COUNTYWIDE

PROGRAM #: 2000000537

DESCRIPTION: Acquire rights-of-way for construction projects countywide

LOCATION: Various Sites

District Located:

Throughout Miami-Dade County

Countywide

District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Charter County Transit System	17	0	0	0	0	0	0	0	17
Surtax									
People's Transportation Plan Bond Program	13,778	210	0	0	0	0	0	0	13,988
Road Impact Fees	24,758	180	180	180	180	180	0	0	25,658
TOTAL REVENUES:	38,553	390	180	180	180	180	0	0	39,663
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Land Acquisition/Improvements	23,737	7,094	4,676	2,299	1,026	831	0	0	39,663
TOTAL EXPENDITURES:	23,737	7,094	4,676	2,299	1,026	831	0	0	39,663

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

ROAD WIDENING - COUNTYWIDE **PROGRAM #: 2000000540**
 DESCRIPTION: Increase traffic capacity countywide by widening roads
 LOCATION: Various Sites District Located: Countywide
 Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Charter County Transit System Surtax	57	0	0	0	0	0	0	0	57
Developer Contribution	621	0	0	0	0	0	0	0	621
People's Transportation Plan Bond Program	26,205	5,909	8,490	5,690	2,684	3,443	0	0	52,421
Road Impact Fees	162,166	22,417	12,960	13,675	12,274	19,906	0	0	243,398
WASD Project Fund	250	1,000	748	0	0	0	0	0	1,998
TOTAL REVENUES:	189,299	29,326	22,198	19,365	14,958	23,349	0	0	298,495
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	56,972	26,174	65,632	34,614	39,786	38,018	0	0	261,196
Planning and Design	23,178	7,492	1,393	704	551	1,872	0	0	35,190
Project Administration	110	200	624	0	0	0	0	0	934
Road Bridge Canal and Other Infrastructure	0	653	522	0	0	0	0	0	1,175
TOTAL EXPENDITURES:	80,260	34,519	68,171	35,318	40,337	39,890	0	0	298,495

ROADWAY AND BRIDGE - MISCELLANEOUS COUNTYWIDE IMPROVEMENTS **PROGRAM #: 2000000543**
 DESCRIPTION: Provide various roadway and bridge maintenance and beautification improvements as needed
 LOCATION: Various Sites District Located: Countywide
 Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Charter County Transit System Surtax	32,418	2,161	0	0	0	0	0	0	34,579
FDOT Funds	401	1,099	0	800	500	0	0	0	2,800
Road Impact Fees	4,319	12,145	31,247	33,873	36,278	32,510	0	0	150,372
Secondary Gas Tax	7,135	5,503	5,503	5,503	5,503	5,503	5,503	0	40,153
Village of Palmetto Bay Contribution	160	240	0	0	0	0	0	0	400
Village of Pinecrest Contribution	120	180	0	0	0	0	0	0	300
TOTAL REVENUES:	44,553	21,328	36,750	40,176	42,281	38,013	5,503	0	228,604
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	7,816	16,338	33,358	36,784	38,889	34,621	5,503	0	173,309
Planning and Design	108	500	0	0	0	0	0	0	608
Project Administration	35,566	5,553	3,392	3,392	3,392	3,392	0	0	54,687
TOTAL EXPENDITURES:	43,490	22,391	36,750	40,176	42,281	38,013	5,503	0	228,604

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

SAFETY IMPROVEMENTS - COUNTYWIDE

PROGRAM #: 2000000541

DESCRIPTION: Construct and/or provide safety improvements countywide to include street lights, railroad crossings, guardrails, sidewalks, bike paths, ADA ramps, pavement markings, etc.

LOCATION: Various Sites
 Throughout Miami-Dade County

District Located: Countywide
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	485	0	0	0	0	0	0	0	485
Charter County Transit System Surtax	8,122	500	500	500	500	500	500	0	11,122
FDOT Funds	8,092	5,983	4,719	6,852	5,572	7,199	4,387	0	42,804
People's Transportation Plan Bond Program	4,362	750	806	0	0	0	0	0	5,918
Secondary Gas Tax	3,177	3,177	3,177	3,177	3,177	3,177	3,177	0	22,239
TOTAL REVENUES:	24,238	10,410	9,202	10,529	9,249	10,876	8,064	0	82,569
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	23,222	8,841	8,014	10,084	8,358	10,780	8,064	0	77,363
Planning and Design	1,016	869	438	445	891	96	0	0	3,756
Road Bridge Canal and Other Infrastructure	0	700	750	0	0	0	0	0	1,450
TOTAL EXPENDITURES:	24,238	10,410	9,202	10,529	9,249	10,876	8,064	0	82,569

SAFETY IMPROVEMENTS - FDOT PROJECTS

PROGRAM #: 2000001472

DESCRIPTION: Provide safety improvements on Quail Roost Dr from the South Dade Bus-way western right-of-way line to west of S Dixie Hwy and SW 136 St

LOCATION: US-1 between SW 136 St and Quail Roost Dr
 Various Sites

District Located: 8,9
 District(s) Served: 8,9

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	512	432	52	0	0	0	0	0	996
People's Transportation Plan Bond Program	7	0	0	0	0	0	0	0	7
TOTAL REVENUES:	519	432	52	0	0	0	0	0	1,003
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	458	413	46	0	0	0	0	0	917
Planning and Design	61	19	6	0	0	0	0	0	87
TOTAL EXPENDITURES:	519	432	52	0	0	0	0	0	1,003

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

SAFETY IMPROVEMENTS - VARIOUS PTP PROJECTS

PROGRAM #: 2000001297

DESCRIPTION: Provide safety improvements to include intersection improvements, parking restrictions, pedestrian refuge, convert painted medians to raised curb medians, pedestrian crossings, speed humps, add pedestrian features, reduce turning radius, etc.

LOCATION: Various Sites
 Throughout Miami-Dade County

District Located: Systemwide
 District(s) Served: Systemwide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
People's Transportation Plan Bond Program	0	1,961	2,474	2,406	3,072	0	0	0	9,913
TOTAL REVENUES:	0	1,961	2,474	2,406	3,072	0	0	0	9,913
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	0	1,726	2,177	2,117	2,703	0	0	0	8,724
Planning and Design	0	235	297	289	369	0	0	0	1,189
TOTAL EXPENDITURES:	0	1,961	2,474	2,406	3,072	0	0	0	9,913

SIGNAGE AND COMMUNICATION PROJECTS

PROGRAM #: 2000000434

DESCRIPTION: Replace and upgrade signage and communication systems throughout transit facilities to include Closed Circuit Televisions on existing buses, real-time signage, Private Branch Exchange Telephones and bus traffic signal prioritization along congested corridors

LOCATION: Metrobus, Metrorail, Metromover
 Throughout Miami-Dade County

District Located: Countywide
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FTA 5307 - Urbanized Area Formula Grant	1,341	5,919	430	0	0	0	0	0	7,690
People's Transportation Plan Bond Program	7,227	7,855	1,628	0	0	0	0	0	16,710
TOTAL REVENUES:	8,568	13,774	2,058	0	0	0	0	0	24,400
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	5,783	11,714	1,578	0	0	0	0	0	19,076
Planning and Design	161	273	35	0	0	0	0	0	469
Project Administration	286	143	0	0	0	0	0	0	429
Project Contingency	88	644	445	0	0	0	0	0	1,176
Technology Hardware/Software	2,250	1,000	0	0	0	0	0	0	3,250
TOTAL EXPENDITURES:	8,568	13,774	2,058	0	0	0	0	0	24,400
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	336	1,479	108	0	0	0	0	0	1,923
TOTAL DONATIONS:	336	1,479	108	0	0	0	0	0	1,923

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

SOUTH CORRIDOR BUS RAPID TRANSIT (BRT) - MASTARM IMPROVEMENTS **PROGRAM #: 2000001874**

DESCRIPTION: Replace all traffic signals in the south corridor bus rapid transit roadway Countywide

LOCATION: Dadeland South Metrorail Station to SW 344 District Located: Countywide

St via transitway District(s) Served: Countywide

Various Sites

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Road Impact Fees	26,000	12,533	6,000	6,000	7,437	0	0	0	57,970
TOTAL REVENUES:	26,000	12,533	6,000	6,000	7,437	0	0	0	57,970
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	10,000	20,533	14,000	6,000	7,437	0	0	0	57,970
TOTAL EXPENDITURES:	10,000	20,533	14,000	6,000	7,437	0	0	0	57,970

SOUTH DADE TRANSITWAY CORRIDOR **PROGRAM #: 2000000973**

DESCRIPTION: Plan and develop the South Dade transit corridor project District Located: 7,8,9

LOCATION: Various Sites District(s) Served: 7,8,9

Various Sites

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Charter County Transit System Surtax	0	10,078	0	0	0	0	0	0	10,078
FDOT Funds	15,282	72,333	12,385	0	0	0	0	0	100,000
FTA 5309 - Discretionary Grant	15,282	72,333	12,385	0	0	0	0	0	100,000
Peoples Transportation Plan Capital Reserve Fund	31,519	49,139	12,724	0	0	0	0	0	93,382
TOTAL REVENUES:	62,082	203,883	37,495	0	0	0	0	0	303,460
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Art Allowance	1,000	253	0	0	0	0	0	0	1,253
Construction	24,025	172,053	33,613	0	0	0	0	0	229,691
Permitting	5,540	615	0	0	0	0	0	0	6,155
Planning and Design	31,397	11,561	3,882	0	0	0	0	0	46,840
Project Contingency	0	19,401	0	0	0	0	0	0	19,401
Road Bridge Canal and Other Infrastructure	120	0	0	0	0	0	0	0	120
TOTAL EXPENDITURES:	62,082	203,883	37,495	0	0	0	0	0	303,460

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

STRATEGIC MIAMI AREA RAPID TRANSIT PLAN (SMART) PHASE 1

PROGRAM #: 672670

DESCRIPTION: Plan and develop Phase 1 of the Long-Range Transportation Plan studies for corridor projects

LOCATION: Miami-Dade County
 Throughout Miami-Dade County
 District Located: Countywide
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Charter County Transit System Surtax	12,414	27,133	0	0	0	0	0	0	39,547
City of Miami Beach Contribution	0	417	0	0	0	0	0	0	417
City of Miami Contribution	277	140	0	0	0	0	0	0	417
FDOT Funds	5,000	0	232	1,555	0	0	0	0	6,787
FTA 20005(b) - Pilot Program for TOD Planning Discretionary Grant	140	940	700	160	0	0	0	0	1,940
FTA 5307 - Transfer	931	931	931	655	0	0	0	0	3,448
FTA 5309 - Discretionary Grant	851	109	0	0	0	0	0	0	960
People's Transportation Plan Bond Program	10,983	4,300	17,307	18,495	0	0	0	0	51,085
Peoples Transportation Plan Capital Reserve Fund	20,046	8,368	1,200	287	0	0	0	0	29,901
TIID Trust Fund	0	18,846	0	0	0	0	0	0	18,846
TOTAL REVENUES:	50,641	61,184	20,370	21,152	0	0	0	0	153,348

EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	0	1,330	16,900	20,010	0	0	0	0	38,240
Land Acquisition/improvements	0	1,000	0	0	0	0	0	0	1,000
Permitting	0	200	0	0	0	0	0	0	200
Planning and Design	50,641	58,654	3,470	1,142	0	0	0	0	113,908
TOTAL EXPENDITURES:	50,641	61,184	20,370	21,152	0	0	0	0	153,348

DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	233	233	233	163	0	0	0	0	862
TOTAL DONATIONS:	233	233	233	163	0	0	0	0	862

SUNSHINE STATION - GOLDEN GLADES BIKE/PEDESTRIAN CONNECTOR

PROGRAM #: 2000000984

DESCRIPTION: Construct a 'kiss-and-ride' transit terminal on the west side of the South Florida Rail Corridor (SFRC) just north of the Golden Glades Tri-Rail Station that is connected to the Golden Glades Multimodal

Transportation Facility (GGMTF) via a fully covered and illuminated pedestrian and bicycle overpass

Between Tri-Rail Station and Golden Glades District Located: 1

Interchange

Throughout Miami-Dade County

District(s) Served:

Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	5,734	350	1,586	1,586	0	0	0	0	9,256
People's Transportation Plan Bond Program	3,588	5,280	0	0	0	0	0	0	8,868
Peoples Transportation Plan Capital Reserve Fund	4,722	350	1,586	1,586	0	0	0	0	8,244
TOTAL REVENUES:	14,045	5,980	3,172	3,172	0	0	0	0	26,368

EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	4,000	5,280	3,172	3,172	0	0	0	0	15,623
Land Acquisition/improvements	8,895	0	0	0	0	0	0	0	8,895
Planning and Design	1,150	700	0	0	0	0	0	0	1,850
TOTAL EXPENDITURES:	14,045	5,980	3,172	3,172	0	0	0	0	26,368

Estimated Annual Operating Impact will begin in FY 2023-24 in the amount of \$74,709 and includes 0 FTE(s)

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

SW 87 AVE BRIDGE OVER CANAL C-100

PROGRAM #: 2000002214

DESCRIPTION: Design a new bridge with a traffic lane to include but not limited to a dedicated bike lane with physical separation from sidewalk and motor vehicle traffic lane; a sidewalk and curb; gutters in both directions; a storm drainage system; signage and pavement markings as well as lighting of roadway and landscaping along the length of the project; project extends from SW 164 Street to SW 163 terrace

LOCATION: SW 87 Ave Bridge over Canal C-100 from SW District Located: 8
 164 St to SW 163 Ter District(s) Served: 8
 Palmetto Bay

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Road Impact Fees	3,310	0	0	0	0	0	0	0	3,310
TOTAL REVENUES:	3,310	0	0	0	0	0	0	0	3,310
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	0	79	2,544	0	0	0	0	0	2,623
Permitting	0	28	0	0	0	0	0	0	28
Planning and Design	0	63	596	0	0	0	0	0	659
TOTAL EXPENDITURES:	0	170	3,140	0	0	0	0	0	3,310

THE UNDERLINE

PROGRAM #: 2000000133

DESCRIPTION: Design and develop the 10-mile Underline corridor, running below the Metrorail guideway, from the Miami River to Dadeland South Station; the linear park will enhance connectivity, mobility and biking safety for Miami-Dade residents and visitors to complete all in various phases
 Metrorail Transit Zone from the Miami River District Located: 5,7
 to Dadeland South Station
 Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
BBC GOB Financing	309	0	0	0	0	0	0	0	309
City of Coral Gables Park & Mobility Impact Fees	0	0	2,460	2,460	2,460	0	0	0	7,380
City of Miami Park Impact Fees	5,473	1,170	4,300	2,528	2,528	0	0	0	16,000
City of South Miami Contribution	0	0	83	83	84	0	0	0	250
Developer Fees/Donations	0	0	600	0	0	0	0	0	600
FDOT Funds	8,231	4,035	1,842	567	1,076	0	0	0	15,751
FTA 5307 - Urbanized Area Formula Grant	365	43	0	0	0	0	0	0	408
General Government Improvement Fund (GGIF)	500	0	0	0	0	0	0	0	500
Road Impact Fees	48,634	10,320	8,500	8,500	6,533	0	0	0	82,487
USDOT Build Program	0	0	6,708	7,379	4,472	3,801	0	0	22,361
TOTAL REVENUES:	63,512	15,568	24,494	21,517	17,154	3,801	0	0	146,046
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	20,709	18,120	26,797	36,626	25,051	7,640	0	0	134,944
Permitting	21	0	0	0	0	0	0	0	21
Planning and Design	2,879	700	242	80	80	40	0	0	4,020
Project Administration	197	0	0	0	0	0	0	0	197
Project Contingency	1,396	102	757	0	4,000	609	0	0	6,864
TOTAL EXPENDITURES:	25,201	18,922	27,796	36,706	29,131	8,289	0	0	146,046
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	91	11	0	0	0	0	0	0	102
TOTAL DONATIONS:	91	11	0	0	0	0	0	0	102

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

TRACK INSPECTION VEHICLE / TRAIN

PROGRAM #: 2000001308

DESCRIPTION: Purchase track inspection vehicle or train for the Metrorail to ensure tracks are inspected more frequently as required by the American Public Transportation Association; track inspection equipment will be equipped with a data system that stores track defects and produces a trend analysis report to effectively correct areas reducing track failures and providing a more reliable transit system

LOCATION: Metrorail
Various Sites

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
People's Transportation Plan Bond Program	4,000	3,500	0	0	0	0	0	0	7,500
TOTAL REVENUES:	4,000	3,500	0	0	0	0	0	0	7,500
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Major Machinery and Equipment	4,000	3,500	0	0	0	0	0	0	7,500
TOTAL EXPENDITURES:	4,000	3,500	0	0	0	0	0	0	7,500

Estimated Annual Operating Impact will begin in FY 2021-22 in the amount of \$70,000 and includes 0 FTE(s)

TRAFFIC CONTROL DEVICES - SIGNALIZATION COUNTYWIDE

PROGRAM #: 2000000542

DESCRIPTION: Install Traffic Control Devices at intersections that are not currently signalized

LOCATION: Various Sites
Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Charter County Transit System Surtax	1,460	0	0	0	0	0	0	0	1,460
Developer Contribution	450	0	0	0	0	0	0	0	450
People's Transportation Plan Bond Program	11,334	970	971	0	0	0	0	0	13,275
Road Impact Fees	57,198	5,201	4,613	2,124	2,124	1,062	0	0	72,322
Secondary Gas Tax	7,343	7,343	7,343	7,343	7,343	7,343	7,343	0	51,401
TOTAL REVENUES:	77,785	13,514	12,927	9,467	9,467	8,405	7,343	0	138,908
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	21,765	20,522	19,066	15,910	15,479	15,478	7,343	0	115,563
Planning and Design	3,161	1,512	1,275	916	904	903	0	0	8,672
Project Administration	380	0	0	0	0	0	0	0	380
Road Bridge Canal and Other Infrastructure	12,794	750	750	0	0	0	0	0	14,294
TOTAL EXPENDITURES:	38,099	22,784	21,091	16,827	16,384	16,381	7,343	0	138,908

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

TRANSIT - OPERATIONS SYSTEM (TOS) REPLACEMENT PROJECT

PROGRAM #: 671460

DESCRIPTION: Purchase a new bus dispatch system and bus operator payroll system to replace aging and outdated hardware

LOCATION: 111 NW 1 St
City of Miami
District Located: 5
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FTA 5307 - Urbanized Area Formula Grant	4,189	0	0	0	0	0	0	0	4,189
People's Transportation Plan Bond Program	3,241	87	0	0	0	0	0	0	3,328
TOTAL REVENUES:	7,430	87	0	0	0	0	0	0	7,517
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Project Administration	2,254	0	0	0	0	0	0	0	2,254
Technology Hardware/Software	5,176	87	0	0	0	0	0	0	5,263
TOTAL EXPENDITURES:	7,430	87	0	0	0	0	0	0	7,517

VISION ZERO

PROGRAM #: 2000001296

DESCRIPTION: Provide safety improvements and eliminate all traffic fatalities and severe injuries, while increasing safe, healthy and equitable mobility for all by redesigning streets through improved visibility to include pedestrian features, signals, sidewalks, revised speed limits, speed humps, protected bike lanes, median widening, parking restrictions, raised curb medians etc.

LOCATION: Various Sites
Throughout Miami-Dade County
District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
General Government Improvement Fund (GGIF)	0	500	0	0	0	0	0	0	500
People's Transportation Plan Bond Program	0	4,508	1,822	1,680	1,621	3,129	484	0	13,244
TOTAL REVENUES:	0	5,008	1,822	1,680	1,621	3,129	484	0	13,744
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	0	3,606	1,458	1,344	1,297	2,503	387	0	10,595
Infrastructure Improvements	0	500	0	0	0	0	0	0	500
Planning and Design	0	902	364	336	324	626	97	0	2,649
TOTAL EXPENDITURES:	0	5,008	1,822	1,680	1,621	3,129	484	0	13,744

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

UNFUNDED CAPITAL PROJECTS

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

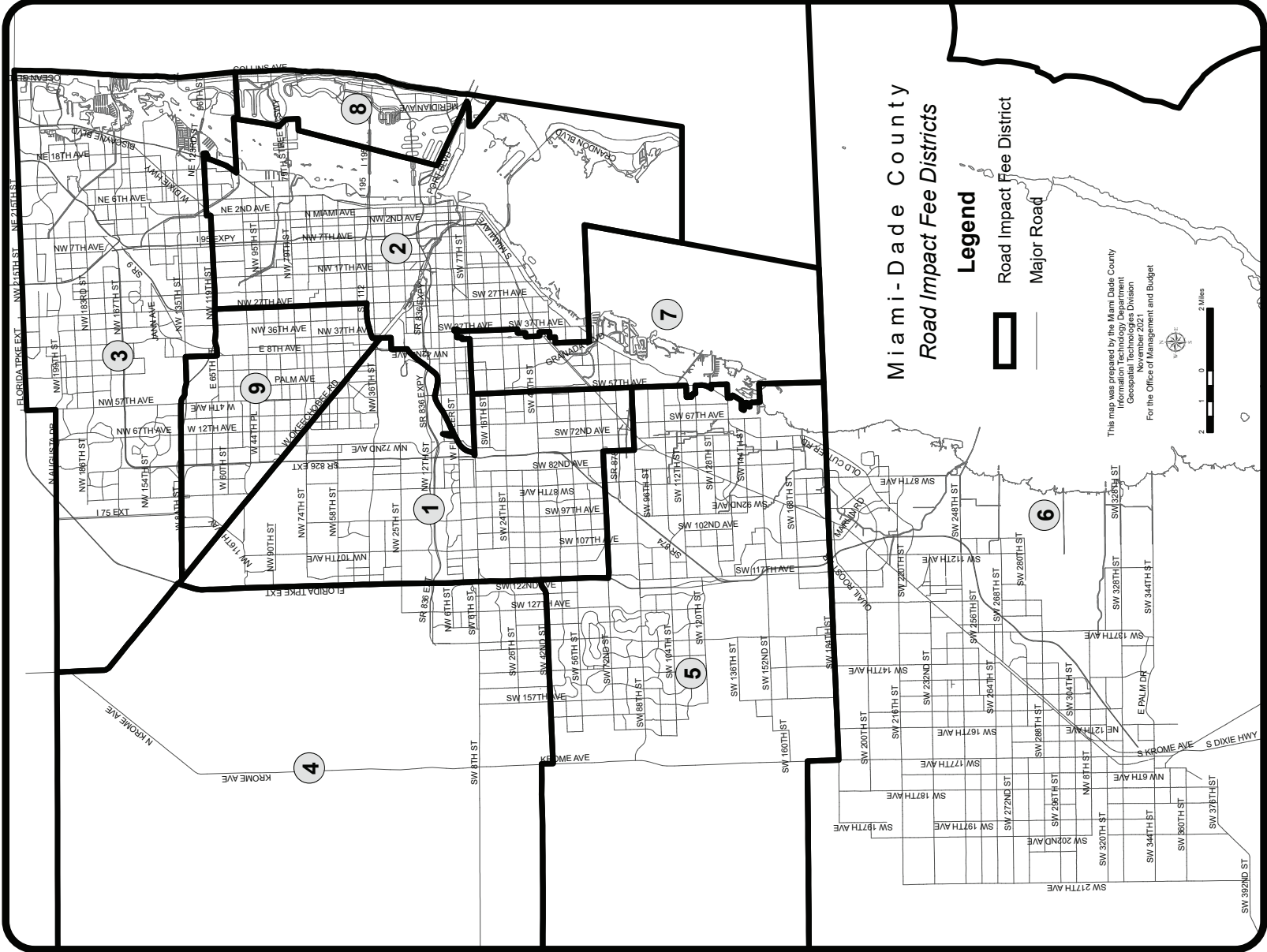
FY 2021 - 22 Adopted Budget and Multi-Year Capital Plan

<u>Department Operational Unmet Needs</u>			
Description	(dollars in thousands)		Positions
	Startup Costs/ Non Recurring Costs	Recurring Costs	
Fund one Traffic Engineer 2 position and one Traffic Engineer 3 position; these two positions will work for traffic operations safety studies reviews and for the yearly safety analysis is needed for Miami Dade County Proactive Action Plan and Vision Zero projects	\$0	\$216	2
Fund three DTPW Facilities Supervisor positions to provide supervision for the additional twenty-five DTPW Facilities Equipment Technician positions due to the implementation of the South Dade BRT corridor busway terminal	\$0	\$249	3
Fund two Purchasing Specialist positions responsible for preparing requisitions for the invitation to quote procurement process and for issuing and obtaining competitive quotes based on the department's operational needs	\$0	\$148	2
Fund Two Traffic Signal Construction Inspector positions to provide inspections of traffic signal construction projects countywide and to ensure compliance with electrical code requirements, State and County standards and national safety standards	\$0	\$261	2
Fund Three DTPW Project Inspector positions to manage the construction contractors for the timely delivery of projects, proper maintenance of job sites and continued public outreach	\$0	\$339	3
Fund Vision Zero training and educational materials for County and City staff and to coordinate strategies with divisions to cross-reference high fatalities and injury locations and prioritize projects	\$0	\$500	0
Fund one Communications Manager to manage the day-to-day communications of Vision Zero projects and to follow the National Highway Traffic Safety Administration (NHTSA) and Florida Department of Transportation (FDOT) safety calendars	\$0	\$117	1
Fund Twenty Track Repairer positions for the Green Line Component project and to maintain safe tracks for passenger revenue service	\$0	\$1,334	20
Fund two Road Construction Engineer positions to provide project management for the improvements detailed in the Safe Routes to School Program, including preparation of invoices for reimbursements	\$0	\$265	2
Fund two Senior Professional Engineer positions to manage Public Private Partnership (P3) type projects	\$0	\$249	2
Fund one Fleet Warehouse Materials Manager position to manage all the vehicles assigned to the TSS Division and to coordinate repairs and preventive maintenance program for all TSS vehicles	\$0	\$95	1
Fund Twenty-five DTPW Facilities Equipment Technician positions for Facilities Maintenance Division to adequately maintain and allow for the performance of preventative maintenance scheduled at all new and existing MDT-owned facilities	\$0	\$2,149	25
Fund three Traffic Engineer 1 positions and one Traffic Engineer 3 positions to better respond to traffic issues as well as to provide continued support from traffic operations and maintenance to the South Dade BRT Corridor operations	\$0	\$499	4
Fund one Administrative Officer 3 position to assist with the coordination of complaints and inquiries in the Assistant Director's office	\$0	\$93	1

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

Fund Fifteen Rail Vehicle Cleaner positions for the rail maintenance due to the increase in available fleet size and the acquisition of new rail cars	\$0	\$969	15
Fund one Chief, MDT Engineering Division position to coordinate with County departments, agencies and stakeholders and incorporate Complete Streets and Vision Zero principles into design, construction and maintenance of transportation and infrastructure system by seeking to contribute to the safe expansion and integration of the multi-modal transportation network to improve connectivity for all pedestrians, bicyclists, public transit users and motor vehicles	\$0	\$141	1
Fund two Engineer 2 positions to support the accelerated and efficient implementation and management of the Department's innovation programs	\$0	\$201	2
Fund three Bridge Repairers, three Semi-Skilled Laborers and one Electrician position for the PW Road and Bridges Division to maintain the traffic control gates at intersections on the Transit South Corridor	\$0	\$1,037	7
Total	\$0	\$8,862	93

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



TRANSIT DEVELOPMENT PLAN

ANNUAL PROGRESS REPORT

MDT
MOVING
FORWARD
TOGETHER

— 2023–2032 —