

TC
Agenda Item No. 1(G)2
March 11, 2025

MEMORANDUM

APC
Agenda Item No. 1(G)1
March 12, 2025

TO: Honorable Chairman Anthony Rodriguez
and Members, Board of County Commissioners

DATE:

FROM: Geri Bonzon-Keenan
County Attorney

SUBJECT: Resolution authorizing Miami-
Dade County Department of
Transportation and Public Works
to implement major service
changes to the bus network on or
after July 21, 2025

The accompanying resolution was prepared by the Transportation and Public Works Department and placed on the agenda at the request of Prime Sponsor Commissioner Eileen Higgins.



Geri Bonzon-Keenan
County Attorney

GBK/jp


MDC001

Memorandum



Date: April 1, 2025

To: Honorable Chairman Anthony Rodriguez
and Members, Board of County Commissioners

From: Daniella Levine Cava
Mayor 

Subject: Resolution Authorizing Miami-Dade County Department of Transportation and Public Works (DTPW) to Implement Major Service Changes to the Bus Network on or after July 21, 2025

Executive Summary

This item requests the Board of County Commissioners (Board) authorize major bus route service changes as part of the July 21, 2025 bus lineup, which includes the South Corridor Bus Rapid Transit (BRT) and three MetroLink routes converted to regular fixed-route service. The magnitude of changes presented in this memorandum constitute major service changes, requiring a public hearing and approval by the Board per Section 2-150 of the County Code. There will be further service efficiencies and improvements implemented for the July bus lineup that will be handled administratively by DTPW.

The upcoming changes to the bus lineup are a direct result of our ongoing commitment to expanding and enhancing our transit system. We're continuously listening to the needs of our residents and working to improve service. As ridership continues to rise, these updates reflect our dedication to providing more efficient, reliable transportation options, while reducing traffic. With these efforts, DTPW has proudly become the 10th largest bus transit system in the nation, based on ridership.

MetroLink service provided a stopgap solution for areas impacted by the Better Bus Network implementation. After an initial proof of concept phase and analysis of passenger comments and ridership data, DTPW proposes converting three of these routes into regular fixed-route service, initially operated through contracted services due to operator shortage. These routes will restore regular fixed-route service along Le Jeune Rd; in North Miami along 16 Ave and NE 6 Ave; and in North Miami along 125th St.

DTPW is due to launch the MetroExpress BRT, which will bring substantial mobility benefits to the communities in the southern part of the County. This service is the culmination of many years of public involvement, planning, design and construction and is much anticipated in the community. This memorandum outlines the major changes to the service along the TransitWay and associated changes to routes connecting to the TransitWay.

Recommendation

It is recommended that the Board approve major service changes to bus routes to be implemented on or after July 21, 2025. Board approval of these major service changes is required pursuant to Miami-Dade County Code Section 2-150 following a public hearing. Approval by the end of March 2025 will allow the BRT service to launch operations in compliance with the Federal Transportation Administration (FTA) timeline for the construction funding agreements.

Scope

The proposed service changes will have a countywide impact.

Delegation of Authority

No delegation of authority applies.

Fiscal Impact/Funding Source

These proposed service changes will have an anticipated fiscal impact of approximately \$11.4M annually due to expanded service hours and frequencies on the TransitWay and the implementation of permanent fixed-route service to replace the three demonstration service MetroLink routes. The \$9.4 million cost of implementing MetroExpress BRT will be fully covered by FY 2025 budgeted PTP Surtax contributions. The additional \$2.0 million required for the permanent fixed-route service will be funded through DTPW's Operating Fund, offset by approximately \$5.3 million in savings from the March 2025 service changes.

Track Record/Monitor

The project manager, Linda Morris, DTPW Chief of Service Planning and Scheduling, is responsible for these bus service changes.

Background

The service changes set forth below, and the maps included in Attachment A, outline the changes proposed as part of the new MetroExpress BRT, and implementation of permanent fixed-route service to replace the three demonstration service MetroLink routes. These represent only the major service changes for the July 21, 2025 lineup. There will be other administrative changes as part of the July 2025 lineup, which will be included in the regular lineup report presented to the Board.

MetroExpress BRT

The TransitWay runs 20 miles in length and connects numerous municipalities which represent some of the fastest growing communities in Miami-Dade County. The South Corridor extends from the Dadeland South Multimodal Station to the SW 344th Street Park-and-Ride/Transit Terminal and provides a mobility connection between the Miami Central Business District and the Village of Pinecrest, the Village of Palmetto Bay, Town of Cutler Bay, City of Homestead, and Florida City.

Key design elements of the BRT include 14 central station platforms on the TransitWay, providing improved bus access and quick boarding with the bus doors at platform level, thereby eliminating the need to step up onto the vehicles. Ticket vending machines will allow passengers to purchase tickets at the station to further improve load times. Station canopies provide coverage across the TransitWay and protect riders from the elements. Additional station elements include:

- Air-conditioned vestibules
- Monitors displaying real-time bus arrival information
- Free Wi-Fi on the platforms and buses
- Closed circuit TV security cameras
- Bike racks on board the buses to further reduce dwell times

The remaining 16 local bus stops of the TransitWay also received upgrades including new canopies and walls, upgraded lighting and benches. The shared-use path connecting the stations through the corridor was upgraded as necessary to accommodate bicycle and pedestrian traffic. The terminals at Dadeland South Metrorail Station and SW 344th Street will also receive improvements, including new pavement, canopy rehabilitation, and security cameras. A new 645 space parking garage has been constructed at SW 168th Street, replacing the existing park-and-ride surface lot.

The new MetroExpress BRT will make limited stops only at the 14 new center platform stations providing quicker journeys throughout the day along the corridor between the SW 344 St Park-and-Ride Station and Dadeland South Station. The route will benefit from new transit signal preemption and gate arms at roadway crossings, reducing travel times by eight minutes compared to the existing route 34 in the peak direction. Service will operate seven days a week with weekday peak service every 7.5 minutes, off-peak service every 15 minutes, and 30-minute service on weekends.

BRT Related Service Changes Along the TransitWay

TransitWay Local – This route will serve all 29 center and side platform stations along the corridor between the SW 344 St Park-and-Ride Station and Dadeland South Station. Service will operate 24 hours a day, seven days a week with weekday peak service every 10 minutes, off-peak service every 15 minutes, 30-minute service on weekends, and 60-minute service overnight. Travel on the new TransitWay Local service will see improvements in reliability when compared to the existing route 38. New signals including Transit Signal Priority (TSP), and gate arms along the corridor will create more consistent and reliable operations.

Routes 34, 38, and 39 – These routes will be discontinued and replaced by the new MetroExpress BRT and TransitWay Local routes.

Route 52 – This route will be shortened on the north end from the Dadeland South Station to serve the Coral Reef Dr BRT Station. The southern portion will have increased service from every 30 minutes to every 15 minutes between the SW 200 St BRT Station and points south. The route will also be realigned to SW 216 St, US1, and SW 211 St. These changes will help facilitate transfers to and from the MetroExpress BRT and TransitWay Local service seven days a week.

Route 287 – This route will be shortened on the north end from the Dadeland South Station to the new Richmond Dr BRT Station. The route will have the same frequency and span of service as it does today.

The total annual cost to implement the service changes listed above associated with the implementation of the MetroExpress BRT service is \$9,419,087 and will be fully funded via budgeted PTP Surtax contributions.

MetroLink Changes

MetroLink was established as a new mobility option for residents along corridors with limited transit service. This new service, operating with smaller vehicles, provides residents with connections to other transit modes and key destinations such as the airport, Tri-Rail, Miami Dade College North Campus, 163rd Street Mall, and to high-frequency bus routes.

Six MetroLink routes began as a demonstration service in July and August 2024 to cover areas with less service after the BBN launch. Since then, the Alton Rd route was discontinued with the implementation of the new route 101. The Killian route will be discontinued with the changes on route 104 in the March 31, 2025 lineup. These MetroLink routes were successful in filling in the gaps temporarily until bus routes could be established. The Opa-Locka route was originally launched to address community concerns over the service gap between Hialeah-Miami Lakes High School and the City of Opa-Locka. Staff recommend this route for elimination as the City of Opa-Locka will provide this access through their new on-demand service. Additionally, the ridership averaged approximately 20 passengers a day and there is partial route duplication with the Le Jeune Rd MetroLink route which serves the Opa-Locka Tri-Rail Station.

New Route 42 – Old LeJeune Rd MetroLink – The old Route 42 is one of the most requested routes for reinstatement since the BBN implementation. Ridership on the MetroLink averages over 100 passengers a day, with only half the old Route 42 alignment in operation. Staff recommends reinstating Route 42 with the same span and frequency of service as the MetroLink. It will operate between the Opa-Locka Tri-Rail Station and Douglas Road Station via Miami Airport Station on weekdays every 45 minutes from 6:00 am to 8:00 pm.

New Route 16 – Old NoMi MetroLink – The old Route 16 was also one of the most requested routes for reinstatement. Ridership on this MetroLink averages over 200 passengers a day. It operates between the 163 St Mall and NE 79 St on weekdays every 45 minutes from 6:00 am to 8:00 pm. Staff recommends reinstating Route 16 using the same MetroLink alignment and service span.

New Route 25 – Old NoMi West MetroLink – This MetroLink has the highest ridership of all MetroLink routes, averaging nearly 300 passengers a day. The service was developed through community meetings and many other requests for this route. Staff recommends the route become a permanent fixed-route operating between North Miami and Miami-Dade College North Campus on weekdays every 45 minutes from 6:00 am to 8:00 pm.

Due to operator and fleet constraints, these three new routes will launch operated through contracted services. Once the DTPW operating constraints cease, these routes will be brought back in-house for DTPW operation.

The total annual cost of the three new contracted routes is \$2,009,692. As these routes are currently operating, and due to approximately \$5,300,000 million in anticipated savings from the March 2025 service changes, making them permanent under the existing Limousines of South Florida contract will not impact the current operating budget.

Major Service Changes for Discontinued TransitWay Service:

Service Change Description	Reason	Revenue Hours	Annual Cost
34 – Discontinued.	Implementation of the South Corridor BRT.	-14,841	-\$2,266,072
38 – Discontinued.	Implementation of the South Corridor BRT.	-85,140	-\$13,000,020
39 – Discontinued.	Implementation of the South Corridor BRT.	-7,163	-\$1,093,711
	Total	-107,144	-\$16,359,804

Major Service Changes for New and Modified TransitWay Service:


Service Change Description	Reason	Revenue Hours	Annual Cost
New MetroExpress BRT (601)	Implementation of the South Corridor BRT.	67,825	\$10,356,199
New TransitWay Local (602)	Implementation of the South Corridor BRT.	94,095	\$14,367,366
52 – Truncated at SW 152 St and the TransitWay, rerouted and increased frequency from 30 to every 15 minutes between the SW 200 St BRT Station and points south, seven days a week.	Implementation of the South Corridor BRT.	8,612	\$1,315,029
287 - Truncated at SW 168 St and the TransitWay.	Implementation of the South Corridor BRT.	-1,701	-\$259,703
	Total	168,832	\$25,778,891

Major Service Changes MetroLink Routes Converted to Regular Fixed-Route Service:

Service Change Description	Reason	Revenue Hours	Annual Cost
Implement LeJeune Rd MetroLink as New Route 42 weekdays every 45 minutes from 6:00am to 8:00pm and extend to Douglas Rd. Station.	Establish the existing MetroLink pilot as a regular fixed-route service.	14,527	\$1,005,728
Implement NoMi MetroLink as New Route 16 weekdays every 45 minutes from 6:00am to 8:00pm.	Establish the existing MetroLink pilot as a regular fixed-route service.	7,319	\$506,660
Implement NoMi West MetroLink as New Route 25 weekdays every 45 minutes from 6:00am to 8:00pm.	Establish the existing MetroLink pilot as a regular fixed-route service.	7,183	\$497,303
	Total	29,029	\$2,009,692

All major service changes in the above tables cost \$11,428,779 annually.

All regulatory requirements will be completed in accordance with federal, state, and local law. A Title VI Analysis has determined that there are no disparate or disproportionate impacts on the protected populations with the proposed service modifications. In fact, these major service changes provide more service to low-income and minority populations. Whenever major service changes occur, a comprehensive marketing campaign to inform all riders is initiated. Some of those activities include sending press releases to all major newspapers, posting service changes on the County’s website, and posting rider notices on all impacted bus routes and Metrorail cars. The changes recommended above are to enhance transit services.



Jimmy Morales
Chief Operating Officer

ATTACHMENT A
ROUTE MAPS

Route 34 Existing



Route will be discontinued and replaced by the MetroExpress BRT.

Weekday

FROM	TO	EVERY
05:45	06:45	10 min
15:45	19:15	10 min

Route 39 Existing



Route will be discontinued and replaced by the MetroExpress BRT.

Weekday

FROM	TO	EVERY
05:30	08:00	12 min
16:00	18:45	12 min

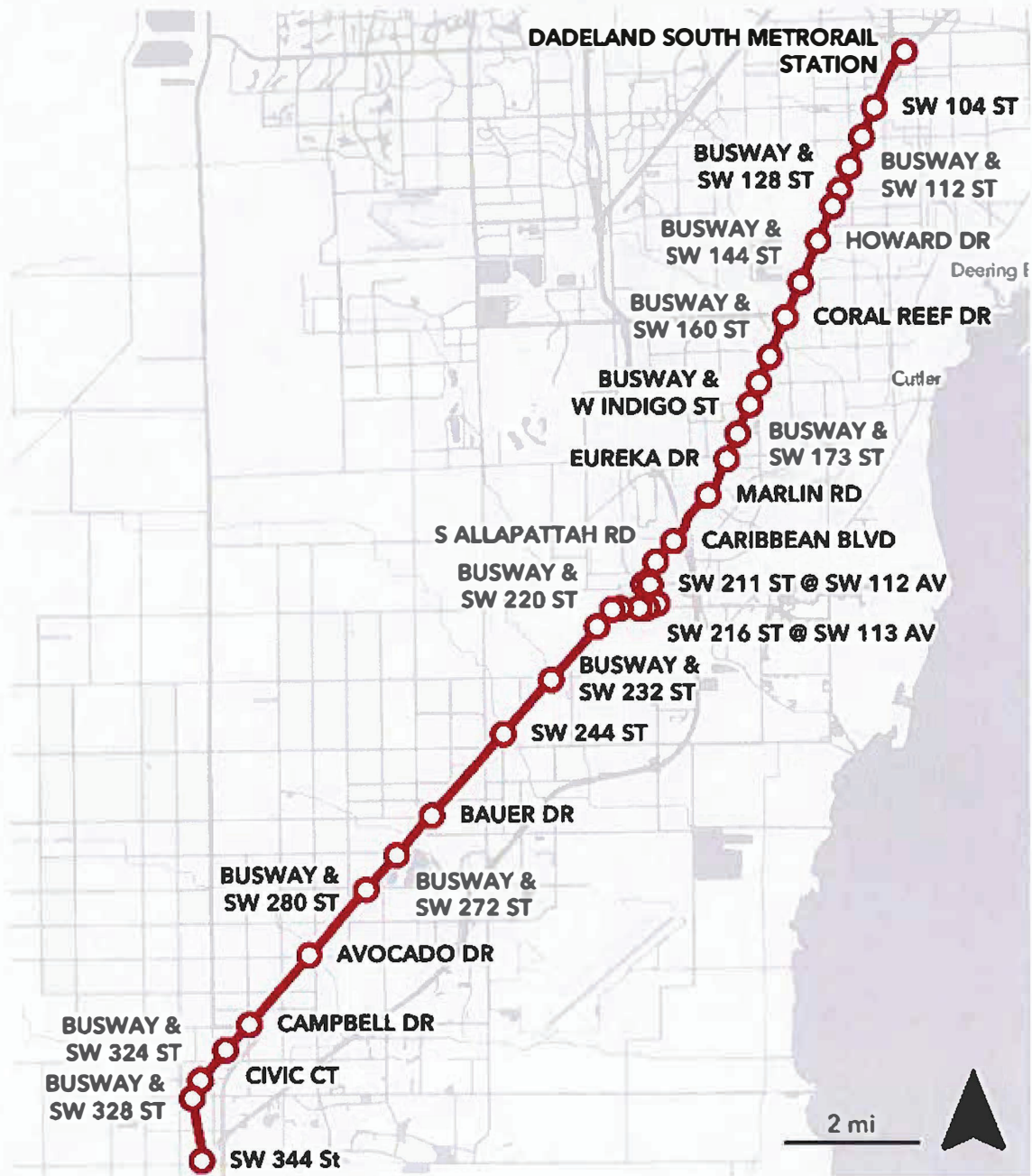
New MetroExpress BRT (601)



Service hours and frequency:

Weekday			Saturday			Sunday		
FROM	TO	EVERY	FROM	TO	EVERY	FROM	TO	EVERY
05:00	06:00	15 min	15:00	18:00	7.5 min	05:00	24:30	30 min
06:00	09:00	7.5 min	18:00	19:30	15 min	05:00	24:30	30 min
09:00	15:00	15 min	19:30	24:30	15 min			

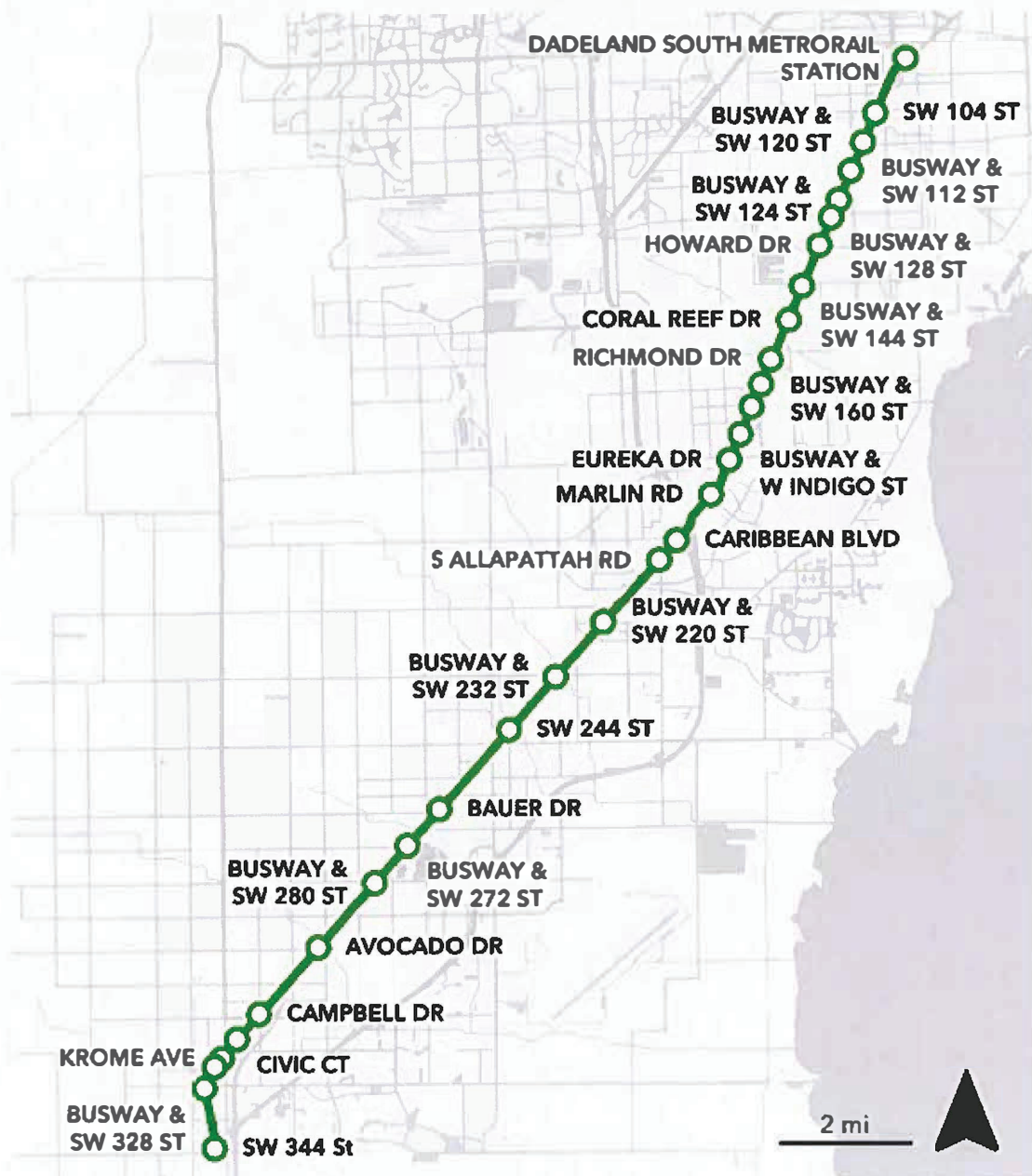
Route 38 Existing



Route will be discontinued and replaced by the TransitWay Local and route 52.

Weekday			Saturday			Sunday		
FROM	TO	EVERY	FROM	TO	EVERY	FROM	TO	EVERY
00:00	04:00	60 min	16:00	19:00	10 min	03:00	05:00	60 min
04:00	06:00	30 min	19:00	22:00	15 min	05:00	07:00	20 min
06:00	09:00	12 min	22:00	24:00	30 min	07:00	22:00	15 min
09:00	16:00	15 min				22:00	24:00	30 min
						00:00	06:00	60 min
						06:00	08:00	30 min
						08:00	20:00	20 min
						20:00	24:00	60 min

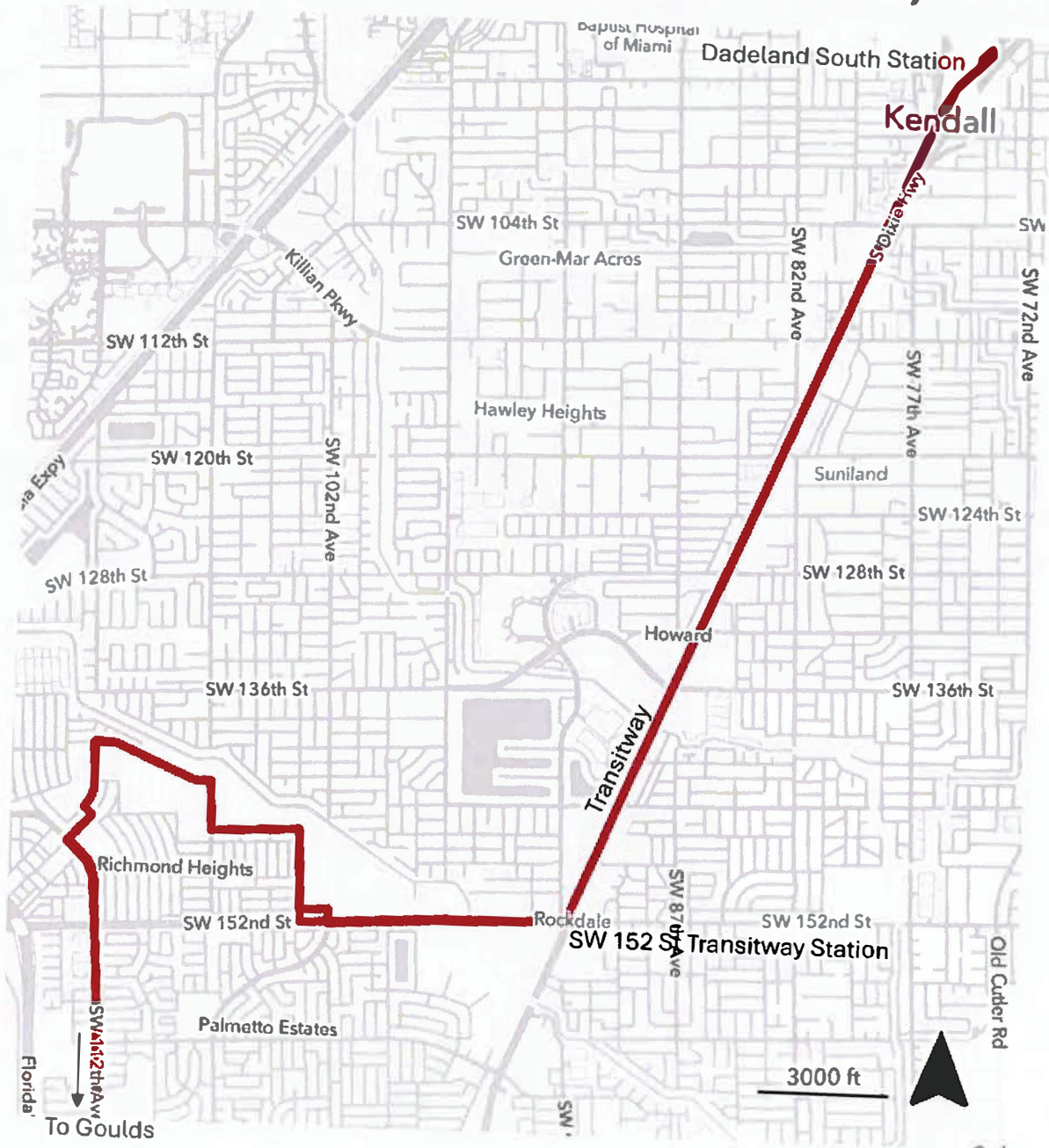
New TransitWay Local (602)



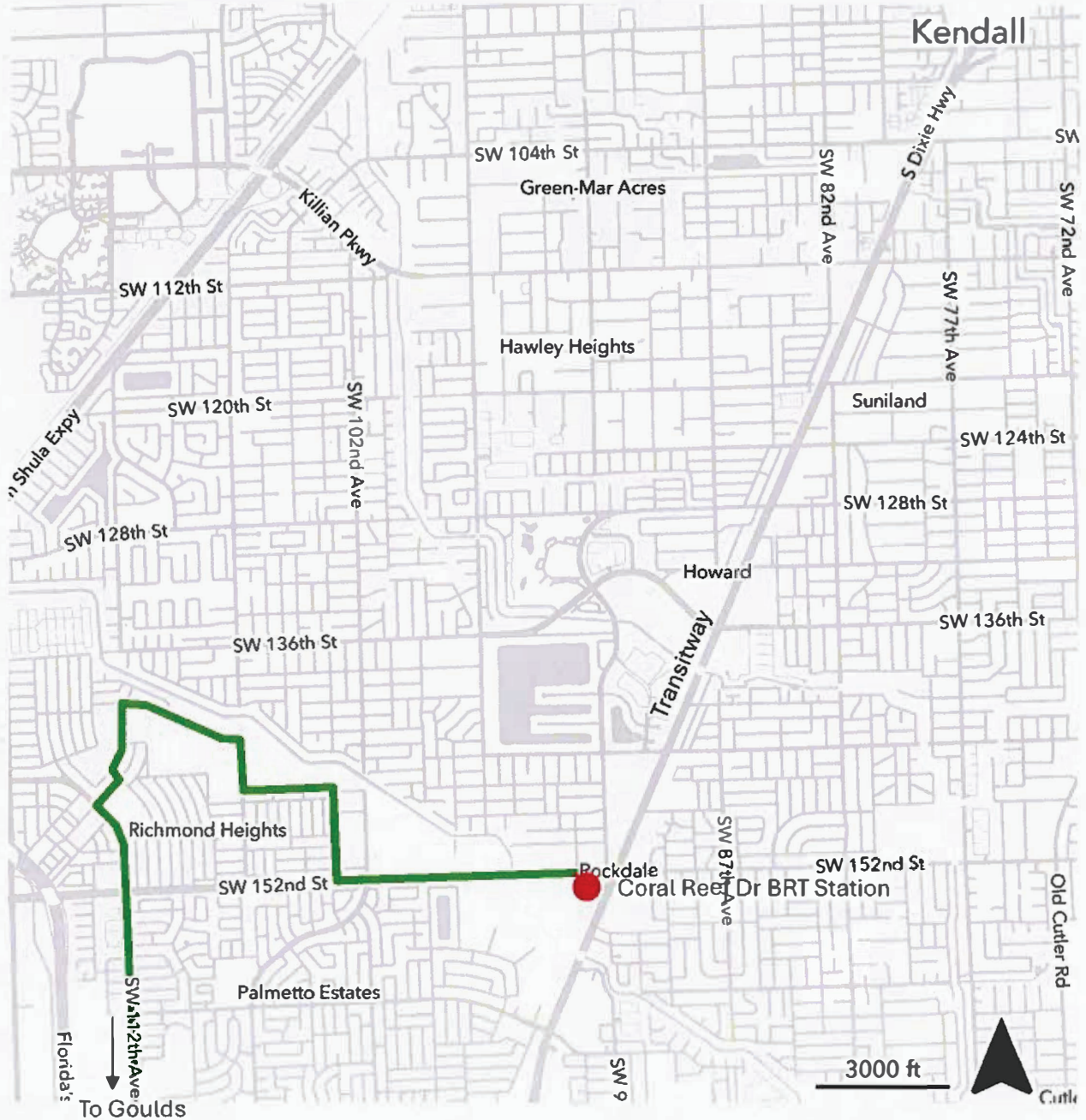
Service hours and frequency:

Weekday			Saturday			Sunday		
FROM	TO	EVERY	FROM	TO	EVERY	FROM	TO	EVERY
			15:00	18:00	10 min			
05:00	06:00	15 min	18:00	19:30	15 min	05:00	24:30	30 min
06:00	09:00	10 min	19:30	24:30	15 min	24:30	29:00	60 min
09:00	15:00	15 min	24:30	29:00	60 min			

Route 52 Existing (North Portion)



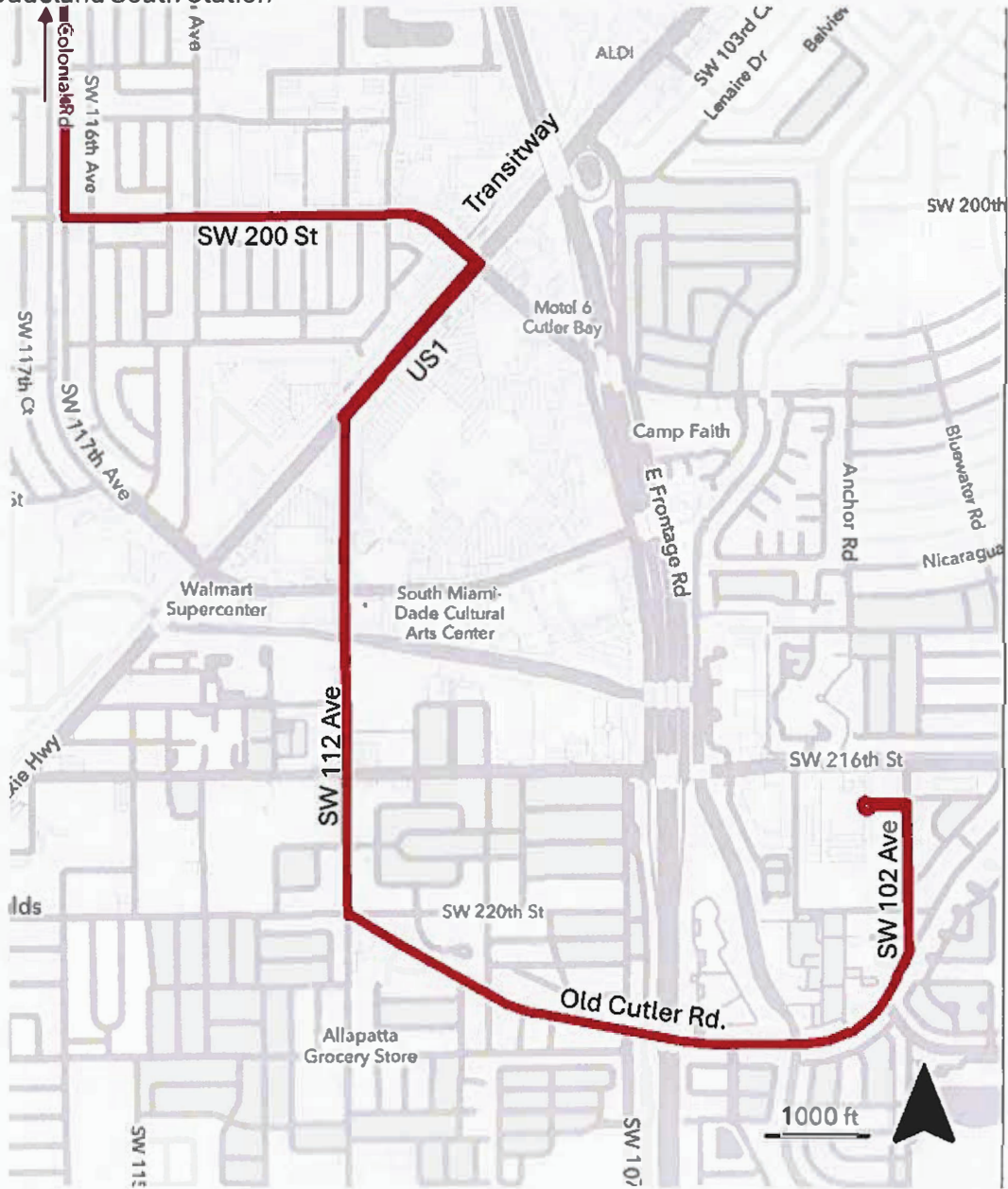
Route 52 Proposed (North Portion)



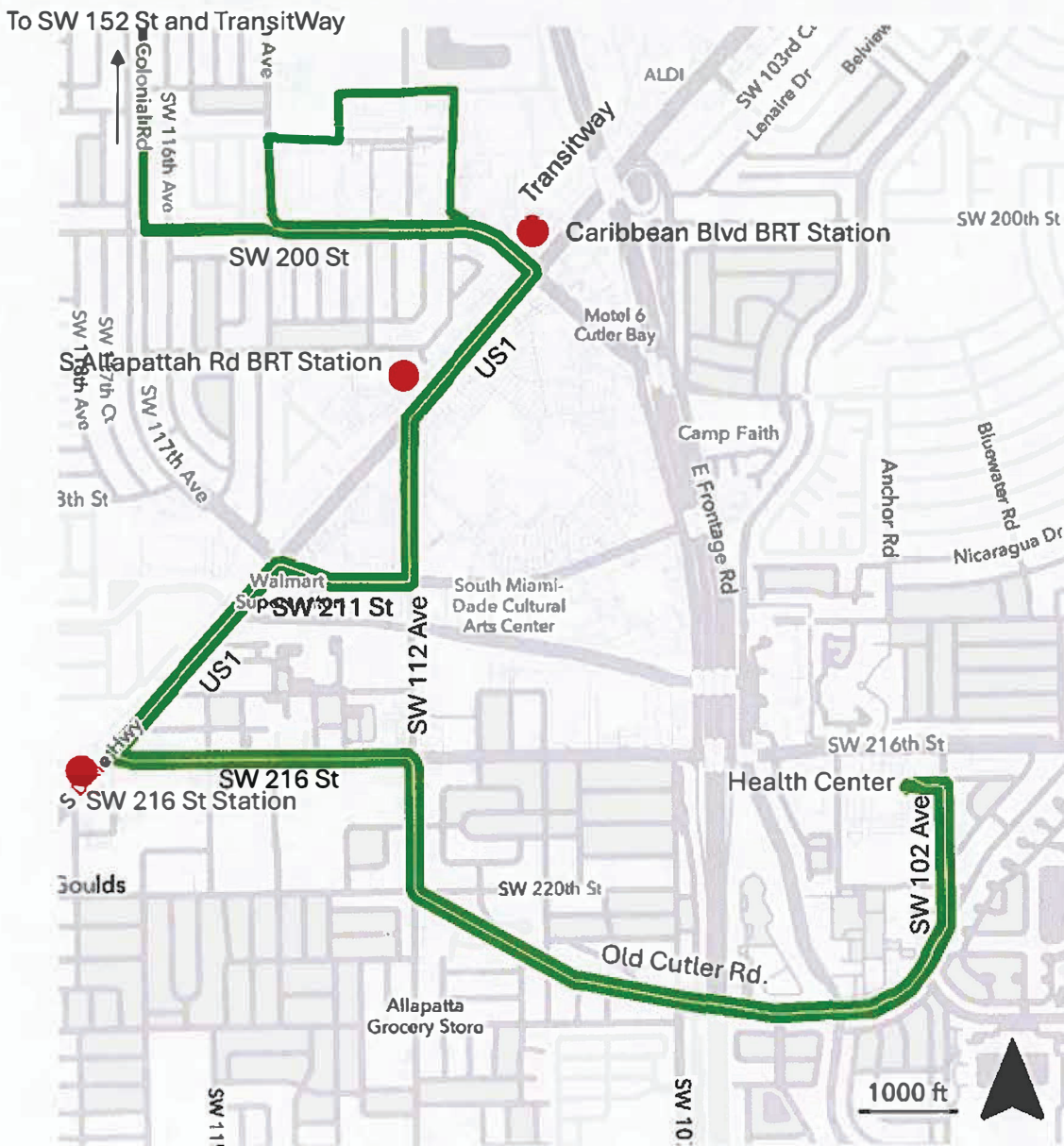
Alignment shortened to SW 152 St and Transitway. No frequency or span changes.

Route 52 Existing (South Portion)

To Dadeland South Station



Route 52 Proposed (South Portion)



Alignment changed to serve route 38 segments along SW 211 St, SW 216 St, and US1. Frequency increase from 30 to 15 minutes from the SW 200 St BRT Station south (Double green line).

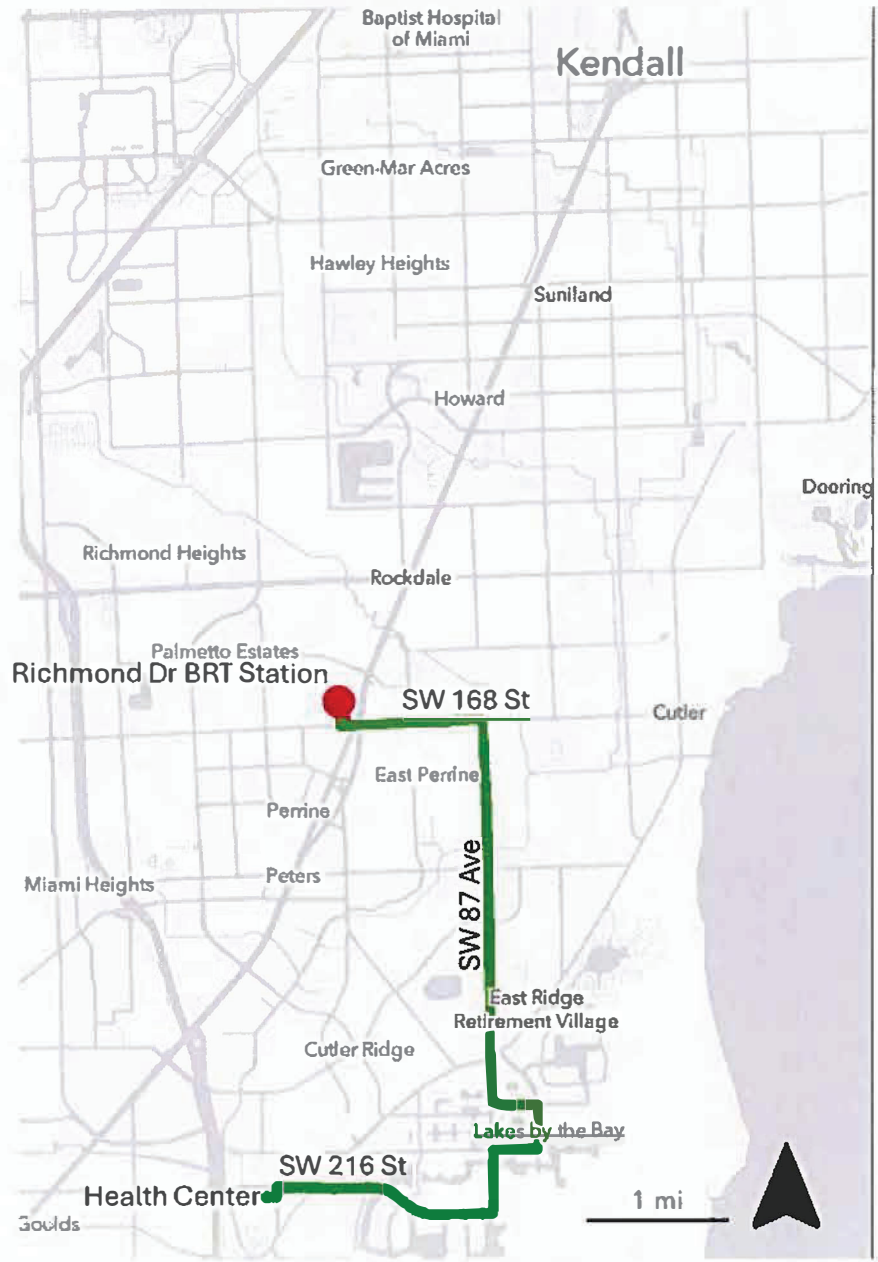
Service hours and frequency: (From SW 200 St Station South)

Weekday			Saturday			Sunday		
FROM	TO	EVERY	FROM	TO	EVERY	FROM	TO	EVERY
05:00	06:00	20 min	05:00	07:00	30 min	05:00	08:00	30 min
06:00	19:00	15 min	07:00	22:00	15 min	08:00	20:00	15 min
19:00	22:00	20 min	22:00	24:00	30 min	20:00	22:00	30 min

Route 287 Existing

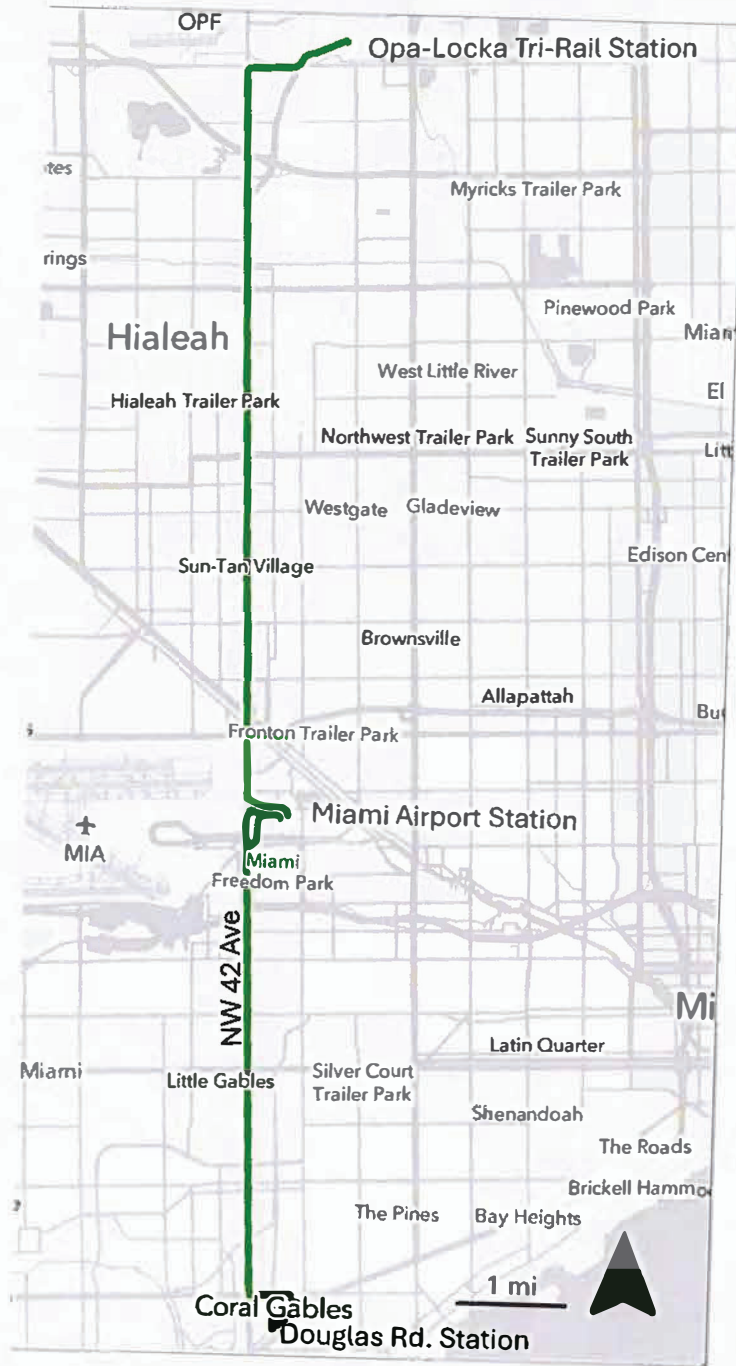


Route 287 Proposed



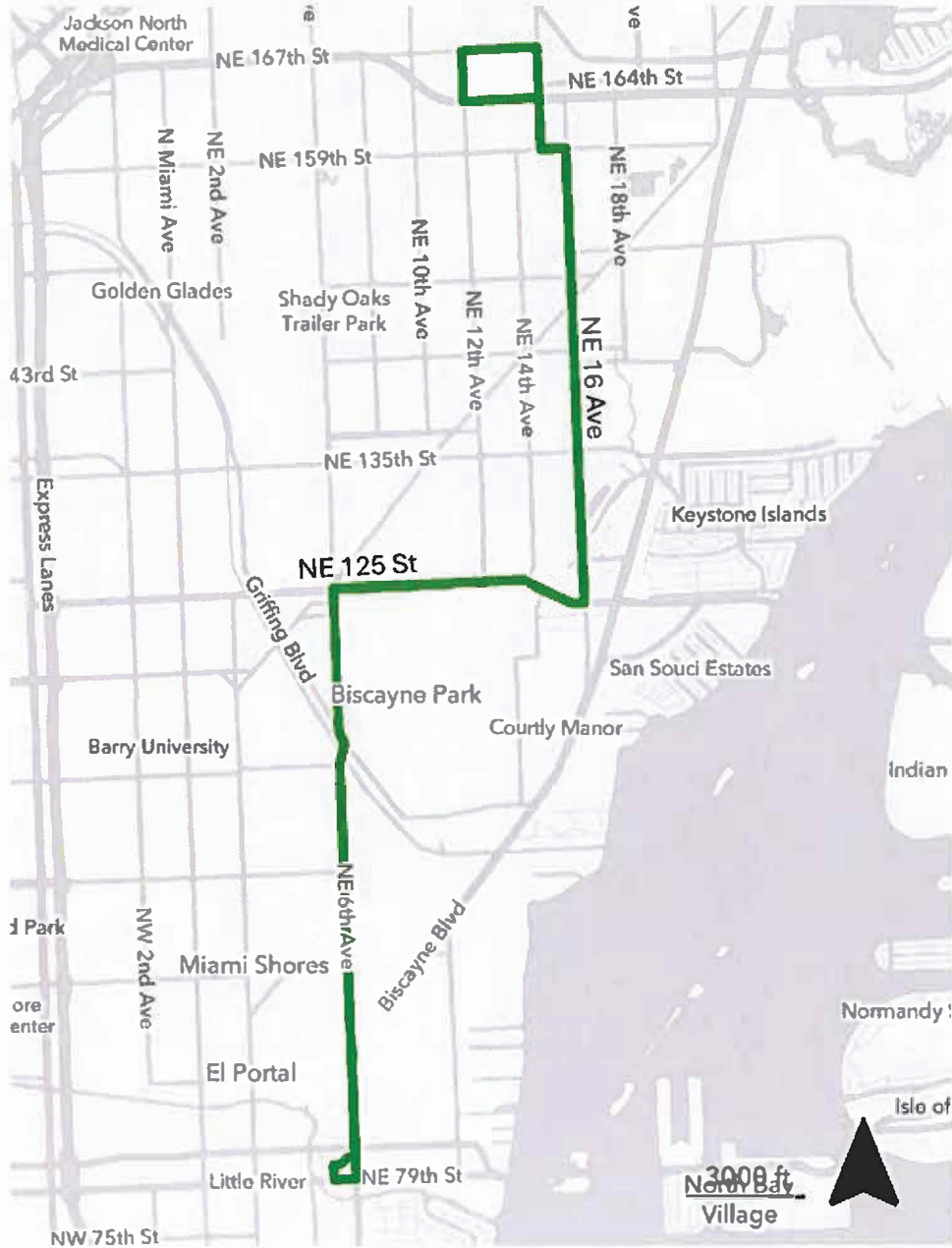
Alignment shortened to SW 168 St and Transitway. No frequency or span changes.

Le Jeune MetroLink – New Route 42



Service hours and frequency: Weekdays every 45 minutes from 6:00 am to 8:00 pm.

NoMi MetroLink - New Route 16



Service hours and frequency: Weekdays every 45 minutes from 6:00 am to 8:00 pm.

NoMi West MetroLink - New Route 25




Service hours and frequency: Weekdays every 45 minutes from 6:00 am to 8:00 pm.



MEMORANDUM
(Revised)

TO: Honorable Chairman Anthony Rodriguez
and Members, Board of County Commissioners

DATE: April 1, 2025

FROM: 
Gen Bonzon-Keenan
County Attorney

SUBJECT: Agenda Item No.

Please note any items checked.

- _____ **“3-Day Rule” for committees applicable if raised**
- _____ **6 weeks required between first reading and public hearing**
- _____ **4 weeks notification to municipal officials required prior to public hearing**
- _____ **Decreases revenues or increases expenditures without balancing budget**
- _____ **Budget required**
- _____ **Statement of fiscal impact required**
- _____ **Statement of social equity required**
- _____ **Ordinance creating a new board requires detailed County Mayor’s report for public hearing**
- _____ **No committee review**
- _____ **Applicable legislation requires more than a majority vote (i.e., 2/3’s present ____, 2/3 membership ____, 3/5’s ____, unanimous ____, majority plus one ____, CDMP 7 vote requirement per 2-116.1(3)(h) or (4)(c) ____, CDMP 2/3 vote requirement per 2-116.1(3) (h) or (4)(c) ____, CDMP 9 vote requirement per 2-116.1(4)(c) (2) ____) to approve**
- _____ **Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required**

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No.

RESOLUTION NO. _____

RESOLUTION AUTHORIZING MIAMI-DADE COUNTY
DEPARTMENT OF TRANSPORTATION AND PUBLIC
WORKS TO IMPLEMENT MAJOR SERVICE CHANGES TO
THE BUS NETWORK ON OR AFTER JULY 21, 2025

WHEREAS, this Board desires to accomplish the purposes outlined in the accompanying memorandum, a copy of which is incorporated herein by reference; and

WHEREAS, the Miami-Dade County Department of Transportation and Public Works has analyzed the proposed route changes and determined that these changes will enhance the regional transit connections of the transit system; and

WHEREAS, a public hearing was held at the Transportation Committee,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board authorizes the implementation of the major service changes to the bus network, as outlined in the County Mayor's memorandum, on or after July 21, 2025.

The foregoing resolution was offered by Commissioner _____, who moved its adoption. The motion was seconded by Commissioner _____ and upon being put to a vote, the vote was as follows:

Anthony Rodriguez, Chairman	
Kionne L. McGhee, Vice Chairman	
Marleine Bastien	Juan Carlos Bermudez
Kevin Marino Cabrera	Sen. René García
Oliver G. Gilbert, III	Roberto J. Gonzalez
Keon Hardemon	Danielle Cohen Higgins
Eileen Higgins	Raquel A. Regalado
Micky Steinberg	

The Chairperson thereupon declared this resolution duly passed and adopted this 1st day of April, 2025. This resolution shall become effective upon the earlier of (1) 10 days after the date of its adoption unless vetoed by the County Mayor, and if vetoed, shall become effective only upon an override by this Board, or (2) approval by the County Mayor of this resolution and the filing of this approval with the Clerk of the Board.

MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

JUAN FERNANDEZ-BARQUIN

By: _____
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.



Bruce Libhaber