



# People's Transportation Plan Resource Guide



# PEOPLE'S TRANSPORTATION PLAN (PTP)

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# ***Miami-Dade Transit***

## **Introductory Statement**

Miami-Dade Transit (MDT) is pleased to provide you with this overview as a brief introduction to Miami-Dade County's public transit services. South Florida's substantial population growth has significantly affected our streets, roads, and highways with heavy traffic, which burdens residents, businesses, and visitors to our community. We struggle with gridlock, even during non-peak traffic hours, because the County is among the four most congested areas in the nation. Expanding our transit system and promoting its increased utilization are the major challenges that define the future of public transportation in the County and South Florida region.

## **Department Overview**

In Fiscal Year (FY) 2001, MDT's average weekday ridership increased to 274,400, which includes 46,300 Metrorail Boardings, 211,900 Metrobus Boardings, and 16,200 Metromover Boardings. Special Transportation Services (STS) trips and trips provided for Florida's Agency for Healthcare Administration were not included in the average weekday Boardings; these two services, combined, averaged 3,768 per weekday.

With more than 2,850 employees, MDT is the second largest department in Miami-Dade County government, the 16th largest public transit system in the nation, and provides nearly 50 percent of all the transit trips in Florida. MDT operates a fleet of 694 buses on 82 routes. Metrorail operates 136 heavy rail vehicles along 21 miles of track, from Dadeland to Hialeah. Our newest Metrorail station, the Palmetto Station, located west of the Palmetto Expressway near NW 74th Street, is scheduled to open for revenue service in spring 2003. Twenty-nine Metromover (peplemover) vehicles provide service along three loops within Miami's Central Business District from Brickell to the Omni area. STS offers multi-loaded door-to-door service to anyone who qualifies under the paratransit guidelines of the Americans with Disabilities Act (ADA). Private providers, under contract with the County, provide this service.

Capital and operating financial support are required "To meet the needs of the public for the highest quality transit service: safe, reliable, efficient and courteous"(MDT's mission statement). Since the federal government discontinued operating subsidies several years ago all public transit providers in the United States depend on operating subsidies from state and local sources to meet their financial needs.

FY 2002 direct operating revenues (fares, passes, etc.) are estimated at \$66.9 million. Non-operating revenue, which includes advertising, joint development leases, etc., is estimated at \$6.1 million. MDT expects to receive \$15.56 million from the State for operations and \$6.6 million from the Medicaid Trust Fund. Local government will contribute \$116.9 million (including the Capital Improvement Local Option Gas Tax) and budgeted one-time leverage lease revenues of \$15 million. The total annual operating budget is \$227 million.

Capital funds fall into two general categories: funds spent for rehabilitation or replacement of existing capital assets and funds spent for acquisition of new capital assets or expansion. A combination of Federal, State, and local sources provide funding for these categories; the Federal government provides the largest share. The capital budget for FY 2002 is \$104.3 million and includes funds for the purchase of replacement buses, facility improvements and rehabilitation, information technology, and the purchase of tools and equipment.

MDT provides approximately 84 million trips per year, which is almost half of all trips in the state of Florida, whereas the other 23 transit properties in the state provide approximately 100 million trips. During the last decade, the County's population rose 16 percent to 2.3 million. By 2025, the population is expected to increase to almost three million residents and employment is expected to rise 30 percent to over 1.5 million workers. Therefore, committed support from local government is needed to ensure MDT has the ability, resources, and infrastructure to meet the demands of our diverse and growing community. This type of support will aid the County in relieving congestion, creating jobs, and generating additional County revenue, today and in the future.

## **Metrobus**

Metrobus operates countywide service 365 days per year, provides limited 24 hour service, and park and ride shuttles to special events. Eighty-five Metrobus routes, 62 using full-size buses and 23 using minibuses, provide service from Miami Beach to west Miami-Dade, from Marathon in the Florida Keys to the southern portion of Broward County, and travel over 26 million miles per year. Metrobus has 1,001 full-time and 160 part-time bus operators, 90 full-time and 139 part-time paratransit driver attendants, and over 232 bus mechanics/technicians.

## **Metrorail**

Metrorail is a 21-station, elevated, double track, single-line, electrically powered, rapid transit line that serves the County. Via a direct connection to Tri-Rail, a regional commuter rail line, Metrorail also serves Broward and Palm Beach counties. Passengers using Metrorail can travel the 21-mile line from Dadeland to Hialeah in 42 minutes. A 22<sup>nd</sup> station, the new Palmetto Station, which is part of the Palmetto Extension project, is projected to open for revenue service in spring 2003. Metrorail operates daily between 5 a.m. and midnight.

Fifty-one train operators (50 full-time and one part-time) and 67 rail vehicle mechanics/technicians operate and maintain the Metrorail vehicles. The control and power systems are maintained by 25 train control and 24 traction power technicians. In addition, 87 MDT employees ensure the track, structure, and required heavy equipment are in compliance with Federal Railroad Standards and the State of Florida Bridge Inspection requirements.

## **Metromover**

Metromover is a three-loop, 4.4-mile elevated, fully automated, 21-station, peplemover system, which connects the Downtown Miami Central Business District with the Brickell and Omni areas. Passengers can transfer to Metrorail at Government Center and Brickell Metrorail stations. Metromover operates every few minutes from 5:30 a.m. to midnight. Fifty Metromover technicians maintain the vehicle fleet.

## **Special Transportation Services**

STS, a demand-response service that complements Metrobus routes, provides 2,458 trips per day. This service is available to anyone who qualifies under the paratransit guidelines of the ADA. Service providers, contracting with the County, offer multi-loaded door-to-door service utilizing passenger vans, wheelchair lift equipped vans, and sedans. Although providing this service costs MDT approximately \$18 per trip, the passenger is only charged \$2.50. The County subsidizes the additional \$15.54, which totals approximately \$13.9 million annually.

The County provides an additional 1,310 trips per day for Florida's Agency for Health Care Administration (AHCA). Under this program, paratransit eligible patrons, according to Medicaid guidelines, are provided medical transportation services to and from medical appointments. The cost of this service, plus an administrative fee, is reimbursed to the County.

## **Funding Concern**

MDT must secure a stable, continuous, and dedicated source of local funding large enough to provide the County with sufficient revenues to meet the required local match to receive much-needed State and Federal funding. Sources of funding most affected are Federal grants where a multi-year local match is required and funding that requires the financial ability to operate and maintain completed projects. The lack of a dedicated source of funding greatly hinders the County's ability to improve public transit services and meet future expansion needs.

# HISTORY OF MIAMI-DADE COUNTY'S TRANSIT SYSTEM

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In 1960, the then-Dade County Commission passed an ordinance to create the Metropolitan Transit Authority (MTA). Over the years and under various administrations, MTA evolved into the Metro-Dade Transportation Administration, the Metro-Dade Transit Agency, the Miami-Dade\* Transit Agency, and is now known simply as Miami-Dade Transit (MDT). Today's MDT has a viable four-mode system—Metrobus, Metrorail, Metromover, and Paratransit—used by nearly 300,000 passengers daily.

\*A 1997 election changed the name of the county from Dade to Miami-Dade.

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- 1873 Julia B. Tuttle purchased 40 acres of land north of the river to stimulate the growth of Miami.
  - 1891 Julia B. Tuttle offered land for a town site to James E. Ingraham, president of the Florida Railroad, if he'd extend his railroad to Miami. Ingraham refused.
  - 1895 After the big freeze in north Florida, Henry Flagler visited Miami to study the possibility of growing oranges here. Julia Tuttle offered Flagler land if he'd agree to extend his railroad to Miami. He accepted and a contract was signed.
  - 1896 **April 15:** Flagler's Florida East Coast Railroad (FEC) passenger service was joyously welcomed to Miami.

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- 1900 The first wagon road was pushed in the area now known as Coconut Grove.
  - 1905 **May:** Three members of the Tatum family secured a street railway franchise.
  - 1906 **July 4:** The Tatum brothers purchased the Miami Electric Railway Company.  
**July 25:** A single car began running from the old FEC depot near Avenue B (now NE 2 Avenue) and 6th Street (now Flagler Street), down to Avenue B and 12th Street, then along 12th Street to the FEC crossing at the courthouse.
  - 1907 **September 3:** Miami Electric Railway Co. closed for overhaul, never to reopen.
  - 1914 The Miami Traction Company began laying new track.
  - 1915 **December 4:** The Miami Traction Co. began service with "battery cars." Other bus service operators were spread around the county: Hialeah and northwest Miami were served by Winslow Bus Lines; Miami north and east of Flagler Street was served by Miami Transit Co., run by Freeman & Sons; south of Flagler Street into Coconut Grove was served by Dunn Bus Company.
  - 1919 Carl Fisher and other investors formed the Miami Beach Electric Company and the Miami Beach Railway Co.

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- 1920 Miami Beach Railway Co. began operating a single line linking downtown Miami and south Miami Beach via the County Causeway.
  - 1921 Miami Traction Co. closed down after fire wiped out its fleet. The city of Miami agreed to buy the franchise of the defunct Miami Traction Co., ordering eight single-truck Birney streetcars. The city leased the operation to the Miami Beach Railway Co.
  - 1925 Most of the jitneymen operating within Miami sold out to George B. Dunn who organized two companies: Dunn Bus Service Inc. (in the southern part of town) and Miami Transit Co. (on the northern side), with streetcars still serving the central area.
  - 1926 The first solid-tire buses saw service on both sides of Biscayne Bay after Florida Power and Light acquired Carl Fisher's causeway trolley line and contracted with Miami for trolley and bus service on the mainland.  
**May:** The first Coral Gables rapid transit cars operated from downtown Miami to Ponce de Leon Boulevard in Coral Gables via Coral Way.
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- 1933 George B. Dunn made a proposal to the city of Miami Beach to operate the local streetcar lines.
- 1935 The Coral Gables high-speed service had lasted nine years. Damage to electric overhead power lines during the storm of 1935 was so extensive that the line was permanently shut down and the city of Coral Gables went to an all-bus system.
- 1937 Voters rejected a ballot that attempted to unify all transit services in Miami except the jitneys.
- 1939 A second attempt to have the public approve a new unified transit franchise was successful.  
October 17: Miami Beach Railway abandoned its three streetcars in favor of 15 new "twins." This company continued as a subsidiary of Florida Power and Light until it was sold to William D. Pawley in 1941. Miami Beach became a military training base during World War II.
- 1939-1940 Miami discontinued using its streetcars. The city granted an exclusive franchise to Miami Transit Company.

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- 1940 **November 14:** George B. Dunn, using the name Miami Transit Co., took over the city-owned lines and merged Dunn Bus Service into the combined operation, resulting in a fleet of 208 buses (half of them new Macks) covering 193 route miles.  
**November 16:** Miami's trolley cars rolled for the last time.
  - 1941 Miami Beach Railway was purchased by William D. Pawley, thus increasing the local bus fleet from 18 to 43 buses.
  - 1948 Pawley bought Miami Transit Company upon the death of George Dunn, taking the significant step toward solving some of Greater Miami's transportation problems.

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- 1956 Pawley bought South Miami Coach Line and the Keys Transit Company.
  - 1957 **July 21:** The Metropolitan Dade County government was officially established.
  - 1959 The County Commission tried to purchase the bus system for the first time. The plan was dropped because of the high cost.

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- 1960 The County Commission passed an ordinance creating the Metropolitan Transit Authority (MTA) to unify the different transit operations into one countywide service. This ordinance provided for the purchase, development, and operation of an adequate mass transit system by the County. These companies included the Miami Transit Company, Miami Beach Railway Company, South Miami Coach Lines, and Keys Transit Company on Key Biscayne and would be managed by National City Management Co.
  - 1962 **January 28:** Bus operators opposed to a Dade County takeover of bus operations began a work stoppage protest.  
**February 9:** Bus operators began returning to work. Dade County purchased Pawley properties. Buses began operating under Metro Transit Authority.  
**May:** citizens of Dade County approved, by more than a two to one margin, the validity of the \$9 million Revenue Bond Issue to finance a unified County transit system.
  - 1964 The Miami Urban Area Transportation Study (MUATS) began with a feasibility study on transit for Dade County.
  - 1969 Construction of the Central Division complex was completed at 3300 NW 32 Avenue, consolidating four separate garage facilities and the administrative offices of the Metro Transit Authority into one unit.  
As population reached 800,000, the first stage of MUATS concluded that rapid transit would indeed be feasible and desirable for Dade County.

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- 1970 **May:** MTA removed all fare boxes from bus vehicles and instituted an "exact change" policy.
  - 1971 The completed MUATS studies recommended an \$800 million rapid transit system, and public hearings on the entire transportation plan began.
  - 1972 For the first time in its history, MTA received a subsidy derived from the seven-cent gas

tax revenues as a result of action by the state legislature during the previous year. Prior to this, MTA operated solely on fare-box revenues.

The voters of Dade County approved, by a two to one margin, a \$132.5 million "Decade of Progress" bond issue to provide the local share for rapid transit construction plus expanded bus service to support the system.

1973 Seventy-four Flexible buses were purchased.

John A. Dyer was appointed Transportation Coordinator for Metropolitan Dade County's Office of Transportation Administration (OTA).

1974 **October 1:** The Metro Transit Authority was dissolved and National City Management Co. was dismissed, resulting in Dade County taking control of the bus system. The new county department was to be known as the Metro Transit Agency.

Residents of Dade County strongly opposed the planned study for construction of six new expressways. These plans were later dropped from the transportation plan.

1975 **August 31:** The Coral Gables Transit System merged with Dade County as part of the Metro Transit Agency.

1976 MTA purchased 140 AM General buses.

Preliminary engineering of a rapid transit system was completed.

The United States Department of Transportation (USDOT) made a commitment in principle to pay 80% of the costs for construction of the Stage I Rapid Transit System.

**April:** The Urban Mass Transportation Administration (UMTA) announced a nationwide competition for funding downtown people movers (DPM) in urban areas. More than 65 cities expressed interest; eleven, including Miami-Dade County, were selected as finalists.

**December:** Miami-Dade County received conditional approval to pursue its DPM plan based on reprogramming \$24 million from approved Metrorail funds to the people mover project.

1977 Dade County's population reached over 1.4 million. The Urban Mass Transportation Administration (UMTA) of USDOT officially committed \$575 million to cover its 80% share of construction costs for Stage I, 16.5 miles of track running from Dadeland to NW 67 Street.

The state of Florida and Dade County agree to split the remaining 20% of construction costs. The Florida legislature appropriated \$2.1 million as part of a total state commitment of \$72 million.

UMTA authorized the final engineering for an additional 4-mile segment to Hialeah.

Dade County officials requested an additional \$57 million from UMTA for the four-mile extension to Hialeah, which agreed to add a \$2 million contribution from the city.

Late in the year, a group of citizens petitioned the County Commission for a referendum to stop all further spending on the rapid transit system. The issue was put on the ballot for March 1978.

**December:** UMTA administrator, Richard S. Page, reaffirmed UMTA's commitment to the Miami-Dade County DPM project.

1978 **January:** MTA's North Division, 5901 NW 27 Avenue, opened with service capability for 100 buses.

MTA initiated two-way radio communications aboard all buses.

Thirty Flexible buses were purchased.

The first of 30 RICO 20-seat minibuses were purchased.

**March:** After a hard-fought campaign, the citizens of Dade County reaffirmed their desire for a balanced transportation system by voting down an attempt to repeal the bonds approved in 1972.

**May:** UMTA approved funds for preliminary engineering, and a request for proposals was distributed.

**July:** County commissioners approved a Transportation Master Plan for the year 2000, which included eventual extensions of the rapid transit lines northeast to 193rd Street near the Broward County line, south to Cutler Ridge, and west to the Midway Mall area with a link to Miami International Airport.

**October:** The Board of County Commissioners approved the award of contracts for preliminary engineering to Gannet Fleming/SKBB, a joint venture of Gannet Fleming Corddry & Carpenter Inc. of Harrisburg, Pennsylvania and SKBB of Coral Gables.

**October:** MTA's South Division, 10830 SW 211 Street, began operation with service capability for 100 buses.

**1979 January:** The Board of County Commissioners created the Downtown People Mover Policy Committee (DPMPC) to aid in the decision-making necessary during preliminary engineering. Included were representatives of interested public bodies (Dade County, the city of Miami, Downtown Development Authority), private organizations (Greater Miami Chamber of Commerce, Downtown Merchants Association), civic organizations, and the general public.

**March:** The full system DPM alignment was adopted after a public hearing held jointly by the Metro-Dade Board of County Commissioners and the city of Miami Commission.

**April:** An agreement between Dade County and the Florida East Coast Railroad for transference of 9.5 miles of the right-of-way for Metrorail's south line was ratified by the Interstate Commerce Commission, and FEC began removal of the tracks.

**May:** UMTA committed \$19.2 million in federal funds to the DPM project.

**June:** Stage I of the DPM system, with an estimated cost of \$76 million, and a change in the Miami River crossing were approved at another joint public hearing.

**June:** Groundbreaking for the Stage I system was held at the site of the University Station. The system would be known as Metrorail, and would feature 17 stations initially, with two more to be added with the extension to Hialeah.

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**1980** The first of 260 General Motors RTS II buses began operating on the streets of Dade County.

In January, work on the University Station substructure was completed, making way for work to begin on the station itself.

**January:** Construction began on the Northwest 27th Avenue Modification Project, which was aimed at removing the underground storm sewer system to accommodate Metrorail support footings.

**April:** In a letter to Metro-Dade County, UMTA advised that it would commit \$50 million to the DPM project subject to future congressional authorizations.

**May:** Metro-Dade County received a written Full Funding Agreement from UMTA to provide 80% of the remaining construction cost for Metrorail, a first for a rapid rail project.

**August:** Preliminary engineering of the Stage I downtown loop was completed.

**August:** The first Metrorail girder was poured at the R.T. Joint Venture site in northwest Dade County.

**September:** Requests for proposals to complete the final design and construct the Stage I DPM system were distributed. Funds were received to proceed with preliminary engineering on Stage II of the system.

**October:** The Federal Highway Administration (FHWA) presented a letter of approval to use \$32.9 million in federal interstate funds for the extension of the existing HOV (High Occupancy Vehicle) or carpool lanes from I-95 to State Road 112, tying into the Allapattah and Earlington Heights Metrorail stations. The project also covered costs for additional parking at the two stations and street modifications to handle increased traffic.

**November:** Proposals were received from DPM system suppliers, including Westinghouse, UTDC, Matra-Otis, and Titan PRT Systems Inc.

**November:** The final Environmental Impact Statement was approved by UMTA.

**December:** The first double-tee girder is placed atop two piers at University Station. The \$55,887,830 contract for girder construction and installation was awarded to R.T. Joint Venture.

**1983 February:** The first Metrorail vehicle arrived at the Palmetto Yard and Shops from Pueblo, Colorado.



**May 2:** South Miami Station was dedicated, and the general public is given its first opportunity to ride Metrorail.

**June:** The Metrorail bridge over the Miami River was completed. The rapid transit guideway was now a continuous ribbon of concrete from the Dadeland South Station to just north of the Overtown Station.

**June:** The Metro-Dade Transportation Administration (MDTA, formerly DCTA) approved the award of a \$23,747,000 contract to Perini Construction Inc. of Framingham, Massachusetts to build the guideway for the 1.9 miles of elevated double-guideway for Metromover.

**July 15:** Douglas Road Metrorail station was dedicated.

**August 26:** Dadeland North Metrorail station was dedicated.

**September 16:** University and Dadeland South Metrorail stations were dedicated.

**October 21:** The Palmetto Yard and Shops was dedicated. The facility was renamed the William Lehman Operations and Maintenance Center in honor of the Florida Congressman. Frank J. Rooney Inc. of Ft. Lauderdale, Florida, built the \$21.7 million maintenance garage. Paul N. Howard Inc. performed site work of the \$14 million trackwork and related material.

**December 2:** Coconut Grove and Vizcaya Metrorail stations were dedicated.

1984 **February 10:** Brickell Metrorail station was dedicated.

**April 10:** Metrorail's girder #2,704 was hoisted into place at the Northside Station, marking the end of girder installation in the 21-mile Phase I Metrorail system.

**March:** The first six maintenance technicians were hired.

**May 18:** Overtown Metrorail station was dedicated.

**May 20:** Government Center Station was officially dedicated, and Metrorail begins south-line service to ten stations from Dadeland South to Overtown Station. Rides were free to the public for the day. Over 125,000 participated in the opening-day event and rode the new system. Metrorail began operations in the Automatic Train Protection (ATP) mode.

**May 21:** Metrorail starts revenue service. Regular fare--\$1; reduced fare--\$.50 (during off-peak hours for senior citizens, people with disabilities, and youth in grades 1-12).

**May 29:** The 33,500-square foot Metromover maintenance building was dedicated.

**June:** The first completed vehicle was delivered to the Metromover maintenance building for use in hands-on training of maintenance technicians.

**August 25:** Culmer and Hialeah Metrorail stations were dedicated.

**November 7:** William A. Smith Construction Co. placed the 368,000th and last rail fastener in the 21-mile, Stage I Metrorail system. The event was marked with a "Golden Spike" ceremony at the Allapattah Metrorail station. The total contract for rail placement was \$45 million.

**November 19:** Allapattah Metrorail station was dedicated.

**December 7:** Civic Center and Santa Clara Metrorail stations were dedicated.

**December 15:** Earlington Heights Metrorail station was dedicated.

**December 17:** Metrorail service was extended north to Earlington Heights station.

1985 **January 15:** The Dr. Martin Luther King Jr. Plaza station was dedicated.

**January 28:** Okeechobee Station was dedicated.

**March:** Metromover initiated system verification and demonstration testing.

**March 23:** Brownsville Station was dedicated.

**March 30:** Northside Station was dedicated.

**May 1:** Metrorail began a "Bikes on Train" program, a six-month demonstration allowing riders to bring their bicycles on the trains during limited hours on weekends only. A permit was required.

**May 19:** Service is extended to the final five Metrorail stations, thus completing service between Dadeland South and Okeechobee.

**June:** The consulting firm of Schimpler-Corradino and Associates was retained by MDTA to propose recommendations and to coordinate the planning and research for Network 86, a comprehensive public transportation improvement program. Network 86

would integrate, simplify, and consolidate local transit service to make it more cost effective for all Dade County citizens.

**June:** MDTA began leasing bicycle lockers for the convenience of commuters.

**July 1:** MDTA created the Metropass Corporate Group Discount Program. Corporations and organizations were given the opportunity to purchase quantities of the All-Transit Metropass in advance at discount prices.

**August:** Joseph M. Fletcher was named MDTA executive director.

**August:** Public meetings were held in all areas of Dade to determine the impact that changes recommended for Network '86 would have on the community. A formal public hearing was held Tuesday, November 19, at the new Metro-Dade Commission Chambers.

**September 5:** Groundbreaking for the Dr. Martin Luther King, Jr. \$6.8 million, 1,000-space parking garage took place. Construction was awarded to 3W Corporation.

**September 15:** A special ribbon-cutting ceremony was held to inaugurate the opening of the Vizcaya Metrorail station pedestrian overpass. Ebsary Foundation Inc. built the overpass, an \$859,000 structure.

**October:** The Bikes-on-Train program was extended for an additional 12 months to include weekdays from 10 a.m. to 4 p.m. and after 6:30 p.m., and all day Saturday, Sunday, and major holidays.

**November:** MDTA began to electrify the north line in preparation for pre-revenue testing.

**December:** Twenty-five National minibuses were delivered. Fifteen of the \$42,000, 19-seat passenger buses were used to replace the RICO buses, providing service on the Venetian Causeway. Ten \$47,000 buses equipped with wheelchair lifts were assigned to the Special Transportation Services office to transport riders with disabilities.

**December 1:** The first phase of Network'86 was implemented.

**December 9:** Metrorail started Automatic Train Operations (ATO). In this mode, computers run train operation. The operator's function includes monitoring the train control board, starting train movement, and assisting riders.

**December 18:** The Northeast Division, 360 NE 185 Street, was dedicated, marking the start of operations from this facility with capacity for 159 buses that serve the north, east, and west parts of Dade. Additionally, the Northeast Division is equipped to handle articulated buses scheduled for purchase in the future.

**December 29:** MDTA activates Central Control, located on the fifth floor of the new Metro-Dade Government Center. From Central Control, rail traffic attendants can command train movement, rail electrification, communications (two-way radios, telephone, and emergency lines with police and fire departments), track switching, and monitor security at stations using a sophisticated television system.

**1986 January:** The Board of County Commissioners approved creation of a "Blue Ribbon Transportation Task Force" to study the existing transit system in depth and develop recommendations for improvements in administrative procedures and operations.

**March 18:** MDTA received shipment of Metrorail vehicles 235 and 236, the last two to arrive at the William Lehman Maintenance Facility. The last vehicle, #236, was off-loaded at 10:25 a.m.

**April 6:** MDTA takes over Metromover operations from Westinghouse and starts providing preview tours.

**April 17:** Metromover and the new Metro-Dade Government Center building are officially dedicated. Metromover rides are free until April 20.

**April 21:** Metromover started revenue operations providing service to nine stations in downtown Miami, covering a 1.9-mile double loop.

**June 15:** The second phase of Network'86 was implemented with the new fare policy.

**October 28:** The Metro-Dade Transportation Administration is renamed the Metro-Dade Transit Agency.

**1988** MDTA implements a \$1 parking fee at all Metrorail stations, and increased the cost of a monthly pass to \$50. This results in increased MDTA revenues by \$5 million.

**November:** Newly-elected County Commissioner Charles Dusseau proposes that Metrorail extend its service hours until midnight, seven days a week, to take effect November 27. The Board of County Commissioners approves the recommendation. (Previously, Metrorail operated from 6 a.m. to 9 p.m., Monday through Friday, and 6 a.m. to 6 p.m. weekends and holidays.)

**1989 February:** Metrorail ridership reaches 40,000 per day for the first time.

**March:** Metrorail unofficially adds its 21st station to the system when the Tri-Rail Station opens for passenger service. The official opening of this station, which connects Metrorail with the Tri-County Commuter Rail service, is set for June.

**May:** Metrorail celebrated its 40 millionth rider. Also, MDTA opened its first Transit Service Center at Government Center Station on May 17. Mayor Stephen P. Clark cut the ribbon to open the Center, and Commissioner Charles Dusseau joined Mayor Clark in the ceremony.

**June 5:** Dade County officially dedicated the Tri-Rail Metrorail station. Dade County Mayor Stephen P. Clark, joined by Congressman William Lehman and Dade County Commissioner Charles Dusseau, unveiled the plaque marking the station's official opening.

**July:** County Manager Joaquín Aviño appointed Chester "Ed" Colby director of Metro-Dade Transit. He joined MDTA after serving in a similar capacity in Denver, Colorado.

**December:** Wackenhut Security Corporation replaces North Dade Security as the agency providing security services for Metrorail and Metromover. All of the Wackenhut officers are police/military trained and are armed. They are positioned at all Metrorail stations and patrol the Metromover stations.

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**1990** MDTA creates a 30-year plan to expand transit service in Dade County. Highlights of the plan include: adding 20% more bus service; upgrading the fleet and improving access for the disabled with wheelchair accessible buses; and expanding Metrorail service an additional 39 miles. Implementation of the plan depended on securing a dedicated source of funding for transit.

**March:** MDTA began operating its first Anti-Truancy Unit in conjunction with Metro-Dade Police. The unit was created to reduce the number of school kids who were skipping school and roaming the Metrorail/Metromover system.

**May:** Metrobus on-time performance improved by 10% in late bus departures, from 49% to 59%.

**May:** The last of 73 new buses were delivered; training on wheelchair lifts begins for mechanics and operators.

**May:** The consultant for the design of the Brickell extension of Metromover was directed to proceed with a final design which includes Riverwalk Station and placement of two piers in the river outside the navigable channel. The Coast Guard permitting process continues.

**June:** Due to increased passenger use of the Tri-Rail Metrorail station, three additional fare gates were installed at the station. From July 1989 to June 1990, boarding at the station have increased by 5% per month.

**June:** A significant, comprehensive transportation funding package, including specific funding earmarked for public transit operations and transportation disadvantaged programs, was approved during the legislative session; Dade County was scheduled to receive additional funding from this package.

**July 4:** Metrorail ridership was 36,200, up 62% from the previous year. Service ran on a regular Sunday schedule.

**July:** County losses to privately owned minibuses exceeded \$100,000 per month. New state legislation and a County ordinance enabled the County to regulate these services.

**July:** The privately owned Mayflower Contract Services successfully initiated bus service on several routes under a new County contract. The services included Kendall Area Transit (KAT), route 6 weekdays, and routes 71, E, and the weekend Zoobus.

**August:** MDTA officially broke ground for construction of the new \$17 million Dadeland North Metrorail parking garage. This facility would be built where the former bus bays were located, would stand 10 stories high, and would provide approximately 2,000 new spaces. The project was expected to open in August 1992.

**November 6:** By a margin of 4%, citizens of Dade County vote "No" to a penny sales tax to fund transit, police, courts, jails, and public works.

**November:** Weekday Metrorail boardings averaged 50,300, up from 48,400 in October. This represented a new high in ridership.

**November:** KAT ridership approached 2000 rides per day, up from a peak of 1700. This was attributed to Mayflower's new minibus fleet and greater service reliability.

**December:** Metrorail carried over 101,000 passengers for the annual King Orange Jamboree Parade in downtown Miami. This marked the highest single-day total in the system's history.

**1991 January 1:** There were 101,000 Metrorail boardings and 43,600 Metromover boardings on New Year's Eve, the largest number of riders ever for a single event during revenue service.

All bids were rejected for construction of the Metromover Brickell extension stations and guideway. New bids were submitted.

The Greater Miami Chamber of Commerce and Dade County began the effort for successful reauthorization of the federal Surface Transportation Act.

**January 6:** Budgetary constraints and failure of the penny sales tax referendum result in cuts of 500,000 annual bus miles; a staff reduction from 30 to 9 officers in the Transit Police section; a decrease in Metrorail landscape maintenance; and an increase of the base fare from \$1 to \$1.25.

**January:** The apparent low bidder for the Metromover Brickell extension guideway construction contract was O.C.T. with a bid of \$24,496,165; the engineer's estimate was \$28,340,000. The apparent low bidder for the Metromover Brickell extension stations construction contract was Codina Cogefarimpresit USA Ltd. with a bid of \$12,796,331; the engineer's estimate was \$16,200,000.

**January:** For FY 91, Dade County was awarded \$14,832,737 in Section 9 federal funds for operating assistance, design of a rail storage facility, a new bus radio system, and associated capital maintenance items.

**February:** Communication continues with federal officials regarding Congressional reauthorization of mass transit funding; specific issues include the need for operating assistance and rail modernization funds.

**February:** A new Bus Shelter Initiative Program began with a ribbon-cutting ceremony at a newly installed shelter in front of the Economic Opportunity Family Health Center on NW 54 Street/22 Avenue.

**February:** The City of South Miami agreed to the County's construction plans for a five-level South Miami Metrorail station parking garage extension.

**March:** The South Miami Metrorail station parking garage extension contract was awarded to C.G. Chase Construction Co.

**March:** The Omni Metromover extension guideway and stations contracts were awarded to Recchi America Inc. and ICA/Florida Roads Inc., respectively.

**March 4:** A Notice to Proceed was issued to the Brickell Metromover extension guideway and stations contractors with construction scheduled to take 560 days.

**March 10:** Metrobus transported 26,214 passengers to and from the annual Calle Ocho festival from three Park & Ride lots, up from the 15,482 transported the previous year.

**April:** The Adopt-A-Station program is launched to encourage established groups to spruce up Metrorail stations by removing litter and beautifying landscaped areas.

**May:** Metrobus route 77 was repackaged as Super 77 to challenge the jitneys operating illegally along the route 77 alignment. The fare was lowered to \$.75, and buses arrived every 10 minutes. As a result, jitney business dropped 30%, and route 77 ridership increased by 2000.

**November:** Special Transportation Services ridership averaged 1,700, increasing by

6.25% from the previous month and by 30.77% from the previous year.

- 1992** A mini-library and a Metropass sales outlet open at Civic Center Metrorail station. Dade County is in line to receive \$24.6 million in federal funds for transit projects. State Representative John Cosgrove proposed a South Dade busway. The busway, exclusive lanes for buses, would connect riders from as far south as Florida City with Metrorail at Dadeland South Station.
- County Commissioner Charles Dusseau proposed using airport landing fees as local matching funds for an east/west corridor project to provide a transit connection between Miami International Airport (MIA) and the Port of Miami (seaport).
- The Metropolitan Planning Organization (MPO) released a report proposing an Airport Multimodal Facility combining bus, Metrorail, Tri-Rail (a tri-county commuter service), Amtrak, high-speed rail, car rental services, auto pick-up/drop-off areas, and parking. Token/change dispensers were installed at all rail stations.
- Limited-stop MAX (Metro Area Express) bus service began on NW 27 Avenue, Flagler Street, and Biscayne Boulevard.
- Metromover Brickell extension construction crossed the Miami River. All 15 vehicles for the Metromover Omni and Brickell extensions arrive.
- August:** Hurricane Andrew, called the worst natural disaster ever to strike this nation, devastated south Dade County. Regular bus service was suspended countywide Sunday evening, August 23, and the vehicles were used to evacuate thousands of residents to designated Red Cross shelters. The hurricane hit on August 24.
- 1993** **March:** Flagler MAX (Metro Area Express), a limited-stop bus route, began peak-hour service between Miami Beach and west Dade County.
- March:** The second regularly scheduled APTA Rail Safety Audit was completed; all areas were in compliance with the Agency's System Safety Program plan.
- May:** Metromover's outer loop reopened after a 90-day shutdown for testing tie-ends to the extensions. Mechanical acceptance and electrical testing of the new Metromover vehicles continued.
- June:** Fifteen new Flxible buses went into revenue service.
- June:** The low bid for 104 new articulated buses for \$35,720,074 came from American Ikarus, Ltd. Each articulated bus seats 63 passengers.
- June:** The first APTA International Rail Rodeo was held at Lehman Center with contestants from six transit properties.
- June:** AEG Westinghouse connected permanent power to all Brickell Metromover extension stations.
- July:** MDTA developed several options to contract out certain bus routes to jitney operators. These options were to provide continued transit service for south Dade communities when FEMA monies expired, at no cost to the County.
- July:** Plans were completed to begin Special Transportation Service (STS) expansion to mirror fixed-route schedules; new hours were 4:30 a.m. to 2:30 a.m. the following day.
- August:** The first powered vehicle for the completed Brickell Metromover extension system crossed over the Miami River under manual control. Vehicles were scheduled to make the same trip under automatic control by October.
- September:** Danny Alvarez was appointed deputy director of MDTA.
- September:** FEMA funding ended, and full fares were resumed on south Dade bus routes; County-approved private minibuses began operating on seven south Dade routes.
- September:** A Notice to Proceed was issued to COMSIS Corp., the selected STS broker.
- October:** The Agency closed FY 93 with a \$50,000 operating fund surplus.
- 1994** **February:** MDTA initiates the Black History Month tours featuring historical sites in the black community.
- According to a survey released by the American Public Transit Association (APTA), MDTA tied for first place with Phoenix, Arizona as the agency with the highest ridership

increase from 1991 to 1992. Both agencies recorded a 3.1% overall ridership increase during that time.

**May 26:** The Brickell and Omni Metromover extensions open for service to capacity crowds, on time and under budget.

**1995 May:** The new 800 MHz radio/tracking system for the 800 MHz AVL/AVM project was successfully tested on Metrobuses.

**June:** MDTA received the highly coveted 1995 National Association of Counties Achievement award and the prestigious 1995 Multicultural Diversity award for its Black History Tours project. The Tours were also featured in "Modern Maturity Magazine."

**August:** The Special Transportation Services base fare increased from \$2 to \$2.50 plus applicable transfer fees.

**September:** Florida DOT turned over the Metrorail extension to the Palmetto Expressway project to the County.

**September:** Metrorail's daily parking fee increased from \$1 to \$2 and the monthly parking permit fee from \$2 to \$5.

**October:** A demonstration program was proposed to dedicate space for advertising on transit publications.

**November:** Fiscal Year 1996 federal transit appropriations included: \$2,536,010 for fixed guideway modifications; \$1,975,961 for North Corridor new-start funds; \$9,925,000 for bus acquisition; and \$25,707,774 for capital and operating grants.

**November:** The MPO adopted NW 27 Avenue as the locally preferred alternative for the North Transportation Corridor expansion of Metrorail.

**November:** The Board of County Commissioners rejected all bids for construction of the Herald Plaza Metromover station; staff began evaluating construction documents to find possible reductions to estimated costs.

**December:** The first parking receipt machines were installed at Okeechobee Metrorail station. The machines provide parking receipts for rail riders.

**December:** Construction began on the joint development project adjacent to Dadeland North Metrorail station.

**December:** The Board of County Commissioners authorized a demonstration project for the sale of advertising on transit publications, fare media, and bus stop display spaces.

**1996 April:** "Bus Service Update" brochures were released in English and Spanish for the first time since the County commission repealed the English-only ordinance.

**June:** STS Free-Fare Pilot Program ridership was analyzed through May 1996. Under this program, certified STS riders could opt to ride free on Metrobus, Metrorail, and Metromover by showing their ID card to the bus operator or rail security officer. There was no loss of STS certification. STS ridership continued to decrease by 4.74% when compared to FY 94-95 data.

**July:** Bike racks were installed on the front of 30 Metrobuses serving the south Dade area.

**August 17:** After a 78-day shutdown during repairs to the adjacent Congress Building, Metromover's inner loop reopened for service. Protective netting was installed on the Congress Building to shield the Metromover system from any potential falling debris.

**August:** The preliminary design for the Metrorail extension to the Palmetto Expressway was presented to the Transportation Aesthetics Review Committee which granted tentative approval of the design, pending a follow-up presentation to include proposed landscaping, lighting, and surface treatments.

**September:** The "Bike and Ride Program" began in mid-September.

**September:** MDTA tested a low-floor coach to determine if this type of bus was suitable for operation in Dade County. Low-floor coaches have only one step and ramps, instead of wheelchair lifts, and are easier for people with disabilities to use.

**September:** The Federal Transit Administration gave written approval for the Draft Environmental Impact Statement and Preliminary Engineering for the North Corridor.

**1997 February 3:** The South Dade Busway, an exclusive roadway for buses, opened for service. Dedication ceremonies were held on February 2.

June: Ridership on the South Dade Busway continues to increase. The 11,199 May ridership figure was 163% above the previously projected 4000-plus riders.

**September:** MDTA director Chester "Ed" Colby resigns. The county manager appointed Danny Alvarez, deputy director for administration, acting director.

**1998 March:** Fifty buses purchased from North American Bus Industries arrive. They will be painted in the new design and teal, royal blue, and fuchsia colors and placed in revenue service. As older buses are pulled for rehabilitation, they will be repainted with the new design and colors.

**September:** MDTA's first low-floor bus makes its debut in downtown Miami in front of the Stephen P. Clark Government Center building. The bus is state-of-the-art with Global Positioning Satellite technology which provides announcements and an LED visual of major bus stops and transfer points. The "kneeling" NABI 40-footer comes equipped with a bicycle rack and is wheelchair accessible with a simplified ramp that can be operated manually if necessary. The bus is painted in the new design and colors. In attendance were County Commissioner Bruno A. Barreiro, County Manager Merrett R. Stierheim, MDTA Director Danny Alvarez, and MDTA Assistant Director Roosevelt Bradley. Diana Richardson, director of the Office of ADA Compliance, was also present. Television channels 6, 7, and 10 taped the event.

**1999 Spring:** Miami-Dade Transit launches plans to extend the South Miami-Dade Busway. Since opening in 1997, the busway has sparked an unprecedented growth in ridership in south Miami-Dade. Ridership in that corridor rose 47% weekdays and 84% weekends. The 22-station Busway II will extend service from Cutler Ridge to Homestead/Florida City. Construction of the estimated \$38 million project begins the first half of 2001.

**July:** Metrobus ridership rose 3.3% weekdays and 7.0% weekends for a three-month period ending in May. This is in keeping with a national trend, according to APTA. In the last three years, ridership in the US rose more than 12%.

**July 29:** Miami-Dade Transit's hopes to expand the transit system with more frequent bus service and additional Metrorail lines are postponed when voters defeat the penny sales tax initiative by a two-thirds majority.

**October 5:** Miami-Dade County Mayor Alex Penelas and the Board of County Commissioners approve the Golden Passport program, offering free rides on transit to seniors citizens 65 years and over. Qualified applicants' annual household income must not exceed \$20,000.

**November 1:** Registration begins for the Golden Passport program at sites throughout the county.

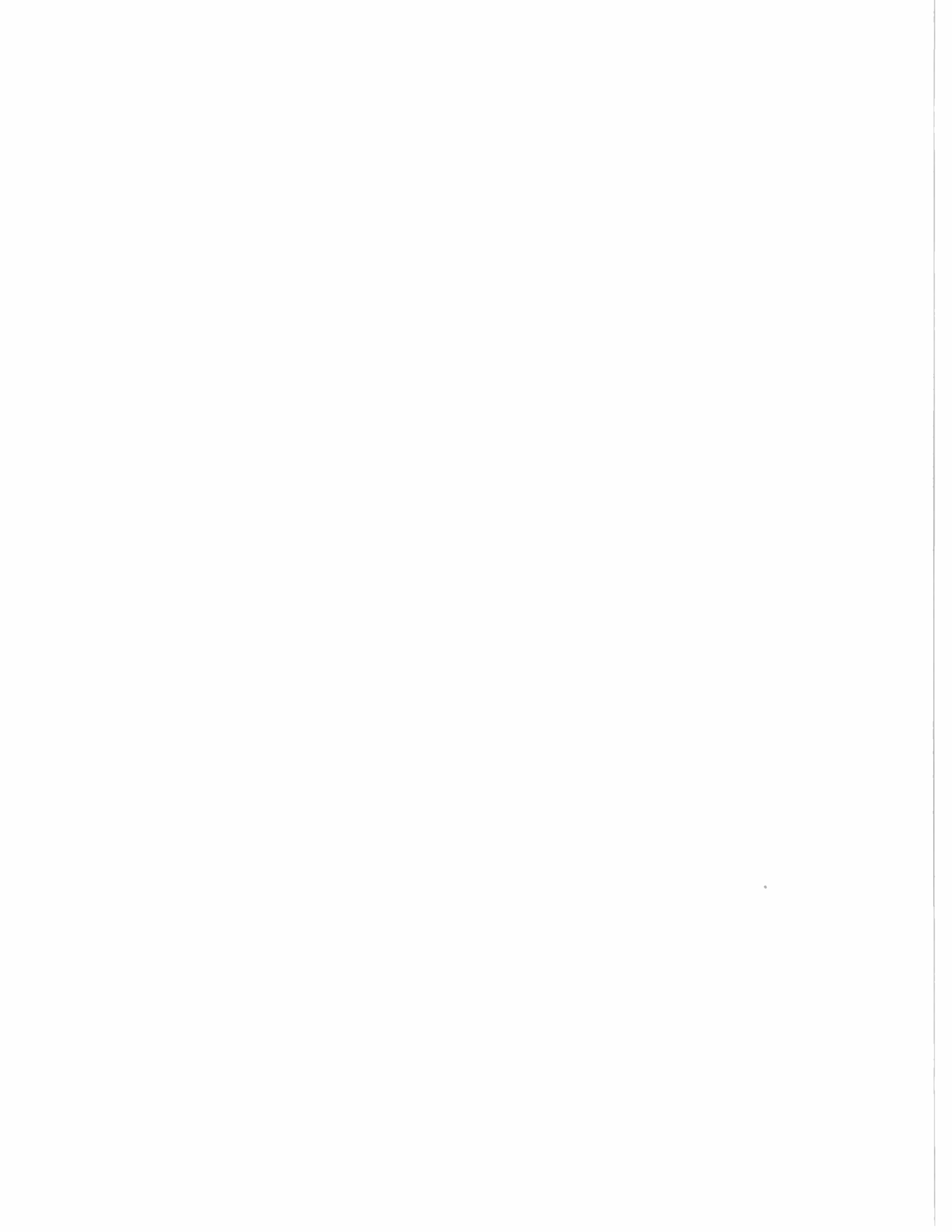
**November:** Several new routes were added to the Bike & Ride program. The program now includes Metrobus routes 21, 27, 33, 35, 70, 71 (weekdays only), 87, 88, G, J, and Busway MAX.

**December 15:** Free rides on transit begin for more than 16,000 senior citizens enrolled in the Golden Passport program. Registration continues.

**December 31:** MDTA pauses all transit systems from 11:55 p.m. to 12:05 a.m. January 1, 2000 to check for Y2K bug strikes. Buses wait on stand-by at Metromover and Metrorail stations. Three years of preparations pay off. All systems passed with flying colors.

2





## FEDERAL ROLE IN TRANSPORTATION

The Federal Transit Administration (FTA) is the primary source of Federal financial assistance for public transportation systems in the United States. It is part of the U.S. Department of Transportation, headquartered in Washington, D.C. There are ten regional offices throughout the country, including Atlanta, Georgia, which serves Florida and seven other southeastern states, as well as Puerto Rico. Through FTA, the Federal government provides funding for all forms of public transportation projects for systems including buses, subways, light rail, commuter rail, heavy rail (rapid transit), and people movers. Planning and project development for new programs as well as improvement, maintenance, and operation of existing systems are the major areas that benefit from the Federal participation.

Because fare box revenues traditionally provide an average of less than half of the operating costs, transit systems must rely on support from Federal, State, and local sources, and even the private sector. The Federal government, through FTA, has played a major role in the development of public transportation in Miami-Dade County. Nearly 70% of financial support for key projects, including Metrorail and Metromover, has been provided by FTA, totaling over one billion dollars. FTA also annually funds continuing programs such as the Urbanized Area Formula, Fixed Guideway Modernization and Bus and Bus-Related Facilities. These programs support capital investments in bus and bus-related activities and new and existing fixed guideway systems. Projects financed under these programs include replacement and maintenance of buses and rail vehicles, construction of maintenance and passenger facilities, purchase of communications equipment, computer hardware and software, signage, and passenger amenities.

Federal funding support for major projects like planning, design and construction of the Metrorail and Metromover systems and the South Miami-Dade Busway is provided through what FTA refers to as "New Starts". In general it means a project involving the building of a new fixed guideway system or extending an existing fixed guideway system. This can be a light rail line, heavy rail (rapid), commuter rail, a "people mover", or a busway/high occupancy vehicle (HOV) facility. New start projects can also involve the development of transit corridors and markets to support the eventual construction of fixed guideway systems, accomplished through projects that include construction of park and ride lots and acquisition of land to protect rights-of-way. Prior to construction, these major projects must follow a locally-driven, multimodal planning process through steps that include alternatives analysis, preliminary engineering, and final design. Competing new start projects throughout the country are evaluated on how well they meet project justification and financial criteria (including local funding commitment), factors that ultimately determine whether or not a project will be awarded Federal money.

In contrast to the discretionary nature of the New Starts program where funding is allocated through a competitive screening process, funds for the previously mentioned capital programs (Urbanized Area Formula Program, Fixed Guideway Modernization, Bus and Bus-Related Facilities) are apportioned annually to grantees by FTA, following Congressional appropriation. MDT uses both the formula and the bus purchase program to finance its acquisition of buses. Construction and rehabilitation of maintenance facilities and the construction of other bus-related facilities such as intermodal terminals and bus shelters are primarily financed through the formula program. Although these are the primary areas for ongoing capital funding, FTA also provides assistance in numerous specialized programs, where funding is awarded on a discretionary basis as available. One of these is the Job Access and Reverse Commute Program, created to assist the Federal Welfare to Work program. MDT received \$1.1 million for operation of up to nine routes to provide service to people coming off of welfare and joining the job ranks.

In addition to providing financial support for public transit operations, FTA also exercises a major oversight responsibility. It monitors every grantee to assess their financial, legal, and technical ability to operate. FTA also reviews the grantee's compliance with Federal guidelines in areas like drug and alcohol testing, civil rights, safety and security practices, and proper procurement and contracting procedures. Where necessary, corrective actions may be recommended to resolve possible deficiencies. This type of oversight, conducted through annual and triennial reviews, helps assure grantees carry out their obligations in a responsible manner that benefits all users of the system.

# Federal Authorization Cycle (ISTEA)

**Authorization: Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)**

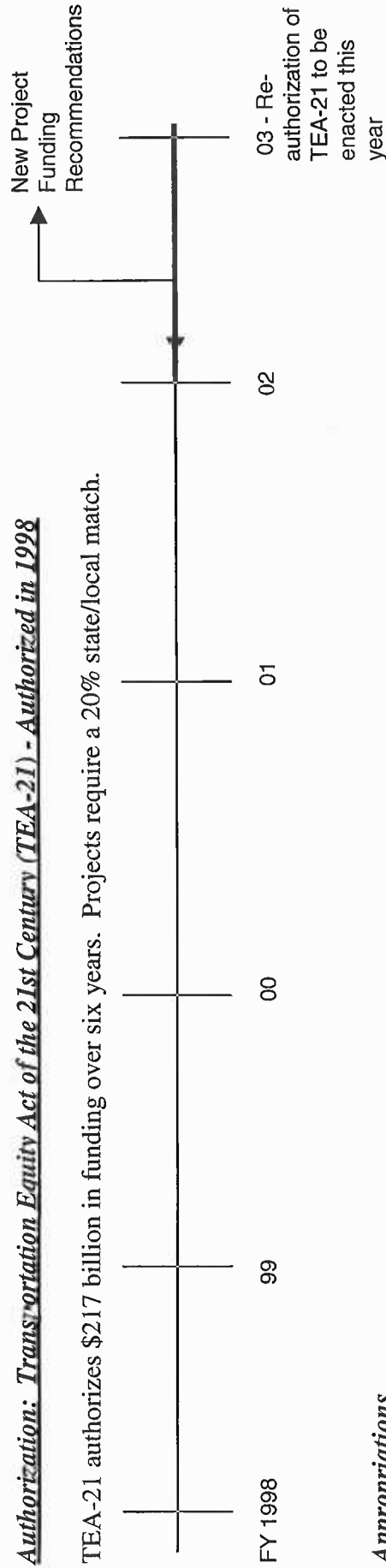
Projects authorized under ISTEA required a 20% state/local match.

	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
<b><u>Appropriations</u></b>						
<b><u>FY 92</u></b>	•\$23,215,521 (Formula)	•\$19,711,981 (Formula)	•\$28,469,483 (Formula)	•\$33,785,151 (Formula)	•\$25,707,774 (Formula)	•\$26,124,578 (Formula)
	•\$1,377,969 (Fixed Guideway Modernization)	•\$3,338,660 (Fixed Guideway Modernization)	•\$3,667,493 (Fixed Guideway Modernization)	•\$3,292,333 (Fixed Guideway Modernization)	•\$2,536,010 (Fixed Guideway)	•\$3,427,932 (Fixed Guideway Modernization)
	•\$5,601,850 (New Start -Mover)	•\$14,644,433 (Bus)	•\$3,000,000 (Bus)	•\$2,000,000 (Bus)	•\$1,975,961 (New Start-North 27 <sup>th</sup> Ave.)	•\$993,023 (New Start-North 27 <sup>th</sup> Ave.)
		•\$5,393,245 (New Start -Mover)			•\$9,925,000 (Bus)	•\$1,489,534 (New Start-East/West)
		•\$2,154,718 (New Start Urban Initiative - 9 <sup>th</sup> St. Pedestrian Mall)				
<b>Total</b>	<b>\$30,195,340</b>	<b>\$45,243,037</b>	<b>\$35,136,976</b>	<b>\$40,069,984</b>	<b>\$40,144,745</b>	<b>\$36,997,567</b>

# Federal Authorization Cycle (TEA-21)

**Authorization: Transportation Equity Act of the 21st Century (TEA-21) - Authorized in 1998**

TEA-21 authorizes \$217 billion in funding over six years. Projects require a 20% state/local match.



**Appropriations**

	FY 1998	FY 1999	FY 2000	FY 2001	
	<ul style="list-style-type: none"> <li>•\$30,021,632 (Formula)</li> <li>•\$4,983,828 (New Start-27th Ave. Corridor).</li> <li>•\$4,983,828 (New Start-East West)</li> <li>•\$4,885,981 (Bus Purchases)</li> <li>•\$4,331,551 (Fixed Guideway Modernization)</li> </ul>	<ul style="list-style-type: none"> <li>•\$33,266,984 (Formula)</li> <li>•\$6,789,118 (Fixed Guideway Modernization)</li> <li>•\$2,977,660 (New Start-East West)</li> <li>•\$2,977,660 (New Start-27th Ave. Corridor)</li> <li>•\$2,223,125 (Bus)</li> </ul>	<ul style="list-style-type: none"> <li>•\$36,363,571 (Formula)</li> <li>•\$1,100,000 (-Job Access/Reverse Commute)</li> <li>•\$8,670,657 (Fixed Guideway Modernization)</li> <li>•\$2,698,012 (Bus)</li> <li>•\$1,471,618 (New Start-East/West Corridor)</li> </ul>	<ul style="list-style-type: none"> <li>•\$37,661,819 (Formula)</li> <li>•\$9,862,459 (Fixed Guideway Modernization)</li> <li>•\$3,600,000 (allocation from Statewide apportionment for bus purchases)</li> </ul>	
<b>TOTAL</b>	<b>\$49,206,820</b>	<b>\$48,234,547</b>	<b>\$50,303,858</b>	<b>\$51,124,278</b>	

## STATE ROLE IN TRANSPORTATION

The Florida Department of Transportation (FDOT) is a decentralized agency with its main office in Tallahassee, Florida, part of the executive branch of government in the state. The Central Office is responsible for policy, procedure and quality assurance. FDOT has eight district offices that coordinate with local governments and planning organizations throughout the state. It is a trust funded state agency, which means its operations are provided primarily from user fees such as highway fuel taxes, motor vehicle license fees, and aviation fuel taxes. While the major portion of funds goes towards construction of roads and bridges, another slice of the budget is devoted to public transportation.

The FDOT Public Transit Office within each district administers Federal and State transit grants, monitors compliance with transit regulations, and provides planning and technical assistance. This district office in Miami coordinates with Miami-Dade Transit (MDT) and other properties within Dade and Monroe County that provide public transportation. The office administers and manages innovative finance grants from the Federal Transit Administration (FTA) and monitors and ensures compliance with established state and federal policies, procedures and guidelines.

Major programs funded by FDOT include Service Development, Public Transit Block Grant, Urban Corridor, and Park and Ride. In Miami-Dade County, the Urban Corridor program funds a route along the East-West Corridor ( Flagler MAX) and several routes along the South Miami-Dade Busway. Service Development funds for new and innovative techniques or measures to expand or improve public transit have supported bus circulator routes for the elderly, transit service to suburban employment centers, and the Welfare to Work Program. MDT has benefited greatly from FDOT's Park and Ride program. Property acquisition and construction of park and ride facilities at numerous locations along both the existing busway corridor and the future extension have been funded through this program, as well as major sites at the Dolphin Mall, on Bird Road, and S.W. 8<sup>th</sup> Street. The annual Public Transit Block Grant Program provides funds to help offset operating costs for MDT.

One other major contribution from FDOT is the provision of Toll Revenue Credits (TRCs) accrued to the State that can be used to leverage Federal funds. This "soft match" enables MDT to apply for the Federal appropriation from Congress without committing additional local cash.

## MPO ROLE IN TRANSPORTATION

One of the major roles of a Metropolitan Planning Organization (MPO) is to insure conformance with federal and state laws and regulations. Federal rules require that highways, mass transit and other transportation facilities and services be properly deployed and developed in relation to the overall plan of urban development. Furthermore, they must comply with approved plans for regional and state transportation network accessibility.

Key functions of an MPO include developing the Long Range Transportation Plan for the urban area that specifies needed transportation projects for the next twenty years, compiling an annually updated Transportation Improvement Program (TIP), coordinating the activities of the Transportation Planning Council (TPC) which advises the MPO Board on technical matters, assessing visual impacts and aesthetic quality of transportation projects, facilitating public involvement through a Citizens Transportation Advisory Committee (CTAC), maintaining a bicycle/pedestrian program, ensuring that access to transportation is provided to disadvantaged persons, and preparing technical and policy studies.

In Miami-Dade County, the transportation planning process is guided by the MPO for the Miami Urbanized Area, established by Interlocal Agreement between the Board of County Commissioners (BCC) of Miami-Dade County and the Florida Department of Transportation. Although the membership of the MPO Governing Board is largely composed of individuals who serve on the BCC, the two boards are separate and distinct. The BCC is responsible primarily to the electorate of Miami-Dade County; the MPO Board is primarily responsible to the Governor and to federal agencies that provide funding for transportation projects and mandate planning requirements as a precondition for funding. This structure, however, serves to enhance coordination between the two boards, and tends to facilitate the process of advancing from plans to implementation of transportation projects.

The local MPO region includes the incorporated and unincorporated area of Miami-Dade County, an area of 2,400 square miles and over 2.2 million residents. The incorporated area is composed of 31 municipalities with their own government. The Miami-Dade MPO is assisted by professional staff from local and state transportation agencies. Other entities, including the South Florida Regional Planning Council (SFRPC), the Tri-County Commuter Rail Authority (Tri-Rail), the Miami-Dade Expressway Authority (MDX), and Broward MPO and Palm Beach MPO, work closely with the Miami Urbanized Area MPO to facilitate regional transportation planning.

<p align="center"><b>PEOPLE'S TRANSPORTATION PLAN</b></p>	<p align="center"><b>2025 LONG RANGE TRANSPORTATION PLAN</b> Approved by the MPO Board on 12/6/01</p>
<p><b>Bus Service</b> Ensures funding for the purchase of an additional 635 buses, cyclical replacement of the bus fleet, and operations and maintenance.  The purchase of 100 full-size and 535 mini-buses will provide an additional 17 million miles and 1.4 million hours of service.</p>	<p><b>Bus Service</b> Assumes funding will be available for replacement buses and expansion of the Metrobus fleet with 218 new buses as listed in the TDP. Potential Sources Listed: 74% Non-FIHS; 13% MDT; 12% DPW</p>
<p><b>Rapid Transit Projects</b> Funds the planning, design, construction and operations and maintenance of: North Corridor (heavy rail line) Earlington Heights Airport Connector (heavy rail extension) East-West Corridor (heavy rail) Northeast Corridor (light rail) Kendall Corridor (mixed heavy/light rail) Baylink (heavy rail) Dadeland Sth to Florida City (heavy rail) Assumes 50% federal and 25% state participation.</p>	<p><b>Rapid Transit Projects</b> Assumes funding will be available for planning, design, construction and operations and maintenance for the following: Earlington Heights Airport Connector (heavy rail); Priority 1 North Corridor (BRT); Priority 2 Northeast Corridor (BRT); Priority 2 Kendall Corridor/fr: SR 826 to SW 157 Ave only (BRT); Priority 2 Baylink (LR); Priority 2 Dadeland Sth to SW 104 Street (HR) only; Priority 4</p> <p><b>UNFUNDED Rapid Transit Projects</b> East-West Corridor (fr. HEFT to Seaport) Kendall Corridor/North-Sth leg to NW 74 Street Douglas Rd to MIC (Premium) SW 104 Street to Cutler Ridge (HR)</p>









1999 TRANSIT NOT TOLLS CAMPAIGN	2002 PEOPLE'S TRANSPORTATION PLAN
<p><b>Top-to-Bottom Approach</b> County creates TNT Plan. No input is solicited from the community in the creation of the TNT Plan.</p> <p>Plan includes transit improvements (bus and rail expansion), as well as a multitude of non-transportation programs, such as scholarships, funding for arts programs, etc.</p> <p>Transit improvements listed in general terms.</p> <p><b>TNT = One Percent Sales Tax Increase</b></p> <p>Did not include a maintenance of effort/general fund subsidy to MDT.</p> <p>Oversight is not independent.</p> <p>Municipal Share limited to reimbursement equivalent to local option gas tax.</p> <p>Campaign managed by outsiders.</p> <p>Over \$1 million raised from the private sector.</p>	<p><b>Bottoms-Up Approach</b> County turns to community for input on solving the transportation problems. 80 public meetings, 2 transportation summits, radio call-in shows, municipal and community council meetings.</p> <p>PTP only contains transit and transportation-related projects.</p> <p>PTP provides a detail list of transit projects.</p> <p><b>PTP = Half Percent Sales Tax Increase</b></p> <p>Includes maintenance of effort/\$12 million annual subsidy from the general fund.</p> <p>Citizen's Watchdog group is independent with powers over PTP.</p> <p>Municipal Share equals 20% of revenues generated.</p> <p>Campaign managed in-house by county staff/grassroot effort.</p> <p>No fundraising.</p>

## REVENUE SOURCES

### **Sales Tax (current rate of 6.5%)**

- Half-cent sales tax estimated to generate \$150 million per year.
- One-cent sales tax estimated to generate \$300 million per year.

### **Tolls (current rate of 75 cents) (These are MDX roads only; subject to MDX Board approval; does not take into account any additional increases in tolls to finance MDX capital plan)**

- An additional 25 cents would generate \$15 million.
- An additional 50 cents would generate \$30 million.
- To generate the equivalent of a half-cent sales tax would require an additional \$2.50; or \$5 to generate the equivalent of a one-cent sales tax.

### **Transit Fare (current rate of \$1.25)**

- An additional rate of 25 cents would generate \$13 million.
- An additional rate of 75 cents would generate \$39 million.
- To generate the equivalent of a half-cent sales tax would require an additional \$3.75; or \$7.50 to generate the equivalent of a one-cent sales tax.

### **Driver License Surcharge (requires state legislative approval)**

- A surcharge of \$1.00 per driver would generate \$450,000.
- A surcharge of \$2.00 per driver would generate \$900,000.
- To generate the equivalent of a half-cent sales tax would require an additional \$333 per driver; or \$666 to generate the equivalent of a one-cent sales tax.

### **Vehicle Registration Surcharge (requires state legislative approval)**

- A surcharge of \$1.00 would generate \$2.4 million.
- A surcharge of \$2.00 would generate \$4.8 million.
- To generate the equivalent of a half-cent sales tax would require an additional \$62 per vehicle; or \$124 to generate the equivalent of a one-cent sales tax.

### **Local Option Gas Tax (Florida Statute allows the Board to only impose 2 more cents. Any higher amount requires state legislative approval. Pursuant to an Inter-local Agreement, 74% of the proceeds are issued to the County and 26% to municipalities.)**

- An increase of 1 cent could generate \$8.7 million, with \$6.4 million going to the County.
- An increase of 2 cents could generate \$17.4 million, with \$12.8 million going to the County.
- To generate the equivalent of a half-cent sales tax would require an additional 23 cents (takes into account distribution of proceeds to municipalities).

### **Rental Car Surcharge (requires state legislative approval)**

- \$1 per day generates \$15 million.
- \$2 per day generates \$30 million.
- To generate the equivalent of a half-cent sales tax would require an additional \$10 per day; or \$20 per day to generate the equivalent of a one-cent sales tax.

### **Tire Tax (requires state legislative approval)**

- \$1 per tire generates \$2.6 million.
- \$2 per tire generates \$5.2 million.
- To generate the equivalent of a half-cent sales tax would require an additional \$58 per tire; or \$116 per tire to generate the equivalent of a one-cent sales tax.

### **Property Taxes (only capacity of 1.153 mills in the countywide 10 mill cap; anything above requires state constitution amendment; raising property tax to its 10 mill capacity will eliminate any other possibility of utilizing this revenue stream for any other improvement)**

- ½ mill will generate an additional \$ 50 million.
- 1 mill will generate an additional \$100 million.
- To generate the equivalent of a half-cent sales tax would require an additional 1.5 mill.

The following fees were suggested during the 1999 Tax Referendum Campaign:

**Port of Miami Passenger Fee:** \$50 per person (requires state legislative action and possible federal legislative approval)

**Miami International Airport Passenger Fee:** \$5 per person (Federal guidelines require that funds generated by passenger fees are to be utilized for airport-related improvements)

## USER FEE COMBINATION

<b>FEE</b>	<b>CURRENT</b>	<b>AFTER</b>	<b>% INCREASE</b>	<b>TOTAL</b>	<b>LOCAL ACTION</b>
LOGT	\$ .04	\$ .06	25%	\$12.8 million	BCC
½ Mill	8.58 mil	9.35 mill	5%	\$50.0 million	BCC
Fares	\$1.25	\$1.75	40%	\$26.0 million	BCC
Tolls	\$.75	\$1.75	133%	\$61.2 million	MDX
				\$150 million	

**Only meets the first year of revenues generated by a sales tax; does not provide for annual 5% increase that a sales tax would generate on an annual basis.**

# People's Transportation Plan





# People's Transportation Plan

## COMMUNITY OUTREACH EFFORTS

- ✓ “**One Hundred Opportunities to be Heard**” campaign announced in March.
- ✓ To date, **80 public meetings** have been conducted, including a **televised townhall session, numerous radio call-in shows, and a series of civic and business presentations** throughout the County to solicit input from the community on transportation issues.
- ✓ Twenty-two municipalities provided input on how to address the transportation problems at a **Municipal Mayors’ Transportation Roundtable**.
- ✓ An overwhelming **majority of Community Council** representatives attended another **Transportation Roundtable** and provided their input on the transportation issues.
- ✓ An estimated **2000 people** attended the two Transportation Summits. Participants provided input on what the County’s Transportation Plan should entail as well as its oversight and funding solutions.
- ✓ To date, nearly **100,000 people** have logged on to **www.trafficrelief.com** to present their comments and/or seek information on the results of the various public meetings and proposed transportation projects.
- ✓ To date, **thousands of meaningful suggestions** – ranging from infrastructure improvements and funding options -- have been recorded to provide input regarding the County’s transportation plan.

# People's Transportation Plan

## ASSUMPTIONS

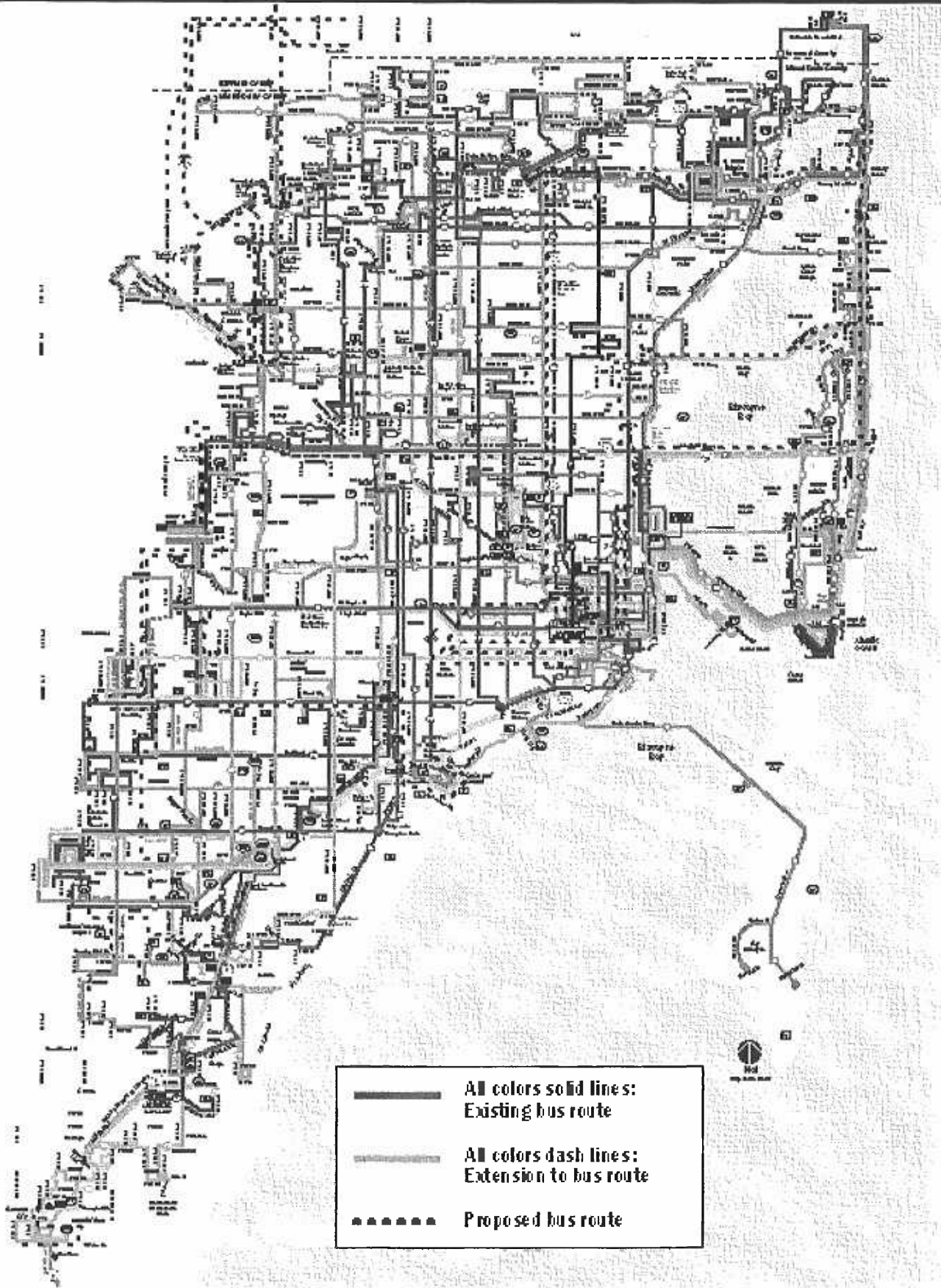
- ✓ Creation of a Citizens' Independent Transportation Trust. The Trust will be a carefully selected group of citizens who will function as a truly independent decision making body, separate from the government, with significant powers over the use and expenditure of the surtax proceeds. The plan will include the following components:
  - Maintenance of effort on current general fund subsidy to Miami-Dade Transit.
  - No more than 5% of surtax proceeds to be expended on administrative costs.
  - Expenditure of surtax proceeds limited to the transportation and transit purposes specified.
- ✓ Peoples Transportation Plan to be funded by one half percent sales tax increase.
- ✓ Sales tax qualifies as a dedicated local match. (Federal participation of 50% for capital expenditures related to rail expansion.)
- ✓ Projects a 5% Annual Sales Tax Growth Rate (average of 5.65% over the last 10 years).
- ✓ 20% of surtax revenues dedicated to Municipal transportation enhancement projects.

# People's Transportation Plan

## **BUS SERVICE IMPROVEMENTS 2003-2008**

- ✓ Increases bus fleet from 700 to 1335.
- ✓ Increases current service miles from **27 million miles to 44 million miles.**
- ✓ Increases operating hours from **1.9 million hours to 3.3 million** hours.
- ✓ Utilizes minibuses on **all new bus routes** and in neighborhood/municipal circulator shuttle service.
- ✓ **Adds mid-day, Saturday and Sunday services** within 30-days of approval of a dedicated funding source using existing buses.
- ✓ **Provides 15-minutes or better bus service** during rush hour; 30-minutes or better during other periods; 24-hour service in certain major corridors.
- ✓ **Replaces buses on a systematic basis** to reduce operating cost and increase reliability.
- ✓ **Constructs bus pull-out bays** on major streets to expedite traffic flow.
- ✓ **Implements grid system** for bus service (north-south and east-west) on major streets and avenues with circulator service feeding main-line bus service and rapid transit lines.
- ✓ **Expands the bus shelter program** throughout the County.
- ✓ **Enhances and expands transit bus-stop signage** countywide.
- ✓ **Expands Transit's public information program** through enhanced marketing and advertising.
- ✓ **Expands on successful municipal circulator** program.

# EXISTING METROBUS ROUTES, PROPOSED EXTENSIONS & NEW ROUTES



# People's Transportation Plan

## RAPID TRANSIT IMPROVEMENTS 2003-2025

### Construction of up to 88.9-miles of Countywide Rapid Transit Lines.

- ✓ **Technology and Corridor Improvements:** Two corridors totaling 26.7 miles of rapid transit have completed the planning phase and are ready to enter into final design and construction -- the North Corridor and East-West Corridor.
  - **The North Corridor** is a 9.5-mile heavy rail alternative running from the Dr. Martin Luther King Jr. Metrorail Station along NW 27<sup>th</sup> Avenue to NW 215<sup>th</sup> Street (Miami-Dade/Broward County line); with proposed stations at Northside Shopping Center, MDCC-North Campus, City of Opa-locka, Palmetto Expressway, Carol City Shopping Center, Pro-Player Stadium, and the Florida Turnpike.
  - **The East-West Corridor** consists of two segments, one from the Florida Turnpike east to the Palmetto Expressway (SR 826) and from the Palmetto, through Miami International Airport, downtown Miami, and to the Port of Miami, 6-miles and 11.2-miles respectively. These sites have been identified as potential station locations: Florida Turnpike, NW 107<sup>th</sup> Avenue, NW 97<sup>th</sup> Avenue, NW 87<sup>th</sup> Avenue, Milam Dairy Road, Blue Lagoon area, Miami Intermodal Center, NW 27<sup>th</sup> Avenue, Orange Bowl, Government Center (downtown Miami), and the Port of Miami.

# People's Transportation Plan

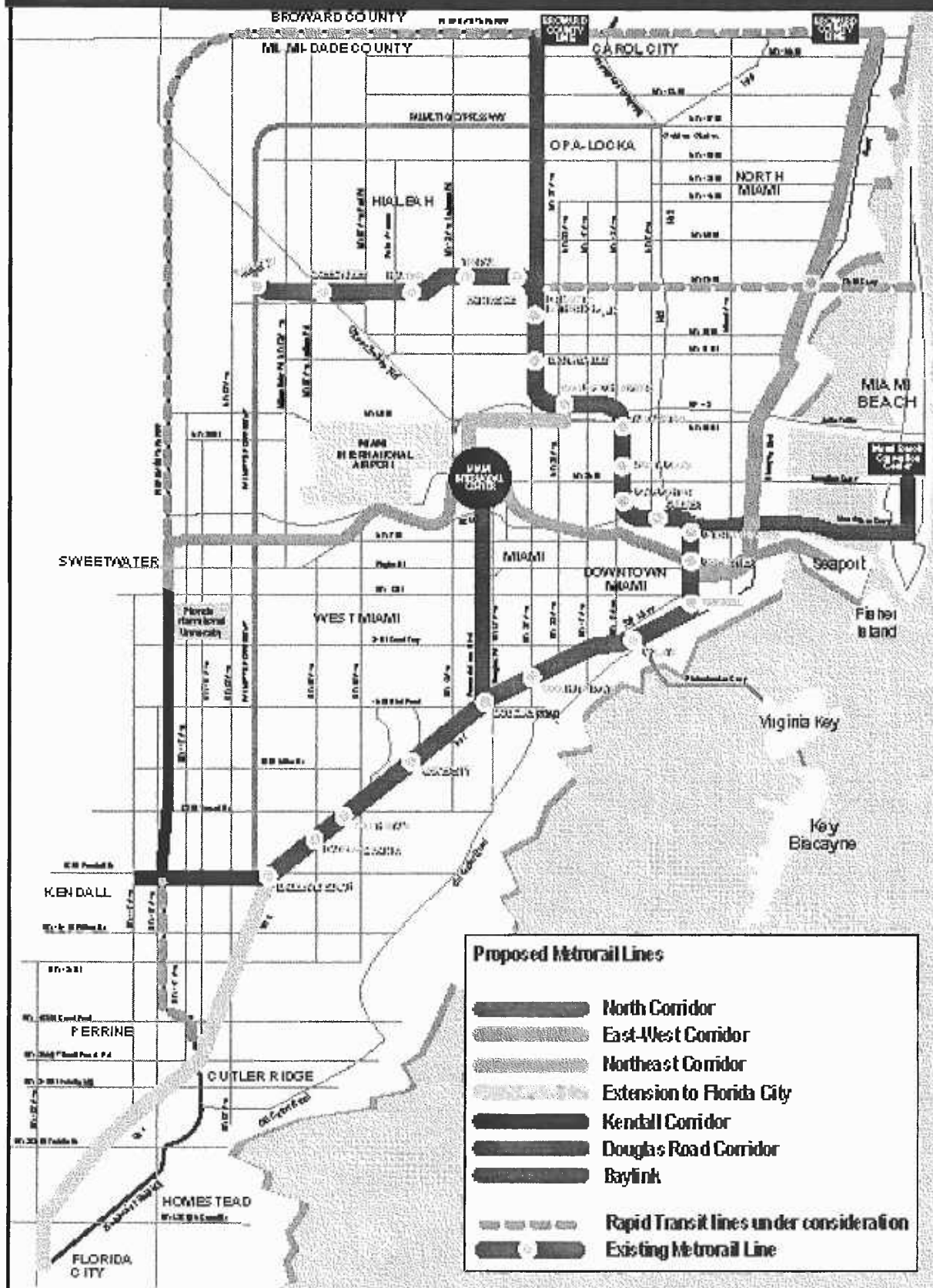
## RAPID TRANSIT IMPROVEMENTS 2003-2025

The remaining 62.2 miles of rapid transit lines need to complete federal, state, and local planning processes to determine feasibility, technology, and corridor alignment. These corridors include, but are not limited to, the following:

- ✓ **Earlington Heights/Airport Connector:** A 3.1-mile extension from the Earlington Heights Metrorail station to the Miami Intermodal Center, located on the east side of Miami International Airport.
- ✓ **Baylink:** A 5.1-mile corridor between downtown Miami and south Miami Beach.
- ✓ **Kendall Corridor:** A 15-mile corridor with both east-west and north-south segments.
- ✓ **Northeast Corridor:** A 13.6-mile corridor from downtown Miami, through Little Haiti, to NE 215 Street, generally along the Biscayne Blvd./U.S. 1 Corridor and Florida East Coast railroad right-of-way.
- ✓ **Rail Extension to Florida City:** A 21-mile rail extension along U.S. 1 consisting of two segments: one from Dadeland South Metrorail station to Cutler Ridge; a second segment from Cutler Ridge to Florida City.
- ✓ **Douglas Road Extension:** A 4.5-mile corridor from the Douglas Road Metrorail station to the Miami Intermodal Center.

# RAPID TRANSIT IMPROVEMENTS 2003-2031

## RAPID TRANSIT ALTERNATIVES



# People's Transportation Plan

## **MAJOR HIGHWAY & ROAD IMPROVEMENTS 2003-2013**

- ✓ Upgrades the County's **traffic signalization system**.
- ✓ Constructs major **ingress/egress improvements in downtown Miami**, from SW 8 St. to SW First Ave.
- ✓ **Accelerates program to provide ADA accessibility to bus stops** throughout the County.
- ✓ **Completes construction of NW 87 Avenue** between 154 St. and Miami Gardens Dr. (183 St).
- ✓ Creates viable reverse flow lanes on major thoroughfares.
- ✓ Funds grade separation of intersections where appropriate countywide.
- ✓ Supplements funding to widen NW 62 Avenue, from NW 105 Street to NW 138 Street.
- ✓ Funds the Preliminary Engineering and Design **Study of I-395**.
- ✓ Accelerates **approved safety enhancements and lane widening for Krome Avenue**.



# People's Transportation Plan

## MAJOR HIGHWAY & ROAD IMPROVEMENTS 2003-2013

### Neighborhood Mobility Improvements

- ✓ Neighborhood improvements include modification of intersections; resurfacing of local and arterial roads; installation/repairs of guardrails; installation of school flashing signals and enhancement of greenways and bikeways. Such improvements also include replacement/repair of sidewalks, repair/installation of drainage and landscape beautification related to the development, operation or maintenance of bus and fixed guideway systems.
  - Accelerates program to provide ADA accessibility to bus stops throughout the County.

### Municipal Improvements

- ✓ Cities to receive a pro rata share (determined by population) of 20% total surtax revenues on an annual basis (currently estimated at \$31.3 million [one half percent]).
- ✓ Cities will preserve the level of transportation funding currently in their FY 2001-2002 budgets (i.e. their maintenance of effort dollars). Maintenance of effort excludes special bond issues for infrastructure improvements.
- ✓ The cities will dedicate 20% of their surtax funds to transit purposes. This would include circulators, bus shelters, bus pull out bays or other transit-related infrastructure. If such utilization is inappropriate, the County will be afforded the opportunity to undertake such projects with those funds or the funds will revert to the municipal pool for re-distribution.

# People's Transportation Plan



## Estimated Municipal Transit Enhancement Funds Distribution

Jurisdiction	Percent	1 YR \$ 25,000,000
Aventura	1.90%	\$475,679
Bal Harbour Village	0.24%	\$59,135
Bay Harbor Islands	0.45%	\$112,405
Biscayne Park	0.40%	\$99,232
Coral Gables	5.34%	\$1,334,919
El Portal	0.29%	\$73,462
Florida City	0.96%	\$241,060
Golden Beach	0.08%	\$19,519
Hialeah	20.71%	\$5,177,944
Hialeah Gardens	1.70%	\$424,524
Homestead	3.50%	\$873,952
Indian Creek Village	0.02%	\$5,962
Key Biscayne	0.94%	\$234,714
Medley	0.30%	\$74,039
Miami	31.81%	\$7,953,265
Miami Beach	7.76%	\$1,940,022
Miami Lakes	2.09%	\$521,737
Miami Shores	1.12%	\$280,580
Miami Springs	1.84%	\$459,813
North Bay Village	0.53%	\$133,271
North Miami	5.53%	\$1,382,420
North Miami Beach	3.93%	\$983,665
Opa-Locka	1.40%	\$351,062
Pinecrest	2.35%	\$587,988
South Miami	1.22%	\$305,388
Sunny Isles Beach	1.15%	\$287,888
Surfside	0.46%	\$115,674
Sweetwater	1.20%	\$300,196
Virginia Gardens	0.23%	\$56,924
West Miami	0.53%	\$133,559
		\$25,000,000

4



## ANTI-TRANSIT COMMENTS & MYTHS

### 1. Miami-Dade County does not have the density to support mass transit.

Miami-Dade County is among the most densely populated urban areas in the country with approximately 6,300 persons per square mile. We are more densely populated than Atlanta (1800/sq.mi.), Dallas (3200/sq.mi.), Portland (3600/sq.mi.), Denver (4000/sq.mi.) and even Washington D.C. (3800/sq.mi.); all of which have extensive mass transit systems and continue to invest in mass transit expansion projects. Clearly the urbanized area of Miami-Dade County is one of the more intensely developed areas of the country. According the U.S. Census Bureau, Miami and its suburbs have 53% more people per square mile than Washington D.C., and its suburbs, where the area's Metrorail system provides 825,900 rides each weekday (as opposed to 48,500 for our current Metrorail system). The difference is that Washington has five lines with 78 rail stations in its urban core and suburbs, compared to our one line with 21 Metrorail Stations. Miami-Dade residents who use Metrorail report faster commute times and less stress than other residents; our current underfunded system just does not reach enough people.

### 2. Metrorail has been a failure. No one uses it.

Metrorail is a 21-mile line and not a complete system. On the southern leg of Metrorail, demand is so high that parking is at capacity. Anyone arriving after 8:30 a.m. will find it difficult to find parking at three of the southernmost stations. Approximately 50,000 boardings occur daily on Metrorail. If Metrorail did not exist, it is estimated that approximately 25,000 people would drive – which means at least another 15,000 vehicles on our roads.

### 3. Transit is a declining industry. No one will leave their cars to use it.

Nationally in 2000, transit ridership saw more than 9.4 billion trips -- the highest level since 1959 and for the 6<sup>th</sup> year in a row the growth of transit ridership out-paced the growth in vehicle miles traveled. Miami-Dade Transit ridership grew 2.2% over 1999 and March 2000 registered the highest average weekday ridership ever topping at 288,200, for total year ridership of 84 million trips, which represents almost half of the entire state of Florida even though there are 23 other public transit providers statewide. According to the Center for Urban Transportation Research, in Miami Dade County if every commuter drove to work instead of using transit, we would have 109,220 more vehicles on the roads. Even with the best transit system, traffic would not disappear, but many more Miami Dade residents would be able to choose to not be a part of the mess. And those who do continue to drive would be competing against fewer other drivers than if the system weren't expanded. Traffic in Washington is congested, but hundreds of thousands of people simply "opt out" of the traffic jams by using the D.C. system.

**4. Transit is not important because its market share is so small. Only 3% of trips are taken on transit.**

In 1999, the percentage of work commuters using transit in Miami-Dade County was estimated at 6.9%. (Source: Easing the Burden ) Another study performed by CUTR concluded that of the 2.3 million peak period trips taken daily, 156,000 or 6.5% are taken on transit and not 3%. The 3% quote is based on a 24 hour average. A better measure of transit's effectiveness is transit competitive trips. That is to say, what percentage of trips does transit carry for which it can compete. The best testimonial is Metrorail along U.S.1. With over 110,000 vehicle trips on U.S.1, between Vizcaya and Kendall Drive, an additional 40,000 trips along the same corridor are made on Metrorail – or approximately 30% of trips are on transit. However, in areas, such as along the SR 836 corridor where mass transit is not available, it carries 0% of the trips. The importance of transit to Miami-Dade County and any other major metropolitan area can also be illustrated by considering what would happen if 50% to 60% of the approximately 270,000-weekday transit boardings were to shift to automobiles. Our expressways and arterial roads would be in total gridlock. Where mass transit becomes easily accessible, it becomes a viable alternative to the automobile. In fact of areas of comparable size, Miami has the third largest percentage (14.3%) of households without any vehicles. Let's examine this further, 3% of the county's population is 63,000 people. This means that, on average, each one of these people would have to take four transit trips per weekday, hardly the case. In fact Miami-Dade Transit has 52,000 seniors using the Golden Passport, sells 30,000 passes every month, and issues 153,000 transit school ID's every year. In fact, it is not the total trips that count – it is the number of trips at rush hour in a given corridor that matters.

**5. Transit is subsidized too heavily, we should focus funding on roadways. Transit subsidies exceed auto subsidies.**

Total federal, state and local government subsidies to Miami-Dade Transit declined by 10% in 2000, while farebox revenue grew. In 2001, transit received \$6.3 billion in federal dollars compared to \$31.4 billion for highways and \$12 billion for aviation. Federal transit operating subsidies have actually declined, from a peak of \$1.1 billion in 1981 to \$246 million in 1999. Since the federal government discontinued operating subsidies several years ago, all public transit providers in the United States depend on operating subsidies from state and local sources to meet their financial needs. The federal government now funds only about half of the cost of new transit projects, but more than 80% of new highway projects.

**6. Transit should pay for itself. Free market competition and privately operated transit is better.**

Transit is a public service – just like police, fire rescue, parks, libraries, etc. The automobile is heavily subsidized through the fuel tax utilized for roads, bridges, and highways, insurance costs, maintenance, etc.

## **7. Why invest in a system that no one uses.**

If we do not invest in the improvements outlined in the PTP, there will be no alternative but to have more cars on the road. Transit will as it does now on major corridors, reduce the number of cars on the corridors planned. MDT is the 16th largest public transit system in the nation, and provides nearly 50 percent of all the transit trips in Florida. In FY 2001, MDT's average weekday ridership increased to 274,400, which includes 46,300 Metrorail boardings, 211,900 Metrobus boardings, and 16,200 Metromover boardings. Special Transportation Services (STS) trips and trips provided for Florida's Agency for Healthcare Administration were not included in the average weekday boardings; these two services, combined, averaged 3,768 per weekday. MDT provides approximately 84 million trips per year, which is almost half of all trips in the state of Florida, whereas the other 23 transit properties in the state provide approximately 100 million trips. Other communities that have made a true transit commitment report riders, are, indeed, utilizing their first-rate systems. Portland, Oregon invested heavily in mass transit, and now the area of 1.3 million people (MDC 2.3 million) generates 300,000 rides per day. A conservative think tank, The Free Congress Foundation, reports that when transit competes in terms of speed and convenience, it succeeds. For example, if Metrorail did not exist, 16,956 additional vehicles would share the US1 corridor during each peak hour.

## **8. Investing in transit/transportation does not spur economic development.**

Studies show that mass transit spurs density and economic development. Signs of growth are evident all along the Metrorail system. The most striking impact of Metrorail can be seen at the Dadeland South and Dadeland North Stations. Between both sites there are over 550,000-sq. ft. of office space, a 305-room hotel, 48 residential units, and over 320,000-sq. ft. of retail. The Shops at Sunset is another classic example of how transit and economic development is inextricably related. Since its opening, weekend ridership at the South Miami Metrorail Station has increased by 59%. Within the next few years, more development is expected to occur along this corridor, generating millions of dollars in revenue for the County, increasing rail ridership, creating jobs, and spurring economic growth. The quantified benefits are; every \$10 in transit capital projects yields \$30 in revenues; every \$10 invested in operations generates \$32 in sales; every \$10 million investment in public transportation capital projects generates 300 jobs; and every \$10 million investment in transit operations generates 600 jobs. (Source: The Benefits of Transportation: An Overview, a report available through APTA)

## **9. The sales tax should be rescinded once everything is build (Why can we sunset the sales tax?)**

A stable, reoccurring source of funding ensures financing and bonding capabilities for capital projects, as well as provides the necessary funds for the operation and maintenance of transit services and rapid transit lines once they are completed.



**10. The sales tax increase will only hurt the poor in our community and not resolve their transportation problems.**

On the contrary, the economically disadvantaged in our community tend to benefit disproportionately to their sales tax contribution. Their discretionary income spent on taxable items is less. More of them are transit dependent and will benefit from the increased service, thus bettering their quality of life by providing better access to jobs, medical centers, educational facilities and other opportunities.

(Cost per day per person: 13 cents; (revenues generated \$150 million (30% paid by tourist; \$105 million/2.3 million residents/364 days)

**11. UMSA will not benefit and is not included in the PTP?**

Over 50% of the projects listed in the PTP are in UMSA.

**12. We should copy other successful transit properties, such as NYC, Chicago, LA, Atlanta, Seattle, San Francisco, before we impose a sales tax increase.**

Only two major transit properties in the U.S. do not have a dedicated source of funding – **MIAMI** and Washington D.C. All others rely on dedicated funds to partially subsidize their systems. Washington D.C. receives special funds from Congress because it is the nation's capital.

## **FACTS & FIGURES**

13. Miami area ranks 10<sup>th</sup> out of 68 areas in terms on (42 hours) annual delay per person due to congestion.
14. Miami ranks 16 in the amount of fuel wasted (128 million gallons) and annual cost (\$1.5 billion) of congestion.
15. Miami ranks 15 in annual excess fuel (61 gallons) consumer per person
16. Gannet Fleming, Inc, has estimated that the average network speed in the count was 24.33 miles per hour in 1999; It is projected that in 2025 the average speed will decline to 19.51 miles per hour, a decrease of nearly 20 percent.

## Q & A

### 1. How will the additional half percent sales tax resolve our congestion problems?

No, it will not resolve our congestion problems, but it will provide an alternative for commuting other than the automobile, especially since major roadways are beyond capacity with little to no room for possible expansion. Should voters approve this action, Miami-Dade County will be able to **compete** for federal and state transportation dollars for expansion of its rapid transit system (a.k.a. heavy rail, light rail). The surtax will serve as a funding source for many transportation capital improvements, as well as for the operations and maintenance of an expanded bus and rail system. It is estimated that Miami Dade County will be able to compete for billions in federal and state moneys for the County's 20-year transportation plan. However, without a dedicated source of revenue, our transportation tax dollars will go to other parts of the country.

### 2. Were other funding options considered?

Yes (list in resource guide). All these options were presented at all public meetings for comments and input. At the second Citizen's Transportation Summit, over 1000 people overwhelmingly voted their support for the sales tax as the most feasible option. The sales tax presented the only way of paying for an expansion of the transit system and roads and highway improvements. The tax burden is also shared with visitors to the county who pay an estimated 30% of the tax revenues generated.

### 3. Will my property taxes go up because of the additional half percent sales tax?

NO, property taxes will not go up because of the surtax nor is the sales tax applicable to the sale of a home or any item over \$5,000.

### 4. How much money will I be paying in sales tax, if the additional half percent sales tax is approved?

The current sales tax of 6.5% will go to 7% on taxable purchases below \$5,000. As always, rent, food and medicine will continue to be excluded. Taxable items are defined under Florida Statute and can only be changed by the state's legislative process.

**Examples:** A \$100 shopping trip for clothing or other taxable products/services will cost an additional \$.50 (from \$106.50 to \$107.00). If you spend \$1000 a month on taxable products and/or services, you will be paying \$5 more per month in taxes towards transportation (\$1065.00 to \$1070.00).

**5. Why do we need the additional half percent sale tax --- wouldn't it be cheaper to increase the expressway tolls to pay for transportation programs?**

Studies show that a half percent sales tax is our best alternative to generate the necessary local funds to compete for federal dollars for rapid transit projects, as well as fund their operations and maintenance once completed. These federal dollars are necessary to build the transportation infrastructure defined in the People's Transportation Plan. It is estimated that to raise the amount of local money needed for the Plan tolls on Miami-Dade County's Expressway Authority (S.R. 836, S.R. 112, S.R. 874, and the Gratigny Parkway) would have to be increased to approximately \$3.75 each time a vehicle crosses a toll plaza. The \$3.75 does not take into account any future increases as projected in MDX's 20 year capital plan.

**6. If we don't approve the half percent sales tax, what will happen to our roads and transportation system?**

Without the ability to match, and thus the ability to compete for federal transit funds, we will not be able to expand our transit system to the extent needed. Without a viable public transit system that takes people where and when they want to go to major activity centers, our roads and highways will become even more crowded. Existing funds will only cover the maintenance and operation of we now have (21 miles of rail and 700 buses). Currently, the 2025 County's Long Range Transportation Plan shows over \$4 billion of unfunded projects. This figure is even higher when you take into account the additional enhancements that are listed in the PTP, such as the rail corridors, bus fleet expansion, traffic signalization upgrades and other road improvements. Even if the federal government does not provide the 50% federal match for the rapid transit projects, with one half percent the County will be able to construct and operate 20.6 miles of heavy rail or 34.3 miles of light rail by 2023. To build all 88.9 miles without federal assistance will require an equal amount of fund from other sources or many more years to complete. The bus service improvement plan remains the same whether we receive federal funds or not.

**7. Why must the local county government pay for transportation improvements, why doesn't the federal government pay for these transportation programs?**

Under current programs, the federal government will only help those cities that are willing to help themselves; cities must provide a dedicated transportation funding source to be eligible for federal matching grants. Federal officials have become increasingly explicit about this requirement. Unfortunately, given the continued demand for limited transportation dollars, the criteria to qualify has become more stringent. Competition for these funds is expected to grow with each passing year given the number of projects already in the pipeline for approval.

**8. Why aren't toll fees part of the plan like in 1999?**

Tolls are levied by multiple jurisdictions, such as the state (Florida Turnpike), municipal and county governments. The County's ability to eliminate (MDX-only) tolls during the previous campaign expired in 1999. The Miami-Dade Expressway Authority (MDX) was created December 1994, by the Miami-Dade Board of County Commissioners. In 1996, state legislation allowed MDX to assume operational and financial control of State Roads 836, 924, 112, 874 and 878 from the Florida Department of Transportation (FDOT). During the 1999 campaign, the State Legislature had approved the elimination of tolls on MDX roadways with the condition that the County would absorb not only MDX's operation, but their capital and financing expenditures.

**9. Which rapid transit corridor will be built first?**

The MPO Board is charged with establishing the county's transportation priorities, however, the North and East-West Corridors will be more than likely the first two projects to materialize given their status along the planning process. However, by BCC action, the North Corridor project will be the first priority for funding from the sales tax receipt.

**10. Will my tax dollars go to funding the new Regional Transportation Authority (RTA) projects?**

No. At this point, the RTA does not exist. All that has occurred is that the tri-county area has endorsed the creation of a single, unified regional transportation authority to maintain a public transportation system serving Miami-Dade, Broward, and Palm Beach Counties, and the renaming of the Tri-County Commuter Rail Authority (Tri-Rail) as the Regional Transportation Authority. The Board's support for the creation of a Regional Transportation Authority is conditioned upon the legislature amending Chapter 343, Florida Statutes, to require that the total membership of the Regional Transportation Authority (i.e., nine voting members) include three residents from each county. Additionally, the RTA will be requesting approval from the state legislature to levy a \$2 surcharge on vehicle registration for financing RTA activities – should the state approve its creation. The PTP does not assume any proceeds of the sales tax will go to the RTA.

**11. Why do we subsidize Tri-rail? (especially when most passengers are from Broward and Palm Beach -- does not benefit MDC residents) We should use these funds (\$900k annually) to make improvements on the local level.**

Although most passengers reside in Broward and Palm Beach County, the benefit to Miami Dade County is that for every Trirail passenger we have one less car traveling on I95 or along our North/South roadways, therefore, alleviating traffic along this corridor.

## **12. What is the MIC? Will it be financed by the surtax?**

The Miami Intermodal Center (MIC) will be similar to Grand Central Station and other multi-modal facilities that can be found in several world-class cities. It will provide safe and efficient transfer for users of Metrorail, Metrobus, Trirail, Amtrak, taxis, and charter service. Additionally it will house certain aviation operations and rental car facilities. The MIC includes a peplemover system that will connect passengers from the MIC to the airport. The MIC facility itself will not be financed by surtax, however, the rail extension from the Earlington Heights station, which is part of the North Corridor, is financed by the surtax. Funding for the MIC comes from a variety of federal, state and other local sources. The project is under the jurisdiction of FDOT. The program will be developed in phases. The entire program is scheduled for completion within the next fifteen to twenty years. The first phase is scheduled for completion within the next five years at an estimated cost of \$1.35 billion and will consist of right-of-way acquisitions, access improvements (roadways), rental car facility, MIC/MIA Peplemover Connector, MIC Core and joint development.

## **13. How is transit funded today?**

FY 2002 direct operating revenues (fares, passes, etc.) are estimated at \$66.9 million. Non-operating revenue, which includes advertising, joint development leases, etc., is estimated at \$6.1 million. MDT expects to receive \$15.56 million from the State for operations and \$6.6 million from the Medicaid Trust Fund. Local government will contribute \$116.9 million (including the Capital Improvement Local Option Gas Tax) and budgeted one-time leverage lease revenues of \$15 million. The total annual operating budget is \$227 million.

Capital funds fall into two general categories: funds spent for rehabilitation or replacement of existing capital assets and funds spent for acquisition of new capital assets or expansion. A combination of Federal, State, and local sources provide funding for these categories; the Federal government provides the largest share. The capital budget for FY 2002 is \$104.3 million and includes funds for the purchase of replacement buses, facility improvements and rehabilitation, information technology, and the purchase of tools and equipment.

## **14. Will municipalities receive a portion of the surtax funds?**

Municipalities will receive 20% of the surtax revenues generated to be spent on transportation enhancements only. In order to prevent a bait and switch of funds, municipalities will be required to maintain the same level of funds budgeted for transportation. Distribution will be based on population. Of the funds received, each municipality will be required to spend at least 20% of their share on transit programs and/or services. Should the municipality not utilize this portion for transit services, it will revert to Miami Dade Transit for implementation of transit services within and/or adjacent areas. Municipalities will be required to submit a list of their transportation projects for CITT review to ensure that they are eligible under Florida Statute to be funded by the surtax funds.

**15. What will happen if a municipality utilizes the monies for a non-transportation project?**

The municipality will be found in non-compliance and will forfeit their share of the transportation surtax funds. The monies will then revert to the municipal pot for redistribution.

**16. Who will oversee the expenditures and that what is promised to the public will be accomplished? What is the Citizen's Independent Transportation Trust?**

The BCC approved the creation of the Citizen's Independent Transportation Trust. The members of the Citizen's Trust will serve as a truly independent "watchdog" group empowered to monitor, oversee, review, audit and investigate implementation of the transportation and transit projects funded in whole or in part with the surtax proceeds. Additionally, federal oversight is exercised over all rapid transit related expenditures, planning and operations.

**17. Will the CITT have oversight of the municipal transportation projects?**

Yes. Municipalities will be required to submit their list of transportation projects for compliance. Additionally, the CITT will have the authority to request reports and audits on transportation projects funded with the surtax revenues.

**18. Will the BCC be able to overturn the CITT's decision?**

Yes, however, it will require 2/3 (9 of 13) vote of the members of the full Board of County Commissioners.

**19. Who appoints the members to the Citizen's Independent Transportation Trust?**

A nominating committee comprised of 20 members who are representative of the geographical, ethnic, racial and gender make-up of the County. (i.e. Business chambers, United Way, MDCC, NAACP, FIU, and others). The nominating committee will submit a slate of four candidates from each commission district to the commissioner of each district for selection.

**20. Can the surtax revenues be diverted for some other non-transportation projects?**

NO. Under Florida Statute (212.055(1)(d)1-3) all surtax revenues generated must be spent on transportation only.

## COMMUNITY ISSUES AND RESPONSES

Below is a summary of the many questions/comments received at the various district meetings, Transportation Summit, and the website (Trafficrelief.com).

- **Institute pilot program for red light cameras in Dade County. There would be no cost to the county because the cameras are installed by the vendor free of charge. A portion of the fine goes back to the vendor.**

For many years, the Florida Legislature has considered bills to legalize this form of issuing tickets. However, none of the bills have ever become law. Therefore, Miami-Dade County is currently unable to institute a program.

- **Need more E/W corridors.**

In general, major North-South and East-West arterials are 1/2 mile apart. However, in the South half of the County, particularly between Tamiami Trail and Kendall, major East-West arterials are one mile apart. Unfortunately, the in-between streets cannot be easily converted to major arterials due to the residential nature of the surrounding land use, and their lack of continuity caused by the Palmetto Expressway and the Florida Turnpike Extension to Homestead. This should be reviewed by the MPO as a Countywide planning function.

- **Expand Krome Avenue.**

This is under the purview of the Florida Department of Transportation, however, monies have been set aside under the PTP for road safety enhancements.

- **Need Turnpike exit at NW 74th Street to provide an additional E/W corridor.**

This is under the purview of the Florida Department of Transportation.

- **Increase speed of road construction**

Roadway construction is performed by various agencies. In the case of PWD, we try within the contract specifications, to assure the timely completion of roadway projects.

- **Need to design streets to allow a 53-foot truck to turn in/out without cutting over median**

Specific locations would need to be identified to properly review.

- **Need better connections between expressways.**

This is under the purview of the Florida Department of Transportation (FDOT), Miami Dade Expressway Authority (MDX) and the Florida Turnpike Authority.



- **Limit number of curb cuts on major through-ways**

This is a broad policy decision involving various agencies that have ownership of major arterials, namely FDOT and Miami Dade County's Public Works Dept. (PWD).

- **Prioritize roadway markings – after construction, make sure roads are appropriately re-marked.**

PWD roadway construction projects include markings upon completion of the project.

- **NW 25th Street overpass into airport should be moved to NW 107th so traffic can start moving from there.**

This is under the purview of the FDOT and the Miami-Dade Aviation Department.

- **SR 112 exiting onto NW 36 St. west**

This is under the purview of the Miami-Dade Expressway Authority (MDX).

- **Open up NW 117th Avenue from NW 41st Street south**

Said closure was initiated by the Florida Turnpike Authority in connection with improvements to off-ramps in that area.

- **SR 826 north bound needs an SR 836 west bound exit**

This is under the purview of the Florida Department of Transportation (FDOT) and the Miami-Dade Expressway Authority (MDX).

- **SR 826 west bound to I-95 north bound connection needed**

This is under the purview of the Florida Department of Transportation (FDOT).

- **I-95 to SR 826 west**

This is under the purview of the Florida Department of Transportation (FDOT).

- **Do not allow blocking of roads during peak hours**

Miami-Dade code prohibits blocking of intersections and can be enforced by the Miami-Dade Police Department.

- **Coordinate with School Board – new school zones significantly affect community traffic flow**

School speed zones are provided for the safety of students during arrival and dismissal time. PWD policy regulates the hours posted on school zone signs. Currently, the signs limit the 15 MPH zone to 30 minutes before and 15 minutes after, during the arrival and 15 minutes before and 30 minutes after, during dismissal.

- **Need more short-term solutions - widening and labeling right turn lanes at intersections**

PWD currently has intersection improvements programmed (i.e. adding left/right turn lanes) at various locations throughout Miami-Dade County that offer short-term solutions.

- **Changing 2-way flow to 1-way at certain times increases accidents and is expensive**

PWD staff agrees with the statement above.

- **Implement overpass systems at high-traffic intersections**

FDOT is constructing overpasses at many locations: US-1 & NE 203 Street (complete), SR-112 & Le Jeune Road (complete), SR-826 & NW 103 Street (under construction), SR-826 & Okeechobee Road (soon under construction) and Le Jeune Road & Okeechobee (soon under construction).

- **Stop signs are located E/W rather than N/S**

Stop signs are generally installed on lower volume streets, rather than N/S or E/W. If the Stop signs are installed only in the E/W direction, it will result in increased speeding in the N/S direction.

- **Readdress process of road resurfacing – cut through the politics – roads that have not been resurfaced in 20 years should be at the top of the list**

Prioritization pending, however, additional funding is being proposed under the Transportation Action Plan to initiate countywide road resurfacing effort.

- **How can we improve the design problem on SR 836?**

There are 16 projects funded by the Miami-Dade Expressway Authority in the five-year plan to address the design and traffic flow pattern on SR 836.

- **There is a bottleneck by 57th Avenue. The tolls on 836 create traffic and need to be eliminated. I hear they are going to dedicate lanes for Hurricane relief but what about the Keys?**

There are near-term plans for new toll plaza on SR-836 near NW 57 Avenue. However, the Miami-Dade Expressway Authority has longer-term plans to institute "open-road tolling," a relatively new concept to remove all toll plazas and track toll collection through high-tech means. The Florida Department of Transportation has been working on the design for planned improvements to the 18-mile stretch of US-1 that crosses the county line. Their design will consider hurricane evacuation.)

- **No place for bicyclists to ride safely. Bicycle lanes are ignored or are nonexistent.**

Bike lanes are required to be considered on all new roadway construction projects. Unfortunately, limited right-of-way and preferences for landscaping or wide sidewalks often prevent bike lanes from being implemented. Enhancement of bike paths and greenways have been included as part of the proposed transportation action plan developed from the input received at various district meeting and Transportation Summit.

- **Dolphin expressway west to Krome Avenue**

This project proposal would require an amendment to the County's Comprehensive Development Master Plan (CDMP), which the County's future Land-Use Plan. Proposals for transportation improvements are analyzed for their benefits and potential negative impacts on future land-use and the future transportation system.

- **Extend 836 West (Turnpike to Krome)**

This project proposal would require an amendment to the County's Comprehensive Development Master Plan (CDMP), which the County's future Land-Use Plan. Proposals for transportation improvements are analyzed for their benefits and potential negative impacts on future land-use and the future transportation system.

- **Webcam strategically placed on major highways.**

There already exists a network of surveillance cameras that provide visual updates on I-95, the Palmetto, and SR-836. As part of the Advanced Traveler Information Systems – SunGuide – provides traffic internet web reports (as one of the many ways they use to disseminate traffic information) at their website: [www.smarttraveler.com](http://www.smarttraveler.com)

- **Radio broadcast by county (24 hours) to provide traffic reports & results of these workshops/issues.**

The Traffic Radio concept is currently being explored. A Traffic Radio Feasibility Study was completed last summer by David Fierro and Associates responding to a request by the MPO Board Subcommittee. Implementation of this idea will require some time and sponsorship is currently being sought. This is a public-private joint effort. If the private sector partner does not find the project worthwhile, it may not happen.

- **Reverse flow w/moveable barriers during rush hours.**

In the early 1990's, a study was conducted to explore the feasibility of implementing reversible flow traffic operations on a county arterial (Flagler Street). The recommendation from the consultant was not to implement reversible-flow on Flagler. (This recommendation was the result of simulations that showed an overall net negative benefit when considering the impacts to both directions of travel, safety, access to adjacent residential neighborhoods, increased north-south cross traffic demands and bus operations.)

The I-95 Master Plan includes the implementation of reversible-flow lanes during rush hours. The Florida Department of Transportation has not finalized the staging plan for this improvement.

- **Change the 2-way flow direction of certain streets into 1-way flow to alleviate congestion during specific times of the day.**

Reversible Lane Control Systems are an excellent way to improve capacity of corridors that meet certain criteria. Appropriate corridors have very infrequent side street intersections and very few driveway entrances. Unfortunately, Miami-Dade has very few, if any, arterials that are suitable.

- **Reversible flow operations have been recently talked about for use on Kendall Drive. What action has been taken?**

At the request of the Kendall Federation of Homeowners, the Metropolitan Planning Organization is in the process of assessing this concept on Kendall Drive, from U.S. 1 to the Florida Turnpike. The results are expected within the next 90-days.

- **Establish control growth limits until infrastructure catches up.**

There appeared to be one statement that was directed to the Department of Planning & Zoning. It simply stated the frustration that exists as a result of additional traffic congestion caused by additional fringe development. In response, we should acknowledge the existence of the County's Comprehensive Development Master Plan and the legally defined Urban Boundary beyond which no new urbanization can occur. The majority of the development that has occurred in recent years is a result of development approvals that were granted years ago. In fact, the Urban Development Boundary has not been substantially expanded within the last ten (10) years. Recent initiatives are underway in an effort to accommodate a sizable portion of our future growth within the Urban Development Boundary and concentrated around existing and future transit facilities. In addition, our community must be willing to accommodate a sizable portion of new growth in other appropriate locations within the urban area. Not only must we seek ways to shorten the daily auto trip lengths but also provide alternative modes of travel. It is not a question as to whether we will grow, but how. We must contain sprawl and at the same time insure our existing residents that future infill development will occur in a harmonious and well planned manner.

- **The elected officials are usually better informed than the community. The community needs to feel involved in these decisions as well.**

The Citizens' Transportation Advisory Committee (CTAC) is an appointed body of citizen volunteers who report to the Board of County Commissioners and the MPO Governing Board on transportation issues. The CTAC meets monthly to review the various transportation issues. If a citizen wants to join CTAC, they should express interest to the MPO's Public Information Manager, Clinton Forbes. To learn about future transportation meetings, please call 305-884-7567.







PEOPLE'S TRANSPORTATION PLAN  
SERVICE IMPROVEMENTS

Date	Type of Improvements	Routes
Nov. 6, 2002	Free Metrolover Fares	
	Golden Passport for everyone over 65 years regardless of income	
Nov. 9, 2002	Immediate Saturday improvements	New Little Haiti Circulator every 30 mins. New Coconut Grove Shuttle every 15 mins. Route 6 weekend service every 60 minutes. Adjust all Rt. 22, 27, 42 trips to end at Metrorail
		Route 35 weekend extension to MDCC
		Route 62 weekend headway to 20 min.
		Route 104 weekend service every 60 mins.
Nov. 10, 2002	Immediate Sunday improvements	All Saturday improvements plus the following: Route J headway to 30 min. Route 22 headway to 30 min. and extend to Civic Center
Nov. 11, 2002	Immediate Weekday Improvements	New Little Haiti Circulator New Coconut Grove Shuttle Route E all midday trips to west Miami Lakes Route 40 midday to SW 147 Av. and 20 min. headway Route 56 midday to SW 152 Av. and 30 min. headway Route 87 midday to Okee. Sta. and 30 min. headway Route 95X midday service every 30 mins. Flagler MAX midday service every 30 mins.
	Schedule adjustments incl. FIU Term.	8,11,24,21,27,38,83,95X,H,S
		Bswy Local (231), No. Dade Conn. (241).
Jan. 2003	New Routes	Little Havana Circulator Coral Way MAX
	Weekday Headway Improvement	Route 42 Peak headway from 60 to 30 mins.



**PEOPLE'S TRANSPORTATION PLAN  
SERVICE IMPROVEMENTS**

Date	Type of Improvements	Routes
Feb. 2003	Weekday Headway Improvement	Improve peak headways from 60 to 30 mins. for Routes E, R, V, 28, 35, 57, 65, 70, 91, 104
Mar. 2003 (Lineup)	New Routes	Sweetwater Connection Hi-leah Gardens Connection
	Priority Schedule Improvements	Schedule adjustments, trippers, and headway improvements: Routes 9, 10, 11, 17, 27, 28, 54, 83, 88, L, Flagler MAX, Biscayne MAX, Busway MAX, Coral Reef MAX, KAT 88, KAT 72.
	Realign to New Palmetto Station	Doral Connection, Okeechobee Connection, Hi-leah Gardens Connection
Apr. 2003	Weekday Midday Headways	Improve the midday headways from 60 to 30 mins. for: Routes 28, 35, 42, 52, 72, 104, Extend Route B evening span to midnight Improve weekend headways to 30 mins. for Rts. 35, 42, 52
May, 2003	Weekend Improvements	Improve weekend headways from 60 to 30 mins. for: Routes B, G, 12, 17, 21, 33, 37, 40, 54, 75
Jun. 2003	24 Hour Service	Add overnight service every 60 mins. for: Routes L, S, 3, 11, 12, 27, 38, 40, 54, 77, 88 Metrorail 24 hour service ( from midnight to 5:00 AM) Improve metrorail headways as follows: Peak Hours : 6 minutes headways Midday weekdays: 10 minutes headways Weekday evenings and weekends: 15 minutes headways
Jul. 2003 (Lineup)	Weekday Headways	Improve Route S weekday headway from 12 to 10 mins. Improve Route 83 weekday peak from 20 to 15 mins.
	Weekday Midday Headways	Improve Routes 9, 33, and Coral Reef MAX to 30 mins.
	Saturday Headways	Improve Route 77 from 20 to 15 mins.

PEOPLE'S TRANSPORTATION PLAN  
SERVICE IMPROVEMENTS

Date	Type of Improvements	Routes
Aug. 2003	Weekday Midday Headways	Improve the midday headways from 60 to 30 mins. for: Routes E, R, V, 70, 73, West Dade
Sep. 2003	24 Hour Service	Complete the overnight service every 60 mins. for: Routes C, J, 2, 8, 24, 37, 52, 62, 83
Oct. 2003	New Routes	Doral-Airport West Connection Flagami Circulator
	Weekday Headways	Improve peak headways to 30 mins. for: Routes 6, 29, 48
		Improve offpeak headways to 30 mins. for Routes 6, 48
Nov. 2003 (Lineup)	Reassign Buses	Convert Routes E, M, R, V, W, 132 to minibuses
	Weekday Headways	Improve Route J peak from 20 to 15 mins. Improve Route L peak from 10 to 7 1/2 mins. Improve Route 3 weekday from 20 to 15 mins. Improve Route 16 peak from 20 to 15 mins. Improve Route 77 peak from 10 to 7 1/2 mins. Improve Killian KAT from 6 to 5 mins. Improve Kendall KAT from 15 to 12 mins.
	FDOT grant project	Restructure Busway MAX and Busway Local and improve MAX peak headway from 15 to 10 mins.
Dec. 2003	New Routes (FDOT grant)	Goulds/Saga Bay Circulator Florida City Circulator Liberty City Circulator
	Weekend Improvements	Improve weekend headways to 30 mins. for: Routes 29, 72, 87, 91

**PEOPLE'S TRANSPORTATION PLAN  
SERVICE IMPROVEMENTS**

Date	Type of Improvements	Routes
2004	New Routes	Beach MAX, 79 Street MAX, Beach MAX, Gratiigny Connection, Intercounty Connection, Kendall Connection, Route 122
	Peak Headway Improvements	C, G, H, K, M, W, 1, 7, 9, 10, 12, 21, 22, 32, 33, 36, 37, 42, 52, 54, 73, 75, 88, 95, 27 Av. MAX, Bird Rd. MAX, Busway Local, Coral Reef MAX, Ludlam MAX, Saga Bay MAX, Sunset KAT, Coral Way MAX, Florida City Circ., Little Haiti Circ., Little Havana Circ. Tri-Rail Feeders every 20 mins.
	Offpeak Headway Improvements	K, 1, 2, 7, 10, 21, 29, Bird road MAX, Biscayne MAX, Busway Local Busway MAX, Doral Connection, East-West Connection, North Dade Connection, Okeechobee Connection, Sunset KAT
	Weekend Headway Improvements	A, E, M, 1, 6, 28, 29, 32, 73, 104, Busway Local, Coral Reef MAX, West Dade Connection
	Route Extensions	A, 2, 8, 24, 35, 37, 57, 70, 87, 88, 104, Busway Local, Kendall KAT, Killian KAT, Sunset KAT, Tri-Rail airport Feeder, West Dade Conn.
2005	New Routes	7th Avenue MAX, 80 Street MAX, 96 Street MAX, 97 Ave. Crosstown 136 Street Crosstown, 163 St. Shuttle, Kendale Lakes Connection Kendall Circulator, Red Road MAX, West Kendall Crosstown, Western Express
	Peak Headway Improvements	A, E, R, V, 6, 28, 29, 35, 48, 56, 57, 65, 70, 71, 72, 87, 91, 104, Doral Connection, East-West Connection, North Dade Connection, Okeechobee Connection, West Dade Connection, Doral-Airport West Connection, Hialeah Gardens Connection, Saga Bay/Goulds Feeder
	Offpeak Headway Improvements	Hialeah Gardens Connection
	Route Extensions	6, 21, 28, 36, 75, 91

PEOPLE'S TRANSPORTATION PLAN  
BUS SERVICE IMPROVEMENTS

ROUTE	DESCRIPTION	IMPROVEMENT	START DATE	DAY	FREQUENCY		HOURS OF SERVICE		COMMISSION DISTRICTS
					CURRENT	PROPOSED	CURRENT	PROPOSED	
Existing Routes									
A	Miami Beach to Omni Terminal via Venetian Causeway	Extend route south in Miami Beach to South Pointe Drive	2004	Weekday Peak Weekday Off-peak Saturday Sunday	20 20 40 40	20 20 40 40	M-F: 6:00am - 7:30pm Sat: 6:00am - 7:30pm Sun: 6:00am - 7:30pm	same	3, 4, 5
A	Miami Beach to Omni Terminal via Venetian Causeway	Improve weekend headway from 40 to 30 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	20 20 40 40	20 20 30 30	M-F: 6:00am - 7:30pm Sat: 6:00am - 7:30pm Sun: 6:00am - 7:30pm	same	3, 4, 5
A	Miami Beach to Omni Terminal via Venetian Causeway	Improve peak headway from 20 to 15 minutes	2005	Weekday Peak Weekday Off-peak Saturday Sunday	20 20 40 40	15 20 30 30	M-F: 6:00am - 7:30pm Sat: 6:00am - 7:30pm Sun: 6:00am - 7:30pm	same	3, 4, 5
B	Key Biscayne to CBD via Rickenbacker Causeway	Extend evening service until 12:00am	April 2003	Weekday Peak Weekday Off-peak Saturday Sunday	12 30 40 40	12 30 40 40	M-F: 6:00am - 9:00pm Sat: 6:00am - 9:00pm Sun: 6:00am - 9:00pm	6:00am - 12:00am 6:00am - 12:00am 6:00am - 12:00am	5, 7
B	Key Biscayne to CBD via Rickenbacker Causeway	Improve weekend headway from 40 to 30 minutes	May 2003	Weekday Peak Weekday Off-peak Saturday Sunday	12 30 40 40	12 30 30 30	M-F: 6:00am - 9:00pm Sat: 6:00am - 9:00pm Sun: 6:00am - 9:00pm	6:00am - 12:00am 6:00am - 12:00am 6:00am - 12:00am	5, 7
C	Miami Beach to CBD via Collins Avenue, Washington Avenue, and MacArthur Causeway	All night service, every 60 minutes, seven days a week. Serves the Government Center station	Sept 2003	Weekday Peak Weekday Off-peak Saturday Sunday	20 20 20 30	20 20 20 30	M-F: 5:00am - 1:00am Sat: 5:00am - 1:00am Sun: 5:00am - 11:00pm	24 hours 24 hours 24 hours	4, 5
C	Miami Beach to CBD via Collins Avenue, Washington Avenue, and MacArthur Causeway	Improve peak headways from 20 to 15 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	20 20 20 30	15 20 20 30	M-F: 5:00am - 1:00am Sat: 5:00am - 1:00am Sun: 5:00am - 11:00pm	24 hours 24 hours 24 hours	4, 5
E	Miami Lakes to Aventura Mall via Opa Locka, North Miami Beach, Sunny Isles and Lehman Causeway	Extend midday service to west Miami Lakes area	Nov 2002	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	60 60 60 60	M-F: 6:00am - 9:00pm Sat: 9:00am - 7:30pm Sun: 9:00am - 7:30pm	same	1, 2, 4, 13
E	Miami Lakes to Aventura Mall via Opa Locka, North Miami Beach, Sunny Isles and Lehman Causeway	Improve peak headways from 60 to 30 minutes	Feb 2003	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	30 60 60 60	M-F: 6:00am - 9:00pm Sat: 9:00am - 7:30pm Sun: 9:00am - 7:30pm	same	1, 2, 4, 13
E	Miami Lakes to Aventura Mall via Opa Locka, North Miami Beach, Sunny Isles and Lehman Causeway	Improve off-peak headways from 60 to 30 minutes	Aug 2003	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	30 30 60 60	M-F: 6:00am - 9:00pm Sat: 9:00am - 7:30pm Sun: 9:00am - 7:30pm	same	1, 2, 4, 13
E	Miami Lakes to Aventura Mall via Opa Locka, North Miami Beach, Sunny Isles and Lehman Causeway	Improve weekend headways from 60 to 30 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	30 30 30 30	M-F: 6:00am - 9:00pm Sat: 9:00am - 7:30pm Sun: 9:00am - 7:30pm	same	1, 2, 4, 13

PEOPLE'S TRANSPORTATION PLAN  
BUS SERVICE IMPROVEMENTS

ROUTE	DESCRIPTION	IMPROVEMENT	START DATE	DAY	FREQUENCY		HOURS OF SERVICE		COMMISSION DISTRICTS
					CURRENT	PROPOSED	CURRENT	PROPOSED	
E	Miami Lakes to Aventura Mall via Opa Locka, North Miami Beach, Sunny Isles and Lehman Causeway	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak	60	15	M-F: 6:00am - 9:00pm	same	1, 2, 4, 13
				Weekday Off-peak	60	30	Sat: 9:00am - 7:30pm		
				Saturday	60	30	Sun: 9:00am - 7:30pm		
G	Opa-Locka to Miami Beach via NW 22 Avenue, NW 125 Street, Broad Causeway, and Collins Avenue	Improve Sunday headway from 60 to 30 minutes	May 2003	Weekday Peak	30	30	M-F: 5:30am - 1:30am	same	1, 2, 3, 4, 5
				Weekday Off-peak	30	30	Sat: 5:00am - 12:00am		
				Saturday	30	30	Sun: 6:00am - 12:00am		
G	Opa-Locka to Miami Beach via NW 22 Avenue, NW 125 Street, Broad Causeway, and Collins Avenue	Improve peak headways from 30 to 15 minutes	2004	Weekday Peak	30	15	M-F: 5:30am - 1:30am	same	1, 2, 3, 4, 5
				Weekday Off-peak	30	30	Sat: 5:00am - 12:00am		
				Saturday	30	30	Sun: 6:00am - 12:00am		
H	North Miami Beach to Miami Beach via 163 Street and Collins Avenue	Improve peak headways from 20 to 15 minutes	2004	Weekday Peak	20	15	M-F: 5:00am - 1:00am	same	2, 4, 5
				Weekday Off-peak	20	20	Sat: 5:00am - 12:30am		
				Saturday	20	20	Sun: 5:00am - 12:30am		
J	Coral Gables to Miami Beach via LeJeune Road, 36 Street, and Collins Avenue	Improve Sunday headways from 60 to 30 minutes	Nov 2002	Weekday Peak	20	20	M-F: 4:30am - 1:00am	same	2, 3, 4, 5, 6, 7
				Weekday Off-peak	30	30	Sat: 5:30am - 1:30am		
				Saturday	30	30	Sun: 5:00am - 11:30pm		
J	Coral Gables to Miami Beach via LeJeune Road, 36 Street, and Collins Avenue	All night service, every 60 minutes, seven days a week. Serves the Douglas Road and Allapattan stations	Sept 2003	Weekday Peak	20	20	M-F: 4:30am - 1:00am	24 hours	2, 3, 4, 5, 6, 7
				Weekday Off-peak	30	30	Sat: 5:30am - 1:30am		
				Saturday	30	30	Sun: 5:00am - 11:30pm		
J	Coral Gables to Miami Beach via LeJeune Road, 36 Street, and Collins Avenue	Improve peak headways from 20 to 15 minutes	Nov 2003	Weekday Peak	20	15	M-F: 4:30am - 1:00am	24 hours	2, 3, 4, 5, 6, 7
				Weekday Off-peak	30	30	Sat: 5:30am - 1:30am		
				Saturday	30	30	Sun: 5:00am - 11:30pm		
K	Diplomat Mall to CBD via Collins Avenue and MacArthur Causeway	Improve peak headways from 20 to 15 minutes	2004	Weekday Peak	20	15	M-F: 5:00am - 11:30pm	same	3, 4, 5
				Weekday Off-peak	20	20	Sat: 5:30am - 11:30pm		
				Saturday	30	30	Sun: 5:30am - 11:30pm		
K	Diplomat Mall to CBD via Collins Avenue and MacArthur Causeway	Improve daily headways north of Haulover from 40 to 30 minutes	2004	Weekday Peak	20	15	M-F: 5:00am - 11:30pm	same	3, 4, 5
				Weekday Off-peak	20	20	Sat: 5:30am - 11:30pm		
				Saturday	30	30	Sun: 5:30am - 11:30pm		
L	Miami Beach to Hialeah via Collins Avenue, 79th Street Causeway, and 79 Street	Add an extra trip in the morning peak	Mar 2003	Weekday Peak	10	10	M-F: 4:30am - 2:30am	same	2, 3, 4, 5, 6, 13
				Weekday Off-peak	12	12	Sat: 4:30am - 2:30am		
				Saturday	15	15	Sun: 5:00am - 2:30am		
L	Miami Beach to Hialeah via Collins Avenue, 79th Street Causeway, and 79 Street	All night service, every 60 minutes, seven days a week. Serves the Northside station	June 2003	Weekday Peak	10	10	M-F: 4:30am - 2:30am	24 hours	2, 3, 4, 5, 6, 13
				Weekday Off-peak	12	12	Sat: 4:30am - 2:30am		
				Saturday	15	15	Sun: 5:00am - 2:30am		

PEOPLE'S TRANSPORTATION PLAN  
BUS SERVICE IMPROVEMENTS

ROUTE	DESCRIPTION	IMPROVEMENT	START DATE	DAY	FREQUENCY		HOURS OF SERVICE		COMMISSION DISTRICTS
					CURRENT	PROPOSED	CURRENT	PROPOSED	
L	Miami Beach to Hialeah via Collins Avenue, 79th Street Causeway, and 79 Street	Improve peak headways from 10 to 7½ minutes	Nov 2003	Weekday Peak	10	7½	M-F: 4:30am - 2:30am	24 hours	2, 3, 4, 5, 6, 13
				Weekday Off-peak	12	12	Sat: 4:30am - 2:30am	24 hours	
				Saturday	15	15	Sun: 5:00am - 2:30am	24 hours	
				Sunday	20	20			
M	Civic Center to Miami Beach via Omni Terminal and MacArthur Causeway	Improve peak headways from 30 to 15 minutes	2004	Weekday Peak	30	15	M-F: 5:30am - 11:30pm	same	3, 4, 5
				Weekday Off-peak	30	30	Sat: 5:30am - 11:30pm		
				Saturday	60	60	Sun: 5:00am - 7:00pm		
				Sunday	60	60			
M	Civic Center to Miami Beach via Omni Terminal and MacArthur Causeway	Improve weekend headways from 60 to 30 minutes	2004	Weekday Peak	30	15	M-F: 5:30am - 11:30pm	same	3, 4, 5
				Weekday Off-peak	30	30	Sat: 5:30am - 11:30pm		
				Saturday	60	30	Sun: 5:00am - 7:00pm		
				Sunday	60	30			
R	Surfside to south Miami Beach	Improve peak headways from 60 to 30 minutes	Feb 2003	Weekday Peak	60	30	M-F: 6:00am - 7:30pm	same	4, 5
				Weekday Off-peak	60	60			
				Saturday	-	-			
				Sunday	-	-			
R	Surfside to south Miami Beach	Improve midday headways from 60 to 30 minutes	Aug 2003	Weekday Peak	60	30	M-F: 6:00am - 7:30pm	same	4, 5
				Weekday Off-peak	60	30			
				Saturday	-	-			
				Sunday	-	-			
R	Surfside to south Miami Beach	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak	60	15	M-F: 6:00am - 7:30pm	same	4, 5
				Weekday Off-peak	60	30			
				Saturday	-	-			
				Sunday	-	-			
S	Aventura Mall to CBD via Miami Beach	All night service, every 60 minutes, seven days a week. Serves the Government Center station	June 2003	Weekday Peak	12	12	M-F: 4:30am - 2:00am	24 hours	3, 4, 5
				Weekday Off-peak	12	12	Sat: 4:30am - 2:00am	24 hours	
				Saturday	12	12	Sun: 4:30am - 2:00am	24 hours	
				Sunday	15	15			
S	Aventura Mall to CBD via Miami Beach	Improve daily headways from 12 to 10 minutes	July 2003	Weekday Peak	12	10	M-F: 4:30am - 2:00am	24 hours	3, 4, 5
				Weekday Off-peak	12	10	Sat: 4:30am - 2:00am	24 hours	
				Saturday	12	12	Sun: 4:30am - 2:00am	24 hours	
				Sunday	15	15			
T	Bal Harbor to CBD via Miami Beach and Omni Terminal	Extend to Aventura Mall; modify into Beach MAX (limited stop) route	2004	Weekday Peak	20	15	M-F: 5:00am - 10:30pm	same	3, 4, 5
				Weekday Off-peak	30	30	Sat: 6:00am - 10:30pm		
				Saturday	30	30	Sun: 6:00am - 10:00pm		
				Sunday	30	30			
V	Diplomat Mall to Golden Glades via Miami Beach and North Miami Beach	Improve peak headways from 60 to 30 minutes	Feb 2003	Weekday Peak	60	30	M-F: 8:00am - 6:00pm	same	2, 4
				Weekday Off-peak	60	60			
				Saturday	-	-			
				Sunday	-	-			
V	Diplomat Mall to Golden Glades via Miami Beach and North Miami Beach	Improve midday headways from 60 to 30 minutes	Aug 2003	Weekday Peak	60	30	M-F: 8:00am - 6:00pm	same	2, 4
				Weekday Off-peak	60	30			
				Saturday	-	-			
				Sunday	-	-			



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					CURRENT	PROPOSED	CURRENT	PROPOSED	
V	Diplomat Mall to Golden Glades via Miami Beach and North Miami Beach	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 - -	15 30 - -	M-F: 8:00am - 6:00pm	same	2, 4
W	Miami Beach via Washington Avenue, West Avenue, and Alton Road	Improve peak headways from 24 to 15 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	24 24 24 24	15 24 24 24	M-F: 8:00am - 8:30pm Sat: 8:00am - 8:30pm Sun: 10:00am - 7:30pm	same	4, 5
1	South Miami Heights to Dadeland South Station via Busway	Improve peak headways from 20 to 15 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	20 40 40 60	15 40 40 60	M-F: 5:00am - 11:30pm Sat: 5:30am - 9:30pm Sun: 5:30am - 9:00pm	same	7, 8, 9
1	South Miami Heights to Dadeland South Station via Busway	Improve off-peak and weekend headways from 40/60 to 30 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	20 40 40 60	15 30 30 30	M-F: 5:00am - 11:30pm Sat: 5:30am - 9:30pm Sun: 5:30am - 9:00pm	same	7, 8, 9
2	163 Street Mall to CBD via Miami Avenue and NW 2 Avenue	All night service, every 60 minutes, seven days a week. Serves the Overtown station	Sept 2003	Weekday Peak Weekday Off-peak Saturday Sunday	15 15 20 30	15 15 20 30	M-F: 5:00am - 11:30pm Sat: 5:30am - 11:30pm Sun: 5:30am - 9:30pm	24 hours 24 hours 24 hours	2, 3, 4, 5
2	163 Street Mall to CBD via Miami Avenue and NW 2 Avenue	Improve weekday headways north of NW 84 Street from 60 to 30 min	2004	Weekday Peak Weekday Off-peak Saturday Sunday	15 15 20 30	15 15 20 30	M-F: 5:00am - 11:30pm Sat: 5:30am - 11:30pm Sun: 5:30am - 9:30pm	24 hours 24 hours 24 hours	2, 3, 4, 5
2	163 Street Mall to CBD via Miami Avenue and NW 2 Avenue	Re-align northern terminus to future Golden Glades Intermodal Terminal	2004	Weekday Peak Weekday Off-peak Saturday Sunday	15 15 20 30	15 15 20 30	M-F: 5:00am - 11:30pm Sat: 5:30am - 11:30pm Sun: 5:30am - 9:30pm	24 hours 24 hours 24 hours	2, 3, 4, 5
3	Diplomat Mall to CBD via 163 Street Mall and Biscayne Boulevard	All night service, every 60 minutes, seven days a week. Serves the Government Center station	June 2003	Weekday Peak Weekday Off-peak Saturday Sunday	20 20 15 20	20 20 15 20	M-F: 4:30am - 2:00am Sat: 5:00am - 2:00am Sun: 5:00am - 1:00am	24 hours 24 hours 24 hours	2, 3, 4, 5
3	Diplomat Mall to CBD via 163 Street Mall and Biscayne Boulevard	Improve weekday headways from 20 to 15 minutes	Nov 2003	Weekday Peak Weekday Off-peak Saturday Sunday	20 20 15 20	15 15 15 20	M-F: 4:30am - 2:00am Sat: 5:00am - 2:00am Sun: 5:00am - 1:00am	24 hours 24 hours 24 hours	2, 3, 4, 5
6	Allapattah to Coconut Grove via Little Havana and Downtown Miami	Introduce weekend service at 60 minute headways	Nov 2002	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 - -	60 60 - 60	M-F: 8:00am - 6:00pm Sat: 8:00am - 6:00pm Sun: 8:00am - 6:00pm	same	3, 5, 6, 7
6	Allapattah to Coconut Grove via Little Havana and Downtown Miami	Improve peak headways from 60 to 30 minutes	Oct 2003	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 - -	30 60 60 60	M-F: 8:00am - 6:00pm Sat: 8:00am - 6:00pm Sun: 8:00am - 6:00pm	same	3, 5, 6, 7

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					CURRENT	PROPOSED	CURRENT	PROPOSED	
6	Allapattah to Coconut Grove via Little Havana and Downtown Miami	Improve off-peak headways from 60 to 30 minutes	Oct 2003	Weekday Peak	60		M-F: 8:00am - 6:00pm	same 8:00am - 6:00pm 8:00am - 6:00pm	3, 5, 6, 7
				Weekday Off-peak	60		Sat: 8:00am - 6:00pm		
				Saturday			Sun: 8:00am - 6:00pm		
				Sunday					
6	Allapattah to Coconut Grove via Little Havana and Downtown Miami	Improve weekend headways from 60 to 30 minutes	2004	Weekday Peak	60		M-F: 8:00am - 6:00pm	same 8:00am - 6:00pm 8:00am - 6:00pm	3, 5, 6, 7
				Weekday Off-peak	60		Sat: 8:00am - 6:00pm		
				Saturday			Sun: 8:00am - 6:00pm		
				Sunday					
6	Allapattah to Coconut Grove via Little Havana and Downtown Miami	Extend route to serve the Miami Intermodal Center	2005	Weekday Peak	60		M-F: 8:00am - 6:00pm	same 8:00am - 6:00pm 8:00am - 6:00pm	3, 5, 6, 7
				Weekday Off-peak	60		Sat: 8:00am - 6:00pm		
				Saturday			Sun: 8:00am - 6:00pm		
				Sunday					
6	Allapattah to Coconut Grove via Little Havana and Downtown Miami	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak	60	15	M-F: 8:00am - 6:00pm	same 8:00am - 6:00pm 8:00am - 6:00pm	3, 5, 6, 7
				Weekday Off-peak	60	30	Sat: 8:00am - 6:00pm		
				Saturday		30	Sun: 8:00am - 6:00pm		
				Sunday		30			
7	Dolphin Mall to CBD via Miami International Mall, Fontainebleau, NW 7 Street, Miami Springs and Little Havana	Improve daily headways from 40 to 30 minutes on each branch or 15 minutes on the main line	2004	Weekday Peak	20	15	M-F: 5:00am - 11:00pm	same 8:00am - 6:00pm 8:00am - 6:00pm	3, 5, 6, 7, 10, 12
				Weekday Off-peak	20	15	Sat: 6:00am - 10:30pm		
				Saturday	40	40	Sun: 6:00am - 9:30pm		
				Sunday	60	60			
7	Dolphin Mall to CBD via Miami International Mall, Fontainebleau, NW 7 Street, Miami Springs and Little Havana	Improve weekend headways from 40/60 to 30 minutes	2004	Weekday Peak	20	15	M-F: 5:00am - 11:00pm	same 8:00am - 6:00pm 8:00am - 6:00pm	3, 5, 6, 7, 10, 12
				Weekday Off-peak	20	15	Sat: 6:00am - 10:30pm		
				Saturday	40	30	Sun: 6:00am - 9:30pm		
				Sunday	60	30			
8	FIU South Campus to CBD via Westchester, SW 8 Street, and Little Havana	All night service, every 60 minutes, seven days a week. Serves the Government Center station	Sept 2003	Weekday Peak	10	10	M-F: 4:30am - 12:30am	24 hours 24 hours 24 hours	5, 6, 7, 10, 11, 12
				Weekday Off-peak	15	15	Sat: 5:00am - 12:00am		
				Saturday	20	20	Sun: 5:00am - 12:00am		
				Sunday	20	20			
8	FIU South Campus to CBD via Westchester, SW 8 Street, and Little Havana	Extend service westward to SW 137 Avenue	2004	Weekday Peak	10	10	M-F: 4:30am - 12:30am	24 hours 24 hours 24 hours	5, 6, 7, 10, 11, 12
				Weekday Off-peak	15	15	Sat: 5:00am - 12:00am		
				Saturday	20	20	Sun: 5:00am - 12:00am		
				Sunday	20	20			
8	FIU South Campus to CBD via Westchester, SW 8 Street, and Little Havana	Extend Westchester short trips to FIU Terminal	2005	Weekday Peak	10	10	M-F: 4:30am - 12:30am	24 hours 24 hours 24 hours	5, 6, 7, 10, 11, 12
				Weekday Off-peak	15	15	Sat: 5:00am - 12:00am		
				Saturday	20	20	Sun: 5:00am - 12:00am		
				Sunday	20	20			
9	Aventura Mall to CBD via 163 Street Mall and NE 2 Avenue	Add an extra trip in the early afternoon peak	Mar 2003	Weekday Peak	15	15	M-F: 4:30am to 12:00am	same 8:00am - 6:00pm 8:00am - 6:00pm	2, 3, 4, 5
				Weekday Off-peak	40	40	Sat: 5:00am to 1:00am		
				Saturday	40	40	Sun: 5:00am - 11:00pm		
				Sunday	60	60			
9	Aventura Mall to CBD via 163 Street Mall and NE 2 Avenue	Improve midday and weekend headways from 40/60 to 30 minutes	July 2003	Weekday Peak	15	15	M-F: 4:30am to 12:00am	same 8:00am - 6:00pm 8:00am - 6:00pm	2, 3, 4, 5
				Weekday Off-peak	40	30	Sat: 5:00am to 1:00am		
				Saturday	40	30	Sun: 5:00am - 11:00pm		
				Sunday	60	30			



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9	Aventura Mall to CBD via 163 Street Mall and NE 2 Avenue	Improve peak headways from 15 to 12 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	15 40 40 60	12 30 30 30	M-F: 4:30am to 12:00am Sat: 5:00am to 1:00am Sun: 5:00am - 11:00pm	same	2, 3, 4, 5
10	163 St. Mall to CBD via NE 2 Avenue	Improve peak headways from 30 to 15 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	30 40 40 40	15 40 40 40	M-F: 5:00am - 12:30am Sat: 5:00am to 1:00am Sun: 5:30am - 7:30am	same	2, 3, 4, 5
10	163 St. Mall to CBD via NE 2 Avenue	Improve midday and weekend headways from 40 to 30 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	30 40 40 40	15 30 30 30	M-F: 5:00am - 12:30am Sat: 5:00am to 1:00am Sun: 5:30am - 7:30am	same	2, 3, 4, 5
11	FIU South Campus to CBD via West Flagler Street	All night service, every 60 minutes, seven days a week. Serves the Government Center station	June 2003	Weekday Peak Weekday Off-peak Saturday Sunday	7½ 10 12 15	7½ 10 12 15	M-F: 4:30am - 1:30am Sat: 5:00am - 1:00am Sun: 5:00am - 1:00am	24 hours 24 hours 24 hours	5, 6, 7, 10, 11
11	FIU South Campus to CBD via West Flagler Street	Extend Mall of Americas leg to FIU	2005	Weekday Peak Weekday Off-peak Saturday Sunday	7½ 10 12 15	7½ 10 12 15	M-F: 4:30am - 1:30am Sat: 5:00am - 1:00am Sun: 5:00am - 1:00am	24 hours 24 hours 24 hours	5, 6, 7, 10, 11
12	Northside Station to Mercy Hospital via Liberty City, Allapattah, Civic Center, Little Havana and Coconut Grove	Improve weekend headways from 60 to 30 minutes	May 2003	Weekday Peak Weekday Off-peak Saturday Sunday	30 30 60 60	30 30 30 30	M-F: 5:00am - 12:30am Sat: 6:00am - 12:00am Sun: 6:00am - 12:00am	same	2, 3, 5, 7
12	Northside Station to Mercy Hospital via Liberty City, Allapattah, Civic Center, Little Havana and Coconut Grove	All night service, every 60 minutes, seven days a week. Serves the Civic Center station	June 2003	Weekday Peak Weekday Off-peak Saturday Sunday	30 30 60 60	30 30 30 30	M-F: 5:00am - 12:30am Sat: 6:00am - 12:00am Sun: 6:00am - 12:00am	24 hours 24 hours 24 hours	2, 3, 5, 7
12	Northside Station to Mercy Hospital via Liberty City, Allapattah, Civic Center, Little Havana and Coconut Grove	Improve peak headways from 30 to 15 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	30 30 60 60	15 30 30 30	M-F: 5:00am - 12:30am Sat: 6:00am - 12:00am Sun: 6:00am - 12:00am	24 hours 24 hours 24 hours	2, 3, 5, 7
16	163 Street Mall to CBD via North Miami Beach and Biscayne Boulevard	Improve peak headways from 20 to 15 minutes	Nov 2003	Weekday Peak Weekday Off-peak Saturday Sunday	20 20 30 30	15 20 30 30	M-F: 4:30am - 2:00am Sat: 5:30am - 11:30pm Sun: 5:30am - 8:00pm	same	2, 3, 4, 5
17	Norwood to Vizcaya Station via NW 17 Avenue	Improve Sunday headways from 60 to 30 minutes	May 2003	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 60	15 30 30 30	M-F: 5:00am - 1:30am Sat: 5:00am - 12:30am Sun: 5:00am - 12:30am	same	1, 2, 3, 5
17	Norwood to Vizcaya Station via NW 17 Avenue	Extend service to the Golden Glades Intermodal Center	2005	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 60	15 30 30 30	M-F: 5:00am - 1:30am Sat: 5:00am - 12:30am Sun: 5:00am - 12:30am	same	1, 2, 3, 5

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21	Opa-Locka to CBD via Northside, Liberty City, Allapattah, Civic Center and Overtown	Improve weekend headways from 60 to 30 minutes	May 2003	Weekday Peak	30	30	M-F: 5:00am - 12:30am	same	1, 2, 3, 5
				Weekday Off-peak	30	30	Sat: 6:00am - 12:00am		
				Saturday	60	30	Sun: 6:00am - 11:30pm		
				Sunday	60	30			
21	Opa-Locka to CBD via Northside, Liberty City, Allapattah, Civic Center and Overtown	Improve peak headways from 30 to 15 minutes	2004	Weekday Peak	30	15	M-F: 5:00am - 12:30am	same	1, 2, 3, 5
				Weekday Off-peak	30	30	Sat: 6:00am - 12:00am		
				Saturday	60	30	Sun: 6:00am - 11:30pm		
				Sunday	60	30			
21	Opa-Locka to CBD via Northside, Liberty City, Allapattah, Civic Center and Overtown	Improve daily headways from 60 to 30 minutes north of the Northside Metrorail station	2004	Weekday Peak	30	15	M-F: 5:00am - 12:30am	same	1, 2, 3, 5
				Weekday Off-peak	30	30	Sat: 6:00am - 12:00am		
				Saturday	60	30	Sun: 6:00am - 11:30pm		
				Sunday	60	30			
21	Opa-Locka to CBD via Northside, Liberty City, Allapattah, Civic Center and Overtown	Extend route from Bunch Park to the future Golden Glades Intermodal Terminal	2005	Weekday Peak	30	15	M-F: 5:00am - 12:30am	same	1, 2, 3, 5
				Weekday Off-peak	30	30	Sat: 6:00am - 12:00am		
				Saturday	60	30	Sun: 6:00am - 11:30pm		
				Sunday	60	30			
22	163 Street Mall to Douglas Road Station via Golden Glades, NW 22 Avenue and Coconut Grove	Introduce Sunday service to Civic Center area (Santa Clara branch). Improve Sunday headways to 30- minutes north of NW 20 Street	Nov 2002	Weekday Peak	20	20	M-F: 4:30am - 12:30am	same	1, 2, 3, 4, 5, 7
				Weekday Off-peak	30	30	Sat: 5:00am - 12:00am		
				Saturday	30	30	Sun: 5:00am - 11:00pm		
				Sunday	60	30			
22	163 Street Mall to Douglas Road Station via Golden Glades, NW 22 Avenue and Coconut Grove	All night service, every 60 minutes, seven days a week. Serves the Earlington Heights and Coconut Grove stations	Sept 2003	Weekday Peak	20	20	M-F: 4:30am - 12:30am	24 hours	1, 2, 3, 4, 5, 7
				Weekday Off-peak	30	30	Sat: 5:00am - 12:00am		
				Saturday	30	30	Sun: 5:00am - 11:00pm		
				Sunday	60	30			
22	163 Street Mall to Douglas Road Station via Golden Glades, NW 22 Avenue and Coconut Grove	Improve peak headways north from 20 to 15 minutes along mainline and 30 minutes on Civic Center and Coconut Grove branches.	2004	Weekday Peak	20	15	M-F: 4:30am - 12:30am	24 hours	1, 2, 3, 4, 5, 7
				Weekday Off-peak	30	30	Sat: 5:00am - 12:00am		
				Saturday	30	30	Sun: 5:00am - 11:00pm		
				Sunday	60	30			
24	Westchester to CBD via Coral Way and Brickell Avenue	All night service, every 60 minutes, seven days a week. Serves the Vizcaya and Government Center stations	Sept 2003	Weekday Peak	15	15	M-F: 4:30am - 12:30am	24 hours	5, 6, 7, 10, 11, 12
				Weekday Off-peak	15	15	Sat: 5:30am - 12:30am		
				Saturday	30	30	Sun: 5:00am - 11:00pm		
				Sunday	30	30			
24	Westchester to CBD via Coral Way and Brickell Avenue	Extend service westward to SW 147 Avenue	2004	Weekday Peak	15	15	M-F: 4:30am - 12:30am	24 hours	5, 6, 7, 10, 11, 12
				Weekday Off-peak	15	15	Sat: 5:30am - 12:30am		
				Saturday	30	30	Sun: 5:00am - 11:00pm		
				Sunday	30	30			
27	Carol City to Coconut Grove via 27th Avenue	Extend all trips to the Coconut Grove Metrorail station	Nov 2002	Weekday Peak	15	15	M-F: 5:00am - 2:30am	same	1, 2, 3, 5, 7
				Weekday Off-peak	15	15	Sat: 5:30am - 2:00am		
				Saturday	20	20	Sun: 5:30am - 2:00am		
				Sunday	30	30			
27	Carol City to Coconut Grove via 27th Avenue	All night service, every 60 minutes, seven days a week. Serves the Coconut Grove and Dr. Martin Luther King, Jr. stations	June 2003	Weekday Peak	15	15	M-F: 5:00am - 2:30am	24 hours	1, 2, 3, 5, 7
				Weekday Off-peak	15	15	Sat: 5:30am - 2:00am		
				Saturday	20	20	Sun: 5:30am - 2:00am		
				Sunday	30	30			

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28	FIU North Campus to Hialeah Station via 135th Street and East 4th Avenue	Improve peak headways from 60 to 30 minutes	Feb 2003	Weekday Peak	60	30	M-F: 5:30am - 8:00pm	same	1, 2, 4, 6, 13
				Weekday Off-peak	60	60			
				Saturday	-	-			
				Sunday	-	-			
28	FIU North Campus to Hialeah Station via 135th Street and East 4th Avenue	Introduce weekend service at 60 minute headways	Mar 2003	Weekday Peak	60	30	M-F: 5:30am - 8:00pm	same	1, 2, 4, 6, 13
				Weekday Off-peak	60	60	5:30am - 8:00pm		
				Saturday	-	-	5:30am - 8:00pm		
				Sunday	-	-	5:30am - 8:00pm		
28	FIU North Campus to Hialeah Station via 135th Street and East 4th Avenue	Improve midday headways from 60 to 30 minutes	April 2003	Weekday Peak	60	30	M-F: 5:30am - 8:00pm	same	1, 2, 4, 6, 13
				Weekday Off-peak	60	30	5:30am - 8:00pm		
				Saturday	-	-	5:30am - 8:00pm		
				Sunday	-	-	5:30am - 8:00pm		
28	FIU North Campus to Hialeah Station via 135th Street and East 4th Avenue	Improve weekend headways from 60 to 30 minutes	2004	Weekday Peak	60	30	M-F: 5:30am - 8:00pm	same	1, 2, 4, 6, 13
				Weekday Off-peak	60	30	5:30am - 8:00pm		
				Saturday	-	-	5:30am - 8:00pm		
				Sunday	-	-	5:30am - 8:00pm		
28	FIU North Campus to Hialeah Station via 135th Street and East 4th Avenue	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak	60	15	M-F: 5:30am - 8:00pm	same	1, 2, 4, 6, 13
				Weekday Off-peak	60	30	5:30am - 8:00pm		
				Saturday	-	-	5:30am - 8:00pm		
				Sunday	-	-	5:30am - 8:00pm		
28	FIU North Campus to Hialeah Station via 135th Street and East 4th Avenue	Extend route to serve the Northeast Bus Terminal	2005	Weekday Peak	60	15	M-F: 5:30am - 8:00pm	same	1, 2, 4, 6, 13
				Weekday Off-peak	60	30	5:30am - 8:00pm		
				Saturday	-	-	5:30am - 8:00pm		
				Sunday	-	-	5:30am - 8:00pm		
29	Miami Lakes to Hialeah	Improve peak headways from 70 to 30 minutes	Oct 2003	Weekday Peak	70	30	M-F: 6:00am - 8:00pm	same	6, 12, 13
				Weekday Off-peak	70	60			
				Saturday	-	-			
				Sunday	-	-			
29	Miami Lakes to Hialeah	Introduce weekend service at 60 minute headways	Dec 2003	Weekday Peak	70	30	M-F: 6:00am - 8:00pm	same	6, 12, 13
				Weekday Off-peak	70	60	6:00am - 8:00pm		
				Saturday	-	-	6:00am - 8:00pm		
				Sunday	-	-	6:00am - 8:00pm		
29	Miami Lakes to Hialeah	Improve midday and weekend headways from 70 to 30 minutes	2004	Weekday Peak	70	30	M-F: 6:00am - 8:00pm	same	6, 12, 13
				Weekday Off-peak	70	30	6:00am - 8:00pm		
				Saturday	-	-	6:00am - 8:00pm		
				Sunday	-	-	6:00am - 8:00pm		
29	Miami Lakes to Hialeah	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak	70	15	M-F: 6:00am - 8:00pm	same	6, 12, 13
				Weekday Off-peak	70	30	6:00am - 8:00pm		
				Saturday	-	-	6:00am - 8:00pm		
				Sunday	-	-	6:00am - 8:00pm		
32	Carol City to Omni via Opa-Locka, Northside, Liberty City and Civic Center	Improve peak headways from 20 to 15 minutes	2004	Weekday Peak	20	15	M-F: 5:00am - 12:30pm	same	1, 2, 3, 5
				Weekday Off-peak	30	30	Sat: 5:30am - 11:00pm		
				Saturday	40	40	Sun: 5:30am - 11:00pm		
				Sunday	60	60			

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ROUTE	DESCRIPTION	IMPROVEMENT	START DATE	DAY	FREQUENCY		HOURS OF SERVICE		COMMISSION DISTRICTS
					CURRENT	PROPOSED	CURRENT	PROPOSED	
32	Carol City to Omni via Opa-Locka, Northside, Liberty City and Civic Center	Improve weekend headways from 40/60 to 30 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	20 30 40 60	15 30 30 30	M-F: 5:00am - 12:30pm Sat: 5:30am - 11:00pm Sun: 5:30am - 11:00pm	same	1, 2, 3, 5
33	Hialeah Gardens to Miami Shores via 103rd Street (49 St) and 95th Street	Improve weekend headways from 60 to 30 minutes	May 2003	Weekday Peak Weekday Off-peak Saturday Sunday	30 45 60 60	30 45 30 30	M-F: 5:30am - 11:30pm Sat: 6:30am - 11:00pm Sun: 6:30am - 7:30pm	same	2, 3, 12, 13
33	Hialeah Gardens to Miami Shores via 103rd Street (49 St) and 95th Street	Improve midday headways from 45 to 30 minutes	July 2003	Weekday Peak Weekday Off-peak Saturday Sunday	30 45 60 60	30 30 30 30	M-F: 5:30am - 11:30pm Sat: 6:30am - 11:00pm Sun: 6:30am - 7:30pm	same	2, 3, 12, 13
33	Hialeah Gardens to Miami Shores via 103rd Street (49 St) and 95th Street	Improve peak headways from 30 to 15 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	30 45 60 60	15 30 30 30	M-F: 5:30am - 11:30pm Sat: 6:30am - 11:00pm Sun: 6:30am - 7:30pm	same	2, 3, 12, 13
35	MDCC South to Florida City via Busway, US-1	Extend weekend service to Miami-Dade Community College (South Campus)	Nov 2002	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	60 60 60 60	M-F: 5:00am - 12:00am Sat: 6:00am - 11:00pm Sun: 6:00am - 11:30pm	same	8, 9
35	MDCC South to Florida City via Busway, US-1	Improve peak headways from 60 to 30 minutes	Feb 2003	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	30 60 60 60	M-F: 5:00am - 12:00am Sat: 6:00am - 11:00pm Sun: 6:00am - 11:30pm	same	8, 9
35	MDCC South to Florida City via Busway, US-1	Improve off-peak headways from 60 to 30 minutes	April 2003	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	30 30 60 60	M-F: 5:00am - 12:00am Sat: 6:00am - 11:00pm Sun: 6:00am - 11:30pm	same	8, 9
35	MDCC South to Florida City via Busway, US-1	Improve weekend headways from 60 to 30 minutes	May 2003	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	30 30 30 30	M-F: 5:00am - 12:00am Sat: 6:00am - 11:00pm Sun: 6:00am - 11:30pm	same	8, 9
35	MDCC South to Florida City via Busway, US-1	Re-align along South Miami-Dade Busway Extension	2004	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	30 30 30 30	M-F: 5:00am - 12:00am Sat: 6:00am - 11:00pm Sun: 6:00am - 11:30pm	same	8, 9
35	MDCC South to Florida City via Busway, US-1	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	15 30 30 30	M-F: 5:00am - 12:00am Sat: 6:00am - 11:00pm Sun: 6:00am - 11:30pm	same	8, 9
36	Koger Office Park and Miami Springs to Omni Terminal via 36 Street and Biscayne Boulevard	Improve peak headways from 20 to 15 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	20 30 30 30	15 30 30 30	M-F: 5:00am - 10:00pm Sat: 6:00am - 8:30pm Sun: 6:00am - 8:30pm	same	2, 3, 6, 12

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					CURRENT	PROPOSED	CURRENT	PROPOSED	
36	Koger Office Park and Miami Springs to Omni Terminal via 36 Street and Biscayne Boulevard	Extended route south to serve Miami International Mall	2005	Weekday Peak	20	15	M-F: 5:00am - 10:00pm	same	2, 3, 6, 12
				Weekday Off-peak	30	30	Sat: 6:00am - 8:30pm		
				Saturday	30	30	Sun: 6:00am - 8:30pm		
				Sunday	30	30			
37	Hialeah to South Miami via Palm Avenue and Douglas Road	Improve weekend headways from 60 to 30 minutes	May 2003	Weekday Peak	30	30	M-F: 4:30am - 1:00am	same	1, 5, 6, 7, 13
				Weekday Off-peak	30	30	Sat: 6:00am - 12:00am		
				Saturday	60	30	Sun: 6:00am - 11:30am		
				Sunday	60	30			
37	Hialeah to South Miami via Palm Avenue and Douglas Road	All night service, every 60 minutes, seven days a week. Serves the South Miami and Douglas Road stations	Sept 2003	Weekday Peak	30	30	M-F: 4:30am - 1:00am	24 hours	1, 5, 6, 7, 13
				Weekday Off-peak	30	30	Sat: 6:00am - 12:00am		
				Saturday	60	30	Sun: 6:00am - 11:30am		
				Sunday	60	30			
37	Hialeah to South Miami via Palm Avenue and Douglas Road	Improve peak headways from 30 to 15 minutes	2004	Weekday Peak	30	15	M-F: 4:30am - 1:00am	24 hours	1, 5, 6, 7, 13
				Weekday Off-peak	30	30	Sat: 6:00am - 12:00am		
				Saturday	60	30	Sun: 6:00am - 11:30am		
				Sunday	60	30			
37	Hialeah to South Miami via Palm Avenue and Douglas Road	Extend weekday service to the Miami Lakes Technical Education Center	2004	Weekday Peak	30	15	M-F: 4:30am - 1:00am	24 hours	1, 5, 6, 7, 13
				Weekday Off-peak	30	30	Sat: 6:00am - 12:00am		
				Saturday	60	30	Sun: 6:00am - 11:30am		
				Sunday	60	30			
40	West Miami-Dade to Coral Gables via Bird Road	Extend midday service to SW 147 Avenue with a 20-minute headway	Nov 2002	Weekday Peak	15	15	M-F: 5:30am - 11:00pm	same	6, 7, 10, 11
				Weekday Off-peak	30	20	Sat: 6:00pm - 9:00pm		
				Saturday	30	30	Sun: 5:30am - 9:00pm		
				Sunday	60	30			
40	West Miami-Dade to Coral Gables via Bird Road	Improve Sunday headways from 60 to 30 minutes	May 2003	Weekday Peak	15	15	M-F: 5:30am - 11:00pm	same	6, 7, 10, 11
				Weekday Off-peak	30	20	Sat: 6:00pm - 9:00pm		
				Saturday	30	30	Sun: 5:30am - 9:00pm		
				Sunday	60	30			
40	West Miami-Dade to Coral Gables via Bird Road	All night service, every 60 minutes, seven days a week. Serves the Douglas Road station	June 2003	Weekday Peak	15	15	M-F: 5:30am - 11:00pm	24 hours	6, 7, 10, 11
				Weekday Off-peak	30	20	Sat: 6:00pm - 9:00pm		
				Saturday	30	30	Sun: 5:30am - 9:00pm		
				Sunday	60	30			
42	Golden Glades to Coconut Grove via LeJeune Road	Improve peak headways from 60 to 30 minutes	Jan 2003	Weekday Peak	60	30	M-F: 4:30am - 9:00pm	same	1, 6, 7, 13
				Weekday Off-peak	60	60	Sat: 6:00am - 7:00pm		
				Saturday	60	60	Sun: 6:00am - 8:00pm		
				Sunday	60	60			
42	Golden Glades to Coconut Grove via LeJeune Road	Improve midday headways from 60 to 30 minutes	April 2003	Weekday Peak	60	30	M-F: 4:30am - 9:00pm	same	1, 6, 7, 13
				Weekday Off-peak	60	30	Sat: 6:00am - 7:00pm		
				Saturday	60	60	Sun: 6:00am - 8:00pm		
				Sunday	60	60			
42	Golden Glades to Coconut Grove via LeJeune Road	Improve weekend headways from 60 to 30 minutes	May 2003	Weekday Peak	60	30	M-F: 4:30am - 9:00pm	same	1, 6, 7, 13
				Weekday Off-peak	60	30	Sat: 6:00am - 7:00pm		
				Saturday	60	30	Sun: 6:00am - 8:00pm		
				Sunday	60	30			



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					CURRENT	PROPOSED	CURRENT	PROPOSED	
42	Golden Glades to Coconut Grove via LeJeune Road	Improve peak headways from 30 to 15 minutes	2004	Weekday Peak	60	15	M-F: 4:30am - 9:00pm	same	1, 6, 7, 13
				Weekday Off-peak	60	30	Sat: 6:00am - 7:00pm		
				Saturday	60	30	Sun: 6:00am - 8:00pm		
				Sunday	60	30			
48	Civic Center to South Miami via Overtown, CBD and Coral Gables	Improve peak headways from 60 to 30 minutes	Oct 2003	Weekday Peak	60	30	M-F: 5:00am - 8:30pm	same	3, 5, 7
				Weekday Off-peak	60	60			
				Saturday	-	-			
				Sunday	-	-			
48	Civic Center to South Miami via Overtown, CBD and Coral Gables	Improve midday headways from 60 to 30 minutes	Oct 2003	Weekday Peak	60	30	M-F: 5:00am - 8:30pm	same	3, 5, 7
				Weekday Off-peak	60	30			
				Saturday	-	-			
				Sunday	-	-			
48	Civic Center to South Miami via Overtown, CBD and Coral Gables	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak	60	15	M-F: 5:00am - 8:30pm	same	3, 5, 7
				Weekday Off-peak	60	30			
				Saturday	-	-			
				Sunday	-	-			
52	Coral Gables to Cutler Ridge via South Miami, Busway, Perrine and Richmond Heights	Improve midday headways from 60 to 30 minutes	April 2003	Weekday Peak	30	30	M-F: 5:00am - 11:30pm	same	6, 7, 8, 9
				Weekday Off-peak	60	30	Sat: 6:00am - 11:00pm		
				Saturday	60	60	Sun: 6:00am - 11:30pm		
				Sunday	60	60			
52	Coral Gables to Cutler Ridge via South Miami, Busway, Perrine and Richmond Heights	Improve weekend headways from 60 to 30 minutes	May 2003	Weekday Peak	30	30	M-F: 5:00am - 11:30pm	same	6, 7, 8, 9
				Weekday Off-peak	60	30	Sat: 6:00am - 11:00pm		
				Saturday	60	30	Sun: 6:00am - 11:30pm		
				Sunday	60	30			
52	Coral Gables to Cutler Ridge via South Miami, Busway, Perrine and Richmond Heights	All night service, every 60 minutes, seven days a week. Serves the Dadeland South, South Miami and University stations	Sept 2003	Weekday Peak	30	30	M-F: 5:00am - 11:30pm	24 hours	6, 7, 8, 9
				Weekday Off-peak	60	30	Sat: 6:00am - 11:00pm		
				Saturday	60	30	Sun: 6:00am - 11:30pm		
				Sunday	60	30			
52	Coral Gables to Cutler Ridge via South Miami, Busway, Perrine and Richmond Heights	Improve peak headways from 30 to 15 minutes	2004	Weekday Peak	30	15	M-F: 5:00am - 11:30pm	24 hours	6, 7, 8, 9
				Weekday Off-peak	60	30	Sat: 6:00am - 11:00pm		
				Saturday	60	30	Sun: 6:00am - 11:30pm		
				Sunday	60	30			
54	Hialeah to Liberty City via 54th Street	Improve pm peak headways from 24 to 20 minutes	Mar 2003	Weekday Peak	24	20	M-F: 5:00am - 10:00pm	same	2, 3, 6, 12, 13
				Weekday Off-peak	30	30	Sat: 5:00am - 9:30m		
				Saturday	60	60	Sun: 5:00am - 9:30pm		
				Sunday	60	60			
54	Hialeah to Liberty City via 54th Street	Improve weekend headways from 60 to 30 minutes	May 2003	Weekday Peak	24	20	M-F: 5:00am - 10:00pm	same	2, 3, 6, 12, 13
				Weekday Off-peak	30	30	Sat: 5:00am - 9:30m		
				Saturday	60	30	Sun: 5:00am - 9:30pm		
				Sunday	60	30			
54	Hialeah to Liberty City via 54th Street	All night service, every 60 minutes, seven days a week. Serves the Okeechobee station	June 2003	Weekday Peak	20	20	M-F: 5:00am - 10:00pm	24 hours	2, 3, 6, 12, 13
				Weekday Off-peak	30	30	Sat: 5:00am - 9:30m		
				Saturday	60	30	Sun: 5:00am - 9:30pm		
				Sunday	60	30			

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					CURRENT	PROPOSED	CURRENT	PROPOSED	
54	Hialeah to Liberty City via 54th Street	Improve peak headways from 20 to 15 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	20 30 60 60	15 30 30 30	M-F: 5:00am - 10:00pm Sat: 5:00am - 9:30m Sun: 5:00am - 9:30pm	24 hours 24 hours 24 hours	2, 3, 6, 12, 13
56	Coral Gables to Lakes of the Meadow/MDCC South Campus via Miller Road and SW 107/117 Avenues	Improve midday headways to areas east of SW 107 Avenue to 30 minutes and introduce midday service to SW 147 Avenue	Nov 2002	Weekday Peak Weekday Off-peak Saturday Sunday	30 60	30 30	M-F: 5:00am - 11:30pm	same	6, 7, 8, 10, 11
56	Coral Gables to Lakes of the Meadow/MDCC South Campus via Miller Road and SW 107/117 Avenues	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak Weekday Off-peak Saturday Sunday	30 60	15 30	M-F: 5:00am - 11:30pm	same	6, 7, 8, 10, 11
57	South Miami to Pinecrest	Improve peak headways from 60 to 30 minutes	Feb 2003	Weekday Peak Weekday Off-peak Saturday Sunday	60	30	M-F: 6:30am - 9:30am 2:30pm - 7:00pm	same	6, 7, 8
57	South Miami to Pinecrest	Extend route north of South Miami Metrorail station to Miami International Airport primarily along 57 Avenue	2004	Weekday Peak Weekday Off-peak Saturday Sunday	60	30	M-F: 6:30am - 9:30am 2:30pm - 7:00pm	same	6, 7, 8
57	South Miami to Pinecrest	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak Weekday Off-peak Saturday Sunday	60	15	M-F: 6:30am - 9:30am 2:30pm - 7:00pm	same	6, 7, 8
62	Hialeah to Omni via 62nd Street and Biscayne Boulevard	Improve weekend headways from 30 to 20 minutes	Nov 2002	Weekday Peak Weekday Off-peak Saturday Sunday	10 15 30 30	10 15 20 20	M-F: 5:00am - 1:30pm Sat: 5:30am - 2:00am Sun: 5:30am - 2:00am	same	2, 3, 6,
62	Hialeah to Omni via 62nd Street and Biscayne Boulevard	All night service, every 60 minutes, seven days a week. Serves the Okeechobee station	Sept 2003	Weekday Peak Weekday Off-peak Saturday Sunday	10 15 30 30	10 15 20 20	M-F: 5:00am - 1:30pm Sat: 5:30am - 2:00am Sun: 5:30am - 2:00am	24 hours 24 hours 24 hours	2, 3, 6,
65	Coconut Grove to Pinecrest via Busway and Old Cutler Road	Improve peak headways from 60 to 30 minutes	Feb 2003	Weekday Peak Weekday Off-peak Saturday Sunday	60	30	M-F: 7:00am - 10:00am 1:00pm - 5:30pm	same	7, 8
65	Coconut Grove to Pinecrest via Busway and Old Cutler Road	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak Weekday Off-peak Saturday Sunday	60	15	M-F: 7:00am - 10:00am 1:00pm - 5:30pm	same	7, 8
70	Cutler Ridge to Florida City via Naranja, Goulds, Princeton and Homestead	Improve peak headways from 60 to 30 minutes	Feb 2003	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	30 60 60 60	M-F: 5:00am - 12:00am Sat: 6:00am - 11:00pm Sun: 6:00am - 11:30pm	same	8, 9

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					CURRENT	PROPOSED	CURRENT	PROPOSED	
70	Cutler Ridge to Florida City via Naranja, Goulds, Princeton and Homestead	Improve off-peak and weekend headways from 60 to 30 minutes	Aug 2003	Weekday Peak	60	30	M-F: 5:00am - 12:00am	same	8, 9
				Weekday Off-peak	60	30	Sat: 6:00am - 11:00pm		
				Saturday	60	30	Sun: 6:00am - 11:30pm		
				Sunday	60	30			
70	Cutler Ridge to Florida City via Naranja, Goulds, Princeton and Homestead	Re-align along South Miami-Dade Busway Extension	2004	Weekday Peak	60	15	M-F: 5:00am - 12:00am	same	8, 9
				Weekday Off-peak	60	30	Sat: 6:00am - 11:00pm		
				Saturday	60	30	Sun: 6:00am - 11:30pm		
				Sunday	60	30			
70	Cutler Ridge to Florida City via Naranja, Goulds, Princeton and Homestead	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak	60	15	M-F: 5:00am - 12:00am	same	8, 9
				Weekday Off-peak	60	30	Sat: 6:00am - 11:00pm		
				Saturday	60	30	Sun: 6:00am - 11:30pm		
				Sunday	60	30			
71	Dolphin Mall to MDCC South Campus via 107th Avenue	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak	30	15	M-F: 6:00am - 8:30pm	same	7, 8, 10, 11, 12
				Weekday Off-peak	30	30	Sat: 7:00am - 7:00pm		
				Saturday	30	30	Sun: 10:00am - 7:00pm		
				Sunday	30	30			
72	Coral Gables to Kendall via SW 57 Avenue and Sunset Drive	Improve midday headways from 60 to 30 minutes	April 2003	Weekday Peak	30	30	M-F: 5:00am - 9:00pm	same	6, 7, 10, 11
				Weekday Off-peak	60	30	Sat: 6:00am - 12:00am		
				Saturday	60	60	Sun: 6:00am - 11:30pm		
				Sunday	60	60			
72	Coral Gables to Kendall via SW 57 Avenue and Sunset Drive	Improve weekend headways from 60 to 30 minutes	Dec 2003	Weekday Peak	30	30	M-F: 5:00am - 9:00pm	same	6, 7, 10, 11
				Weekday Off-peak	60	30	Sat: 6:00am - 12:00am		
				Saturday	60	30	Sun: 6:00am - 11:30pm		
				Sunday	60	30			
72	Coral Gables to Kendall via SW 57 Avenue and Sunset Drive	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak	30	15	M-F: 5:00am - 9:00pm	same	6, 7, 10, 11
				Weekday Off-peak	60	30	Sat: 6:00am - 12:00am		
				Saturday	60	30	Sun: 6:00am - 11:30pm		
				Sunday	60	30			
73	Miami Lakes to Dadeland South Station via Milam Dairy Road and Ludlam Road	Improve midday headways from 60 to 30 minutes	Aug 2003	Weekday Peak	30	30	M-F: 5:00am - 11:00pm	same	1, 6, 7, 12, 13
				Weekday Off-peak	60	30	Sat: 6:00am - 8:30pm		
				Saturday	60	60	Sun: 9:00am - 6:30pm		
				Sunday	60	60			
73	Miami Lakes to Dadeland South Station via Milam Dairy Road and Ludlam Road	Improve weekend headways from 60 to 30 minutes	2004	Weekday Peak	30	30	M-F: 5:00am - 11:00pm	same	1, 6, 7, 12, 13
				Weekday Off-peak	60	30	Sat: 6:00am - 8:30pm		
				Saturday	60	30	Sun: 9:00am - 6:30pm		
				Sunday	60	30			
73	Miami Lakes to Dadeland South Station via Milam Dairy Road and Ludlam Road	Improve peak headways from 30 to 15 minutes	2004	Weekday Peak	30	15	M-F: 5:00am - 11:00pm	same	1, 6, 7, 12, 13
				Weekday Off-peak	60	30	Sat: 6:00am - 8:30pm		
				Saturday	60	30	Sun: 9:00am - 6:30pm		
				Sunday	60	30			
75	Miami Lakes Tech to MDCC North Campus via 175 Street, Miami Gardens Drive, West Dixie Highway and 119 Street	Improve weekend headways from 60 to 30 minutes	May 2003	Weekday Peak	30	30	M-F: 5:00am - 11:30pm	same	1, 2, 3, 4, 13
				Weekday Off-peak	30	30	Sat: 6:30am - 10:00pm		
				Saturday	60	30	Sun: 6:30am - 10:00pm		
				Sunday	60	30			



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					CURRENT	PROPOSED	CURRENT	PROPOSED	
75	Miami Lakes Tech to MDCC North Campus via 175 Street, Miami Gardens Drive, West Dixie Highway and 119 Street	Improve peak headways from 30 to 15 minutes	2004	Weekday Peak	30	15	M-F: 5:00am - 11:30pm	same	1, 2, 3, 4, 13
				Weekday Off-peak	30	30	Sat: 6:30am - 10:00pm		
				Saturday	60	30	Sun: 6:30am - 10:00pm		
				Sunday	60	30			
75	Miami Lakes Tech to MDCC North Campus via 175 Street, Miami Gardens Drive, West Dixie Highway and 119 Street	Extend service to the Northeast Bus Terminal	2005	Weekday Peak	30	15	M-F: 5:00am - 11:30pm	same	1, 2, 3, 4, 13
				Weekday Off-peak	30	30	Sat: 6:30am - 10:00pm		
				Saturday	60	30	Sun: 6:30am - 10:00pm		
				Sunday	60	30			
77	Norwood to CBD via NW 7 Avenue	All night service, every 60 minutes, seven days a week. Serves the Government Center station	June 2003	Weekday Peak	10	10	M-F: 4:30am - 2:00am	24 hours	1, 2, 3, 5
				Weekday Off-peak	15	15	Sat: 5:00am - 2:00am		
				Saturday	20	20	Sun: 5:00am - 2:00pm		
				Sunday	30	30			
77	Norwood to CBD via NW 7 Avenue	Improve Saturday headways from 20 to 15 minutes	July 2003	Weekday Peak	10	10	M-F: 4:30am - 2:00am	24 hours	1, 2, 3, 5
				Weekday Off-peak	15	15	Sat: 5:00am - 2:00am		
				Saturday	20	15	Sun: 5:00am - 2:00pm		
				Sunday	30	30			
77	Norwood to CBD via NW 7 Avenue	Improve peak headways from 10 to 7 1/2 minutes	Nov 2003	Weekday Peak	10	7 1/2	M-F: 4:30am - 2:00am	24 hours	1, 2, 3, 5
				Weekday Off-peak	15	15	Sat: 5:00am - 2:00am		
				Saturday	20	15	Sun: 5:00am - 2:00pm		
				Sunday	30	30			
83	Miami Lakes to FIU North Campus via Miami Gardens Drive	Improve peak headways from 20 to 15 minutes	July 2003	Weekday Peak	20	15	M-F: 5:00am - 12:00am	same	1, 2, 4, 13
				Weekday Off-peak	30	30	Sat: 6:00am - 12:00am		
				Saturday	30	30	Sun: 6:00am - 12:00am		
				Sunday	30	30			
83	Miami Lakes to FIU North Campus via Miami Gardens Drive	All night service, every 60 minutes, seven days a week	Sept 2003	Weekday Peak	20	15	M-F: 5:00am - 12:00am	24 hours	1, 2, 4, 13
				Weekday Off-peak	30	30	Sat: 6:00am - 12:00am		
				Saturday	30	30	Sun: 6:00am - 12:00am		
				Sunday	30	30			
87	Okeechobee Station to Dadeland North Station via 87th Avenue	Improve midday headways to 30-minutes and extend to the Okeechobee Metrorail station	Nov 2002	Weekday Peak	30	30	M-F: 6:00am - 8:30pm	same	6, 7, 8, 10, 12, 13
				Weekday Off-peak	60	30	Sat: 9:30am - 7:00pm		
				Saturday	60	60	Sun: 9:30am - 7:00pm		
				Sunday	60	60			
87	Okeechobee Station to Dadeland North Station via 87th Avenue	Improve weekend headways from 60 to 30 minutes	May 2003	Weekday Peak	30	30	M-F: 6:00am - 8:30pm	same	6, 7, 8, 10, 12, 13
				Weekday Off-peak	60	30	Sat: 9:30am - 7:00pm		
				Saturday	60	30	Sun: 9:30am - 7:00pm		
				Sunday	60	30			
87	Okeechobee Station to Dadeland North Station via 87th Avenue	Re-align route and extend service to the Hialeah Gardens area	2004	Weekday Peak	30	30	M-F: 6:00am - 8:30pm	same	6, 7, 8, 10, 12, 13
				Weekday Off-peak	60	30	Sat: 9:30am - 7:00pm		
				Saturday	60	30	Sun: 9:30am - 7:00pm		
				Sunday	60	30			
87	Okeechobee Station to Dadeland North Station via 87th Avenue	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak	30	15	M-F: 6:00am - 8:30pm	same	6, 7, 8, 10, 12, 13
				Weekday Off-peak	60	30	Sat: 9:30am - 7:00pm		
				Saturday	60	30	Sun: 9:30am - 7:00pm		
				Sunday	60	30			

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88	Dadeland North Station to Kendall via SW 88 Street	Add extra trips in both am and pm peaks	Mar 2003	Weekday Peak	15	15	M-F: 5:30am - 11:30pm	same	7, 8, 10, 11
				Weekday Off-peak	30	30	Sat: 5:30am - 11:30pm		
				Saturday	30	30	Sun: 5:30am - 11:30pm		
				Sunday	30	30			
88	Dadeland North Station to Kendall via SW 88 Street	Improve Saturday headways from 30 to 20 minutes	Mar 2003	Weekday Peak	15	15	M-F: 5:30am - 11:30pm	same	7, 8, 10, 11
				Weekday Off-peak	30	30	Sat: 5:30am - 11:30pm		
				Saturday	20	20	Sun: 5:30am - 11:30pm		
				Sunday	30	30			
88	Dadeland North Station to Kendall via SW 88 Street	All night service, every 60 minutes, seven days a week. Serves the Dadeland North station	June 2003	Weekday Peak	15	15	M-F: 5:30am - 11:30pm	24 hours	7, 8, 10, 11
				Weekday Off-peak	30	30	Sat: 5:30am - 11:30pm		
				Saturday	20	20	Sun: 5:30am - 11:30pm		
				Sunday	30	30			
88	Dadeland North Station to Kendall via SW 88 Street	Improve peak headways from 15 to 12 minutes	2004	Weekday Peak	15	12	M-F: 5:30am - 11:30pm	24 hours	7, 8, 10, 11
				Weekday Off-peak	30	30	Sat: 5:30am - 11:30pm		
				Saturday	30	20	Sun: 5:30am - 11:30pm		
				Sunday	30	30			
88	Dadeland North Station to Kendall via SW 88 Street	Straighten route and extend westward to the West Kendall Bus Terminal, eliminate the SW 142 Avenue branch	2004	Weekday Peak	15	12	M-F: 5:30am - 11:30pm	24 hours	7, 8, 10, 11
				Weekday Off-peak	30	30	Sat: 5:30am - 11:30pm		
				Saturday	30	20	Sun: 5:30am - 11:30pm		
				Sunday	30	30			
91	Miami Lakes to 163 Street Mall via Carol City, California Club and North Miami Beach	Improve peak headways from 60 to 30 minutes	Feb 2003	Weekday Peak	60	30	M-F: 5:00am - 9:00pm	same	1, 2, 4, 13
				Weekday Off-peak	60	60	Sat: 5:30am - 8:30pm		
				Saturday	60	60	Sun: 6:30am - 8:30pm		
				Sunday	60	60			
91	Miami Lakes to 163 Street Mall via Carol City, California Club and North Miami Beach	Improve off-peak headways from 60 to 30 minutes	Aug 2003	Weekday Peak	60	30	M-F: 5:00am - 9:00pm	same	1, 2, 4, 13
				Weekday Off-peak	60	30	Sat: 5:30am - 8:30pm		
				Saturday	60	60	Sun: 6:30am - 8:30pm		
				Sunday	60	60			
91	Miami Lakes to 163 Street Mall via Carol City, California Club and North Miami Beach	Improve weekend headways from 60 to 30 minutes	Dec 2003	Weekday Peak	60	30	M-F: 5:00am - 9:00pm	same	1, 2, 4, 13
				Weekday Off-peak	60	30	Sat: 5:30am - 8:30pm		
				Saturday	60	30	Sun: 6:30am - 8:30pm		
				Sunday	60	30			
91	Miami Lakes to 163 Street Mall via Carol City, California Club and North Miami Beach	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak	60	15	M-F: 5:00am - 9:00pm	same	1, 2, 4, 13
				Weekday Off-peak	60	30	Sat: 5:30am - 8:30pm		
				Saturday	60	30	Sun: 6:30am - 8:30pm		
				Sunday	60	30			
91	Miami Lakes to 163 Street Mall via Carol City, California Club and North Miami Beach	Re-structure route serve the future Northeast Bus Terminal	2005	Weekday Peak	60	15	M-F: 5:00am - 9:00pm	same	1, 2, 4, 13
				Weekday Off-peak	60	30	Sat: 5:30am - 8:30pm		
				Saturday	60	30	Sun: 6:30am - 8:30pm		
				Sunday	60	30			
95X	Golden Glades, Carol City,	Introduce midday service at 30-minute headway	Nov 2002	Weekday Peak	5	5	M-F: 6:00am - 9:30am	6:00am - 6:30pm	1, 2, 3, 4, 5, 6, 12, 13
				Weekday Off-peak		30	3:00pm - 6:30pm		
				Saturday					
				Sunday					

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					CURRENT	PROPOSED	CURRENT	PROPOSED	
95X	Golden Glades, Carol City,	Operate several peak hour trips in reverse direction	2004	Weekday Peak Weekday Off-peak Saturday Sunday	5 30	5 30	M-F: 6:00am - 9:30am 3:00pm - 6:30pm same same	6:00am - 6:30pm same same	1, 2, 3, 4, 5, 6, 12, 13
104	Dadeland North Station to Kendall via SW 104 Street	Introduce weekend service at 60 minute headways	Nov 2002	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	60 60 60 60	M-F: 5:00am - 10:00pm Sat: Sun:	5:00am - 10:00pm 5:00am - 10:00pm	7, 8, 10, 11
104	Dadeland North Station to Kendall via SW 104 Street	Improve peak headways from 60 to 30 minutes	Feb 2003	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	30 60 60 60	M-F: 5:00am - 10:00pm Sat: Sun:	5:00am - 10:00pm 5:00am - 10:00pm	7, 8, 10, 11
104	Dadeland North Station to Kendall via SW 104 Street	Improve off-peak headways from 60 to 30 minutes	April 2003	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	30 60 60 60	M-F: 5:00am - 10:00pm Sat: Sun:	5:00am - 10:00pm 5:00am - 10:00pm	7, 8, 10, 11
104	Dadeland North Station to Kendall via SW 104 Street	Improve weekend headways from 60 to 30 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	30 30 30 30	M-F: 5:00am - 10:00pm Sat: Sun:	5:00am - 10:00pm 5:00am - 10:00pm	7, 8, 10, 11
104	Dadeland North Station to Kendall via SW 104 Street	Extend route westward to future West Kendall Bus Terminal	2004	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	30 30 30 30	M-F: 5:00am - 10:00pm Sat: Sun:	5:00am - 10:00pm 5:00am - 10:00pm	7, 8, 10, 11
104	Dadeland North Station to Kendall via SW 104 Street	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	15 30 30 30	M-F: 5:00am - 10:00pm Sat: Sun:	5:00am - 10:00pm 5:00am - 10:00pm	7, 8, 10, 11
27 Avenue MAX (Route 97)	Carol City to Allapattah via NW 27 Avenue	Improve peak headways from 15 to 10 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	15 40 40 40	10 40 40 40	M-F: 5:30am - 9:00am 4:00pm - 8:00pm	same	1, 2, 3
Airport Owl (Route 236)	Miami Beach, Allapattah, Miami Int'l Airport, Little Havana and CBD via Collins Ave., 36th St., LeJeune Rd. and West Flagler St.	No scheduled improvements		Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	60 60 60 60	M-F: 11:30pm - 7:00am Sat: 11:30pm - 7:00am Sun: 11:30pm - 7:00am	same	2, 3, 4, 5, 6, 7
Bird Road MAX (Route 240)	Dadeland North Station to Westwood Lakes via Bird Road	Improve peak headways from 20 to 15 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	20 40 40 40	15 40 40 40	M-F: 5:00am - 7:30pm	same	7, 10, 11, 12
Bird Road MAX (Route 240)	Dadeland North Station to Westwood Lakes via Bird Road	Improve midday headways from 40 to 30 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	20 40 40 40	15 30 30 30	M-F: 5:00am - 7:30pm	same	7, 10, 11, 12

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ROUTE	DESCRIPTION	IMPROVEMENT	START DATE	DAY	FREQUENCY		HOURS OF SERVICE		COMMISSION DISTRICTS
					CURRENT	PROPOSED	CURRENT	PROPOSED	
Biscayne MAX (Route 93)	Aventura Mall to CBD via Biscayne Boulevard	Expand afternoon peak to 2:00pm	Mar 2003	Weekday Peak Weekday Off-peak Saturday Sunday	15	15	M-F: 6:00am - 10:30am 3:00pm - 7:30pm	same same same	2, 3, 4, 5,
Biscayne MAX (Route 93)	Aventura Mall to CBD via Biscayne Boulevard	Introduce midday service at 30-minute headway	2004	Weekday Peak Weekday Off-peak Saturday Sunday	15	15 30	M-F: 6:00am - 10:30am 3:00pm - 7:30pm	6:00am - 7:30pm same same	2, 3, 4, 5,
Brickell Key Shuttle (Route 248)	Brickell Key to Brickell Rail/Mover Station	No scheduled improvements		Weekday Peak Weekday Off-peak Saturday Sunday	15 15 15	15 15 15	M-F: 6:30am - 6:30pm Sat: 6:30am - 7:00pm	same	5
Busway Local (Routes 31 and 231)	Dadeland South Station to South Dade Government Center via Busway	Re-align route to serve Goulds area	Nov 2003	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	15 30 30 30	M-F: 5:30am - 8:30pm Sat: 6:00am - 10:00pm Sun: 6:00am - 10:00pm	same	7, 8, 9
Busway Local (Routes 31 and 231)	Dadeland South Station to South Dade Government Center via Busway	Extend service to Florida City/Homestead along South Miami-Dade Busway extension	2004	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	15 30 30 30	M-F: 5:30am - 8:30pm Sat: 6:00am - 10:00pm Sun: 6:00am - 10:00pm	same	7, 8, 9
Busway Local (Routes 31)	Dadeland South Station to South Dade Government Center via Busway	Improve peak headways from 15 to 10 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	10 30 30 30	M-F: 5:30am - 8:30pm Sat: 6:00am - 10:00pm Sun: 6:00am - 10:00pm	same	7, 8, 9
Busway Local (Routes 31 and 231)	Dadeland South Station to South Dade Government Center via Busway	Improve midday headways from 30 to 15 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	15 30 30 30	M-F: 5:30am - 8:30pm Sat: 6:00am - 10:00pm Sun: 6:00am - 10:00pm	same	7, 8, 9
Busway Local (Routes 231)	Dadeland South Station to South Dade Government Center via Busway	Improve weekend headways from 30 to 20 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	10 15 20 20	M-F: 5:30am - 8:30pm Sat: 6:00am - 10:00pm Sun: 6:00am - 10:00pm	same	7, 8, 9
Busway MAX (Route 38)	Dadeland South Station to Florida City via Busway and US-1	Improve weekend headways from 30 to 20 minutes	Mar 2003	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	15 30 20 20	M-F: 5:00am - 2:00am Sat: 5:00am - 2:00am Sun: 5:00am - 2:00am	same	7, 8, 9
Busway MAX (Route 38)	Dadeland South Station to Florida City via Busway and US-1	All night service, every 60 minutes, seven days a week. Serves the Dadeland South station	June 2003	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	15 30 20 20	M-F: 5:00am - 2:00am Sat: 5:00am - 2:00am Sun: 5:00am - 2:00am	24 hours 24 hours 24 hours	7, 8, 9
Busway MAX (Route 38)	Dadeland South Station to Florida City via Busway and US-1	Improve peak headways from 15 to 10 minutes	Nov 2003	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	10 30 20 20	M-F: 5:00am - 2:00am Sat: 5:00am - 2:00am Sun: 5:00am - 2:00am	24 hours 24 hours 24 hours	7, 8, 9



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ROUTE	DESCRIPTION	IMPROVEMENT	START DATE	DAY	FREQUENCY		HOURS OF SERVICE		COMMISSION DISTRICTS
					CURRENT	PROPOSED	CURRENT	PROPOSED	
Busway MAX ( Route 38 )	Dadeland South Station to Florida City via Busway and US-1	Re-align service along existing Busway and Busway extension to Florida City	Nov 2003	Weekday Peak	15	10	M-F: 5:00am - 2:00am	24 hours	7, 8, 9
				Weekday Off-peak	30	30	Sat: 5:00am - 2:00am	24 hours	
				Saturday	30	20	Sun: 5:00am - 2:00am	24 hours	
				Sunday	30	20			
Busway MAX ( Route 38 )	Dadeland South Station to Florida City via Busway and US-1	Improve midday and evening headways from 30 to 15 minutes	2004	Weekday Peak	15	10	M-F: 5:00am - 2:00am	24 hours	7, 8, 9
				Weekday Off-peak	30	15	Sat: 5:00am - 2:00am	24 hours	
				Saturday	30	20	Sun: 5:00am - 2:00am	24 hours	
				Sunday	30	20			
Coral Reef MAX ( Route 252 )	Dadeland South Station to Country Walk via Coral Reef Drive	Improve peak headways from 20 to 18 minutes	Mar 2003	Weekday Peak	20	18	M-F: 5:30am - 9:00pm	same	7, 8, 9, 11
				Weekday Off-peak	45	45	Sat: 5:30am - 7:30pm		
				Saturday	40	40	Sun: 5:30am - 7:30pm		
				Sunday	40	40			
Coral Reef MAX ( Route 252 )	Dadeland South Station to Country Walk via Coral Reef Drive	Improve off-peak headways from 45 to 30 minutes	July 2003	Weekday Peak	20	18	M-F: 5:30am - 9:00pm	same	7, 8, 9, 11
				Weekday Off-peak	45	30	Sat: 5:30am - 7:30pm		
				Saturday	40	40	Sun: 5:30am - 7:30pm		
				Sunday	40	40			
Coral Reef MAX ( Route 252 )	Dadeland South Station to Country Walk via Coral Reef Drive	Improve peak headways from 18 to 15 minutes	2004	Weekday Peak	20	15	M-F: 5:30am - 9:00pm	same	7, 8, 9, 11
				Weekday Off-peak	45	30	Sat: 5:30am - 7:30pm		
				Saturday	40	40	Sun: 5:30am - 7:30pm		
				Sunday	40	40			
Doral Connection ( Route 242 )	Okeechobee Station to Dolphin Mall via Koger, Doral and Airport West	Improve midday headways from 60 to 30 minutes	2004	Weekday Peak	30	30	M-F: 5:30am - 8:00pm	same	12, 13
				Weekday Off-peak	60	30			
				Saturday					
				Sunday					
Doral Connection ( Route 242 )	Okeechobee Station to Dolphin Mall via Koger, Doral and Airport West	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak	30	15	M-F: 5:30am - 8:00pm	same	12, 13
				Weekday Off-peak	60	30			
				Saturday					
				Sunday					
East-West Connection ( Route 238 )	Earington Heights Station to Dolphin Mall via Miami International Airport, Blue Lagoon, Airport West and Miami International Mall	Improve midday and weekend headways from 60 to 30 minutes	2004	Weekday Peak	30	30	M-F: 5:30am - 9:00pm	same	3, 5, 6, 12
				Weekday Off-peak	60	30	Sat: 6:00am - 8:30pm		
				Saturday	60	30	Sun: 6:00am - 8:30pm		
				Sunday	60	30			
East-West Connection ( Route 238 )	Earington Heights Station to Dolphin Mall via Miami International Airport, Blue Lagoon, Airport West and Miami International Mall	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak	30	15	M-F: 5:30am - 9:00pm	same	3, 5, 6, 12
				Weekday Off-peak	60	30	Sat: 6:00am - 8:30pm		
				Saturday	60	30	Sun: 6:00am - 8:30pm		
				Sunday	60	30			
Flagler MAX ( Route 51 )	Miami Beach to West Miami-Dade via MacArthur Causeway and West Flagler Street	Introduce midday service with 30-minute headways	Nov 2002	Weekday Peak	15	15	M-F: 5:30am - 10:00am	5:30am - 8:00pm	3, 5, 6, 7, 10, 11, 12
				Weekday Off-peak		30	4:00pm - 8:00pm		
				Saturday					
				Sunday					

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Kendall KAT ( Route 288 )	Dadeland North Station to West Kendall via Kendall Drive	Improve peak headways from 15 to 12 minutes	Nov 2003	Weekday Peak Weekday Off-peak Saturday Sunday	15	12	M-F: 6:00am - 9:30am 3:30pm - 7:30pm	same	7, 8, 10, 11
Kendall KAT ( Route 288 )	Dadeland North Station to West Kendall via Kendall Drive	Extend route westward to the future West Kendall Bus Terminal	2004	Weekday Peak Weekday Off-peak Saturday Sunday	15	12	M-F: 6:00am - 9:30am 3:30pm - 7:30pm	same	7, 8, 10, 11
Killian KAT ( Route 204 )	Dadeland North Station to Hammocks via Killian Drive	Improve peak headways from 6 1/2 to 5 minutes	Nov 2003	Weekday Peak Weekday Off-peak Saturday Sunday	6 1/2	5	M-F: 5:30am - 10:00am 3:00pm - 8:00pm	same	7, 8, 10, 11
Killian KAT ( Route 204 )	Dadeland North Station to Hammocks via Killian Drive	Extend route westward to the future West Kendall Bus Terminal and improve weekend headways from 60 to 30 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	6 1/2	5	M-F: 5:30am - 10:00am 3:00pm - 8:00pm	same	7, 8, 10, 11
Ludlum MAX ( Route 267 )	Golf Club of Miami to Okeechobee Station via Ludlum Road/West 12 Avenue	Improve peak headways from 20 to 15 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	20	15	M-F: 5:00am - 9:30am 3:30pm - 7:30pm	same	12, 13
Night Owl ( Route 246 )	CBD, Miami Beach, North Miami Beach, Opa-Locka, Liberty City, Civic Center and Overtown	No scheduled improvements		Weekday Peak Weekday Off-peak Saturday Sunday	60	60	M-F: 10:30pm - 6:30am Sat: 10:30pm - 6:30am Sun: 10:30pm - 6:30am	same	1, 2, 3, 4, 5
North Dade Connection ( Route 241 )	California Club to Miami Lakes via Uleta and Opa-Locka	Improve off-peak headways from 60 to 30 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	30	30	M-F: 5:30am - 10:00pm	same	1, 13
North Dade Connection ( Route 241 )	California Club to Miami Lakes via Uleta and Opa-Locka	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak Weekday Off-peak Saturday Sunday	30	15	M-F: 5:30am - 10:00pm	same	1, 13
Okeechobee Connection ( Route 245 )	Okeechobee Station to Hialeah Gardens via Okeechobee/Frontage Road and Medley Industrial Parks	Improve midday headways from 40 to 30 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	30	30	M-F: 5:30am - 9:00pm	same	12, 13
Okeechobee Connection ( Route 245 )	Okeechobee Station to Hialeah Gardens via Okeechobee/Frontage Road and Medley Industrial Parks	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak Weekday Off-peak Saturday Sunday	30	15	M-F: 5:30am - 9:00pm	same	12, 13

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					CURRENT	PROPOSED	CURRENT	PROPOSED	
Riverside Shuttle (Route 134)	CBD to Riverside Center	No scheduled improvements		Weekday Peak Weekday Off-peak Saturday Sunday	15	15	M-F: 6:30am - 6:00pm	same	5
Saga Bay MAX (Route 287)	Dadeland South Station to Saga Bay via Busway and SW 87 Avenue	Improve peak headways from 24 to 15 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	24	15	M-F: 5:30am - 9:30am 3:30pm - 7:30pm	same	7, 8, 9
Seaport Connection (Route 243)	CBD to the Port of Miami	No scheduled improvements		Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	15 30 30 30	M-F: 6:00am - 10:00pm Sat: 6:00am - 10:00pm Sun: 6:00am - 10:00pm	same	5
Sunset KAT (Route 272)	Dadeland North Station to Kendall via Sunset Drive	Improve peak headways from 10 to 7½ minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	10 60	7½ 60	M-F: 6:00am - 8:00pm	same	7, 10, 11
Sunset KAT (Route 272)	Dadeland North Station to Kendall via Sunset Drive	Improve off-peak headways from 60 to 30 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	10 60	7½ 30	M-F: 6:00am - 8:00pm	same	7, 10, 11
Sunset KAT (Route 272)	Dadeland North Station to Kendall via Sunset Drive	Extend route westward to future West Kendall Bus Terminal	2004	Weekday Peak Weekday Off-peak Saturday Sunday	10 60	7½ 30	M-F: 6:00am - 8:00pm	same	7, 10, 11
Tri-Rail - Airport Shuttle (Route 133)	Miami Int'l Airport Terminal to Tri-Rail Station	Extend route to serve the Miami International Airport cargo areas	2004	Weekday Peak Weekday Off-peak Saturday Sunday			M-F: 5:00am - 10:00pm Sat: 8:30am - 10:00pm Sun: 8:30am - 10:00pm	same	6
Tri-Rail - Airport Shuttle (Route 133)	Miami Int'l Airport Terminal to Tri-Rail Station	Improve headway as Tri-Rail headway improves	2005	Weekday Peak Weekday Off-peak Saturday Sunday			M-F: 5:00am - 10:00pm Sat: 9:30am - 10:00pm Sun: 8:30am - 10:00pm	same	6
Tri-Rail - Koger Shuttle (Route 132)	Tri-Rail Station to Koger via NW 36 Street	Improve headway as Tri-Rail headway improves	2005	Weekday Peak Weekday Off-peak Saturday Sunday			M-F: 6:00am - 9:00am 3:30pm - 6:30pm	same	6, 12
West Dade Connection (Route 137)	Miami International Mall to Cutler Ridge via SW 137 Avenue	Improve midday headways from 60 to 30 minutes	Aug 2003	Weekday Peak Weekday Off-peak Saturday Sunday	30 60 60 60	30 30 60 60	M-F: 5:30am - 10:30pm Sat: 5:30am - 10:00pm Sun: 5:30am - 10:00pm	same	8, 9, 10, 11, 12
West Dade Connection (Route 137)	Miami International Mall to Cutler Ridge via SW 137 Avenue	Extend to Dolphin Mall	2004	Weekday Peak Weekday Off-peak Saturday Sunday	30 60 60 60	30 30 60 60	M-F: 5:30am - 10:30pm Sat: 5:30am - 10:00pm Sun: 5:30am - 10:00pm	same	8, 9, 10, 11, 12

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					CURRENT	PROPOSED	CURRENT	PROPOSED	
West Dade Connection (Route 137)	Miami International Mall to Cutler Ridge via SW 137 Avenue	Improve weekend headways from 60 to 30 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	30 60 60 60	30 30 30 30	M-F: 5:30am - 10:30pm Sat: 5:30am - 10:00pm Sun: 5:30am - 10:00pm	same	8, 9, 10, 11, 12
West Dade Connection (Route 137)	Miami International Mall to Cutler Ridge via SW 137 Avenue	Improve peak headways from 30 to 15 minutes	2005	Weekday Peak Weekday Off-peak Saturday Sunday	30 60 60 60	15 30 30 30	M-F: 5:30am - 10:30pm Sat: 5:30am - 10:00pm Sun: 5:30am - 10:00pm	same	8, 9, 10, 11, 12
Card Sound Express	Florida City to North Key Largo via Card Sound Road	No scheduled improvements		Weekday Peak Weekday Off-peak Saturday Sunday	90 - 90 90	- - 90 90	M-Sun: 5:30am - 10:00am M-Sun: 2:30pm - 7:00pm	same	9
Dade-Monroe Express	Florida City to Key Largo via US-1 / Overseas Highway	No scheduled improvements		Weekday Peak Weekday Off-peak Saturday Sunday	60 60 60 60	60 60 60 60	M-Sun: 5:30am - 12:00am	same	9
Northeast Lifeline	Northeast Miami-Dade	No scheduled improvements		Weekday Peak Weekday Off-peak Saturday Sunday	60 60 - -	60 60 - -	M & F: 9:00am - 3:30pm	same	1, 4
<b>New Routes</b>									
7 Avenue MAX	Golden Glades Park/Ride Lot to Central Miami via NW 7 Avenue	Limited-stop weekday service during the morning and evening peak periods at 15 minute headways	2005	Weekday Peak Weekday Off-peak Saturday Sunday	- - - -	15 - - -	M-F: 6am - 9:30am 3pm - 6:30pm		1, 2, 3, 5
79 Street MAX	Haulover to Tri-Rail Metrorail Station via Collins Avenue and NW 79 Street	Limited-stop weekday route. Peak service only with 15-minute headways	2004	Weekday Peak Weekday Off-peak Saturday Sunday	- - - -	15 - - -	M-F: 6am - 9:30am 3pm - 6:30pm		2, 3, 4, 5, 6, 13
80 Street MAX	Kendall to Dadeland North Station via SW 80th Street	Limited-stop weekday service during the morning and evening peak periods at 15 minute headways	2005	Weekday Peak Weekday Off-peak Saturday Sunday	- - - -	15 - - -	M-F: 6am - 9:30am 3pm - 6:30pm		7, 8, 10, 11
96 Street MAX	Kendall to Dadeland North Station via SW 96th Street	Limited-stop weekday service during the morning and evening peak periods at 15 minute headways	2005	Weekday Peak Weekday Off-peak Saturday Sunday	- - - -	15 - - -	M-F: 6am - 9:30am 3pm - 6:30pm		7, 8, 10, 11
97 Avenue Crosstown	Palmetto Station to Coral Reef Hospital via 97th Avenue	New route operating seven days a week. Peak period service would be at 15-minute headways with off-peak and weekends at 30-minute	2005	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	15 30 30 30	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm		7, 8, 10, 12
120/136 Street Crosstown	Kendall-Tamiami Executive Airport to Dadeland South via SW 120th/136th Street	New weekday route operating at 15 minute headways for peak periods with off-peak at 30 minutes	2005	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 - -	15 30 - -	M-F: 6am - 10pm		7, 8, 9, 11



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ROUTE	DESCRIPTION	IMPROVEMENT	START DATE	DAY	FREQUENCY		HOURS OF SERVICE		COMMISSION DISTRICTS
					CURRENT	PROPOSED	CURRENT	PROPOSED	
163rd Street Shuttle	Golden Glades Park/Ride Lot to Winston Towers via 163rd Street	New route operating seven days a week. Peak period service would be at 15-minute headways with off-peak and weekends at 30-minute	2005	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm	1, 2, 4		
Airport West Connection	Allapattah Station to Miami International and Dolphin Malls via NW 36/58 St, Doral and NW 107 Ave	New route operating seven days a week. Peak period service would be at 30-minute headways with off-peak and weekends at 60-minute	Oct 2003	Weekday Peak Weekday Off-peak Saturday Sunday	30 60 60 60	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm	2, 3, 6, 12		
Airport West Connection	Allapattah Station to Miami International and Dolphin Malls via NW 36/58 St, Doral and NW 107 Ave	Improve peak headways from 30 to 15 minutes and off-peak headways from 60 to 30 minutes	2005	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm	2, 3, 6, 12		
Beach MAX	Aventura Mall to CBD via Collins Avenue, Julia Tuttle Causeway and Biscayne Boulevard	Limited-stop route created by adjusting the Route T. Weekday peak periods would run every 15 min with off-peak and weekends at 30 min	2004	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm	3, 4, 5		
Coconut Grove Circulator	Coconut Grove Station to Douglas Road Station via SW 27 Avenue, Grand Avenue, and SW 37 Ave	New seven day feeder route operating 15 minute service	Nov 2002	Weekday Peak Weekday Off-peak Saturday Sunday	15 15 15 15	M-F: 5am - 1am Sat: 5am - 2am Sun: 5am - 12am	7		
Coral Way MAX	Douglas Road Station to West Dade via Coral Way	Limited-stop weekday service during the morning and evening peak periods at 20 minute headways	Jan 2003	Weekday Peak Weekday Off-peak Saturday Sunday	20	M-F: 6am - 9:30am 3pm - 6:30pm	6, 7, 10, 11, 12		
Coral Way MAX	Douglas Road Station to West Dade via Coral Way	Improve peak headways from 20 to 15 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	15	M-F: 6am - 9:30am 3pm - 6:30pm	6, 7, 10, 11, 12		
Flagami Circulator	Flagami/West Miami area between Tamiami Boulevard and SW 57 Avenue	New route operating seven days a week. Peak period service would be at 15-minute headways with off-peak and weekends at 30-minute	Oct 2003	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm	6		
Florida City/Homestead Circulator	MDCC Homestead Campus to Florida City City Hall via Krome Avenue, Villas of Homestead and East/West Palm Dr	New seven day feeder route operating 30-minute service during peak periods and 60 minutes during off-peak and weekends	Dec 2003	Weekday Peak Weekday Off-peak Saturday Sunday	30 60 60 60	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm	8, 9		
Florida City/Homestead Circulator	MDCC Homestead Campus to Florida City City Hall via Krome Avenue, Villas of Homestead and East/West Palm Dr	Improve peak periods from 30 to 15 minutes and off-peak and weekends from 60 to 30 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm	8, 9		
Gratigny Connection	Hialeah Gardens City Hall to MDCC North Campus via NW 122 St (West 68 Street)	New route operating seven days a week. Peak period service would be at 15-minute headways with off-peak and weekends at 30-minute	2004	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	M-F: 5am - 12am Sat: 5am - 12am Sun: 5am - 12am	2, 12, 13		

PEOPLE'S TRANSPORTATION PLAN  
BUS SERVICE IMPROVEMENTS

ROUTE	DESCRIPTION	IMPROVEMENT	START DATE	DAY	FREQUENCY		HOURS OF SERVICE		COMMISSION DISTRICTS
					CURRENT	PROPOSED	CURRENT	PROPOSED	
Hiawah Gardens Connection	Miami Lakes to Hiawah Gardens to Palmetto station via NW 82 and 87 Avenues	New route operating seven days a week. Peak period service would be at 30-minute headways with off-peak and weekends at 60-minute	Mar 2003	Weekday Peak Weekday Off-peak Saturday Sunday	30 60 60 60	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm		12, 13	
Hiawah Gardens Connection	Miami Lakes to Hiawah Gardens to Palmetto station via NW 82 and 87 Avenues	Improve peak periods from 30 to 15 minutes and off-peak and weekends from 60 to 30 minutes	2005	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm		12, 13	
Intercountry Connection	Southwest Broward County to Palmetto station	New premium, limited-stop route operating weekdays only. Service would be every 15 minutes in the peak	2004	Weekday Peak Weekday Off-peak Saturday Sunday	15	M-F: 6am - 9:00am 3pm - 6:00pm		12, 13	
Kendale Lakes Connection	West Dade Bus Terminal to Lakes of the Meadow via Kendale Lakes and Sunset Harbor	New route operating seven days a week. Peak period service would be at 15-minute headways with off-peak and weekends at 30-minute	2005	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm		10, 11	
Kendall Circulator	SW 133 Avenue to SW 157 Avenue via SW 80th and 96th Streets	New weekday only route. Peak period service would be at 15-minute headways with off-peak at 30-minute headways	2005	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm		10, 11	
Kendall Connection	Miami International Mall to Kendall-Tamiami Executive Airport via SW 147 Avenue	New weekday only route. Peak period service would be at 15-minute headways with off-peak at 30-minute headways	2004	Weekday Peak Weekday Off-peak Saturday Sunday	15 30	M-F: 6am - 10pm		9, 11, 12	
Liberty City Circulator	NW 7 Avenue to NW 27 Avenue via NW 54 and 62 Streets connecting to Metrorail.	New route operating seven days a week. Peak period service would be at 15-minute headways with off-peak and weekends at 30-minute	Dec 2003	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	M-F: 6am - 9pm Sat: 6am - 9pm Sun: 6am - 9pm		2, 3	
Little Haiti Circulator	INS Office to NW 36 Street via 79 Street and NE 2 Avenue	New route operating seven days a week. Peak period service would be at 30-minute headways with off-peak and weekends at 60-minute	Nov 2002	Weekday Peak Weekday Off-peak Saturday Sunday	30 60 60 60	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm		2, 3	
Little Haiti Circulator	INS Office to NW 36 Street via 79 Street and NE 2 Avenue	Improve peak periods from 30 to 15 minutes and off-peak and weekends from 60 to 30 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	15 30 30 30	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm		2, 3	
Little Havana Circulator	CBD to 27th Avenue via West Flagler Street and SW 7/8 Street	New route operating seven days a week every 20 minutes	Jan 2003	Weekday Peak Weekday Off-peak Saturday Sunday	20 20 20 20	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm		5	
Little Havana Circulator	CBD to 27th Avenue via West Flagler Street and SW 7/8 Street	Improve peak headways from 20 to 15 minutes	2004	Weekday Peak Weekday Off-peak Saturday Sunday	15 20 20 20	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm		5	

PEOPLE'S TRANSPORTATION PLAN  
BUS SERVICE IMPROVEMENTS

ROUTE	DESCRIPTION	IMPROVEMENT	START DATE	DAY	FREQUENCY		HOURS OF SERVICE		COMMISSION DISTRICTS
					CURRENT	PROPOSED	CURRENT	PROPOSED	
Red Road MAX	Pembroke Lakes Mall to Hialeah Metrorail Station via Flamingo Road/ Red Road (NW 57 Ave/W 4 Ave)	Limited-stop weekday service during the morning and evening peak periods at 15 minute headways	2005	Weekday Peak Weekday Off-peak Saturday Sunday		15	M-F: 6am - 9:30am 3pm - 6:30pm	1, 6, 12, 13	
Route 122	Dolphin/Miami International Malls to MDCC Kendall Campus via SW 122/127 Avenue	New route operating seven days a week. Peak period service would be at 15-minute headways with off-peak and weekends at 30-minute	2004	Weekday Peak Weekday Off-peak Saturday Sunday		15 30 30 30	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm	8, 10, 11, 12	
Saga Bay/Goulds Busway Feeder	Saga Bay to Goulds via Hainlin Mill Drive	New weekday only feeder route operating every 20 minutes	Dec 2003	Weekday Peak Weekday Off-peak Saturday Sunday		20 20	M-F: 6am - 10pm	8, 9	
Saga Bay/Goulds Busway Feeder	Saga Bay to Goulds via Hainlin Mill Drive	Improve peak headways from 20 to 15 minutes	2005	Weekday Peak Weekday Off-peak Saturday Sunday		15 30	M-F: 6am - 10pm	8, 9	
Sweetwater Circulator	Sweetwater to FIU Terminal	New route operating seven days a week with service every 15 minutes	Mar 2003	Weekday Peak Weekday Off-peak Saturday Sunday		15 15 15 15	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm	10, 11, 12	
West Kendall Crosstown	West Dade Bus Terminal to Coral Reef Drive via SW 152, 157, 162 Avenues	New route operating seven days a week. Peak period service would be at 15-minute headways with off-peak and weekends at 30-minute	2005	Weekday Peak Weekday Off-peak Saturday Sunday		15 30 30 30	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm	8, 9, 11, 12	
Western Express	Sawgrass Mills Outlet Mall to Palmetto Station	Limited-stop route operating every 15 minute during the peak periods and every 30 minutes during middays and weekends	2005	Weekday Peak Weekday Off-peak Saturday Sunday		15 30 30 30	M-F: 6am - 10pm Sat: 6am - 10pm Sun: 6am - 10pm	12	

# Miami-Dade Transit

## Miami-Dade County Metrobus Service Miles by Commission District

District	( as of March 2002 )			( with Sales Tax Service Improvements )			Change with Sales Tax		
	Total Annual Miles	% of System	District	Total Annual Miles	% of System	District	Miles	Percentage	District
1	2,105,446	8.0%	1	3,328,201	7.2%	1	1,222,755	58.1%	1
2	2,653,350	10.0%	2	4,248,651	9.2%	2	1,595,301	60.1%	2
3	3,416,127	12.9%	3	4,756,629	10.3%	3	1,340,502	39.2%	3
4	2,902,904	11.0%	4	4,487,620	9.7%	4	1,584,716	54.6%	4
5	4,389,626	16.6%	5	5,838,664	12.6%	5	1,449,038	33.0%	5
6	2,416,645	9.1%	6	3,255,160	7.0%	6	838,515	34.7%	6
7	1,877,153	7.1%	7	3,512,348	7.6%	7	1,635,195	87.1%	7
8	1,829,799	6.9%	8	4,369,911	9.5%	8	2,540,112	138.8%	8
9	1,160,387	4.4%	9	2,427,771	5.3%	9	1,267,384	109.2%	9
10	1,136,673	4.3%	10	2,237,829	4.8%	10	1,101,156	96.9%	10
11	810,211	3.1%	11	2,706,830	5.9%	11	1,896,619	234.1%	11
12	828,971	3.1%	12	2,927,629	6.3%	12	2,098,658	253.2%	12
13	894,531	3.4%	13	2,084,018	4.5%	13	1,189,487	133.0%	13
TOTAL	26,421,823	100.0%	TOTAL	46,181,261	100.0%	TOTAL	19,759,438	74.8%	TOTAL

	Municipality	Routes	# of Routes	Buses in Pk Hr
1	Aventura	E, S, V, 3, 9, 93, 95	7	24
2	Bal Harbour	G, H, K, S, T, 246	6	16
3	Bay Harbor Isle	G, H, K, S, T, 246	1	2
4	Biscayne Park	16	1	3
5	Coral Gables	J, 8, 24, 37, 40, 42, 48, 52, 56, 65, 72, 73	12	30
6	El Portal	2, 9, 10	3	13
7	Florida City	35, 38, 70	3	6
8	Golden Beach	K, V,	2	4
9	Hialeah Gardens	33, 54, 245	3	5+
10	Hialeah	E, J, L, 28, 29, 33, 36, 37, 42, 62, 73, 87, 132, 242, 245	15	34+
11	Homestead	35, 38, 70	3	6
12	Indian Creek	(none)	0	-
13	Islandia	(none)	0	-
14	Key Biscayne	B	1	4
15	Medley	33, 73, 245	3	4+
16	Miami	A, B, C, J, K, L, M, S, T, 2, 3, 6, 7, 8, 9, 10, 11, 12, 16, 17 21, 22, 24, 27, 32, 33, 36, 37, 40, 42, 48, 51, 54, 62, 65, 72 73, 77, 93, 95, 97, 134, 236, 237, 238, 243, 246, 248	48	146+
17	Miami Beach	A, C, G, H, J, K, L, M, R, S, T, W, 51, 62, 236, 246	16	48+
18	Miami Shores	2, 3, 9, 10, 16, 33, 93	7	28
19	Miami Lakes	E, 29, 54, 73, 75, 83, 241, 267	8	-
20	Miami Springs	J, 7, 36, 37, 42, 95, 132, 236	8	17+
21	North Bay Village	L	1	6
22	North Miami	E, G, H, V, 2, 3, 9, 10, 16, 17, 28, 75, 83, 93	14	-
23	North Miami Beach	E, H, V, 2, 3, 9, 10, 16, 22, 28, 75, 83, 93, 95, 241, 246	14	-
24	Opa-Locka	E, G, 17, 21, 22, 27, 28, 32, 42, 97, 246	11	25
25	Pinecrest	57, 65, 73,	3	-
26	South Miami	37, 40, 48, 52, 56, 57, 72, 73	8	15
27	Sunny Isles Beach	E, H, K, S, V, 246	5	14
28	Surfside	G, H, K, R, S, T, 246	6	17
29	Sweetwater	11, 51, 71, 137	3	13+
30	Virginia Gardens	36, 95, 132	3	9
31	West Miami	8, 73	3	-
32	Unincorporated Miami-Dade			

# Miami-Dade Transit

## Miami-Dade County Metrobus Service Miles by Municipality

( as of March 2002 )		( with Sales Tax Service Improvements )		Change with Sales Tax				
Municipality	Total Annual Miles	% of System	Municipality	Total Annual Miles	% of System	Municipality	Miles	Percentage
AV - Aventura	431,000	1.6%	AV - Aventura	742,500	1.6%	AV - Aventura	311,500	72.3%
BH - Bal Harbour	146,000	0.6%	BH - Bal Harbour	201,506	0.4%	BH - Bal Harbour	55,506	38.0%
BHI - Bay Harbor Islands	16,000	0.1%	BHI - Bay Harbor Islands	54,119	0.1%	BHI - Bay Harbor Islands	38,119	238.2%
BP - Biscayne Park	16,000	0.1%	BP - Biscayne Park	17,753	0.0%	BP - Biscayne Park	1,753	11.0%
CG - Coral Gables	569,000	2.2%	CG - Coral Gables	898,161	2.0%	CG - Coral Gables	329,161	57.8%
EP - El Portal	16,000	0.1%	EP - El Portal	59,370	0.1%	EP - El Portal	43,370	271.1%
FC - Florida City	80,000	0.3%	FC - Florida City	359,368	0.8%	FC - Florida City	279,368	349.2%
GB - Golden Beach	40,000	0.2%	GB - Golden Beach	61,534	0.1%	GB - Golden Beach	21,534	53.8%
H - Hialeah	1,069,000	4.1%	H - Hialeah	1,861,413	4.0%	H - Hialeah	792,413	74.1%
HG - Hialeah Gardens	41,000	0.2%	HG - Hialeah Gardens	257,260	0.6%	HG - Hialeah Gardens	216,260	527.5%
HO - Homestead	100,000	0.4%	HO - Homestead	301,722	0.7%	HO - Homestead	201,722	201.7%
KB - Key Biscayne	61,000	0.2%	KB - Key Biscayne	73,923	0.2%	KB - Key Biscayne	12,923	21.2%
M - Miami	6,445,000	24.5%	M - Miami	9,480,187	20.6%	M - Miami	3,035,187	47.1%
MB - Miami Beach	2,696,000	10.2%	MB - Miami Beach	3,713,230	8.1%	MB - Miami Beach	1,017,230	37.7%
ME - Medley	22,000	0.1%	ME - Medley	226,409	0.5%	ME - Medley	204,409	929.1%
ML - Miami Lakes	211,000	0.8%	ML - Miami Lakes	438,751	1.0%	ML - Miami Lakes	227,751	107.9%
MSH - Miami Shores	200,000	0.8%	MSH - Miami Shores	360,233	0.8%	MSH - Miami Shores	160,233	80.1%
MSP - Miami Springs	136,000	0.5%	MSP - Miami Springs	276,499	0.6%	MSP - Miami Springs	140,499	103.3%
NBV - North Bay Village	40,000	0.2%	NBV - North Bay Village	60,697	0.1%	NBV - North Bay Village	20,697	51.7%
NM - North Miami	611,000	2.3%	NM - North Miami	815,800	1.8%	NM - North Miami	204,800	33.5%
NMB - North Miami Beach	940,000	3.6%	NMB - North Miami Beach	1,519,743	3.3%	NMB - North Miami Beach	579,743	61.7%
OL - Opa-Locka	381,000	1.4%	OL - Opa-Locka	645,831	1.4%	OL - Opa-Locka	264,831	69.5%
PC - Pinecrest	60,000	0.2%	PC - Pinecrest	101,355	0.2%	PC - Pinecrest	41,355	68.9%
S - Surftside	186,000	0.7%	S - Surftside	261,611	0.6%	S - Surftside	75,611	40.7%
SIB - Sunny Isles Beach	275,000	1.0%	SIB - Sunny Isles Beach	580,494	1.3%	SIB - Sunny Isles Beach	305,494	111.1%
SM - South Miami	150,000	0.6%	SM - South Miami	306,068	0.7%	SM - South Miami	156,068	104.0%
SW - Sweetwater	128,000	0.5%	SW - Sweetwater	308,356	0.7%	SW - Sweetwater	180,356	140.9%
VG - Virginia Gardens	27,000	0.1%	VG - Virginia Gardens	40,653	0.1%	VG - Virginia Gardens	13,653	50.6%
WM - West Miami	34,000	0.1%	WM - West Miami	103,159	0.2%	WM - West Miami	69,159	203.4%
UN - Unincorporated	11,204,000	42.6%	UN - Unincorporated	21,929,295	47.6%	UN - Unincorporated	10,725,295	95.7%
<b>TOTAL</b>	<b>26,331,000</b>	<b>100.0%</b>	<b>TOTAL</b>	<b>46,057,000</b>	<b>100.0%</b>	<b>TOTAL</b>	<b>19,726,000</b>	<b>74.9%</b>





### BUS BAY SUMMARY

On June 26, 2002, the QST conducted a preliminary survey of bus bay space on the routes with the most ridership and traffic congestion. The following summary shows routes with available space for bus bays and/or painting of bus bay signs at existing bus stops.

ROUTE	ALIGNMENT	BUSBAYS
83	NW 183rd St.	1
77	NW 7th Ave.	2
75	NW 175 St.	4
62	NW 62nd St.	3
54	NW 54th St.	8
37	NW/SW 37th Ave.	4
32	NW 32nd Ave.	5
27	NW/SW 27th Ave.	3
24	Coral Way	24
22	NW/SW 22nd Ave.	4
11	Flagler St.	40
9/10	NW 2nd Ave.	5
8	NW 8th St.	7
7	NW 7th St.	8
3/16	Biscayne Blvd.	16
2	NW 2nd Ave.	8
S	Collins Ave.	22
L	NW 79th St./ Collins Ave.	4
K	Collins Ave./ Pine Tree	6
J	LeJeune Rd/ NW 36th St.	4
H	Collins Ave./ 163rd St.	7
G	NW 125th St./ Collins Ave.	3
C	Washington Ave/Collins Ave.	3
<b>*TOTAL=</b>		<b>186</b>

\* For the above improvements to be implemented, funding is needed.

Metrorail Proposed Extensions  
by Commission Districts and Municipalities

Project	Length (miles)	Municipalities	Commission Districts
<b>North Corridor (to MIC) *</b>	<b>12.1 miles</b>		
	9 miles	Segment 79 St. to 215 St.	1 5.5 miles
	3.1 miles	Segment EH to MIC	2 5 miles
		11.9 miles UMSA	3 0.5 miles
		0.2 miles City of Miami	6 1.5 miles
<b>East-West Corridor</b>	<b>17.2 miles</b>		
	11.2 miles	Segment SR836 to Port	5 4.2 miles
		1 mile UMSA	6 7 miles
		10.2 miles City of Miami	
	6 miles	Segment HEFT to SR836	6 1.5 miles
		6 miles UMSA	10 2 miles
			11 1.5 mile
			12 1 mile
<b>Baylink Corridor</b>	<b>5.1 miles</b>		
		2 miles City of Miami	5 5.1 miles
		3.1 miles City of M Beach	
<b>Kendall Corridor *</b>	<b>13 Miles</b>		
	9 miles	Segment on N Kendall Dr	7 3.25 miles
	4 miles	Segment on HEFT	8 5 miles
		13 miles UMSA	10 7.5 miles
<b>Northeast Corridor</b>	<b>13.6 miles</b>		
		5 miles City of Miami	2 1.1 miles
		1.3 miles Miami Shores	3 5 miles
		1 mile UMSA	4 7 miles
		2.1 miles North Miami	5 0.5 miles
		2.1 miles N Mia Beach	
		2.1 miles Aventura	
<b>South Corridor</b>	<b>21 miles</b>		
	8 miles	Segment to Cutler Ridge	7 1 mile
	13 miles	Segment to Florida City	8 16 miles
		18 miles UMSA	9 4 miles
		1.5 miles Homestead	
		1.5 miles Florida City	
<b>Douglas Corridor *</b>	<b>4.5 miles</b>		
		4 miles City of Miami	5 1.2 miles
		2.1 miles Coral Gables	6 3 miles
		0.5 miles UMSA	7 3 miles
<p>* Miles indicated for Cities and Commission Districts may not add up to Corridor totals when the proposed alignment runs on the boundary line of two cities or districts.</p>			



# BOARD REQUESTED MAJOR ROADWAY AND NEIGHBORHOOD IMPROVEMENT PROJECTS FOR INCLUSION IN THE PEOPLE'S TRANSPORTATION PLAN

<b>DIST</b>	<b>PROJECT NAME/LOCATION</b>	<b>LIMITS</b>	<b>DESCRIPTION</b>
1	ROADS WITH POOR TO FAIR PAVEMENT CONDITIONS	SECTIONS 5-52-41, 8-52-41, 9-52-41, 14-52-41, 16-52-41 AND 18-52-41	RESURFACING AND REMARKING
	NW 22 AVENUE	NW 135 STREET TO STATE ROAD 9	RESURFACING AND REMARKING
2	NW 37 AVENUE	NW 79 STREET TO NORTH RIVER DRIVE	WIDENING FROM 2 TO 5 LANES
	NW 22 AVENUE	NW 135 TO 62 STREETS	RESURFACING AND REMARKING
	NW 62 STREET	NW 37 AVENUE TO I-95	RESURFACING AND TRAFFIC OPERATIONAL IMPROVEMENTS
3	NE 2 AVENUE	NE 91 TO 20 STREETS	STREET AND TRAFFIC OPERATIONAL IMPROVEMENTS
	MIAMI GARDENS DRIVE CONNECTOR	US 1 TO LEHMAN CAUSEWAY	NEW 4-LANE ROAD
6	SW 62 AVENUE	SW 24 TO NW 7 STREETS	STREET IMPROVEMENTS
	NW 7 STREET	NW 72 TO 37 AVENUES	RESURFACING AND TRAFFIC OPERATIONAL IMPROVEMENTS
	SW 72 AVENUE	SW 40 TO 20 STREETS	STREET AND TRAFFIC OPERATIONAL IMPROVEMENTS
	NW 82 AVENUE/ NW 8 STREET	NW 7 TO I0 STREET/ NW 87 TO 79 AVENUE	ROADWAY RECONSTRUCTION
7	SW 97 AVENUE	SW 72 TO 56 STREETS	WIDEN TO 3 LANES
	SW 62 AVENUE	SW 70 TO 64 STREETS	NARROW FROM 5 TO 2 LANES
	SOUTH BAYSHORE DRIVE	MCFARLANE TO AVIATION	RESURFACING AND MEDIAN IMPROVEMENTS
	SW 27 AVENUE	US 1 TO BAYSHORE DRIVE	WIDEN FROM 2 TO 3 LANES
	GRAND AVENUE	SW 37 TO 32 STREETS	NARROW FROM 4 TO 2 LANES
	ROADS WITH FAIR TO POOR PAVEMENT CONDITIONS	SECTIONS 27-54-40, 28-54-40 AND 29-54-40	RESURFACING
	SOUTH MIAMI AVENUE	SW 25 TO 15 ROADS	TRAFFIC CALMING MEASURES, CURBS AND SIDEWALKS

<b>DIST</b>	<b>PROJECT NAME/LOCATION</b>	<b>LIMITS</b>	<b>DESCRIPTION</b>
<b>8</b>	SW 87 AVENUE	SW 216 TO 168 STREETS	WIDEN FROM 2 TO 4 LANES
	SW 312 STREET	SW 187 TO 177 AVENUES	WIDEN TO 5 LANES
	SW 137 AVENUE	US 1 TO 184 STREET	WIDEN TO 4 LANES/NEW 4 LANES
	SW 137 AVENUE	HEFT TO US 1	WIDEN FROM 2 TO 4 LANES
	SW 120 STREET	SW 137 TO 117 AVENUES	WIDEN FROM 4 TO 6 LANES
<b>9</b>	SW 136 STREET	SW 157 AVENUE TO FLORIDA TURNPIKE (SR 874)	WIDENING FROM 2 TO 4 LANES
	SW 157 AVENUE	SW 184 TO 152 STREETS	NEW 4-LANE ROAD
	SW 160 STREET	SW 147 TO 137 AVENUES	NEW 4-LANE ROAD
	SW 180 STREET	SW 147 TO 137 AVENUES	
	SW 216 STREET	FLA'S TURNPIKE TO SW 127 AVE.	CURBS AND GUTTERS, TRAFFIC OPERATIONAL IMPROVEMENTS
	SW 176 STREET	US 1 TO SW 107 AVENUE	CURBS AND GUTTERS, TRAFFIC OPERATIONAL IMPROVEMENTS
	SW 264 STREET	US 1 TO SW 137 AVENUE	CURBS AND GUTTERS, TRAFFIC OPERATIONAL IMPROVEMENTS
<b>10</b>	SW 127 AVENUE	SW 120 TO 88 STREETS	WIDEN TO 4 LANES WITH MEDIAN, SWALES AND FRONTAGE ROAD
	SW 97 AVENUE	SW 56 TO 40 STREETS	WIDEN TO 3 LANES
<b>11</b>	NEW ACCESS TO COUNTRY WALK	LAND ACQUISITION AND EXTENSION OF SW 143 TERRACE FROM RAILROAD TRACKS TO SW 136 ST. T	NEW 2-LANE ROAD
	SW 157 AVENUE	SW 152 TO 112 STREET	NEW 4-LANE ROAD
<b>12</b>	NW 138 STREET BRIDGE	BRIDGE OVER MIAMI RIVER CANAL AT NW 138 STREET	BRIDGE CONSTRUCTION
	NW 74 STREET	HEFT TO NW 82 AVENUE	NEW 4-LANE ROAD
	NW 97 AVENUE	NW 41 TO 25 STREETS	WIDEN FROM 2 TO 4 LANES
<b>13</b>	NW 62 Avenue (W 8 Avenue)	NW 138 to 105 STREETS	WIDEN FROM 2 TO 3 LANES
	NW 170 STREET	NW 87 TO 77 AVENUES	WIDEN FROM 2 TO 4 LANES







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## The 2001 Florida Statutes

**Title XIV**

Taxation And Finance

**Chapter 212**

Tax On Sales, Use, And Other Transactions

**[View Entire Chapter](#)**

**212.055 Discretionary sales surtaxes; legislative intent; authorization and use of proceeds.**--It is the legislative intent that any authorization for imposition of a discretionary sales surtax shall be published in the Florida Statutes as a subsection of this section, irrespective of the duration of the levy. Each enactment shall specify the types of counties authorized to levy; the rate or rates which may be imposed; the maximum length of time the surtax may be imposed, if any; the procedure which must be followed to secure voter approval, if required; the purpose for which the proceeds may be expended; and such other requirements as the Legislature may provide. Taxable transactions and administrative procedures shall be as provided in s. 212.054.

**(1) CHARTER COUNTY TRANSIT SYSTEM SURTAX.--**

(a) Each charter county which adopted a charter prior to June 1, 1976, and each county the government of which is consolidated with that of one or more municipalities, may levy a discretionary sales surtax, subject to approval by a majority vote of the electorate of the county or by a charter amendment approved by a majority vote of the electorate of the county.

(b) The rate shall be up to 1 percent.

(c) The proposal to adopt a discretionary sales surtax as provided in this subsection and to create a trust fund within the county accounts shall be placed on the ballot in accordance with law at a time to be set at the discretion of the governing body.

(d) Proceeds from the surtax shall be applied to as many or as few of the uses enumerated below in whatever combination the county commission deems appropriate:

1. Deposited by the county in the trust fund and shall be used for the purposes of development, construction, equipment, maintenance, operation, supportive services, including a countywide bus system, and related costs of a fixed guideway rapid transit system;

2. Remitted by the governing body of the county to an expressway or transportation authority created by law to be used, at the discretion of such authority, for the development, construction, operation, or maintenance of roads or bridges in the county, for the operation and maintenance of a bus system, for the payment of principal and interest on existing bonds issued for the construction of such roads or bridges, and, upon approval by the county commission, such proceeds may be pledged for bonds issued to refinance existing bonds or new bonds issued for the construction of such roads or bridges; and

3. For each county, as defined in s. 125.011(1), used for the development, construction, operation, and maintenance of roads and bridges in the county; for the expansion, operation, and maintenance of bus and fixed guideway systems; and for the payment of principal and interest on bonds issued for the construction of fixed guideway rapid transit systems, bus systems, roads, or bridges; and such proceeds may be pledged by the governing body of the county for bonds issued to refinance existing bonds or new bonds issued for the construction of such fixed guideway rapid transit systems, bus systems, roads, or bridges and no more than 25 percent used for nontransit uses.



## **COUNTY TRANSPORTATION EXPANSION QUESTION**

**SHALL THE COUNTY IMPLEMENT THE PEOPLE'S TRANSPORTATION PLAN INCLUDING: PLANS TO BUILD RAPID TRANSIT LINES TO WEST DADE, KENDALL, FLORIDA CITY, MIAMI BEACH AND NORTH DADE; EXPANDING BUS SERVICE; ADDING 635 BUSES; IMPROVING TRAFFIC SIGNALIZATION TO REDUCE TRAFFIC BACKUPS; IMPROVING MAJOR AND NEIGHBORHOOD ROADS AND HIGHWAYS, INCLUDING DRAINAGE; AND FUNDING TO MUNICIPALITIES FOR ROAD AND TRANSPORTATION PROJECTS BY LEVYING A 1/2 PERCENT SALES SURTAX WHOSE PROCEEDS WILL BE OVERSEEN BY THE CITIZEN'S INDEPENDENT TRANSPORTATION TRUST?**

**YES**

**NO**





# MEMORANDUM

Amended  
Agenda Item No. 9(A)(3)

**TO:** Hon. Chairperson and Members  
Board of County Commissioners


**DATE:** July 9, 2002

**FROM:** Robert A. Ginsburg  
County Attorney

**SUBJECT:** Resolution calling special  
election regarding levy of a  
transit system sales surtax

R#736-02

The accompanying resolution was prepared and placed on the agenda at the request of Commissioner Bruno A. Barreiro.

  
Robert A. Ginsburg  
County Attorney


RAG/bw



MEMORANDUM

TO: Honorable Chairperson and Members  
Board of County Commissioners

DATE: July 9, 2002

FROM:   
Robert A. Ginsburg  
County Attorney

Amended  
SUBJECT: Agenda Item No. 9(A)(3)

Please note any items checked.

- "4-Day Rule" (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 private business sector impact required
- Bid waiver requiring County Manager's written recommendation
- Ordinance creating a new board requires detailed County Manager's report for public hearing
- "Sunset" provision required
- Legislative findings necessary

Approved [Signature] Mayor  
Veto \_\_\_\_\_  
Override \_\_\_\_\_

Amended  
Agenda Item No. 9(A)(3)  
7-9-02

RESOLUTION NO. 736-02

**OFFICIAL FILE COPY  
CLERK OF THE BOARD  
OF COUNTY COMMISSIONERS  
DADE COUNTY, FLORIDA**

RESOLUTION CALLING A COUNTYWIDE SPECIAL ELECTION IN MIAMI-DADE COUNTY, FLORIDA, TO BE HELD ON TUESDAY, NOVEMBER 5, 2002 FOR THE PURPOSE OF SUBMITTING TO THE QUALIFIED ELECTORS OF THE COUNTY THE QUESTION OF LEVY OF A ONE-HALF OF ONE PERCENT CHARTER COUNTY TRANSIT SYSTEM SALES SURTAX PURSUANT TO SECTION 212.055(1), FLORIDA STATUTES (2001) AND PROVIDING AN EFFECTIVE DATE

WHEREAS, Section 212.055(1), Florida Statutes (2001), authorizes Miami-Dade County, Florida (the "County") to levy a Charter County Transit System Sales Surtax, subject to approval by a majority vote of the electorate of the County; and

WHEREAS, the County has determined to call a special election to be held on Tuesday, November 5, 2002 for the purpose of submitting to the qualified electors of the County the question of a levy of such Sales Surtax,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that:

Section 1. In accordance with the general election laws of the State of Florida, a Countywide special election is hereby called and shall be held in Miami-Dade County, Florida, on Tuesday, November 5, 2002 for the purpose of submitting to the qualified electors of Miami-Dade County the question of whether the County shall levy a one-half of one percent discretionary sales surtax authorized by Section 212.055(1), Florida Statutes (2001).

Section 2. Notice of such special election shall be published in accordance with Section 100.342, Florida Statutes (2001).

Section 3. The results of such special election shall be determined by a majority of the qualified electors of the County voting at said special election. All polling places within the County shall be open from 7:00 a.m. to 7:00 p.m. on the day of said special election. All qualified electors of the County shall be entitled to vote at said special election.

Section 4. The County registration books shall remain open at the Office of Miami-Dade County Supervisor of Elections until October 7, 2002, at which date the registration books shall close in accordance with the provisions of the general election laws.

Section 5. Touch Screen voting machines shall be used at such special election, and the ballot question shall appear in substantially the following form:

COUNTY TRANSPORTATION EXPANSION QUESTION

SHALL THE COUNTY IMPLEMENT THE PEOPLE'S TRANSPORTATION PLAN INCLUDING: PLANS TO BUILD RAPID TRANSIT LINES TO WEST DADE, KENDALL, FLORIDA CITY, MIAMI BEACH AND NORTH DADE; EXPANDING BUS SERVICE; ADDING 635 BUSES; IMPROVING TRAFFIC SIGNALIZATION TO REDUCE TRAFFIC BACKUPS; IMPROVING MAJOR AND NEIGHBORHOOD ROADS AND HIGHWAYS, INCLUDING DRAINAGE; AND FUNDING TO MUNICIPALITIES FOR ROAD AND TRANSPORTATION PROJECTS BY LEVYING A ½ PERCENT SALES SURTAX WHOSE PROCEEDS WILL BE OVERSEEN BY THE CITIZEN'S INDEPENDENT TRANSPORTATION TRUST?

YES   
NO

Section 6. Such question shall appear on the ballot as a separate question or proposal. Those qualified electors desiring to adopt or approve such proposal shall be instructed to vote "YES." Those qualified electors desiring to reject or disapprove the proposal shall be instructed to vote "NO."

Section 7. Optical scan or touch screen systems may be used for absentee voting by qualified electors of the County for voting on this proposal at said special election. The form of such absentee ballot shall be in accordance with the requirements prescribed by the general election laws, and shall have printed thereon the question or proposal hereinabove set forth, with proper place for voting either "YES" or "NO."

Section 8. A sample ballot showing the manner in which the question or proposal aforesaid shall appear on the touch screen system at this special election shall be published and provided in accordance with the applicable provisions of the general election laws.

Section 9. This special election on the proposal aforesaid shall be held and conducted in accordance with the applicable provisions of the general laws relating to special elections and the provisions of the Miami-Dade County Home Rule Charter. The County Manager, the Finance Director, the Supervisor of Elections and the Clerk of the County Commission are hereby authorized and directed to take all appropriate actions necessary to carry into effect and accomplish the provisions of this resolution. This special election shall be a nonpartisan election. Inspectors and clerks to serve as election officials in connection with this special election shall be appointed in accordance with the provisions of the general election laws.

Section 10. This special election shall be canvassed by the County Canvassing Board as provided under the election laws of this State, in accordance with the provisions of Section 2.07 of the Home Rule Charter.

The foregoing resolution was sponsored by Commissioner Bruno A. Barreiro and offered by Commissioner Bruno A. Barreiro, who moved its adoption. The motion was seconded by Commissioner Jose "Pepe" Cancio, and upon being put to a vote, the vote was as follows:

Bruno A. Barreiro	aye	Jose "Pepe" Cancio, Sr.	aye
Dr. Barbara Carey-Shuler	aye	Betty T. Ferguson	aye
Gwen Margolis	aye	Joe A. Martinez	aye
Jimmy L. Morales	aye	Dennis C. Moss	aye
Dorin D. Rolle	aye	Natacha Seijas	nay
Katy Sorenson	aye	Rebeca Sosa	aye
		Sen. Javier D. Souto	nay

The Chairperson thereupon declared the resolution duly passed and adopted this 9th day of July, 2002. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

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

HARVEY RUVIN, CLERK

Approved by County Attorney as  
to form and legal sufficiency. RAC

By: KAY SULLIVAN  
Deputy Clerk

R.A. Cuevas, Jr.

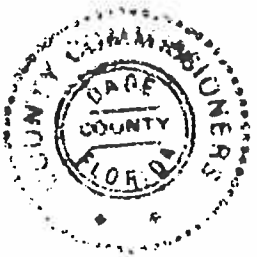
STATE OF FLORIDA                    )  
MIAMI-DADE COUNTY                ) SS:

I, HARVEY RUVIN, Clerk of the Circuit and County Courts in and for Miami-Dade County, Florida, and Ex-Officio Clerk of the Board of County Commissioners of said County, DO HEREBY CERTIFY that the above foregoing is a true and correct copy of Resolution R-736-02, at its meeting held on July 9, 2002, as appears of record.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal on this 16th day of July, A.D. 2002.

HARVEY RUVIN, Clerk  
Board of County Commissioners  
Miami-Dade County, Florida

By *Steven Hurst*  
Deputy Clerk



SEAL





MEMORANDUM

Amended  
Substitute No. 2  
Alternate  
Agenda Item No. 4(A)

---

**TO:** Hon. Chairperson and Members  
Board of County Commissioners

**DATE:** July 9, 2002

**FROM:** Robert A. Ginsburg  
County Attorney

**SUBJECT:** Ordinance levying one-half of  
one percent surtax for transit

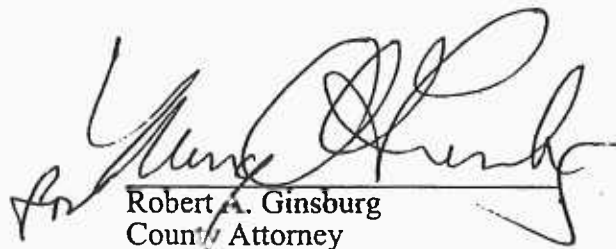
O#02-116

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The accompanying ordinance was prepared and placed on the agenda at the request of Commissioner Bruno A. Barreiro.

The prior versions of this item contain an Exhibit 1 listing projects to be funded by the surtax, by categories and cost. The Exhibits attached to these prior versions left open the type, cost and funding mechanisms for projects under the category of "Municipal Improvements."

The attached alternate substitute number 2 has a new Exhibit 1 which details the types of projects, the proposed method for providing funding therefor to the municipalities and the cost thereof under the category "Municipal Improvements." Substitute #2 to 4A Alternate makes no other changes to Exhibit 1.

  
Robert A. Ginsburg  
County Attorney



# MEMORANDUM

**TO:** Honorable Chairperson and Members  
Board of County Commissioners

**DATE:** July 9, 2002

**SUBJECT:** Ordinance levying one half  
of one percent surtax for transit

**FROM:** Steve Shiver  
County Manager



The proposed ordinance relating to the imposition of a half-penny sales tax for transportation needs is anticipated to result in \$5.596 billion in additional revenues over a 21 year period, given an average growth rate projected at 5%. During the first year of collections, it is estimated that the County will receive \$150 million. Over the 30 year period, these revenues will permit the County to leverage approximately \$2.5 billion in Federal funds and \$1.25 billion in State funds to construct 88.9 miles of rapid transit and to provide funds for acquisition of additional buses, municipal transit enhancements, road and highway improvements and to partially cover the operating and maintenance costs for the Miami-Dade transit system. Fares are assumed and have been projected to remain at the same rate over the same period. Additionally, because the maintenance of requirements remain constant, it somewhat reduces the budgetary pressure on the general fund.



MEMORANDUM

TO: Honorable Chairperson and Members  
Board of County Commissioners

DATE: July 9, 2002

FROM: Robert A. Ginsburg  
County Attorney


Amended  
Substitute #2  
Alternate

SUBJECT: Agenda Item No. 4(A)

Please note any items checked.

- "4-Day Rule" (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 private business sector impact required
- Bid waiver requiring County Manager's written recommendation
- Ordinance creating a new board requires detailed County Manager's report for public hearing
- "Sunset" provision required
- Legislative findings necessary

Approved  
Veto  
Override

 Mayor  
\_\_\_\_\_  
\_\_\_\_\_

Amended  
Substitute No.2  
Alternate  
Agenda Item No. 4(A)  
7-9-02

ORDINANCE NO. 02-116

ORDINANCE LEVYING AND IMPOSING A ONE HALF OF ONE PERCENT CHARTER COUNTY TRANSIT SYSTEM SURTAX AUTHORIZED BY SECTION 212.055(1), FLORIDA STATUTES (2001) ON ALL TRANSACTIONS OCCURRING IN MIAMI-DADE COUNTY OTHERWISE SUBJECT TO THE STATE TAX IMPOSED ON SALES, USE, RENTALS, ADMISSIONS AND OTHER TRANSACTIONS BY CHAPTER 212, FLORIDA STATUTES (2001); PROVIDING EXCEPTIONS; PROVIDING LIMITATIONS AND PROCEDURES FOR ADMINISTRATION AND COLLECTION; PROVIDING FOR USE OF SURTAX PROCEEDS; GRANTING CITIZENS' INDEPENDENT TRANSPORTATION TRUST CERTAIN POWERS OVER THE USE AND EXPENDITURE OF SURTAX PROCEEDS; EXPRESSING INTENT TO MAINTAIN CURRENT LEVEL OF GENERAL FUND SUPPORT FOR MDTA IN SUBSEQUENT FISCAL YEARS; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE; AND REQUIRING THE CLERK OF THIS BOARD TO MAIL CERTIFIED COPIES HEREOF TO BOTH THE FLORIDA DEPARTMENT OF STATE AND THE FLORIDA DEPARTMENT OF REVENUE WITHIN TEN DAYS AFTER ENACTMENT

WHEREAS, this Board wishes to levy and impose a one half of one percent Charter County Transit System Surtax if approved by the electorate of Miami-Dade County, Florida (the "County") at a duly called election pursuant to authority granted by Section 212.055(1), Florida Statutes (2001), and to apply the proceeds of the surtax as provided herein,

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA:

Section 1. Code Amendment. Chapter 29 of the Code of Miami-Dade County,

Florida, is hereby amended by adding the following new Article XVI:

**ARTICLE XVI. ONE HALF OF ONE PERCENT  
CHARTER COUNTY TRANSIT SYSTEM SALES  
SURTAX AUTHORIZED BY SECTION 212.055(1)  
FLORIDA STATUTES (2001).**

**Sec. 29.121. Sales surtax levied.**

There is hereby levied and imposed a one half of one percent discretionary sales surtax authorized by Section 212.055(1), Florida Statutes (2001) on all transactions occurring in Miami-Dade County which transactions are subject to the state tax imposed on sales, use, rentals, admissions and other transactions by Chapter 212, Florida Statutes (2001).

**Sec. 29.122. Surtax rate, limitations.**

The surtax rate shall be one half of one percent on the amount of taxable sales and taxable purchases representing such transactions. The limitations, conditions and provisions contained in Section 212.054, Florida Statutes (2001) as the same may be amended and supplemented from time to time are hereby incorporated herein.

**Sec. 29-122.1. Exemption from Sales Surtax.**

All exemptions applicable to the discretionary sales surtax contained in Chapter 212, Florida Statutes are hereby incorporated herein as the same may be amended and supplemented from time to time including, but not limited to, the following:

1. The sales amount above \$5,000 on any item of tangible personal property shall not be subject to the surtax. However, charges for prepaid calling arrangements, as defined in Sec.212.05(1)(e)1.a. Fla. Stats., shall be subject to the surtax. For

5

purposes of administering the \$5,000 limitation of an item of tangible personal property, if two or more taxable items of tangible personal property are sold to the same purchaser at the same time and, under generally accepted business practice or industry standards or usage, are normally sold in bulk or are items that, when assembled, comprise a working unit or part of a working unit, such items must be considered a single item for purposes of the \$5,000 limitation when supported by a charge ticket, sale slip, invoice, or other tangible evidence of a single sale or rental.

2. The sale at retail, the rental, the use, the consumption, the distribution, and the storage to be used or consumed in this state of the following are hereby specifically exempt from the sales surtax imposed by this ordinance.

(1) EXEMPTIONS; GENERAL GROCERIES.—

(a) Food products for human consumption are exempt from the sales surtax imposed by this ordinance.

(b) For the purpose of this ordinance, as used in this subsection, the term "food products" means edible commodities, whether processed, cooked, raw, canned, or in any other form, which are generally regarded as food. This includes, but is not limited to, all of the following:

1. Cereals and cereal products, baked goods, oleomargarine, meat and meat products, fish and seafood products, frozen foods and dinners, poultry,

eggs and egg products,  
vegetables and vegetable  
products, fruit and fruit  
products, spices, salt, sugar  
and sugar products, milk and  
dairy products, and products  
intended to be mixed with  
milk.

2. Natural fruit or  
vegetable juices or their  
concentrates or reconstituted  
natural concentrated fruit or  
vegetable juices, whether  
frozen or unfrozen,  
dehydrated, powdered,  
granulated, sweetened or  
unsweetened, seasoned with  
salt or spice, or unseasoned;  
coffee, coffee substitutes, or  
cocoa; and tea, unless it is  
sold in a liquid form.

3. Bakery products sold  
by bakeries, pastry shops, or  
like establishments that do  
not have eating facilities.

(c) The exemption provided by  
this subsection does not apply:

1. When the food  
products are sold as meals for  
consumption on or off the  
premises of the dealer.

2. When the food  
products are furnished,  
prepared, or served for  
consumption at tables, chairs,  
or counters or from trays,  
glasses, dishes, or other  
tableware, whether provided



by the dealer or by a person with whom the dealer contracts to furnish, prepare, or serve food products to others.

3. When the food products are ordinarily sold for immediate consumption on the seller's premises or near a location at which parking facilities are provided primarily for the use of patrons in consuming the products purchased at the location, even though such products are sold on a "take out" or "to go" order and are actually packaged or wrapped and taken from the premises of the dealer.

4. To sandwiches sold ready for immediate consumption on or off the seller's premises.

5. When the food products are sold ready for immediate consumption within a place, the entrance to which is subject to an admission charge.

6. When the food products are sold as hot prepared food products.

7. To soft drinks, which include, but are not limited to, any nonalcoholic beverage, any preparation or beverage commonly referred

to as a "soft drink," or any noncarbonated drink made from milk derivatives or tea, when sold in cans or similar containers.

8. To ice cream, frozen yogurt, and similar frozen dairy or nondairy products in cones, small cups, or pints, popsicles, frozen fruit bars, or other novelty items, whether or not sold separately.

9. To food prepared, whether on or off the premises, and sold for immediate consumption. This does not apply to food prepared off the premises and sold in the original sealed container, or the slicing of products into smaller portions.

10. When the food products are sold through a vending machine, pushcart, motor vehicle, or any other form of vehicle.

11. To candy and any similar product regarded as candy or confection, based on its normal use, as indicated on the label or advertising thereof.

12. To bakery products sold by bakeries, pastry shops, or like establishments that have eating facilities, except when sold for

consumption off the seller's premises.

13. When food products are served, prepared, or sold in or by restaurants, lunch counters, cafeterias, hotels, taverns, or other like places of business.

(d) As used in this subsection (1), the term:

1. "For consumption off the seller's premises" means that the food or drink is intended by the customer to be consumed at a place away from the dealer's premises.

2. "For consumption on the seller's premises" means that the food or drink sold may be immediately consumed on the premises where the dealer conducts his or her business. In determining whether an item of food is sold for immediate consumption, there shall be considered the customary consumption practices prevailing at the selling facility.

3. "Premises" shall be construed broadly, and means, but is not limited to, the lobby, aisle, or auditorium of a theater; the seating, aisle, or parking area of an arena, rink, or stadium; or the parking area of a drive-

in or outdoor theater. The premises of a caterer with respect to catered meals or beverages shall be the place where such meals or beverages are served.

4. "Hot prepared food products" means those products, items, or components which have been prepared for sale in a heated condition and which are sold at any temperature that is higher than the air temperature of the room or place where they are sold. "Hot prepared food products," for the purposes of this subsection, includes a combination of hot and cold food items or components where a single price has been established for the combination and the food products are sold in such combination, such as a hot meal, a hot specialty dish or serving, or a hot sandwich or hot pizza, including cold components or side items.

- (e) 1. Food or drinks not exempt under paragraphs (a), (b), (c), and (d) shall be exempt, notwithstanding those paragraphs, when purchased with food coupons or Special Supplemental Food Program for Women, Infants, and Children vouchers issued under authority of federal law.

2. This paragraph (e) is effective only while federal law prohibits a state's participation in the federal food coupon program or Special Supplemental Food Program for Women, Infants, and Children if there is an official determination that state or local sales taxes are collected within that state on purchases of food or drinks with such coupons.

3. This paragraph (e) shall not apply to any food or drinks on which federal law shall permit sales taxes without penalty, such as termination of the state's participation.

(2) EXEMPTIONS MEDICAL

(a) There shall be exempt from the sales surtax imposed by this ordinance any medical products and supplies or medicine dispensed according to an individual prescription or prescriptions written by a prescriber authorized by law to prescribe medicinal drugs; hypodermic needles; hypodermic syringes; chemical compounds and test kits used for the diagnosis or treatment of human disease, illness, or injury; and common household remedies recommended and generally sold for internal and external use in the cure, mitigation, treatment, or prevention of illness or disease in human beings, but not

including cosmetics or toilet articles, notwithstanding the presence of medicinal ingredients therein, according to a list prescribed and approved by the Department of Health, which list shall be certified to the Department of Revenue from time to time and included in the rules promulgated by the Department of Revenue. There shall also be exempt from the sales surtax imposed by this ordinance artificial eyes and limbs; orthopedic shoes; prescription eyeglasses and items incidental thereto or which become a part thereof; dentures; hearing aids; crutches; prosthetic and orthopedic appliances; and funerals. In addition, any items intended for one-time use which transfer essential optical characteristics to contact lenses shall be exempt from the sales surtax imposed by this ordinance, however, this exemption shall apply only after \$100,000 of the sales surtax imposed by this ordinance on such items has been paid in any calendar year by a taxpayer who claims the exemption in such year. Funeral directors shall pay tax on all tangible personal property used by them in their business.

(b) For the purposes of this subsection (2):

1. "Prosthetic and orthopedic appliances" means any apparatus, instrument, device, or equipment used to replace or substitute for any missing part of the body, to alleviate the malfunction of

any part of the body, or to assist any disabled person in leading a normal life by facilitating such person's mobility. Such apparatus, instrument, device, or equipment shall be exempted according to an individual prescription or prescriptions written by a physician licensed under chapter 458, chapter 459, chapter 460, chapter 461, or chapter 466, Florida Statutes, or according to a list prescribed and approved by the Department of Health, which list shall be certified to the Department of Revenue from time to time and included in the rules promulgated by the Department of Revenue.

2. "Cosmetics" means articles intended to be rubbed, poured, sprinkled, or sprayed on, introduced into, or otherwise applied to the human body for cleaning, beautifying, promoting attractiveness, or altering the appearance and also means articles intended for use as a compound of any such articles, including, but not limited to, cold creams, suntan lotions, makeup, and body lotions.

3. "Toilet articles" means any article advertised or held out for sale for grooming purposes and those

articles that are customarily used for grooming purposes, regardless of the name by which they may be known, including, but not limited to, soap, toothpaste, hair spray, shaving products, colognes, perfumes, shampoo, deodorant, and mouthwash.

4. "Prescription" includes any order for drugs or medicinal supplies written or transmitted by any means of communication by a duly licensed practitioner authorized by the laws of the state to prescribe such drugs or medicinal supplies and intended to be dispensed by a pharmacist. The term also includes an orally transmitted order by the lawfully designated agent of such practitioner. The term also includes an order written or transmitted by a practitioner licensed to practice in a jurisdiction other than this state, but only if the pharmacist called upon to dispense such order determines, in the exercise of his or her professional judgment, that the order is valid and necessary for the treatment of a chronic or recurrent illness. The term also includes a pharmacist's order for a product selected from the formulary created pursuant to Sec. 465.186 Fla.Stats. A prescription may



be retained in written form,  
or the pharmacist may cause  
it to be recorded in a data  
processing system, provided  
that such order can be  
produced in printed form  
upon lawful request.

(c) Chlorine shall not be exempt  
from the tax imposed by this  
ordinance when used for the  
treatment of water in swimming  
pools.

(d) Lithotripters are exempt.

(e) Human organs are exempt.

(f) Sales of drugs to or by  
physicians, dentists, veterinarians,  
and hospitals in connection with  
medical treatment are exempt.

(g) Medical products and  
supplies used in the cure, mitigation,  
alleviation, prevention, or treatment  
of injury, disease, or incapacity  
which are temporarily or  
permanently incorporated into a  
patient or client by a practitioner of  
the healing arts licensed in the state  
are exempt.

(h) The purchase by a  
veterinarian of commonly  
recognized substances possessing  
curative or remedial properties which  
are ordered and dispensed as  
treatment for a diagnosed health  
disorder by or on the prescription of  
a duly licensed veterinarian, and  
which are applied to or consumed by  
animals for alleviation of pain or the

cure or prevention of sickness, disease, or suffering are exempt. Also exempt are the purchase by a veterinarian of antiseptics, absorbent cotton, gauze for bandages, lotions, vitamins, and worm remedies.

(i) X-ray opaques, also known as opaque drugs and radiopaque, such as the various opaque dyes and barium sulphate, when used in connection with medical X rays for treatment of bodies of humans and animals, are exempt.

(j) Parts, special attachments, special lettering, and other like items that are added to or attached to tangible personal property so that a handicapped person can use them are exempt when such items are purchased by a person pursuant to an individual prescription.

(k) This subsection (2) shall be strictly construed and enforced.

**Sec. 29-123. Administration, collection and enforcement.**

The Florida Department of Revenue shall administer, collect and enforce the surtax levied hereunder pursuant to the procedures specified in Sec. 212.054(4) Fla.Stats. (2001) as the same may be amended or renumbered from time to time.

**Sec. 29-124. Special fund created; uses of surtax proceeds; and role of Citizens' Independent Transportation Trust.**

The surtax proceeds collected by the State and distributed hereunder shall be deposited in a special fund

set aside from other County funds in the custody of the Finance Director of the County. Moneys in the special fund shall be expended for the transportation and transit projects (including operation and maintenance thereof) set forth in Exhibit 1 to this ordinance (including those projects referenced in the ballot question presented to the electors to approve this levy), subject to any amendments thereto made in accordance with the MPO process or made in accordance with the procedures specified in subsection (d) of this Section.

Expenditure of surtax proceeds shall be subject to the following limitations:

- (a) Surtax proceeds shall be applied to expand the Golden Passport Program to all persons (regardless of income level who are over the age of 65 or are drawing Social Security benefits, and to provide fare-free public transportation service on Metromover, including extensions.
- (b) Surtax proceeds may only be expended for the transportation and transit purposes specified in §212.055(1)(d)1-3 Fla.Stats.(2001).
- (c) The County shall not expend more than 5% of the County's share of surtax proceeds on administrative costs, exclusive of project management and oversight for projects funded by the surtax.
- (d) The County Commission shall not delete or materially change any County project contained in the list attached as Exhibit 1 to this ordinance nor add any project to the list except in accordance with the procedures set forth in this subsection (d). A proposed deletion, material change or addition of a County project shall be initially reviewed by the Citizens' Independent Transportation Trust ("Trust"), which shall forward a recommendation thereon to the County Commission. The County Commission may either accept or reject the Trust's recommendation. If the County Commission rejects

the recommendation, the matter shall be referred back to the Trust for its reconsideration and issuance of a reconsidered recommendation to the County Commission. The County Commission may approve, change or reject the Trust's reconsidered recommendation. A two-thirds vote of the Commission membership shall be required to take action other than as contained in the reconsidered recommendation of the Trust. The foregoing notwithstanding, the list of County projects contained in Exhibit 1 may be changed as a result of the MPO process as mandated by federal and state law.

(e) No surtax proceeds may be used to pay the costs of a contract awarded by action of the County Commission until such action has become final (either by expiration of ten days after such action without veto by the Mayor, or by Commission override of a veto) and either: i) the Trust has approved same; or, ii) in response to the Trust's disapproval, the County Commission re-affirms its award by two-thirds (2/3) vote of the Commission's membership. The bid documents for all County contracts funded in whole or in part with surtax proceeds shall provide that no award shall be effective and no contractual relationship shall arise with the County unless and until approved by the Trust or re-affirmed by the County Commission as provided in this subsection.

(f) Twenty percent of surtax proceeds shall be distributed annually to those cities existing as of November 5, 2002 that meet the following conditions:

(i) That continue to provide the same level of general fund support for transportation that is in their FY 2001-2002 budget in subsequent Fiscal Years. Any surtax proceeds received shall be applied to supplement, not replace a city's general fund support for transportation;

(ii) That apply 20% of any surtax proceeds received to transit uses in the nature of circulator buses, bus shelters, bus pullout bays or other transit-related infrastructure. Any city that cannot apply the 20% portion of surtax proceeds it receives as provided in the preceding sentence, may contract with the County for the County to apply such proceeds on a County project that enhances traffic mobility within that city and immediately adjacent areas. If the city cannot expend such proceeds in accordance with either of the preceding sentences, then such proceeds shall carry over and be added to the overall portion of surtax proceeds to be distributed to the cities in the ensuing year and shall be utilized solely for the transit uses enumerated in this subsection (ii); and

(iii) Surtax proceeds distributed amongst the existing cities shall be distributed on a pro rata basis based on the ratio such city's population bears to the total population in all such cities (as adjusted annually in accordance with the Estimates of Population prepared by the Bureau of Economic and Business Research of the University of Florida) annually to those cities that continue to meet the foregoing conditions. For purposes of the foregoing, whenever an annexation occurs in an existing city, the number of persons residing in such annexed area at the time it is annexed shall be excluded from all calculations. Increases in population in areas annexed over and above the population in such area at the time of annexation which occur after annexation shall be included in subsequent years' calculations.

(g) Newly incorporated municipalities shall have the right to negotiate with the County for a pro rata share of the sales surtax, taking into consideration the neighborhood and municipal projects identified in Exhibit 1, as amended, within the boundaries of the new municipalities. The preceding sentence shall not affect the twenty (20%) percent share provided herein for municipalities existing on November 5, 2002.

Section 2. Severability. If any section, subsection, sentence, clause or provision of this ordinance is held invalid, the remainder of this ordinance shall not be affected by such invalidity.

Section 3. Ordinance Part of Code. It is the intention of the Board of County Commissioners, and it is hereby ordained that the provisions of this ordinance shall become and be made a part of the Code of Miami-Dade County, Florida. The sections of this ordinance may be renumbered or relettered to accomplish such intention, and the word "ordinance" may be changed to "section," "article," or other appropriate word.

Section 4. Effective Date. The provisions of this ordinance shall become effective ten (10) days after the date of enactment unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board, and the sales surtax authorized herein shall take effect on January 1, 2003, provided that the question of whether the County shall levy a one-half of one percent sales surtax pursuant to Section 212.055(1), Florida Statutes (2001) is approved by a majority vote of the electorate who vote on this proposal in the election to be held on November 5, 2002. The sales surtax authorized herein shall remain in effect until this ordinance is repealed.

Section 5. Maintenance of Effort. It is the intention of the Board of County Commissioners that the amount of general fund support for MDTA in fiscal year ending September 30, 2003 and each subsequent fiscal year shall be no less than \$111,800,000 which is the budgeted amount of general fund support for MDTA in fiscal year ending September 30, 2002.

Section 6. State Filings. This Clerk of the Board shall forthwith mail certified copies of this ordinance to both the Florida Department of State and the Florida Department of Revenue within ten (10) days after enactment hereof.

Section 7. Amendments. This Ordinance may only be amended or repealed by a two-thirds vote of the Board. Any amendment or repeal of this Ordinance shall further require a minimum of six (6) weeks between first and second reading.

Section 8. This ordinance does not contain a sunset provision.

PASSED AND ADOPTED: JUL 09 2002

Approved by County Attorney as  
to form and legal sufficiency

Prepared by:

R. A. Cuevas, Jr.

Sponsored by Commissioner Bruno A. Barreiro

# EXHIBIT 1

## PEOPLE'S TRANSPORTATION PLAN

### YEAR 2003–2008: BUS SERVICE IMPROVEMENTS (Capital Cost: \$90 million)

- Increases bus fleet from 700 to 1335.
- Increases current service miles from 27 million miles to 44 million miles.
- Increases operating hours from 1.9 million hours to 3.3 million hours.
- Utilizes minibuses on **all new** bus routes and in neighborhood/municipal circulator shuttle service.
- **Adds mid-day, Saturday and Sunday services** within 30-days of approval of a dedicated funding source using existing buses.
- **Provides 15-minutes or better bus service** during rush hour; 30-minutes or better during other periods; 24-hour service in certain major corridors.
- **Replaces buses on a systematic basis** to reduce operating cost and increase reliability.
- **Constructs bus pull-out bays** on major streets to expedite traffic flow.
- **Implements grid system** for bus service (north-south and east-west) on major streets and avenues with circulator service feeding main line bus service and rapid transit lines.
- **Expands the bus shelter program** throughout the County.
- **Enhances and expands transit bus stop signage** countywide; incorporate information technology at bus stop and rail stations.
- **Expands Transit's public information program** through enhanced marketing and advertising.
- **Expands on successful municipal circulator program.**

### YEAR 2003-2031: RAPID TRANSIT IMPROVEMENTS

Construction of up to 88.9-miles of countywide rapid transit lines. (Capital Cost: \$7 billion)

- **Technology and Corridor Improvements:** Two corridors, totaling 26.7 miles of rapid transit, have completed the planning phase and are ready to enter into final design and construction -- the North Corridor and East-West Corridor.
- The **North Corridor** is a 9.5-mile heavy rail alternative, running from the Dr. Martin Luther King, Jr. Metrorail Station, along NW 27<sup>th</sup> Avenue to NW 215<sup>th</sup> Street (Miami-Dade/Broward County line); with proposed stations at Northside Shopping Center, MDCC-North Campus, City of Opa-locka, Palmetto Expressway, Carol City Shopping Center, Pro-Player Stadium and the Florida Turnpike. The North Corridor (part of the original Rapid Transit Plan) will receive top priority to go into the final design and construction phase. (\$555 million)
- The **East-West Corridor** consists of two segments, one from the Florida Turnpike east to the Palmetto Expressway (SR 826) and from the Palmetto, through Miami International Airport, downtown Miami, and to the Port of Miami, 6-miles and 11.2 miles respectively. These sites have been identified as potential station locations: Florida Turnpike, NW 107<sup>th</sup> Avenue, NW 97<sup>th</sup> Avenue, NW 87<sup>th</sup> Avenue, Milam Dairy Road, Blue Lagoon area, Miami Intermodal Center, NW 27<sup>th</sup> Avenue, Orange Bowl, Government Center (downtown Miami), and the Port of Miami. (\$2,789 million)



# EXHIBIT 1

## PEOPLE'S TRANSPORTATION PLAN

- **The remaining 62.2-miles of rapid transit lines need to complete** federal, state and local planning processes to determine feasibility, technology, and corridor alignment. These corridors include, but are not limited to, the following:
  - **Earlington Heights/Airport Connector:** A 3.1 mile extension from the Earlington Heights Metrorail Station to the Miami Intermodal Center, located on the east side of Miami International Airport. (\$207 million)
  - **Baylink:** A 5.1-mile corridor between downtown Miami and South Miami Beach. (\$510 million)
  - **Kendall Corridor:** A 15-mile corridor with both east-west and north-south segments. (\$877 million)
  - **Northeast Corridor:** A 13.6-mile corridor from downtown Miami, through Little Haiti, to NE 215<sup>th</sup> Street, generally along the Biscayne Blvd./US 1 Corridor and Florida East Coast railroad right-of-way. (\$795 million)
  - **Rail Extension to Florida City:** A 21-mile rail extension along US1 consisting of two segments, one from Dadeland South Metrorail Station to Cutler Ridge; a second segment from Cutler Ridge to Florida City. (\$946 million)
  - **Douglas Road Extension:** A 4.5-mile corridor from the Douglas Road Metrorail Station to the Miami Intermodal Center. (\$280 million)

### YEAR 2003-2013: MAJOR HIGHWAY AND ROAD IMPROVEMENTS (Total Cost: \$309 million)

Includes the following countywide improvements:

- Supplements funding to upgrade the **County's traffic signalization system.**
- Constructs **major ingress/egress improvements in Downtown Miami**, from SW 8 Street to SW 1 Avenue.
- Funds the Preliminary Engineering and Design study of I-395.
- Accelerates **approved safety enhancements and lane improvements for Krome Avenue.**
- Completes **construction of NW 87 Avenue** between NW 154 Street and Miami Gardens Drive (NW 183 Street).
- Creates **viable reverse flow lanes** on major thoroughfares.
- **Funds grade separation** of intersections where appropriate countywide.
- Supplements funding to **widen NW 62 Avenue**, from NW 105 Street to NW 138 Street.

# EXHIBIT 1

## PEOPLE'S TRANSPORTATION PLAN

### **YEAR 2003-2013: NEIGHBORHOOD IMPROVEMENTS (Total Cost: \$167 million)**

Neighborhood improvements include modification of intersections; resurfacing of local and arterial roads; installation/repairs of guardrails; installation of school flashing signals and enhancement of greenways and bikeways. Such improvements also include replacement/repair of sidewalks, repair/installation of drainage and landscape beautification (including community image enhancements) related to the development, construction, operation or maintenance of roads and bridges in the county or to the expansion, operation or maintenance of bus and fixed guideway systems.

- Accelerates program to provide ADA accessibility to bus stops throughout the County.

### **MUNICIPAL IMPROVEMENTS (Cities to receive a pro rata share (determined by population) of 20% total surtax revenues on an annual basis (currently estimated at \$62.6 million [one-percent] or \$31.3 million [one-half percent])**

Cities will preserve the level of transportation funding currently in their FY 2001-2002 budgets (i.e. their maintenance of effort dollars). Maintenance of effort excludes special bond issues for infrastructure improvements.

The cities will dedicate 20% of their surtax funds to transit purposes. This would include circulators, bus shelters, bus pull out bays or other transit-related infrastructure. If such utilization is inappropriate, the County will be afforded the opportunity to undertake such projects with those funds or the funds will revert to the municipal pool for re-distribution.

**NOTE:** This Exhibit 1 includes those projects listed on the attached 3 pages entitled "Board Requested Major Roadway and Neighborhood Improvement Projects for Inclusion in the People's Transportation Plan."

**BOARD REQUESTED MAJOR ROADWAY AND NEIGHBORHOOD IMPROVEMENT PROJECTS FOR INCLUSION IN THE PEOPLE'S TRANSPORTATION PLAN**

DIST	PROJECT NAME/LOCATION	LIMITS	DESCRIPTION
1	ROADS WITH POOR TO FAIR PAVEMENT CONDITIONS	SECTIONS 5-52-41, 8-52-41, 9-52-41, 14-52-41, 16-52-41 AND 18-52-41	RESURFACING AND REMARKING
	NW 22 AVENUE	NW 135 STREET TO STATE ROAD 9	RESURFACING AND REMARKING
2	NW 37 AVENUE	NW 79 STREET TO NORTH RIVER DRIVE	WIDENING FROM 2 TO 5 LANES
	NW 22 AVENUE	NW 135 TO 62 STREETS	RESURFACING AND REMARKING
	NW 62 STREET	NW 37 AVENUE TO I-95	RESURFACING AND TRAFFIC OPERATIONAL IMPROVEMENTS
3	NE 2 AVENUE	NE 91 TO 20 STREETS	STREET AND TRAFFIC OPERATIONAL IMPROVEMENTS
4	MIAMI GARDENS DRIVE CONNECTOR	US 1 TO LEHMAN CAUSEWAY	NEW 4-LANE ROAD
6	SW 62 AVENUE	SW 24 TO NW 7 STREETS	STREET IMPROVEMENTS
	NW 7 STREET	NW 72 TO 37 AVENUES	RESURFACING AND TRAFFIC OPERATIONAL IMPROVEMENTS
	SW 72 AVENUE	SW 40 TO 20 STREETS	STREET AND TRAFFIC OPERATIONAL IMPROVEMENTS
7	NW 82 AVENUE/ NW 8 STREET	NW 7 TO I010 STREET/ NW 87 TO 79 AVENUE	ROADWAY RECONSTRUCTION
	SW 97 AVENUE	SW 72 TO 56 STREETS	WIDEN TO 3 LANES
	SW 62 AVENUE	SW 70 TO 64 STREETS	NARROW FROM 5 TO 2 LANES
7	SOUTH BAYSHORE DRIVE	MCFARLANE TO AVIATION	RESURFACING AND MEDIAN IMPROVEMENTS
	SW 27 AVENUE	US 1 TO BAYSHORE DRIVE	WIDEN FROM 2 TO 3 LANES
	GRAND AVENUE	SW 37 TO 32 STREETS	NARROW FROM 4 TO 2 LANES
	ROADS WITH FAIR TO POOR PAVEMENT CONDITIONS	SECTIONS 27-54-40, 28-54-40 AND 29-54-40	RESURFACING
	SOUTH MIAMI AVENUE	SW 25 TO 15 ROADS	TRAFFIC CALMING MEASURES, CURBS AND SIDEWALKS

# BOARD REQUESTED MAJOR ROADWAY AND NEIGHBORHOOD IMPROVEMENT PROJECTS FOR INCLUSION IN THE PEOPLE'S TRANSPORTATION PLAN

DIST	PROJECT NAME/LOCATION	LIMITS	DESCRIPTION
8	SW 87 AVENUE	SW 216 TO 168 STREETS	WIDEN FROM 2 TO 4 LANES
	SW 312 STREET	SW 187 TO 177 AVENUES	WIDEN TO 5 LANES
	SW 137 AVENUE	US 1 TO 184 STREET	WIDEN TO 4 LANES/NEW 4 LANES
	SW 137 AVENUE	HEFT TO US 1	WIDEN FROM 2 TO 4 LANES
9	SW 120 STREET	SW 137 TO 117 AVENUES	WIDEN FROM 4 TO 6 LANES
	SW 136 STREET	SW 157 AVENUE TO FLORIDA TURNPIKE (SR 874)	WIDENING FROM 2 TO 4 LANES
	SW 157 AVENUE	SW 184 TO 152 STREETS	NEW 4-LANE ROAD
	SW 160 STREET	SW 147 TO 137 AVENUES	NEW 4-LANE ROAD
10	SW 180 STREET	SW 147 TO 137 AVENUES	CURBS AND GUTTERS, TRAFFIC OPERATIONAL IMPROVEMENTS
	SW 216 STREET	FLORIDA'S TURNPIKE TO SW 127 AVENUE	CURBS AND GUTTERS, TRAFFIC OPERATIONAL IMPROVEMENTS
	SW 176 STREET	US 1 TO SW 107 AVENUE	CURBS AND GUTTERS, TRAFFIC OPERATIONAL IMPROVEMENTS
	SW 264 STREET	US 1 TO SW 137 AVENUE	CURBS AND GUTTERS, TRAFFIC OPERATIONAL IMPROVEMENTS
11	SW 127 AVENUE	SW 120 TO 88 STREETS	WIDEN TO 4 LANES WITH MEDIAN, SWALES AND FRONTAGE ROAD
	SW 97 AVENUE	SW 56 TO 40 STREETS	WIDEN TO 3 LANES
11	NEW ACCESS TO COUNTRY WALK	LAND ACQUISITION AND EXTENSION OF SW 143 TERRACE FROM RAILROAD TRACKS TO SW 136 STREET	NEW 2-LANE ROAD
	SW 157 AVENUE	SW 152 TO 112 STREET	NEW 4-LANE ROAD

**BOARD REQUESTED MAJOR ROADWAY AND NEIGHBORHOOD IMPROVEMENT  
PROJECTS FOR INCLUSION IN THE PEOPLE'S TRANSPORTATION PLAN**

DIST	PROJECT NAME/LOCATION	LIMITS	DESCRIPTION
12	NW 138 STREET BRIDGE	BRIDGE OVER MIAMI RIVER CANAL AT NW 138 STREET	BRIDGE CONSTRUCTION
	NW 74 STREET	HEFT TO NW 82 AVENUE	NEW 4-LANE ROAD
	NW 97 AVENUE	NW 41 TO 25 STREETS	WIDEN FROM 2 TO 4 LANES
13	NW 62 AVENUE (W 8 AVENUE)	NW 138 TO 105 STREETS	WIDEN FROM 2 TO 3 LANES
	NW 170 STREET	NW 87 TO 77 AVENUES	WIDEN FROM 2 TO 4 LANES

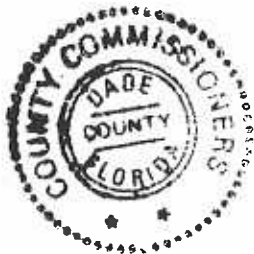
STATE OF FLORIDA )  
                              ) SS:  
COUNTY OF DADE    )

I, HARVEY RUVIN, Clerk of the Circuit Court in and for Dade County, Florida, and Ex-Officio Clerk of the Board of County Commissioners of said County, DO HEREBY CERTIFY that the above and foregoing is a true and correct  
ORDINANCE 02-116, ADOPTED JULY 9, 2002


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\_\_\_\_\_ as appears of record.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal on  
this 16th day of JULY, A.D. 2002.



HARVEY RUVIN, Clerk  
Board of County Commissioners  
Dade County, Florida

By   
\_\_\_\_\_ Deputy Clerk

SEAL

Board of County Commissioners  
Dade County, Florida



MEMORANDUM

Amended  
Alternate  
Agenda Item No. 4(B)

Hon. Chairperson and Members  
Board of County Commissioners

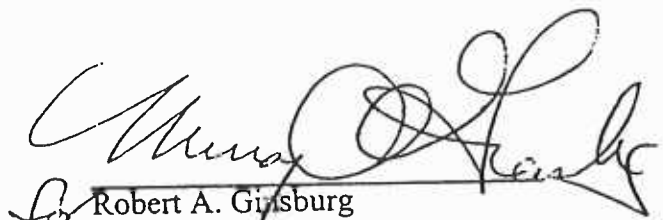
DATE: July 9, 2002

FROM: Robert A. Ginsburg  
County Attorney

SUBJECT: Ordinance creating Citizens'  
Independent Transportation  
Trust

O#02-117

The accompanying ordinance was prepared and placed on the agenda at the request of  
Commissioner Bruno A. Barreiro.

  
for Robert A. Ginsburg  
County Attorney

RAG/bw





# MEMORANDUM

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**TO:** Honorable Chairperson and Members  
Board of County Commissioners

**DATE:** July 9, 2002

**FROM:** Steve Shiver  
County Manager

A handwritten signature in black ink, appearing to read "Steve Shiver", written over a horizontal line.

**SUBJECT:** Ordinance creating a Citizens'  
Independent Transportation  
Trust

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The proposed ordinance creating a Citizens' Independent Transportation Trust will have no fiscal impact on Miami-Dade County. Staff support will be provided by Miami-Dade Transit's current staff at no additional cost to the County.



MEMORANDUM

TO: Honorable Chairperson and Members  
Board of County Commissioners

DATE: July 9, 2002


FROM:   
Robert A. Ginsburg  
County Attorney

Amended  
Alternate  
SUBJECT: Agenda Item No. 4(B)

Please note any items checked.

- "4-Day Rule" (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 private business sector impact required
- Bid waiver requiring County Manager's written recommendation
- Ordinance creating a new board requires detailed County Manager's report for public hearing
- "Sunset" provision required
- Legislative findings necessary

Approved \_\_\_\_\_  
Veto \_\_\_\_\_  
Override \_\_\_\_\_

 Mayor  
\_\_\_\_\_  
\_\_\_\_\_

Amended  
Alternate  
Agenda Item No. 4(B)  
7-9-02

ORDINANCE NO. 02-117

ORDINANCE CREATING A CITIZENS' INDEPENDENT TRANSPORTATION TRUST WITH CERTAIN POWERS OVER THE USE AND EXPENDITURE OF PROCEEDS OF PROPOSED CHARTER COUNTY TRANSIT SYSTEM SURTAX; PROVIDING TRUST MEMBERSHIP; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE

WHEREAS, this Board wishes to create a Citizens' Independent Transportation Trust with certain powers over the use and expenditure of the proceeds of a proposed Charter County Transit System Surtax (the "Surtax") if approved by the electorate of Miami-Dade County, Florida (the "County") at a duly called election pursuant to authority granted by Section 212.055(1), Florida Statutes (2001),

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA:

Section 1. Code Amendment. The Code of Miami-Dade County, Florida, is hereby amended by adding the following new section:

Sec. \_\_\_\_\_. **Citizens' Independent Transportation Trust created; powers over expenditure and use of proceeds of proposed Charter County Transit System Surtax.**

(a) *Creation.* A Citizens' Independent Transportation Trust ("Trust") is hereby created. The Trust will have fifteen (15) members: one residing in each of Miami-Dade County's thirteen commission districts, one appointed by the Mayor without regard to such appointee's district of residence, and one appointed by the Miami-Dade League of Cities without regard to such appointee's district of

residence. Members of the Trust shall be residents of Miami-Dade County who possess outstanding reputations for civic involvement, integrity, responsibility, and business and/or professional ability and experience or interest in the fields of transportation mobility improvements or operations, or land use planning. No person shall be eligible to serve as a member of the Trust who has any interest, direct or indirect, in a contract with the County or in any corporation, partnership or other entity that has a contract with the County, or who is a member of a community council. The Trust and the Nominating Committee, as defined below, will be comprised of members who are representative of the geographic, ethnic, racial and gender make-up of the County.

(b) *Initial members.* The initial members of the Trust shall be nominated and appointed in the manner set forth in this subsection. The Board of County Commissioners shall appoint a nominating committee (the "Nominating Committee") comprised of twenty (20) members as set for the below who are representative of the geographical, ethnic, racial and gender make-up of the County:

- (1) The Executive Director of the Miami-Dade League of Cities or one of the League's officers shall serve as a member of the Nominating Committee;
- (2) The Chairperson of the United Way or his or her designee shall serve as a member of the Nominating Committee;
- (3) The Chairperson of the Greater Miami Visitors and Convention Bureau or his or her designee shall serve as a member of the Nominating Committee;
- (4) The Chairperson of the Citizen's Transportation Advisory Committee or his or her designee shall serve as a member of the Nominating Committee; and
- (5) The Chairpersons of the Community Councils shall meet and shall, by majority vote, appoint one member of the Nominating Committee;
- (6) The State Attorney;

- (7) The Chief Judge of the Eleventh Judicial Circuit;
- (8) The Chair of the Ethics Commission or his or her designee;
- (9) The President or CEO of the Black Business Association shall appoint one member of the Nominating Committee;
- (10) The President or CEO of the Urban Environment League shall appoint one member of the Nominating Committee;
- (11) The President or CEO of the local branch of the Urban League shall appoint one member of the Nominating Committee;
- (12) The President or CEO of the Alliance for Aging shall appoint one member of the Nominating Committee;
- (13) The President or CEO of the Miami-Dade Branch NAACP shall appoint one member of the Nominating Committee;
- (14) The President or CEO of the Coalition of Chambers shall appoint one member of the Nominating Committee;
- (15) The President or CEO of Florida International University shall appoint one member of the Nominating Committee;
- (16) The President or CEO of Miami-Dade Community College shall appoint one member of the Nominating Committee;
- (17) The President or CEO of People Acting for the Community Together (P.A.C.T.) shall appoint one member of the Nominating Committee;

(18) The President or CEO of Underrepresented People's Positive Action Council (UP-PAC) shall appoint one member of the Nominating Committee; and

(19) The Executive Director of the local chapter of the League of Women Voters shall appoint one member of the Nominating Committee.

(20) The Executive Director of the Haitian American Grass Roots Coalition shall appoint one member.

The Nominating Committee shall submit a slate of four (4) candidates from each Commission District to the Commissioner of each District for selection. The District Commissioner must select from the slate submitted by the Nominating Committee; however, the District Commissioner may request one additional slate of entirely new nominations. The Board of County Commissioners shall ratify each District Commissioner's selection. The Nominating Committee shall submit a slate of four (4) candidates without regard to district to the Miami-Dade League of Cities for selection. The Miami-Dade League of Cities must select from the slate submitted by the Nominating Committee; however, the League may request one additional slate of entirely new nominations. The Nominating Committee shall also submit a slate of four (4) candidates without regard to district to the Mayor for selection. The Mayor must select from the slate submitted by the Nominating Committee; however, the Mayor may request one additional slate of entirely new nominations.

(c) *Term of initial members.* The initial members from Districts 1 to 5, inclusive, shall serve two-year terms; the initial members from Districts 6 to 9, inclusive, shall serve three-year terms; and, the initial members from Districts 10 to 13, inclusive, shall serve four-year terms. The selection of the Mayor shall serve an initial term of four years. The selection of the Miami-Dade League of Cities shall serve an initial term of two years. The foregoing notwithstanding, such initial terms shall be subject to

automatic expiration as provided in subsection (c) of Sec. 2-11.38.2 of this Code.

(d) *Subsequent membership and term.* Any vacancy on the Trust that occurs after appointment of the initial membership, as well as appointment of successors to those members whose terms have expired shall be filled directly by appointment of the Commissioner for the district for in which a vacancy occurs, or, in the case of a vacancy in a Miami-Dade League of Cities appointment shall be filled by appointment of the League, or, in the case of a vacancy in a mayoral appointment shall be filled by appointment of the Mayor. Such appointments shall be made from a slate submitted by the Nominating Committee in accordance with subsection (b) pertaining to initial members, and shall have the qualifications for Trust membership set forth in subsection (a) above. The term of any Trust member appointed or re-appointed pursuant to this subsection after the initial terms set forth in (c) above shall be for a term of four years, and in the case of Commissioner appointees shall be subject to automatic expiration as provided in subsection (c) of Sec. 2-11.38.2 of this Code. Members may be re-appointed, however no member shall serve more than the maximum number of years provided in subsection (b) of Sec. 2-11.38.2 of this Code. If an appointment is not made by the District Commissioner (or the League or Mayor where applicable) within 30 days from the date on which the Nominating Committee submits the required slate of candidates, the County Commission may appoint the successor.

(e) *Attendance and quorum requirements.* Any Trust member shall be automatically removed if, in a given fiscal year: (i) he or she is absent from two (2) consecutive meetings without an acceptable excuse; or, (ii) if he or she is absent from three (3) of the Trust's meetings without an acceptable excuse. A member of the Trust shall be deemed absent from a meeting when he or she is not present at the meeting at least seventy-five (75) percent of the time. An "acceptable excuse" is defined as an absence for medical reasons, business reasons, personal reasons, or any other reason which the Trust, by two-thirds (2/3) vote of its membership, deems appropriate. The requirements of this

section may be waived by two-thirds (2/3) vote of the members of the full Board of County Commissioners. A quorum of the Trust shall consist of a majority of those persons duly appointed to the Trust, provided that at least one-half (1/2) of the full Trust membership has been appointed.

(f) *Powers and duties.* The Trust shall have the following duties, functions, powers, responsibilities and jurisdiction with regard to use and expenditure of proceeds of any Charter County Transit System Surtax that is levied by the County under authority of §212.055(1) Fla.Stats.:

(1) To monitor, oversee, review, audit, and investigate implementation of the transportation and transit projects listed in any levy of the surtax, and all other projects funded in whole or in part with surtax proceeds;

(2) To assure compliance with any limitations imposed in the levy on the expenditure of surtax proceeds, including but not limited to:

(a) any limitation that surtax proceeds only be expended for the transportation and transit purposes specified in §212.055(1)(d)1-3 Fla.Stats.(2001);

(b) any limitation that no more than 5% of surtax proceeds be expended on administrative costs, exclusive of project management and oversight for projects funded by the surtax; and

(c) the limitation that the County Commission may not delete or materially change any County project listed on Exhibit 1 attached to the ordinance levying the surtax nor add any project thereto except as provided in this subsection (c). A proposed deletion, material change or addition of such a County project shall be initially reviewed by the Citizens' Independent Transportation



Trust ("Trust"), which shall forward a recommendation thereon to the County Commission. The County Commission may either accept or reject the Trust's recommendation. If the County Commission rejects the recommendation, the matter shall be referred back to the Trust for its reconsideration and issuance of a reconsidered recommendation to the County Commission. The County Commission may approve, change or reject the Trust's reconsidered recommendation. A two-thirds vote of the Commission membership shall be required to take action other than as contained in the reconsidered recommendation of the Trust. The foregoing notwithstanding, the list of County projects contained in said Exhibit 1 may be changed as a result of the MPO process as mandated by federal and state law.

- (d) any requirement with regard to maintenance of effort of general fund support for MDTA.
- (3) To assure compliance with federal and state requirements applicable thereto;
- (4) To require monthly reports from the Manager, County agencies and instrumentalities regarding the implementation of the projects funded by surtax proceeds (which reports shall be posted on-line, i.e., made publicly accessible on the Internet);
- (5) To file a report, including any recommendations, with the Mayor and the County Commission on a quarterly basis regarding the implementation of the projects funded by surtax proceeds; and

- (6) To monitor, oversee and periodically report to the County Commission on the level of participation by CSBEs and CBEs in contracts funded in whole or in part with surtax proceeds, and to recommend ways to increase such participation.
- (g) *Staff support.* The County Manager and the County Attorney shall provide to the Trust adequate staff and support services to enable the Trust to carry out its duties and responsibilities.
- (h) *Trust subject to Florida Open Government law, the Conflict of Interest and Code of Ethics Ordinance and the investigatory powers of the Inspector General.* The Trust shall at all times operate under the Florida Open Government Laws, including the "Sunshine" and Public Records laws, and shall be governed by the Conflict of Interest and Code of Ethics Ordinance, Sec. 2-11.1 of this Code providing, among other things, a proscription on transacting business with the County and on oral communications with bidders or their representatives during the bid process, and a requirement for financial disclosure. The Trust and its actions shall be subject to the investigatory powers of the Inspector General provided in Sec. 2-1076 of this Code. Additionally, Trust members shall not lobby, directly or indirectly, the Mayor, any member of the County Commission or any member of County staff regarding a project funded in whole or in part by surtax proceeds, or regarding any person or business bidding for or under contract for a project funded in whole or in part with surtax proceeds. Trust members shall not have from any interest, direct or indirect, in any contract with the County or in any corporation, partnership or other entity that has a contract with the County.
- (i) *Removal of Trust members.* A finding by the Ethics Commission that a person serving as a member of the Trust has in the course of his or her service willfully violated any provision of Sec. 2-11.1 of this Code (the Conflict of Interest and Code of Ethics Ordinance) shall constitute malfeasance in office and shall effect an automatic forfeiture of such person's position as a member of the Trust.

Section 2. Severability. If any section, subsection, sentence, clause or provision of this ordinance is held invalid, the remainder of this ordinance shall not be affected by such invalidity.

Section 3. Ordinance Part of Code. It is the intention of the Board of County Commissioners, and it is hereby ordained that the provisions of this ordinance shall become and be made a part of the Code of Miami-Dade County, Florida. The sections of this ordinance may be renumbered or relettered to accomplish such intention, and the word "ordinance" may be changed to "section," "article," or other appropriate word.

Section 4. Effective Date. The provisions of this ordinance shall become effective ten (10) days after the date of enactment unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

Section 5. Amendments. This Ordinance may only be amended or repealed by a two-thirds vote of the Board. Any amendment or repeal of this Ordinance shall further require a minimum of six (6) weeks between first and second reading.

Section 6. Sunset. This ordinance does not contain a sunset provision.

PASSED AND ADOPTED: JUL 09 2002

Approved by County Attorney as  
to form and legal sufficiency:

Prepared by:

R. A. Cuevas, Jr.

Sponsored by Commissioner Bruno A. Barreiro

STATE OF FLORIDA            )  
  ) SS:  
COUNTY OF MIAMI-DADE    )

I, HARVEY RUVIN, Clerk of the Circuit and Courts, in and for Miami-Dade County, Florida and Ex-Office Clerk of the Board of County Commissioners of said County , DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of Ordinance 02-117 adopted by the Board County Commissioners Meeting on July 9, 2002. as appears of record.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal on this 15th day of July , A.D. 2002.



SEAL

HARVEY RUVIN, Clerk  
Board of County Commissioners  
Dade County, Florida

By \_\_\_\_\_  
Deputy Clerk

*[Handwritten signature]*  
*106*

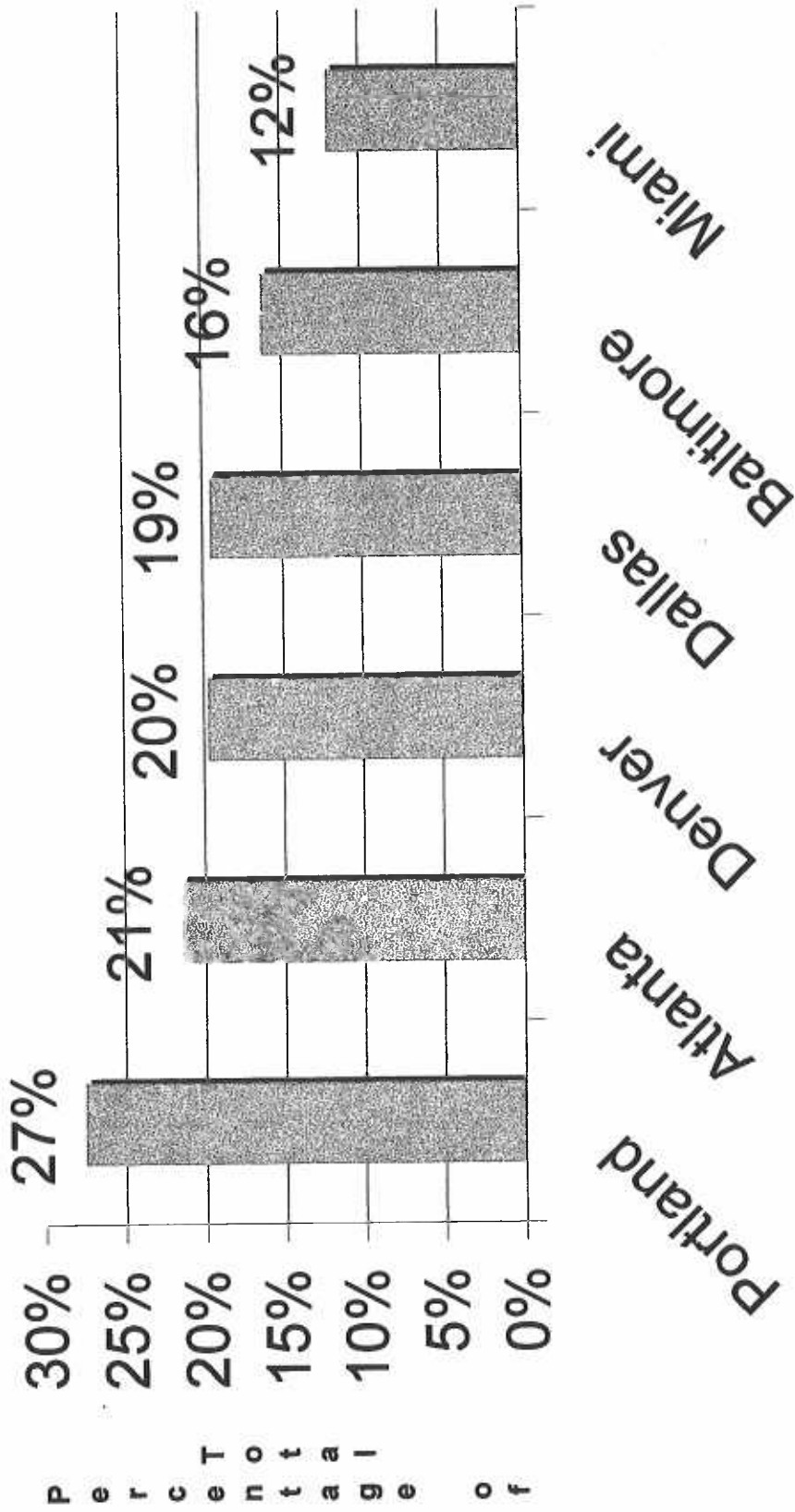
Board of County Commissioners  
Miami-Dade County Florida







# Administrative Cost Comparison



Pier Transit Providers





**MEMORANDUM**

Not On  
Agenda Item No.  
12 (A) 6 Supplement

**TO:** Honorable Chairperson and Members  
Board of County Commissioners

**DATE:** July 9, 2002

**FROM:** Steve Shiver  
County Manager

**SUBJECT:** Manager's Report:

Comparison of General  
Administrative Costs of  
Transit Properties

This responds to a request made at the June 25, 2002 Transportation, Infrastructure and Environment Committee for a written comparison of the general administrative costs of peer transit properties (as judged by size and service characteristics) including Miami-Dade Transit (MDT).

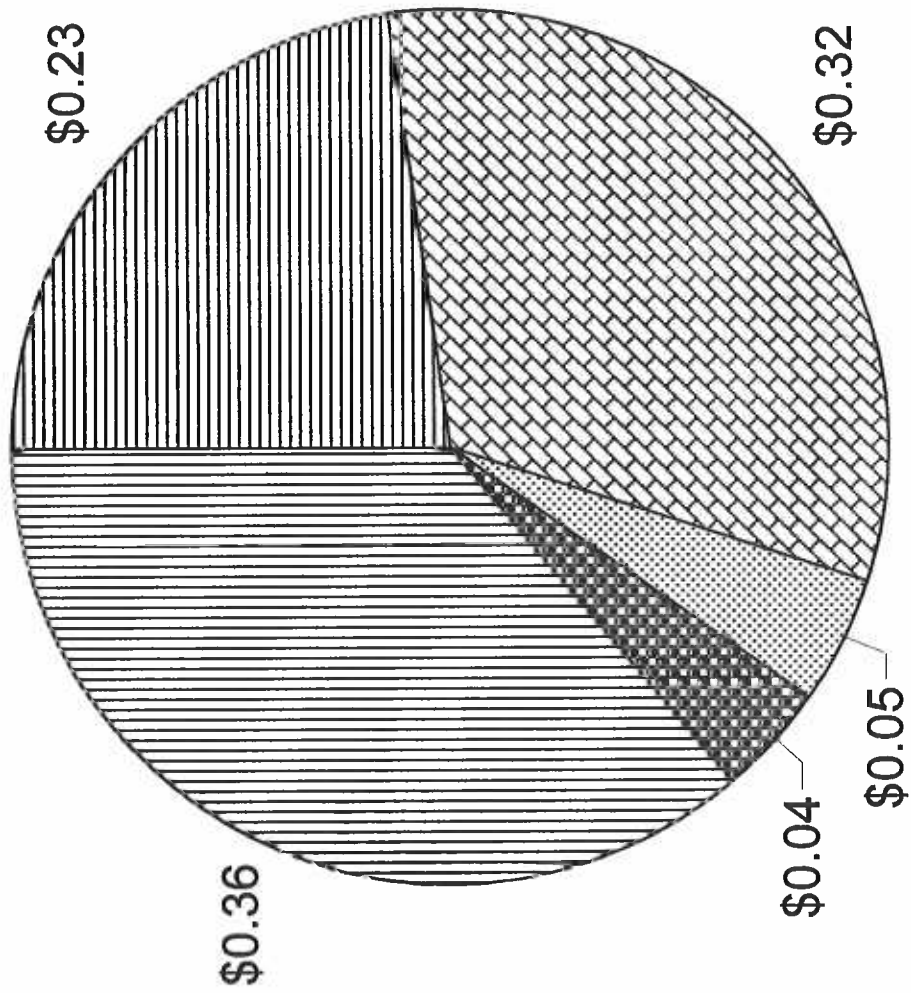
The following responds to that request:

Miami-Dade Transit	12%
Mass Transit Administration (Baltimore)	16%
Dallas Area Rapid Transit Authority	19%
Regional Transit District (Denver)	20%
Metropolitan Atlanta Rapid Transit	21%
Tri-County Metropolitan (Portland)	27%

The above-listed percentages were taken from the FY 2000 National Transit Database Report published by the Federal Transit Administration.

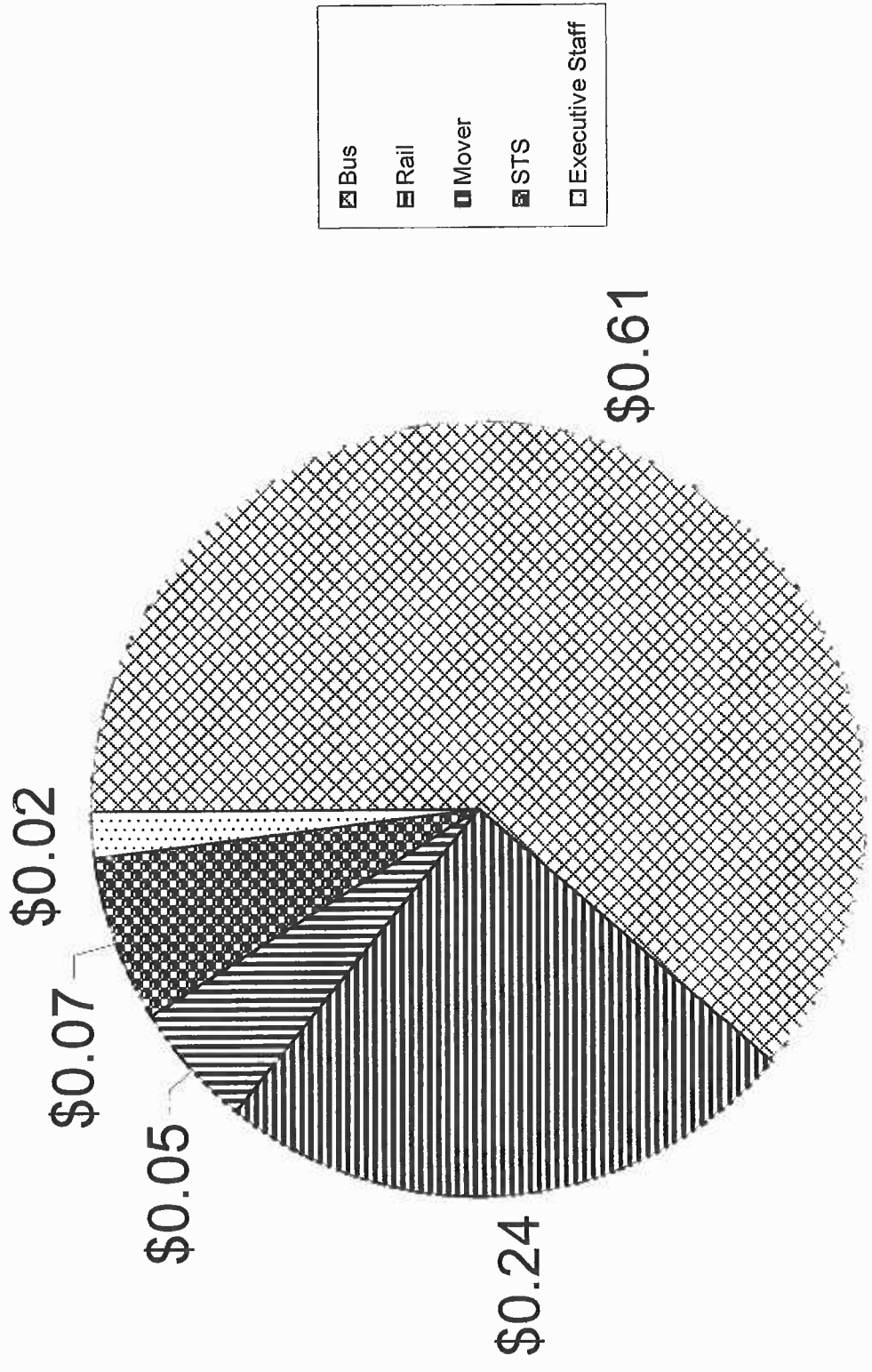
The general administrative costs as defined for the National Transit Database Report consist of the following items: Transit service development, Injuries and damages, Safety, Personnel Administration, Legal services, Insurance, Data Processing, Finance and accounting, Purchasing and stores, Engineering, Real estate management, Office management and services, Customer services, Promotion, Market research and Planning.

# SOURCES OF MDT REVENUES PER DOLLAR 2003 TO 2023

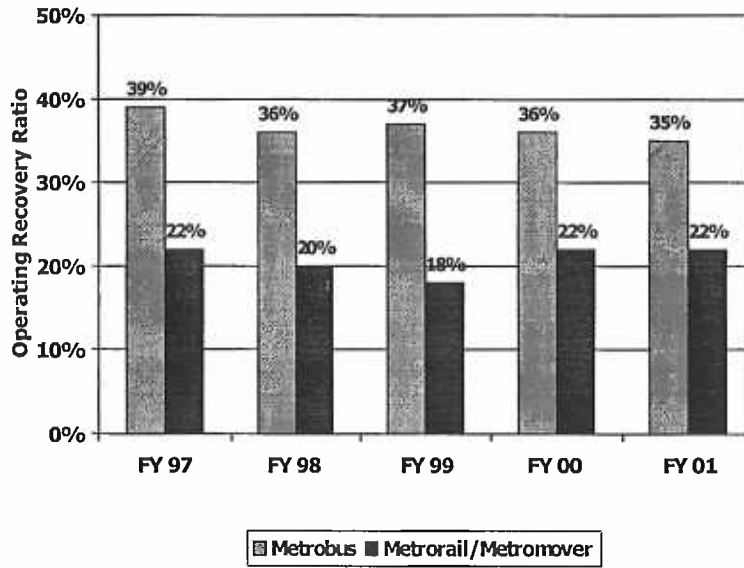


- General Fund Support
- MDT Generated Revenues
- State Support
- Gas Tax
- Sales Tax

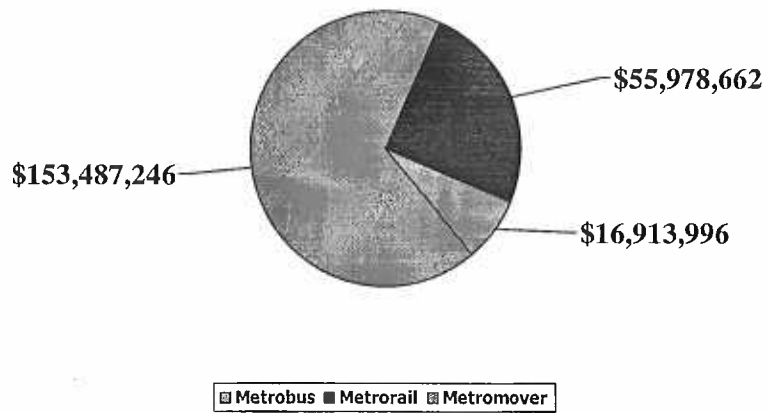
# OPERATING EXPENSES PER DOLLAR 2003 TO 2023



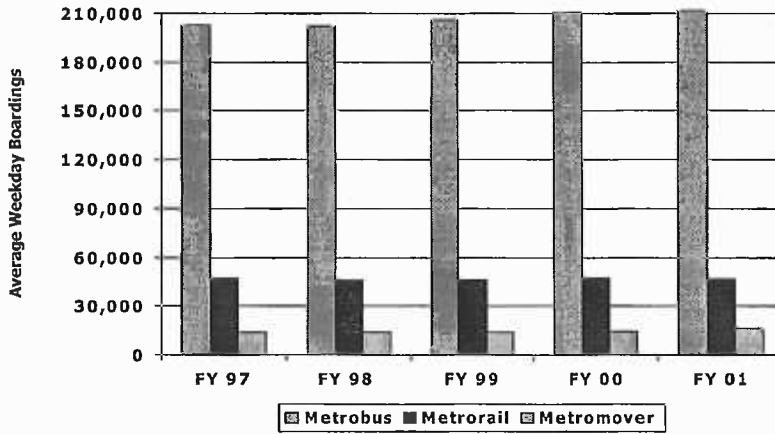
### Operating Fare Recovery Ratio



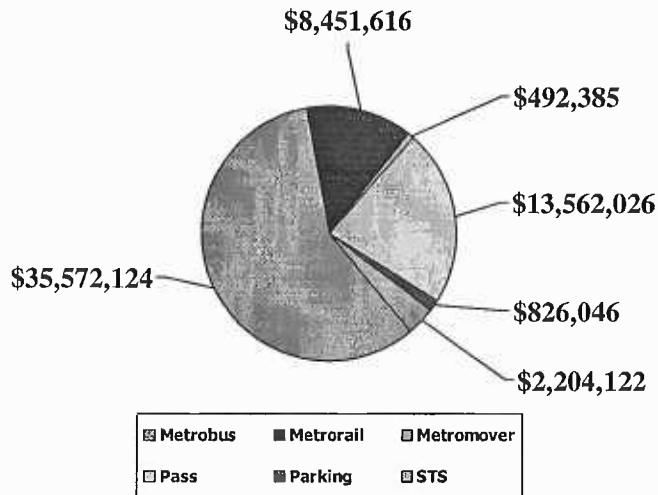
### Operating Expenses Per Mode FY 01



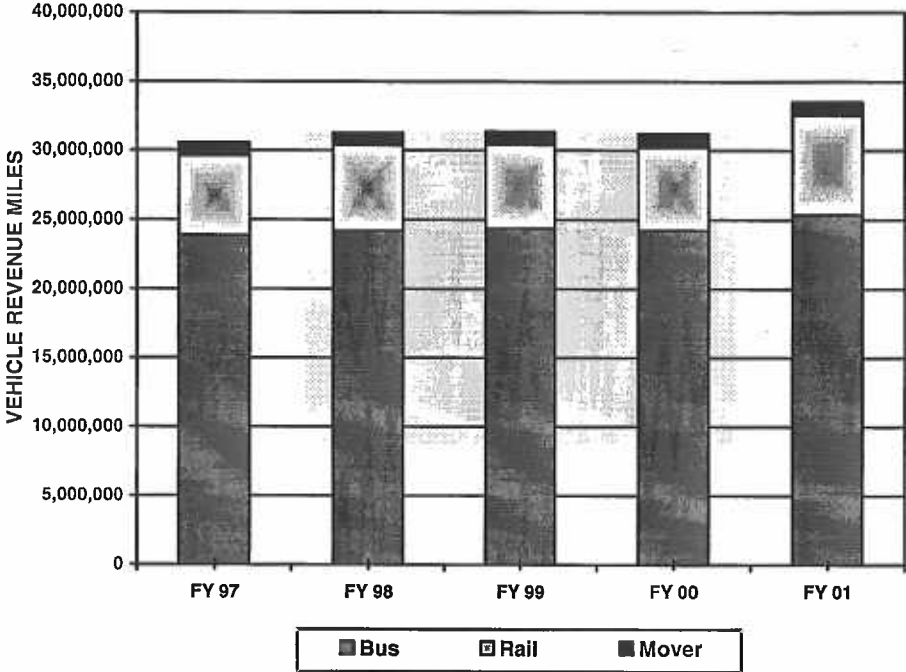
## Average Weekday Boardings Per Mode

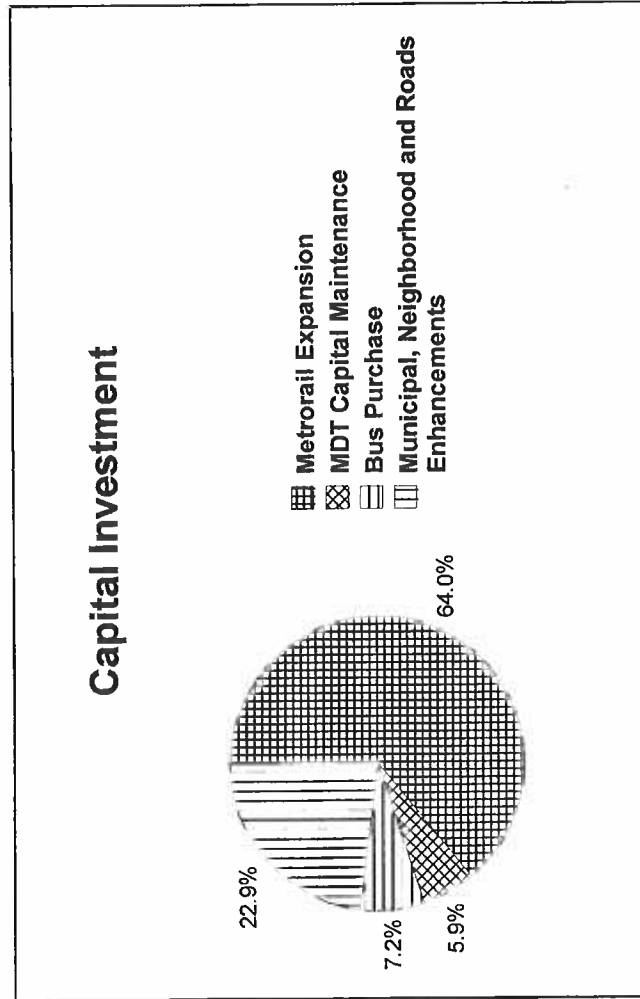


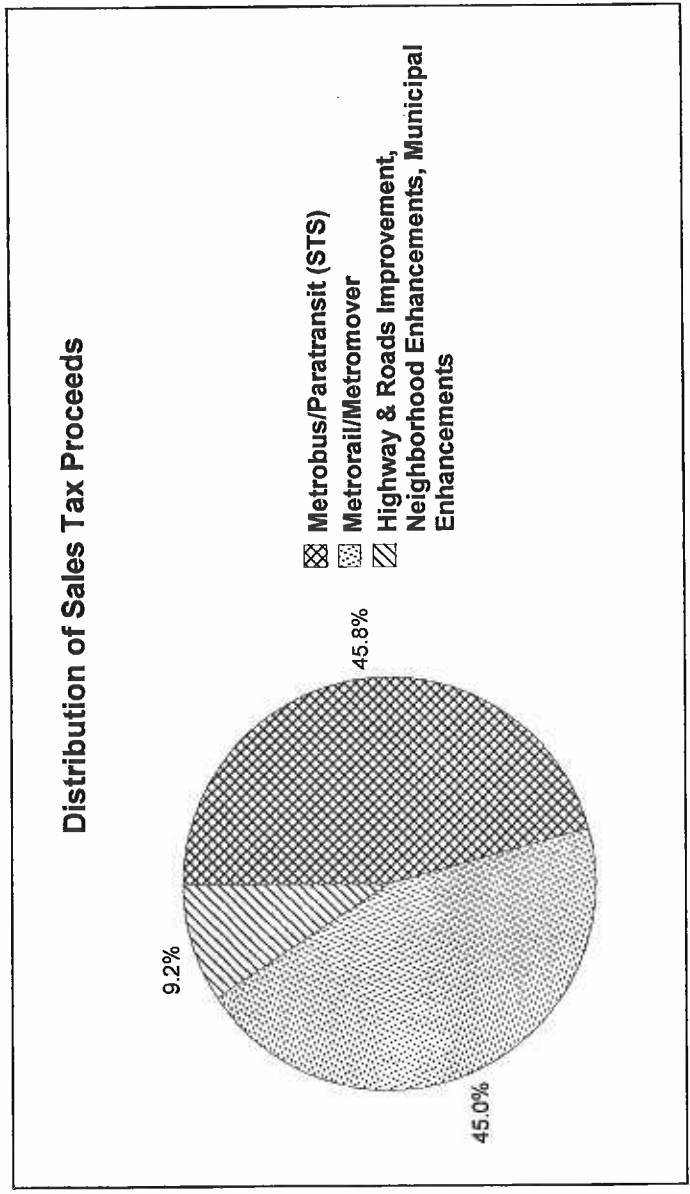
## Fare Revenues by Source FY 01



# Vehicle Revenue Miles (Bus, Rail, and Mover)









# METRORAIL

## Parking Patronage Summary FEBRUARY, 2002

STATION	AVERAGE WEEKDAY	PERCENT OCCUPANCY	% CHANGE PREVIOUS YEAR	% CHANGE PREVIOUS MONTH
DADELAND SOUTH	1,282	92%	-0.08%	10.90%
DADELAND NORTH	1,964	91%	0.20%	9.72%
SOUTH MIAMI	1,037	60%	16.65%	14.21%
UNIVERSITY	187	93%	10.65%	21.43%
DOUGLAS ROAD	142	85%	1.43%	14.52%
COCONUT GROVE	87	44%	-7.45%	-2.25%
VIZCAYA	43	47%	34.38%	26.47%
OVERTOWN / ARENA	34	89%	-2.86%	6.25%
SANTA CLARA	43	25%	10.26%	22.86%
ALLAPATTAH	1	2%	-50.00%	0.00%
EARLINGTON HEIGHTS	48	52%	4.35%	26.32%
BROWNSVILLE	36	8%	260.00%	300.00%
NORTHSIDE	158	54%	22.48%	25.40%
HIALEAH	108	34%	13.68%	13.68%
OKEECHOBEE	566	57%	-9.29%	6.59%
<b>TOTAL</b>	<b>5,736</b>	<b>69%</b>	<b>3.41%</b>	<b>11.99%</b>

Note: No parking at Brickell, Government Center, Civic Center, Culmer and Tri-Rail stations.  
Martin Luther King is under construction

**METROBUS**

**Parking Patronage Summary  
FEBRUARY 2002**

PARK-RIDE LOT	AVG. WEEKDAY COUNT	PERCENT OCCUPANCY	% CHANGE PREVIOUS MONTH
BUSWAY/SW 152nd ST.	175	192%	2.34%
CORAL REEF DRIVE/TURNPIKE	44	38%	-4.35%
CUTLER RIDGE SHOPPING CENTER	56	112%	5.66%
GOLDEN GLADES	655	49%	3.5%
HAMMOCKS TOWN CENTER (SW 152nd AVE./SW 104th ST.)	59	118%	15.69%
MIAMI-DADE COMMUNITY COLLEGE - SOUTH CAMPUS	19	76%	46.15%
SUNSET STRIP SHOPPING CENTER (SW 108TH AVE./SW 72nd ST.)	1	3%	-50.00%
<b>TOTAL</b>	<b>1,009</b>	<b>59%</b>	<b>3.91%</b>

Note: Some park-ride lots are joint-use and the number of park-ride vehicles may exceed the number of spaces allocated.  
Kendall Hammocks (SW 88th St./SW 157th Ave.) [closed]



MEMORANDUM

Substitute  
Agenda Item No. 12A6

TO: Honorable Chairperson and Members  
Board of County Commissioners

DATE: July 9, 2002

FROM: Steve Shiver  
County Manager

SUBJECT: Manager's Report:  
Comparison of One Percent  
and One Half Percent  
Projects

This responds to a request made at the June 25, 2002, Transportation, Infrastructure and Environment Committee for a written comparison of what the community will receive if either the one or the one half percent sales tax is approved by the voters in November.

**RAPID TRANSIT PROJECTS:**

With a 50 percent federal and a 25 percent state participation in the cost of project construction, the County will be able to construct and operate 88.9 miles of rail service. With one percent, all rail lines will be able to be operational by 2020. With a one half percent, all rail lines will be able to be operational by 2031, eleven years later. If the County does not receive any federal funding for the rail projects, with one percent the County will be able to construct and operate 36.2 miles of heavy rail or 61.5 miles of light rail, or a combination thereof by 2018. With one half percent the County will be able to construct and operate 20.6 miles of heavy rail or 34.3 miles of light rail by 2023. To build all 88.9 miles without federal assistance will require an equal amount of funds from other sources or many more years to complete.

**BUS SERVICE IMPROVEMENTS:**

The bus service improvement plan remains the same for both the one percent and one half percent scenarios. Under this service plan, there will be a total of 635 new buses. The County will be able to acquire and operate 435 (100 full-size and 335 small) additional buses and the municipalities will be able to acquire and operate an additional 200 small buses. The County also continues the recommended replacement of its existing and future buses.

**FARES:**

Under the one half percent scenario, fares will remain unchanged and at their present level. In the one percent scenario, all fares for transit service will be eliminated (including STS), with a loss of expected fare-box revenues over the next 21 years of \$2.6 billion. In addition, for those 21 years, \$150 million of capital and operating expenses will not be incurred as fare collection equipment and staff will not be required.

**Honorable Chairperson and Members  
Board of County Commissioners  
Page 2**

**NEIGHBORHOOD ENHANCEMENTS, ROADS  
AND HIGHWAY IMPROVEMENTS:**

Under both scenarios the funding level remains at \$470 million over the 21-year period.

**MUNICIPAL ENHANCEMENTS:**

The funding to be provided to the municipalities will be proportional to the amount collected. In the first year of collection one half percent will provide \$31,334,000 and one percent will provide \$62,668,000. Funds will increase as collections increase.



8



# How Does Miami-Dade Compare?

## Comparisons of Transportation Conditions Among Larger Growing Urban Areas that Reflect on Transit Market Potential

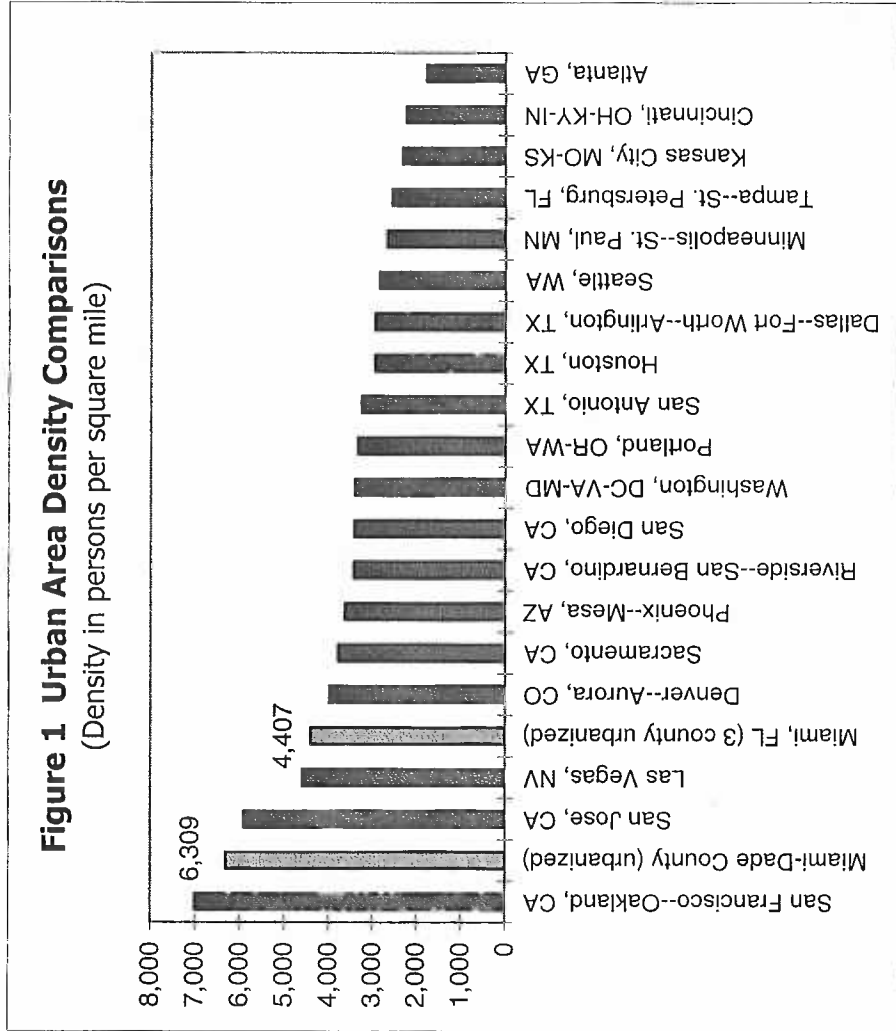
Center for Urban Transportation Research, Drs. Steven Polzin and Xuehao Chu

The comparisons that follow are developed using year 2000 Census data and 2000 data from the National Transit Database. These comparisons provide a portrayal of how Miami-Dade County, Florida compares to peer urban areas across the country.

In the year 2000 Census, Miami's urbanized area was defined such that it included the urbanized parts of Miami-Dade, Broward and Palm Beach Counties. This Census Bureau defined area designation compares to other urbanized areas for other urban centers from around the country. However, for purposes of understanding transit market potential and conditions in the urbanized part of Miami-Dade County it is more helpful to look at Miami-Dade County exclusively. To do this, we have estimated Miami-Dade County urbanized area population by applying the urban/nonurban population share (approximately 98% urban with the urban area comprising 353 square miles) from 1990 Census data (when Miami was independently classified as an urbanized area) to the 2000 County population. We have also retained the data for the Miami Urbanized Area, which officially includes parts of the three southeastern Florida counties.

### Density Comparisons

Figure 1 shows comparative densities among rapidly growing urbanized areas similar in size to Miami. This includes urban areas greater in size than approximately 1.3 million persons and excludes the few very large areas of Chicago, New York and Los Angeles, and those areas that are not growing rapidly such as Philadelphia, Milwaukee and Boston.



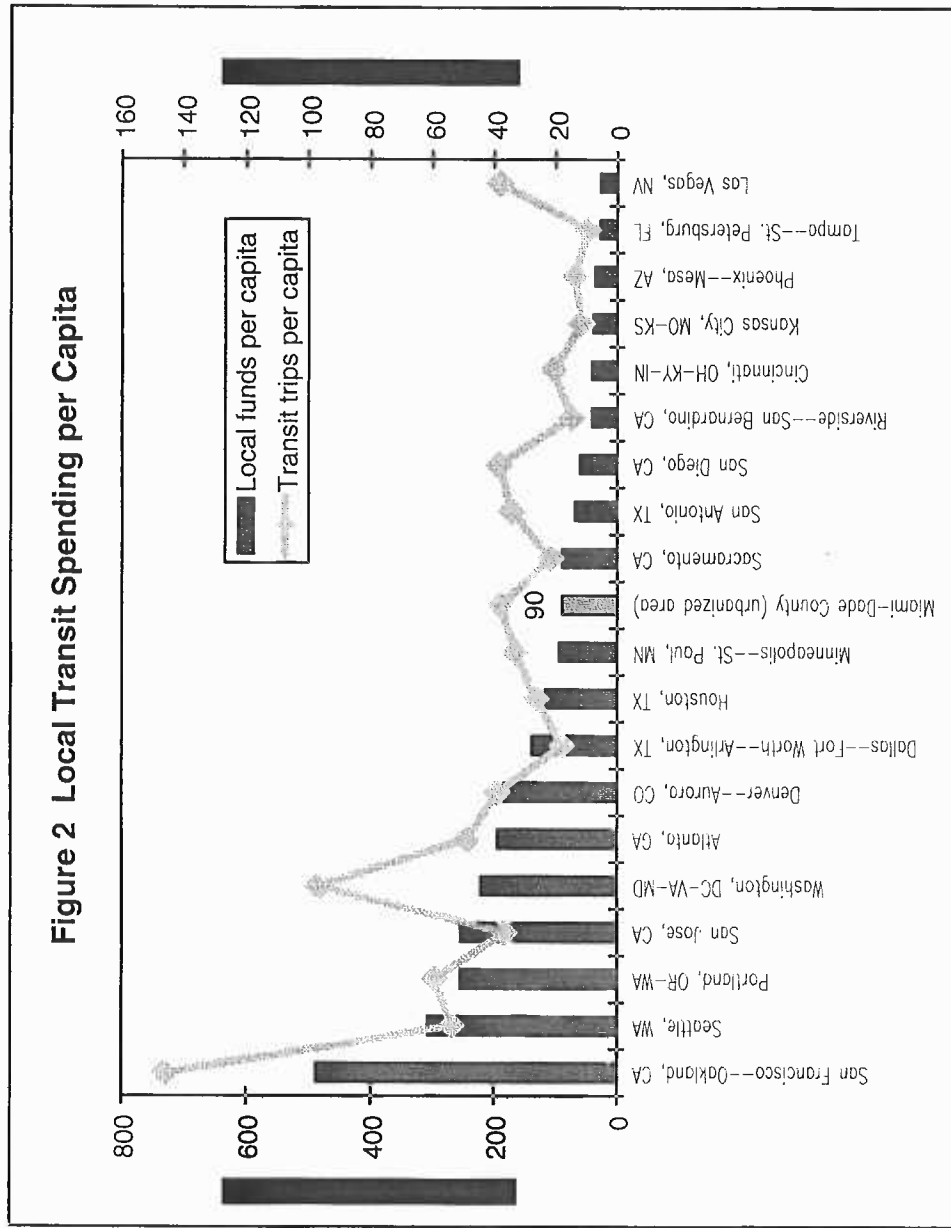


As the graphic indicates, the Miami Metro area, (whether defined as Miami-Dade County's urbanized area or the urbanized area of southeastern Florida) is among the most densely populated urban areas in the county. Even when contrasted to all urbanized areas, the three-county Miami urbanized area is the tenth most densely populated urban area in the country. When comparing the urbanized area of just Miami-Dade County to other urbanized areas, only San Francisco and Los Angeles are denser. Clearly the urbanized area of Miami-Dade County is one of the more intensely developed areas of the country.

### Local Funding Commitment to Transit

Figure 2 provides a comparison of local funds spent on transit per person in urbanized areas. This is a measure of the local tax, fee, and fare revenues that are invested in

transit operations and capital investments (state and federal funds are not included). The data are derived from data collected as part of the National Transit Data program, <http://www.ntdprogram.com/NTD/ntdhome.nsf/Docs/NTDData?OpenDocument> for 2000. Specifically, local government funds and directly generated funds are pulled from Forms 103 and 203. Local funding is the sum of these four numbers for each urbanized area.] Also shown in the figure is a line indicating the annual trips per capita on transit. The data indicate that the urbanized area of Miami-Dade County has among the lowest levels of local funding support for transit of the peer group urban areas. Several urban areas have per capita investments that are several times the levels in Miami. For perspective, spending on personal vehicle travel by Miami-Dade County households is \$7,030 annually

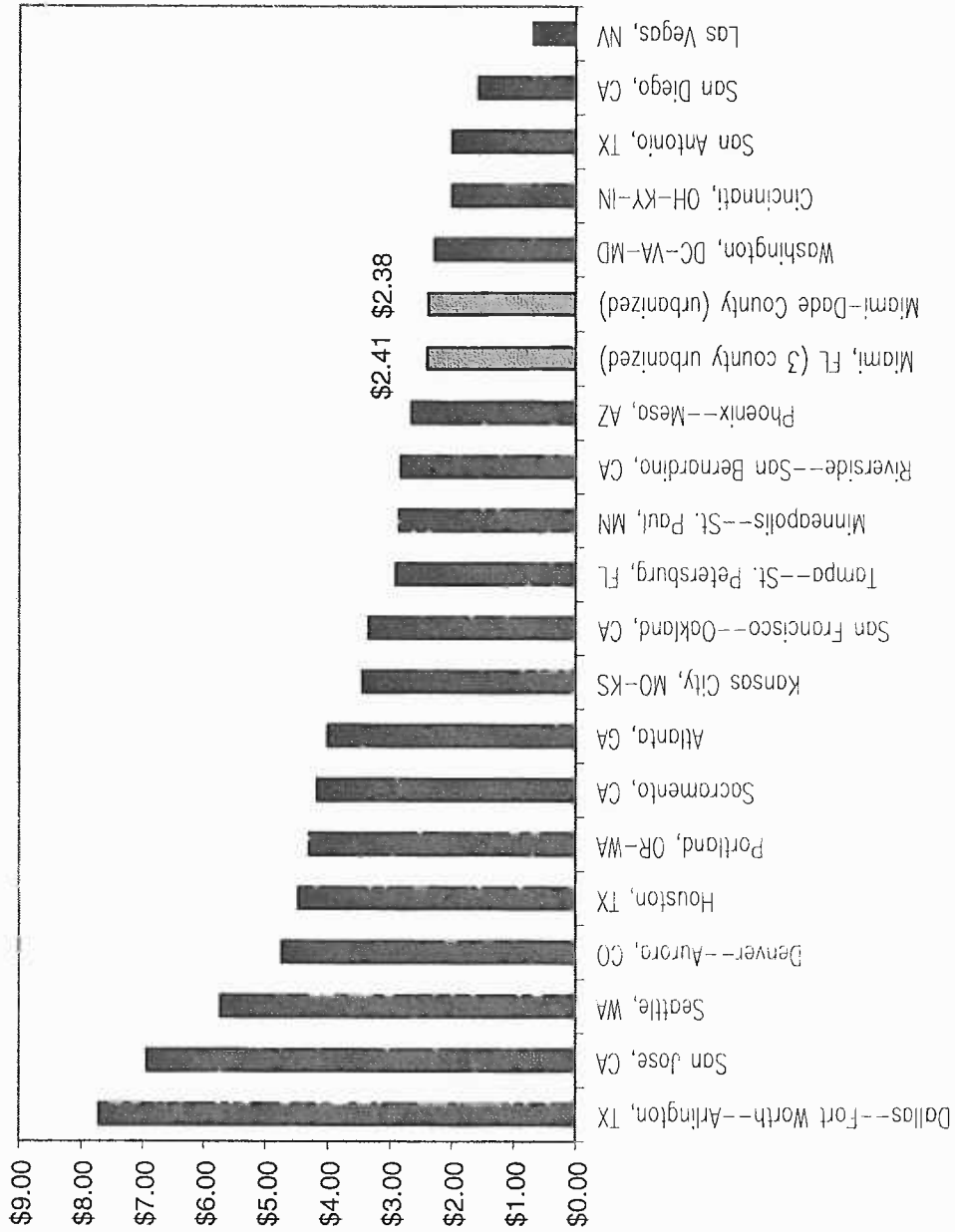


per the Department of Labor, Bureau of Labor Statistics for 1999-2000. Given 2.7 persons per household this equates to \$2,603 per capita spent on auto mobility annually, approximately 30 times greater than the per capita spending on transit.

### Local Spending per Trip

Figure 3 provides comparisons on local spending per trip. This is an indicator of how much local spending is required to support each transit trip. This is influenced by the market characteristics of the area, the cost structure of the agency, and policy decisions on the levels of service to provide and the availability of state and federal funds to the local community. The Data indicates that Miami-Dade County has comparatively modest local investments per transit trip provided.

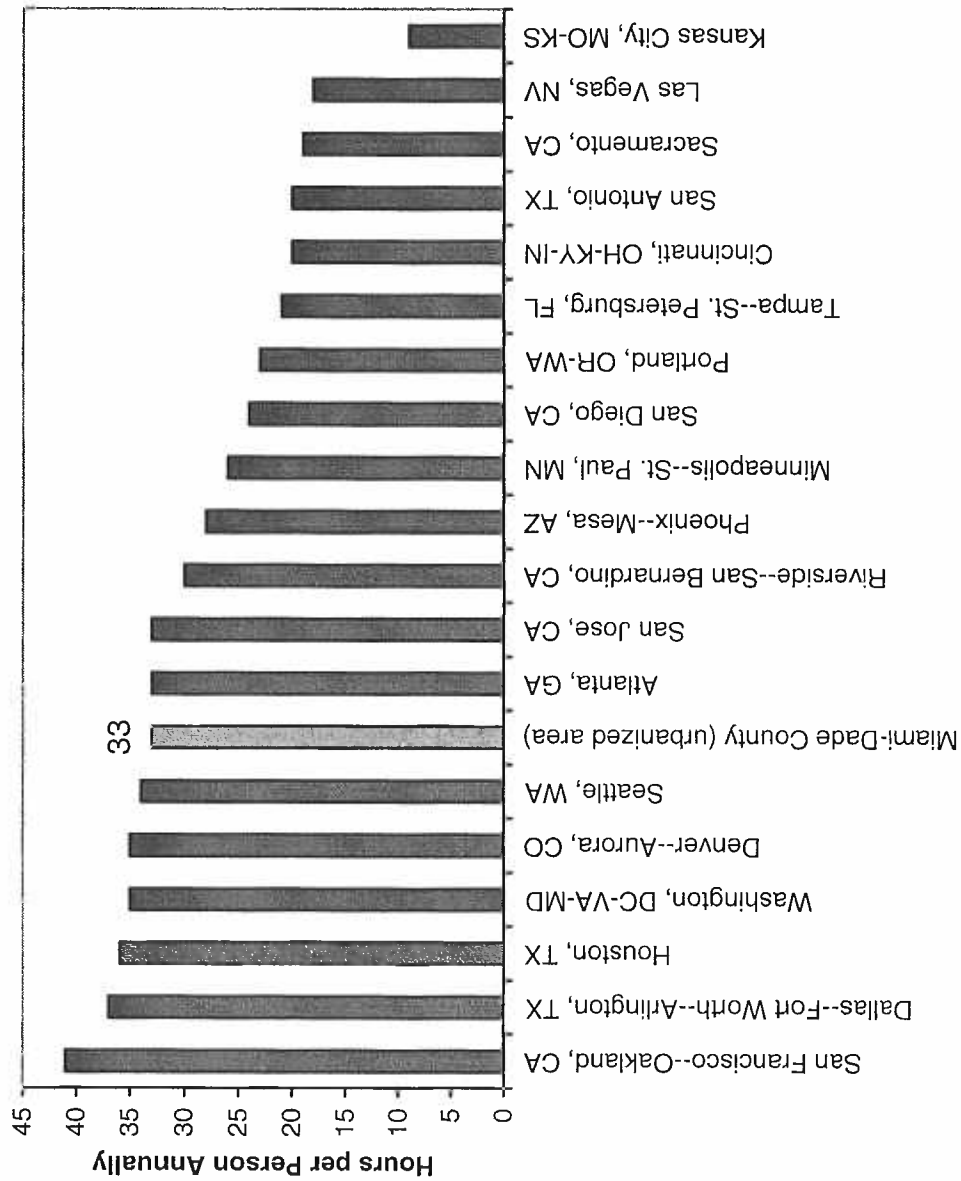
Figure 3 Local Transit Spending per Trip



### Congestion Levels

The most commonly cited source on comparative data on urban congestion is the Mobility Report that the Texas Transportation Institute produces biannually. The 2001 Mobility Report provides comparative congestion information for 75 urban areas including the peer cities used in this analysis. This data, which is based on 2000 conditions, indicates that the congestion levels in Miami Dade County are in the top half of congested urban peer areas with annual congestion delays of 33 hours per year per person, well more than the 18 hours in Las Vegas and below the 41 hours in San Francisco.

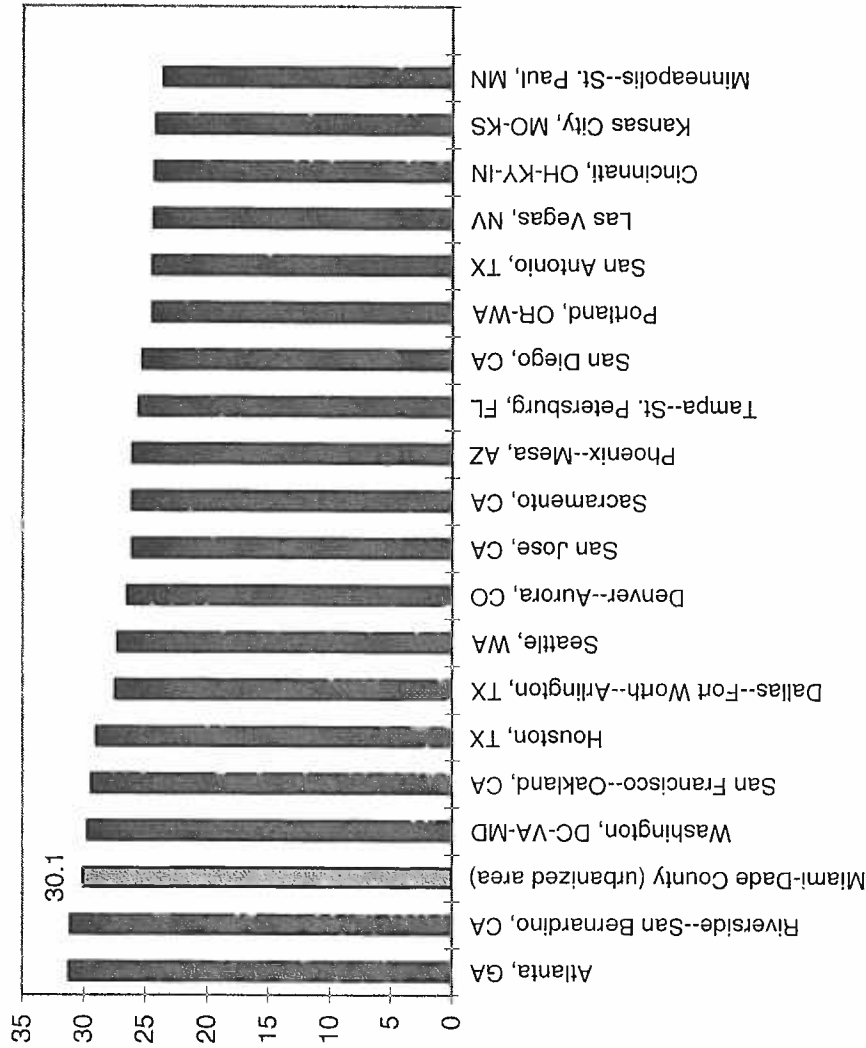
**Figure 4 Congestion Delay**



### Average Commute Time

Another indicator of congestion is the journey-to-work average commute time. This data, compiled by the Census Bureau and recently released for 2002 is shown below. It indicates that the mean commute time for Miami urbanized area residents is among the highest of the peer city set. The national mean commute is 25.5 minutes. Historically this number has been in the low 20-minute range and been very stable over time with people adjusting their locations, travel times, travel paths, and modes to minimize the travel time. The past decade saw a significant increase in this measure in Miami and other locations indicating that travel demands are outpacing the growth in capacity and that strategies for minimizing commute travel time are no longer as able to provide faster travel alternatives.

**Figure 5 Mean Commute Time to Work**



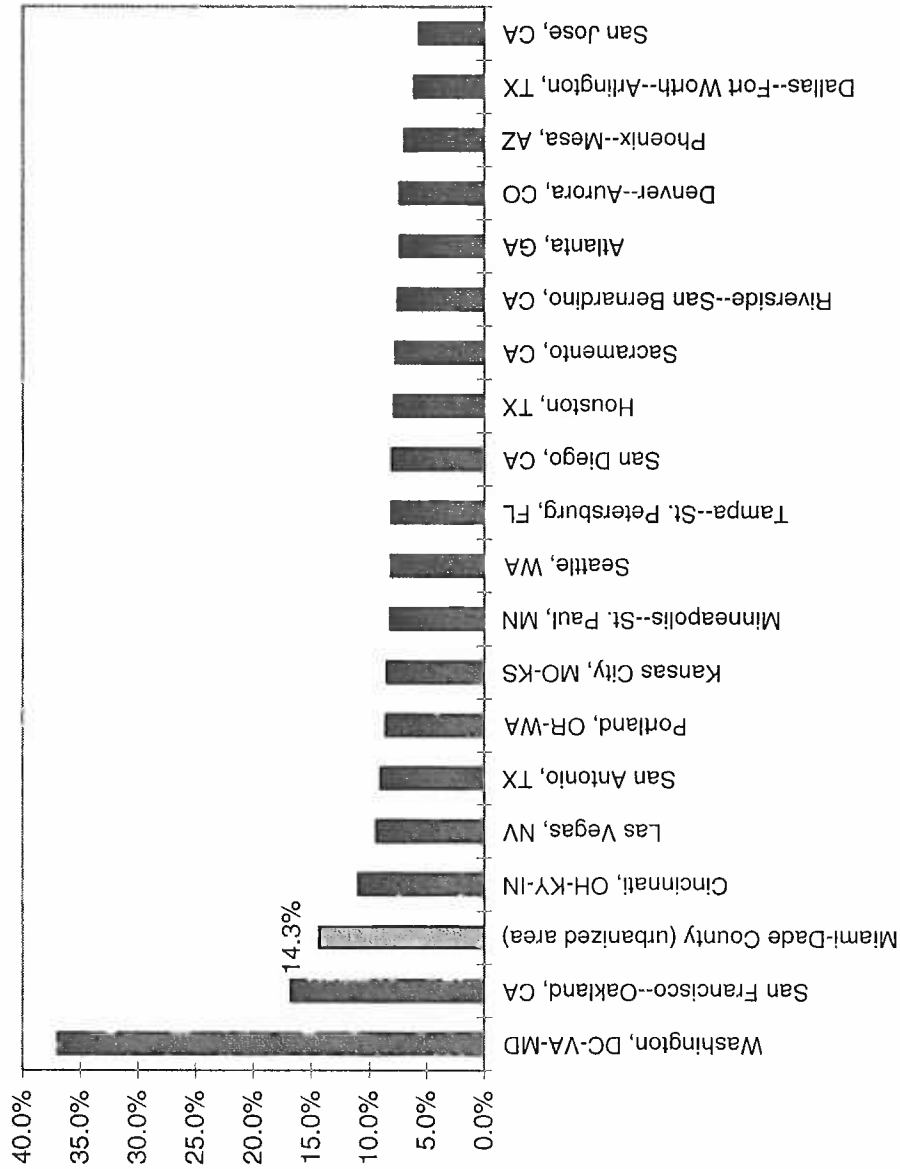
## Vehicle Ownership

Zero Car households is an indicator of transit market potential in that these households are far more likely to be regular transit users. Data on vehicle availability is collected as part of the Census and the share of zero-car households by urban areas is presented in the figure below. This figure indicates that the Miami urbanized area has among the highest shares of households with zero cars.

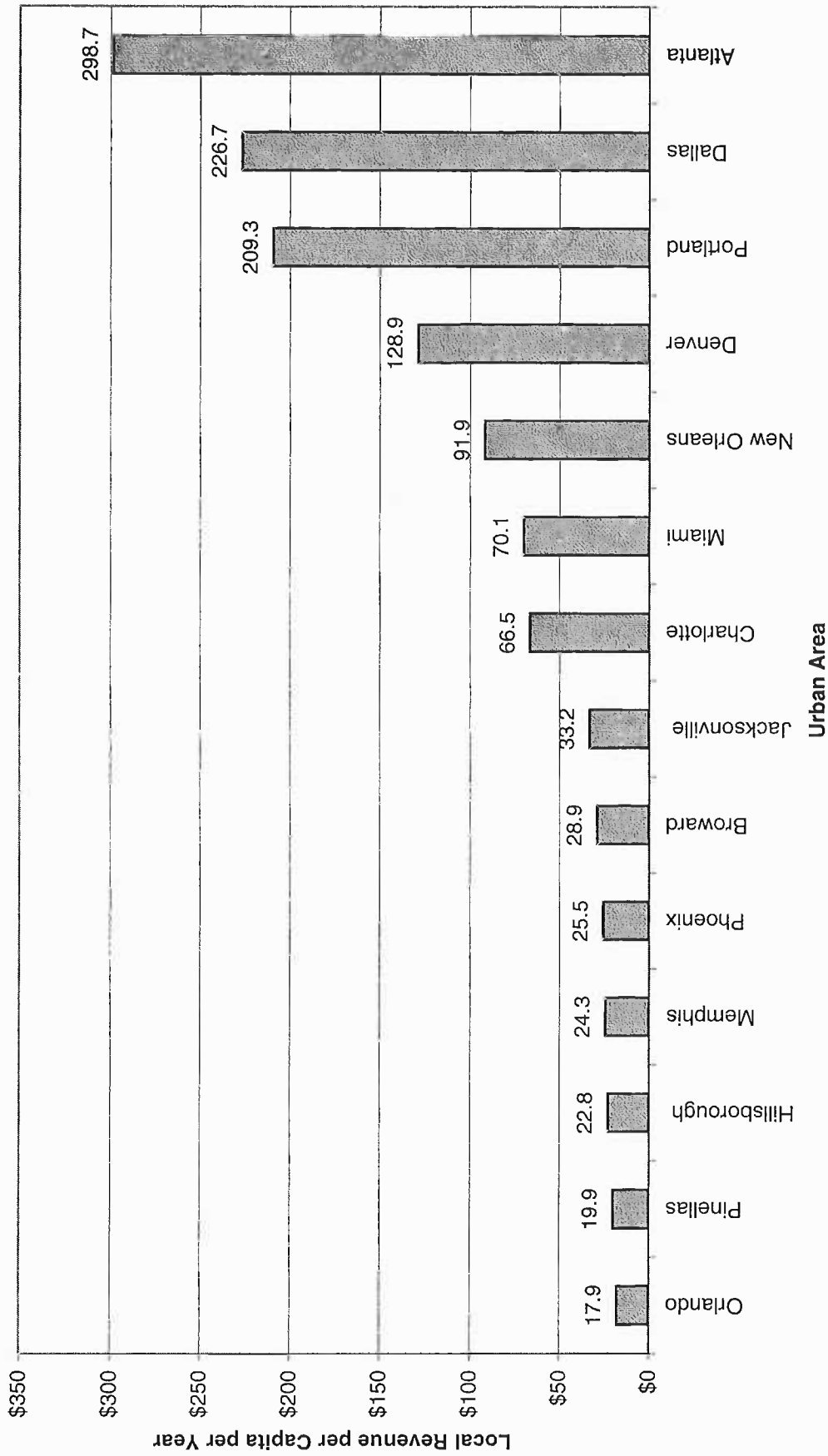
### Summary

As the collective evidence of these comparisons with nationally recognized data indicates, the Miami-Dade area has conditions that indicate a potential for a significant transit market share. Miami-Dade currently has 5.2% transit mode share for work trips, more than twice the closest Florida County and carries approximately half the transit ridership in the State of Florida. Yet, the Metro bus, rail and mover system carries approximately half the ridership of the Atlanta MARTA public transit services. There is a potential and need for more and better services if transit is to play a more significant role in meeting the transportation needs in south Florida. While Miami-Dade does not have the downtown focused employment concentration that exist in some more downtown focused urban areas like Chicago, New York and Boston, there is an opportunity for wisely invested transit resources to provide meaningful mobility benefits in Miami-Dade County.

**Figure 6 Share of Zero Car Households**



**LOCAL SPENDING FOR PUBLIC TRANSPORTATION:  
LOCAL REVENUE PER CAPITA FOR YEAR 2000**



Source: National Transit Data 2000. Excludes revenues collected in fares. Compiled by CUTR.

**Table 1: Population and Population Projections,  
South Florida Region and State of Florida**

County/ State	U.S. Census		Estimates <sup>1</sup>					Percent Change			
	1990	2000	range <sup>2</sup>	2005	2010	2020	2025	1990- 2000	2000- 2010	2000- 2020	2000- 2025
Miami-Dade	1,937,194	2,253,362	<i>med</i>	2,270,800	2,384,800	2,623,900	2,741,800	16.3%	5.8%	16.4%	21.7%
			<i>hi</i>	2,485,200	2,765,900	3,380,700	3,710,400		22.8%	50.0%	64.7%
Broward	1,255,531	1,623,018	<i>med</i>	1,640,000	1,758,500	2,007,000	2,129,500	29.3%	8.4%	23.7%	31.2%
			<i>hi</i>	1,798,100	2,046,600	2,599,100	2,898,500		26.1%	60.1%	78.6%
Palm Beach	863,503	1,131,184	<i>med</i>	1,159,700	1,253,000	1,449,500	1,546,800	31.0%	10.8%	28.1%	36.7%
			<i>hi</i>	1,272,300	1,460,100	1,880,600	2,110,000		29.1%	66.3%	86.5%
Florida	12,938,071	15,982,378	<i>med</i>	16,882,800	18,121,300	20,725,000	22,014,100	23.5%	13.4%	29.7%	37.7%
			<i>hi</i>	17,892,900	19,716,500	23,411,200	25,197,400		23.4%	46.5%	57.7%

<sup>1</sup> Estimates from the Bureau of Economic and Business Research (BEER) at the University of Florida.

<sup>2</sup> BEBR provides a range of population projections including low, medium, and high. In this table, "med" indicates the medium, or middle, projections and "hi" indicates the high projections. The low projections are not included in this table.

The table above shows the population and population projection information from the U.S. Census and the Bureau of Economic and Business Research (BEER) at the University of Florida. According to the U.S. Census, Broward and Palm Beach Counties have grown at a faster rate than the state as a whole between 1990 and 2000, while Miami-Dade County grew at a slightly slower rate of approximately 16 percent. Table 1 also provides population projections prepared by BEBR for the years of 2005, 2010, 2020, and 2025. Percent changes from 2000 are also provided for the years 2010, 2020, and 2025 (the estimated percent change in population from 2000 to 2005 was omitted due to space considerations—the figures shown in the table provide a comprehensive estimate of population changes over the next 25 years).

BEBR generates low, medium, and high population estimates. The table above contains the medium and high projections, denoted by "med" and "hi." The low estimates were not included since, as evidenced by the 2000 Census figures in the table, it appears that

## **REGIONAL TRANSPORTATION CONDITIONS FOR MIAMI-DADE COUNTY AND THE SOUTH FLORIDA REGION (*Research Item 6*)**

The information contained on the following pages provides data on the regional transportation conditions for Miami-Dade County, Broward County, and, where applicable, Palm Beach County using readily available data from various sources at the local and national level. A review of mobility information provided in several recent studies is also included.

Specifically, this section presents data on the average network speed in Miami-Dade County, regional population projections, highway congestion and its associated costs (including travel delay and fuel consumption), average household expenditures on transportation, and a comparison of these conditions with other metropolitan areas in the United States. Also, the concept of a "Congestion Burden Index" is reviewed and information provided for the South Florida region and other metropolitan areas across the country.

### **Average Network Speed**

Gannett Fleming, Inc., has generated current and future estimates of the average vehicle speeds on the roadway network in Miami-Dade County. In 1999, the average network speed in the county was estimated as 24.33 miles per hour. This figure represents an all-day average speed. In 2025, it is projected that the average network speed in Miami-Dade County will decline to 19.51 miles per hour, a decrease of nearly 20 percent.

### **Population Projections**

Recent data show that the South Florida region, as defined by Miami-Dade, Broward, and Palm Beach Counties, continues to grow rapidly. Over the next 25 years, Palm Beach County is expected to grow the fastest, followed by Broward and Miami-Dade Counties, respectively. Table 1 on the next page summarizes these projections.



the South Florida region will grow at a rate more similar to the medium or high estimates. It is important to note that these population projections are not based on the newest 2000 Census data (such estimates are not yet available, although they should be soon).

An examination of the medium population projections indicates that, between 2000 and 2025, Miami-Dade, Broward, and Palm Beach Counties will grow at a slightly slower rate than the state of Florida as a whole, with projected growth in Palm Beach County (36.7%) nearly matching the projected growth of the state (37.7%). The high estimates show the three-county region experiencing significantly higher growth than the state’s overall projected growth of 57.7 percent. While the range between the medium and high projections is wide, it is clear that the South Florida region will continue to grow rapidly over the next 25 years, as will the state of Florida as a whole. While Miami-Dade County is expected to experience the slowest growth of the three counties, it is still expected to increase its population by at least one-fifth (21.7%) by 2025, with a high estimate of nearly 65 percent growth. The fastest-growing county of the three is Palm Beach, which can expect a growth rate of at least 36.7 percent, or more than one-third, by 2025. If actual growth trends follow the high population projections, Palm Beach County’s population could grow nearly 87 percent in the next 25 years.

**Results of the *Southeast Florida Regional Travel Characteristics Study***

One source of regional transportation information for Miami-Dade, Broward, and Palm Beach Counties is the *Southeast Florida Regional Travel Characteristics Study* (Carr Smith Corradino, October 2000). This comprehensive study included surveys of households, transit riders, area visitors, truck movements, and workplaces. Some relevant data resulting from the study are shown in Table 2 below.

**Table 2: Select Results from the *Southeast Florida Regional Travel Characteristics Study*\***

Area	Avg. Household Person Trips/Day	Avg. Auto Occupancy	Transit Mode Split (daily)	Home-Based Work Trip Length (min.)	Zero-Vehicle Households
Miami-Dade	9.61	1.34	2.4%	30.46	6.3%
Broward	9.86	1.31	0.9%	23.78	2.9%
Palm Beach	9.97	1.34	0.5%	24.14	2.5%
3-County Region	9.81	1.33	1.2%	29.59	3.9%

\* Carr Smith Corradino, October 2000.

Table 2 indicates that, regionally, households make nearly 10 person trips per day. The table also shows that the average auto occupancy for all three counties is approximately 1.3 persons per vehicle. The transit mode split, also shown in Table 2, is highest in Miami-Dade County at

2.4 percent. Miami-Dade County has, by far, the largest transit system of the three counties (although the three counties have among the largest transit systems in Florida), and operates a heavy rail mode (Metrorail) and an automated guideway mode (Metromover), while the other two counties have bus systems alone. It is also important to note that Miami-Dade's transit mode split during the peak hours was found to be higher. The three counties all have access to the regional Tri-County Commuter Rail (Tri-Rail) service. Residents of Miami-Dade County also have the longest home-based work trip length, averaging more than 30 minutes, as exhibited in the table. Work trip lengths for the region are close to 30 minutes. Finally, Table 2 shows the percentage of households with no vehicles available. While Broward and Palm Beach Counties have less than three percent of their populations with zero vehicles, Miami-Dade County has more than six percent with no vehicles. Regionally, the proportion of zero-vehicle households is close to four percent. Of the transit riders surveyed as part of this study, it was found that, regionally, 40 percent come from households with no vehicles, while approximately 35 percent have one vehicle available. In addition, it was found that, region-wide, nearly 37 percent of transit riders would not make their trip if transit was not available (36% in Miami-Dade, 38% in Broward, and 35% in Palm Beach). These data show that at least one-third of transit riders rely on the service and have no other option to make their trip.

Another interesting piece of information from the *Southeast Florida Regional Travel Characteristics Study* is that state and local spending on surface transportation facilities (including roads, buses, and trains) between 2000 and 2020 is expected to be \$1.6 billion in Palm Beach County and approximately \$2 billion each in both Broward and Miami-Dade Counties.

### ***Easing the Burden*—a Surface Transportation Policy Project (STPP)**

In May 2001, a Surface Transportation Policy Project (STPP) report was released entitled *Easing the Burden*. The project emphasized that the burden placed on an area's residents by congestion varies among locations, even if actual congestion levels are similar. The point is that, in places that have fewer transportation options such as efficient public transportation, more people are essentially "trapped" by congestion and have fewer options to escape it. With more transportation choices, individuals can choose for themselves whether to fight congestion in their vehicles or take another mode. Those who do choose an alternate mode of transportation subsequently help ease overall traffic congestion by taking cars off of the roads. In places with more and efficient transit services, a smaller proportion of the population drives to work every day, and a larger proportion avoids driving in congested conditions by taking another mode, which in turn improves the flow of traffic for those who do drive.

Transportation choice was measured via the Transportation Choice Ratio (TCR), which compares the relative supply of public transportation to major roads in a metropolitan area (i.e., the amount of hourly transit service provided for every mile of major roadway). A low TCR indicates that the area's roadway system dwarfs its transit system, and a high TCR means that there is a relatively high level of transit service in comparison to the size of the roadway network. While the TCR offers a means to compare metropolitan areas, it does not suggest an "ideal mix" of transit service to roads. Table 3 lists the Transportation Choice Ratio for a selection of the 68 metropolitan areas tracked by the Texas Transportation Institute (TTI). The metropolitan areas for the South Florida region are Miami-Hialeah and Ft. Lauderdale-Hollywood-Pompano Beach. Palm Beach is not included among the 68 metropolitan areas.

**Table 3: Transportation Choice Ratio for Selected Metropolitan Areas, 1999\***

<b>Urbanized Area</b>	<b>1999 Transportation Choice Ratio</b>
New York, NY-Northeastern NJ	6.30
San Francisco, CA	3.56
Washington, DC-MD-VA	2.69
Pittsburgh, PA	1.78
Denver, CO	1.70
Minneapolis, MN	1.59
Cleveland, OH	1.52
Baltimore, MD	1.45
<b>Miami-Hialeah, FL</b>	<b>1.36</b>
Atlanta, GA	1.35
Tampa, FL	1.28
Los Angeles, CA	1.22
<b>Ft. Lauderdale, FL</b>	<b>1.10</b>
Houston, TX	0.96
Orlando, FL	0.92
St. Louis, MO-IL	0.82
Dallas, TX	0.72
Phoenix, AZ	0.68
Detroit, MI	0.63
Jacksonville, FL	0.55

\*Source: TTI

STPP also calculated a Congestion Burden Index, which is an attempt to quantify the combined effects of traffic congestion and the degree to which a given population is exposed to it. It represents a combination of TTI's measure of rush-hour traffic, the Travel Rate Index (TRI) and

figures available for the percentage of the population subjected to that congestion because they drive to work. A high ranking on the Congestion Burden Index is evidence that congestion places a higher burden on area residents, both because congestion is worse and few are able to escape it by taking other modes of transportation. The Congestion Burden Index expands the view of congestion beyond the roadways to account for more of the travel system, and shows that, where congestion is a greater burden, the difference is the existence of "quality" transit service. For instance, while the Washington, D.C. area is shown to have the fourth-worst rush hour traffic congestion of the 68 areas included in this analysis, it has only the 31<sup>st</sup>-worst overall congestion burden since there is a good supply of public transit alternatives available. Table 4 includes the TRI and Congestion Burden Index for a selection of the 68 metropolitan areas tracked by TTI.

**Table 4: Congestion Burden and Travel Rate Indices, Comparisons of Rankings<sup>1</sup> and Indices for Selected Metropolitan Areas, 1999<sup>2</sup>**

Urbanized Area	Congestion Burden Index Rank	Congestion Burden Index	Travel Rate Index Rank	Travel Rate Index
Los Angeles, CA	1	1.35	1	1.55
Detroit, MI	3	1.22	15	1.31
Atlanta, GA	6	1.21	9	1.35
Houston, TX	8	1.20	12	1.33
<b>Ft. Lauderdale, FL</b>	<b>9</b>	<b>1.19</b>	<b>21</b>	<b>1.28</b>
Denver, CO	12	1.18	11	1.34
Phoenix, AZ	13	1.17	20	1.30
<b>Miami-Hialeah, FL</b>	<b>15</b>	<b>1.16</b>	<b>13</b>	<b>1.32</b>
Dallas, TX	16	1.16	22	1.27
St. Louis, MO-IL	18	1.15	24	1.26
Minneapolis, MN	20	1.14	15	1.31
Orlando, FL	22	1.14	30	1.24
Tampa, FL	27	1.12	37	1.21
San Francisco, CA	29	1.11	2	1.45
Washington, DC-MD-VA	31	1.09	4	1.42
Baltimore, MD	41	1.05	26	1.25
Jacksonville, FL	42	1.05	47	1.16
Cleveland, OH	45	1.04	43	1.18
Pittsburgh, PA	65	0.89	56	1.09
New York, NY-Northeastern NJ	67	0.80	13	1.32

<sup>1</sup> Rank out of the 68 metropolitan areas tracked by TTI

<sup>2</sup> Source: TTI

Normally, areas respond to congestion by adding more space to the roadway network. However, STPP's analysis of TTI data shows that those places that have added the most roads

have not had great success in easing congestion or slowing its rate of growth. The study shows that metropolitan areas with the fastest-growing road systems are no less congested than areas that added the fewest roads, and have had just slightly better success at managing congestion. The reason why road-building can be ineffective at easing congestion is because adding road capacity does more than meet measured demand, it actually generates additional demand, or "induced travel," due to increased car trips and new development. The induced travel results when a road is widened and more people then choose to drive on it, either by switching from another route, time of day, mode, or by taking new trips. Additionally, as the land uses around the roadway change, congestion increases even more.

In the past 10 years, for the 68 metropolitan areas tracked by TTI, road-building, as measured by lane miles, has outpaced the population growth (14.8% versus 11.4%). This suggests that the increase in congestion is due more to increased driving than by a shortage of roads. The 68 metropolitan areas were divided into high, medium, and low road-building groups, and it was found that population was not a factor since the average population growth for the low road-builders was slightly greater than that for the high road-building group. The results of this study indicate that one of the best ways to fight congestion is by taking an alternative mode of transportation, such as public transit. Public transit use nationally has increased more than 21 percent over the last five years, far outpacing the growth in driving during this time (11%).

According to this STPP study, metropolitan areas where fewer people drive are not that way because of different travel habits, but because they offer people more choices, such as to take an efficient bus or train. Although it is true that a bus, for example, could still be affected by congestion (if it runs in mixed-traffic right-of-way as opposed to an exclusive right-of-way or busway), the rider is not responsible for the driving of the vehicle and can use the time, safely, for other activities such as resting, reading, working, or making calls.

An alternative way to address congestion is to give people a way to avoid driving in it. STPP's analysis of data from the Federal Transit Administration (FTA) and the U.S. Census found that, in areas that offer more choices, such as efficient bus and train service, a smaller portion of the population is directly affected by the congestion. Hence, the findings from this study indicate that local officials seeking to ease the burden of congestion should promote the provision of public transportation choices over the provision of more roadway space. Despite the fact that poll data show a majority of citizens in favor of investing in more transportation choice, transit projects still often face major obstacles in acquiring funds (FHWA, "Moving Ahead: The American Public Speaks on Roadways and Transportation in Communities," February 2001; "Traffic Congestion and Rail Development," U.S. Conference of Mayors, January 2001; Southeast Michigan Council of Governments Survey, March 2001; Atlanta Regional Commission Regional Issues Poll, April 2001).

Table 5 summarizes select data provided in STPP's *Easing the Burden* report for the Miami-Hialeah and Ft. Lauderdale-Hollywood-Pompano Beach metropolitan areas, and also provides data on lane miles and population. This table shows the mode split for the work commute alone and also illustrates that, while both areas have had a more than 20 percent increase in lane miles in the past 10 years, both have had population changes of less than 20 percent during this time, indicating that road-building has outpaced population growth.

STPP also found that, in the Miami-Hialeah metropolitan area, if every commuter drove to work, 109,220 more cars would be on the roads in the area. In the Ft. Lauderdale-Hollywood-Pompano Beach metropolitan area, 47,344 more cars would be on the roadways if every commuter drove to work.

**Table 5: Select Information from *Easing the Burden*<sup>1</sup>**

Area	Work Commute <sup>1</sup>			Road-Building Group <sup>1</sup>
	Transit	Driving	Other	
Miami-Hialeah	6.9%	88.1%	5.0%	High
Ft. Lauderdale-Hollywood-Pompano Bch	2.9%	92.8%	4.3%	High

<sup>1</sup> Source: *Easing the Burden*.

Table 6, on the following page, below summarizes additional information from the STPP report, *Easing the Burden*, for the Miami-Hialeah and Ft. Lauderdale-Hollywood-Pompano Beach metropolitan areas. The rankings in the table show that the Miami-Hialeah area's congestion indicators are consistently in the top 20 percent of all 68 metropolitan areas studied by TTI. The Ft. Lauderdale-Hollywood-Pompano Beach area fares somewhat better. The measure of Annual Delay per Capita, shown in Table 6, indicates that every individual in the Miami-Hialeah area loses 42 hours of time each year due to travel in congested conditions. In the Ft. Lauderdale-Hollywood-Pompano Beach area, each resident loses 29 hours each year due to congestion. For both the Miami-Hialeah and Ft. Lauderdale-Hollywood-Pompano Beach areas, the value of time was measured at \$12.40 per hour. Also, the table shows that approximately one-third of all daily travel in both areas occurs in congested conditions.

**Table 6: 1999 TTI Congestion Indicators, from *Easing the Burden*<sup>1</sup>**

Area	TTI Congestion Indicators (rank of 68 metro areas)			
	Travel Rate Index	Roadway Congestion Index	Annual Delay per Capita	% Congested Daily Travel
Miami-Hialeah	1.32 (13)	1.23 (11)	42 hours (10)	35% (13)
Ft. Lauderdale-Hollywood-Pompano Bch	1.28 (21)	1.17 (20)	29 hours (34)	31% (22)

<sup>1</sup> All statistics are by Urbanized Area and are from TTI.

The Transportation Choice Ratio (TCR) and Congestion Burden Index figures for the Miami-Hialeah and Ft. Lauderdale-Hollywood-Pompano Beach metropolitan areas are presented in Table 7. The table shows that Miami-Hialeah's congestion burden is actually less than the Ft. Lauderdale-Hollywood-Pompano Beach area's. This is due to the fact that the Miami-Hialeah area offers more transit options, including bus, rail, and peplemover. Still, the Congestion Burden Index for both areas ranks high in comparison to the other metropolitan areas studied. Table 7 also lists the components and values of the Transportation Choice Ratio for both areas.

**Table 7: Congestion Burden and Transportation Choice, from *Easing the Burden*<sup>1</sup>**

Area	1999 Congestion Burden Index (rank of 68 areas)	1999 Transportation Choice		
		Hourly Miles of Transit Service/1000 Persons	Lane Miles/1000 Persons	TCR
Miami-Hialeah	1.16 (15)	2.17	1.60	1.36
Ft. Lauderdale-Hollywood-Pompano Bch	1.19 (9)	1.56	1.43	1.10

<sup>1</sup> All statistics are by Urbanized Area and are from TTI.

Table 8, presented on the next page, lists some work commute data regarding the mode of transportation from *Easing the Burden*.

**Table 8: Selected Work Commute Data, *Easing the Burden*<sup>1</sup>**

Urbanized Area	1999 Work Commute Mode	
	Drive	Transit
Atlanta, GA	89.5%	6.5%
Baltimore, MD	83.9%	10.0%
Cleveland, OH	87.9%	7.2%
Dallas, TX	91.1%	4.6%
Denver, CO	88.1%	5.1%
Detroit, MI	93.2%	3.3%
<b>Ft. Lauderdale, FL</b>	<b>92.8%</b>	<b>2.9%</b>
Houston, TX	90.2%	5.2%
Jacksonville, FL	90.3%	3.7%
Los Angeles, CA	87.4%	6.2%
<b>Miami-Hialeah, FL</b>	<b>88.1%</b>	<b>6.9%</b>
Minneapolis, MN	86.8%	6.5%
New York, NY-Northeastern NJ	60.7%	30.0%
Orlando, FL	91.6%	2.2%
Phoenix, AZ	90.3%	2.9% <sup>†</sup>
Pittsburgh, PA	81.9%	10.6%
San Francisco, CA	76.2%	14.8%
St. Louis, MO-IL	91.6%	4.1%
Tampa, FL	92.3%	2.4%
Washington, DC-MD-VA	76.9%	16.0%

<sup>†</sup> All statistics are by Urbanized Area and are from TTI.

### ***Driven to Spend—a Surface Transportation Policy Project (STPP)***

This report, from STPP and the Center for Neighborhood Technology, asserts that a major factor behind increasing transportation costs is sprawling development. It was found that less sprawling places that offer more transportation choices cost families less, and the difference can be thousands of dollars annually. Better transportation and growth policies can help families spend less on transportation and direct more money to investments that can build wealth, such as home ownership.

While the complete costs associated with transportation often do not gain significant attention, transportation is expensive, and for most Americans it is an expense second only to housing. According to this report, the average American spends 18 cents of every dollar on transportation, and 98 percent of that is for the purchase, operation, and maintenance of private automobiles (these figures exclude spending on air and ship travel). Transportation costs impact the poorest families the most. Up to one-third of the income of poor families goes



to transportation costs. On average, households earning between \$12,000 and \$23,000 annually spend 27 cents of every dollar earned on transportation. According to 1997 estimates from the U.S. Census (these data are not yet available for 2000), 21 percent of Miami-Dade County residents live below poverty. As such, transportation is a very expensive cost for at least one-fifth of Miami-Dade County residents. Transportation is still expensive even for more affluent households. Households in higher income groups spend approximately 14 percent of their incomes on transportation.

Since the early 1990s, the Consumer Expenditure Survey (CES) has shown that the portion of total spending devoted to transportation has grown steadily. If this trend continues, transportation could surpass housing as the largest household expense (in some areas, such as Houston, Dallas-Fort Worth, Pittsburgh, Atlanta, St. Louis, Minneapolis-St. Paul, Kansas City, and Tampa-St. Petersburg-Clearwater, but not Miami). CES data show that in 1997 and 1998, households devoted the highest portion of their budgets to transportation in Houston, Atlanta, Dallas-Fort Worth, **Miami**, and Detroit, as presented in Table 9 on the following page. Transportation expenditures for a selection of the 28 metropolitan areas are also displayed in Table 9. Nearly all the places at the top of this list are sprawling metropolitan areas that offer relatively few transportation choices for their residents. The areas found to have the highest transportation expenses were also found to offer little transportation choice, as measured by the ratio of transit service to roads (Transportation Choice Ratio). Sprawl increases costs by making automobile travel a necessity. Places where roadway systems dominate have higher transportation expenses.

**Table 9: Transportation as a Percent of Total Household Expenditures<sup>1</sup>**

<b>Rank<sup>2</sup></b>	<b>Area</b>	<b>Transportation Expenditures</b>	<b>% of Total Annual Household Expenditures</b>
1	Houston-Galveston-Brazoria, TX	\$8,840	22.1%
2	Atlanta, GA	\$8,513	21.7%
3	Dallas Fort-Worth, TX	\$8,717	19.7%
4	<b>Miami-Ft. Lauderdale, FL</b>	<b>\$6,684</b>	<b>19.0%</b>
5	Detroit-Ann Arbor-Flint, MI	\$6,710	18.8%
6	Minneapolis-St. Paul, MN	\$8,683	18.4%
7	Phoenix, AZ	\$6,826	18.2%
8	Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD	\$6,904	18.1%
9	Kansas City, MO	\$6,489	18.1%
10	Tampa-St. Petersburg-Clearwater, FL	\$5,864	17.8%
12	St. Louis, MO-IL	\$6,489	17.6%
13	Cleveland-Akron, OH	\$6,384	17.5%
14	Pittsburgh, PA	\$6,331	17.5%
15	Los Angeles-Riverside-Orange Co., CA	\$7,224	17.4%
16	Denver-Boulder-Greeley, CO	\$7,361	17.2%
17	Seattle-Tacoma-Bremerton, WA	\$7,387	17.1%
22	Washington, DC-MD-VA	\$7,207	15.4%
24	San Francisco-Oakland-San Jose, CA	\$7,150	15.1%
26	Baltimore, MD	\$5,236	14.7%
27	New York-N. New Jersey-Long Island, NY-NJ-CT-PA	\$5,956	14.5%

<sup>1</sup> Data are from the Consumer Expenditure Survey (1997-1998), *Driven to Spend*, STPP.

<sup>2</sup> Rank is out of the 28 metropolitan areas analyzed in the *Driven to Spend* report.

This report shows that the average American family in a highly-sprawled area pays approximately \$1,300 more per year in transportation expenses than the average American family in a lesser-sprawled area. It was determined through a multi-variate analysis of composite land use characteristics for 28 metropolitan areas that places with fewer transportation choices have higher transportation expenses (this was true even after removing New York from the analysis). This particular study grouped Miami and Ft. Lauderdale together and found that the average household transportation expenditures were \$6,684, or 19 percent of all household expenditures.

Governments build roads, but individuals are responsible for the purchase, operation, and maintenance of the automobiles that drive on them. According to the Federal Highway Administration (FHWA), three-quarters of all auto expenses stem from the fixed-cost of simply owning the vehicle, regardless of how much it is actually driven. This exemplifies how

government decisions about transportation investments can affect individual budgets. Current government investments that overwhelmingly favor road building may be contributing to increases in transportation expenses.

Spending on vehicles erodes wealth, while spending in the other major household category, housing, can build wealth. The *Driven to Spend* report found that, over a period of 10 years, a homeowner can get a return of more than \$4,730 for every \$10,000 invested in a home. However, an auto owner receives equity of only \$910 for every \$10,000 invested in an auto over the same length of time. Additionally, home ownership provides benefits such as tax-deductible mortgage interest and appreciating value, while auto ownership offers no such benefits. A new \$20,000 vehicle loses 25 percent of its value in the first year, and nearly 80 percent of its value over 10 years. Vehicle ownership is often viewed as a lifestyle decision rather than a financial decision. However, the need to have vehicles has a real impact on the financial health of families. This report presents evidence that the need to own vehicles makes purchasing a home more difficult for families. The inability to accumulate wealth, largely due to debt loads, has been identified as the leading constraint in attaining home ownership (Megbolugbe, Linneman, Wachter and Cho, "Do Borrowing Constraints Change U.S. Homeownership Rates?" *Journal of Housing Economics* 6, 318-333, 1997). Auto loans are the largest category of debt outside of home mortgages. Further, the Center for Neighborhood Technology has calculated that a decrease in the amount of debt held by families by a mere 2.5 percent could free up enough money to cover more than one million down payments on the average first home. According to the latest 2000 U.S. Census data, the home ownership rate in Miami-Dade County is 57.8 percent (the rate is 69.5 percent in Broward County, and 74.7 percent in Palm Beach County). This report substantiates that by investing in a more balanced transportation system that offers more transportation choice, including more and efficient bus and train service, Miami-Dade County could realize the additional benefits of improving the financial well-being of many of its lower-income families and increasing home ownership in the county.

Government policies should help constituents get the best value for their tax dollars. A roadway-heavy transportation system may place a financial burden on those who must buy and maintain vehicles in order to travel. While residents in areas with good transit service may pay more taxes to fund it, the relatively small increase is far outweighed by the savings. *Driven to Spend* reported that a recent study found that the public realizes a five-dollar cash savings for every tax dollar invested in public transit services (Lewis and Williams, *Policy and Planning as Public Choice: Mass Transit in the United States*, Brookfield, VT, Ashgate Publishing Company, 1999). This study shows that while gas prices, gas taxes, and insurance rates have been a focus of consumer outcry and political campaigns, they do not appear to account for the differences in transportation expenditures among the metropolitan areas studied. Interestingly,

gas is, on average, eight cents less per gallon in the 14 areas with higher transportation expenses, as found in the CES.

*Driven to Spend* recommends that governments invest in transportation choice to help lower transportation expenses for everyone. With additional transportation choices, it may be possible for a family's "second car" to be smaller, less expensive, or even non-existent. This savings could help families decrease their debt loads and put those who do not own homes on a path toward home ownership and better financial health. Other recommendations include the need to grow "smarter," offer location-efficient mortgages, collect better information, and give people a chance to save money by driving less.

### **Summary Data**

Table 10, on the following page, is a summary of data on select metropolitan areas from TTI's *2001 Urban Mobility Study*. This study concluded that congestion is worsening in areas of all sizes, and congestion costs, which can be expressed in many different ways, are all increasing. Also, the study found that, while road expansions can slow the growth in congestion somewhat, additional roadways alone are not the answer. What is necessary to ease the burden of congestion, according to this study, is a varied set of choices that will require funding commitments, including more roads and more (and better) transit services.

Table 10 shows that the Miami-Hialeah urbanized area ranks 10<sup>th</sup> out of 68 areas in terms of annual delay per person due to congestion, 15<sup>th</sup> of 68 in the amount of excess fuel consumed per person, and 16<sup>th</sup> out of 68 in terms of the amount of fuel wasted and annual congestion costs.

Table 10: Selected Congestion Indicators,  
from 2001 Urban Mobility Study

Urbanized Area	Annual Delay per Person (1999)		Annual Gallons of Fuel Wasted in 1999 (millions)		Annual Excess Fuel Consumed per Person (1999)		Annual Cost Due to Congestion (1999) (\$ million)		Average Annual VMT Growth <sup>1</sup> (%)	% Peak Period Travel in Congestion
	Person Hours	Rank	Total	Rank	Total	Rank	Total	Rank		
Atlanta, GA	53	2	239	7	84	1	2,620	8	3.9	75
Baltimore, MD	31	31	103	20	48	31	1,150	20	2.0	59
Cleveland, OH	20	46	60	28	32	45	655	28	2.1	48
Dallas, TX	46	5	168	11	70	6	1,865	11	4.0	58
Denver, CO	45	7	124	17	67	8	1,415	17	4.3	74
Detroit, MI	41	16	248	5	62	14	2,810	5	1.1	70
<b>Ft. Lauderdale, FL</b>	<b>29</b>	<b>34</b>	<b>65</b>	<b>27</b>	<b>44</b>	<b>35</b>	<b>735</b>	<b>26</b>	<b>2.6</b>	<b>62</b>
Houston, TX	50	4	239	7	76	4	2,665	7	4.2	66
Jacksonville, FL	30	33	39	39	46	33	440	40	2.8	45
Los Angeles, CA	56	1	1,064	1	84	1	12,570	1	0.8	89
<b>Miami-Hialeah, FL</b>	<b>42</b>	<b>10</b>	<b>128</b>	<b>16</b>	<b>61</b>	<b>15</b>	<b>1,485</b>	<b>16</b>	<b>1.6</b>	<b>71</b>
Minneapolis, MN	38	17	141	14	61	15	1,565	14	3.2	66
New York, NY-No. NJ	34	23	860	2	52	25	9,745	2	2.9	69
Orlando, FL	42	10	68	25	61	15	790	24	3.6	58
Pittsburgh, PA	14	55	37	42	21	56	420	42	1.4	27
Phoenix, AZ	31	31	120	18	47	32	1,385	18	4.7	70
San Francisco, CA	42	10	263	4	65	10	3,055	4	2.0	83
St. Louis, MO-IL	44	9	135	15	67	8	1,495	15	1.7	59
Tampa, FL	35	22	44	35	50	28	520	35	3.7	56
Washington, DC-MD-VA	46	5	242	6	69	7	2,730	6	1.5	80

<sup>1</sup> VMT increases includes urban area land size increases and represents average annual growth rate of freeway and principal arterial street travel between 1994 and 1999.

NOTE: Rankings are out of the 68 metropolitan areas tracked by TTI.