

Miami-Dade Transit

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Director



Miami-Dade Transit

- MDT is the largest transit agency in the State of Florida, and one of the largest departments within Miami-Dade County government
- It consistently ranks in the top tier of national transit agencies in passenger trips and service miles
- MDT provides clean, safe and reliable transit services
- MDT operates four transit modes:
 - Metrobus – 95 routes, covering Miami-Dade County, and parts of Broward and Monroe counties
 - Metrorail – an electrically-powered, elevated, 25-mile rapid transit system
 - Metromover – a 4.4-mile elevated people-mover system
 - Special Transportation Service (STS) – door-to-door, shared-ride service for eligible customers; serves as MDT's paratransit service
 - FY 2014 Annual Total Boardings: Approximately 110 Million



Transit Facilities Modernization: Compressed Natural Gas Buses and Garages

- Compressed Natural Gas (CNG) fuel cost savings of 50% to 70% over diesel fuel, on a per diesel gallon equivalent (DGE) basis.
- The contract-based partnership between Miami-Dade transit and a selected proposer would provide opportunities to generate revenue by selling CNG to certified fleets during non-peak MDT operations.
- With the guidance of our Federal partners, MDT has “federalized” the procurement in order to offset any risk and have the ability to apply any future potential federal funds.



PROJECT STATUS:

- This project is currently in the selection process

Lighting Service Contract

Miami Dade Transit is working on a Request for Proposals (RFP) to select a qualified partner to provide Lighting as a Service to include design, installation, financing and maintenance for a period of 10 years, a “Smart” Lighting system at Miami-Dade Transit properties that produces total cost and energy savings.

It is expected that the contract costs will be financed through operating expense savings with no upfront capital investment. The new lighting system is expected to:

- Improve lighting for customer comfort and safety
- Increase visibility for the most efficient use of security cameras and policing
- Provide operating-cost savings
- Provide reduced-energy consumption
- Provide access to best and newest available technology equipment through-out the contract
- Improve reporting of real time information for light fixture outages, power consumption, and asset management of MDT facilities



Automated Fare Collection System

Miami Dade Transit is working on maximizing system performance while increasing the system's reliability by leveraging cloud services and the latest fare payment technologies. The new system will allow riders to pay with a transit card or any personal credit or debit card that is equipped with contactless radio wave technology, in addition to mobile payment options. The new fare collection system will:

- Introduce mobile payment options for riders with new technology implemented across all agencies to leverage several applications like the contactless cell and bar code payments offering a variety of fare products
- Ensure Europay, Master Card, and Visa (EMV) Smart Credit Card Compliance
- Improved reconciliation and retail sales outlet management through a smart phone application
- Provide access to the latest back-office technology with improved 24/7 proactive and preventative support of vendor application
- Improved reporting through real-time analytics of onboarding data
- Real-time connected Fare Boxes for improved integration with payment website



VENDOR MANAGED INVENTORY INITIATIVE

Miami-Dade Transit will be exploring the possibility of implementing a Vendor Managed Inventory (VMI) program for its bus and rail fleets. The VMI program would significantly reduce expenditures for parts and materials operations through a streamlining of parts procurement and distribution, considerably reducing active inventory levels, and progressively eliminating obsolete inventory.

The ultimate objective of the VMI program is to provide improved customer service, both to public transit customers and to Miami-Dade Transit staff responsible for bus rolling stock operations and maintenance.

Connectivity Projects:
Heavy/Passenger Rail
Light Rail
Enhanced Bus Service
Bus Rapid Transit

Express/Enhanced Bus Service

Running Way

Express Lanes, general use mixed-traffic expressway lanes, or expressway shoulders
Direct access ramps desired

Stations/Terminals (few locations)

Serves major park-and-ride facilities connecting to major employment areas or transit terminals

Operating Plan

Various express bus routes with different stopping patterns
(overlaid on high demand corridors)
Bus every 10 minutes (rush hour)
Rush-hour service (typical)
Sometimes all-day service
(min. 14 hours of service)

Vehicles

Stylized 60' articulated alternative fuel buses

Fare Collection

On-board with EASY Card or Cash + Ticket Vending Machines at major stops and terminals

Technology

Transit Signal Priority
Real-time passenger info at terminals and via PDA's, smart phones, and web

Branding

Unique branding and image on vehicles and at stations

Bus Rapid Transit (BRT)

Running Way

Dedicated arterial bus lanes (most commonly right side/curbside lanes with distinct pavement treatments)

Arterial Busway

Stations (spaced ½ mile to 1 mile apart; far-side of intersection; near-level boarding preferred; concrete roadway pavement pads within loading area)

“Full” 15’ wide by 150’-180’ long (typical)

“Slim” 8’ wide by 150’-180’ long

(constrained R/W)

Outlying park-and-ride facilities

Operating Plan

Multiple enhanced bus service routes or express bus service routes overlaid on top of all-stop local bus

Bus every 2-5 minutes

(effective headway in rush hour)

All-day, everyday service (min. 18 hours of service)

Vehicles

Stylized 60’ articulated alternative fuel buses

Fare Collection

Pre-board payment with EASY Card or Cash (preferred; with on-board proof of payment) + Ticket Vending Machines at major stops and terminals

Technology

Transit Signal Priority

Real-time passenger info at stations and via PDA’s, smart phones, and web

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North Corridor



NW 27th Ave. Enhanced Bus Service Project:

- Provides service from the MIC to NW 215th St. and NW 27th Ave. (11-mile alignment)
- Provides all-day service approximately every 10 minutes
- It will utilize articulated (60-foot) buses
- **P3 opportunity:** Construction of robust bus stations spaced approximately one-mile apart
 - Revenue opportunity at bus station
- Total project cost: \$37M (Funded)
- Final Design phase (on hold)
- Begin revenue service: 2019

NW 27th Ave. Bus Rapid Transit (BRT):

- FDOT study for the development of full BRT along NW 27th Ave. is ongoing

Beach Corridor Transit Connection

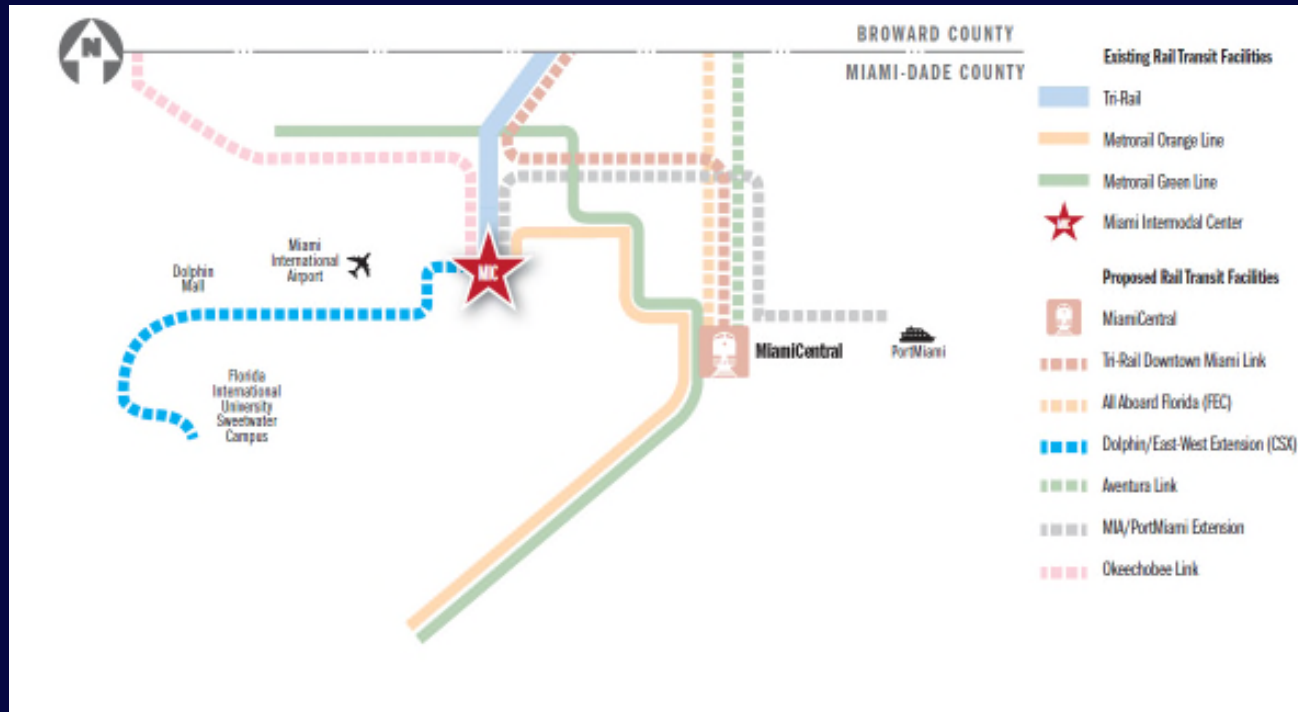
- There are several benefits and opportunities for public-private partnership (P3) on this corridor.
- It was recommended that the project should move forward with a near-term workshop and 'readiness' checklist report to understand the gaps and process for entering into a P3 arrangement.
- The project partners would need to identify a primary revenue source that will be dedicated to making available payments to P3 concessionaire.



East West Corridor History

- **1990's FDOT “*East-West Multimodal Corridor*”**
 - 11.8 miles Palmetto to Port of Miami (8.2 miles Metrorail; 3.6 miles bored tunnel)
 - Project cost \$2.2B (1995\$)
 - 1998-No funding for project at the time
- **2005 MDT “*Orange Line Phase 3: East West Metrorail Extension*”**
 - 10-13-miles FIU to MIC
 - Project cost \$2.3B (2016\$)
 - 2009- No funding for project at the time
- **2009 MPO/MDT Near-Term Transportation Plan**
 - SR 836 Express Bus Service
 - Project cost \$38M (funded) 2016\$
 - Implementation starting in 2017
- **2015 FDOT “*Flagler Street Bus Rapid Transit (BRT)*”**
 - Project cost approx. \$150M (unfunded) 2015\$
 - Study on-going

Passenger Rail Service along State Road 836



- The CSX East-West Rail Feasibility Study considers the implementation of passenger rail (Tri-Rail) service along CSX Lehigh Spur extending from Miami International Airport (MIA)/Miami Intermodal Center (MIC) along State Road 836/Dolphin Expressway west to NW 137 Ave. and beyond.
- The proposed rail service would provide a transit connection to the MIC, where it would offer additional connectivity to MIA, Metrorail, Tri-Rail and future Amtrak service.

South Miami-Dade Busway

Full BRT Proposed Improvements

Running Way Improvements

- LED lighting at Busway and Greenway
- Red colored Busway pavement at-grade street crossings
- Improved Transit Signal Priority

Enhanced Transit Stations/Terminals

- Improved passenger platforms with near level boarding
- Multi-vehicle loading
- Iconic Branding
- Ticket vending machines
- Pre-board fare payment
- Real-time passenger information
- Expand existing or provide new park-and-ride facilities
- Enhance Dadeland South Terminal
- Extend Busway from Dadeland South to Dadeland North
- New direct flyover ramps to/from Busway and SR-826/Palmetto Expressway (proposed express lanes connections)



Direct Ramps to/from Busway and SR-826/Palmetto Expressway

Description:

Construction of direct access ramps to/from the Busway to/from SR-826/Palmetto Expressway

Location: South of Dadeland Station and SR-826/Palmetto Expressway



Estimated Cost: \$93 million

Funding Status: Programmed
Priority III in Long-Range Transportation Plan
(LRTP)

Project Phase: Planning

Transit Oriented Development Projects (TODs):

- Public Private Partnerships
- Joint Developments on Miami-Dade Transit Land
- Includes a mix of uses
- Increase transit ridership by focusing on livable communities
- Requests for Proposals



TOD: Omni Bus Terminal



Omni Bus Terminal Redevelopment:
Bid received and is under negotiation

TOD: Downtown Bus Terminal

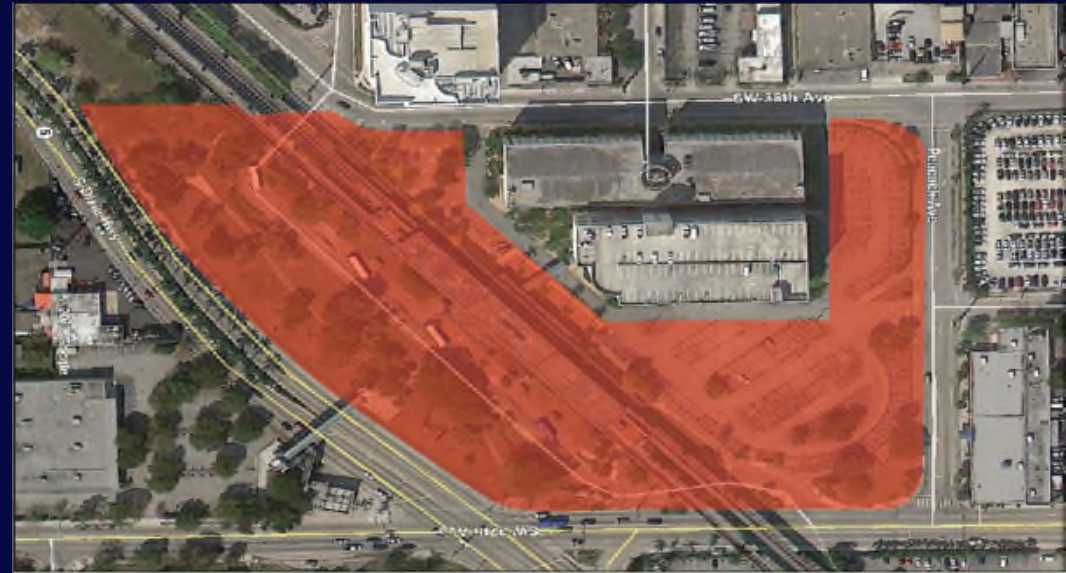


Downtown Bus Terminal:

Working with All Aboard Florida (AAF) to develop a consolidated bus terminal on the first floor with structured parking overhead. This facility is being proposed adjacent to the Stephen P. Clark Center.



TOD: Douglas Road Metrorail Station



Douglas Road Metrorail Station:

- Mixed-use development on existing parking lot
- Bids received and are being evaluated

TOD: NW 215th St. and 27th Ave.

- 14-acre parcel purchased by Miami-Dade Transit

Study completed resulting in recommendation to designate the majority of the site as a Community Urban Center (CUC) which calls for moderate to high-intensity, mixed use development

- Development would contain institutional, office and retail components in an environment that encourages pedestrian activity with a defined, transit oriented center

- Also recommended a transit terminal (adjacent to NW 27 Ave.) including bus bays, passenger shelters and a Park-and-Ride/Transit Terminal Facility.

- This project was re-advertised and bids are due October 8, 2015



Park-and-Ride/TOD: Busway and SW 152nd Street

Description:

A 500-space parking garage

Future site for Transit Oriented Development (TOD)/Joint Development (JD)

Location:

South Miami-Dade Busway and SW 152nd Street

Estimated Cost: \$22.3 million

Funding Status: Programmed; Priority II in Long-Range Transportation Plan (LRTP)

Project Phase: Planning

Estimated Completion Date: 2021-2025



Park-and-Ride/TOD: Busway and SW 112th Avenue

Description:

Right-of-Way Acquisition; Expansion and improvement of an existing park-and-ride facility with new layover area; Future site for Transit Oriented Development (TOD)/Joint Development (JD)

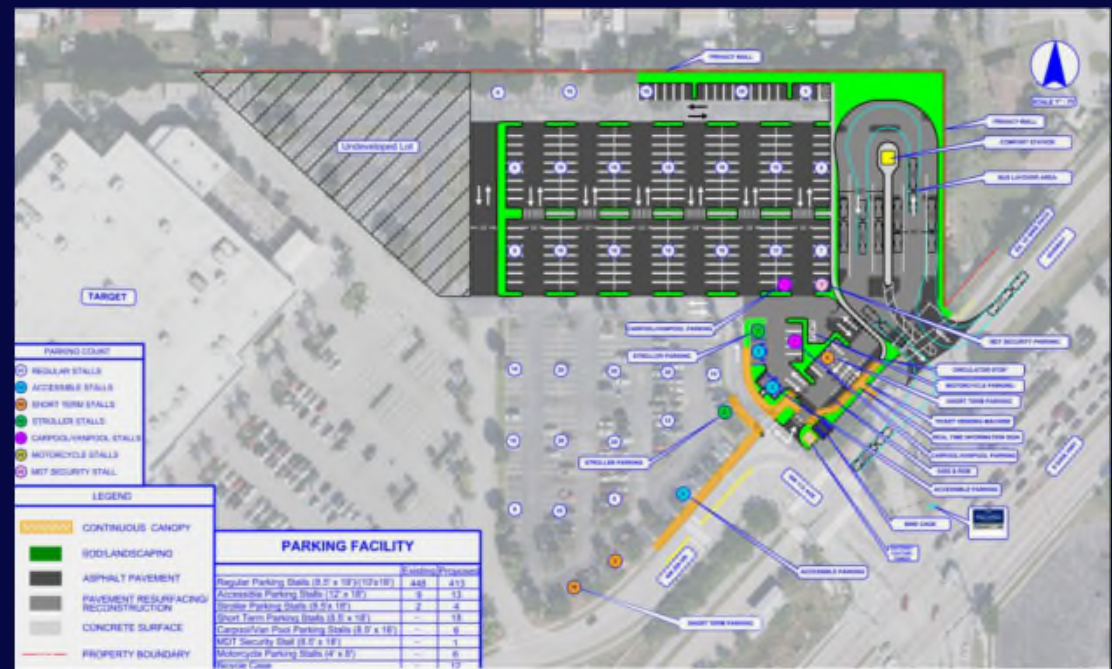
Location: South Miami-Dade Busway and SW 112th Avenue

Estimated Cost: \$5 million

Funding Status: Unfunded;
Not Listed in Long-Range
Transportation Plan (LRTP)

Project Phase: Planning

Estimated Completion Date:
TBD



Park-and-Ride/TOD: Busway and SW 296th Street

Description:

Expansion and improvement of an existing park-and-ride facility &
Future site for Transit Oriented Development (TOD)/Joint Development (JD)

Location: South Miami-Dade Busway and SW 296th Street

Estimated Cost: N/A

Funding Status: Privately Funded

Project Phase: Request for
Proposal Advertisement Dec. 2015

Estimated Completion Date:
TBD



Transit Terminal Southland Mall

Description:

Improve transit terminal at Southland Mall

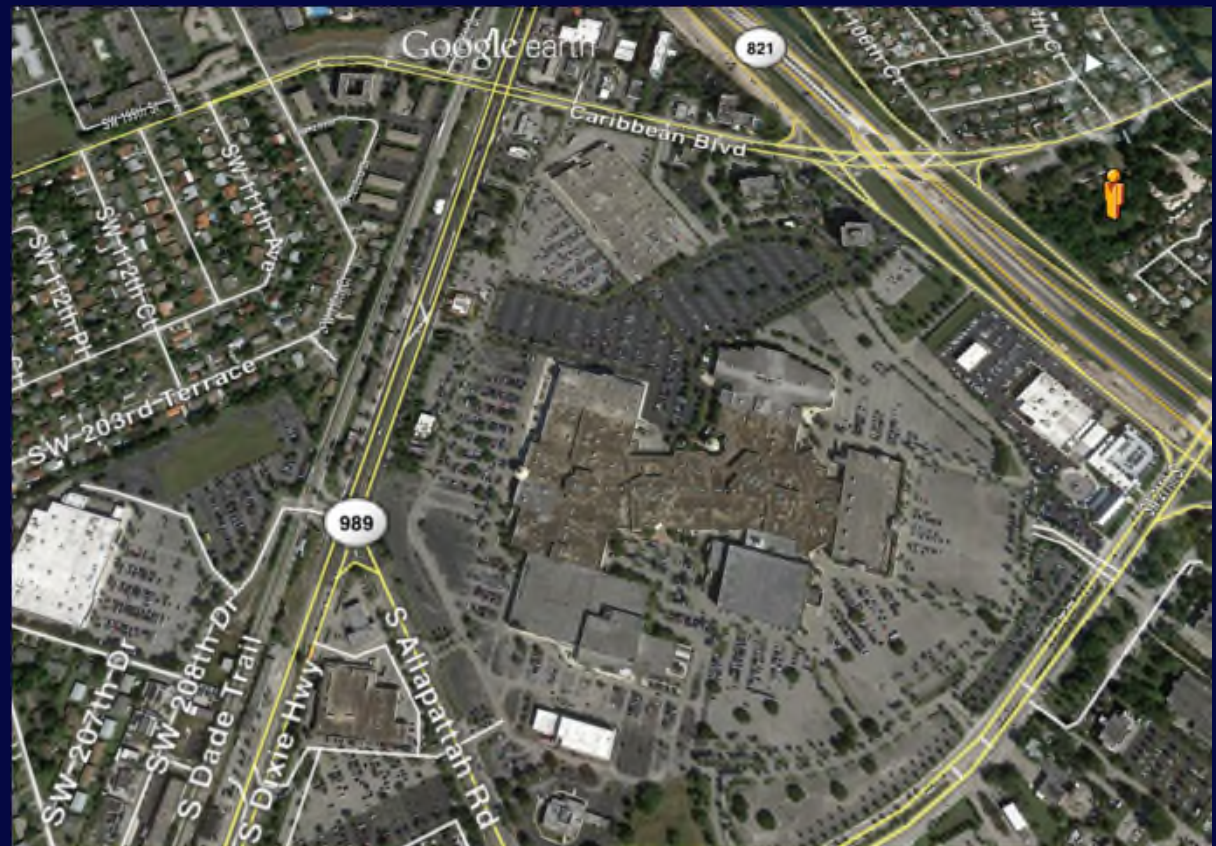
Location: South Miami-Dade Busway and SW 205th Street

Estimated Cost: TBD

Funding Status: Unfunded;
Not Listed in Long-Range
Transportation Plan (LRTP)

Project Phase: Planning

Estimated Completion Date:
TBD



Thank you
for your
interest in
Miami-Dade County's
Transportation Projects

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