City of Opa-Locka

TRANSIT Circulator SYSTEM

Prepared for

CITY OF OPA-LOCKA, FLORIDA
INCORPORATED 1926

MIAMI-DADE MPO
Metropolitan Planning Organization

Prepared by

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Introduction

Located in northwestern Miami-Dade County, the City of Opa-Locka was developed by the aviation pioneer Glenn Curtiss in 1926. Opa-Locka Municipal Airport, a well-known landmark in Miami-Dade County, was considered the world's busiest general aviation airport by 1967, with over 650,000 annual flight operations. However, fuel crisis and recession of the 1970's had a profound negative impact on the airport and the economy of the City.

Today, nearly 15,000 people live in this 3.5-square mile city (see Figure 1 for city limits). It is a relatively young community with a median age of 27 years. African Americans and Hispanics represent 70 and 28 percent of the population, respectively. The City's median annual household income of $19,600 in 2000 was substantially below County and national levels. Approximately 50 percent of the City's households are within the very low to moderate income categories. Therefore, a sizeable population of the City relies on public transit for their travel needs.

Currently, Miami Dade Transit (MDT) Metrobus routes operate along major roadways within the City of Opa-Locka such as NW 22nd Avenue, NW 27th Avenue, NW 32nd Avenue, NW 42nd Avenue, and NW 135th Street. In addition, a Tri-Rail station is located within the City of Opa-Locka. MDT and Tri-Rail primarily serve long distance trips. Several areas within the City are not well served by the existing bus routes. Residents of some neighborhoods have to walk a long distance to access transit. The alignment and frequency of existing MDT routes sometimes require long wait times or transfers to access key destinations within and outside of the City. Therefore, the City has identified the need to improve transit service within Opa-Locka, provide direct access to major destinations, and improve connections to MDT and Tri-Rail services. These objectives could be accomplished by a local transit circulator system.

The City of Opa-Locka secured a Miami-Dade Metropolitan Planning Organization (MPO) grant to perform a planning study to determine the feasibility of implementing a local transit circulator for the City of Opa-Locka. A transit circulator could also have a positive impact on traffic congestion, parking, accessibility, and foster growth in Miami-Dade County's urban infill

area (UIA). Kimley-Horn and Associates, Inc. was retained by the City to perform this planning study.

The major tasks of the study include:

Public involvement and agency coordination is a key component of the development the local transit system. Workshops were conducted to obtain residents' input at the outset to identify needs and desired characteristics of the transit circulator system. In addition, a Study Advisory Committee (SAC) consisting of representatives from City staff, MPO, MDT, and the Florida Department of Transportation (FDOT) was formed to guide the study and review deliverables.

Data analysis presents an assessment of existing transit services, review of transportation plans and programs, land use characteristics, demographic and socio-economic data analysis, and a peer system review of several local transit circulators in Miami-Dade County. The objective of data analysis is to establish the need for a transit system through transit propensity indicators, gaps in existing services, potential destinations, etc.

System development is the process of identifying potential route alignments, locations of major stops, headways, and hours of operation. Several alternative route alignments were developed and refined based on input from City staff and the SAC. Miami-Dade County requires municipal circulator routes not to duplicate existing services and primarily stay within the municipal boundaries. The suitable vehicle type, seating capacity, fleet size, and pros and cons of charging a fare were also assessed.

Management plan examines the alternatives for operating the transit system such as agreements with public sector transit operating agencies or private sector transit operators.

Financial plan includes an estimation of capital, operating, and maintenance costs of the system, and identification of potential funding sources. The potential funding sources are also identified.

Figure 1: Opa-Locka City Limits

Public Involvement and Agency Coordination

Public involvement is a key component in the development of a local transit circulator system. Residents' input on perceived deficiencies of the existing transit services, potential destinations, likely users and trip types (school, medical, shopping, etc.), desirable hours and days of service, and fare policy are vital for the developing a successful local transit system. The following section provides a summary of public outreach efforts.

Public Outreach

Public outreach began early in the planning process and a list of efforts/events organized to obtain public input is summarized below.

- Presentation to Opa-Locka City Commission on March 11, 2009
- Public workshop on April 20, 2009
- Public workshop on June 3, 2009
- Distributed a public survey questionnaire
- Presentation to Opa-Locka City Staff on April 8, 2010

Two workshops were conducted at the outset to obtain public input for the study. These meetings were organized by the City of Opa-Locka and the workshop format included a brief presentation followed by interactive breakout sessions. Maps were provided for the public to sketch potential routes and identify destinations. During the second public workshop, a survey questionnaire was distributed. Minutes of public workshops and survey questionnaire are presented in Appendix A.

A summary of input received from the residents is presented below.

- Ability to go to nearest pharmacy, grocery store, etc. from residential areas without having to transfer is desired.
- Many medical facilities and major schools are located outside of city limits. Therefore, service should extend beyond city boundaries.
- There are several elementary schools within city limits. Existing transit service during school dismissal time is inadequate.
- Miami-Dade College North Campus, Opa-Locka's flea market, parks, North Dade Library, Wal-Mart in Miami Gardens, and St. Thomas University were among the potential destinations identified.
- The Opa-Locka Tri-Rail Station should serve as a central transfer facility for the future transit system.
- Prefer two transit routes, one serving areas to the south of Ali Baba Avenue and the other serving areas to the north.
- Fare free service is recommended.
- Residents would like the service to operate both weekdays and weekends.

Agency Coordination

A Study Advisory Committee (SAC) consisting of representatives from City staff, Miami-Dade MPO, MDT, and FDOT was formed to guide the study and review deliverables. Three SAC meetings were conducted during the planning process. The SAC reviewed interim technical memoranda and preliminary route alignments and provided comments. Minutes of SAC meetings are provided in Appendix A.

In addition to the SAC meetings, City staff and the project consultant met with the City of Hialeah and City of North Miami to learn their experience in operating local transit circulators. These meetings resulted in valuable input for the development of a transit circulator system for Opa-Locka.

City staff and the project consultant met with South Florida Regional Transportation Authority (SFRTA) staff to discuss potential implementation partnerships. The fact that proposed circulator routes serve the Opa-Locka Tri-Rail Station and there is no current Tri-Rail shuttle bus service in Opa-Locka were the main reasons for initiating discussions with SFRTA staff. Additional information on coordination with SFRTA is provided under the management plan chapter.

Data Analysis

The objective of this task is to evaluate potential demand and support for a local transit system. In general, the data analysis focused on the following:

- Identify gaps in existing transit service in Opa-Locka.
- Determine the propensity to use a local transit system by reviewing population density, elderly and low-income population, employment, and automobile ownership.
- Identify trip generators and attractors that are underserved by existing transit services.
- Examine land use characteristics.
- Review local and county plans and programs to identify proposed projects that should be taken into consideration when the circulator service is developed.
- Review characteristics of select transit systems operated by other municipalities in Miami-Dade County.

Existing Transit Service Characteristics

Both MDT Metrobus and Tri-Rail provide services to Opa-Locka. A review of existing MDT and Tri-Rail services is presented below.

MDT Metrobus Service

MDT is the largest transit agency in Florida and the 14th largest public transit agency in the nation (source: MDT). The MDT system consists of four major components: Metrobus, Metrorail, Metromover, and Special Transportation Service (STS), designed to meet the needs of people with disabilities unable to use regular transit services. Currently, Miami-Dade Transit records over 326,000 daily (weekday) boardings on this unified system.

Several MDT bus routes operate along main arterial and collector roadways in Opa-Locka such as NW 22nd Avenue, NW 27th Avenue, NW 32nd Avenue, NW 42nd Avenue, and NW 135th Street. Transit routes also operate along streets in the downtown core of Opa-Locka including Perviz Avenue, Sharazad Boulevard, Sinbad Avenue, and Ahmad Street. Figure 2 illustrates existing MDT bus routes, and Figures 3 and 4 present weekday peak period and weekday off-peak period transit headways. Route specific headways and additional information on MDT routes are provided in Appendix B.

Figure 2: Existing Metrobus Routes

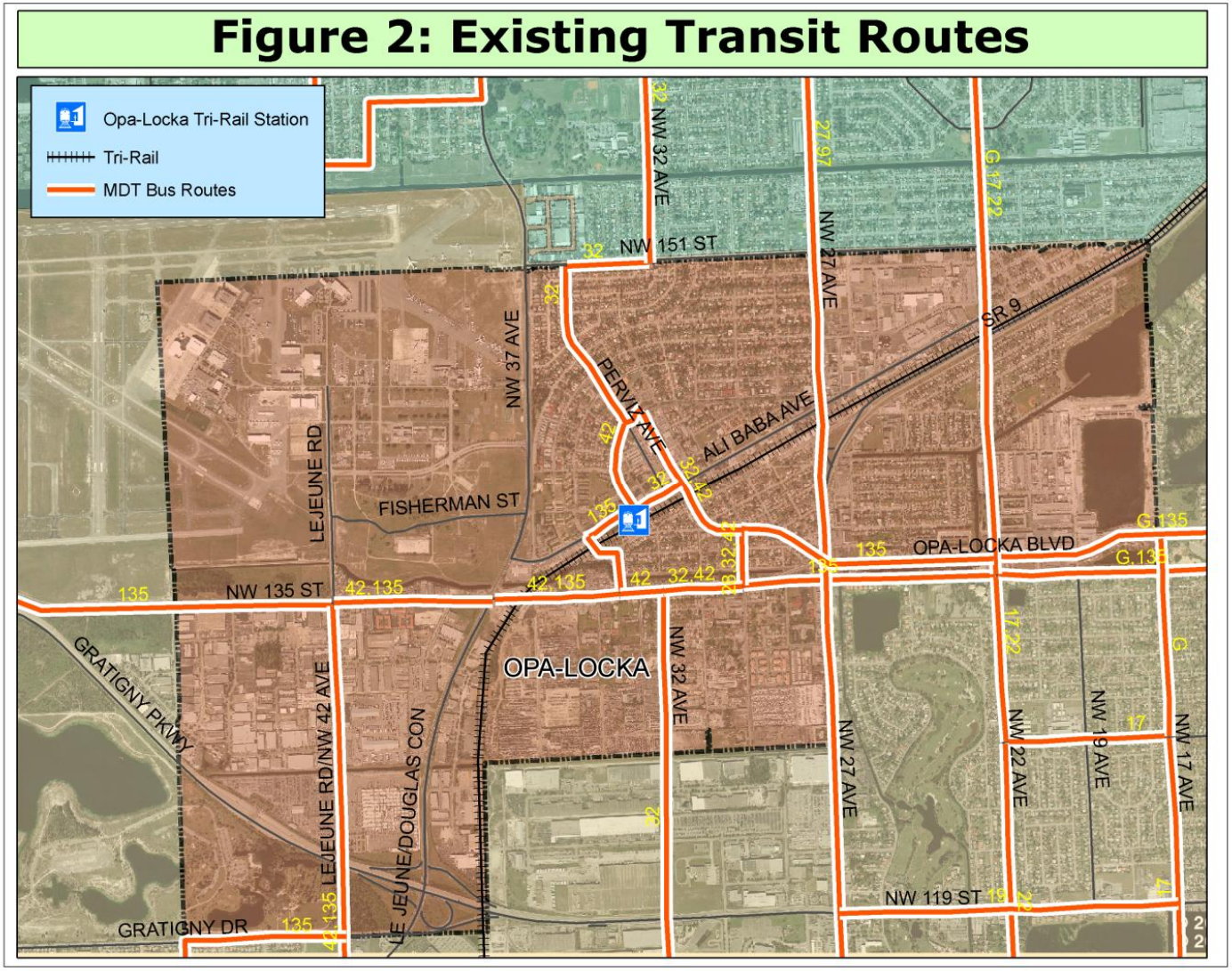


Figure 3: Metrobus Weekday Peak Period Headways

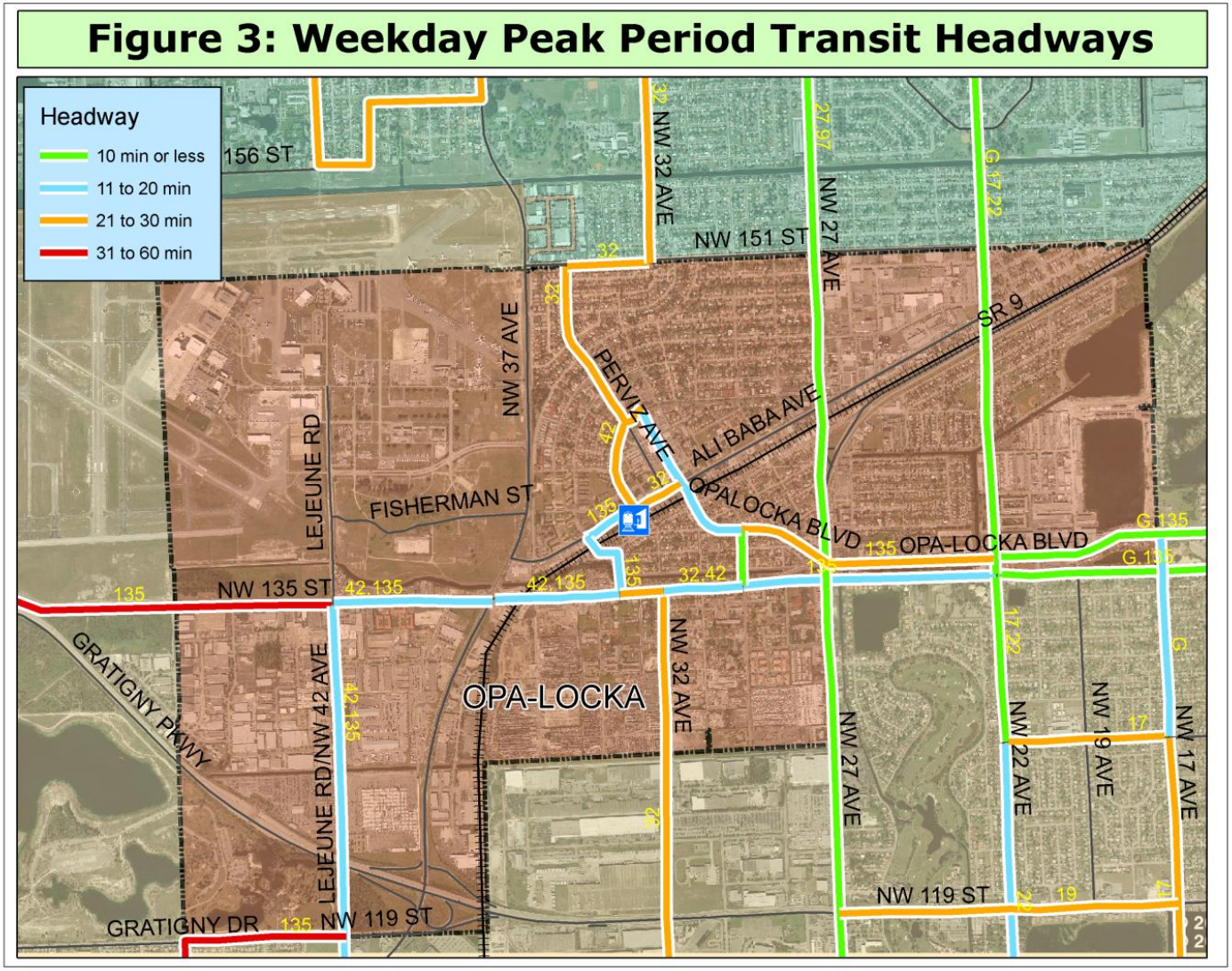
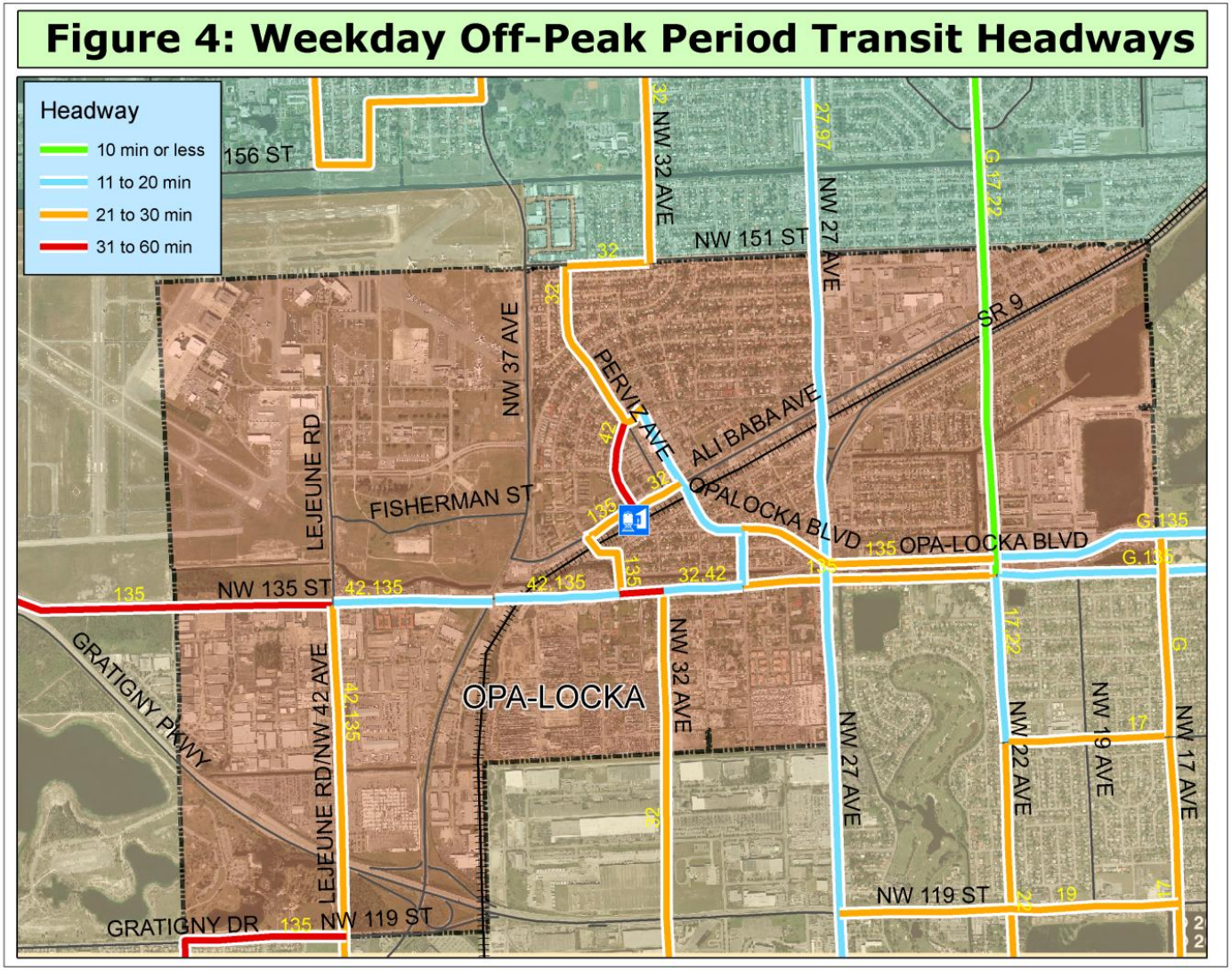


Figure 4: Metrobus Weekday Off-Peak Period Headways



General observations about existing MDT bus service in Opa-Locka include:

- NW 22nd Avenue and NW 27th Avenue are major north-south transit corridors
- NW 135th Street is the only major east-west transit corridor
- There is no direct MDT route connecting Opa-Locka with the Golden Glades intermodal transit facility (along SR 9)
- Areas that are not well served by MDT routes include
  - South of NW 135th Street and west of NW 27th Avenue
  - North of NW 135th Street and east of NW 22nd Avenue (partly due to absence of continuous roadways)
- Existing transit routes do not serve Opa-Locka Airport

Furthermore, MDT recently restructured several Metrobus Routes. As a result, Route 42 no longer runs along Ali Baba Avenue.

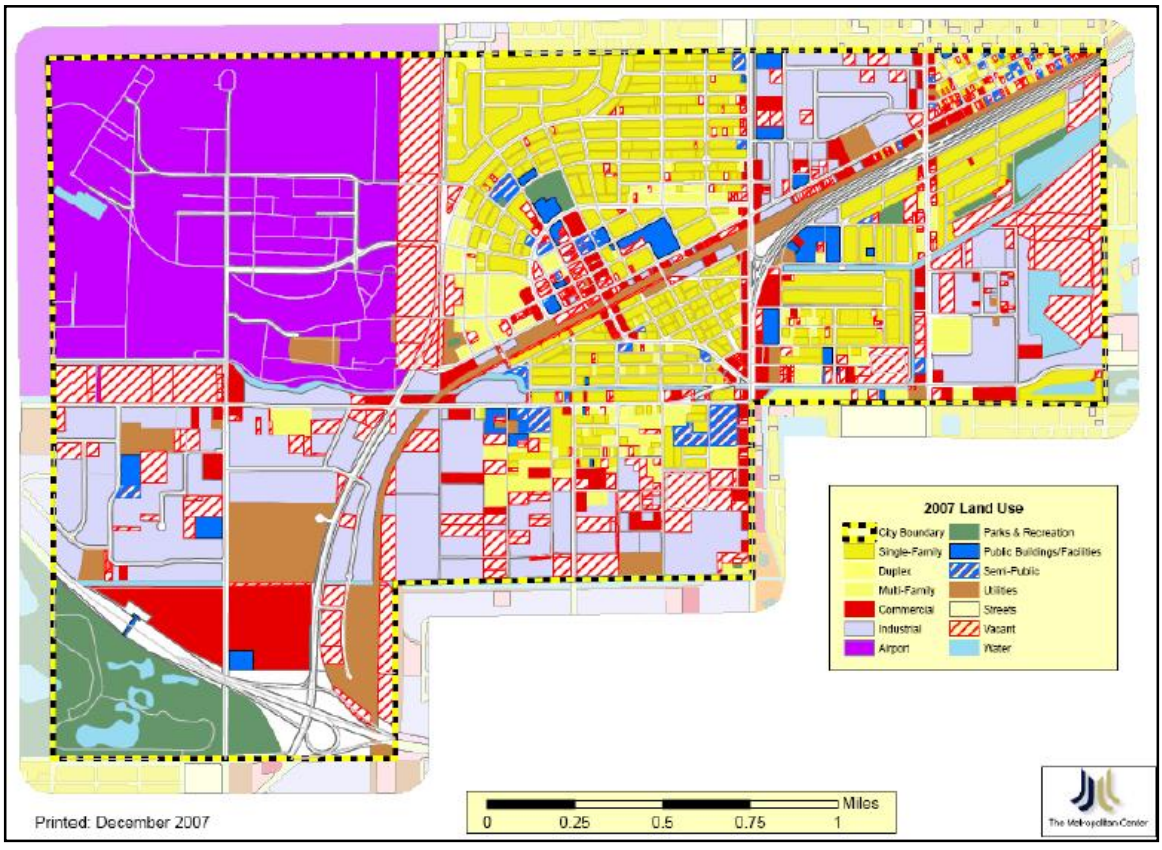
Tri-Rail Service

Tri-Rail is a commuter rail system that serves Miami-Dade, Broward, and Palm Beach Counties. It is one of the fastest growing commuter rail systems in the nation. A Tri-Rail station is located at 480 Ali Baba Avenue in Downtown Opa-Locka. Both Miami International Airport and the Golden Glades intermodal facility are accessible from Tri-Rail. Twenty-five trains operate in each direction during a typical weekday, providing a peak-hour headway of 20-30 minutes and an off-peak headway of 60 minutes. Based on ridership reports available from the South Florida Regional Transportation Authority (SFTRA), average weekday boardings at the Opa-Locka Station were approximately 276 passengers in July 2008. MDT routes 32, 42, and 135 provide connections to the station.

Existing Land Use and Activity Centers

The existing land use in Opa-Locka is depicted in Figure 5. As indicated in Figure 5, the primary land use types are residential, industrial, and airport. Land designated for commercial use is concentrated along NW 27th Avenue, Ali Baba Avenue, and in the vicinity of NW 42nd Avenue and Gratigny Parkway, where a large flea market exists. There are no major schools or colleges within Opa-Locka. Vacant parcels are scattered across the city. Industrial facilities and Opa-Locka Airport are major trip attractors in Opa-Locka. In general, Opa-Locka is primarily a trip generator (characterized by high proportion of residential land use) rather than a trip attractor (characterized by a high proportion of commercial land use and public buildings). As a result, many trips originating from Opa-Locka are likely to have destinations outside of Opa-Locka.

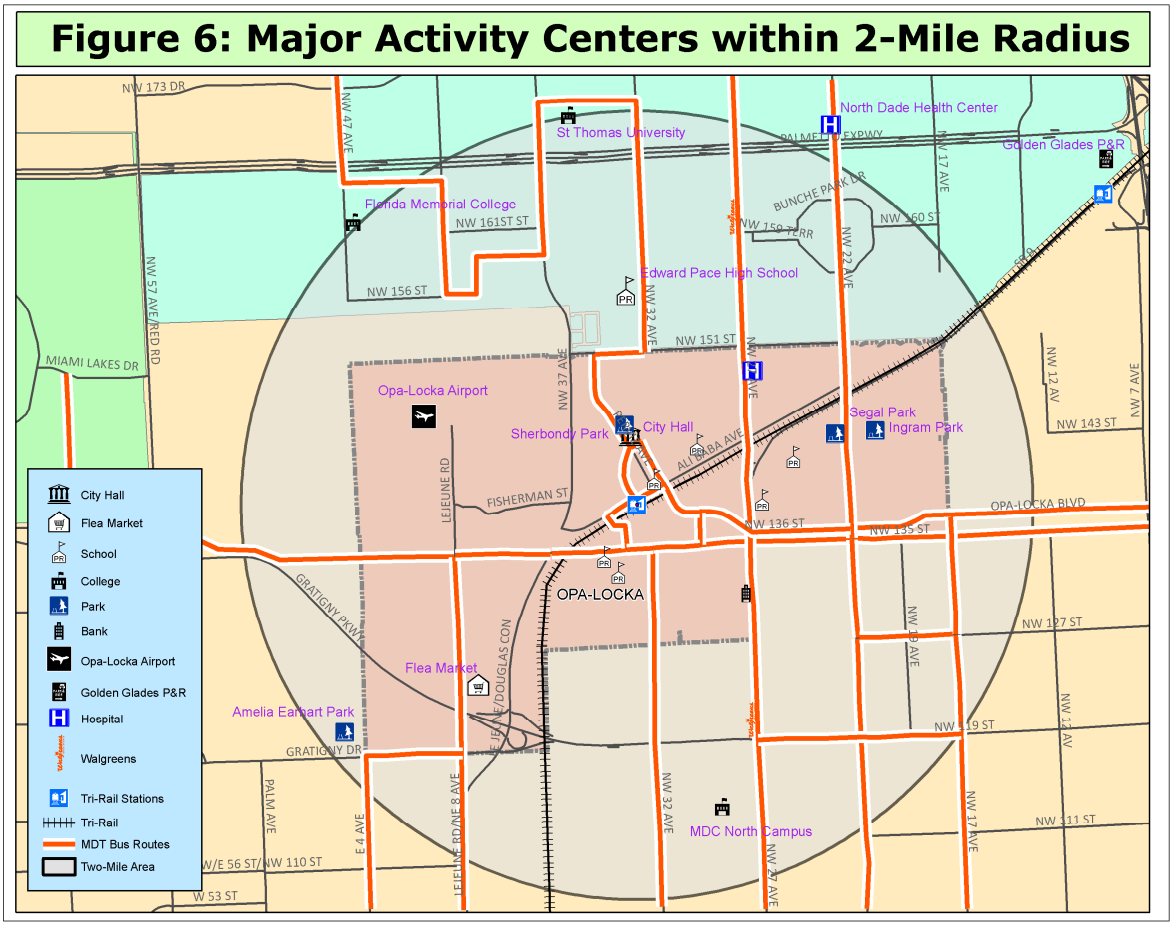
Figure 5: Opa-Locka's Current Land Use



Source: City of Opa-Locka 2007 Evaluation and Appraisal Report, Florida International University, December 9, 2008.

Figure 6 identifies notable land uses within a two-mile radius from Downtown Opa-Locka. A two-mile radius encompasses the entire City of Opa-Locka and several nearby activity centers. The existing MDT Metrobus routes and Tri-Rail station locations are shown in Figure 6 to display transit access to activity centers. The Opa-Locka Tri-Rail Station is centrally located and could serve as a transit hub for a future circulator system. Sherbondy, Segal, and Ingram Parks are located within the residential area of Opa-Locka. Miami-Dade College North Campus, St. Thomas University, and Florida Memorial College are located within the two-mile radius. The North Dade Health Center is located in the vicinity of the Palmetto Expressway and NW 22nd Avenue. This information will be considered when potential route alignments for the transit circulator system are analyzed.

Figure 6: Major Activity Centers within 2-Mile Radius



Demographic Data

A summary of demographic data obtained from the 2000 U.S. Census for the City of Opa-Locka is presented in Table 1. The table also provides a comparison of Opa-Locka's demographic data with Miami-Dade County and Florida. As indicated in Table 1, Opa-Locka's population was approximately 15,000 in 2000. A review of the Bureau of Economic and Business Research (BEBR) projections as of April 1, 2008, does not indicate a notable population increase. The population density of Opa-Locka is approximately 4,300 per square mile. Additional census data is provided in Appendix C.

General observations about the demographics of Opa-Locka include:

- High unemployment rate (Opa-Locka - 18 percent vs. Miami-Dade County - 9 percent)
- High use of public transportation for travel to work (Opa-Locka - 10 percent vs. Miami-Dade County - 5 percent)
- Low median household income (Opa-Locka - $19,600 vs. Miami-Dade County - $36,000)
- High poverty rate (Opa-Locka - 35 percent vs. Miami-Dade County - 18 percent)
- High percentage of households without an automobile (Opa-Locka - 30 percent vs. Miami-Dade County - 14 percent)
- High percentage of population under 18 years (Opa-Locka - 35 percent vs. Miami-Dade County - 25 percent)
- Low percentage of elderly (over 65 years) population (Opa-Locka - 9 percent vs. Miami-Dade County - 13 percent)

The above factors, with the exception of a low percentage of population over 65 years, indicate a high propensity for transit use in Opa-Locka. Figures 7, 8, and 9 illustrate population density, employment, and workforce by traffic analysis zone (TAZ). As indicated in Figure 7, with the exception of Opa-Locka Airport and industrial areas, TAZs have a population density in excess of 3,000 per square mile. The highest employment (Figure 8) is observed within the industrial areas. The distribution of workforce (Figure 9) is similar to population density.

Table 1. Comparison of Demographic Characteristics (2000)

Demographic Data	Opa-Locka	Miami-Dade County	Florida
POPULATION			
Total Population	14,951	2,253,362	15,982,378
Median Age	27	36	39
Under 18 years	35%	25%	23%
65 years and over	9%	13%	18%
Disable Noninstitutionalized (5 years and over)	28%	21%	20%
RACE			
White (Caucasian)	2%	21%	65%
Hispanic	28%	57%	17%
Black	70%	20%	15%
SCHOOL ENROLLMENT (3 years and over)			
Enrolled in school	5,011	643,727	3,933,279
Preschool or kindergarten	13%	11%	12%
Elementary school (grades 1-8)	50%	41%	44%
High school (grades 9-12)	25%	23%	21%
College or grad school	12%	25%	23%
EDUCATIONAL ATTAINMENT (25 years and over)			
Less than 9th grade	17%	15%	7%
Associate/Bachelors/Graduate	9%	28%	29%
EMPLOYMENT STATUS (16 years and over)			
In labor force	56%	58%	59%
Unemployment in labor force	18%	9%	6%
COMMUTING TO WORK (workers 16 years and over)			
Drove alone	66%	74%	79%
Carpooled	19%	15%	13%
Public transportation	10%	5%	2%
INCOME (1999)			
Median household income	$19,600	$36,000	$38,800
Per capita income	$9,500	$18,500	$21,500
POVERTY STATUS (1999)			
Families	32%	15%	9%
Individuals	35%	18%	13%
VEHICLES PER HOUSEHOLD			
None	30%	14%	8%
One	42%	39%	41%
Two or more	28%	47%	51%

Source: U.S. Census Bureau, Census 2000.

Figure 7: Population Density by Traffic Analysis Zone

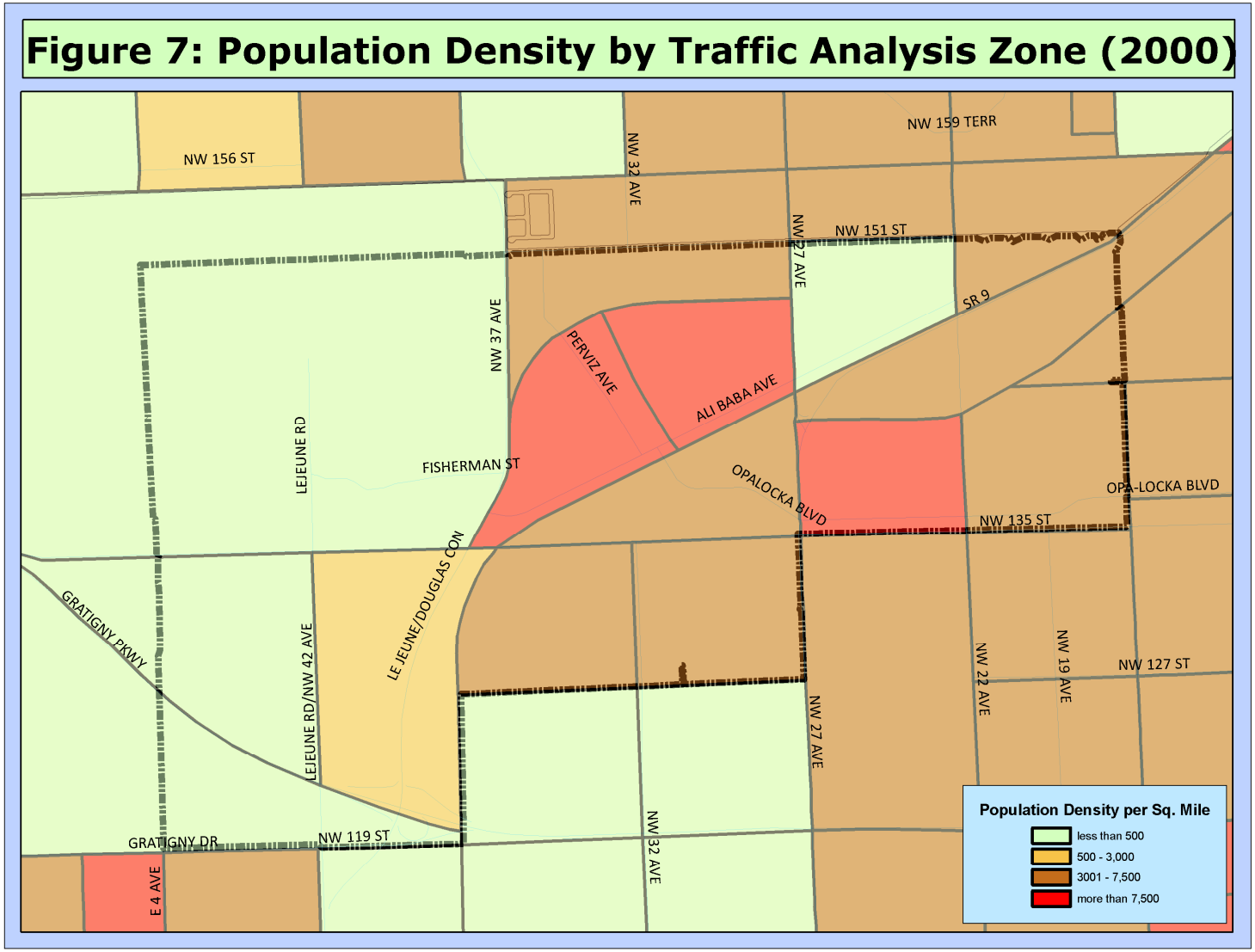


Figure 8: Employment by Traffic Analysis Zone

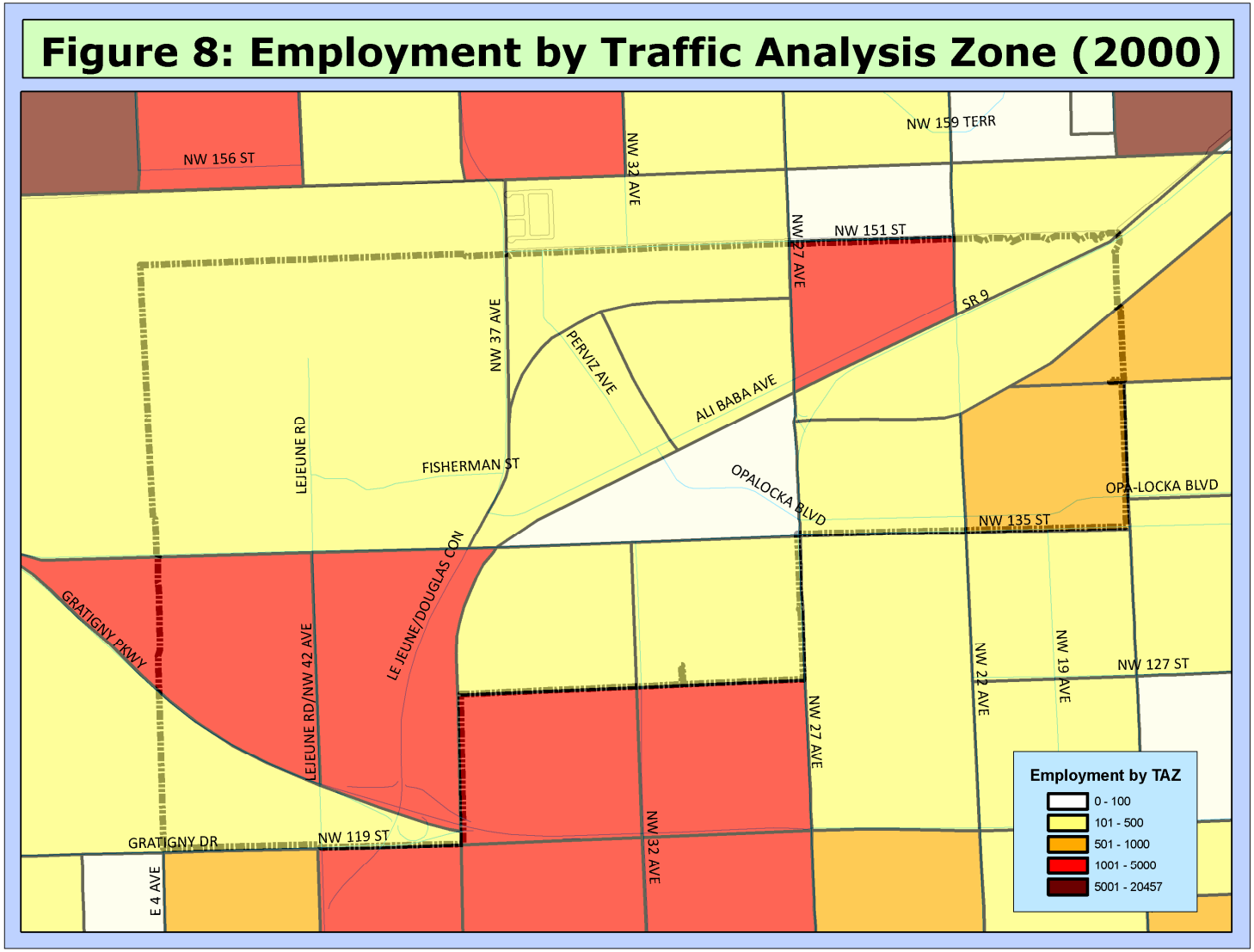
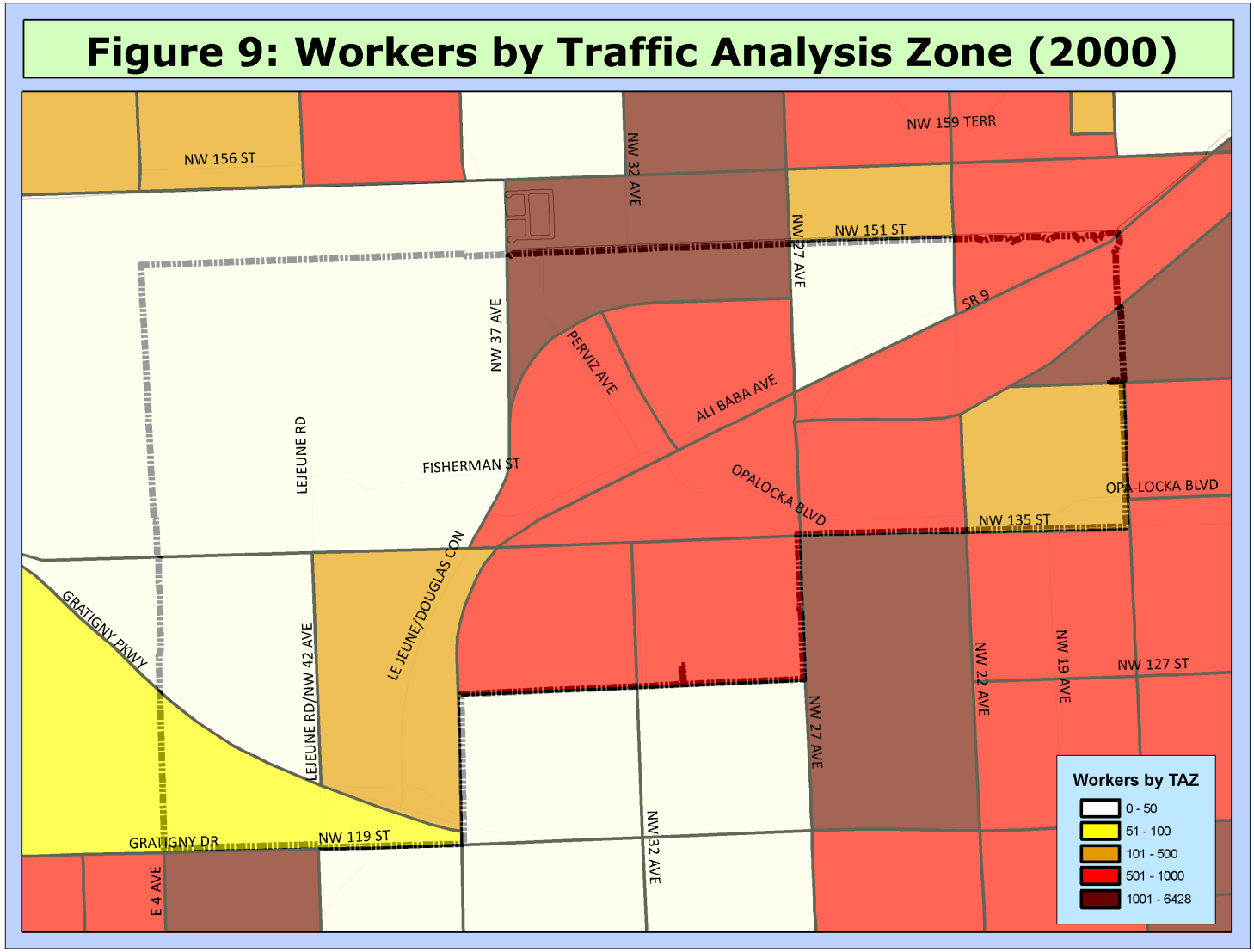


Figure 9: Workers by Traffic Analysis Zone



Transportation Plans and Projects

The following City of Opa-Locka and Miami-Dade County plans and programs were reviewed to identify planned projects/activities that must be taken into consideration when the feasibility of a local transit circulator is assessed.

- Opa-Locka's Evaluation and Appraisal Report
- Miami-Dade's Transit Development Plan
- Miami-Dade's Transportation Improvement Program

2007 Evaluation and Appraisal Report

The City of Opa-Locka's 2007 Evaluation and Appraisal Report (EAR), dated December 9, 2008, was reviewed. The objective of an EAR is to review a municipality's Comprehensive Plan and make recommendations for its amendment to address issues that may affect the future growth and development of the municipality. The key recommendations of Opa-Locka's EAR are summarized below.

- Encourage the development of a multimodal transportation system
- Develop a rail oriented public transit system such as Metrorail
- Designate the City as an Urban Infill Area as described by Miami-Dade County
- Allow for options for annexation (described below)
- Allow for proportionate fair share mitigation

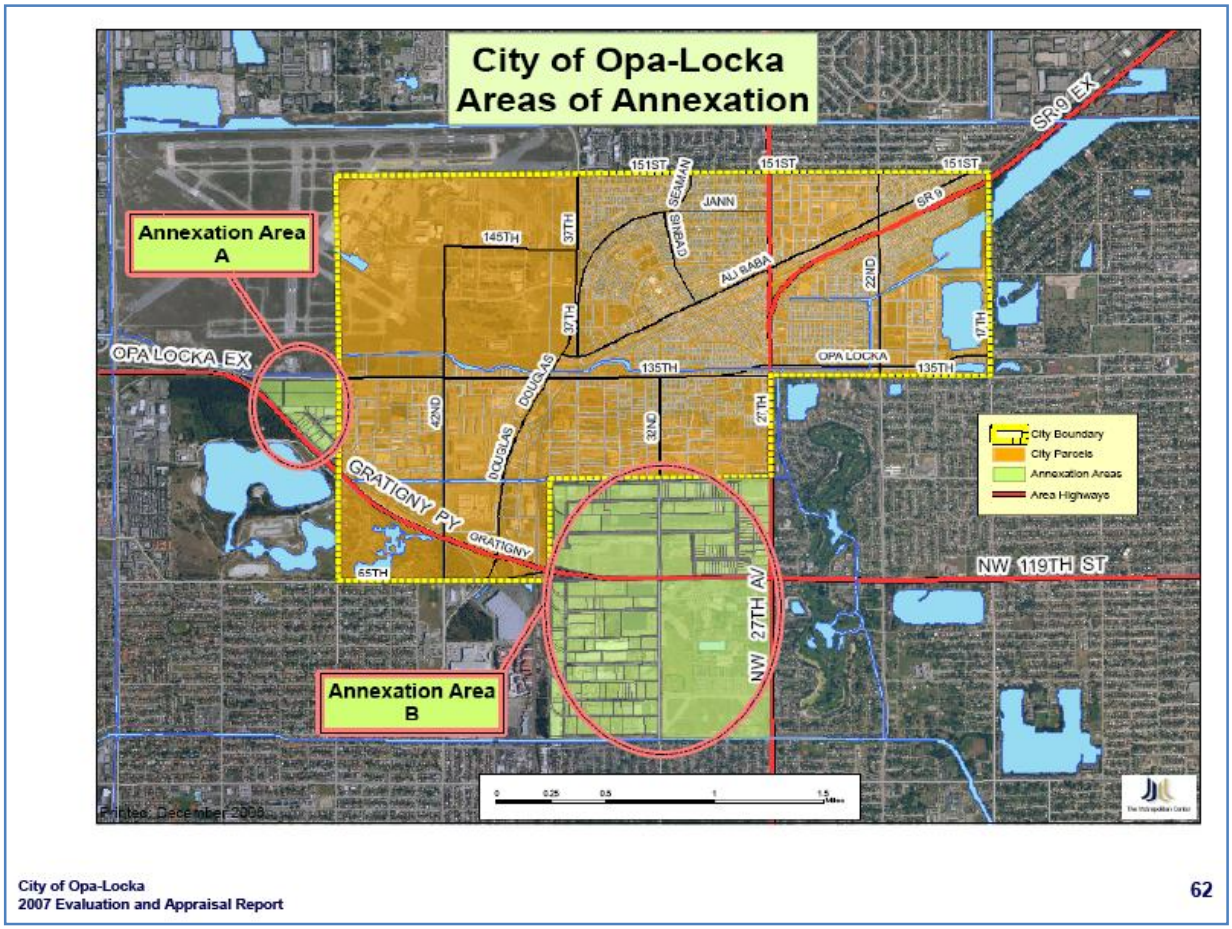
Potential Annexation Areas

The City of Opa-Locka has identified the following two geographic areas for potential annexation (see Figure 10).

- Area A: triangular area bounded by NW 135th Street, Gratigny Parkway, and NW 47th Avenue
- Area B: rectangular area bounded by NW 107th Street, NW 37th Avenue, NW 127th Street, and NW 27th Avenue.

Area A is predominantly industrial, whereas Area B includes Miami-Dade College North Campus and commercial/industrial developments. Potential destinations within these annexation areas were considered when the local transit circulator routes were developed.

Figure 10: City of Opa-Locka Areas of Annexation



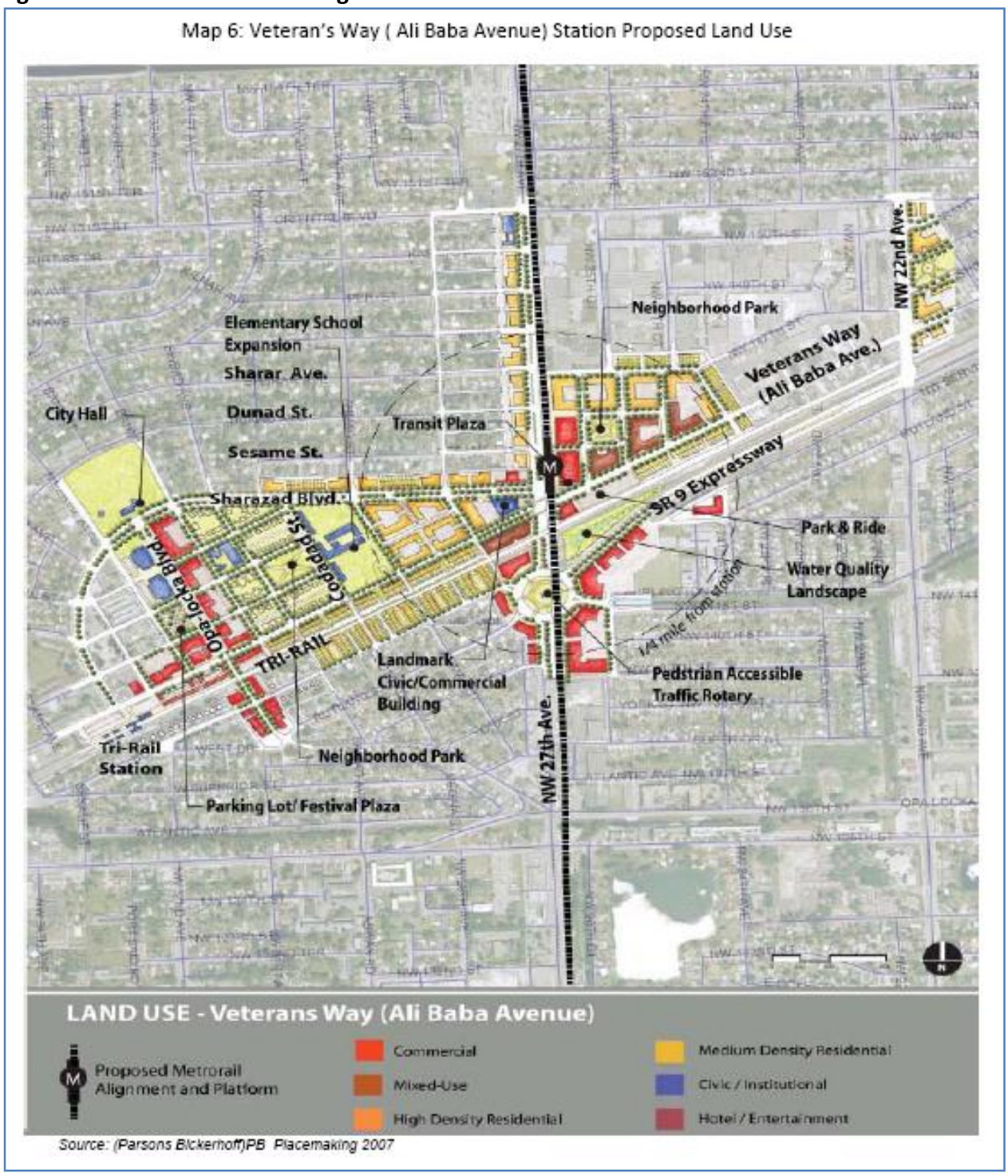
Source: City of Opa-Locka 2007 Evaluation and Appraisal Report, Florida International University, December 9, 2008.

Potential Transit Village at Ali Baba Avenue Metrorail Station

The EAR also provides details of a potential transit village in the vicinity of NW 27th Avenue and Ali Baba Avenue (see Figure 11). This transit village has been identified in the North Corridor Metrorail Extension Study in the vicinity of a potential station at NW 27th Avenue and Ali Baba Avenue (Veteran's Way). A transit oriented development with medium to high density residential, commercial, and office uses has been proposed. A potential development plan for the transit village includes the following:

- Residential – 1,800 units west of NW 27th Avenue
- Office and institutional – 200,000 square feet
- Civic – 63,000 square feet
- Retail – 300,000 square feet (including a super market, shops, and restaurants)
- Parks

Figure 11: Potential Transit Village at Ali Baba Avenue



Source: Parsons Brinkerhoff (2007)

Transit Development Plan

Miami-Dade Transit's 2008 Update of the Transit Development Plan (TDP) was reviewed to identify planned transit improvements that could serve Opa-Locka. The TDP covers the period from 2009 to 2018. One of the major capital transit projects identified as "reasonably expected to be implemented in the next ten years" is the North Corridor Metrorail Extension. If implemented, this project would provide a passenger rail service for north-south travel along NW 27th Avenue with a station in Opa-Locka. A summary of the North Corridor Metrorail Extension project based on the information provided in the TDP and Miami-Dade MPO's Transportation Improvement Program is presented below.

North Corridor Metrorail Extension

The North Corridor is a 9.5-mile, seven-station, heavy-rail project planned along NW 27th Avenue that would connect to the existing Dr. Martin Luther King Jr. Metrorail Station at NW 62nd Street. The seven proposed Metrorail stations are expected to be located at NW 82nd Street, Miami-Dade College North Campus, City of Opa-Locka (Ali Baba Avenue), Palmetto Expressway (SR 826), Carol City Shopping Center (NW 183rd Street), Dolphin Stadium (NW 199th Street), and NW 215th Street. Adjacent to the stations, there are seven park-and-ride lots proposed for this project. The estimated project cost is $1.334 billion in inflation-adjusted dollars, with estimated completion in the fourth quarter of 2017. The Federal Transit Administration (FTA) has expressed concern with MDT's ability to operate and maintain the existing and future transit systems. Currently, FTA has assigned an overall project rating of "medium low" based on the New Starts Financial Plan.

Transportation Improvement Program

The Miami-Dade MPO's Draft Transportation Improvement Program (TIP) for fiscal years 2010/11-2014/15 was reviewed to identify programmed transit improvements in the vicinity of Opa-Locka. The TIP lists an enhanced bus service along NW 27th Avenue.

Peer System Review

As part of this study, information was collected on several existing local transit circulators in Miami-Dade County. The objective of this effort was to learn system characteristics such as service frequency, vehicle type, and fare structure; capital and operating costs; funding sources; operational plan; best practices; and challenges. Information was collected on the existing transit systems in Hialeah, North Miami, Doral, Aventura, and North Miami Beach through interviews and web search. As presented in Table 2, all systems surveyed with the exception of Hialeah, provide fare free services. Most systems typically operate at 40 to 60

minute headways. Typical vehicle capacity ranges from 20 to 30 passengers. Most of these systems are operated by a third party contractor and typical operating cost is about $45 per revenue hour. Several municipalities have received FDOT's Service Development Grants for service initiation and other funding sources include Miami-Dade County's Peoples' Transportation Plan (PTP), fare box revenue, advertisements, and local funding.

Table 2. Overview of Select Transit Circulators

	Hialeah	North Miami	Doral	Aventura	North Miami Beach
Service Initiation	January 2003	June 2005	February 2008	January 1999	April 2004
Number of Routes	2	4	1	5	1
Do Routes Extend Beyond City Boundaries	Hialeah Gardens	Biscayne Park; North Miami Beach	No	No	No
Service Span	Mon. - Fri. 6 AM to 7:30 PM; Saturday 9 AM - 3:30 PM;	Mon. - Fri. 7 AM to 8 PM	Mon. - Fri. 7 AM to 7:30 PM; Saturday 7 AM - 7 PM	Mon. - Fri. 7:45 AM to 6:30 PM; Saturday - 8:45 AM to 6:30 PM	Mon. - Fri. 8:30 AM to 5:00 PM
Weekday Headways	40 minutes	60 minutes	40 minutes	60 minutes	60 minutes
Fare	Yes	No	No	No	No
Ridership	1,800 - 2,200 per weekday	18,000 riders per month	1,200 per day	17,000 per month	25 per day; 400 per month
Vehicle Capacity	26 passengers	16 passengers	24-seat capacity	22 passengers	23-seat capacity
Changes to System since Inception	Routes eliminated and realigned	Seeking to reduce headways to 30 minutes	Added bus to reduce headways; modified route	Expanded from 3 to 4 to 5 routes and added Saturday service	Route has been modified to better serve riders
Cost	$2.2 million annually	$618,000 annually	$361,000 annually	$345,000 annually	$130,000
Funding Sources for Service Development	FDOT Service Development Program grant	FDOT Service Development Program grant	Locally funded	City - general fund	People's Transportation Plan
Source of Funding for Operations/Maintenance	Fares, PTP	PTP	Pilot phase locally funded	General fund; PTP	PTP and City's general fund
Who Operates Service	Private operator; City - admin., maintenance, fuel	Private operator - turnkey service	Private contractor - operation & maintenance; City purchased vehicles	Private operator - turnkey service	City employees
Lessons Learned/ Challenges	Schedule adherence difficulties due to traffic congestion and rail crossings; accident procedures	Elderly residents sometimes intimidated by students on buses; tracking system on buses a useful feature	Have processes in place before starting system	Make transfers easy; clock face schedule	Challenges include adhering to on-time schedule, upkeep of vehicles

Summary of Data Analysis

Several demographic indicators suggest a strong propensity for the use of transit in the City of Opa-Locka. These indictors include low income level and automobile ownership, high use of transit for work trips, and population density in excess of 4,000 per square mile. The analysis of existing land use indicates Opa-Locka is a primarily trip generator rather than an attractor. However, several major attractors are located in the nearby communities.

A review of existing transit services indicates that areas south of NW 135th Street and east of NW 22nd Avenue are underserved. The existing transit system primarily serves for travel to other parts of Miami-Dade County. Therefore, a circulator system could complement the existing transit system and provide better and direct access to local destinations.

System Development

The objective of this task is to develop the following characteristics of the transit circulator system:

- Route alignment
- Headway, schedule and hours of operation
- Timed points and transfer points
- Weekday and weekend service
- Fare structure (fare vs. fare-free service)
- Vehicle type, seating capacity, and fleet size

Route Alignment

The route alignments were developed based on public input and data analysis. Among the factors considered when developing the route alignments were land use characteristics, destinations identified by residents, existing transit routes and connectivity, route directness, travel time, desired headway, potential ridership, and financial considerations. To determine route alignments, field reviews were conducted with city staff. The potential routes were driven in a bus similar to the type expected to be used for the service. Travel times were estimated and potential stops were identified.

The following parameters were established for consideration when developing circulator routes:

- Initial system would consist of a maximum of two routes
- Weekday headway will not exceed 60 minutes
- Opa-Locka Tri-Rail Station will serve as the central node for circulator routes
- Local routes will be complementary to existing Miami-Dade Transit routes
- Comply with Miami-Dade County's guidelines for local transit circulators

The following sections describe alternative route alignments considered.

Alternative 1

As part of Alternative 1, two scenarios, each consisting of one route, were developed and are illustrated in Figures 12 and 13. The system characteristics and destinations served by each route are summarized below.

Alternative 1A

System Characteristics	Destinations
One route	Opa-Locka Tri-Rail Station
Two-way service	Magnolia North Community
Route length: 7.5 miles	Nile Gardens Community
Headway: 60 minutes	Walgreens at NW 160th Street
Two buses in service	Segal Park
	Ingram Park
	Spirit City Academy (3400 NW 135 Street)
	Vankara Academy Charter School
	Westcoast Center for Human Development (13850 NW 26 Avenue)
	Nathan B. Young Elementary School
	Opa-Locka Elementary School
	Wachovia Bank

Alternative 1B

System Characteristics	Destinations
One route	Opa-Locka Tri-Rail Station
Two-way service	Magnolia North Community
Route length: 8.2 miles	Nile Gardens Community
Headway: 60 minutes	Walgreens at NW 119th Street
Two buses in service	Miami-Dade College – North Campus
	Segal Park
	Ingram Park
	Spirit City Academy (3400 NW 135 Street)
	Vankara Academy Charter School
	Westcoast Center for Human Development (13850 NW 26 Avenue)
	Nathan B. Young Elementary School
	Opa-Locka Elementary School
	Wachovia Bank

Figure 12: Potential Route Alignment - Alternative 1A

Figure 13: Potential Route Alignment - Alternative 1B

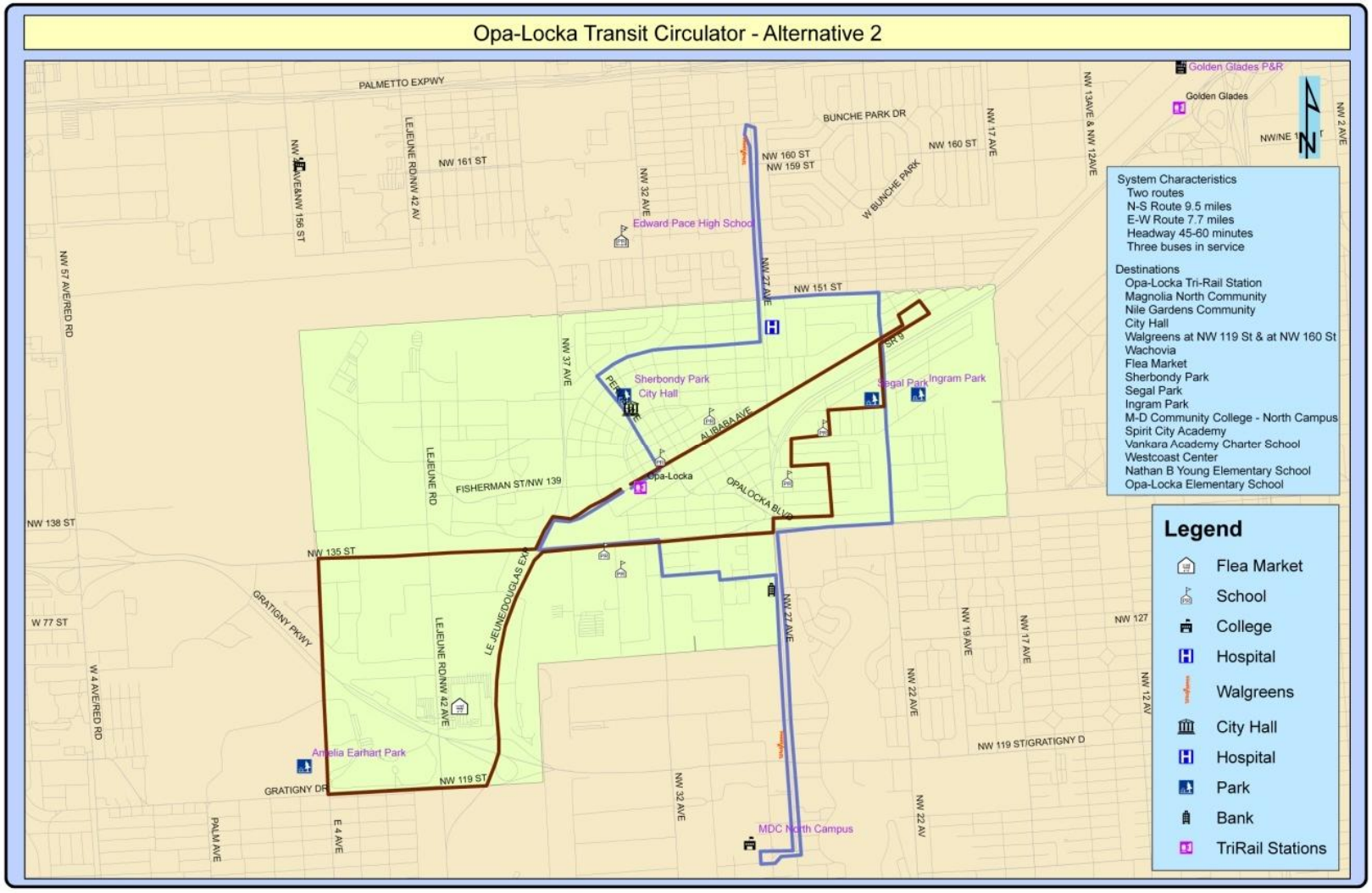
Alternative 2

Alternative 2 consists of two routes which are illustrated in Figure 14. One route primarily serves east-west travel and the other route primarily serves north-south travel. The system characteristics and destinations served by Alternative 2 are summarized below.

Alternative 2

System Characteristics	Destinations
Two routes	Opa-Locka Tri-Rail Station
N-S Route: 9.5 miles	City Hall
E-W Route: 7.7 miles	Magnolia North Community
N-S Route: 1 bus (one-way)	Nile Gardens Community
E-W Route: 2 buses (two-way)	Walgreens at NW 160th Street and at NW 119th Street
Headway (N-S Route): 60 minutes	Segal Park
Headway (E-W Route): 45 minutes	Miami-Dade College – North Campus
	Opa-Locka Flea Market
	Sherbondy Park
	Ingram Park
	Spirit City Academy (3400 NW 135 Street)
	Vankara Academy Charter School
	Westcoast Center for Human Development (13850 NW 26 Avenue)
	Nathan B. Young Elementary School
	Opa-Locka Elementary School
	Wachovia Bank

Figure 14: Potential Route Alignment - Alternative 2



Alternative 3

Alternative 3 consists of three scenarios, each with two routes. The three scenarios are illustrated in Figures 15, 16, and 17. In each scenario, one route primarily serves the northern portion of the city and the other route primarily serves the southern portion of the city. The system characteristics and destinations served by each scenario are summarized below.

Alternative 3A

System Characteristics	Destinations
Two routes	Opa-Locka Tri-Rail Station
N Route: 6.5 miles	City Hall
S Route: 8.0 miles	Magnolia North Community
N Route: 1 bus (one-way)	Nile Gardens Community
S Route: 2 buses (two-way)	Walgreens at NW 160th Street
Headway (N Route): 45 minutes	Segal Park
Headway (S Route): 60 minutes	Flea Market
	Sherbondy Park
	Ingram Park
	Spirit City Academy (3400 NW 135 Street)
	Vankara Academy Charter School
	Westcoast Center for Human Development (13850 NW 26 Avenue)
	Nathan B. Young Elementary School
	Opa-Locka Elementary School
	Wachovia Bank

Alternative 3B

System Characteristics	Destinations
Two routes	Opa-Locka Tri-Rail Station
N Route: 6.5 miles	City Hall
S Route: 8.2 miles	Magnolia North Community
N Route: 1 bus (one-way)	Nile Gardens Community
S Route: 2 buses (two-way)	Walgreens at NW 160th Street and at NW 119th Street
Headway (N Route): 45 minutes	Miami-Dade College – North Campus
Headway (S Route): 60 minutes	Segal Park
	Sherbondy Park
	Ingram Park
	Spirit City Academy (3400 NW 135 Street)
	Vankara Academy Charter School
	Westcoast Center for Human Development (13850 NW 26 Avenue)
	Nathan B. Young Elementary School
	Opa-Locka Elementary School
	Wachovia Bank

Alternative 3C

System Characteristics	Destinations
Two routes	Opa-Locka Tri-Rail Station
N Route: 6.5 miles	City Hall
S Route: 5.2 miles	Magnolia North Community
N Route: 1 bus (one-way)	Nile Gardens Community
S Route: 2 buses (two-way)	Walgreens at NW 160th Street
Headway (N Route): 45 minutes	Sherbondy Park
Headway (S Route): 30 minutes	Segal Park
	Ingram Park
	Spirit City Academy (3400 NW 135 Street)
	Vankara Academy Charter School
	Westcoast Center for Human Development (13850 NW 26 Avenue)
	Nathan B. Young Elementary School
	Opa-Locka Elementary School

Figure 15: Potential Route Alignment - Alternative 3A

Figure 16: Potential Route Alignment - Alternative 3B

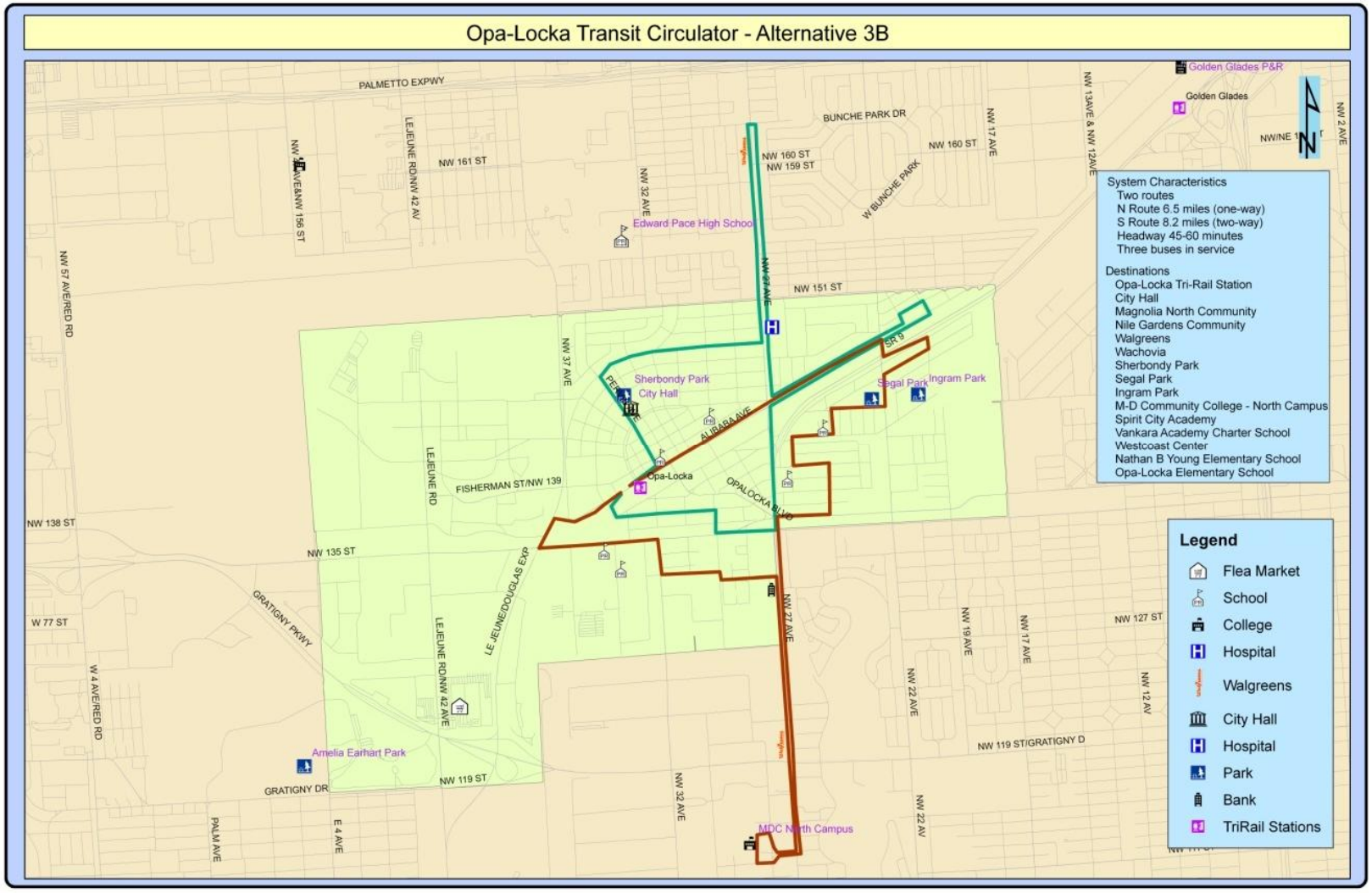
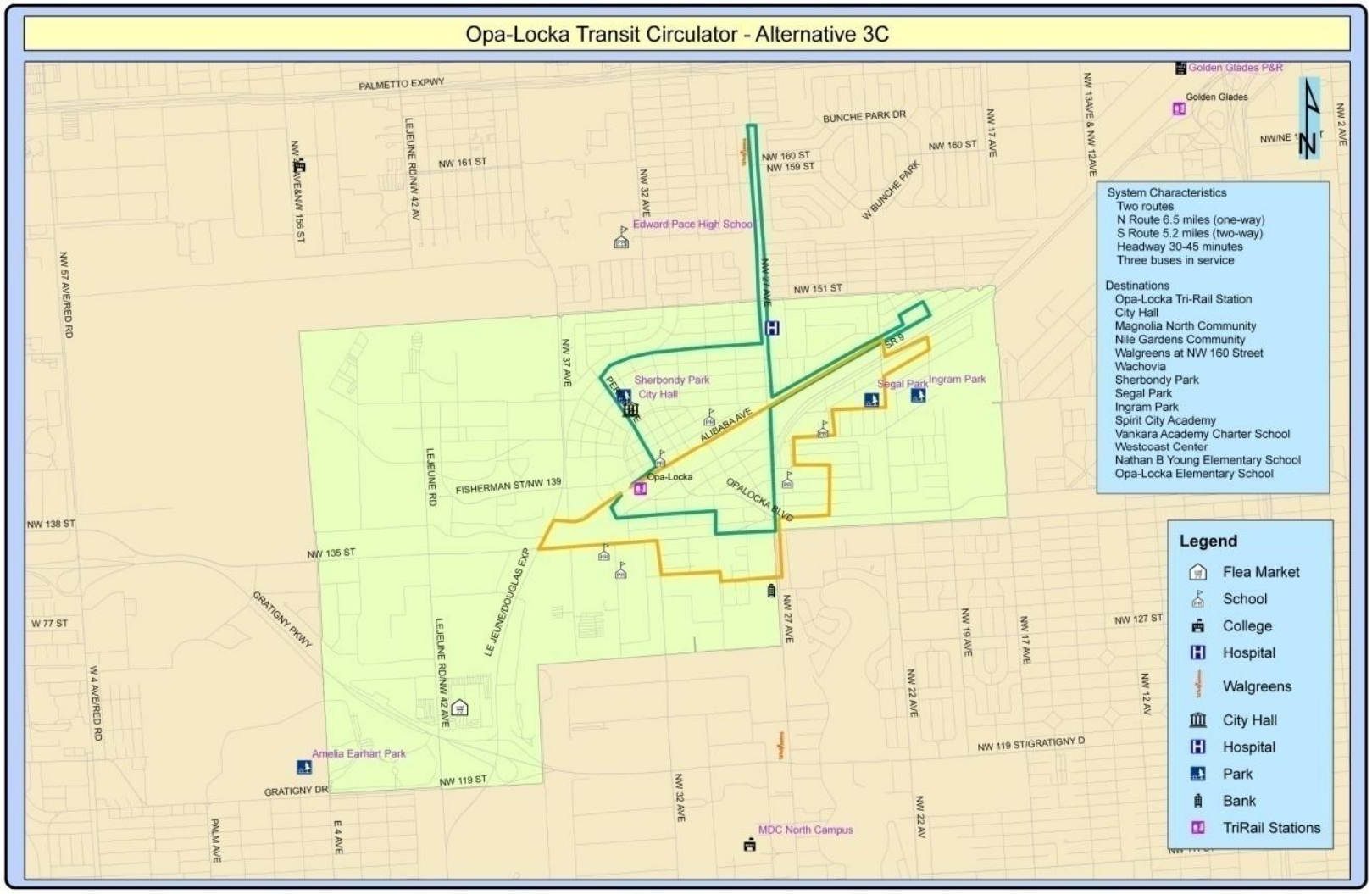


Figure 17: Potential Route Alignment - Alternative 3C



Alternative 4

Alternative 4 consists of two routes and are illustrated in Figure 18. One route primarily serves the eastern portion of the city and the other route primarily serves the western portion of the city. The system characteristics and destinations served by Alternative 4 are summarized below.

Alternative 4

System Characteristics	Destinations
Two routes	Opa-Locka Tri-Rail Station
E Route: 8.2 miles	City Hall
W Route: 6.9 miles	Magnolia North Community
E Route: 2 buses (two-way)	Nile Gardens Community
W Route: 1 bus (one-way)	Walgreens at NW 119th Street
Headway (E Route): 45 minutes	Segal Park
Headway (W Route): 60 minutes	Miami-Dade College – North Campus
	Flea Market
	Sherbondy Park
	Ingram Park
	Spirit City Academy (3400 NW 135 Street)
	Vankara Academy Charter School
	Westcoast Center for Human Development (13850 NW 26 Avenue)
	Nathan B. Young Elementary School
	Opa-Locka Elementary School
	Wachovia Bank

Figure 18: Potential Route Alignment - Alternative 4

Preferred Route Alignment

The alternative route alignments were assessed based on input provided by the residents, city staff, and results of data analysis. Among the factors considered when evaluating the alternatives were:

- Serve residential neighborhoods and areas currently not served by MDT routes
- Serve schools/learning centers/colleges
- Access to retail stores such as pharmacies and grocery markets
- Transfer opportunities between MDT and local routes
- Overall coverage of the city

Alternative 3B was deemed to best address the above criteria. The preferred alternative consists of two routes: a north route and a south route. The North Route requires one bus and provides one-way service for a major portion of the route. The South Route requires two buses and provides two-way service.

The characteristics of the preferred route alternative include:

- Serves residential neighborhoods identified during public workshops and provides connectivity to NW 27th Avenue, the main arterial roadway in Opa-Locka
- Provides service along Ali Baba Avenue, where MDT recently discontinued the operation of Route 42
- Serves Miami-Dade College North Campus
- Provides direct access to pharmacies and grocery markets from several residential areas
- Maximum service area/coverage while maintaining acceptable route directness and headways

As part of the SFRTA Shuttle Bus Service and Financial Assessment Phase 2 Study, Tindale-Oliver and Associates performed a transit propensity analysis for the two proposed circulator routes. Two GIS based maps depicting route coverage and transit supportive variables are presented in Appendix D. These figures indicate that the proposed routes are accessible to more than 70 percent of the city's population.

Other Route Alignments Considered

During public workshops, a desire was expressed by several residents for one circulator route to provide access to Wal-Mart in Miami Gardens (199th Street). A route along NW

27th Avenue to Wal-Mart would result in significant duplication of the existing Metrobus Routes and a major portion of the route would be outside of the city boundaries. MDT noted that such route does not meet the county guidelines for municipal circulator routes. As such, this alternative was eliminated from further consideration.

Schedule and Hours of Operation

A preliminary schedule was developed for weekday operation. To develop the schedule, a travel time study was conducted using a City of Opa-Locka owned bus that is similar to the types of buses likely to be used for the service. During travel time runs, potential bus stops were identified and the maneuverability of the bus on residential streets was tested. The estimated average round-trip travel time for the North Route is approximately 37 minutes and the estimated average round-trip travel time for the South Route is approximately 52 minutes. Please note that travel times may vary based on time of day and traffic conditions. The proposed headway for the North Route is 45 minutes and for the South Route is 60 minutes. Therefore, a layover time of 8 minutes is available at the end of the route, which could help enhance schedule adherence. On the South Route where two buses operate, one bus would operate in a clockwise direction, whereas the other bus would operate in a counterclockwise direction. Therefore, actual service on the South Route would be more frequent than the theoretical headway of 60 minutes.

Appendix E provides a preliminary schedule for weekday operation, potential bus stop locations, and an estimation of travel times. The schedule was developed with the assumption that the local transit service would operate between 6:00 a.m. and 7:00 p.m. on weekdays. When developing the schedule, Tri-Rail's schedule at the Opa-Locka Station was taken into consideration to provide an efficient transfer between the two services.

Timed Points and Transfer Points

Each route has one timed point: the timed point on the North Route is the shopping complex at NW 160th Street where a Walgreens is located, and the timed point on the South Route is Miami-Dade College, which also provides transfer opportunities to several MDT bus routes. The major locations where transfers to MDT routes are possible are listed below.

Major Transfer Points to MDT Routes	
North Route	**South Route**
Opa-Locka Tri-Rail Station	Opa-Locka Tri-Rail Station
NW 27th Avenue @ Ali Baba Avenue	NW 27th Avenue @ NW 119th Street
NW 27th Avenue @ NW 160th Street	Miami-Dade College North Campus
	NW 27th Avenue @ NW 135th Street
	NW 27th Avenue @ Ali Baba Avenue

Bus Bays at Opa-Locka Tri-Rail Station

Weekday and Weekend Service

As previously mentioned, the schedule was developed for weekday operation between 6:00 a.m. and 7:00 p.m. In addition, the need for operating the service on weekends was assessed. A desire was expressed by residents and City staff for weekend service to the flea market located on NW 42nd Avenue. Therefore, a possible option is to modify the South Route on weekends to provide service to the flea market instead of Miami-Dade College. Alternative 3A, which is depicted in Figure 4, could be considered for weekend operation. The other factors that need to be considered for weekend service include:

- Saturday and/or Sunday service
- Hours of service
- Headway

Further input will be obtained from the stakeholders before establishing parameters of the weekend service.

Fare Structure

The issue of charging or not charging a fare for the use of local transit service was evaluated. The advantages of a fare-free service include:

- Simplicity of operation
- Faster boarding and alighting
- Higher ridership
- No need for a transfer system
- Reduced administrative burden with regard to revenue collection and management.

A research of existing municipal transit systems in Miami-Dade County indicated that the majority of these services do not charge a fare. The disadvantages of a fare-free service include losing a revenue source and potential misuse of the service by homeless persons, students, etc. General consensus among the residents and other stakeholders was that the service should be fare-free. Therefore, a fare-free service is recommended at least at the outset of the system's operation.

Vehicle Type and Fleet Size

Currently, the City of Opa-Locka owns two buses. These buses have an approximate seating capacity for 26-28 passengers with wheelchair positions and additional room for standees. As demonstrated during travel time runs, these mid-sized vehicles are capable of traversing narrower lanes and turns on local streets while providing adequate capacity for peak-period demand. While vehicles that use various power sources such as electric, hybrid electric, compressed natural gas, and bio-diesel have been developed, low-emission diesel vehicles have gained popularity for their reliability and overall performance. The buses currently owned by the City are powered by diesel. It is recommended that the City consider acquiring mid-size low-floor vehicles in the future for easy boarding and alighting. Similar vehicles are used by MDT for Kendall Area Transit (KAT) routes.

Based on the proposed route alignment, three buses would be required for daily service. In addition, one spare bus is recommended. Since the City already owns two buses, the additional fleet requirement for the proposed operational plan is two buses. The other desirable features of buses include air conditioning, bike racks, global positioning system

(GPS) for tracking, security cameras, and a silent alarm to notify of emergency situations. A route map that identifies bus stops should be prominently displayed inside the buses.

Summary of System Development

Two route alignments that best serve the City of Opa-Locka while adhering to the Miami-Dade County's guidelines were identified. A summary of the characteristics of the proposed routes is presented below.

- Two routes – North Route and South Route
- All routes start at the Opa-Locka Tri-Rail Station
- Weekday service from 6:00 a.m. to 7:00 p.m.
- Fare free service

Table 3. Summary of Proposed Circulator Routes

	North Route	South Route
Headway	45 minutes	60 minutes
Length (approx.)	6.5 miles	8.2 miles
Buses in service	One bus	Two buses
Orientation	One-way	Two-way
Areas served/destinations	▪ Northeast and central parts of Opa-Locka ▪ Magnolia North community ▪ Walgreens at NW 160 St. ▪ Jackson North Specialty and Diagnostic Center ▪ Sherbondy Park ▪ Opa-Locka City Hall ▪ North Dade Academy ▪ Westcoast Center (13850 NW 26 Avenue)	▪ South and east parts of Opa-Locka ▪ Nile Gardens community ▪ MDCC – North Campus ▪ Walgreens at NW 119 St. ▪ Segal Park ▪ Ingram Park ▪ Opa-Locka Elementary School ▪ Spirit City Academy (3400 NW 135 Street) ▪ Vankara Academy Charter School ▪ Wachovia Bank ▪ Nathan B Young Elementary School
Transfers	▪ Tri-Rail ▪ MDT Routes 17, 22, 27, 32, 42, 97, 135, G	▪ Tri-Rail ▪ MDT Routes 17, 19, 22, 27, 32, 42, 97, 135, G

Management Plan

The management plan provides an organizational structure and defines roles and responsibilities for operating the circulator system. The following alternatives for operating the transit circulator service were examined:

- Management and operation of the circulator system by the City of Opa-Locka
- Operational agreement with private transit operator
- Operational agreement with the South Florida Regional Transportation Authority

City of Opa-Locka Operation

The main advantage of operating the system by internal staff is that all aspects of the service are controlled by the City. This approach also provides maximum flexibility for the City to determine the nature of operation and make necessary modifications. The City will be aware of every aspect of the operation and hence sensitive to potential safety, security, and liability issues. Another advantage is that the City currently owns two buses that could be utilized for the service, thereby reducing the capital cost for service initiation.

There are several potential challenges and disadvantages for the City to operate the system. In general, City staff has no experience in operating a transit system. Most likely, the City would have to hire additional staff for system operation and vehicle maintenance. Further, the City would have to allocate existing staff for managing the day-to-day aspects of operation. Some maintenance activities may have to be performed outside of regular working hours, creating the need for extra shifts and overtime payments. These options could be costlier than contracting the service. Acquiring necessary resources and recruiting staff could take a longer time than utilizing the existing resources of an established transit operator. Therefore, at least for service initiation, it may be more beneficial to obtain services of an operator that specializes in the provision transit services.

Hire Private Transit Operator

By contracting the service to a private operator, the City could minimize the upfront effort, potential capital investments at the outset, and staffing needs. This approach could also expedite the implementation of circulator system since private operators are better equipped to initiate the service within a short period of time. In addition, the City would be able to utilize services of an experienced operator for a comparatively low cost. The City has

the options of entering into a turnkey agreement to contract the entire service or providing City's buses to the contractor.

There are potential issues in using a private operator, especially related to the quality of service and safety. Schedule adherence, proper maintenance of vehicles, and timely replacement vehicles in case of breakdowns are some of the potential issues with use of a private contractor. In addition, replacement vehicles usually do not have the branding that provides uniqueness, which could confuse the riders. To overcome these issues, some municipalities such as Hialeah maintain all vehicles in-house and limit the contractor involvement to vehicle operation only. Based on the City of Opa-Locka's current strengths and limitations, it should consider full or partial contracting of service to a private operator as one of the viable options.

Interlocal Agreement with South Florida Regional Transportation Authority

The South Florida Regional Transportation Authority (SFRTA) is the operator of Tri-Rail commuter rail service in Palm Beach, Broward, and Miami-Dade Counties. It also operates complementary shuttle bus services to and from several Tri-Rail stations. Currently, SFRTA does not operate a shuttle bus service to/from the Opa-Locka Tri-Rail Station. The Opa-Locka Tri-Rail Station is identified as the terminal for both planned circulator routes. In addition, the circulator schedule was developed to provide access to the Tri-Rail system. Therefore, the City examined the possibility of entering into an operating agreement with SFRTA to implement the circulator routes. Such an agreement is beneficial to both parties because it helps to accomplish (1) SFRTA's goal of implementing a Tri-Rail shuttle bus service in Opa-Locka and (2) the City of Opa-Locka's goal of implementing a municipal circulator. Based on the preliminary discussions, SFRTA expressed interest in becoming a funding partner and operating the South Route of the preferred alternative presented in the system development chapter.

Based on the initial discussions, both SFRTA and the City of Opa-Locka would be equal funding partners and the South Route would be operated by SFRTA through its shuttle bus contract. While the South Route would be operated similar to other Tri-Rail shuttle bus routes, the City would be able to brand the buses. This approach would yield benefits listed under the "hire private transit operator" option with the additional benefit of SFRTA's oversight of the contractor. One potential disadvantage when the service is initiated under an existing contract of an external agency (i.e., between SFRTA and private operator), is that it precludes the opportunity to select a contractor and negotiate a new contract that might result in terms and rates that are more tailored toward the needs of the City of Opa-Locka.

Summary of Management Plan

The City of Opa-Locka has taken significant steps during the planning stage of the circulator system to identify potential funding sources and a mechanism to implement the routes. The City intends to enter into an interlocal agreement with SFRTA to implement the South Route. The North Route could to be implemented through either a contract with a private operator or through SFRTA's shuttle bus contract. The potential of utilizing the City's existing buses to operate the North Route and thereby reduce the cost of the contract with the operator should be examined.

The City also plans to enter into an interlocal agreement with MDT to ensure that the County's terms and regulations in relation to the operation of transit services are adhered.

Financial Plan

The financial plan provides an estimate of capital and operating costs. In addition, potential funding sources for transit circulator systems are discussed.

Cost Estimates

Cost estimates were prepared based on the information/assumptions presented in the management plan and system development chapters. Separate cost estimates were prepared for the North and South Routes since the potential implementation plans for the two routes are likely to be different.

North Route

The route alignment and service parameters of the North Route are provided in the system development chapter. The City has not yet determined whether to hire a private transit service provider or to enter into an interlocal agreement with SFRTA to operate the North Route. The City of Opa-Locka submitted a Job Access and Reverse Commute (JARC) application to partially fund the operation of the first two years of this route. A successful JARC application could provide up to 50 percent of operating cost. Detailed cost estimates are provided in Appendix F and a summary is provided in Table 4.

South Route

The route alignment and service parameters of the South Route are provided in the system development chapter. It is assumed that the City will enter into an interlocal agreement with SFRTA whereby SFRTA would operate the South Route under its shuttle bus program. SFRTA submitted a JARC application for operating assistance. A successful JARC application would provide 50 percent of the operating cost for the first two years. The City of Opa-Locka and SFRTA each will contribute 25 percent of the operating cost. Detailed cost estimates are provided in Appendix F and a summary is provided in Table 5.

Assumptions

A summary of assumptions used to develop the cost estimates is provided below.

- Cost estimates are prepared for the first two years of service
- Routes will operate 13 hours per day on weekdays
- North Route will require one bus and South Route will require two buses
- North Route will be operated through a turnkey contract with a private operator or SFRTA's shuttle bus program
- South Route will be operated by SFRTA through its Tri-Rail shuttle bus program
- Vehicles will be provided by the operator
- JARC funding will be sought for both routes

The following assumptions were used when the capital and operating costs were estimated:

<u>Capital costs</u>

- Branding of vehicles with the City logo and design to provide a unique appearance - $5,000 per vehicle
- Surveillance system (CCTV cameras) - $2,000 (optional)
- Automated vehicle location (GPS) and silent alarms/panic button - $1,000 (optional)
- Bus stop signs - $300 per sign (optional)

<u>Operating costs</u>

- Operating cost is $55 per hour per vehicle. Cost information was provided by SFRTA per its existing shuttle bus contract.
- Transit Manager (internal staff for oversight) - $6,000 per year for the City of Opa-Locka and S2,000 per year for the SFRTA.
- Marketing - $2,000 for the first year

Table 4: Summary of Cost Estimates – North Route

Cost Item	First Year Cost		Second Year Cost***	
	Total Cost	City's Share	Total Cost	City's Share
Capital Cost				
Branding vehicles	$5,000	$5,000	$0	$0
GPS & silent alarm*	$1,000	$1,000	$250	$250
Surveillance*	$2,000	$2,000	$500	$500
Bus stop signs*	$3,000	$3,000	$0	$0
Total Capital Cost	**$11,000**	**$11,000**	**$750**	**$750**
Operating Cost				
Operating contract	$185,900	$92,950**	$185,900	$92,950**
Transit manager****	$6,000	$3,000**	$6,000	$3,000**
Marketing	$2,000	$1,000**	$1,000	$500**
Miscellaneous	$2,000	$2,000	$2,000	$2,000
Total Operating Cost	**$195,900**	**$98,950**	**$194,900**	**$98,450**
Grand Total	**$206,900**	**$109,950**	**$195,650**	**$99,200**

Notes: * Optional – it is assumed that the City would implement these optional features/facilities.
** Assumes JARC program would fund 50 percent of total operating cost.
*** Inflation is not accounted for in the second year budget estimate.
**** This amount may vary based on the final management plan for North Route.

Table 5: Summary of Cost Estimates – South Route

Cost Item	First Year Cost		Second Year Cost***	
	Total Cost	City's Share	Total Cost	City's Share
Capital Cost				
Branding vehicles	$10,000	$5,000	$0	$0
GPS & silent alarm*	$0	$0	$0	$0
Surveillance*	$0	$0	$0	$0
Bus stop signs*	$3,000	$3,000	$0	$0
Total Capital Cost	**$13,000**	**$8,000**	**$0**	**$0**
Operating Cost				
Operating contract	$371,800	$92,950**	$371,800	$92,950**
Transit Manager	$2,000	$0	$2,000	$0
Marketing	$2,000	$500	$1,000	$250
Miscellaneous	$2,000	$500	$2,000	$500
Total Operating Cost	**$377,800**	**$93,950**	**$376,800**	**$93,700**
Grand Total	**$390,800**	**$101,950**	**$376,800**	**$93,700**

Notes: * Optional – SFRTA usually does not install bus stop signs; hence, the City will have to bear the entire cost. The Tri-Rail shuttle buses are equipped with GPS devices and radios, and the cost of such devices is built into the operating cost in the contract.

** Assumes JARC program would fund 50 percent of total cost, SFRTA provides 25 percent, and City provides 25 percent.

*** Inflation is not accounted for in the second year budget estimate.

Potential Funding Sources

Funding for municipal circulator service may be obtained from local, state, federal, or private sources. In general, local (municipal) funds are needed to pay some portion of the costs. Both state and federal funding sources are extremely competitive and are often available for a limited time period. This section provides an overview of potential funding sources for local circulator systems.

- Local
  - People's Transportation Plan
- State funding sources
  - Public Transit Service Development Program
- Federal funding sources
  - Job Access and Reverse Commute
  - New Freedom
  - Bus and Bus Facilities Program

Local Funding Sources

People's Transportation Plan

The People's Transportation Plan (PTP) was created in 2002 by Miami-Dade County to generate a dedicated revenue source to implement transit and transportation improvements to mitigate congestion and increase mobility options. The PTP is funded with the County's half-percent sales surtax. The PTP's $17 billion dollar business plan outlines the goals of adding more buses and routes, improving service, expanding rapid transit and creating thousands of transportation and construction-related jobs over the next 25 years.

The Citizens' Independent Transportation Trust (CITT) is a 15-member entity created to oversee and administer the PTP. Pursuant to Section 29-124.(g) of the Miami-Dade County Code, 20 percent of the surtax proceeds are distributed to area municipalities. The municipalities receive PTP funds in proportionate to their population. Twenty percent of the surtax money received by a municipality is required to be applied to transit uses such as circulator buses, bus shelters, bus pullout bays, or other transit-related infrastructure. The percentage allocated for transit improvements can be higher at the discretion of the municipality. The CITT's interpretation of the Statute is that the circulator bus route would need to operate on a fixed route, with a fixed schedule, and be available to everyone in order to not be considered a "service of demand." Currently, the County Attorney's Office is working on incorporating this interpretation into Ordinance 02-116, which defines how the surtax is to be spent. The remaining 80 percent of the municipal share of the surtax

may be used for roadway projects, including maintenance. The projected fiscal year 2009 PTP allocation for the City of Opa-Locka was approximately $485,000 and the mandatory transit expenditure was approximately $97,000 (Source: Miami-Dade County web site).

State Funding Sources

Public Transit Service Development Program

The Public Transit Service Development Program (commonly referred to as the Service Development Program - "SDP") was enacted by the Florida Legislature to provide initial funding for public transit projects that are designed to increase service in specific localities and transit user groups. This program is managed by the FDOT and several municipalities in Miami-Dade County have received SDP grants to initiate circulator systems. Service Development Projects receive funding for a maximum period of three years. Recipients accepting Service Development funds accept the commitment to continue the project, if deemed successful by their own measures, without additional SDP funds.

To apply for SDP funds, District Offices of FDOT work in coordination with local agencies to develop a program of eligible Service Development projects and submit to the Central Office by the first working day of July each year. The selected projects are implemented beginning July 1 of the following fiscal year. The proposed projects should be consistent with transportation, transit, and comprehensive plans. Working in coordination with District Offices, the municipalities should develop program objectives, capital and operating expenses, timeframe to develop the program, a management plan (operational and financial responsibilities), and evaluation criteria. The financial responsibilities analysis should provide a breakdown of expected funding sources and proposed State financial participation through the SDP. FDOT's contribution may be up to one-half of the net project cost, but no more than the amount of funding committed by the local project sponsor. Projects of statewide significance could be considered for more than 50 percent of State funding. The timeclock for the three-year timeframe begins when actual expenses are incurred. Upon receipt of approval from the Central Office, local plans and the TIP should be amended, if necessary. FDOT's publication on the SDP is included in Appendix G.

Federal Funding Sources

Job Access and Reverse Commute

The Job Access and Reverse Commute (JARC) is a Federal Transit Administration (FTA) managed program intended to improve access to transportation services to employment, job training and support activities for welfare recipients and eligible low-income individuals.

The program also is intended to provide funding for local programs that offer job access and reverse commute services which provide transportation for low income individuals who may live in the city core and work in suburban locations.

The SFRTA is the designated recipient of JARC funds for the Miami Urbanized Area (Miami UZA), which includes Miami-Dade, Broward, and Palm Beach Counties. For fiscal year 2009, the Miami UZA has been allocated $3,751,178 for distribution among eligible applicants through a competitive selection process. Federal transit law requires that projects selected for funding under the JARC program be derived from a Locally Developed, Coordinated Public Transit-Human Services Transportation Plan. Selected projects must be programmed in the Statewide Transportation Improvement Program.

Federal funds may be used for operating, capital, and planning projects. The maximum federal participation rate and local match requirements are listed below.

Match Requirements		
Type of Funding	*Federal Share*	*Local Share*
Capital	80%	20%
Operating	50%	50%

The local share must be provided from sources other than U.S. Department of Transportation (USDOT) funds. Matching funds can consist of non-USDOT federal dollars, including but not limited to Temporary Assistance for Needy Families (TANF), Medicaid, Workforce Investment Act, State or local appropriations, dedicated tax revenues, toll revenue credits, or any combination of these and other local supporting funds. As previously described, the City of Opa-Locka and SFRTA are planning to apply for JARC funds to operate the proposed circulator routes.

<u>New Freedom</u>

The New Freedom program is an FTA managed program, the goal of which is to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation in society. It is intended to encourage services and facility improvements to address transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (ADA) of 1990.

Since the goal of the New Freedom program is to improve mobility of persons with disabilities, it cannot be used to fund local transit circulator systems. However, certain

improvements that target persons with disabilities could provide benefits to other users as well. Among the eligible activities listed in the New Freedom program include improving access to transit stops and enhancing or increasing wheelchair accommodation on buses. Therefore, sidewalk improvements that facilitate persons with disabilities access to a bus stop that is currently inaccessible may be eligible for funding through the New Freedom program.

The New Freedom program is also managed by the SFRTA in the Miami UZA and has similar local match and other requirements to the JARC program. For fiscal year 2009, the Miami UZA has been allocated $2,088,998 for distribution among eligible applicants through a competitive selection process.

Bus and Bus Facilities Program

The Bus and Bus Related Facilities is an FTA program that provides capital assistance to eligible recipients on a discretionary basis for new and replacement buses, related equipment, and facilities. Funds are allocated on a discretionary basis each year and are primarily intended to support one-time or periodic capital needs left unmet by Federal formula funding or by local or state funding sources. These annual appropriations may include funding designations for specific projects or purposes. Funds designated for specific Bus Program projects remain available for obligation for three fiscal years

Eligible recipients for capital investment funds include public transit authorities, states, municipalities, and other political subdivisions of states. Among eligible expenses listed by FTA are purchasing of buses, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipments such as mobile radio units, computers, and shop and garage equipment.

Summary of Financial Plan

A summary of the preliminary cost estimate for the North and South Routes is presented below.

- North Route - $210,000 annually
- South Route - $390,000 annually

The City applied for JARC funding for the North Route and a successful JARC application could provide up to 50 percent of the operating cost. Similarly, SFRTA applied for JARC funding and a successful JARC application could provide up to 50 percent of the operating

cost. The City of Opa-Locka is expected to enter into an agreement with SFRTA, whereby the South Route would be operated by SFRTA under its shuttle bus program. Both SFRTA and the City would be equal funding partners for the remainder of the cost for the South Route. A mechanism for the operation of North Route has not been determined when this report was prepared.

Other potential local, state, and federal sources of funding for implementing local transit circulator services were reviewed. The City of Opa-Locka is a recipient of Miami-Dade County's PTP funds, a dedicated funding source for transportation and transit improvements. The annual allocation for the City is approximately $500,000, which varies by revenue generated from the half-penny sales tax. Municipalities are required to spend a minimum of 20 percent of the allocation on transit related improvements. FDOT's Service Development Program provides funds to initiate transit projects including local transit circulators as pilot projects for a period of up to three years. The recipients are obligated to continue such projects beyond the grant period if proven successful without SDP funds.

Among the Federal funding sources, JARC program holds the most promise as a potential funding source for the City's circulator system. The factors such as a high percentage of low income population and welfare recipients, and the proposed circulator routes providing access to regional transit modes make the City of Opa-Locka an eligible applicant for JARC funding. Other sources such as New Freedom funds could be used for installing bus shelters and sidewalks that improve access to bus stops by persons with disabilities. In general, all state and federal grants require a local match, are highly competitive in nature, and are available for a limited time period only. Therefore, the City of Opa-Locka should assess the ability to sustain services through local funding sources when systems operations decisions are made.

Summary and Recommendations

Summary

This study developed a system of potential local transit circulator routes for the City of Opa-Locka. Opa-Locka is one of the most economically challenged municipalities in Miami-Dade County that is attempting to revitalize its economy and improve living standards. Several demographic indicators such as household income, vehicle ownership, poverty status, unemployment statistics, and mode of commute to work indicate a strong propensity for transit use. During public meetings, difficulties in accessing existing transit services from certain residential neighborhoods were expressed. The residents desired a local bus system that would provide access to near-by destinations from residential areas without having to transfer or walk several blocks.

Through an iterative process, two potential circulator routes were developed. These routes were developed with input from City staff, residents, Miami-Dade MPO, MDT, and FDOT. The proposed local routes are complementary to existing MDT Metrobus routes and Tri-Rail service. Both routes would start at the Opa-Locka Tri-Rail Station where a dedicated bus bay would be provided. The North Route primarily serves northeast and central parts of Opa-Locka and the South Route primarily serves east and south parts of Opa-Locka. Both routes extend beyond city limits. The North Route travels along NW 27th Avenue to Walgreens at NW 160th Street and the South Route travels along NW 27th Avenue to Miami-Dade College – North Campus. Both routes are expected to maintain headway of 60 minutes or less. The preliminary operating plan calls for service on weekdays between 6:00 am and 7:00 pm. The service is recommended to be fare free.

A preliminary cost estimate indicates the annual operating cost to be approximately $550,000 - $600,000 for both routes. The City of Opa-Locka currently receive PTP funding, of which 20 percent is required to be spent on transit related improvements. However, additional funding is needed to implement the proposed system. The City approached SFRTA to examine the feasibility of funding the circulator routes. Both the City and SFRTA submitted JARC applications to secure 50 percent of operating cost for a period of two years. If JARC funds are secured, the City and SFRTA are expected to enter into an interlocal agreement to implement the system. Both parties are expected to supplement JARC funds for operating expenses.

Recommendations

The City staff should consider the following recommendations during implementation and operation of the circulator system:

- Identify city staff for oversight and coordination efforts. A lead person (transit manager) should be identified and necessary training should be provided with respect to safety, security, and performance monitoring. If federal funding is secured, the city will be required to comply with quarterly reporting requirements.
- Develop a marketing and public outreach program before system implementation. Public and stakeholder meetings, flyers, media broadcast, and awareness events especially at local schools should be conducted.
- Provide route maps and schedules inside buses and at main transit terminals such as Opa-Locka Tri-Rail Station and Miami-Dade College – North Campus.
- Develop a performance measurement plan. The data such as daily ridership, mileage, and schedule adherence should be collected. The variation of ridership, ridership per hour, and cost per rider statistics should be estimated on a monthly basis.
- Identify modifications to routes and service hours as necessary. At the end of the first year of operation, consider performing a comprehensive performance review. Potential service extensions include Opa-Locka Airport, Opa-Locka Flea Market, and Golden Glades Transit Facility.
- Identify and implement sidewalk and bus shelter improvements to accommodate persons with disabilities and improve rider comfort.
- Identify long-term funding opportunities and contingencies. The city should consider establishing a reserve fund for system improvements.
- Examine the possibility of advertising and local business sponsorships for additional funding.
- Require all transit vehicles be equipped with GPS, surveillance cameras, and silent alarms. Provide drivers cell phones or other communication devices to report incidences. The local police should be requested to make random inspections by riding the bus.
- Require vehicles be air-conditioned to improve passenger conform and appeal.
- Provide a phone number for public input and complaints. Conduct periodic public workshops to obtain public and stakeholder input for improving the service.
- Ensure Miami-Dade County standards on vehicles, drivers, and service are met.

APPENDIX A

Public Outreach and Study Advisory Committee Meeting Notes

Opa-Locka Transit Circulator System
Town Hall Meeting Notes
April 20, 2009

A town hall meeting for the *Opa-Locka Transit Circulator System Study* was held on Monday, April 20, 2009, at the Opa-Locka City Hall. Approximately 25 residents, elected officials, and city staff attended the meeting.

Mayor Joseph Kelly welcomed the attendees and explained that a local transit circulator system is a high priority for Opa-Locka and the City secured funding for the study from the Miami-Dade Metropolitan Planning Organization. Judeen Johnson from the city staff requested the residents to use this meeting to provide input to develop a transit system that meets the community's needs. Greg Kyle of Kimley-Horn made a PowerPoint presentation highlighting the benefits of local transit circulators, system characteristics, examples of existing circulator systems in Miami-Dade County, and Opa-Locka's transit, demographic, and land use data. The following list summarizes the input provided/comments made during the meeting.

- Existing transit system
  - East-west service is limited. Long walking distance from areas west of NW 27th Avenue to access transit.
  - Local schools are not well served.

- Travel needs/destinations:
  - Schools
    - There are several elementary schools within city limits. The existing transit service is poor during the midday period when these schools are dismissed. Therefore, some schools are dismissed early to ensure students and parents have adequate time to walk to the nearest bus stop.
    - Several students attend schools in Miami Lakes, Hialeah, and Miami Gardens.
  - Connection to Golden Glades – many students walk to the Golden Glades transit terminal.
  - Medical appointments of senior citizens – many medical facilities are located in neighboring municipalities.
  - Connection to residential neighborhoods.
  - Flea market.
  - Industrial employment areas.
  - Downtown Opa-Locka and Tri-Rail Station.
  - Connection to Miami-Dade Transit routes.
  - Shopping nodes along NW 27th Avenue.
  - Parks – attract visitors especially during weekends.
  - Service to historic sites to promote tourism.
  - Lunchtime routes to Downtown Opa-Locka from employment areas.

- Future access to Opa-Locka Airport (redevelopment).
- Transit service need to extend beyond city limits as several destinations are located outside of Opa-Locka.

- Desired characteristics of local circulator
  - Weekday service between 6 am and 6 pm; Saturdays between 8 am and 6 pm.
  - Fare free service.
  - Prefer a vintage type vehicle similar to Coral Gables'.
  - Natural gas or environment friendly fuel operated.
  - Advertisements to generate revenue.
  - Picture of Opa-Locka City Hall on vehicles.
  - The Opa-Locka Tri-Rail Station or an adjacent location could be the central node for the circulator system.

- Concerns
  - Whether the start of local service would negatively impact the existing paratransit services for senior citizens.
  - Whether overlapping routes with MDT routes would result in MDT service reduction.
  - Safety concerns with nighttime operation.

Opa-Locka Transit Circulator System
Town Hall Meeting Notes
June 3, 2009

The City of Opa-Locka conducted a public workshop on June 3, 2009, as part of an on-going study to develop a transit system geared toward addressing travel needs of the local community. Mayor Joseph Kelly, students from local schools, residents, and city staff were among this well-attended workshop. At the outset, Mayor Joseph Kelly and city staff requested attendees to use this opportunity to recommend destinations within Opa-Locka and nearby communities that they feel should be served by the planned transit system. Greg Kyle of the consultant firm Kimley-Horn and Associates presented several examples of community bus services in Miami-Dade County.

To ensure active participation, attendees were divided into smaller groups. Each group, with the assistance of a member of city staff or consultant, worked to identify locations of common interest that should be served by a local bus system. Thereafter, each group developed a bus route plan to connect the identified destinations. At the end, one representative from each group presented their plan. The general consensus was that the Opa-Locka Tri-Rail Station should serve as a central transfer facility for the future transit system. Opa-Locka's flea market, parks, residential areas, Miami-Dade Community College North Campus, North Dade Library, Wal-Mart in Miami Gardens, and St. Thomas University were among the potential destinations identified by many groups. Overall, the preference was for two transit routes, one serving areas to the south of Ali Baba Avenue and the other serving areas to the north. The operation of two routes would allow greater service frequency thereby reducing passenger wait times. In addition to the breakout session, attendees completed a survey questionnaire that provided additional input for the study.

Opa-Locka Transit Circulator System
Study Advisory Committee Meeting Notes
April 3, 2009

A meeting for the *Opa-Locka Transit Circulator System Study* was held on Friday, April 3, 2009, at the Opa-Locka City Hall. The attendees of the meeting were:

- Wilson Fernandez – Miami Dade MPO, Project Manager
- Jose Clavell – Florida Department of Transportation District 6
- Fernand Thony – City of Opa-Locka
- Judeen Johnson – City of Opa-Locka
- Ravi Wijesundera – Kimley-Horn and Associates, Inc.

At the outset, Kimley-Horn distributed several handouts, including the agenda, scope of study, project schedule, census data, and GIS based maps. After self introductions by the study advisory committee (SAC) team members, Fernand Thony explained the purpose of the study. The following list summarizes discussions during the meeting.

- Fernand indicated that Opa-Locka is in need of a transit service that is catered to the local community needs. The existing Miami-Dade Transit bus routes primarily serve for regional travel. Accessing those routes is difficult for several communities (e.g., Magnolia North and Nile Gardens). A local transit system would provide better access to downtown, schools and colleges, parks, medical facilities, flea market, and regional transit services. In addition to serving travel needs, the City also envisions transit system helping to attract tourists and revitalize its downtown.
- Ravi explained that the scope of service includes the following major components: public involvement and study coordination; data analysis; system development; implementation strategy; and documentation. He mentioned that the data analysis phase is substantially complete. A workshop to obtain residents' input for the study will be held on April 20, 2009. Fernand distributed copies of the public workshop notice that was prepared by the City.
- Ravi sought SAC assistance and guidance throughout the study process by reviewing deliverables and providing input on system development, funding sources, and management plan.
- Ravi explained that census data for Opa-Locka indicates several factors favorable for a transit system. For example, the City's current transit modal share for work related trips is twice the County's modal share. In addition, automobile ownership is less in Opa-Locka in comparison to Miami-Dade County's average automobile ownership.
- Wilson commented that census data points to a substantial youth population in Opa-Locka. Therefore, transit system should address their needs.
- Wilson pointed that the Cities of Hialeah and Hialeah Gardens have an operations agreement whereby Hialeah's community transit system also serves Hialeah Gardens. Such a joint agreement is mutually beneficial to both cities. Ravi indicated that Miami Gardens recently completed a planning study to develop a local circulator system.

Wilson added that Miami Gardens currently does not receive People's Transportation Plan (PTP) funds.

- When discussing regional projects that should be considered, Wilson explained that Golden Glades is identified for development as a major transit hub and its proximity to Opa-Locka makes it a significant project. Wilson also indicated that the North Corridor project is experiencing several challenges. He emphasized the need to develop a local circulator system plan that has flexibility to accommodate future projects and developments.
- Wilson also pointed out that the City of Hialeah modified its routes to better serve community needs. Phased implementation should be considered to build ridership that could help leverage funds for subsequent expansions.
- The committee discussed about Opa-Locka Airport redevelopment plan and its status. Fernand indicated that the City is not involved in decision making of Airport redevelopment, but was actively communicating with concerned parties to have a say in the matter since the Airport impacts the City of Opa-locka. Wilson mentioned that it is important for municipalities to diversify their revenue bases, by having a mix of residential, commercial, industrial, and service land uses. Ravi asked Fernand about the level of local residents employed in industrial establishments within Opa-Locka. Fernand's educated guess was that no more than 15 percent of the workforce of those industries lives in Opa-Locka.
- Jose mentioned that the existing Opa-Locka Tri-Rail station could be a focal point of a future local transit system. Connection to existing transit systems is viewed as a positive factor when applications for FDOT's Service Development Grants are evaluated. These competitive grants could support operational expenses up to three years. Jose agreed to provide further information on the Service Development Grant program.
- In response to a question, Fernand said Opa-Locka is located within Commission District One.
- Ravi explained that two more SAC meeting are planned: one at the end of the system development task, and another at the completion of the management plan task. A workshop will be conducted to present the draft plan to the residents and the City Commission.

Opa-Locka Transit Circulator System
Study Advisory Committee Meeting Notes
August 12, 2009

A meeting for the *Opa-Locka Transit Circulator System Study* was held on Wednesday, August 12, 2009, at the Opa-Locka City Hall. The attendees of the meeting were:

- Wilson Fernandez – Miami Dade MPO, Project Manager
- Bob Pearsall – Miami-Dade Transit
- Christopher Dubé – Florida Department of Transportation District 6
- Fernand Thony – City of Opa-Locka
- Judeen Johnson – City of Opa-Locka
- Greg Kyle – Kimley-Horn and Associates, Inc.
- Ravi Wijesundera – Kimley-Horn and Associates, Inc.

At the outset, Kimley-Horn distributed several handouts, including the agenda, peer system review summary table, a map of preliminary routes, summary of routes, and an operating schedule. After self introductions by the study advisory committee (SAC) team members, Greg Kyle briefly explained the purpose of the study. The objective of this meeting is to obtain the SAC input on the preliminary operating plan, funding opportunities, and management options. The following list summarizes discussions during the meeting.

Data Analysis

- Greg described past activities, including data collection and analysis, and public meetings. He indicated that results of Census data analysis indicate a strong propensity for use of transit in Opa-Locka. Further, residents are keen to have a local transit system that caters to their needs. Several potential destinations were identified and route alignments were developed during public meetings.
- Greg also provided an overview of the information gathered on several circulator systems in Miami-Dade County. Some municipalities have modified their initial routes based on the ridership and system performance. He added that data analysis and peer system review were documented in a technical memorandum, which has already been distributed to the SAC. He also requested the SAC to provide their comments.

Preliminary Routes

- Greg described the process of developing preliminary routes, which included driving the corridors using a bus belonging to Opa-Locka. He explained that preliminary two routes were developed. The South Route primarily serves as a local access route whereas the North Route serves many destinations along NW 27th Avenue, including Wal-Mart in Miami Gardens. The feasibility of serving the Golden Glades multi-modal terminal was also examined, but travel times were found to be excessive. Ravi added that both routes start at the Opa-Locka Tri-Rail Station and Tri-Rail's schedule was examined when the local circulator schedule was developed.

- Bob said that MDT is restructuring its routes to a more grid based system. As part of the modification, Route 42 will terminate at the Opa-Locka Tri-Rail Station and will not serve Ali Baba Avenue where ridership has been low. Therefore, he supported the idea of operating local bus service along Ali Baba Avenue. *MDT will provide ridership data for Routes 27 and 42*.
- Wilson expressed concerns about operating one-way loop routes. He indicated that travel time for a return trip of a passenger increases with such operation. Therefore, two-way service should be considered, especially along Ali Baba Avenue. Wilson said that the emphasis of the local system could be to provide east-west mobility. He also commented that opportunities for consolidating the two routes into one should be examined.
- Bob suggested "starting small" to build ridership and then expanding the system.
- Wilson stated that as part of the North Corridor Study, information was collected from Miami-Dade Community College North Campus (MDCC) students about where they live. This information could be used to determine if there is a need to provide service to MDCC. Ravi mentioned that the South Route, in addition to serving MDCC, will also provide access to Walgreens located at NW 119th Street, which was a destination identified by many during public meetings. *Kimley-Horn will coordinate with Wilson to obtain the North Corridor Study data.*
- In response to a question, Fernand mentioned that the City would like to operate weekend service. The Flea Market is a potential destination for weekend service. Wilson said that Flea Market should be considered for weekday service, as well.
- Wilson explained the Transit Hub Study, which is nearing completion, presents the concept of "super stops" where enhanced amenities are provided for riders. Such a stop could serve as a transfer point between local routes and MDT routes. He suggested exploring the stretch of NW 27th Avenue between NW 147th Street and NW 151st Street where a frontage road exists for a potential super stop.
- Bob mentioned that the North Route largely duplicates MDT service along NW 27th Avenue. He added that existing routes provide access to Wal-Mart. Further, one of the requirements of Section 31 of Miami-Dade County Code is 70 percent of the route to be within the municipality.

Management Options

- Greg said that most municipalities use the services of a contractor for operating circulators. The typical cost per hour is around $45.
- Hialeah currently maintains their fleet to ensure proper safety standards are maintained. *Chris agreed to provide safety and security plan requirements*.
- Fernand mentioned that the City also has the capacity to maintain buses using its existing resources; however, a final decision has not been made.

Funding

- Chris said that if local routes overlap with MDT routes, it could have a negative impact when funding is sought from FDOT's Service Development Grant (SDG). He said the SDG is a 50-50 match. In response to a question from Fernand, Chris explained that a sound financial plan, growth potential, sustainability, and ridership projections are key considerations when SDG applications are reviewed. He

suggested contacting Ed Carson of FDOT to find out about funds available through the SDG. Chris also mentioned that applications for year 2011 SDG would be called in the spring of 2010.

- The SAC also discussed about the local routes serving as feeders to the Tri-Rail system. The South Florida Regional Transportation Authority (SFRTA) will be contacted to explore possible funding assistance for a circulator that connects to Tri-Rail and for securing a bus bay at the Tri-Rail station for the circulator service.
- Fernand mentioned that the City currently receives approximately $500,000 annually from the Peoples Transportation Plan (PTP). Twenty percent of those monies should be spent on transit projects. The City currently uses that 20 percent for bus stop improvements. Assuming $45 per revenue hour, Judeen estimated that the proposed circulator service would require approximately $500,000 annually. Therefore, it is necessary to identify funding sources other than PTP.
- If the service extends to Miami Gardens, the possibility of an inter-local agreement to fund the service will also be explored.

Other

- Wilson reminded that the existing agreement between the City and the MPO expires in December 2009. If the study extends beyond December, an amendment is needed.

Opa-Locka Transit Circulator System
Study Advisory Committee Meeting Notes
March 23, 2010

A meeting for the *Opa-Locka Transit Circulator System Study* was held on Tuesday, March 23, 2010, at the Opa-Locka City Hall. The attendees of the meeting were:

- Wilson Fernandez – Miami Dade MPO, Project Manager
- Esther Frometa-Spring – Miami-Dade Transit
- Fernand Thony – City of Opa-Locka
- Judeen Johnson – City of Opa-Locka
- Greg Kyle – Kimley-Horn and Associates, Inc.
- Ravi Wijesundera – Kimley-Horn and Associates, Inc.

The objective of this meeting is to obtain the SAC input on the financial and management plans, implementation strategies, and next steps. At the outset, Kimley-Horn distributed several handouts, including the agenda, a map of proposed routes, summary of routes, and a cost estimate for the first two years of operation. After self introductions by the study advisory committee (SAC) team members, Ravi Wijesundera briefly explained the status of the study and JARC application. The following list summarizes discussions during the meeting.

- Ravi explained two Job Access and Reverse Commute (JARC) funding applications were submitted by the City of Opa-Locka and South Florida Regional Transportation Authority (SFRTA) for the North and South Routes, respectively. SFRTA's Planning Technical Advisory Committee (PTAC) made a preliminary recommendation for funding of both applications. These recommendations will be considered during SFRTA's Board of Directors' meeting in April. If approved, the applications will be submitted to the Federal Transit Administration (FTA) for final determination.
- Ravi also described that if approved, FTA will provide 50 percent of operating costs for the first two years. The City of Opa-Locka and SFRTA will each contribute 25 percent of the operating cost of the South Route and the City will provide 50 percent of the cost for the North Route.
- Wilson mentioned that PTAC ranked the two Opa-Locka applications as #1 and #2 JARC projects.
- Maps depicting the proposed circulator system were distributed to the SAC. Esther asked if the proposed routes duplicate the service along existing MDT routes. Greg responded that several alternative alignments were developed and were provided for input during the 2nd SAC meeting. Previously, a route was planned to serve the Wal-Mart in Miami-Gardens. Based on the input received from MDT, that route alignment was discarded.
- In reference to implementation cost, Judeen mentioned that in addition to the mandatory 20% transit allocation from PTP funds ($100k), the City will need to allocate approximately $80k-90k from general funding sources for the operation of the two routes.

- Ravi stressed the importance of developing a marketing program to popularize the routes. Greg suggested conducting a competition among school children to develop a unique design for branding buses. Fernand mentioned that the City would use the commission meetings and other public forums to educate the public on new service.
- Wilson asked if the City is planning to install bus stop signs. Ravi indicated that the preliminary cost estimate includes an allocation for installing unique bus stop signs. Fernand mentioned that the City received ARRA funding for sidewalk and bus shelter improvements along Ali Baba Avenue. These improvements would benefit the future local transit system.
- When discussing next steps, Greg suggested the City to coordinate with SFRTA to secure a dedicated bus bay at the Opa-Locka Tri-Rail Station for the local circulator system. Further, the City was suggested to coordinate with Miami-Dade Community College North Campus since the local system would be accessing the College's bus stop. Typically, an interlocal agreement is required with MDT when a municipality starts a local bus service.
- Wilson expressed his satisfaction with the progression of study beyond planning stages to identifying and pursuing funding sources for implementation. He wanted a presentation given to the MPO's Review Committee based on the lessons learned.

APPENDIX B

MDT Service Data

Transit Routes and Headways by Corridor in Opa-Locka

				Corridor Headway		
Street	**From**	**To**	**Routes**	**Peak**	**Off-Peak**	**Notes**
Opa-Locka Boulevard	NW 17th Avenue	NW 22nd Avenue	G,135	10	15	WB only
Opa-Locka Boulevard	NW 22nd Avenue	Sinbad Avenue	135	20	30	WB only
Opa-Locka Boulevard	Sinbad Avenue	Sharazad Boulevard	32,42	15	20	
NW 135th Street	NW 17th Avenue	NW 22nd Avenue	G,135	10	15	EB only
NW 135th Street	NW 22nd Avenue	Sinbad Avenue	135	20	30	EB only
NW 135th Street	Sinbad Avenue	NW 32nd Avenue	32,42	15	20	
NW 135th Street	NW 32nd Avenue	Sesame Street	42	30	60	
NW 135th Street	Sesame Street	NW 42nd Avenue	42,135	15	20	
NW 135th Street	NW 42nd Avenue	NW 47th Avenue	135	40	60	
NW 17th Avenue	NW 119th Street	NW 127th Street	17	30	30	
NW 17th Avenue	NW 125th Street	Opa-Locka Boulevard	G	20	30	
NW 22nd Avenue	NW 119th Street	NW 127th Street	22	15	30	
NW 22nd Avenue	NW 127th Street	NW 135th Street	17, 22	10	15	
NW 22nd Avenue	NW 135th Street	NW 151st Street	G, 17, 22	7	10	
NW 27th Avenue	NW 119th Street	NW 151st Street	27,97	9	12	
NW 32nd Avenue	NW 119th Street	NW 135th Street	32	25	30	
NW 32nd Avenue	N of NW 151st Street		32	25	30	
Perviz Avenue	Sharazad Boulevard	NW 151st Street	32	25	30	
NW 42nd Avenue	NW 119th Street	NW 135th Street	42,135	18	30	
NW 119th Street	NW 17th Avenue	NW 27th Avenue	19	30	30	
NW 119th Street	NW 42nd Avenue	E 4th Avenue	135	40	60	
NW 127th Street	NW 17th Avenue	NW 22nd Avenue	17	30	30	
Ali Baba Avenue	Opa-Locka Boulevard	Tri-Rail Station	32	25	30	
NW 151 Street	Perviz Avenue	NW 32nd Avenue	32	25	30	
Sinbad Avenue	Opa-Locka Boulevard	NW 135th Street	32,42,135	10	12	
Sesame Street & Dunad Ave	NW 135th Street	Ali Baba Avenue	135	20	30	
Sharazad Blvd	Ali Baba Avenue	Opa-Locka Boulevard	42	30	60	

Source: Miami-Dade Transit

Headway by Route

Route	**Peak**	**Off-Peak**
G/107	20	30
17	30	30
19	30	30
22	15	30
27	15	15
32	25	30
42	30	60
97 (27 Max)	20	40
135 (Miami-Lakes)	40	60
135 (Hialeah)	40	60

Source: Miami-Dade Transit

APPENDIX C
Census Data

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic area: Opa-locka city, Florida

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent
Total population	**14,951**	**100.0**
SEX AND AGE		
Male	6,897	46.1
Female	8,054	53.9
Under 5 years	1,403	9.4
5 to 9 years	1,530	10.2
10 to 14 years	1,354	9.1
15 to 19 years	1,472	9.8
20 to 24 years	1,254	8.4
25 to 34 years	1,967	13.2
35 to 44 years	2,043	13.7
45 to 54 years	1,632	10.9
55 to 59 years	548	3.7
60 to 64 years	473	3.2
65 to 74 years	753	5.0
75 to 84 years	417	2.8
85 years and over	105	0.7
Median age (years)	27.3	(X)
18 years and over	9,776	65.4
Male	4,257	28.5
Female	5,519	36.9
21 years and over	8,893	59.5
62 years and over	1,531	10.2
65 years and over	1,275	8.5
Male	552	3.7
Female	723	4.8
RACE		
One race	14,450	96.6
White	3,414	22.8
Black or African American	10,412	69.6
American Indian and Alaska Native	52	0.3
Asian	31	0.2
Asian Indian	10	0.1
Chinese	7	-
Filipino	1	-
Japanese	1	-
Korean	2	-
Vietnamese	2	-
Other Asian [1]	8	0.1
Native Hawaiian and Other Pacific Islander	3	-
Native Hawaiian	2	-
Guamanian or Chamorro	1	-
Samoan	-	-
Other Pacific Islander [2]	-	-
Some other race	538	3.6
Two or more races	501	3.4
Race alone or in combination with one or more other races: [3]		
White	3,664	24.5
Black or African American	10,705	71.6
American Indian and Alaska Native	99	0.7
Asian	71	0.5
Native Hawaiian and Other Pacific Islander	40	0.3
Some other race	907	6.1

Subject	Number	Percent
HISPANIC OR LATINO AND RACE		
Total population	**14,951**	**100.0**
Hispanic or Latino (of any race)	4,268	28.5
Mexican	152	1.0
Puerto Rican	707	4.7
Cuban	1,432	9.6
Other Hispanic or Latino	1,977	13.2
Not Hispanic or Latino	10,683	71.5
White alone	469	3.1
RELATIONSHIP		
Total population	**14,951**	**100.0**
In households	14,523	97.1
Householder	4,890	32.7
Spouse	1,391	9.3
Child	5,509	36.8
Own child under 18 years	4,028	26.9
Other relatives	1,777	11.9
Under 18 years	895	6.0
Nonrelatives	956	6.4
Unmarried partner	420	2.8
In group quarters	428	2.9
Institutionalized population	12	0.1
Noninstitutionalized population	416	2.8
HOUSEHOLD BY TYPE		
Total households	**4,890**	**100.0**
Family households (families)	3,438	70.3
With own children under 18 years	2,013	41.2
Married-couple family	1,391	28.4
With own children under 18 years	676	13.8
Female householder, no husband present	1,719	35.2
With own children under 18 years	1,186	24.3
Nonfamily households	1,452	29.7
Householder living alone	1,213	24.8
Householder 65 years and over	418	8.5
Households with individuals under 18 years	2,436	49.8
Households with individuals 65 years and over	1,049	21.5
Average household size	2.97	(X)
Average family size	3.52	(X)
HOUSING OCCUPANCY		
Total housing units	**5,407**	**100.0**
Occupied housing units	4,890	90.4
Vacant housing units	517	9.6
For seasonal, recreational, or occasional use	12	0.2
Homeowner vacancy rate (percent)	3.0	(X)
Rental vacancy rate (percent)	8.1	(X)
HOUSING TENURE		
Occupied housing units	**4,890**	**100.0**
Owner-occupied housing units	1,765	36.1
Renter-occupied housing units	3,125	63.9
Average household size of owner-occupied units	3.41	(X)
Average household size of renter-occupied units	2.72	(X)

- Represents zero or rounds to zero. (X) Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-2. Profile of Selected Social Characteristics: 2000

Geographic area: Opa-locka city, Florida

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
SCHOOL ENROLLMENT		
Population 3 years and over enrolled in school	**5,011**	**100.0**
Nursery school, preschool	372	7.4
Kindergarten	303	6.0
Elementary school (grades 1-8)	2,479	49.5
High school (grades 9-12)	1,270	25.3
College or graduate school	587	11.7
EDUCATIONAL ATTAINMENT		
Population 25 years and over	**8,138**	**100.0**
Less than 9th grade	1,406	17.3
9th to 12th grade, no diploma	2,471	30.4
High school graduate (includes equivalency)	2,417	29.7
Some college, no degree	1,080	13.3
Associate degree	326	4.0
Bachelor's degree	243	3.0
Graduate or professional degree	195	2.4
Percent high school graduate or higher	52.4	(X)
Percent bachelor's degree or higher	5.4	(X)
MARITAL STATUS		
Population 15 years and over	**10,898**	**100.0**
Never married	4,778	43.8
Now married, except separated	3,540	32.5
Separated	616	5.7
Widowed	523	4.8
Female	463	4.2
Divorced	1,441	13.2
Female	829	7.6
GRANDPARENTS AS CAREGIVERS		
Grandparent living in household with one or more own grandchildren under 18 years	**707**	**100.0**
Grandparent responsible for grandchildren	344	48.7
VETERAN STATUS		
Civilian population 18 years and over	**10,059**	**100.0**
Civilian veterans	598	5.9
DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION		
Population 5 to 20 years	**4,804**	**100.0**
With a disability	641	13.3
Population 21 to 64 years	**7,814**	**100.0**
With a disability	2,889	37.0
Percent employed	47.0	(X)
No disability	4,925	63.0
Percent employed	60.1	(X)
Population 65 years and over	**1,230**	**100.0**
With a disability	693	56.3
RESIDENCE IN 1995		
Population 5 years and over	**13,856**	**100.0**
Same house in 1995	7,994	57.7
Different house in the U.S. in 1995	5,320	38.4
Same county	4,686	33.8
Different county	634	4.6
Same state	339	2.4
Different state	295	2.1
Elsewhere in 1995	542	3.9

Subject	Number	Percent
NATIVITY AND PLACE OF BIRTH		
Total population	**15,245**	**100.0**
Native	11,649	76.4
Born in United States	11,267	73.9
State of residence	8,856	58.1
Different state	2,411	15.8
Born outside United States	382	2.5
Foreign born	3,596	23.6
Entered 1990 to March 2000	1,000	6.6
Naturalized citizen	1,841	12.1
Not a citizen	1,755	11.5
REGION OF BIRTH OF FOREIGN BORN		
Total (excluding born at sea)	**3,596**	**100.0**
Europe	49	1.4
Asia	105	2.9
Africa	-	-
Oceania	-	-
Latin America	3,436	95.6
Northern America	6	0.2
LANGUAGE SPOKEN AT HOME		
Population 5 years and over	**13,856**	**100.0**
English only	9,355	67.5
Language other than English	4,501	32.5
Speak English less than "very well"	2,527	18.2
Spanish	3,876	28.0
Speak English less than "very well"	2,167	15.6
Other Indo-European languages	527	3.8
Speak English less than "very well"	268	1.9
Asian and Pacific Island languages	79	0.6
Speak English less than "very well"	79	0.6
ANCESTRY (single or multiple)		
Total population	**15,245**	**100.0**
Total ancestries reported	*12,790*	*83.9*
Arab	15	0.1
Czech[1]	6	-
Danish	-	-
Dutch	8	0.1
English	154	1.0
French (except Basque)[1]	23	0.2
French Canadian[1]	-	-
German	93	0.6
Greek	-	-
Hungarian	-	-
Irish[1]	125	0.8
Italian	64	0.4
Lithuanian	-	-
Norwegian	20	0.1
Polish	5	-
Portuguese	-	-
Russian	-	-
Scotch-Irish	8	0.1
Scottish	-	-
Slovak	-	-
Subsaharan African	202	1.3
Swedish	-	-
Swiss	-	-
Ukrainian	-	-
United States or American	457	3.0
Welsh	-	-
West Indian (excluding Hispanic groups)	1,079	7.1
Other ancestries	10,531	69.1

-Represents zero or rounds to zero. (X) Not applicable.

[1]The data represent a combination of two ancestries shown separately in Summary File 3. Czech includes Czechoslovakian. French includes Alsatian. French Canadian includes Acadian/Cajun. Irish includes Celtic.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-3. Profile of Selected Economic Characteristics: 2000

Geographic area: Opa-locka city, Florida

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
EMPLOYMENT STATUS		
Population 16 years and over	**10,576**	**100.0**
In labor force	5,902	55.8
Civilian labor force	5,902	55.8
Employed	4,870	46.0
Unemployed	1,032	9.8
Percent of civilian labor force	17.5	(X)
Armed Forces	-	-
Not in labor force	4,674	44.2
Females 16 years and over	**6,007**	**100.0**
In labor force	3,330	55.4
Civilian labor force	3,330	55.4
Employed	2,619	43.6
Own children under 6 years	**1,559**	**100.0**
All parents in family in labor force	1,004	64.4
COMMUTING TO WORK		
Workers 16 years and over	**4,698**	**100.0**
Car, truck, or van - - drove alone	3,100	66.0
Car, truck, or van - - carpooled	867	18.5
Public transportation (including taxicab)	477	10.2
Walked	153	3.3
Other means	77	1.6
Worked at home	24	0.5
Mean travel time to work (minutes)[1]	29.3	(X)
Employed civilian population 16 years and over	**4,870**	**100.0**
OCCUPATION		
Management, professional, and related occupations	755	15.5
Service occupations	1,033	21.2
Sales and office occupations	1,461	30.0
Farming, fishing, and forestry occupations	127	2.6
Construction, extraction, and maintenance occupations	575	11.8
Production, transportation, and material moving occupations	919	18.9
INDUSTRY		
Agriculture, forestry, fishing and hunting, and mining	111	2.3
Construction	445	9.1
Manufacturing	385	7.9
Wholesale trade	368	7.6
Retail trade	649	13.3
Transportation and warehousing, and utilities	283	5.8
Information	48	1.0
Finance, insurance, real estate, and rental and leasing	201	4.1
Professional, scientific, management, administrative, and waste management services	378	7.8
Educational, health and social services	1,002	20.6
Arts, entertainment, recreation, accommodation and food services	530	10.9
Other services (except public administration)	252	5.2
Public administration	218	4.5
CLASS OF WORKER		
Private wage and salary workers	3,821	78.5
Government workers	856	17.6
Self-employed workers in own not incorporated business	193	4.0
Unpaid family workers	-	-

Subject	Number	Percent
INCOME IN 1999		
Households	**4,929**	**100.0**
Less than $10,000	1,421	28.8
$10,000 to $14,999	652	13.2
$15,000 to $24,999	911	18.5
$25,000 to $34,999	610	12.4
$35,000 to $49,999	519	10.5
$50,000 to $74,999	479	9.7
$75,000 to $99,999	225	4.6
$100,000 to $149,999	78	1.6
$150,000 to $199,999	8	0.2
$200,000 or more	26	0.5
Median household income (dollars)	19,631	(X)
With earnings	3,614	73.3
Mean earnings (dollars)[1]	30,663	(X)
With Social Security income	945	19.2
Mean Social Security income (dollars)[1]	7,758	(X)
With Supplemental Security Income	489	9.9
Mean Supplemental Security Income (dollars)[1]	6,937	(X)
With public assistance income	448	9.1
Mean public assistance income (dollars)[1]	2,509	(X)
With retirement income	496	10.1
Mean retirement income (dollars)[1]	14,637	(X)
Families	**3,546**	**100.0**
Less than $10,000	780	22.0
$10,000 to $14,999	472	13.3
$15,000 to $24,999	708	20.0
$25,000 to $34,999	475	13.4
$35,000 to $49,999	436	12.3
$50,000 to $74,999	391	11.0
$75,000 to $99,999	203	5.7
$100,000 to $149,999	55	1.6
$150,000 to $199,999	-	-
$200,000 or more	26	0.7
Median family income (dollars)	22,742	(X)
Per capita income (dollars)[1]	9,538	(X)
Median earnings (dollars):		
Male full-time, year-round workers	22,347	(X)
Female full-time, year-round workers	19,270	(X)

Subject	Number below poverty level	Percent below poverty level
POVERTY STATUS IN 1999		
Families	**1,116**	**31.5**
With related children under 18 years	982	38.1
With related children under 5 years	532	46.3
Families with female householder, no husband present	**843**	**45.1**
With related children under 18 years	793	49.3
With related children under 5 years	446	59.2
Individuals	**5,258**	**35.2**
18 years and over	3,109	31.5
65 years and over	502	40.8
Related children under 18 years	2,136	42.3
Related children 5 to 17 years	1,499	40.8
Unrelated individuals 15 years and over	1,238	51.8

-Represents zero or rounds to zero. (X) Not applicable.

[1]If the denominator of a mean value or per capita value is less than 30, then that value is calculated using a rounded aggregate in the numerator. See text.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-4. Profile of Selected Housing Characteristics: 2000

Geographic area: Opa-locka city, Florida

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
Total housing units	**5,511**	**100.0**
UNITS IN STRUCTURE		
1-unit, detached	2,315	42.0
1-unit, attached	118	2.1
2 units	178	3.2
3 or 4 units	590	10.7
5 to 9 units	345	6.3
10 to 19 units	432	7.8
20 or more units	1,509	27.4
Mobile home	13	0.2
Boat, RV, van, etc	11	0.2
YEAR STRUCTURE BUILT		
1999 to March 2000	9	0.2
1995 to 1998	125	2.3
1990 to 1994	146	2.6
1980 to 1989	651	11.8
1970 to 1979	1,031	18.7
1960 to 1969	1,495	27.1
1940 to 1959	1,777	32.2
1939 or earlier	277	5.0
ROOMS		
1 room	539	9.8
2 rooms	1,098	19.9
3 rooms	1,235	22.4
4 rooms	1,162	21.1
5 rooms	778	14.1
6 rooms	471	8.5
7 rooms	119	2.2
8 rooms	71	1.3
9 or more rooms	38	0.7
Median (rooms)	3.4	(X)
Occupied housing units	**4,950**	**100.0**
YEAR HOUSEHOLDER MOVED INTO UNIT		
1999 to March 2000	954	19.3
1995 to 1998	1,791	36.2
1990 to 1994	763	15.4
1980 to 1989	782	15.8
1970 to 1979	350	7.1
1969 or earlier	310	6.3
VEHICLES AVAILABLE		
None	1,489	30.1
1	2,083	42.1
2	1,013	20.5
3 or more	365	7.4
HOUSE HEATING FUEL		
Utility gas	399	8.1
Bottled, tank, or LP gas	80	1.6
Electricity	4,115	83.1
Fuel oil, kerosene, etc	12	0.2
Coal or coke	-	-
Wood	7	0.1
Solar energy	-	-
Other fuel	25	0.5
No fuel used	312	6.3
SELECTED CHARACTERISTICS		
Lacking complete plumbing facilities	42	0.8
Lacking complete kitchen facilities	44	0.9
No telephone service	272	5.5

Subject	Number	Percent
OCCUPANTS PER ROOM		
Occupied housing units	**4,950**	**100.0**
1.00 or less	3,530	71.3
1.01 to 1.50	756	15.3
1.51 or more	664	13.4
Specified owner-occupied units	**1,648**	**100.0**
VALUE		
Less than $50,000	288	17.5
$50,000 to $99,999	1,231	74.7
$100,000 to $149,999	117	7.1
$150,000 to $199,999	12	0.7
$200,000 to $299,999	-	-
$300,000 to $499,999	-	-
$500,000 to $999,999	-	-
$1,000,000 or more	-	-
Median (dollars)	69,700	(X)
MORTGAGE STATUS AND SELECTED MONTHLY OWNER COSTS		
With a mortgage	1,313	79.7
Less than $300	7	0.4
$300 to $499	145	8.8
$500 to $699	379	23.0
$700 to $999	489	29.7
$1,000 to $1,499	271	16.4
$1,500 to $1,999	22	1.3
$2,000 or more	-	-
Median (dollars)	760	(X)
Not mortgaged	335	20.3
Median (dollars)	243	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15.0 percent	516	31.3
15.0 to 19.9 percent	301	18.3
20.0 to 24.9 percent	138	8.4
25.0 to 29.9 percent	105	6.4
30.0 to 34.9 percent	136	8.3
35.0 percent or more	425	25.8
Not computed	27	1.6
Specified renter-occupied units	**3,119**	**100.0**
GROSS RENT		
Less than $200	585	18.8
$200 to $299	241	7.7
$300 to $499	974	31.2
$500 to $749	996	31.9
$750 to $999	135	4.3
$1,000 to $1,499	36	1.2
$1,500 or more	-	-
No cash rent	152	4.9
Median (dollars)	455	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15.0 percent	444	14.2
15.0 to 19.9 percent	281	9.0
20.0 to 24.9 percent	291	9.3
25.0 to 29.9 percent	367	11.8
30.0 to 34.9 percent	285	9.1
35.0 percent or more	1,046	33.5
Not computed	405	13.0

-Represents zero or rounds to zero. (X) Not applicable.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic area: Miami-Dade County, Florida

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent
Total population	**2,253,362**	**100.0**
SEX AND AGE		
Male	1,088,895	48.3
Female	1,164,467	51.7
Under 5 years	145,752	6.5
5 to 9 years	157,871	7.0
10 to 14 years	160,754	7.1
15 to 19 years	154,989	6.9
20 to 24 years	144,721	6.4
25 to 34 years	337,433	15.0
35 to 44 years	361,966	16.1
45 to 54 years	282,766	12.5
55 to 59 years	109,141	4.8
60 to 64 years	97,417	4.3
65 to 74 years	162,257	7.2
75 to 84 years	99,827	4.4
85 years and over	38,468	1.7
Median age (years)	35.6	(X)
18 years and over	1,694,149	75.2
Male	803,323	35.6
Female	890,826	39.5
21 years and over	1,604,572	71.2
62 years and over	357,176	15.9
65 years and over	300,552	13.3
Male	123,036	5.5
Female	177,516	7.9
RACE		
One race	2,167,940	96.2
White	1,570,558	69.7
Black or African American	457,214	20.3
American Indian and Alaska Native	4,365	0.2
Asian	31,753	1.4
Asian Indian	9,250	0.4
Chinese	9,869	0.4
Filipino	4,563	0.2
Japanese	1,544	0.1
Korean	1,333	0.1
Vietnamese	1,383	0.1
Other Asian [1]	3,811	0.2
Native Hawaiian and Other Pacific Islander	799	-
Native Hawaiian	135	-
Guamanian or Chamorro	169	-
Samoan	99	-
Other Pacific Islander [2]	396	-
Some other race	103,251	4.6
Two or more races	85,422	3.8
Race alone or in combination with one or more other races: [3]		
White	1,630,025	72.3
Black or African American	487,015	21.6
American Indian and Alaska Native	9,535	0.4
Asian	40,827	1.8
Native Hawaiian and Other Pacific Islander	3,467	0.2
Some other race	170,917	7.6

Subject	Number	Percent
HISPANIC OR LATINO AND RACE		
Total population	**2,253,362**	**100.0**
Hispanic or Latino (of any race)	1,291,737	57.3
Mexican	38,095	1.7
Puerto Rican	80,327	3.6
Cuban	650,601	28.9
Other Hispanic or Latino	522,714	23.2
Not Hispanic or Latino	961,625	42.7
White alone	465,772	20.7
RELATIONSHIP		
Total population	**2,253,362**	**100.0**
In households	2,207,391	98.0
Householder	776,774	34.5
Spouse	370,898	16.5
Child	676,380	30.0
Own child under 18 years	472,135	21.0
Other relatives	243,522	10.8
Under 18 years	73,588	3.3
Nonrelatives	139,817	6.2
Unmarried partner	44,740	2.0
In group quarters	45,971	2.0
Institutionalized population	29,577	1.3
Noninstitutionalized population	16,394	0.7
HOUSEHOLD BY TYPE		
Total households	**776,774**	**100.0**
Family households (families)	548,493	70.6
With own children under 18 years	262,752	33.8
Married-couple family	370,898	47.7
With own children under 18 years	175,547	22.6
Female householder, no husband present	133,671	17.2
With own children under 18 years	70,316	9.1
Nonfamily households	228,281	29.4
Householder living alone	180,980	23.3
Householder 65 years and over	66,657	8.6
Households with individuals under 18 years	302,697	39.0
Households with individuals 65 years and over	216,243	27.8
Average household size	2.84	(X)
Average family size	3.35	(X)
HOUSING OCCUPANCY		
Total housing units	**852,278**	**100.0**
Occupied housing units	776,774	91.1
Vacant housing units	75,504	8.9
For seasonal, recreational, or occasional use	29,587	3.5
Homeowner vacancy rate (percent)	2.1	(X)
Rental vacancy rate (percent)	5.7	(X)
HOUSING TENURE		
Occupied housing units	**776,774**	**100.0**
Owner-occupied housing units	449,325	57.8
Renter-occupied housing units	327,449	42.2
Average household size of owner-occupied units	3.00	(X)
Average household size of renter-occupied units	2.63	(X)

- Represents zero or rounds to zero. (X) Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-2. Profile of Selected Social Characteristics: 2000

Geographic area: Miami-Dade County, Florida

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
SCHOOL ENROLLMENT		
Population 3 years and over enrolled in school	**643,727**	**100.0**
Nursery school, preschool	39,440	6.1
Kindergarten	34,034	5.3
Elementary school (grades 1-8)	261,919	40.7
High school (grades 9-12)	147,899	23.0
College or graduate school	160,435	24.9
EDUCATIONAL ATTAINMENT		
Population 25 years and over	**1,491,789**	**100.0**
Less than 9th grade	219,066	14.7
9th to 12th grade, no diploma	260,287	17.4
High school graduate (includes equivalency)	332,997	22.3
Some college, no degree	262,157	17.6
Associate degree	93,883	6.3
Bachelor's degree	183,978	12.3
Graduate or professional degree	139,421	9.3
Percent high school graduate or higher	67.9	(X)
Percent bachelor's degree or higher	21.7	(X)
MARITAL STATUS		
Population 15 years and over	**1,789,515**	**100.0**
Never married	513,796	28.7
Now married, except separated	880,820	49.2
Separated	64,408	3.6
Widowed	124,103	6.9
Female	102,796	5.7
Divorced	206,388	11.5
Female	124,839	7.0
GRANDPARENTS AS CAREGIVERS		
Grandparent living in household with one or more own grandchildren under 18 years	**82,318**	**100.0**
Grandparent responsible for grandchildren	27,002	32.8
VETERAN STATUS		
Civilian population 18 years and over	**1,694,458**	**100.0**
Civilian veterans	91,555	5.4
DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION		
Population 5 to 20 years	**500,532**	**100.0**
With a disability	41,535	8.3
Population 21 to 64 years	**1,286,009**	**100.0**
With a disability	300,048	23.3
Percent employed	53.7	(X)
No disability	985,961	76.7
Percent employed	67.9	(X)
Population 65 years and over	**291,165**	**100.0**
With a disability	132,409	45.5
RESIDENCE IN 1995		
Population 5 years and over	**2,108,512**	**100.0**
Same house in 1995	1,059,057	50.2
Different house in the U.S. in 1995	842,766	40.0
Same county	693,888	32.9
Different county	148,878	7.1
Same state	45,963	2.2
Different state	102,915	4.9
Elsewhere in 1995	206,689	9.8

Subject	Number	Percent
NATIVITY AND PLACE OF BIRTH		
Total population	**2,253,362**	**100.0**
Native	1,105,597	49.1
Born in United States	1,036,463	46.0
State of residence	666,190	29.6
Different state	370,273	16.4
Born outside United States	69,134	3.1
Foreign born	1,147,765	50.9
Entered 1990 to March 2000	416,059	18.5
Naturalized citizen	535,080	23.7
Not a citizen	612,685	27.2
REGION OF BIRTH OF FOREIGN BORN		
Total (excluding born at sea)	**1,147,756**	**100.0**
Europe	44,067	3.8
Asia	28,638	2.5
Africa	4,851	0.4
Oceania	373	-
Latin America	1,064,436	92.7
Northern America	5,391	0.5
LANGUAGE SPOKEN AT HOME		
Population 5 years and over	**2,108,512**	**100.0**
English only	676,347	32.1
Language other than English	1,432,165	67.9
Speak English less than "very well"	731,814	34.7
Spanish	1,248,616	59.2
Speak English less than "very well"	658,721	31.2
Other Indo-European languages	155,369	7.4
Speak English less than "very well"	62,059	2.9
Asian and Pacific Island languages	16,395	0.8
Speak English less than "very well"	7,789	0.4
ANCESTRY (single or multiple)		
Total population	**2,253,362**	**100.0**
Total ancestries reported	*2,182,595*	*96.9*
Arab	14,670	0.7
Czech[1]	3,163	0.1
Danish	1,758	0.1
Dutch	6,901	0.3
English	44,587	2.0
French (except Basque)[1]	21,715	1.0
French Canadian[1]	3,358	0.1
German	57,478	2.6
Greek	4,835	0.2
Hungarian	6,451	0.3
Irish[1]	51,094	2.3
Italian	52,545	2.3
Lithuanian	2,390	0.1
Norwegian	3,960	0.2
Polish	22,028	1.0
Portuguese	5,055	0.2
Russian	25,811	1.1
Scotch-Irish	6,950	0.3
Scottish	9,604	0.4
Slovak	690	-
Subsaharan African	14,001	0.6
Swedish	5,421	0.2
Swiss	1,908	0.1
Ukrainian	2,864	0.1
United States or American	89,239	4.0
Welsh	2,850	0.1
West Indian (excluding Hispanic groups)	160,282	7.1
Other ancestries	1,560,987	69.3

-Represents zero or rounds to zero. (X) Not applicable.

[1]The data represent a combination of two ancestries shown separately in Summary File 3. Czech includes Czechoslovakian. French includes Alsatian. French Canadian includes Acadian/Cajun. Irish includes Celtic.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-3. Profile of Selected Economic Characteristics: 2000

Geographic area: Miami-Dade County, Florida

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
EMPLOYMENT STATUS		
Population 16 years and over	**1,758,374**	**100.0**
In labor force	1,010,965	57.5
Civilian labor force	1,009,456	57.4
Employed	921,208	52.4
Unemployed	88,248	5.0
Percent of civilian labor force	8.7	(X)
Armed Forces	1,509	0.1
Not in labor force	747,409	42.5
Females 16 years and over	**924,054**	**100.0**
In labor force	475,642	51.5
Civilian labor force	475,355	51.4
Employed	427,684	46.3
Own children under 6 years	**162,439**	**100.0**
All parents in family in labor force	92,725	57.1
COMMUTING TO WORK		
Workers 16 years and over	**899,323**	**100.0**
Car, truck, or van - - drove alone	663,902	73.8
Car, truck, or van - - carpooled	131,302	14.6
Public transportation (including taxicab)	47,087	5.2
Walked	19,367	2.2
Other means	13,516	1.5
Worked at home	24,149	2.7
Mean travel time to work (minutes)[1]	30.1	(X)
Employed civilian population 16 years and over	**921,208**	**100.0**
OCCUPATION		
Management, professional, and related occupations	277,979	30.2
Service occupations	155,842	16.9
Sales and office occupations	285,279	31.0
Farming, fishing, and forestry occupations	5,427	0.6
Construction, extraction, and maintenance occupations	87,382	9.5
Production, transportation, and material moving occupations	109,299	11.9
INDUSTRY		
Agriculture, forestry, fishing and hunting, and mining	6,635	0.7
Construction	63,135	6.9
Manufacturing	65,041	7.1
Wholesale trade	55,398	6.0
Retail trade	113,333	12.3
Transportation and warehousing, and utilities	69,072	7.5
Information	28,890	3.1
Finance, insurance, real estate, and rental and leasing	73,893	8.0
Professional, scientific, management, administrative, and waste management services	106,641	11.6
Educational, health and social services	165,357	18.0
Arts, entertainment, recreation, accommodation and food services	84,129	9.1
Other services (except public administration)	51,737	5.6
Public administration	37,947	4.1
CLASS OF WORKER		
Private wage and salary workers	747,334	81.1
Government workers	117,126	12.7
Self-employed workers in own not incorporated business	53,971	5.9
Unpaid family workers	2,777	0.3

Subject	Number	Percent
INCOME IN 1999		
Households	**777,378**	**100.0**
Less than $10,000	107,901	13.9
$10,000 to $14,999	58,409	7.5
$15,000 to $24,999	111,649	14.4
$25,000 to $34,999	100,833	13.0
$35,000 to $49,999	121,780	15.7
$50,000 to $74,999	129,533	16.7
$75,000 to $99,999	63,132	8.1
$100,000 to $149,999	48,253	6.2
$150,000 to $199,999	15,222	2.0
$200,000 or more	20,666	2.7
Median household income (dollars)	35,966	(X)
With earnings	628,333	80.8
Mean earnings (dollars)[1]	53,580	(X)
With Social Security income	195,771	25.2
Mean Social Security income (dollars)[1]	9,935	(X)
With Supplemental Security Income	53,874	6.9
Mean Supplemental Security Income (dollars)[1]	5,743	(X)
With public assistance income	46,698	6.0
Mean public assistance income (dollars)[1]	2,448	(X)
With retirement income	85,976	11.1
Mean retirement income (dollars)[1]	14,638	(X)
Families	**552,484**	**100.0**
Less than $10,000	50,303	9.1
$10,000 to $14,999	37,093	6.7
$15,000 to $24,999	79,544	14.4
$25,000 to $34,999	73,953	13.4
$35,000 to $49,999	91,092	16.5
$50,000 to $74,999	101,325	18.3
$75,000 to $99,999	50,597	9.2
$100,000 to $149,999	39,265	7.1
$150,000 to $199,999	12,503	2.3
$200,000 or more	16,809	3.0
Median family income (dollars)	40,260	(X)
Per capita income (dollars)[1]	18,497	(X)
Median earnings (dollars):		
Male full-time, year-round workers	30,120	(X)
Female full-time, year-round workers	24,686	(X)

Subject	Number below poverty level	Percent below poverty level
POVERTY STATUS IN 1999		
Families	**80,108**	**14.5**
With related children under 18 years	58,648	19.3
With related children under 5 years	25,778	21.7
Families with female householder, no husband present	**37,619**	**28.9**
With related children under 18 years	31,621	37.3
With related children under 5 years	13,503	46.7
Individuals	**396,995**	**18.0**
18 years and over	269,560	16.2
65 years and over	55,020	18.9
Related children under 18 years	124,710	22.9
Related children 5 to 17 years	91,715	22.7
Unrelated individuals 15 years and over	113,735	32.2

-Represents zero or rounds to zero. (X) Not applicable.

[1]If the denominator of a mean value or per capita value is less than 30, then that value is calculated using a rounded aggregate in the numerator. See text.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-4. Profile of Selected Housing Characteristics: 2000

Geographic area: Miami-Dade County, Florida

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
Total housing units	**852,278**	**100.0**
UNITS IN STRUCTURE		
1-unit, detached	363,849	42.7
1-unit, attached	84,720	9.9
2 units	21,913	2.6
3 or 4 units	33,382	3.9
5 to 9 units	43,328	5.1
10 to 19 units	54,749	6.4
20 or more units	234,178	27.5
Mobile home	15,338	1.8
Boat, RV, van, etc	821	0.1
YEAR STRUCTURE BUILT		
1999 to March 2000	14,019	1.6
1995 to 1998	50,523	5.9
1990 to 1994	64,968	7.6
1980 to 1989	155,186	18.2
1970 to 1979	191,906	22.5
1960 to 1969	142,827	16.8
1940 to 1959	197,418	23.2
1939 or earlier	35,431	4.2
ROOMS		
1 room	74,479	8.7
2 rooms	128,320	15.1
3 rooms	169,699	19.9
4 rooms	127,147	14.9
5 rooms	120,431	14.1
6 rooms	99,551	11.7
7 rooms	67,609	7.9
8 rooms	38,905	4.6
9 or more rooms	26,137	3.1
Median (rooms)	3.9	(X)
Occupied housing units	**776,774**	**100.0**
YEAR HOUSEHOLDER MOVED INTO UNIT		
1999 to March 2000	176,692	22.7
1995 to 1998	245,842	31.6
1990 to 1994	130,651	16.8
1980 to 1989	119,999	15.4
1970 to 1979	66,312	8.5
1969 or earlier	37,278	4.8
VEHICLES AVAILABLE		
None	111,323	14.3
1	301,500	38.8
2	263,256	33.9
3 or more	100,695	13.0
HOUSE HEATING FUEL		
Utility gas	33,686	4.3
Bottled, tank, or LP gas	12,094	1.6
Electricity	688,621	88.7
Fuel oil, kerosene, etc	1,459	0.2
Coal or coke	29	-
Wood	323	-
Solar energy	889	0.1
Other fuel	362	-
No fuel used	39,311	5.1
SELECTED CHARACTERISTICS		
Lacking complete plumbing facilities	7,948	1.0
Lacking complete kitchen facilities	8,095	1.0
No telephone service	17,887	2.3

Subject	Number	Percent
OCCUPANTS PER ROOM		
Occupied housing units	**776,774**	**100.0**
1.00 or less	621,258	80.0
1.01 to 1.50	67,889	8.7
1.51 or more	87,627	11.3
Specified owner-occupied units	**335,815**	**100.0**
VALUE		
Less than $50,000	8,856	2.6
$50,000 to $99,999	105,435	31.4
$100,000 to $149,999	109,962	32.7
$150,000 to $199,999	53,514	15.9
$200,000 to $299,999	30,475	9.1
$300,000 to $499,999	16,884	5.0
$500,000 to $999,999	8,128	2.4
$1,000,000 or more	2,561	0.8
Median (dollars)	124,000	(X)
MORTGAGE STATUS AND SELECTED MONTHLY OWNER COSTS		
With a mortgage	258,002	76.8
Less than $300	421	0.1
$300 to $499	5,471	1.6
$500 to $699	18,269	5.4
$700 to $999	58,953	17.6
$1,000 to $1,499	97,592	29.1
$1,500 to $1,999	43,669	13.0
$2,000 or more	33,627	10.0
Median (dollars)	1,206	(X)
Not mortgaged	77,813	23.2
Median (dollars)	428	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15.0 percent	82,771	24.6
15.0 to 19.9 percent	48,237	14.4
20.0 to 24.9 percent	45,158	13.4
25.0 to 29.9 percent	35,552	10.6
30.0 to 34.9 percent	26,011	7.7
35.0 percent or more	94,365	28.1
Not computed	3,721	1.1
Specified renter-occupied units	**326,833**	**100.0**
GROSS RENT		
Less than $200	19,076	5.8
$200 to $299	11,302	3.5
$300 to $499	53,881	16.5
$500 to $749	125,095	38.3
$750 to $999	69,880	21.4
$1,000 to $1,499	30,560	9.4
$1,500 or more	7,896	2.4
No cash rent	9,143	2.8
Median (dollars)	647	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15.0 percent	39,402	12.1
15.0 to 19.9 percent	36,384	11.1
20.0 to 24.9 percent	38,300	11.7
25.0 to 29.9 percent	35,117	10.7
30.0 to 34.9 percent	26,566	8.1
35.0 percent or more	127,500	39.0
Not computed	23,564	7.2

-Represents zero or rounds to zero. (X) Not applicable.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic area: Florida

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent
Total population	**15,982,378**	**100.0**
SEX AND AGE		
Male	7,797,715	48.8
Female	8,184,663	51.2
Under 5 years	945,823	5.9
5 to 9 years	1,031,718	6.5
10 to 14 years	1,057,024	6.6
15 to 19 years	1,014,067	6.3
20 to 24 years	928,310	5.8
25 to 34 years	2,084,100	13.0
35 to 44 years	2,485,247	15.5
45 to 54 years	2,069,479	12.9
55 to 59 years	821,517	5.1
60 to 64 years	737,496	4.6
65 to 74 years	1,452,176	9.1
75 to 84 years	1,024,134	6.4
85 years and over	331,287	2.1
Median age (years)	38.7	(X)
18 years and over	12,336,038	77.2
Male	5,926,729	37.1
Female	6,409,309	40.1
21 years and over	11,736,378	73.4
62 years and over	3,245,806	20.3
65 years and over	2,807,597	17.6
Male	1,216,647	7.6
Female	1,590,950	10.0
RACE		
One race	15,606,063	97.6
White	12,465,029	78.0
Black or African American	2,335,505	14.6
American Indian and Alaska Native	53,541	0.3
Asian	266,256	1.7
Asian Indian	70,740	0.4
Chinese	46,368	0.3
Filipino	54,310	0.3
Japanese	10,897	0.1
Korean	19,139	0.1
Vietnamese	33,190	0.2
Other Asian [1]	31,612	0.2
Native Hawaiian and Other Pacific Islander	8,625	0.1
Native Hawaiian	2,131	-
Guamanian or Chamorro	2,319	-
Samoan	1,232	-
Other Pacific Islander [2]	2,943	-
Some other race	477,107	3.0
Two or more races	376,315	2.4
Race alone or in combination with one or more other races: [3]		
White	12,734,292	79.7
Black or African American	2,471,730	15.5
American Indian and Alaska Native	117,880	0.7
Asian	333,013	2.1
Native Hawaiian and Other Pacific Islander	23,998	0.2
Some other race	697,074	4.4

Subject	Number	Percent
HISPANIC OR LATINO AND RACE		
Total population	**15,982,378**	**100.0**
Hispanic or Latino (of any race)	2,682,715	16.8
Mexican	363,925	2.3
Puerto Rican	482,027	3.0
Cuban	833,120	5.2
Other Hispanic or Latino	1,003,643	6.3
Not Hispanic or Latino	13,299,663	83.2
White alone	10,458,509	65.4
RELATIONSHIP		
Total population	**15,982,378**	**100.0**
In households	15,593,433	97.6
Householder	6,337,929	39.7
Spouse	3,192,266	20.0
Child	4,171,924	26.1
Own child under 18 years	3,200,461	20.0
Other relatives	954,061	6.0
Under 18 years	345,104	2.2
Nonrelatives	937,253	5.9
Unmarried partner	369,622	2.3
In group quarters	388,945	2.4
Institutionalized population	248,350	1.6
Noninstitutionalized population	140,595	0.9
HOUSEHOLD BY TYPE		
Total households	**6,337,929**	**100.0**
Family households (families)	4,210,760	66.4
With own children under 18 years	1,779,586	28.1
Married-couple family	3,192,266	50.4
With own children under 18 years	1,215,197	19.2
Female householder, no husband present	759,000	12.0
With own children under 18 years	437,680	6.9
Nonfamily households	2,127,169	33.6
Householder living alone	1,687,303	26.6
Householder 65 years and over	710,025	11.2
Households with individuals under 18 years	1,986,554	31.3
Households with individuals 65 years and over	1,943,478	30.7
Average household size	2.46	(X)
Average family size	2.98	(X)
HOUSING OCCUPANCY		
Total housing units	**7,302,947**	**100.0**
Occupied housing units	6,337,929	86.8
Vacant housing units	965,018	13.2
For seasonal, recreational, or occasional use	482,944	6.6
Homeowner vacancy rate (percent)	2.2	(X)
Rental vacancy rate (percent)	9.3	(X)
HOUSING TENURE		
Occupied housing units	**6,337,929**	**100.0**
Owner-occupied housing units	4,441,799	70.1
Renter-occupied housing units	1,896,130	29.9
Average household size of owner-occupied units	2.49	(X)
Average household size of renter-occupied units	2.39	(X)

- Represents zero or rounds to zero. (X) Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-2. Profile of Selected Social Characteristics: 2000

Geographic area: Florida

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
SCHOOL ENROLLMENT		
Population 3 years and over enrolled in school	**3,933,279**	**100.0**
Nursery school, preschool	271,313	6.9
Kindergarten	212,744	5.4
Elementary school (grades 1-8)	1,716,991	43.7
High school (grades 9-12)	845,406	21.5
College or graduate school	886,825	22.5
EDUCATIONAL ATTAINMENT		
Population 25 years and over	**11,024,645**	**100.0**
Less than 9th grade	739,222	6.7
9th to 12th grade, no diploma	1,480,726	13.4
High school graduate (includes equivalency)	3,165,748	28.7
Some college, no degree	2,403,135	21.8
Associate degree	773,486	7.0
Bachelor's degree	1,573,121	14.3
Graduate or professional degree	889,207	8.1
Percent high school graduate or higher	79.9	(X)
Percent bachelor's degree or higher	22.3	(X)
MARITAL STATUS		
Population 15 years and over	**12,946,990**	**100.0**
Never married	3,076,457	23.8
Now married, except separated	7,032,798	54.3
Separated	309,160	2.4
Widowed	1,026,014	7.9
Female	826,317	6.4
Divorced	1,502,561	11.6
Female	851,134	6.6
GRANDPARENTS AS CAREGIVERS		
Grandparent living in household with one or more own grandchildren under 18 years	**345,949**	**100.0**
Grandparent responsible for grandchildren	147,893	42.7
VETERAN STATUS		
Civilian population 18 years and over	**12,283,486**	**100.0**
Civilian veterans	1,875,597	15.3
DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION		
Population 5 to 20 years	**3,264,015**	**100.0**
With a disability	284,514	8.7
Population 21 to 64 years	**8,746,066**	**100.0**
With a disability	1,914,507	21.9
Percent employed	58.3	(X)
No disability	6,831,559	78.1
Percent employed	74.9	(X)
Population 65 years and over	**2,720,127**	**100.0**
With a disability	1,075,545	39.5
RESIDENCE IN 1995		
Population 5 years and over	**15,043,603**	**100.0**
Same house in 1995	7,352,091	48.9
Different house in the U.S. in 1995	7,038,906	46.8
Same county	3,866,184	25.7
Different county	3,172,722	21.1
Same state	1,311,950	8.7
Different state	1,860,772	12.4
Elsewhere in 1995	652,606	4.3

Subject	Number	Percent
NATIVITY AND PLACE OF BIRTH		
Total population	**15,982,378**	**100.0**
Native	13,311,550	83.3
Born in United States	12,890,489	80.7
State of residence	5,231,906	32.7
Different state	7,658,583	47.9
Born outside United States	421,061	2.6
Foreign born	2,670,828	16.7
Entered 1990 to March 2000	1,030,449	6.4
Naturalized citizen	1,207,502	7.6
Not a citizen	1,463,326	9.2
REGION OF BIRTH OF FOREIGN BORN		
Total (excluding born at sea)	**2,670,794**	**100.0**
Europe	355,427	13.3
Asia	231,976	8.7
Africa	34,495	1.3
Oceania	4,957	0.2
Latin America	1,943,781	72.8
Northern America	100,158	3.8
LANGUAGE SPOKEN AT HOME		
Population 5 years and over	**15,043,603**	**100.0**
English only	11,569,739	76.9
Language other than English	3,473,864	23.1
Speak English less than "very well"	1,554,865	10.3
Spanish	2,476,528	16.5
Speak English less than "very well"	1,187,335	7.9
Other Indo-European languages	755,214	5.0
Speak English less than "very well"	268,263	1.8
Asian and Pacific Island languages	164,516	1.1
Speak English less than "very well"	75,990	0.5
ANCESTRY (single or multiple)		
Total population	**15,982,378**	**100.0**
Total ancestries reported	*16,235,413*	*101.6*
Arab	78,254	0.5
Czech[1]	67,135	0.4
Danish	44,366	0.3
Dutch	216,038	1.4
English	1,468,576	9.2
French (except Basque)[1]	445,081	2.8
French Canadian[1]	134,514	0.8
German	1,887,557	11.8
Greek	76,908	0.5
Hungarian	96,885	0.6
Irish[1]	1,648,296	10.3
Italian	1,003,977	6.3
Lithuanian	38,724	0.2
Norwegian	114,687	0.7
Polish	429,691	2.7
Portuguese	48,974	0.3
Russian	201,559	1.3
Scotch-Irish	246,580	1.5
Scottish	294,293	1.8
Slovak	29,714	0.2
Subsaharan African	90,155	0.6
Swedish	155,010	1.0
Swiss	35,875	0.2
Ukrainian	42,754	0.3
United States or American	1,278,586	8.0
Welsh	91,683	0.6
West Indian (excluding Hispanic groups)	491,783	3.1
Other ancestries	5,477,758	34.3

-Represents zero or rounds to zero. (X) Not applicable.

[1]The data represent a combination of two ancestries shown separately in Summary File 3. Czech includes Czechoslovakian. French includes Alsatian. French Canadian includes Acadian/Cajun. Irish includes Celtic.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-3. Profile of Selected Economic Characteristics: 2000

Geographic area: Florida

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
EMPLOYMENT STATUS		
Population 16 years and over	**12,744,825**	**100.0**
In labor force	7,471,977	58.6
Civilian labor force	7,407,458	58.1
Employed	6,995,047	54.9
Unemployed	412,411	3.2
Percent of civilian labor force	5.6	(X)
Armed Forces	64,519	0.5
Not in labor force	5,272,848	41.4
Females 16 years and over	**6,615,066**	**100.0**
In labor force	3,491,052	52.8
Civilian labor force	3,482,224	52.6
Employed	3,275,775	49.5
Own children under 6 years	**1,069,643**	**100.0**
All parents in family in labor force	645,389	60.3
COMMUTING TO WORK		
Workers 16 years and over	**6,910,168**	**100.0**
Car, truck, or van - - drove alone	5,445,527	78.8
Car, truck, or van - - carpooled	893,766	12.9
Public transportation (including taxicab)	129,075	1.9
Walked	118,386	1.7
Other means	116,325	1.7
Worked at home	207,089	3.0
Mean travel time to work (minutes)[1]	26.2	(X)
Employed civilian population 16 years and over	**6,995,047**	**100.0**
OCCUPATION		
Management, professional, and related occupations	2,206,193	31.5
Service occupations	1,183,660	16.9
Sales and office occupations	2,066,191	29.5
Farming, fishing, and forestry occupations	63,572	0.9
Construction, extraction, and maintenance occupations	717,333	10.3
Production, transportation, and material moving occupations	758,098	10.8
INDUSTRY		
Agriculture, forestry, fishing and hunting, and mining	92,463	1.3
Construction	562,111	8.0
Manufacturing	507,870	7.3
Wholesale trade	278,360	4.0
Retail trade	943,449	13.5
Transportation and warehousing, and utilities	374,179	5.3
Information	215,787	3.1
Finance, insurance, real estate, and rental and leasing	563,552	8.1
Professional, scientific, management, administrative, and waste management services	739,516	10.6
Educational, health and social services	1,264,965	18.1
Arts, entertainment, recreation, accommodation and food services	732,460	10.5
Other services (except public administration)	359,425	5.1
Public administration	360,910	5.2
CLASS OF WORKER		
Private wage and salary workers	5,579,314	79.8
Government workers	960,611	13.7
Self-employed workers in own not incorporated business	435,619	6.2
Unpaid family workers	19,503	0.3

Subject	Number	Percent
INCOME IN 1999		
Households	**6,341,121**	**100.0**
Less than $10,000	606,995	9.6
$10,000 to $14,999	427,050	6.7
$15,000 to $24,999	918,455	14.5
$25,000 to $34,999	901,454	14.2
$35,000 to $49,999	1,103,554	17.4
$50,000 to $74,999	1,170,569	18.5
$75,000 to $99,999	552,379	8.7
$100,000 to $149,999	398,860	6.3
$150,000 to $199,999	114,432	1.8
$200,000 or more	147,373	2.3
Median household income (dollars)	38,819	(X)
With earnings	4,739,369	74.7
Mean earnings (dollars)[1]	51,993	(X)
With Social Security income	2,072,258	32.7
Mean Social Security income (dollars)[1]	11,814	(X)
With Supplemental Security Income	265,883	4.2
Mean Supplemental Security Income (dollars)[1]	6,295	(X)
With public assistance income	178,166	2.8
Mean public assistance income (dollars)[1]	2,449	(X)
With retirement income	1,262,325	19.9
Mean retirement income (dollars)[1]	18,701	(X)
Families	**4,238,409**	**100.0**
Less than $10,000	243,787	5.8
$10,000 to $14,999	195,528	4.6
$15,000 to $24,999	524,009	12.4
$25,000 to $34,999	579,514	13.7
$35,000 to $49,999	782,918	18.5
$50,000 to $74,999	907,388	21.4
$75,000 to $99,999	452,986	10.7
$100,000 to $149,999	332,735	7.9
$150,000 to $199,999	96,551	2.3
$200,000 or more	122,993	2.9
Median family income (dollars)	45,625	(X)
Per capita income (dollars)[1]	21,557	(X)
Median earnings (dollars):		
Male full-time, year-round workers	32,212	(X)
Female full-time, year-round workers	25,480	(X)

Subject	Number below poverty level	Percent below poverty level
POVERTY STATUS IN 1999		
Families	**383,131**	**9.0**
With related children under 18 years	281,303	14.2
With related children under 5 years	132,180	17.4
Families with female householder, no husband present	**187,257**	**25.3**
With related children under 18 years	164,596	32.8
With related children under 5 years	75,752	44.6
Individuals	**1,952,629**	**12.5**
18 years and over	1,324,632	11.0
65 years and over	246,641	9.1
Related children under 18 years	607,607	17.2
Related children 5 to 17 years	434,180	16.6
Unrelated individuals 15 years and over	663,080	22.2

-Represents zero or rounds to zero. (X) Not applicable.

[1]If the denominator of a mean value or per capita value is less than 30, then that value is calculated using a rounded aggregate in the numerator. See text.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-4. Profile of Selected Housing Characteristics: 2000

Geographic area: Florida

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
Total housing units	**7,302,947**	**100.0**
UNITS IN STRUCTURE		
1-unit, detached	3,816,527	52.3
1-unit, attached	429,457	5.9
2 units	196,327	2.7
3 or 4 units	313,631	4.3
5 to 9 units	363,281	5.0
10 to 19 units	366,197	5.0
20 or more units	940,712	12.9
Mobile home	849,304	11.6
Boat, RV, van, etc	27,511	0.4
YEAR STRUCTURE BUILT		
1999 to March 2000	214,120	2.9
1995 to 1998	674,760	9.2
1990 to 1994	768,470	10.5
1980 to 1989	1,916,430	26.2
1970 to 1979	1,686,263	23.1
1960 to 1969	934,219	12.8
1940 to 1959	899,664	12.3
1939 or earlier	209,021	2.9
ROOMS		
1 room	172,853	2.4
2 rooms	442,807	6.1
3 rooms	840,626	11.5
4 rooms	1,418,028	19.4
5 rooms	1,657,617	22.7
6 rooms	1,295,505	17.7
7 rooms	774,119	10.6
8 rooms	420,337	5.8
9 or more rooms	281,055	3.8
Median (rooms)	5.0	(X)
Occupied housing units	**6,337,929**	**100.0**
YEAR HOUSEHOLDER MOVED INTO UNIT		
1999 to March 2000	1,420,535	22.4
1995 to 1998	1,991,209	31.4
1990 to 1994	1,099,721	17.4
1980 to 1989	1,074,907	17.0
1970 to 1979	478,089	7.5
1969 or earlier	273,468	4.3
VEHICLES AVAILABLE		
None	515,455	8.1
1	2,626,233	41.4
2	2,419,707	38.2
3 or more	776,534	12.3
HOUSE HEATING FUEL		
Utility gas	377,299	6.0
Bottled, tank, or LP gas	226,573	3.6
Electricity	5,527,713	87.2
Fuel oil, kerosene, etc	70,496	1.1
Coal or coke	284	-
Wood	16,538	0.3
Solar energy	2,527	-
Other fuel	4,744	0.1
No fuel used	111,755	1.8
SELECTED CHARACTERISTICS		
Lacking complete plumbing facilities	30,134	0.5
Lacking complete kitchen facilities	35,010	0.6
No telephone service	139,891	2.2

Subject	Number	Percent
OCCUPANTS PER ROOM		
Occupied housing units	**6,337,929**	**100.0**
1.00 or less	5,927,089	93.5
1.01 to 1.50	215,744	3.4
1.51 or more	195,096	3.1
Specified owner-occupied units	**3,242,202**	**100.0**
VALUE		
Less than $50,000	232,080	7.2
$50,000 to $99,999	1,287,169	39.7
$100,000 to $149,999	839,775	25.9
$150,000 to $199,999	407,296	12.6
$200,000 to $299,999	270,659	8.3
$300,000 to $499,999	132,683	4.1
$500,000 to $999,999	54,446	1.7
$1,000,000 or more	18,094	0.6
Median (dollars)	105,500	(X)
MORTGAGE STATUS AND SELECTED MONTHLY OWNER COSTS		
With a mortgage	2,323,452	71.7
Less than $300	12,975	0.4
$300 to $499	122,608	3.8
$500 to $699	335,230	10.3
$700 to $999	683,336	21.1
$1,000 to $1,499	700,028	21.6
$1,500 to $1,999	266,771	8.2
$2,000 or more	202,504	6.2
Median (dollars)	1,004	(X)
Not mortgaged	918,750	28.3
Median (dollars)	306	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15.0 percent	1,107,462	34.2
15.0 to 19.9 percent	546,299	16.8
20.0 to 24.9 percent	443,882	13.7
25.0 to 29.9 percent	307,703	9.5
30.0 to 34.9 percent	204,169	6.3
35.0 percent or more	601,349	18.5
Not computed	31,338	1.0
Specified renter-occupied units	**1,889,455**	**100.0**
GROSS RENT		
Less than $200	71,963	3.8
$200 to $299	64,650	3.4
$300 to $499	347,435	18.4
$500 to $749	722,946	38.3
$750 to $999	392,136	20.8
$1,000 to $1,499	155,594	8.2
$1,500 or more	46,265	2.4
No cash rent	88,466	4.7
Median (dollars)	641	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15.0 percent	276,173	14.6
15.0 to 19.9 percent	253,428	13.4
20.0 to 24.9 percent	244,091	12.9
25.0 to 29.9 percent	201,446	10.7
30.0 to 34.9 percent	149,658	7.9
35.0 percent or more	622,632	33.0
Not computed	142,027	7.5

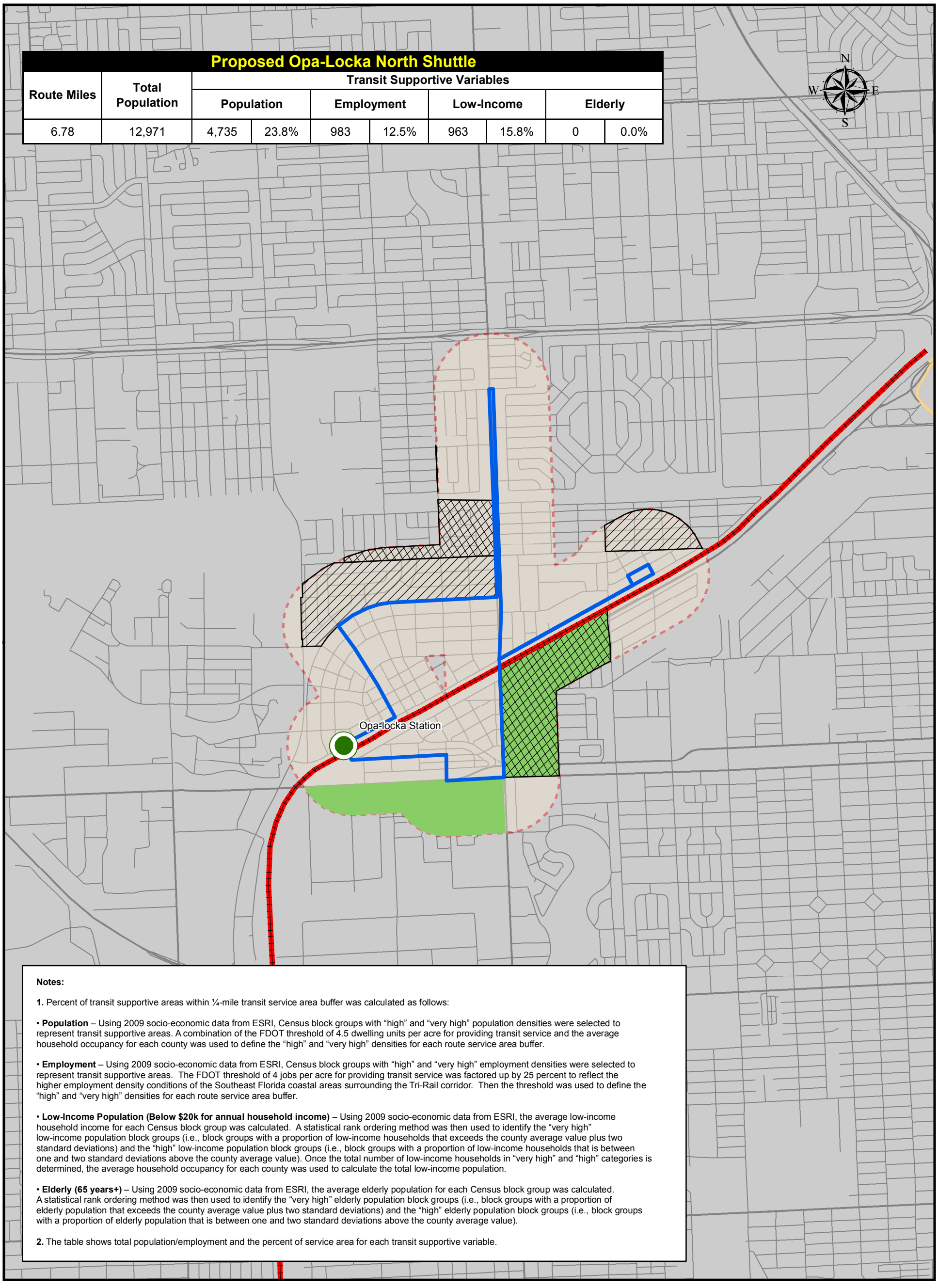
-Represents zero or rounds to zero. (X) Not applicable.

Source: U.S. Bureau of the Census, Census 2000.

APPENDIX D
Transit Propensity Analysis for Proposed Routes

Proposed Opa-Locka North Shuttle

Route Miles	Total Population	Transit Supportive Variables							
		Population		Employment		Low-Income		Elderly	
6.78	12,971	4,735	23.8%	983	12.5%	963	15.8%	0	0.0%



Notes:

1. Percent of transit supportive areas within ¼-mile transit service area buffer was calculated as follows:

• **Population** – Using 2009 socio-economic data from ESRI, Census block groups with "high" and "very high" population densities were selected to represent transit supportive areas. A combination of the FDOT threshold of 4.5 dwelling units per acre for providing transit service and the average household occupancy for each county was used to define the "high" and "very high" densities for each route service area buffer.

• **Employment** – Using 2009 socio-economic data from ESRI, Census block groups with "high" and "very high" employment densities were selected to represent transit supportive areas. The FDOT threshold of 4 jobs per acre for providing transit service was factored up by 25 percent to reflect the higher employment density conditions of the Southeast Florida coastal areas surrounding the Tri-Rail corridor. Then the threshold was used to define the "high" and "very high" densities for each route service area buffer.

• **Low-Income Population (Below $20k for annual household income)** – Using 2009 socio-economic data from ESRI, the average low-income household income for each Census block group was calculated. A statistical rank ordering method was then used to identify the "very high" low-income population block groups (i.e., block groups with a proportion of low-income households that exceeds the county average value plus two standard deviations) and the "high" low-income population block groups (i.e., block groups with a proportion of low-income households that is between one and two standard deviations above the county average value). Once the total number of low-income households in "very high" and "high" categories is determined, the average household occupancy for each county was used to calculate the total low-income population.

• **Elderly (65 years+)** – Using 2009 socio-economic data from ESRI, the average elderly population for each Census block group was calculated. A statistical rank ordering method was then used to identify the "very high" elderly population block groups (i.e., block groups with a proportion of elderly population that exceeds the county average value plus two standard deviations) and the "high" elderly population block groups (i.e., block groups with a proportion of elderly population that is between one and two standard deviations above the county average value).

2. The table shows total population/employment and the percent of service area for each transit supportive variable.

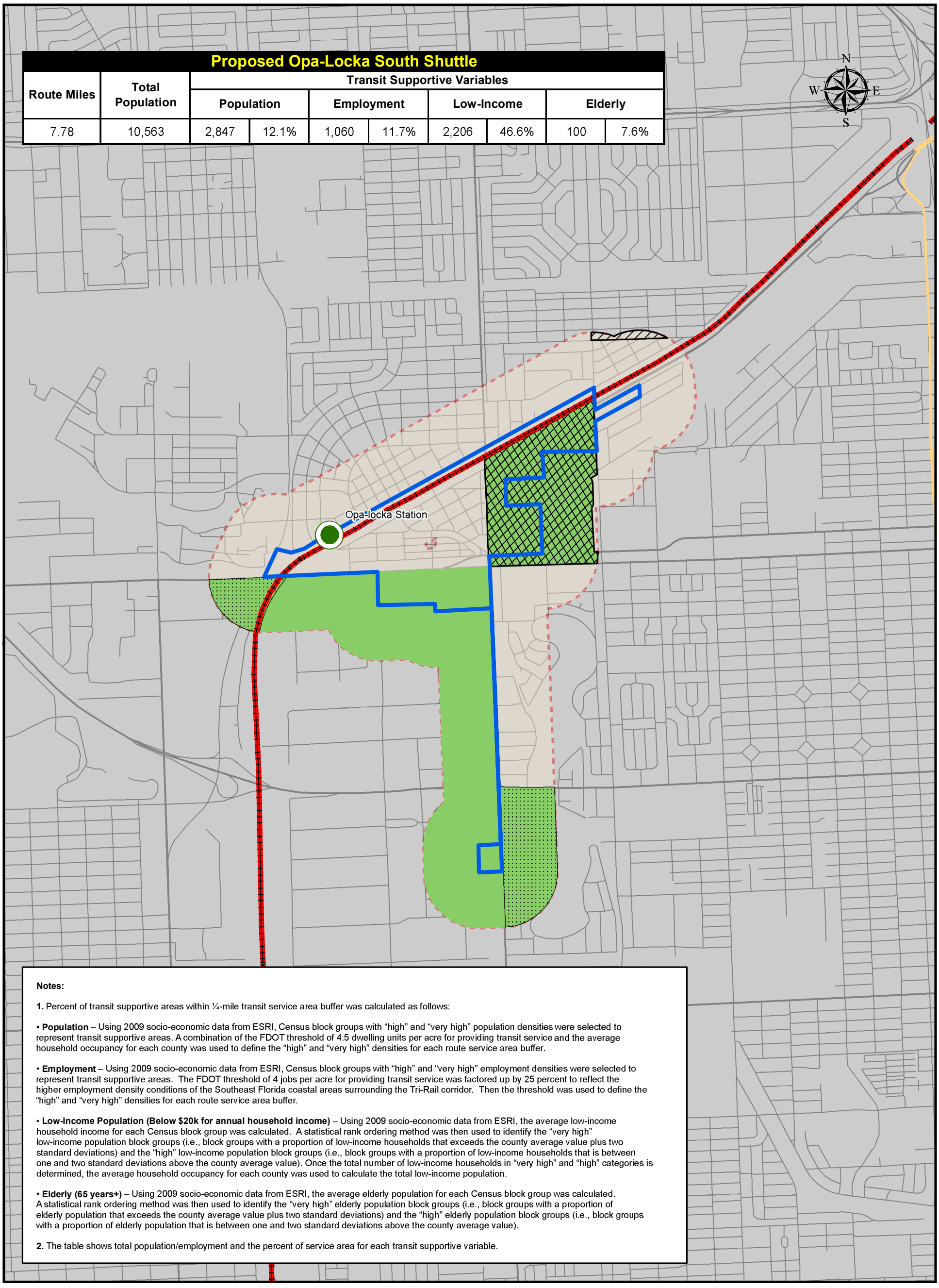
Opa-Locka Station

Legend

- Tri-Rail Stations
- Proposed Opa-Locka North Shuttle
- Tri-Rail
- Interstate
- US Highway
- Population
- Employment
- Elderly
- Low-Income
- Shuttle 1/4 Mile Service Area

Proposed Opa-Locka South Shuttle

Route Miles	Total Population	Transit Supportive Variables							
		Population		Employment		Low-Income		Elderly	
7.78	10,563	2,847	12.1%	1,060	11.7%	2,206	46.6%	100	7.6%



Notes:

1. Percent of transit supportive areas within ¼-mile transit service area buffer was calculated as follows:

• **Population** – Using 2009 socio-economic data from ESRI, Census block groups with "high" and "very high" population densities were selected to represent transit supportive areas. A combination of the FDOT threshold of 4.5 dwelling units per acre for providing transit service and the average household occupancy for each county was used to define the "high" and "very high" densities for each route service area buffer.

• **Employment** – Using 2009 socio-economic data from ESRI, Census block groups with "high" and "very high" employment densities were selected to represent transit supportive areas. The FDOT threshold of 4 jobs per acre for providing transit service was factored up by 25 percent to reflect the higher employment density conditions of the Southeast Florida coastal areas surrounding the Tri-Rail corridor. Then the threshold was used to define the "high" and "very high" densities for each route service area buffer.

• **Low-Income Population (Below $20k for annual household income)** – Using 2009 socio-economic data from ESRI, the average low-income household income for each Census block group was calculated. A statistical rank ordering method was then used to identify the "very high" low-income population block groups (i.e., block groups with a proportion of low-income households that exceeds the county average value plus two standard deviations) and the "high" low-income population block groups (i.e., block groups with a proportion of low-income households that is between one and two standard deviations above the county average value). Once the total number of low-income households in "very high" and "high" categories is determined, the average household occupancy for each county was used to calculate the total low-income population.

• **Elderly (65 years+)** – Using 2009 socio-economic data from ESRI, the average elderly population for each Census block group was calculated. A statistical rank ordering method was then used to identify the "very high" elderly population block groups (i.e., block groups with a proportion of elderly population that exceeds the county average value plus two standard deviations) and the "high" elderly population block groups (i.e., block groups with a proportion of elderly population that is between one and two standard deviations above the county average value).

2. The table shows total population/employment and the percent of service area for each transit supportive variable.

Opa-Locka Station

Legend

- Tri-Rail Stations
- Proposed Opa-Locka South Shuttle
- Tri-Rail
- Interstate
- US Highway
- Population
- Employment
- Elderly
- Low-Income
- Shuttle 1/4 Mile Service Area

APPENDIX E
Preliminary Schedule

North Route

Weekday	Distance Traveled (miles)	Cumulative Distance Traveled (miles)	Travel Time (hr:min:sec)	Cumulative Time (hr:min:sec)	Dwell Time (At Stops)	Cumulative Time with Dwell Time (hr:min:sec)	Bus Stop
Tri-Rail Station	0.00	0.00	0:00:00	0:00:00	0:00:00	0:00:00	
West on Ali Baba Avenue	0.18	0.18	0:01:00	0:01:00	0:00:00	0:01:00	
South on Dunad Ave/Superior Street	0.08	0.26	0:00:30	0:01:30	0:00:00	0:01:30	
East on Superior Street	0.40	0.66	0:01:30	0:03:00	0:00:30	0:03:30	Perviz Avenue
South on Sinbad Avenue	0.11	0.77	0:01:00	0:04:00	0:00:00	0:04:30	
East on NW 135 Street	0.26	1.03	0:01:30	0:05:30	0:00:00	0:06:00	
North on NW 27 Avenue	0.16	1.19	0:01:30	0:07:00	0:00:30	0:08:00	NW 137 Street
North on NW 27 Avenue	0.37	1.56	0:01:00	0:08:00	0:00:30	0:09:30	*Ali Baba Avenue*
East on Ali Baba Avenue	0.77	2.33	0:03:00	0:11:00	0:00:00	0:12:30	
North on Johnson Street	0.05	2.38	0:00:30	0:11:30	0:00:30	0:13:30	Washington Street
West on Washington Street	0.11	2.49	0:00:30	0:12:00	0:00:00	0:14:00	
South on Duval Street	0.05	2.54	0:00:30	0:12:30	0:00:00	0:14:30	
West on Ali Baba Avenue	0.68	3.22	0:03:00	0:15:30	0:00:30	0:18:00	*NW 27 Avenue*
North on NW 27 Avenue	0.21	3.43	0:01:00	0:16:30	0:00:30	0:19:30	NW 147 Street
North on NW 27 Avenue	0.83	4.26	0:04:30	0:21:00	0:01:00	0:25:00	*NW 160 Street/Timed Point/Turn around*
South on NW 27 Avenue	0.77	5.03	0:03:00	0:24:00	0:00:30	0:28:30	Jann Avenue
West on Jann Avenue	0.24	5.27	0:01:00	0:25:00	0:00:30	0:30:00	Ahmad Street
West on Jann Avenue	0.24	5.51	0:01:00	0:26:00	0:00:30	0:31:30	Sinbad Avenue
West on Jann Avenue	0.26	5.77	0:01:00	0:27:00	0:00:30	0:33:00	Perviz Avenue
South on Perviz Avenue	0.25	6.02	0:01:00	0:28:00	0:00:30	0:34:30	Sharazad Blvd/City Hall
South on Perviz Avenue	0.18	6.20	0:00:30	0:28:30	0:00:30	0:35:30	Fisherman Street
South on Perviz Avenue	0.06	6.26	0:00:30	0:29:00	0:00:00	0:36:00	
West on Ali Baba Avenue	0.17	6.43	0:00:30	0:29:30	0:00:00	0:36:30	
Tri-Rail Station	0.08	**6.51**	0:00:30	0:30:00	0:00:00	**0:37:00**	

Distances and travel times are approximate values

South Route

Weekday	Distance Traveled (miles)	Cumulative Distance Traveled (miles)	Travel Time (hr:min:sec)	Cumulative Time (hr:min:sec)	Dwell Time (At Stops)	Cumulative Time with Dwell Time (hr:min:sec)	Bus Stop
Tri-Rail Station	0.00	0.00	0:00:00	0:00:00	0:00:00	0:00:00	
West on Ali Baba Avenue	0.34	0.34	0:01:00	0:01:00	0:00:30	0:01:30	NW 37 Avenue
South on Douglas Road	0.13	0.47	0:01:30	0:02:30	0:00:00	0:03:00	
East on NW 135 Street	0.51	0.98	0:02:00	0:04:30	0:00:30	0:05:30	NW 34 Avenue
South on NW 32 Avenue	0.15	1.13	0:00:30	0:05:00	0:00:00	0:06:00	
East on NW 132 Terrace	0.25	1.38	0:01:30	0:06:30	0:00:30	0:08:00	East of NW 32 Avenue
South on Aswan Road	0.03	1.41	0:00:30	0:07:00	0:00:30	0:09:00	NW 132 Terrace
East on NW 132 Street	0.25	1.66	0:01:30	0:08:30	0:00:30	0:11:00	NW 28 Avenue
South on NW 27 Avenue	0.30	1.96	0:01:30	0:10:00	0:00:30	0:13:00	NW 127 Street
South on NW 27 Avenue	0.50	2.46	0:02:00	0:12:00	0:00:30	0:15:30	*NW 119 Street*
South on NW 27 Avenue	0.37	2.83	0:01:30	0:13:30	0:00:00	0:17:00	
Miami-Dade Community College	0.42	3.25	0:02:00	0:15:30	0:01:00	0:20:00	*MDCC/Timed Point*
North on NW 27 Avenue	0.37	3.62	0:03:00	0:18:30	0:00:30	0:23:30	*NW 119 Street*
North on NW 27 Avenue	0.50	4.12	0:01:00	0:19:30	0:00:30	0:25:00	NW 127 Street
North on NW 27 Avenue	0.50	4.62	0:02:00	0:21:30	0:00:30	0:27:30	*NW 135 Street*
North on NW 27 Avenue	0.10	4.72	0:01:00	0:22:30	0:00:00	0:28:30	
East on NW 136 Street/Atlantic Avenue	0.23	4.95	0:01:30	0:24:00	0:00:30	0:30:30	NW 24 Avenue
North on NW 24 Avenue	0.17	5.12	0:01:00	0:25:00	0:00:30	0:32:00	NW 139 Street
West on NW 139 Street	0.15	5.27	0:00:30	0:25:30	0:00:00	0:32:30	
North on NW 26 Avenue	0.12	5.39	0:01:00	0:26:30	0:00:00	0:33:30	
East on Burlington Steet	0.17	5.56	0:01:00	0:27:30	0:00:00	0:34:30	
North on NW 24 Avenue	0.11	5.67	0:01:30	0:29:00	0:00:30	0:36:30	NW 143 Street
East on NW 143 Street	0.24	5.91	0:00:30	0:29:30	0:00:30	0:37:30	NW 22 Court
North on NW 22 Avenue	0.14	6.05	0:02:00	0:31:30	0:00:00	0:39:30	
East on Wilmington Street	0.23	6.28	0:01:30	0:33:00	0:00:00	0:41:00	
North on NW 20 Avenue	0.05	6.33	0:00:30	0:33:30	0:00:30	0:42:00	Britton Street
West on Britton Street	0.23	6.56	0:00:30	0:34:00	0:00:00	0:42:30	
North on NW 22 Avenue	0.10	6.66	0:00:30	0:34:30	0:00:00	0:43:00	
West on Ali Baba Avenue	0.68	7.34	0:03:00	0:37:30	0:00:30	0:46:30	*NW 27 Avenue*
West on Ali Baba Avenue	0.25	7.59	0:01:30	0:39:00	0:00:30	0:48:30	Ahmad Street
West on Ali Baba Avenue	0.27	7.86	0:01:00	0:40:00	0:00:30	0:50:00	Opa-Locka Blvd
West on Ali Baba Avenue	0.23	8.09	0:01:30	0:41:30	0:00:00	0:51:30	
Tri-Rail Station	0.08	**8.17**	0:00:30	0:42:00	0:00:00	0:52:00	

Distances and travel times are approximate values

APPENDIX F
Preliminary Cost Estimate

Estimate of Capital and Operating Costs for "North Route"

Capital Cost

	Quantity	Unit Cost	First Year Cost		Second Year Cost		Notes
			Total Cost	City's Share	Second Year Cost	City's Share	
Branding vehicles	1	$5,000.00	$5,000.00	$5,000.00	$0.00	$0.00	
Surveillance system	1	$2,000.00	$2,000.00	$2,000.00	$500.00	$500.00	optional
Automated vehicle location and silent alarm	1	$1,000.00	$1,000.00	$1,000.00	$250.00	$250.00	optional
Bus stop signs	10	$300.00	$3,000.00	$3,000.00	$0.00	$0.00	optional
Total capital cost			**$11,000.00**	**$11,000.00**	**$750.00**	**$750.00**	

Operating Cost

	Hrs/day	Hrs/yr	Quantity	Unit Cost	First Year Cost		Second Year Cost		Notes
					Total Cost	City's Share	Total Cost	City's Share	
Private contractor	13	3,380	1	$55.00	$185,900.00	$92,950.00	$185,900.00	$92,950.00	Turnkey service; JARC 50%, City's share 50%
Transit Manager					$6,000.00	$3,000.00	$6,000.00	$3,000.00	Assuming 0.125 FTE and base salary of $48,000/year
Marketing					$2,000.00	$1,000.00	$1,000.00	$500.00	
Miscellaneous					$2,000.00	$2,000.00	$2,000.00	$2,000.00	
Total operating cost					**$195,900.00**	**$98,950.00**	**$194,900.00**	**$98,450.00**	

Total Cost	**$206,900.00**	**$109,950.00**	**$195,650.00**	**$99,200.00**

Estimate of Capital and Operating Costs for "South Route"

Capital Cost

	Quantity	Unit Cost	First Year Cost		Second Year Cost		Notes
			Total Cost	City's Share	Total Cost	City's Share	
Branding vehicles	2	$5,000.00	$10,000.00	$5,000.00	$0.00	$0.00	
Surveillance system		$2,000.00	$0.00	$0.00	$0.00	$0.00	Will utilize SFRTA's shuttle buses
Automated vehicle location and silent alarm		$1,000.00	$0.00	$0.00	$0.00	$0.00	Will utilize SFRTA's shuttle buses
Bus stop signs	10	$300.00	$3,000.00	$3,000.00	$0.00	$0.00	Will utilize SFRTA's shuttle buses
Total capital cost			**$13,000.00**	**$8,000.00**	**$0.00**	**$0.00**	

Operating Cost

	Hrs/day	Hrs/yr	Quantity	Unit Cost	First Year Cost		Second Year Cost		Notes
					Total Cost	City's Share	Total Cost	City's Share	
SFRTA operation	13	3,380	2	$55.00	$371,800.00	$92,950.00	$371,800.00	$92,950.00	Contract with SFRTA; JARC 50%; City's share 25%
Transit Manager					$2,000.00	$0.00	$2,000.00	$0.00	Assuming SFRTA oversight
Marketing					$2,000.00	$500.00	$1,000.00	$250.00	
Miscellaneous					$2,000.00	$500.00	$2,000.00	$500.00	
Total operating cost					**$377,800.00**	**$93,950.00**	**$376,800.00**	**$93,700.00**	

Total Cost					**$390,800.00**	**$101,950.00**	**$376,800.00**	**$93,700.00**	

APPENDIX G
FDOT's Service Development Grant Program

Approved:

Stephanie C. Kopelousos
Secretary

Effective: November 19, 2008
Office: Transit
Topic No.: 725-030-005-i

PUBLIC TRANSIT SERVICE DEVELOPMENT PROGRAM

PURPOSE:

This procedure details the Florida Department of Transportation's administration and management of the Public Transit Service Development Program.

AUTHORITY:

Sections 341.051, 20.23(3)(a) and 334.048(3), Florida Statutes (F.S.)
Rule Chapter 14-73, Public Transportation, Florida Administrative Code (F.A.C.)

SCOPE:

The principal users of this procedure are public transportation staff at both the Central Office and District levels, specifically those involved in administering the Service Development Program (i.e., Central Office Grant Programs Administrator and staff, District Public Transportation Managers/District Modal Development, and District Transit Programs staff.)

REFERENCE:

Public Transportation Joint Participation Agreement, Procedure 725-000-005

DEFINITIONS:

Central Office: For the purposes of this procedure, the Department of Transportation, Public Transit Office and/or staff.

Community Transportation Coordinator (CTC): A transportation entity so designated by the Florida Transportation Disadvantaged Commission, as provided for in ***Chapter 427, F.S.,*** and ***Rule Chapter 41-2, F.A.C.*** to serve the transportation disadvantaged population in a designated service area.

District Office: For the purposes of this procedure, the Department of Transportation,

District Public Transportation office or District Office of Modal Development, and/or staff.

Eligible Capital Costs: Any costs that would be defined as capital costs by the Federal Transit Administration. Examples would include, but not be limited to: the acquisition of buses for fleet and service expansions; transfer facilities; intermodal terminals and park and ride facilities; and passenger amenities, such as passenger shelters and bus stop signs.

Eligible Net Operating Costs: All operating costs of a project; less any federal funds, fares, or other sources of income to the project.

Eligible Recipients: Public agencies providing or implementing public transit services directly or through contractual arrangements. Community Transportation Coordinators which are public agencies are eligible recipients.

Joint Participation Agreement (JPA): A contract between the Department of Transportation and a local sponsor of a public transportation project, defining a project and the Department's participation ***(Form No. 725-030-06)***.

Public Agency: An authority, commission, committee, council, department, division, bureau, board, section or any other unit or entity of the state or of a town, city, municipality, county, or other local governing body.

Public Transit: The transporting of people by conveyances or systems of conveyances, traveling on land or water, local or regional in nature, and available for use by the public. Public transit systems may be either government owned or privately owned. Public transit specifically includes those forms of transportation commonly known as "paratransit" or "demand response," characterized by their non-scheduled, non-fixed route nature.

Transit Development Plan (TDP): A locally adopted document that addresses a minimum ten-year time frame. Preparation of the TDP is the responsibility of the public transit provider, in cooperation with the appropriate Metropolitan Planning Organization. It is consistent with the applicable approved local government comprehensive plan and with the appropriate comprehensive (long range) transportation plan and supports the Transportation Improvement Program. The TDP includes an assessment of the need for transit services in the local area. It identifies the local transit policies, existing services and proposed service improvements and/or changes, capital and operating costs of the proposed services, existing and proposed sources of funding and a staged implementation plan. A TDP is updated annually.

BACKGROUND:

The Public Transit Service Development Program (hereinafter referred to as the Service Development Program) was enacted by the Florida Legislature to provide **initial** funding for **special** projects. The program is **selectively** applied to determine whether a **new or innovative** technique or measure can be used to improve or expand public transit. Service Development Projects specifically include projects involving the use of new technologies, services, routes, or vehicle frequencies; the purchase of special transportation services, and other such techniques for increasing service to the riding public as are applicable to specific localities and transit user groups. Projects involving the application of new technologies or methods for improving operations, maintenance, and marketing in public transit systems can be funded through the Service Development Program.

Service Development Projects are subject to specified times of duration, but no more than three years. Recipients accepting Service Development funds accept the commitment to continue the project, if deemed successful by their own measures, without additional Public Transit Service Development Program funds. This procedure is not applicable to rail service development projects as defined in ***Section 341.303(4), F.S.***

1. PROJECT DEVELOPMENT

District Offices shall develop a program of eligible Service Development projects and submit that program of projects to the Central Office by the first working day of July each year, for implementation beginning July 1 of the following fiscal year. Projects shall be developed in consultation with eligible recipients, and the need for such projects shall be justified in the recipient's TDP (or transportation disadvantaged plan, if applicable). For example, a project to initiate a new marketing campaign must be generally supported in the recipient's TDP with a statement of need for improved marketing efforts, as well as an objective to provide these efforts.

As delineated in ***Section 341.051, F.S.***, the Department is authorized to fund Service Development Projects that will improve system efficiencies, ridership, or revenues. The following are eligible functional areas along with specified time durations for Service Development Projects: projects that improve system operations, having a duration of no more than three years; projects that improve system maintenance procedures, having a duration of no more than three years; projects that improve marketing and consumer information programs, having a duration of no more than two years; and projects that improve technology involved in overall operations, having a duration of no more than two years.

1.1 District Offices shall consult with eligible recipients to identify projects that may be eligible for Service Development Program funding. Consultation shall include discussions of the extent to which a proposed project is consistent with local transportation, transit, and comprehensive plans, and the extent to which it may be necessary to amend any local plans to permit the inclusion of the proposed project in the Department's work program.

1.2 Upon completion of these consultations, the District Offices shall prepare a list of projects containing: project objectives; estimated capital and operating expenses; assigned operational and financial responsibilities; the time frame required to develop the project; and the criteria by which the success of the project will be judged. Priority shall be given to projects that are statewide in nature or will demonstrate services, technologies, or methods that would be applicable elsewhere in the state.

1.2.1 Project objectives shall specifically identify results expected from the implementation of the project in terms specific to the functional area in which the project is being proposed. (For example, if the project is to improve system operations, a specific objective might be to test a new fare collection system.)

1.2.2 Operating and capital expenses shall be estimated for the project.

1.2.3 Assigned operational and financial obligations shall be delineated.

1.2.3.1 The operational responsibilities shall include a list of specific actions to be taken by the parties to the ***JPA*** to meet the objectives. (For example, if the project involved a new fare collection system, the list might include an audit of existing fare collections, the evaluation of fare collection equipment available, obtaining public input, procuring new equipment, implementing new systems, collecting data, and evaluating results.)

1.2.3.2 The financial responsibilities shall include at least a breakdown of federal funds, fares, other sources of income (including contract and charter income), and proposed state financial participation. District Offices may propose that the state share be any percentage of the eligible net operating and capital cost of the project negotiated with the local recipient. To calculate maximum state funding for a local service development project, first subtract from the total project cost any federal funds, fares, contract revenues or Transportation Disadvantaged funds, etc. to determine the net project cost. The Department may then provide up to one-half of the net project cost, but no more than the amount of funding committed by the local project sponsor. Any proposed state

participation of more than 50% of the net project cost shall be for projects of statewide significance. Include a narrative on the statewide implications for any project proposed for more than 50% participation by the State.

1.2.3.3 The final determination of whether a project qualifies for more than 50% state participation shall be made by the Central Office. District offices shall be notified of the determination before the appropriation request is forwarded to the Legislature.

1.2.3.4 The length of time expected to be required to develop the required service shall be explicitly stated. The statute limits projects to improve system operations and maintenance procedures to three years and projects improving marketing and technology to two years. The time clock for projects begins when actual expenses are incurred. It should be noted that projects experiencing delays in implementation will not be eligible for inflationary increases in project budget.

1.2.3.5 The criteria by which the success of the project will be judged shall be included and shall be expressed in terms of the project objectives and the results expected from the project. (For example, the success of a new route alignment might be expressed in terms of ridership.)

1.3 The list of projects shall be forwarded to the Central Office by the first working day of July each year, for implementation in the following fiscal year.

1.4 The Central Office shall then develop a ***Work Program Schedule B*** based on the needs expressed in the submitted programs of eligible projects. The Central Office shall consult with the District Offices as necessary to allocate funds appropriately.

1.5 Upon receipt of ***Schedule B***, District Offices shall advise local recipients that projects have been selected for funding so that local plans and Transportation Improvement Programs may be amended as necessary. The District Offices shall then incorporate the identified projects in the work program to the limits of ***Schedule B***, so that the projects will be included in the appropriation request to the Florida Legislature.

2. PROJECT MANAGEMENT

2.1 Upon notification from the Central Office that the Department's work program, including the proposed Service Development Project, has been approved and that fund approval has been obtained through the Contract Funds Management system, the District Office shall prepare and execute a ***JPA***

between the Department and the recipient. Each ***JPA*** shall include an ***Exhibit C and Exhibit D*** as provided in the ***Public Transportation Joint Participation Agreement Procedure, 725-000-005***.

2.2 District Offices shall maintain a record of reports on the progress of the project as compared to objectives and milestones as set forth in the Service Development project proposal and/or ***Exhibit C*** of the ***JPA***. The frequency of required progress reports shall be specified in the ***JPA***.

2.3 District Offices shall visit each recipient no less than once a year at their place of business. More frequent on site monitoring requirements may be specified in the Service Development project proposal and/or ***Exhibit C*** of the ***JPA*** if warranted by the nature of the project. The purpose of the visit will be to consult with the recipient on the reported progress in meeting objectives and milestones. The visit will be documented in the project file.

2.4 The District Office shall maintain project files that contain, at a minimum:

(A) A copy of the ***JPA*** and any supplements thereto.

(B) A copy of all progress reports, whether annual or more frequent, as specified in the ***JPA***.

(C) A copy of each invoice presented for payment.

(D) A copy of the portion of the audit performed in compliance with the ***Florida Single Audit Act, Section 215.97 F.S.***, as directed by the Office of the Inspector General.

(E) A summary of each monitoring visit made to the recipient's place of business.

(F) A final report on the project, analyzing the success or lack thereof in terms of the criteria established at the beginning of the project, and the basis on which the decision to continue or not to continue the experimental service, method, technology, etc., was made.

2.5 A copy of the final report from every Service Development Project shall be provided to the Central Office and copied to each District Office. District Offices shall provide copies of the interim progress reports to the Central Office upon request.

2.6 The Central Office shall biennially compile a statewide report to analyze and communicate results of Service Development Projects.

3. TRAINING

No training is required by this procedure.

4. FORMS

Form No. 725-030-06, Public Transportation Joint Participation Agreement, is available from the Department's Forms Library. Requirements for use of the form are provided in ***Procedure No. 725-000-005, Public Transportation Joint Participation Agreement***.