



Miami-Dade County Board of County Commissioners

Office of the Commission Auditor

Legislative Analysis

Regional Transportation
Committee

July 11, 2011

9:30 A.M.

Commission Chamber

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**Miami-Dade County Board of County Commissioners
Office of the Commission Auditor**

**Legislative Notes
Regional Transportation Committee
Meeting Agenda**

July 11, 2011

Written analyses and notes for the below listed items are attached for your consideration:

Item Number(s)

1(E)2 Substitute
1(E)11
3(A)
3(B)
3(C)
3(D)
3(G)

Acknowledgements

Bia Marsellos, Legislative Supervisor

Michael Amador-Gil, Senior Legislative Analyst

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MIAMI-DADE COUNTY
BOARD OF COUNTY COMMISSIONERS
OFFICE OF THE COMMISSION AUDITOR



Legislative Notes

Agenda Item: 1(E)2 Sub.
File Number: 111463
**Committee(s)
of Reference:** Regional Transportation Committee
Date of Analysis: July 2, 2011
Type of Item: Ordinance
Sponsor: Chairman Joe A. Martinez

Summary

This ordinance amends Chapter 31 of the Code of Miami-Dade County relating to taxicab for-hire motor vehicles.

Ordinance Overview

- For fiscal year 2011-12, the ordinance authorizes a *lottery* of six (6) medallions for chauffeurs with twenty (20) or more years at a price of \$5,000 each, and an *open-auction* of six (6) medallions. (See handwritten pages 16, 17, and 18)
 - The auction of six (6) medallions provides: two (2) wheelchair accessible medallions with a minimum bid price of \$100,000, and four (4) taxicab medallions with a minimum bid price of \$140,000.
- Reduces CSD fees chauffeurs pay for a one-year period.(See handwritten pages 37 and 38)
- Participants above will be able to be held in a wholly-owned corporation (corporation where all the shares are held by a single natural person) and be transferable to a wholly-owned corporation.
- **All medallion holders above will have to have a security camera, outside warning lights, be connected to a dispatch system that is operated 24 hrs/365 days, dispatch system must have GPS within 18 months, and upgraded taxi meters that includes all the flat fares.¹**
- Allows an existing owner driver the option of transferring their medallion to a wholly-owned corporation. If they choose that option, they must equip the taxicab with all of the above technology except the security camera. (See handwritten pages 25,26,and 27)
- Changes the gift provisions by allowing medallions to be gifted to any natural person (instead of the limitation of one per family member who does not already have a medallion). The medallion can then be transferred at the option of the giftee to a wholly-owned corporation. If they choose that option, they must equip the taxicab with all of the above technology except the security camera. (See handwritten pages 30 and 31)
- Changes the chauffeur agreement for the protection of the driver to clarify that the amounts they pay for the lease, insurance, deposits, and dispatch must be itemized; extends the time period a lease can

¹ The license holder will pay for all the required equipment upgrades mentioned in this item. If costs are passed through, it could be in the form of higher lease rates, which CSD is prohibited from regulating.

be terminated without cause from 30 to 90 days; and requires that security deposits be held in a certain way. (See handwritten page 35)

Request for Information and Recommendations

On October 12, 2010, the *Government Operations Committee (GOC)* members requested the following information and proposed alternatives: (1) County Attorney's Office research whether the County could require taxicab owners to absorb the costs of installing security cameras, GPS equipment and credit card processing systems within taxicabs; (2) option of taxicab owners sharing the cost of new technology with drivers; (3) industry recommend alternative safety measures; and (4) collect industry data to determine which model works best in terms of collecting the convenience fee and which cities had available credit card machines when this requirement was mandated on other jurisdictions.

Credit Card Requirements for Taxicabs Report

On November 9, 2010, a report was presented to the GOC members relating to the collection of industry data and available options.

The report highlights:

- Central Taxi Service (Miami-Dade) installed credit card and processing systems in all 220 of their vehicles.
- The report indicates that drivers in Miami-Dade have not accepted this system. Equipment has been sabotaged or otherwise made inoperable. However, according to the report, a representative of Central Taxi Service indicates that drivers are beginning to realize the financial benefits of the credit card system.

Other Municipalities with Credit Card Systems in Taxicabs

	Requires credit card and applies a passenger fee	Requires credit card and does not allow a passenger fee with over 1,000 taxicabs in the jurisdiction	Credit Cards are accepted but not required, and applies a passenger fee	Prohibits passenger fees, but certain cabs apply a fee at the airport	Taxicab company pays for the processing fees
Jurisdictions	Ottawa, Canada	Boston, MA; Dallas, TX; Chicago, IL; Detroit, MI; New Orleans, LA; New York, NY; Philadelphia, PA; and San Diego, CA	Las Vegas and Louisville	Houston	Broward

Source: Supplemental Report presented at the November 9, 2010, Government Operations Committee. See legislative File No. 102622

Background and Relevant Information²

The taxicab industry in Miami-Dade County has faced problems on many fronts including those related to customers, services and regulations. Since 1981, Miami-Dade County has been regulating the taxicab industry countywide. Historically, the County only regulated taxicabs in unincorporated areas, and municipalities regulated taxicabs in municipal areas. The electorate approved an amendment in 1976 to the Home Rule Charter to permit the County to regulate taxicabs throughout the County, and in 1981 an ordinance was adopted to effectuate countywide regulations.

² See Legislative File No. 062726. Report received at the Community Empowerment Economic Revitalization Committee, October 3, 2006.

Also, in July 9, 1998, the Board of County Commissioners (BCC), through Ordinance 98-105, enacted comprehensive regulatory reform changing the issuance, control, operation and regulation of taxicabs. It was at this point that the BCC sought to create a driver/owner system by restricting all transfers, assignments, sales, gifts, etc., to duly licensed chauffeurs only.

- Several mechanisms were implemented: (1) new taxicab medallions were to be issued by lottery only to taxicab chauffeurs who actually drive the vehicles; and (2) transfers of medallions were to be made only to taxicab chauffeurs who actually drive the vehicles, with certain gift exceptions.

Legislative Highlights After 1998

The BCC approved the following:

- 1999 Ordinance (Ord. 99-71) establishing a specially designated Underserved Area, bounded by NW 79 Street, North Miami Avenue, NW 27 Avenue, and NW 7 Street, with a separate lottery allocation.
- 2003 Ordinance (Ord. 03-45) requiring three percent (3%) of taxicabs to be wheelchair accessible by 2006.
- 2004 Ordinance (Ord. 04-103) , as the first lottery series was about to expire, Ord. 04-103 continued a lottery through 2006. That same ordinance created a special South Miami-Dade Taxicab Service Area for the area of South Miami-Dade located south of SW 136 Street to address service issues in that area.

Industry Assessment

The taxi industry in Miami-Dade comprises the following participants: the medallion holder; the Passenger Service Companies (PSC); the vehicle leasing companies; chauffeurs/drivers; and CSD.

On January 14, 2007, Tennessee Transportation and Logistic Foundation released the *Taxicab Ridership Final Report on Miami-Dade* to devise an equitable formula for the introduction of additional taxi licenses as the community requires them.

Technology: The study indicates that very few of the PSC interviewed had computerized dispatching and ability to track calls by zone and keep records of dispatches by vehicle number. PSCs also lacked GPS technology, and many capabilities of other more sophisticated systems (electronic processing of credit cards, shortest route directions, immediate dispatch of police to the exact location in the event of an accident, dispatching of accessible vehicles when required, electronic payment of corporate or voucher business, elimination of manual record keeping).

Imbalance of Services: Taxi industry practices overtime have created an imbalance of service demands in certain geographic areas of Miami-Dade while demand has increased in the central corridor between the airport and beaches. The study states that “there do not appear to be poor economic returns for taxi operators serving only the central corridor without radio services.” (See pages 16-19 of the Report)

- The collection of off-peak data indicates “a large segment of the taxi population work primarily the airport, and perhaps the beach, with no real radio service enabling them to service taxi call-in work. These drivers are idle much of the time and often inefficiently head back to the beach, airport, or hotel stand rather than work a radio. This is a classic example of inefficiency within the taxi industry.”
- Taxi operators working the central corridor during peak season admit to dropping service completely or affiliating with smaller PSCs with no radio call-in system. These practices are identified as a “spider network” (friends and other associates) that do not allow for a “dispatcher to follow-up with the customer, no credit cards system, and no way to really measure the day-to-day performance of such informal driver networks.”

Cash Business: Another issue is that the taxi industry has become purely a cash business with little record-keeping. The custom was that taxicab drivers would record all or most trips which would show origin and destinations. According to the study, “today, however, the vast majority of taxi companies no longer utilize employee or commissioned drivers, so keeping track of the fare revenues is not important.” (See pages 16-19 of the Report)

Overall, these practices (lack of technology, spider network, avoiding radio calls, cash business and affiliating with smaller PSCs) have contributed to market deficiencies and difficulty in tracking monthly revenues for drivers and PSCs.

According to the study:

“If this trend continues and/or if significantly more taxi medallion drivers choose to not work their radio dispatch, things will probably get much worse. Current taxi drivers will have to spend more hours to earn the same income or else leave the industry. Unhappy drivers will be even more likely to refuse calls that take them into lower density areas and even more will opt to leave the radio system as a means to cut their expenses. Deteriorating service levels result in fewer customers resulting in even more oversupply of the market, and the downward spiral of increasing rates, which only invites more competitors, continues.”

As shown in the chart below the owner/driver category has increased since 1998. Total number of medallions held by owners/drivers in 1998: 114

Estimated Number of Medallions in 2007		Current Breakdown (provided by CSD staff July 2011)	
Corporation	1,042	Corporation	1,027
Owner/Driver	599	Owner/Driver	623
Individual	439	Individual	455

Source: CSD staff; provided on July 7, 2011

Prepared by: Michael Amador-Gil

**MIAMI-DADE COUNTY
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Legislative Notes

Agenda Item: 1(E)11
File Number: 111400
**Committee(s)
of Reference:** Regional Transportation Committee
Date of Analysis: July 5, 2011
Type of Item: Resolution Regarding a Grant Application

Summary

With the approval of this item the County Mayor or his designee, or the Miami-Dade Transit Department Director will have the authority to apply for and expend \$4.85 million in grant funds from the U.S. Department of Transportation, Federal Transit Administration Flexible Highway Administration grant program. These funds, which require a local contribution, will support the ongoing inspection of 22 miles of Metrorail tracks and 8.5 miles of Metromover guideways. The County has received these funds since 2007 to support the Department's track and guideway inspection program. The proposed grant application requests funding for FY 2011 – FY 2015.

The local contribution will be provided as a "soft match" by the State of Florida through the use of State Toll Revenue Credits in the amount of \$1,212,500.

A public hearing is required by the FTA to receive these grant funds.

Background and Relevant Legislation

Miami-Dade Transit (MDT) seeks the continued use of Flexible Federal Highway Administration (FHWA) grant funds to continue MDT's Guideway Bridge Inspection Program. FHWA grant funds support local transit agency programs and transit system preservation plans that reduce the need for costly future investments in public infrastructure and improve the efficiency of the transportation system of the United States.

The Miami-Dade Board of County Commissioners approved the use of FHWA funds in 2007 through Resolution R-01-07, to support MDT's Guideway Bridge Inspection Program. That resolution authorized FHWA funds from FY 2006-2010, with a state match.

Budgetary Impact

The current grant application totals \$4,850,000 for FY 2011-2015. A local match is required and will be provided by the Florida Department of Transportation through state Toll Revenue Credits in an amount of \$1,212,500.

Comments

According to a June 2011 letter from FTA Administrator Peter Rogoff, to BCC Chairman Joe Martinez, the FTA confirmed the release of \$62.5 million in federal transit reimbursement funds to MDT. The funds were received by MDT on July 1, 2011. According to Rogoff, the \$62.5 million reimbursement represents 34 percent of the available \$184 million federal funding that is currently under suspension by the FTA.

- FTA officials have indicated that MDT should continue to apply for future FTA grants while the partial freeze on federal funds remains intact, according to MDT staff.

Following the validation of FY 2010 and FY 2011 expenditures, the FTA will allow another drawdown of \$75 million in currently unobligated grant funds, which would bring the total reimbursement to \$133.5 million, according to Chairman Martinez's memo dated June 30, 2011.

Note

The PTP 2010-11 Five Year Implementation Plan and Recommendations Memorandum dated May 26, 2011 states that, ***MDT and the County will face a critical issue as PTP funds currently used to support transit operations will be required for bond debt service; the estimated MDT operating budget shortfall in 2014 will be \$48 million annually.***

Prepared by: Jason T. Smith

**MIAMI-DADE COUNTY
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Legislative Notes



Agenda Item: 3(A)
File Number: 111414
**Committee(s)
of Reference:** Regional Transportation Committee
Date of Analysis: July 2, 2011
Type of Item: Resolution

Summary

This resolution authorizes the execution of a federal lease agreement between Miami-Dade County and the US General Services Administration (Government) on behalf of the State Department for a term of ten years for 4,792 square feet of Terminal Building space at Miami International Airport (MIA).

- Question: Why is this lease for 10 years, when all prior lease agreements have been for five (5) years?

Background and Relevant Information

According to the County Manager's memo, the County has an obligation under various federal statutes to make space available to various federal agencies such as the Federal Aviation Administration for control towers, the Department of Homeland Security; the Transportation Security Administration (TSA) passenger and baggage inspection support services and the Customs and Border Protection (CBP) for customs and immigration services.

The Government requested the Miami-Dade Aviation Department (MDAD) enter into a new lease agreement, which will incorporate two (2) separate existing leases into one, Lease No GS-04B-42865 (X-454), which expires September 30, 2011, and Lease No. GS-04B-47814 (X-2624), which expires February 28, 2012. The proposed agreement, combining both leases with a ten year term commences on October 1, 2011 through September 30, 2021.

In response to questions posed by the Office of the Commission Auditor pertaining to the leases, MDAD staff provided the information below:

- The new lease incorporates both spaces and the Government will pay the same amount that they currently pay (\$45.67 per sq.ft.); and *remain in the same space they currently occupy.*
- Government officials requested space at the airport in July 1, 2002, and subsequent space for their investigative unit in February 15, 2007.

Detailed below are the US General Services Administration and US Department of State fiscal year revenues to the County from Fiscal Year 2004 through Fiscal Year 2011 (to date) on agreements X-454 and

X-2624. These amounts are not inclusive of other agreements associated with US General Services Administration and the US Department of State.

Miami International Airport Fiscal Year Revenues from US General Services Administration and US Department of State:

Fiscal Year	US GSA Contract No. X-454	
11		\$134,334.60
10		\$173,960.20
9		\$176,592.72
8		\$177,784.32
7		\$174,298.60
6		\$883,625.88
5		\$162,411.60
4		\$148,702.80
		\$2,031,710.72
Fiscal Year	U.S. Department of State Contract No. X-2624	
11		\$ 13,684.01
10		\$22,591.44
9		\$ 8,733.81
8		\$7,673.52
7		\$4,201.61
6		-
5		-
		\$56,884.39
Total		\$2,088,595.11

Source: MDAD

Prepared by: Michael Amador-Gil

**MIAMI-DADE COUNTY
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Legislative Notes



Agenda Item: 3(B)
File Number: 111396
**Committee(s)
of Reference:** Regional Transportation Committee
Date of Analysis: July 2, 2011
Type of Item: Resolution

Summary

This resolution authorizes the County Mayor or Mayor's designee to execute the Second Amendment to the Agreement with Sequeira & Gavarrete, P.A. (S&G), for Project Support Services for the North Terminal Development Program (NTD), Contract No. B701D.

This Amendment modifies the Contract to allow Miami-Dade Aviation Department (MDAD) to transfer allocated funds among three accounts: MDAD needs to transfer money from the Basic Services category to fund work authorized as Dedicated Services or Reimbursable Expenses.

Background and Relevant Information

On July 6, 2006, the Board of County Commissioners (BCC) approved the Consultant Agreement with S&G to provide project support services for the NTD Program (R-807-06). Since the BCC approved the Agreement, much progress has been made on the NTD Program, progress which required more S&G staff and the performance of a greater number of studies and analyses than originally anticipated.

These demands have nearly exhausted the Dedicated Allowance Account service category due to the difficulty of budgeting funds in 2006 anticipating circumstances in 2011, as exemplified by the extra studies and analyses that were not anticipated at that time. For those reasons, MDAD needs to move funds originally allocated to the Basic Services account to the Dedicated Allowance account.

Additional Information

In response to questions posed by the Office of the Commission Auditor pertaining to the Second Amendment with S & G, MDAD staff provided the information below:

- What progress has S&G made since 2006? *The NTD Program has progressed to 93% of completion.*
 - *What percentage was it at in 2006?*
- Pursuant to the item, why was it difficult to budget funds in 2006? *In 2006, MDAD staff had not negotiated the entire myriad of Contracts related to the NTD; therefore it was extremely difficult to ascertain an exact timing; however this amendment does not require additional funds.*

- By how much has S&G personnel increased since 2006? *S&G personnel have decreased as the numbers of projects that have been completed have increased over the years. S&G had close to 97 staff members now they have 72.*
 - But the justification states they required more staff. So how much staff was hired at award, and what did it go up by?
- Please include what demands have exhausted the Dedicated Allowance Account? *MDAD hired Brock Solutions to perform an emulation of the Baggage Handling System; MDAD also temporarily carried other BHS consultants as their contracts were being amended in order to continue with the unprecedented progress of the NTD Program.*

Questions: Who approved the Brock Solutions work?
 When was Brock hired?
 How much were they compensated?

- Does S&G anticipate the need for additional staff? *No*
- How do S&G and URS differ in their scope of work? *The scope of services provided by URS are specialty engineering that relate to Baggage Handling System (BHS); S&G provides architectural and MEP coordination for Building and Construction.*
- What has MDAD done to encourage the participation of smaller companies in the NTD projects? *MDAD has established minimum percentage of DBE utilization participation in areas of Construction Inspection Services, and Document Control; and has monitored proper compliance.*

Additional Information

- On July 7, 2011, the BCC, through R-511-11, approved the Third Amendment to the Consultant Agreement for the North Terminal Development (NTD) Automated Baggage Handling System (BHS) between URS Corporation Southern (URS) and Miami-Dade County (County), increasing the contract amount by \$2,275,000 for an adjusted amount of \$15,006,800.
- Additionally, on the July 11, 2011, Regional Transportation Committee, Legislative File No. 111401/Agenda 3(C) is requesting from the BCC authorization to execute a Fifth Amendment between M.C. Harry and Associates, Inc. and Miami-Dade County, providing for an increase in an amount of \$400,000. *This amendment provides funding to extend construction administration, oversight and worksite services for the C-D Federal Inspection Services (FIS) Station project which is adversely impacted by the delay of the turnover of the Baggage Handling System (BHS).*
- **Pending from MDAD staff:** A list of all the contractors/consultants contracts of BHS and cost of each. As well as, a total cumulative cost of the BHS.

MIAMI-DADE COUNTY
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Legislative Notes

Agenda Item: 3(C)

File Number: 111401

**Committee(s)
of Reference:** Regional Transportation Committee

Date of Analysis: July 2, 2011

Type of Item: Resolution

Summary

This resolution authorizes the County Mayor or Mayor's designee to execute a Fifth Amendment between M.C. Harry and Associates, Inc., and Miami-Dade County, providing for an increase in an amount of \$400,000.00. *This amendment provides funding to extend construction administration, oversight and worksite services for the C-D Federal Inspection Services (FIS) Station project which is adversely impacted by the delay of the turnover of the Baggage Handling System (BHS).*

Question: When does American Airlines anticipate taking control of the operations of the new BHS?

MIA-NTD Baggage Handling System Status

A memo, dated June 7, 2011, from the Director of the Miami-Dade Aviation Department to the County Manager, provides a status of the NTD Program. Approximately 92 percent of the entire NTD Program has already been completed and is open to the public. The remaining eight percent of the NTD Program is contingent upon the completion of the BHS. The BHS is a complex baggage sortation system that delivers passenger luggage from ticket counters to baggage carousels directly adjacent to individual airplane departure gates.

Pursuant to the memo, the BHS has passed the required TSA tests; however, there have been significant challenges. Programming issues have surfaced with the operation of the graphics system and sortation controllers, and the MDAD is working with its contracting partners to correct these failures which were experienced when the system went fully operations on April 1, 2011.

- Question: Who are the contracting consultants involved mentioned above?

Additionally, a plan to address these highly technical issues was developed, with some work to be carried out by MDAD and its contractors and other work to be carried out by American Airlines and its contractor. Using their contractor, Brock Solutions, worked on the system optimization for 10 days. Upon completion, it was noted that the sort controller was not functioning correctly, experiencing so called "memory leaks" which resulted in baggage not being able to be properly sorted which would result on errors and possible bags delivered to the wrong gates. ***According to this memo written in June, the BHS was two (2) months behind the adjusted schedule.***

- Questions: Who came up with the plan to address these highly technical issues mentioned above?
Who approved the Brock Solutions work?
When was Brock hired?
How much were they compensated?

According to the memo, the MDAD has requested that American Airlines allow the original contractor, Siemens to assess the BHS, including the work that Brock has performed, recommend modifications, and when completed, operate the system for a period of four (4) weeks to demonstrate the performance of the system and enable the NTD to continue towards a successful completion.

The contingency plan would address the opening of the new Federal Inspection Service (FIS) area at least partially.

The following chart provides a plan to reinstate usage of the new BHS:

Milestone	Completion Date	Action By
Test and Assess Current System Status	June 18	Siemens
Recommend Modifications	June 21	Siemens
Implement Recommended Changes	June 30	Siemens
Readiness Test	July 5	Siemens
Live Testing	July 8-12	Siemens/MDAD
Four-week Full Operation Test	July 24-August 8	Siemens/MDAD
Confirm Acceptance of the BHS	August 8	American
Begin demolition of Legacy System	August 9	MDAD/NTD

Source: MDAD

Additional Information

In response to questions by the Office of the Commission Auditors Office, MDAD staff provided the following information:

- Please provide the technical issues that caused the delays? *The majority of the delays are associated with the complex inline BHS; FIS project completion is linked to live operations of phases 1 & 2; which would allow demolition of the old legacy baggage handling system.*
- Please provide a breakdown of the \$400,000, and include the need for this increase. *This amount is to cover six (6) months extended duration for Construction Administration (CA) and Work Site Services (WSS); of which approximately \$300,000 will be used for CA, and \$100,000 will be used for WSS.*
- When does the commencement of the construction for the new FIS area begin? *The work at the FIS area is currently ongoing; however there is an area that cannot be properly completed unless the old legacy BHS is demolished.*
- When does staff anticipate the demolishment of the old baggage shed? *The demolition of the old Baggage Shed; the remainder of concourse C; and the old legacy system is contingent upon successful live operations of phases 1 & 2 of the new inline BHS which would allow the demolition of the old system and the FIS project to progress towards final completion. The BHS is currently under review by American Airlines as they have expressed their desire to upgrade this almost 11 years old design and with the system not being operational it would be easier and quicker. To date; this issue is still under review and analysis from all stakeholders, MDAD, AA, TSA, and CBP. The NTD Program management has prepared a plan to totally “delink” the BHS from partial completion and limited opening of the FIS; the date still has not been determined as the specifics of the plan are being developed at this time.*
- Does the firm anticipate additional amendments? *No.*
- To date, what has been accomplished by this vendor, and what remains? *To date, the vendor has achieved 70% completion of the construction in the FIS project # 740A of the NTD Program.*

Pending from MDAD staff: A list of all the contractors/consultants contracts of BHS and cost of each. As well as, a total cumulative cost of the BHS.

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Legislative Notes

Agenda Item: 3(D)
File Number: 111399
**Committee(s)
of Reference:** Regional Transportation Committee
Date of Analysis: July 5, 2011
Type of Item: Resolution

Summary

If approved, this resolution would authorize the County Mayor, his designee, or the Miami-Dade Transit Department Director to implement a Supplemental Joint Participation Agreement (SJPA) which changes the scope of facility related improvement projects. This SJPA will be between the County and the Florida Department of Transportation (FDOT) for various security-related improvements.

The original four-year Joint Participation Agreement with FDOT was approved by the Board of County Commissioners in 2005 and included \$1.7 million in funding for security-related improvements to transit facilities with a \$1.7 million local match funded by the Local Option Gas Tax. However, only three of the six original security improvement projects were completed. According to staff, an internal review determined that the remaining original projects were no longer required or practical. The proposed SJPA replaces the cancelled original projects with five new projects.

Background and Relevant Legislation

In June 2005, the Board of County Commissioners approved a Joint Participation Agreement with FDOT (R-661-05), in which the County would receive \$1.7 million in state dollars to fund six security enhancement projects within the transit system. As part of that agreement, the County obligated \$1.7 million in Local Option Gas Tax proceeds as a local match, bringing the total program cost to \$3.4 million. Of the original programmed allocation, MDT has a remaining balance of \$1.25 million.

Below are the projects which have been identified for funding under the SJPA:

Project/Location	Description
Palmetto Yard Video/Access Control System	The access control and video surveillance system is intended to improve security measures at entrance gates, internal and external work areas, warehouses, parking lots and to allow the Control Tower better visibility of the transit yard.

Project/Location	Description
Up-grade of lighting at 10 Metromover Stations (First Street, College North, Arena/ State Plaza, Freedom Tower, Tenth Street, College/Bayside, Park West, Eighth Street, Fifth Street and Financial District)	Lighting will be up-graded to LED lighting fixtures and elements.
Purchase and Installation of Bus Bay Security/Video System at Earlington Heights Metrorail Station	This project will expand the existing video system to ensure improved surveillance of the bus bays and walking paths to and from the station.
Purchase and Installation of Bus Bay Security/Video System at Brownsville Metrorail Station	This project will install additional video cameras to improve surveillance of the bus bays and walking paths to and from the station.
Purchase and installation of security cameras at Tail Track (North and South)	Cameras will add to the safety and security to these areas and minimize potential injuries to employees and others, vandalism and theft of County property.

Budgetary Impact

The County will continue providing local option gas tax funding as a match for the current \$1.25 million in state funds for this SJPA.

Questions (Answers provided by MDT staff)

- The original JPA approved by the Board (R-661-05) anticipated a four-year time period for this JPA. All projects were estimated to be completed by 2008. Why did it take three years for MDT to bring this supplemental JPA back to the Board of County Commissioners?
- What process did MDT use to prioritize the new security projects which are outlined in the Manager's Memo? ***Based on an analysis of soft target locations and recommendations by the Transportation Security Administration (TSA), the areas identified in the JPA were determined to have a high vulnerability ranking and, therefore, were prioritized for funding.***
- Has MDT already started working on the new security improvements? ***No, however most of the initial "leg-work" has been completed, i.e. site visits, camera locations, fields of view, cable placements, scope of work, etc.***
- What assurances are there that the new security improvements will be completed by Dec. 2011? ***MDT is targeting to have all contracts completed by the end of the year.***

Note

The PTP 2010-11 Five Year Implementation Plan and Recommendations Memorandum dated May 26, 2011 states that, ***MDT and the County will face a critical issue as PTP funds currently used to support transit operations will be required for bond debt service; the estimated MDT operating budget shortfall in 2014 will be \$48 million annually.***

Prepared by: Jason T. Smith

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Legislative Notes

Agenda Item: 3(G)
File Number: 111449
**Committee(s)
of Reference:** Regional Transportation Committee
Date of Analysis: July 5, 2011
Type of Item: Resolution

Summary

With the approval of this item, the County Mayor or his designee, or the Miami-Dade Transit Department Director will have the authority to apply for and expend \$4,828,188 in grant funds from the U.S. Department of Transportation, Federal Transit Administration for FY 2010 and FY 2011 Section 5316 Job Access and Reverse Commute (JARC) program. According to federal guidelines, JARC grant funds can be used to support bus routes that service new and existing employment areas in a metropolitan area.

This grant requires an equal local match. Department officials expect that up to \$736,000 of the required match will be available from the Florida Department of Transportation (FDOT), leaving approximately \$4,092,188 to be funded from Miami-Dade Transit Department's operating budget.

Background and Relevant Legislation

The Job Access and Reverse Commute (JARC) program funds transportation projects designed to help low-income individuals access to employment and related activities where existing transit is either unavailable, inappropriate, or insufficient. The JARC program also funds reverse commute transit services available to the general public. A reverse commute is a round trip, regularly taken, from a metropolitan area to a suburban one in the morning, and returning in the evening.

Miami-Dade County Transit annually applies for and receives JARC grant funding to underwrite transit bus routes that service existing or new employment centers. The routes identified to be impacted by this current grant application include:

Route	Major Job Sites Serviced by this Route
Rt. 136	The Falls Shopping Center, Gloria M. Floyd Elementary School, the Kendall-Tamiami Executive Airport, the Immigration & Naturalization Office, and Coconut Grove.

Route	Major Job Sites Serviced by this Route
Rt. 150 Airport Flyer	Miami International Airport (MIA), Tri-Rail, Metrorail, and South Beach, with a stop at The Earlington Heights Metrorail Station.
Rt. 7	Bayfront Park, Miami-Dade College (Wolfson Campus), American Airlines Arena, Downtown Miami, the Metropolitan Hospital and the Magic City Casino along NW 7th Street, the Mall of Americas, and Miami International Mall. This route will also serve the new Marlins Ballpark along NW 7th Street.
NW 27 Ave. Enhanced Service (North Corridor)	Martin Luther King, Jr. and Brownsville Metrorail Stations, Miami Dade College North Campus, Sun Life Stadium, and Calder Race Track.
SR 836 Express Enhanced Service (East/West Corridor)	The new SR 836 Express Enhanced Bus Service (East/West Corridor) Street will provide service from west Miami-Dade (the proposed new park-ride lot at SW 8th Street/SW 147th Avenue) to the MIC. Bus stops or stations will be spaced approximately every mile, including Florida International University (University Park) and another park-and-ride lot located at NW 107th Avenue and 12th Street. Commuters will have direct access to Metrorail, Tri-Rail and the MIA from the MIC. This new enhanced route will be implemented in FY 2012.
Marlins Ballpark Shuttle	The Shuttle will be a connector route between the Culmer Metrorail Station at NW 11th Street and 7th Avenue and the new Marlins Ballpark at NW 3rd Street and 16th Avenue. This shuttle route will operate only during events at the Marlins Ballpark.
Coral Way Limited	The Coral Limited will be a new limited-stop route in the Coral Way corridor from SW 152 Avenue to downtown Miami. This route will be the main trunk line on Coral Way as part of a restructuring of service by MDT due to the introduction of the new City of Miami Trolley route.
Ludlam Limited	The Ludlam Limited will be a new route that will provide limited stop transit service between the new park-and-ride lot located at Miami Gardens Drive and NW 73rd Avenue and the Okeechobee Metrorail Station via Ludlam Road (NW 67th Avenue/West 12th Avenue) during peak hours.
NW 135 th Street/Opa- locka Blvd. Crosstown	The NW 135th Street/Opa-locka Blvd (SR/916) Crosstown route travels from Florida International University (FIU) to NW 67th Avenue in Miami Lakes.
Rt. 6	Route 6 currently provides service in the Central Miami area. This route will be extended from NW 14th Street and 34th Avenue on its current alignment to the MIC.
Rt. 42	Route 42 currently provides service as the LeJeune Road Cross-town route that will be extended from its current alignment on 42nd Avenue to the MIC.
Rt. 57	Route 57 currently serves SW/NW 57th Avenue and will be extended from its current

Route	Major Job Sites Serviced by this Route
	terminus at the Airport.
Rt. J	Route J currently serves as the 36th Street Crosstown from Miami Beach to the MIA and will be extended into the MIC from its current Airport terminus.

Budgetary Impact

This item represents \$4,828,188 in federal grant funds. A local match of \$4,828,188 is required. Department officials expect that up to \$736,000 of the required match will be available from FDOT. MDT will fund the remaining \$4,092,188 from its operating budget.

- If the partial funding from FDOT does not materialize, can MDT afford to pay the remaining \$736,000 to satisfy the local match?

Comments

According to a June 2011 letter from FTA Administrator Peter Rogoff, to BCC Chairman Joe Martinez, the FTA confirmed the release of \$62.5 million in federal transit reimbursement funds to MDT. The funds were received by MDT on July 1, 2011. According to Rogoff, the \$62.5 million reimbursement represents 34 percent of the available \$184 million federal funding that is currently under suspension by the FTA.

- FTA officials have indicated that MDT should continue to apply for future FTA grants while the partial freeze on federal funds remains intact, according to MDT staff.

Following the validation of FY 2010 and FY 2011 expenditures, the FTA will allow another drawdown of \$75 million in currently unobligated grant funds, which would bring the total reimbursement to \$133.5 million, according to Chairman Martinez's memo dated June 30, 2011.

Note

The PTP 2010-11 Five Year Implementation Plan and Recommendations Memorandum dated May 26, 2011 states that, ***MDT and the County will face a critical issue as PTP funds currently used to support transit operations will be required for bond debt service; the estimated MDT operating budget shortfall in 2014 will be \$48 million annually.***

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