



Miami-Dade County Board of County Commissioners

Office of the Commission Auditor

**Legislative Analysis**

**Regional Transportation**  
**Committee**

March 07, 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**

**March 07, 2011**

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

**Item Number(s)**

2(C)
3(A)
4(A)
4(B)

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



Legislative Notes

**Agenda Item:** 2(C)  
**File Number:** 110301  
**Committee(s)  
of Reference:** Regional Transportation Committee  
**Date of Analysis:** 3/4/2011  
**Type of Item:** Resolution

**Summary**

This item will allow Miami-Dade Transit (MDT) to create and issue a Regional EASY Card Link-Up product which will allow patrons access to the Tri-Rail, the commuter train operated by the South Florida Regional Transportation Authority (SFRTA). This regional fare card will be compatible with the current fare card technology which is in use by MDT.

**Background and Relevant Legislation**

This will mark the first transfer policy setting a fair for SFRTA customers transferring to the MDT system since Tri-Rail was opened in 1989. In 2004, the County entered into an informal interlocal agreement with SFRTA in which the Authority would pay the County yearly for the provision of Bus Feeder Services from the Tri-Rail stations in Miami-Dade County. According to R-975-10, the funding amount to the County from SFRTA was \$666,666. This agreement effectively allows SFRTA riders to transfer on to County buses for free.

According to the proposed item, SFRTA patrons and MDT patrons wishing to transfer between the Tri-Rail and Metrorail will purchase EASY Cards for \$100 (which is the current monthly rate for an EASY card), plus a new \$40 link-up fee. The total costs to patrons under this new program: \$140 per month for a monthly EASY card with unlimited travel between MDT and SFRTA for a month. For those customers who do not purchase the regional monthly EASY card, a transfer between the two rail lines will cost \$1.00 one-way, and a return trip on Tri-Rail will cost \$2.00.

The Manager's Memo also details proposed changes to the current free transfer policy for patrons transferring between Tri-Rail and MDT bus routes. A Tri-Rail to MDT bus transfer will cost ) \$0.50. That same customer's return trip would cost the full bus fare of \$2.00. The transfer fare for express buses will be \$0.85

**Budgetary Impact**

According to the Manager's Memo, the proposed regional EASY-card is expected to generate \$2,688,000 for MDT in the first full year of operation.

- **Question:** Was this funding anticipated when FY 2010-11 budget was adopted?
- **Question:** The County Administration states that there will no negative fiscal impact to the County. Will there be no costs for new signage displaying the new regional link-up fees, and for the aggressive marketing proposed in the Manager's Memo?
- **Question:** Will the County need to eventually purchase new fare machines to satisfy demand for this new regional product?

Note: The County will implement a fare increase based on the CPI, on October 1, 2011.

**Prepared by:** Jason T. Smith

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Legislative Notes

**Agenda Item:** 3(A)  
**File Number:** 110235  
**Committee(s)  
of Reference:** Regional Transportation Committee  
**Date of Analysis:** 3/4/2011  
**Type of Item:** Resolution

**Summary**

This item directs the County Mayor or his designee to provide up to 80 transit passes per month for the 2011 months of February, March, April, May, to the City Year youth volunteer program.

The resolution also allocates up to 125 transit passes per month for an additional 10 months (August 2011 through May, 2012).

In consideration for the passes, the City Year program will provide at least 2,478 volunteer hours for landscaping, litter removal, general clean-up and other beautification efforts at various Transit properties. The Miami-Dade Transit logo will also be displayed on City Year Materials such as jackets, vests and flyers.

**Background and Relevant Legislation**

City Year Miami, 44 W. Flagler Street, Suite 500, Miami, was launched in the fall of 2008 as a way to support the Miami-Dade Public School System in its efforts to help youth succeed in school and realize their potential. Since its inception, City Year Miami has worked to create and implement innovative solutions for the various issues facing County school children.

On October 2, 2009, City Year Miami officially launched its second corps which included 82 corps members who served throughout Miami-Dade County.

The Miami-Dade Board of County Commissioners passed a resolution expressing support for City Year's work to improve "the lives of this nation's youth." (R-531-08.)

Legislative History of City Year in Miami-Dade County.		
Resolution No.	Title	Purpose
R-531-08	Resolution Expressing Support for Outstanding Work of City	Resolution expressing support for the City Year program and its

	Year	volunteers.
R-55-10	Resolution Directing Mayor to Provide Transit Passes to City Year Volunteers	This resolution provided 80 transit passes per month free for the year 2010, in exchange for no less than 2,800 hours of volunteer services at transit facilities.

**Comments**

The proposed resolution reduces the number of service hours required of City Year as compared to Resolution 55-10, while also increases the number of passes provided to the group. Why is this?

**Prepared by:** Jason T. Smith

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Legislative Notes

**Agenda Item:** 4(A)  
**File Number:** 110277  
**Committee(s)  
of Reference:** Regional Transportation Committee  
**Date of Analysis:** 3/4/2011  
**Type of Item:** Ratification

**Summary**

This resolution ratifies the acceptance and execution by the Mayor's designee of Supplemental Agreement No. 3 to the Other Transaction Agreement (OTA) between Miami-Dade County the Federal Aviation Administration (FAA) for the transfer of additional federal funds for the construction of and equipment for the Air Traffic Control Tower (ATCT) at Opa-Locka Executive Airport (OPF), in the amount of \$882,128. Adoption of this resolution would increase the federal funding for this project to \$8,533,494.86. The construction cost for this project is \$10,598,333. The remaining funding for the construction of the ATCT will be funded through a 50/50 split between the Florida Department of Transportation and the Miami-Dade Aviation Department.

- *This proposed item does not reflect the new total amount of the project as adopted in R-695-10.*

**Background and Relevant Legislation**

On May 9, 2006, the Board of County Commissioners (BCC) adopted R-496-06, authorizing the execution of an OTA between the County and the FAA to develop specifications, design, construct and equip a new ATCT at OPF. The County's contribution towards the project was expected to be approximately \$4.9 million; the FAA contributed \$2.35 million of their total share of \$2.5 million appropriated for the project, reserving \$150,000 for costs associated with the project. FDOT funding was anticipated at the maximum level of \$3,463,181. The remaining funding of approximately \$4,962,489 was to be provided by Aviation Improvement Funds.

On November 6, 2007, the BCC adopted R-1205-07, approving the Supplemental Agreement No. 1 to the OTA between the County and the FAA for additional, Congressionally designated funds in the amount of \$4.2 million bringing the total federal funding for the project to \$6.7 million. FDOT funding was anticipated at the maximum level of \$3,871,000. The remaining funding of approximately \$354,000 was to be provided by Aviation Improvement Funds. Construction completion and occupancy was set for 2009.

On July 17, 2008, the BCC adopted R-834-08, ratifying the execution of a Joint Participation Agreement (JPA) with FDOT in the amount of \$3,871,000.

On January 22, 2009, the BCC adopted R-22-09, approving the contract award recommendation to TGSV Enterprises Inc. for the construction of the OPF ATCT in an amount not to exceed \$10,598,332 with a contract term of 18 months and a 16% (\$1,328,452) DBE contract measure and a 10% (\$961,300) CWP contract measure. The estimated cost of the ATCT was \$10,925,000 and construction completion and occupancy was expected in 2009.

On June 15, 2010, the BCC adopted R-695-10, approving Change Order no. 1 to the TGSV contract increasing the total contract amount by \$783,583.07, for a new total of \$11,381,915.57, and extending the contract term by 128 days.

- *At the 6/10/10 ASC meeting the Assistant County Attorney read the resolution into the record and asked that a scrivener's error under "Change Order Funding Source" be corrected to reflect \$2,024,166.25 as the unfunded balance for the FDOT grant and the MDAD Airport Improvement Fund; and to reflect the total amount as \$11,381,915.57. However, the item was waived on to the 6/15/10 BCC and was ultimately adopted as R-695-10 without the corrections being reflected in the resolution.*

On January 20, 2011, the BCC adopted R-10-11, ratifying the County Mayor's designee of a Reimbursable Agreement with the FAA in the amount of \$459,195 for the FAA's costs associated with relocating FAA equipment from the temporary ATCT at OPF to the newly constructed ATCT. Under the agreement the County would be eligible to be reimbursed once all work on the Tower is complete.

#### Relevant Legislation

5/11/2004	R-543-04	Authorized PSA with Kimley-Horn and Associates for MIA Airfield Security Project No. E02-MDAD-04 at Miami International Airport in a contract amount of up to \$2,005,000 with an <b>18% DBE goal</b> and a contract term of five (5) years or until all service orders had been completed.
5/5/2009	R-480-09	First Amendment to Project Specific Services Agreement (PSA) with Kimley-Horn and Associates, increases contract amount by \$300,000 for a new total of \$2,305,000 and corrects a scrivener's error in the scope of work description. The PSA awarded through R-543-04 did not include General Aviation Airports (GAA) in the scope of work description in the final agreement. <b><i>This first amendment corrects the scrivener's error by including GAA in the scope of work description and by including the Air Traffic Control Tower Project L-085A, this amendment allowed for Kimley-Horn to meet the 18% DBE goal that was established when the PSA was originally awarded in 2004 as they had only met 4.88%.</i></b>
5/5/2009	<i>Prior to adopting R-480-09, the BCC requested the MDAD Director to provide monthly reports regarding Kimley-Horn's efforts to achieve the 18% DBE goal.</i> <ul style="list-style-type: none"><li>• <b><i>The County Manager provided a Kimley-Horn DBE Achievement Report in a Memorandum dated February 12, 2010 stating that 11% of the 18% goal had been met; the DBE Achievement Report Memorandum dated September 7, 2010 stated that as of July 31, 2010, 12% of the 18% goal had been met, Minority Affairs would continue monitoring the project; and that the project is 90% complete.</i></b></li></ul>	

***Question: What is the current status of the Kimley-Horn DBE goal?***

**Prepared by:** Bia Marsellos & Jason T. Smith



**MIAMI-DADE COUNTY  
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Legislative Notes

**Agenda Item:** 4(B)  
**File Number:** 110404  
**Committee(s)  
of Reference:** Regional Transportation Committee  
**Date of Analysis:** 3/4/2011  
**Type of Item:** Resolution

**Summary**

This resolution ratifies the acceptance and execution by the Mayor's designee of Supplemental Agreement No. 1 to the Joint Participation Agreement (JPA) 42043419401 between Miami-Dade County and the State of Florida Department of Transportation (FDOT) in the amount of \$396,927 for additional funding to cover the anticipated cost increase for equipment associated with the modifications to Miami International Airport (MIA) Concourse J, Gate J-17 in order to accommodate the Airbus A380 aircraft (Modifications Project).

Pursuant to Exhibit "A" of the original JPA (R-93-10), the purpose of the JPA and its Supplement is to provide funding for improvements to MIA's airside for the accommodation of the A380 including the purchase, installation and testing of dual Passenger Loading Bridges, Pre-Conditioned Air Units, 400Hz Ground Power Units, Service Transport Units and construction of dual loading bridge support structures to enable conversion of existing gates to A380 compatible gates.

The Modifications Project consists of all required gate modifications and retrofits to accommodate the Airbus A380 aircraft with three Passenger Loading Bridges (PLBs) for commercial scheduled service into MIA.

- *Although the Airbus A380 aircraft was initially anticipated to arrive at MIA on August 2010, Lufthansa has advised MDAD that the A380 will not be serving MIA in 2010 and the airline will further advise if their fleet scheduling will include MIA in 2011. However, the project is moving forward in order to have the ability to accommodate that or any other operator.*
- *The A380 is currently operating to/from Los Angeles and New York. Other MIA carriers who are expected to acquire the A380 include Air France, British Airways and Virgin Atlantic – all have experienced delays in the scheduled delivery of the A380.*

**Background and Relevant Legislation**

On November 3, 2009, the Board of County Commissioners (BCC) adopted R-1239-09 awarding a contract in the amount of \$459,846.75 to Merkury Development Corporation for Modifications to Gate J-17. The term of this contract is 180 days from the effective date established in the Notice to Proceed date of December 7, 2009. FDOT provided a grant in the amount of \$208,500.

- ***Question: What is the current status of this project***
- ***Question: What is the current status of the 19% CSBE goal which was set for Merkury Development Corp.?***

On February 2, 2010, the BCC adopted R-93-10, in which the County ratified the Joint Participation Agreement with the FDOT, allowing the County to accept \$897,000 which went towards the modification costs estimated at \$2,587,847.

**Budgetary Impact**

This Supplemental JPA provides for the second allocation from FDOT in the amount of \$396,927 which will be applied to the modification costs.

The Project Budget is listed on Handwritten Page 9 of the Supplemental JPA, and states that the original estimated cost of this project was \$2,587,847. However, due to an increase costs related to upgrading the 400 Hz distribution equipment, the project is now estimated to cost \$3,381,701. If this Supplemental JPA is adopted the total FDOT contribution to this project would be \$1,293,927.

**Prepared by:** Bia Marsellos and Jason T. Smith