

SECTION I – INTRODUCTION

BACKGROUND

The citizens of Miami-Dade County approved a ½ Cent Charter County Sales Surtax on November 5, 2002. The purpose of the surtax is to implement the People’s Transportation Plan (PTP). The PTP included a broad range of projects including extensions to the Metrorail system, expansion of the Metrobus system, improving traffic signalization, improving major and neighborhood roads and highways and the funding of municipalities for road and transportation projects. The voters also approved, as part of the ballot question, the Citizens’ Independent Transportation Trust (the “CITT” or “Trust”) to oversee the proceeds of the surtax and the implementation of the People’s Transportation Plan.

The Board of County Commissioners (BCC) amended the ordinance governing the activities of the Trust (Ordinance 02-116) on September 21, 2010 to establish a Five Year Implementation Plan. The Trust, in consultation with the Mayor, shall recommend to the County Commission a Five Year Implementation Plan (the “Plan”). The Plan shall include a detailed scope of work and budget for each project funded with surtax funds that is anticipated to be implemented during the five year period. The Plan shall be consistent with the federal requirements for the Metropolitan Planning Organization (the “MPO”) Transportation Improvement Program (the “TIP”) and Long Range Plan. The Plan shall be updated annually.

This report represents the initial Five Year Plan. It will serve as the baseline for measuring future progress in the implementation of surtax funded projects. The annual updates to the plan will monitor the actual implementation of the projects, their adherence to budget and schedule, and any changes to the Plan including project additions, deletions or deferrals.

PLAN DESCRIPTION

The Plan is divided into 4 sections:

- Introduction
- Summary Tables of Implementation for PTP FY2011-FY2016 presents the PTP items cost and status with cross-references to the Detailed Descriptions section. These Tables group the projects into four types of status (Fully complete and/or Ongoing; Currently Active; Partially Active or Unfunded; and Deleted). It is intended similar to the TIP process that only projects in the third category can become Active and approved for PTP funding.
- Detailed Descriptions of Projects presents discussion on scope of work and budgets. The PTP projects are listed in the following order to correspond with chronological order of approval.
 - PTP Original Projects
 - Transit (Fare Programs, Bus Service Improvements, Rapid Transit Improvements)
 - Public Works Related projects (Major Highway and Road Improvements, Neighborhood Improvements, Board Requested Projects)
 - Municipal Improvements
 - PTP Amendments (Miscellaneous Capital Improvements Related to Bus Operations, Miscellaneous Improvements Related to Rail Operations, Additional)
 - Post-Unification 2009 and beyond



For projects that are Currently Active as shown in the Summary Table, information includes respective information from the County's 2010-2011 Approved Capital Budget, status of amounts expended to date and percentage completion, and list of awarded contracts as applicable. The funding sources or total budgeted costs will be updated as appropriate for projects with next year's 2011-2012 Approved Capital Budget and this Plan.

- Attachments

FINANCIAL OVERVIEW

The County's 2010-2011 Approved Capital Plan shows the following total revenue summary for PTP-related sources for the \$1.5 billion plan.

Revenue Source (000s)	Prior Years	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	Future	Total
Charter County Transit System Surtax	3,550	150	0	0	0	0	0	0	3,700
People's Transportation Plan Bond Program	519,144	283,341	207,925	134,056	168,151	154,929	44,620	1,776	1,513,942
Total	522,694	283,491	207,925	134,056	168,151	154,929	44,620	1,776	1,517,642

A financial projection or Pro Forma Financial statement (Pro Forma) was created for the PTP in 2002. The most recently refined and updated version for 2010 is presented as an Appendix to this Plan, reflecting future expenditures for all transportation related capital, operations and maintenance expenditures and projected revenues. The Pro Forma has changed significantly over the years because of the rapidly changing economic environment, variances in expected revenues, increases in capital and operational costs and the cost of additional projects approved by the CITT and the Board. It is also updated annually as part of the Capital Budget process.