



## 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 first annual update of the Five Year Plan. It documents current status of progress in the implementation of surtax funded projects versus the baseline provided in last year’s initial plan. Future annual updates to the Plan will continue to 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 FY2012-FY2017 presents the PTP items’ cost and status with page references to the Detailed Descriptions section. Tables A through D 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. A table (Table E) is also provided to highlight changes in scope, timing, budget or completion versus last year’s initial plan.
- 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 or Partially Active as shown in the Summary Tables, relevant information is included from the County’s 2011-2012 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 2012-2013 Approved Capital Budget and this Plan.

- Attachments

**FINANCIAL OVERVIEW**

The County’s 2011-2012 Adopted Capital Plan shows the following total revenue summary for PTP-related sources (combination of bond proceeds and direct receipts) for the \$1.5 billion program. It reflects a reduction of \$0.3 billion versus last year, primarily in outer years beginning FY2013-14.

Revenue (000s)	Prior Years	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Total	729,611	214,630	135,911	140,273	134,542	98,129	19,152	11,924	1,484,172

A 30-year financial projection or Pro Forma Financial statement (Pro Forma) was created for the PTP in 2002. The most recently refined and updated draft version for 2011 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.

**UPDATES FOR 2012 PLAN**

The Plan presents status on the scope, cost and timing of the initiatives both completed and in progress. It also shows that work completed on the PTP including municipal projects has been significant, as is the number and complexity of PTP projects. Continuing the progress on the PTP faces significant financial challenges. The following describes the most significant updates in the 2012 implementation plan versus 2011 and are highlighted in Table E.

**Project: Earlington Heights/Airport Connector (Airport Link)** – The project is proceeding for construction completion in April 2012, on schedule and on budget. Revenue service will commence about eight weeks after project completion.

**Project: Rail Vehicle Replacement** - County Mayor award recommendation was scheduled to be presented to the Trust and the Board late 2011. The recommendation was to award the contract to AnsaldoBreda (an Italian affiliated company). The second bidder, CAF-USA (a Spanish affiliated company) filed a protest against the then County Manager’s recommendation. A hearing was held by the County and the Hearing Examiner ruled in favor of the County. CAF then appealed the Hearing Examiner’s ruling to the FTA. In November 2011, the FTA ruled that the County violated Federal procurement rules when it considered the location of the final assembly plant and its local job creation benefits in the Railcar procurement. The Mayor reconvened the Selection Committee to “consider the BAFO (Best and Final Offer) proposals, and instructed them to carefully review the BAFO in accordance with FTA instructions.” The Selection Committee reconvened on December 6, 2011. The now-rescinded award recommendation included project completion in 2022 (compared to March 2019 identified in 2011 Five Year Plan), and further impact to project scheduling is to be determined.



The original Airport Link project included eight additional Metrorail cars to be procured at the same time as the replacement of the existing 136 car Metrorail fleet. The Trust had recommended for the 2011 Plan that the County carefully consider adding the additional railcars as an option to the current railcar procurement (to hedge against potential long term risks such as capacity to handle increased ridership on operating characteristics), pending determination that this is legally permissible and will not adversely affect the current procurement process. The County Attorney's Office advised that adding the option for eight additional cars is a material change to the Request for Proposals specifications and thus not permissible. Lack of the option is a potential concern; adding the cars in the future may not be possible or possible only at a significant increase in cost.

**Projects: Grade Separations and Reversible Flow Lanes** - The PTP included "funds grade separation of intersections where appropriate countywide" and "creates viable reverse flow lanes on major thoroughfares." Only one reverse flow lane has been completed to date, and a Project Development and Environmental (PD&E) study is being completed for two grade separations. The Plan as presented does not similarly advance other identified locations for these two types of projects by funding these planning efforts. It is also important to note the Trust recommended for the 2011 Plan that the County prioritize in the upcoming process of competing for state discretionary funding for PD&E study of other 4 selected intersections for Grade Separations and of 2 thoroughfares for Reversible Flow Lanes. The \$111.5 million overall total required for completing design and construction remains an unfunded need in the Transportation Improvement Plan. The studies remain unfunded also.

**Project: "SW 157 Avenue (SW 184 Street to SW 152 Street), New Four Lane Road [District 9]"** - To date, Public Works has proceeded with design and right of way acquisition with construction bids scheduled for late 2011. The Trust had recommended for the 2011 Plan that traffic studies be updated prior to immediate commencement of construction. Public Works and Waste Management Department presented the results of the completed traffic studies in December 2011. The need for the project appears confirmed by traffic count five-year growth, current daily volume exceeding 75% of capacity and the transportation planning model indicating a failing condition by year 2020 if remained only a two-lane road.

**Project: "SW 137 Avenue (US-1 to SW 184 Street), New Road [District 8]"** - The CITT and the BCC in January 2012 awarded the Design Build Contract pursuant to the Unsolicited Proposal procedures. This contract award is lower than the cost estimates and provides a defined target completion date for this project clarified as a Phase 1 to widen from two to three lanes (i.e., two travel lanes plus one turn lane and not a new road as project originally titled). However, implementing the four travel lanes indicated in the original project description is currently an unfunded later phase.

**Projects: Rail Capital Improvements ("Metrorail Station Refurbishments"; "Metromover Station Canopies and Escalator Replacement" for remaining one Inner Loop Metromover and 21 Metrorail stations; "Facilities Painting" for remaining 30 of 43 total stations; "Metrorail Piers Grounding"; and "Facilities Roof Project")** - The PTP included a number of renovation and refurbishment projects at Metrorail and Metromover Stations. The Trust had recommended for the 2011 Plan that these projects be prioritized in the upcoming budgeting and planning cycle by funding as capital projects within bonding and cash flow capacity, with plan to complete by 2016. The surtax impact in this period would include adding \$42.9 million to capital program and beginning 2014 slightly higher debt service. The capital increase is offset by some expenditure shifted from Miami-Dade Transit operating expenses. There is currently no indication of any change for FY2012 of the County implementation plans for these projects

**Project: Capital Expansion Reserve Fund** - The PTP includes the establishment of a "Capital Expansion Reserve Fund" for the financing of major corridor improvements beyond the Airport Link. The Reserve represents 10% of the County's annual share of Surtax funds excluding future and existing debt service. For FY2012, the cumulative total was identified at \$29.387 million as shown in the Approved Capital Budget, shown as "Reserve fund to acquire equipment, for North and East West Enhanced Bus Service." However, the specific list of included project items is still under development as of February 2012.

**Projects: Highway, Roadway and Neighborhood Improvements** – The County has completed two more projects – “Street Improvements for SW 62 Avenue (SW 24 Street to NW 7 Street) [District 6]” and “Narrow SW 62 Avenue (SW 70 Street to SW 64 Street) from 5 to 2 Lanes [District 7].” This 2012 Plan update recognizes increasing construction costs in the estimates for the projects to “Widen NW 37 Avenue (NW 79 Street to NW North River Drive) [District 2]” by \$2.1 million and “Construct NW 87 Avenue (NW 154 Street to NW 186 Street)”.

**Projects: Enhanced Bus Services (EBS)** – The Trust agreed with the incremental implementation of rapid transit improvements for several corridors as the 2010 Near Term Transportation Plan outlines. Funding is included in Approved Capital Budget for hybrid buses to support Enhanced Bus Service (new for Biscayne and additions to Kendall) within the Bus Enhancements project line item. The “Kendall Cruiser Enhanced Bus Service” also now features a leased Park and Ride incorporated in existing Phase II, and added Phase III with constructing a 150-space Park and Ride facility and purchasing three more buses. Its total project cost with added scope is now \$15 million compared to previous \$11 million. The NW 215<sup>th</sup> Street parcel was purchased in 2010 to support the “NW 27<sup>th</sup> Avenue Service” (North Corridor), and an RFP based on a 2011 Highest and Best Use Study is under development for a Transit Oriented Development at the site. The County has identified FDOT County Incentive Grant Program as funding source for additional buses planned to support it and “SR836 Express Enhanced Bus” (East-West Corridor). In addition, MDT has partnered with MDX for the Authority to complete the NEPA study that supports SR836 Express Enhanced, and the County is submitting an application for federal TIGER IV funding to support both EBS projects. The Trust had recommended for the 2011 Plan that the additional North and East-West enhanced bus service facilities be funded as part of Capital Expansion Reserve described above.

**Deferred completion timing** – This 2012 update of the Five Year Plan identifies several other PTP projects have current estimated implementation dates six or more months later than identified in 2011 initial Plan.

- “Test Track for Metrorail” and “Lehman Yard Rehabilitation and Expansion Phase 1” by 11 months to March 2014
- “Park and Ride Lot for Kendall Drive” by 15 months to February 2014 and “Park and Ride Lot for SW 344 Street at Busway” by six months to December 2013
- “Metromover Vehicle Replacement, Phase II” by 6-10 months to April 2012
- “Widen SW 27 Avenue (US-1 to Bayshore Drive) to 3 lanes from 2, Phase 2 of 2 (SW 28 Terrace to Tigertail Ave) [District 7]” by 12 months to March 2014
- “SW 216 Street (Florida’s Turnpike to SW 127 Avenue) Curbs and Gutters, Traffic Operational Improvements [District 9]” by 14 months to December 2014
- “Widen SW 312 Street (SW 187 Avenue to SW 177 Avenue) to 5 lanes [District 8]” by 20 months to May 2015
- “SW 264 Street (US-1 to SW 137 Avenue); Curbs and Gutters, Traffic Operational Improvements [District 9]” by 18 months to June 2015
- “Construct NW 87 Avenue (NW 154 Street to NW 186 Street)” by 10 months to October 2014 in addition to increased construction cost estimates noted above

**Municipal Circulator Program** – The expansion of locally coordinated municipal transit service continues with the City of Opa Locka launching its Express Circulator in February 2011, the Village of Pinecrest launching its People Mover in January 2012 and the City of Miami launching its first trolley route in March 2012. The Village of Biscayne Park has ended its Interlocal Agreement with the City of North Miami.