OTHER PROJECTS POST-UNIFICATION

1. Busway ADA Improvements

This project will provide accessibility to the Busway by constructing sidewalks, ramps and crosswalks, at those locations missing these pedestrian improvements in unincorporated areas identified in the Quarter Mile Accessibility Report. The project is no longer PTP funded ($100,000 of PTP funding reflected in the previous Capital Budget Plan revised to Gas Tax funding) and since not included or directed as part of the Ballot Question, any Ordinance or Amendment, its implementation and budget now falls outside the scope of the PTP Five Year Plan.

2. Lehman Yard Rehab and Expand Phase 1

This project is about 1% complete (based on amount expended of total estimated cost). It will be implemented using a Design/Build Procurement method in conjunction with the Lehman Center Test Track (page 99). It consists of constructing 5 storage tracks and 2 maintenance-of-way tracks at the existing Lehman Center Metrorail Facility. Due to budgetary constraints, the test track and additional storage tracks were not included in the Lehman Center facilities contract which was awarded prior to 1983. In 2002, the test track and storage tracks were included in MDT's Capital Improvement Plan approved by the Board for financing by the PTP Bond Program. This rehabilitation and expansion is necessary to provide the required vehicle storage capacity and vehicle transition process facility in support of the procurement of the new Rail Vehicle (136) fleet with a delivery date beginning second quarter of 2014. Total estimated cost is $8.713 million with $332,000 expended to date (8.4 million remaining as of June 2012). Project RFP advertisement was scheduled February 2010, actual June 2010. Contract was awarded November 2012; project complete including testing and startup by October 2014 (previously targeted for April 2013).

The Design/Build team will manage the final design, permitting, construction, equipment furnish and installation, testing, operating system implementation, system integration and acceptance of the following components: test track, siding track, inspection building, five new storage tracks, two maintenance of way tracks, a train and communication house. This work includes implementation of a train control system, Closed Circuit Television CCTV, telephone systems and traction power connection along with the addition of track switches remotely controlled by the existing control panel at the Lehman Yard Tower. The Lehman Yard expansion will provide 24/7 testing capability for the existing fleet, increase efficiency, and will support the transition from decommissioning the old fleet to the acceptance of the new fleet.

The following is more detailed information from the 2012-2013 Adopted Capital Plan. The combined contract for Test Track and Yard Rehab is $25.3 million and updated costs will be reflected in FY14 Capital budget.

From 2012-2013 Adopted Capital Plan

LEHMAN YARD REHABILITATION AND EXPANSION PHASE 1 PROJECT # 674560

Implement five storage tracks at the existing Metrorail Palmetto Yard facility

LOCATION: 6601 NW 72 Ave Unincorporated Miami-Dade County

DISTRICT LOCATED: 12 DISTRICT(s) SERVED: Countywide

ESTIMATED ANNUAL OPERATING IMPACT:$380

Revenue Schedule	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
PTP Bonds	4,819	6,466	1,232	0	0	0	0	0	12,517
Total Revenue:	4,819	6,466	1,232	0	0	0	0	0	12,517
Expenditure Schedule:	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
Construction	4,348	6,211	1,171	0	0	0	0	0	11,730
Construction Management	76	183	31	0	0	0	0	0	290
Project Administration	395	72	30	0	0	0	0	0	497
Total Expenditures:	4,819	6,466	1,232	0	0	0	0	0	12,517

Contract: CIP030-CT1-TR09 (combined under Test Track) [(See Appendix for fuller listing of Trust-approved contracts)]

MDT has identified the project's annual electrical cost estimate is $480,000 ($360,000 for Test Track, $120,000 for Yard Rehab-Expansion, and identified the annual preventive maintenance and repair cost estimate is $585,000 ($325,000 for Test Track, $260,000 for Yard Rehab-Expansion).

3. TOS Replacement

The Transit Operations System (TOS) is over 20 years old and at the end of its life cycle with numerous software limitations. Miami-Dade Transit is the only transit property currently utilizing this software. This project replaces the current manual processes of Miami-Dade Transit's mission-critical Operator Workforce Management System with state-of-the-art technology automating fundamental operational functions such as operator bidding, dispatching, work assignment, bus availability, time keeping and operator performance management. The new system will be capable of interfacing with other MDT systems including the fixed-route scheduling system, Automated Fare Collection-Smart card system (see page 110), Miami-Dade County Payroll System, Computer-Aided Dispatch/Automated Vehicle Location System (CAD/AVL, see page 39 for further detail on the upgrade to fleet management infrastructure and its passenger convenience systems integration), Enterprise Asset Management System (EAMS), Random Drug and Alcohol Substance Abuse System, Disciplinary Action Reporting System and the Automatic Passenger Counter (APC) system (also page 110). This new system will greatly improve line-up timing and process (allows high number of concurrent operators bidding while complying with the Collective Bargaining Agreement with the local Transit Workers Union), as well as significantly improve bus and rail operational effectiveness and efficiencies by reducing labor costs and increasing data accuracy.

Project overall is 10% complete and total project cost is $4.1 million (estimate was $6.2 million in FY12 Plan). RFP (#746) was advertised in December 2012 and awarded January 2013; Notice to Proceed was issued March 2013. The current September 2014 completion date is three months later than shown in FY11 Plan and 9 than in FY12 Five Year Plan Update. Funding is now 100% ARRA and no longer includes PTP funds; last year's Capital Budget identified $1.4 million PTP. Next year's budget will also reflect the lower costs.

The following is information from 2012-2013 Adopted Capital Plan.

From 2012-2013 Adopted Capital Plan

TRANSIT OPERATIONS SYSTEM (TOS) REPLACEMENT PROJECT PROJECT # 671460

Replace obsolete and antiquated hardware needed to dispatch Bus Operators and process Bus Operator payroll

LOCATION: 111 NW 1 ST
City of Miami

ESTIMATED ANNUAL OPERATING IMPACT: $402

DISTRICT LOCATED: 5

DISTRICT(s) SERVED: Countywide

Revenue Schedule	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
FTA Section 5307/5309 Formula Grant	682	3,534	1,984	0	0	0	0	0	6,200
Total Revenue:	682	3,534	1,984	0	0	0	0	0	6,200
Expenditure Schedule:	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
Equipment Acquisition	682	3,534	1,984	0	0	0	0	0	6,200
Total Expenditures:	682	3,534	1,984	0	0	0	0	0	6,200

4. Infrastructure Renewal Plan

This program is to maintain MDT's infrastructure and replace or upgrade physical assets according to normal replacement cycles. The IRP focuses on such areas as bus overhauls, rehabilitation of bus and rail facilities, and systems and equipment. There are MDT unfunded projects included in this item. Note that many of the projects proposed are multi-year projects which will require subsequent funding. The total expended in FY2009 through FY2011 capital budgets was $4.909 million and includes partial funding for PTP items such as Park West Metromover escalator replacement and the Traffic Signal Prioritization on the pilot for the Kendall Enhanced Bus Service. FY11 budgeted items include portion of SW 168th Street Park and Ride.

The following presents information from 2012-2013 Adopted Capital Plan.

From 2012-2013 Adopted Capital Plan

INFRASTRUCTURE RENEWAL PLAN (IRP) PROJECT # 677200

Replace and upgrade physical assets according to normal replacement cycles; the IRP focuses on such areas as bus overhauls, rehabilitation of busand rail facilities, systems and equipment

DISTRICT LOCATED: Countywide

ESTIMATED ANNUAL OPERATING IMPACT: Minimal

DISTRICT(s) SERVED: Countywide

Revenue Schedule	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
PTP Bonds	0	7,500	12,500	12,500	12,500	12,500	12,500	0	70,000
Total Revenue:	0	7,500	12,500	12,500	12,500	12,500	12,500	0	70,000
Expenditure Schedule:	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
Equipment Acquisition	0	7,500	12,500	12,500	12,500	12,500	12,500	0	70,000
Total Expenditures:	0	7,500	12,500	12,500	12,500	12,500	12,500	0	70,000

The following presents descriptions of the 65 projects that were prioritized within the Approved Budget levels and funded as part of the 2011 Series Revenue Bond. The list of future IRP projects is subject to change by MDT during the year, and may include items funded within the MDT Operating Budget.

IRP Project Name	Scope
Central and Northeast Metrobus Lot Lighting Upgrades Study	Procure the services of a design consultant to perform a study of the existing lighting conditions at the bus parking areas in the Central and Northeast Facilities. The scope is to include a proposal for at least two different lighting designs, each including the engineer's estimate of probable construction cost. This study was not undertaken in FY 2011-2012 as is pending based on funding other than bonds.
DLN Vehicle Containment Barriers	Vehicle Containment have determinate and failed. Immediate corrective action was required by Director of Building and Zoning.
Hydraulic Mobile Bus Lifts	Provide thirty-six (36) individual hydraulic mobile lifts for the Miami-Dade Transit (MDT) Stertil-Koni model # ST -1072-SS or ALM Model # WE-18 (as modified to MDT specifications), or approved equal. Each mobile lift set shall consist of four (4) columns. Each set shall consist of four primary columns and each primary column shall operate as a primary of secondary column interchangeable without any modifications. The system shall be equipped with a selector interchangeable without any modifications. The system shall be equipped with a selector switch to permit the selection of four (4) columns when operating as a set of six (6) columns. Each mobile lift set shall be designed to permit combining columns in pairs to compose systems of up to six columns. Definition of set: A standard set of lifts consists of four (4) hydraulic mobile columns, all primary design operation, used to lift MDT buses as specified in Section 3. MDT sometimes uses 6 columns sets to lift the 60' buses. At least 15,000 lb. capacity per column. All columns shall be operated synchronously from any control panel on any column.

IRP Project Name	Scope
Install Fuel Transfer Pump for Central Bus Facility	Provide and install one (1) fuel transfer pump cart at Central Bus Facility. Prepare mechanical and electrical design drawings and obtain permits and permit fees. Furnish 3-phase, 3 hp, 200 gpm 3" suction, 2" discharge UL listed Centrifugal Diesel Pump to be placed on a cart which will be placed immediately adjacent to the fuel island diesel tanks furthest from unleaded tanks. Mount new pump on existing carts that MDT currently uses for meters Furnish up to 80 feet of 3 inch fuel transfer hose, including couplers, adapters, dust caps, and dust plugs. Furnish and install check valve and ball valves on pump as necessary. Furnish and install 1/2" aboveground galvanized air line from existing airline located immediately adjacent to Antifreeze tank, air filter-regulator-lubricator (FRL), and hose piping connections for the new pump and additional electrical panel and transformer as needed. Connect new system to existing emergency shut-off system. This project is scheduled to start in FY 2012-2013
Metrobus: A/C Replacement (CWF-TRB & Garage)	Coral Way Bus TRB: Contractor to furnish and install eight (8) rooftop A/C units and replace roof curbs. Project to include new electrical disconnects replaced on roof. Coral Way Bus O/I Garage and Offices: Contractor to furnish and install nine (9) roof top A/C units and replace roof curbs. Project to include new electrical disconnects replaced on roof.
Metromover Bicentennial Park Station Rehabilitation	Replace 8 ft. high chain link fence around station perimeter, replace aluminum slats ceiling with new support system at ground level, replace recessed lamps at suspended ceiling, testing on electrical circuits to assure proper function, Install new light poles for exterior lights circuits and lamps, repair low voltage communication system, replace 3 signs / 2 maps cabinets, replace damaged Plexiglas panels at Canopies Entrances, replace stairs metal plates, rehabilitation of elevator and escalators, install fire cabinets, replace expansion joints between Platform and Elevator structure, replace tact tiles, Fare Collection system recovery, roof replacement at Electrical Room, repair cracks at exterior walls and Electrical room, general painting and landscaping. This design/build project is currently in construction. For further discussion including non-IRP funding, see page 127.
Metromover Public Address System Replacement	The purpose of this project is to replace the existing Public Address System at all MetroMover Stations. The Scope of Work includes the replacement and upgrade of all electronic components in the Paging chain. The distribution wiring will also be upgraded.
Mover 13kv Transformers	Systems Engineering: Mover 13kv Transformers
Mover Fiber Emergency Project	Fiber Replacement Project Scope involves the following components: - Replacing and installing Fiber Optic Cable throughout the Metro-Mover System. - Installing new Fiber Optic equipment at all stations and at Central Control. - Replacing PLC equipment at all stations and at Central Control. - Installing Giga-Bit Ethernet at all stations. - Add Wireless networking capability to all stations. The $3.2 million cost is 100% federal funded. Complete by June 2013. Also now includes Replacement & Installation of Metromover CCTV. It expands the Video System by installing new digital cameras at all Metromover Station Platforms as well as providing local Network Video recorders (NVR) for independent 24/7recording. The cameras will be networked into the MDT Video System and new digital displays will be installed at the Mover Central Control. This project is being consolidated with the Fiber Project due to its dependency on the fiber installation. It is in progress and Implementation is expected to be complete by December 2012. The $698K project is federally funded (ARRA).
Multi-Channel Voice Recorder	The purpose of this project is to replace the existing analog recorders within the Transit System with new digital voice recording systems. These recorders will replace the existing equipment which is now obsolete. The new system will include five digital voice recording units, network attached storage devices, personal computers, system software and miscellaneous hardware. The new system will streamline the method of retrieving recorded messages by enabling them to be accessed through the network.

IRP Project Name	Scope
Rail Public Address System Replacement	The purpose of this project is to replace the existing Public Address System at all Metrorail Stations. The Scope of Work includes the replacement and upgrade of all electronic components in the Paging chain. The distribution wiring will also be upgraded.
Rebuild Switch Machines (M-3) – Mainline	Rebuild all track switch machines along the Metrorail mainline including the three machines at the entrance to Palmetto Yard. The switch machines are used for physically moving the alignment so a train can travel from one track to another at junction points that allow this.
Repair and Restoration of Existing Douglas Road Metrorail Station Park and Ride Lot Underneath Guideway	The scope of work is to provide safety and operational upgrades to the parking surfaces, landscaping, fencing, and illumination in the existing unused parking lot. The work will provide approximately an additional fifty parking spaces. The scope of work includes the preparation of complete contract documents for bidding, estimated construction cost, permits, inspections, construction administration, County administration and project contingency. The scope of work shall include all the necessary coordination with Miami-Dade Transit (MDT) and the Miami-Dade Building Department. Any environmental mitigation work, which might be due to contamination issues that may arise during construction, is not included. This is a Capital Improvement Project (CIP), which is being included on the IRP due to MDT's necessity in obtaining funding for the proposed project. ($32,901 spent from other FTA and FDOT sources) with a total project cost of $232,901.
Safety Walkway Sections for the Metromover Test Track	Prepare a set of biddable construction documents for the construction of two safety walkway sections at the Metromover Test Track. This is a safety concern, because when the Metromover vehicles doors open at the stations on the Test Track, there is no fall protection for the technicians. The anticipated scope of work includes construction documents, assistance during the dry run process, response to comments, review shop drawings send the necessary coordination with Miami-Dade Transit and all the appropriate agencies. Project was approved 4/12/12
Switch Logic Cabinet Overhaul (Metromover)	The scope of work is for replacing the high-cycle Switch Logic Control Cabinets (SLCC), these switches are used extensively during normal revenue service. These cabinets are in poor condition and in need of immediate replacement. They were not made of materials intended for outdoor use and corrosion has caused water to leak in to the cabinets. The South Florida environment causes the electrical components in the cabinets to deteriorate at an accelerated rate when exposed to moisture. Increased project cost and reorganization of priorities resulted in a shift of timeline from FY2011-2012 to FY2013.
Uninterrupted Power Supplies – Mover	Replace the Mover Systems Uninterruptible Power Supplies at all the equipment rooms on the OMNI, Brickell, Inner, and Outer Loop. There are 28 UPS locations including Government Center. Parts are not available beyond the 10 year point and replacement of the equipment is necessary
Uninterrupted Power Supply – Government Center	Replace the Metrorail Central Control Computer Room Uninterrupted Power Supply. This location will be replaced with a dual redundant UPS for failure management and maintenance purposes. This is a critical UPS and MDT cannot afford to lose this piece of equipment due to maintenance and any other issue that may come up. . Alternative project funding altered its commencement from FY 2011-2012 to FY2013.
Waste Water Treatment System	To replace the existing oil water separators at all four (4) pressure cleaning operations with a more sophisticated and advance waste water treatment system at all three (3) Bus Maintenance Facilities.
Metrorail Station Lighting	Upgrade Lighting
Replacement of Bus DVR	Digital Video Recorders for Buses
Metrorail Palmetto Station-ADA Assessment	Study at Rail Station and corrective work has been completed.
40 Year Recertification @ Central Building #1	The scope of work is to provide for the 40 year re-certification inspection/Repairs. . New PPBA and cash flow submitted and approved for FY 2012-2013.
41 Year Recertification @ Central Buildings #4 and #5	The scope of work is to provide for the 40 year re-certification inspection/Repairs. . New PPBA and cash flow submitted and approved for FY 2012-2013.

IRP Project Name	Scope
Purchase of Support Vehicles	Procurement of the following: 13 sedans to dispatch and monitor buses at certain locations, respond to emergencies and transport personnel to meetings and job sites. 12 Cargo vans to transport equipment, personnel and respond to emergency calls and maintenance repairs for all systems. 18 Pick-up trucks to conduct daily operations/maintenance, and pick-up and delivery of parts and/or supplies between MDT warehouses and divisions.
Metromover Canopies and Escalator Replacement	See PTP Amendment item for further detail, page 102.

5. Bicentennial Park Station

This project as of June 2012 was 40% complete and as of March 2013 was 90%. It includes rehabilitative work necessary to reopen this Metromover Station, including replacement of the existing elevator, escalator, ceiling and fencing; improvements such as grading, paving, drainage, painting and landscaping; removal of the existing fare collection turnstiles; and repair of communications system. The total cost is currently estimated as $2.507 million, with ARRA, PTP and Gas Tax funding, and about $476,433 expended as of June 2012. IRP includes funding part of this project and further details included in description in above list, page 124. NTP to begin construction was October 2011 and expected complete April 2013 (slightly revised from November 2011 and February/March 2013 shown in FY11 Plan). The project is also included in the July 2008 BCC Resolution R-851-08 originally establishing the list of projects for the Miami-Dade Economic Stimulus Plan program, which accelerates the County's capital program by moving funded projects through the contracting award process at a quicker pace. The station reopening supports the new Art and Science Museums being built by the County at the site.

Following is information from the current 2012-2013 Proposed Capital Plan. The operations and maintenance cost of the completed station is estimated at $349,000 per year.

From 2012-2013 Adopted Capital Plan

METROMOVER BICENTENNIAL PARK STATION REFURBISHMENT PROJECT # 6710860

Refurbish Bicentennial Park Metromover Station

LOCATION: Bicentennial Park Station, City of Miami

DISTRICT LOCATED: 3 DISTRICT(s) SERVED: Countywide

ESTIMATED ANNUAL OPERATING IMPACT: $349

Revenue Schedule	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
FTA Section 5307/5309 Formula Grant	1,286	14	0	0	0	0	0	0	1,300
PTP Bonds	526	322	0	0	0	0	0	0	848
Capital Impr. Local Option Gas Tax	0	152	0	0	0	0	0	0	152
Total Revenue:	1,812	488	0	0	0	0	0	0	2,300
Expenditure Schedule:	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
Planning and Design	157	14	0	0	0	0	0	0	171
Construction	1,609	431	0	0	0	0	0	0	2040
Project Contingency	46	43		0	0	0	0	0	89
Total Expenditures:	1,812	488	0	0	0	0	0	0	2,300

6. Palmetto Station Traction Power Substation (TPSS)

This project will be implemented using a Design/Build procurement method, and was 5% complete as of June 2012 based on amount expended of total estimated cost. (Was 35% as of March 2013.) A new Traction Power Sub-Station will be built at the existing Palmetto Metrorail Station to reduce failures on the current transit vehicle. The sub-station will support the existing Palmetto Station facilities and support all traction power requirements between the Palmetto and Okeechobee Stations. In addition, it will interface with the communication system and Central Control. Presently, the electrical power needs at the Palmetto Extension are supplied by the Okeechobee and Lehman Yard TPSS; this supply is marginal and at times insufficient for the existing operation. The project includes two dedicated 13.2 Kilo Volts (KV) feeder lines from Florida Power and Light (FP&L) required to support the operation of this new TPSS, which will be the same design as the other existing TPSS. Further, the new vehicles require higher minimum operating voltage. Since they will be more sensitive to low voltage conditions and will be under warranty, it is imperative that this sub-station be built at this location to correct the low voltage situation and to be in place before the delivery of the first prototype Metrorail vehicles scheduled to arrive by the second quarter

of 2014.

The total project cost estimate is $16.8 million, of which $16 million is ARRA funded. As of June 2012, $0.98 million has been expended ($15.82 million remaining). The Contract had been advertised February 2010 and May 2010. No proposals were received after the first advertisement and one proposal was received after the second, but agreement with the price proposal was not achieved. The Contract was re-advertised in April 2011. BCC awarded the contract May 2012 and the Notice to Proceed was given June 8, 2012, with project completion including testing and startup by July 2013 (previously was January 2013 in FY11 Initial Plan, and was May 2013 in FY12 Plan Update). The following is more detailed information from 2012-2013 Adopted Capital Plan.

From 2012-2013 Adopted Capital Plan

PALMETTO STATION TRACTION POWER SUBSTATION PROJECT # 678280
LOCATION: 7701 NW 79 Avenue, Hialeah
DISTRICT LOCATED: 12
ESTIMATED ANNUAL OPERATING IMPACT$356
DISTRICT(s) SERVED: Countywide

Revenue Schedule	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
FTA Section 5307/5309 Formula Grant	8,643	7,358	0	0	0	0	0	0	16,001
PTP Bonds	660	142	0	0	0	0	0	0	802
Total Revenue:	9,303	7,500	0	0	0	0	0	0	16,803
Expenditure Schedule:	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
Construction	7,642	6,715	0	0	0	0	0	0	14,357
Construction Management	544	543	0	0	0	0	0	0	1,087
Project Administration	1,117	242	0	0	0	0	0	0	1,359
Total Expenditures:	9,303	7,500	0	0	0	0	0	0	16,803

Contracts:(See Appendix for fuller listing of Trust-approved contracts)
CIP023-CT1-TR09-R Design-Build Services for the Palmetto Station Traction Power Sub-Station

7. Northeast Passenger Activity Center (now Northeast Transit Hub Enhancements)

The original scope of the Northeast Passenger Activity Center (NEPAC) project was to replace and/or supplement the existing bus terminal located in the vicinity of the Mall at 163rd Street. It would be an enhanced bus hub that would connect circulator, regional, and premium bus routes within the area.

However, extensive discussion with new leadership of the City of North Miami Beach determined this original scope to be not feasible. MDT now proposes to make improvements for two existing transit hubs, at the NE 163rd Street mall and at Aventura mall. The proposed project will improve capacity, drainage, pavement, shelters, lighting, ADA, signage, and transit access at both sites which are major destinations with important bus connections and serve the northeast area. The new project is known as "Northeast Transit Hub Enhancements (NETHE)" with total project cost $3.284 million budget ($0.154 million higher than year-ago estimate and of which 100% is remaining as of June 2012). Potential completion timing is FY2016. In FY12 Plan, timing was FY2014. This year's Capital Plan reflects revised project costs and sources of funding including reprogramming FDOT funds and closing out FTA grant.

Total cost for previous NEPAC scope was $6.099 million including PTP, State, Federal and Local Gas Tax funding. To date, $128,980 was expended (no PTP funds). The following presents information from the 2012-2013 Proposed Capital Plan.

From 2012-2013 Adopted Capital Plan

NORTHEAST TRANSIT HUB ENHANCEMENTS PROJECT #679230
DESCRIPTION: Improvements at existing transit hubs at 163rd Street Mall and at Aventura Mall
LOCATION: 163rd Mall and Aventura
DISTRICT LOCATED: 4
ESTIMATED ANNUAL OPERATING IMPACT: Minimal
DISTRICT(s) SERVED: Countywide

Revenue Schedule	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
FDOT Funds	281	695	666	0	0	0	0	0	1,642
PTP Bonds	281	695	666	0	0	0	0	0	1,642
Total Revenue:	562	1,390	1,332	0	0	0	0	0	3,284
Expenditure Schedule:	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
Land/Building Acquisition	142	0	0	0	0	0	0	0	142
Planning and Design	280	15	15	0	0	0	0	0	310
Construction	63	1,298	1,317	0	0	0	0	0	2678
Project Contingency	77	77	0	0	0	0	0	0	154
Total Expenditures:	562	1,390	1,332	0	0	0	0	0	3,284

8. Park and Ride Lot Kendall Drive (at SW 127th Avenue)

This includes a license agreement with the Florida Power and Light Company (FPL) of approximately 2.8 acres of FPL property at Kendall Drive and SW 127th Avenue with construction of a Park and Ride facility to provide about 180 parking spaces. A Supplemental Joint Participation Agreement with FDOT in the amount of $379,900 was executed June 2010 bringing the total budgeted project cost from $2.660 million to $2.760 million (split between local and State funding). As of June 2012, $89,076 expended and $2.671 million remaining. The project's Preliminary Design was completed May 2011 and Notice to Proceed was issued January 2011. In July 2013, project was approved by the County Planning and Zoning Department for a land use variance. Construction (schedule as of April 2013) is expected to be completed by August 2015; previously shown in FY12 Plan was target of February 2014, in FY11 Plan as December 2012. The project remained overall 30% complete as of June 2012.

The following is from the 2012-2013 Proposed Capital Plan.

From 2012-2013 Adopted Capital Plan

PARK AND RIDE LOT KENDALL DRIVE PROJECT # 6731191

LOCATION: Kendall Dr and SW 127 Ave
Unincorporated Miami-Dade County

DISTRICT(s) SERVED: Countywide DISTRICT LOCATED: 10

ESTIMATED ANNUAL OPERATING IMPACT$50

Revenue Schedule	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
FDOT Funds	161	1,219	0	0	0	0	0	0	1,380
PTP Bonds	0	889	0	0	0	0	0	0	889
Capital Impr. Local Option Gas Tax	161	330	0	0	0	0	0	0	491
Total Revenue:	322	2,438	0	0	0	0	0	0	2,760
Expenditure Schedule:	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
Planning and Design	154	28	0	0	0	0	0	0	182
Construction	49	2,125	0	0	0	0	0	0	2,174
Project Contingency	119	285	0	0	0	0	0	0	404
Total Expenditures:	322	2,438	0	0	0	0	0	0	2,760

9. Park and Ride at SW 168 Street and Busway

Purchase of Park and Ride Facility at SW 168th Street and Busway for lot with 149 spaces was completed April 2011. The State Joint Participation Agreement was approved May 2010. Total cost was $1,100,000 and lower than $1,400,000 cost estimate (as budgeted previous to FY2010-2011).

10. Park and Ride at SW 344 Street and Busway

This project is currently overall approximately 50% complete as of June 2012. Miami-Dade Transit is planning to build a Park and Ride Facility to be located west of the southern terminus of the Busway Extension to Florida City Segment II. The facility will be located between SW 344th Street (Palm Drive) and NW 2nd Street and from NW 2nd Avenue to NW 3rd Avenue, adjacent to the South Miami-Dade Busway in Florida City. Facility will incorporate bus bays, a roundabout for buses using the Busway, passenger shelters, large surface parking lot for patrons (approximately 260 spaces), a "kiss and ride" drop off area, and rest/break facility for MDT Bus Operators. Total cost currently is $10.807 million (also includes grants and Joint Participation Agreements providing FTA and FDOT funds), similar or original FY11 Plan budgeted $10.8 million and higher than $10.140 million shown in FY12 Plan Update. As of June 2012, $2.7 million expended and $8.1 million remaining. The FTA issued a "Finding of No Significant Impact" Statement on 4/15/2010 for the Environmental Assessment that is the expected level of environmental documentation required for this project. Latest schedule as of April 2013: Final Design is 100% complete, Right-of-Way Acquisition Phase also is currently in process, with construction expected to begin September 2013 and complete by October 2014 (versus June 2013 completion in last year's plan).

The following is from current Adopted Capital Plan, updated with current FY13 costs .

From 2012-2013 Adopted Capital Plan

PARK AND RIDE LOT AT SW 344 STREET PROJECT # 671610
Construct a Park and Ride Lot at SW 344 St
LOCATION: South Miami-Dade Busway and SW 344 St
DISTRICT LOCATED: 9
ESTIMATED ANNUAL OPERATING IMPACT$60
DISTRICT(s) SERVED: Countywide

Revenue Schedule	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
FTA Section 5307/5309 Formula Grant	2,235	178	91	0	0	0	0	0	2,504
FDOT Funds	3,453	1,233	0	0	0	0	0	0	,4,686
PTP Bonds	2,383	1,234	0	0	0	0	0	0	3,617
Total Revenue:	8,071	2,645	91	0	0	0	0	0	10,807
Expenditure Schedule:	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
Land/Building Acquisition	6,000	0	0	0	0	0	0	0	6,000
Planning and Design	493	10	0	0	0	0	0	0	503
Construction	337	2,466	0	0	0	0	0	0	2,803
Project Administration	1,166	167	91	0	0	0	0	0	1,424
Project Contingency	77	0	0	0	0	0	0	0	77
Total Expenditures:	8,073	2,643	91	0	0	0	0	0	10,807

Contract [(See Appendix for fuller listing of Trust-approved contracts)]
CIP014-TR08-DE1 Construct a Park and Ride Lot at SW 344 Street

11. NW 215th Street parcel

As part of the Short-Term Transit Improvement Options Task Force (described under the North Corridor on page 51), MDT in conjunction with the MPO, FDOT, and other key partners identified the purchase of the parcel at NW 27th Avenue and NW 215th Street as strategic and necessary for short, mid and long term public transit use. The acquisition of the parcel is completed and is being added to the Transportation Improvement Plan at a future MPO.

The property is approximately 14-acres of vacant land located at the intersection of the SR 821/Homestead Extension of Florida's Turnpike (HEFT) and NW 27thAvenue, across from Calder Casino and Race Course and SunLife Stadium. Because of its prime location at the intersection of arterial roadways and major sporting venues, the property is a strategic park-and-ride location for the NW 27th Avenue Enhanced Bus Service project and is required for this corridor improvement. This particular parcel will serve as the northern most end of the line and park-and-ride/transit terminal location for all current and future alternatives (Enhanced Bus, BRT, and Heavy Rail). The unimproved site is forecasted to have approximately 350 parking spaces. All efforts are being made to ensure this park and ride opens concurrently with the new Enhanced Bus Service. This location would also provide strategic transit-oriented development opportunities, and the Department of Regulatory and Environmental Resources (formerly known as Planning and Zoning) developed a Highest and Best Use Study completed September 2011 with the support of stakeholders including the City of Miami Gardens.

12. Capital Reserve Fund project listing

In December 2010 the Board adopted Resolution R-1202-10 to clarify the intent that the Capital Expansion Reserve Fund, included among requirements of Ordinance 02-116 revision approved March 2009, would be used to expand the transit system beyond the MIC-Earlington Heights (Orange Line) project and that the funds from the Capital Expansion Reserve Fund would not be used for debt service on the MIC-Earlington Heights project but for investment in other improvements, including but not limited to the North Corridor and East-West Corridor expansion projects. The specified listing of the projects to be funded from this Reserve Fund is currently part of the development of the FY13 Adopted Budget, and will be included in this Five Year Implementation Plan's Updates going forward and as a line item in the Capital Budget. The specific list of included project items is still under development as of December 2012.

The Reserve represents 10% of the County's annual share of Surtax funds excluding future and existing debt service. For FY2013, the cumulative total was planned at $36 million as shown in the 2013 Pro Forma.

From 2012-2013 Adopted Capital Plan

CAPITAL EXPANSION RESERVE PROJECT # 675860

DESCRIPTION: Acquire buses and equipment needed to provide Enhanced Bus Service along the North and East/West CorridorsDISTRICT LOCATED: Various Sites

ESTIMATED ANNUAL OPERATING IMPACT: Minimal

DISTRICT(s) SERVED: Countywide

Revenue Schedule	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
PTP Bonds	29,387	6,846	4,847	3,356	1,979	245	530	0	47,190
Total Revenue:	29,387	6,846	4,847	3,356	1,979	245	530	0	47,190
Expenditure Schedule:	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
Equipment Acquisition	29,387	6,846	4,847	3,356	1,979	245	530	0	47,190
Total Expenditures:	29,387	6,846	4,847	3,356	1,979	245	530	0	47,190

13. Toll plaza diesel tank removal project

This item from the FY2010-2011 Capital Budget (shown as project #607540) was a duplicate of the SW 312th Street Road Widening project (see page 80) and deleted as of the FY2011-2012 budget cycle.