



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 third 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 the initial plan (published 2011). 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 FY2014-FY2019 presents the PTP items’ cost and status as of June 2013, 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 the 2011 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 including Municipal Transit operations, Rapid Transit Improvements)
 - Public Works Related projects (Major Highway and Road Improvements, Neighborhood Improvements, Board Requested Projects)
 - Municipal (Public Works Transportation) Improvements

- PTP Amendments 2003-2008 (Miscellaneous Capital Improvements Related to Bus Operations, Miscellaneous Improvements Related to Rail Operations, Additional Amendments)
- 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 2013-2014 Approved Capital Budget, status (as of June 2013) 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 2014-2015 Approved Capital Budget and this Plan.

- [Attachments and Index](#)

The Orange Line, the Signature Project of the First Decade of the People's Transportation Plan

Formerly known as the Miami Intermodal Center-Earlington Heights Connector and then the AirportLink, the Orange Line is a 2.4-mile heavy rail extension from the existing Earlington Heights Metrorail Station at NW 22nd Avenue and NW 41st Street, crossing over State Road 112 and the Miami River, to the concurrently-built Miami Intermodal Center (MIC) at Miami International Airport (MIA). The construction phase started April 2009. The Orange Line opened to the public on July 28, 2012, on time and on budget.

Completion of the Orange Line is a milestone achievement for the County, funded primarily through local funds – the half-penny Charter County Surtax approved by voters in 2002. The Surtax funds the People's Transportation Plan (PTP), a comprehensive program of both roadway and transit improvements.

To oversee the Plan and ensure transparency and fiscal responsibility, the 15-member Citizen's Independent Transportation Trust was created. Among the challenges for the Trust: guarantee this first expansion is completed on time and within a total budget of \$506 million - \$404 million of which was generated from the half-penny sales tax. An additional \$101.3 million was provided by the Florida Department of Transportation to fund the connection of the new Metrorail station to the MIC, a major transportation hub being developed by FDOT next to Miami International Airport.

This Metrorail extension forms the route known as the Orange Line connecting Dadeland in the Kendall area to MIA, as distinguished from the Green Line route running from Dadeland to the Palmetto Expressway in Medley. The new route, the first since Metrorail opened in 1984, connects the airport to the rapid transit network in less than five minutes — an overdue service that has been a missing key link in Metro Miami's public transportation circuit.

The award-winning, world-class design of the MIA Metrorail Station is a multilevel structure that incorporates striking features beginning with its being shielded by a gleaming, futuristic dome. The platform features open breezeways with natural lighting illuminating the interior of the station to bring a sense of the outside world in to greet residents and visitors alike. Its advanced columnless design provides for an unobstructed end-to-end view and uncluttered feel, plus it is lined with stainless steel directories and flat screens that display flight departures and arrivals. Above the gateway to the MIA Mover, glass etchings of sea life by renowned Miami native artist Michele Oka Doner give the station a local flavor.

With the new Orange Line in service, arrival times were shortened and doubled in frequency between Dadeland South and Earlington Heights stations. Waiting times are halved from ten to five minutes during the rush hour. The number of cars per train set has been reduced from six to four; still, more passengers are on their way to their destination sooner. Seats have also been extracted near the entryway of the railcar doors to make space for luggage and allow bikes on all cars.



The much-anticipated Orange Line connects the Miami region’s largest economic engine to popular destinations in downtown Miami, Coconut Grove, Hialeah, Kendall, and everywhere else along the Metrorail system on a smooth, elevated rail. With a direct connection and a cheap ticket, the rail keeps everyone moving along for the ride.

The project also features substantial enhancements of customer amenities to the Earlington Heights Metrorail Station which is the key transfer point for passengers. Improvements include upgraded lighting, landscaping and tree trimming, hardscaping, upgraded static and dynamic signage, additional security cameras and the presence of security guards 24 hours a day, everyday.

There are also important improvements to the rail supporting infrastructure and other background aspects. For example, three Traction Power substations were built. Innovative construction techniques and materials facilitated graceful, long spans of railway between columns. The Central Control Modernization project, funded through an amendment to the PTP, will integrate control of the Orange Line with the existing mainline Metrorail system. There are also new drainage structures, utility relocations and a new guideway operating system.

The grand station concept at the heart of the MIC, a major centralized transportation hub, extends to other upgrades that MDT and other stakeholders have made. MDT moved nearly all its Metrobus routes serving the airport to the MIA Station, including new enhanced bus service on NW 27th Avenue, the first step in that corridor’s incremental implementation of rapid transit. Also, the South Florida Regional Transportation Authority is constructing a new station for its three-county Tri-Rail commuter rail service, Greyhound has moved its terminal for intercity bus service to the MIC, and all on-premise rental car companies have relocated to the recently-completed Rental Car Center (RCC). MIA also now features a new, convenient automated people-mover train to connect the MIC and RCC with the airport terminal. Other improvements underway are future expansion of Amtrak and other chartered transportation services such as an intercity bus.

The substantial boost to the local economy of the over half-billion investment features having added on average more than 2000 jobs annually in the county and a gross regional impact of more than \$600 million added to the Miami-Dade, Broward and Palm Beach Tri-County area economy. It also includes 12% participation from local Disadvantaged Business Enterprises in Miami-Dade County, which is before projected benefits that its opening will have on ridership, mobility, economic productivity and non-monetary aspects.

“This is a big step in the right direction for public transportation in our community. Now more than ever before, we’re getting more people to more places,” said Miami-Dade County Mayor Carlos A. Gimenez during the inauguration of the new MIA Station. “With today’s grand opening, our community joins global cities like London, Paris and Tokyo that already enjoy a rail link that directly connects their major airports to their urban cores.”

FINANCIAL OVERVIEW

The County’s 2013-2014 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 \$56 million versus 2010-2011 Budget (\$4 million versus last year), primarily in FY2017-18 and FY2018-19.

Revenue (000s)	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
Total	773,336	164,599	119,384	144,421	136,617	84,522	32,189	7,000	1,462,068

The FY2014 County Budget also reports that \$716 million of transit projects and \$342 million of roadway projects have been completed as part of the PTP. The FY2013-2014 PTP Program for Public Works and Waste Management (PWWM) is over \$50 million of capital expenditures, for MDT Operations is \$95.7 million, and MDT debt service is over \$70 million. Municipal contribution is programmed at about \$48.7 million.

A 30-year financial projection or Pro Forma Financial statement (Pro Forma) was created for the PTP in 2002. The most recently updated version for 2014 is presented as an Appendix to this Plan (in Attachment 5), 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, adjusted for actual revenue performance, debt issuances, changes in employee salaries and benefits due to collective bargaining, and other operating expenditure variations.

UPDATES FOR 2014 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 changes in implementation status of the 2014 Plan Update versus the 2011 Initial Plan, and are highlighted in Table E.

Project: Earlington Heights/Airport Connector (Airport Link) – The \$506 million project, now known as the Orange Line, opened for revenue service July 28, 2012, on schedule and on budget. This project is shown in Category A status (Completed or Ongoing) with last year’s FY2013 PTP Five Year Implementation Plan.

Project: Rail Vehicle Replacement – Contract was awarded December 2012 at \$313.8 million for the 136 stainless steel cars which feature improved passenger comfort, reliability and maintainability in a modern design. In addition, contract negotiations secured a five-year warranty. The first pilot cars are to be delivered July 2015, with production car delivery beginning April 2016 at a rate of six per month. Project completion is May 2023 as the expected end of vehicle warranty period. This compares to March 2019 identified in 2011 Five Year Plan. The total estimated cost is \$375.7 million including engineering support and quality control services.

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 Trust recommended for the 2011 and 2012 Plans 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. FDOT Response to MPO Program Priorities List identified that “the PD&E Study for Grade Separation at SW 8th Street and SW 87 Avenue has been funded for FY2018 at \$1.5 million (and added after printing of FY2013-2018 Tentative Work Plan). The PD&E Study for Grade Separation at SW 8 Street and SW 107 Avenue must wait three years from construction completion of project FM #4124793.” This project which is also identified on MPO Program Priorities List, on SW 107 Avenue for widening, resurfacing and intersection improvements from SW 1100 Block to SW 4 Street, has construction funded and expected completion in FY2016. The \$111.5 million overall total, required for completing design and construction of the grade separations, remains an unfunded need in the Transportation Improvement Plan.

Project: “SW 157 Avenue (SW 184 Street to SW 152 Street), New Four Lane Road [District 9]”- The project currently has an expected completion in November 2015 (was August 2014 in FY11 Plan). The initial budget of \$8.5 million in 2002 has now increased to the current total estimated cost of \$14.331 million (as compared to \$12.324 million as shown in FY11 Initial Plan).

The Trust had recommended for the 2011 Plan that traffic studies be updated prior to immediate commencement of construction. Traffic counts from 2006 to 2011 appear to confirm the need for the project. Further, it is estimated this PTP project will relieve SW 137 Avenue south of SW 128 Street, which in 2011 was operating at a failing condition that



evidences a badly congested roadway. Lastly, the FDOT planning model indicates the traffic volume for a two-lane roadway on SW 157 Avenue is projected to reach capacity and operate at the failing condition level in the year 2020.

Project: “SW137 Avenue (US-1 to SW 200 Street), New Road [District 8]”– This project is 11% complete and the anticipated timeframe for completion is December 2014, which is same target date shown in FY13 Five Year Plan Update (completion date was unknown in FY11 Initial Plan). Total project cost is \$19.752 million, almost same as FY13 Plan however versus \$24.055 million in FY11 Plan. The scope remains a phase limited to 3 lanes, or 2 travel lanes plus 1 turn lane as discussed in FY12 and FY13 Plans, that reduces initial implementation costs and as compared to the 2008 Unsolicited Proposal’s scope and budget discussed in the FY11 Plan.

Projects: Rail Capital Improvements (“Metrorail Station Refurbishments”; “Metromover Station Canopies and Escalator Replacement”; “Facilities Painting” for remaining 30 of 43 total stations; “Metrorail Piers Grounding”; and “Facilities Roof Project”) – Install Canopies and Replace Escalators for the seven of eight Inner Loop Metromover stations was Substantially completed in May 2013 and Final Acceptance in August 2013. (Completion in FY13 plan was expected September 2012, in FY11 plan was November 2012.) For the other rail projects of this grouped item, the Trust for the FY11 Plan recommended to prioritize their funding as capital projects within bonding and cash flow capacity, with plan to complete by 2016. As stated for previous Plans, there remains no indication of any change for FY14 of County plans other than to continue performing within available operating budget.

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. However, the specific list of included project items is still pending development (same status as FY13 Plan).

Project: Advanced Traffic Management System – Phase 2 of the ATMS project was completed FY13, allowing the County's more than 2,800 signals to be controlled and synchronized in one central system.

Projects: Enhanced Bus Services (EBS) – The 2010 Near Term Transportation Plan outlines the incremental implementation of rapid transit improvements for several corridors. Funding is included in the Approved Capital Budget for hybrid buses to support Enhanced Bus Service (EBS; 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, including 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 215th Street parcel was purchased in 2010 to support the “NW 27th Avenue Enhanced Bus Service” (North Corridor), and an RFP based on a Highest and Best Use Study was issued Spring 2014 for a Transit Oriented Development at the site. The MPO completed in June 2013, the *NW 27th Avenue Enhanced Bus Service Concepts and Environmental Study*, with MDT as co-project manager and supported by Study Advisory Group of FDOT planning, consultants on other BRT planning efforts, County Public Works and Waste Management, City of Miami Gardens staff, CITT and other partners. During this service planning study, technical traffic issues were identified for access to the site from NW 27th Avenue; several alternatives were developed, and three of these options will be considered in the design phase of the Phase 2 EBS Project. (NW 27th Avenue EBS currently shown as starting revenue service in 2019, which is 3 years later than shown in FY11 Five Year Plan.) The County has identified FDOT County Incentive Grant Program as funding source for additional buses planned to support it and “SR 836 Express Enhanced Bus Service” (East-West Corridor). In addition, MDT has partnered with MDX, and the Authority has completed the NEPA study that supports SR 836 Express Enhanced Bus Service project. (SR838 Express Bus currently shown as starting revenue service in 2019, which is 4 years later than shown in FY11 Five Year Plan. Flagler EBS currently 2021, 7 years later than FY11 Plan.) 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. The initial Biscayne EBS is now proposed to start in 2021 (which is 7 years later than June 2014 shown in FY13 and previous Plans).

The MPO also completed *Implementation Plan for EBS along Biscayne Boulevard* (published April 2013), which identified transit infrastructure improvements and defined service operational characteristics including capital needs plus recommended station locations. In 2014 the MPO is conducting additional studies for *BRT Implementation Plan along Transit Corridors*, (North, East-West, Kendall and Douglas) to determine how to upgrade these corridors to full BRT.

Status of PTP Corridors

Corridor	Project	Capital Funding				\$ Committed/ Project Estimate*	Status			Revenue Service	Key Features
		Level	Fed	State	Local		PL	DE	CO		
Airport	Earlington Heights - Airport Connector	Full		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	\$506M of \$506M (Cap)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	2012	Heavy Rail extension, 5 min peak headway
North	Phase 1: 27 Ave "Orange MAX"	Full		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	\$1.0M (Op)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	2012	12 min peak, minimal branding
	Phase 2: NW 27 Ave EBS	Full	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	\$27M of \$27M (Cap), +\$0.5M (Op)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	March 2019	Queue jump, TSP, max 15 Robust Stations, 10 min peak, TOD at NW 215 St
	Phase 3: BRT	None				\$0 of \$90-120M (Cap), +TBD(Op)	<input checked="" type="checkbox"/>			TBD	Dedicated Lane(s)
East-West	SR 836 Express EBS	Full	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	\$25M of \$25M (Cap), \$2.4M (Op)	<input checked="" type="checkbox"/>			2019	Queue jump, TSP, branding, 10 min peak, max 8 stations
	Flagler EBS	Partial	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	\$5M of \$18M (Cap), \$3.6M (Op)	<input checked="" type="checkbox"/>			2021	Queue jump, TSP, branding, 18 stops
	Phase 3: BRT	None				TBD	<input checked="" type="checkbox"/>			TBD	Virtual dedicated lane (using express lane)
Beach	Modern Streetcar	None				\$0 of \$400M (Cap), \$22M (Op)	<input checked="" type="checkbox"/>			TBD	Direct connect light rail, 5 min pk; funding possible value capture
	Extensions	None				\$0 of \$100M - \$300M (Cap)	<input checked="" type="checkbox"/>			TBD	
Kendall	Phase 1: Kendall Cruiser	Full	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	\$7.5M of \$7.5M (Cap)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	2010	TSP, branding; 2011 W. Kendall Terminal; up to 22 stops
	Phase 2: Kendall EBS	None				\$6.6M of \$15.4M (Cap)	<input checked="" type="checkbox"/>			2023	149 Av Park-and-ride, add robust stations, spare hybrids
	Phase 3: BRT	None				TBD	<input checked="" type="checkbox"/>			TBD	Dedicated Lanes
Northeast	Biscayne EBS	Partial	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	\$18M of \$32M (Cap), \$4M (Op)	<input checked="" type="checkbox"/>			2021	Queue jump, TSP, 15 min peak, branding; commuter line coord.
	Tri-Rail Coastal Link	None				\$0 of \$800M (Cap), \$38M (Op)	<input checked="" type="checkbox"/>			2021	25 trains/day; coordinate w/ intercity
South	Busway Corridor	None				TBD	<input checked="" type="checkbox"/>			TBD	Potential funding via managed lanes
Douglas	Douglas Road EBS	None				TBD	<input checked="" type="checkbox"/>			2023	Dedicated Lanes, 15 min peak

* Cost estimates currently under further development for projects in Planning or Design status

<input checked="" type="checkbox"/> Current Project Status; PL = Planning, DE = Design, CO = Construction	<input checked="" type="checkbox"/> Phase Completed
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Deferred completion timing – This FY2014 update of the Five Year Plan identifies a number of PTP projects have current estimated implementation dates six or more months later than identified in 2011 Initial Plan. Almost all of the 24 points listed below for this FY14 Plan have remained as issues from FY13 Plan. Additionally, it is of concern that most (16 of the 24) projects had even further delays than reported the previous year.

- Enhanced Bus Services as discussed above for Phase 2 of both NW 27th Avenue and SR836 Express, Phase 3 of Kendall, and initial Flagler and Biscayne
- “Test Track for Metrorail” and “Lehman Yard Rehabilitation and Expansion Phase 1” to October 2014 – a total of 18 months later than shown in 2011 Plan and unchanged versus FY13 Plan
- “Park-and-ride Lot for Kendall Drive” by 39 months to January 2016 (and which is 5 months later than shown in FY13 Plan) and “Park-and-ride Lot for SW 344 Street at Busway” by 20 months to February 2015 (four months later than in FY13 Plan)
- “Metromover Vehicle Replacement, Phase II” completion of delivery by 11-15 months to September 2012 (Note: warranty projected to end March 2014)
- “Metromover Station Canopies and Escalator Replacement” for seven of eight Inner Loop stations actual completion date of August 2013 (nine months later versus initial FY11 Plan, which is four months later than FY13 Plan) as noted on previous page
- “Track and Guideway Rehabilitation Subset” Coverboard Replacement by 12 months to September 2014, which was not shown as deferred in FY12 Plan; Rail Fastener Replacement also by 12 months to September 2014; and Seal Gland Rehabilitation by 15 months to December 2013
- “Rail Vehicle Replacement” as discussed above by 4 years including warranty, and 14 months later than shown in FY12 Plan
- “Incorporate information technology at bus stop and rail stations” retains two key scope aspects of FY13 Plan that were changes from FY11 Plan: CAD/AVL Replacement (became combined project with Bus Tracker) and Kendall Drive Signalization (superceded the Traffic Signal Prioritization item and is now standalone project); however, this new CAD/AVL-Bus Tracker full implementation expected by August 2015, which is 2 months later than June 2015 shown in FY13 Plan, in addition to Electronic Signage Information System (ESIS) actually completed September 2013, which is 1 month later than target shown in FY13 Plan (timing was not indicated in FY11 Plan for CAD/AVL or ESIS); Kendall Drive Signalization now Nov 2014, 12 months later than FY13 Plan; Metromover Tracker actually completed Spring 2014 (timing was not provided in FY13 Plan)
- “Central Control Overhaul” remains 17 months later, to November 2014, same as in FY13 Plan (scrivener error in FY13 Table B)
- “TOS Replacement” to December 2014, which is six months later than timing shown in FY11 Initial Plan and 12 months later than shown in FY13 Plan.
- “Palmetto Station Traction Power Substation” actual completion in October 2013 (9 months later than anticipated in FY11 Initial Plan, and 4 months later than shown in FY13 Plan)
- “University Pedestrian Overpass” by 27 months to March 2016 (and 3 months later than shown in FY13 Plan)
- “Northeast Transit Hub Enhancements (NETHE)” by 2 years compared to the Northeast Passenger Activity Center (NEPAC) project it replaced from the FY11 Plan (and by 14 months versus FY13 Plan)
- “Widen NW 37 Avenue (NW 79 Street to NW North River Drive)” by 25 months to March 2017, which is also carryover date from target shown in FY13 Plan
- “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]” versus FY11 Plan by 28 months to June 2015, however unchanged from FY13 Plan
- “Widen SW 137 Avenue (HEFT to US-1) by 37 months to January 2017, which is 11 months after date estimated in FY13 Plan
- “SW 157 Avenue (SW 184 Street to SW 152 Street), New Four Lane Road” by 15 months to November 2015, which is same estimate as FY13 Plan
- “SW 216 Street (Florida’s Turnpike to SW 127 Avenue) Curbs and Gutters, Traffic Operational Improvements [District 9]” by 39 months to January 2017, and nine months later than shown in FY13 Plan

- “SW 264 Street (US-1 to SW 137 Avenue); Curbs and Gutters, Traffic Operational Improvements [District 9]” by 22 months versus FY11 Plan to October 2015, and same as shown in FY13 Plan
- “Widen SW 312 Street (SW 187 Avenue to SW 177 Avenue)” remains deferred 20 months to May 2015, same as shown in FY13 Plan
- “NW 74 Street (Phase II – NW 107 Avenue to NW 114 Avenue)” by 17 months to April 2016, which is 11 months later than FY13 Plan showed
- “NW 74 Street (Phase III – NW 87 Avenue to SR 826)” by 16 months to April 2016, which compared to FY13 Plan is 11 months deferred
- “Construct NW 87 Avenue (NW 154 Street to NW 186 Street)” by 16 months to April 2015, 1 month later than shown in FY13 Plan and in addition to increased construction cost estimates noted below
- “Neighborhood Improvements” and “Traffic Signals and Signs Operations” through 2015, and “School Flashing Signals” public works projects through 2016, which were shown as being continued only until 2013 in FY11 Plan

Several PWWM projects are shown above with extended estimated implementation dates; this is due primarily to reductions of recent years in County-wide staff and the resources available which handle right-of-way acquisitions, including within PWWM and the CAO. Furthermore, delays in the right-of-way acquisition process for these projects resulted from constraints placed on staff's time in order to address the necessary land acquisition for County priorities such as the Water and Sewer Department's Utility Tunnel in Government Cut, as well as numerous Park and Park-and-ride Facilities for the Transit Department. Additionally, PWWM has seen an increase in parcel acquisitions which require eminent domain proceedings. These proceedings are only initiated once all negotiations with the property seller fail, and require coordination with the County Attorney's Office and the Courts.

Municipal Circulator Program – The growth of locally coordinated municipal transit service continues with the City of Miami expanding its trolley routes in October 2013 to a total of seven routes. The Village of Biscayne Park ended its Interlocal Agreement in 2012 with the City of North Miami. Also in 2012, the Town of Miami Lakes launched its fixed route service, and the Cities of Cutler Bay and Doral began applying their newly initiated PTP funding to their circulators. There are now 26 municipalities operating circulators, as compared to 21 shown in the FY11 Plan.