

## SECTION I –INTRODUCTION

### Background

On November 5, 2002, the citizens of Miami-Dade County approved a half-cent Charter County Sales Surtax to implement the People's Transportation Plan (PTP). The PTP includes 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 PTP.

Significant improvements have been made to Miami-Dade County's public transit and roadway systems through the investment of Surtax funds since the PTP was enacted. The signature project of the PTP to date is the completion of the Orange Line, a 2.4 Mile Metrorail extension to Miami International Airport. This \$506 million investment was completed and began revenue service on July 28, 2012. New transit buses, many of which are eco-friendly hybrid vehicles, have been added to the Metrobus fleet and are helping to reduce the carbon footprint of public transit. The Metromover fleet has been replaced and the vehicles are in operation throughout downtown Miami. The procurement of the new Metrorail fleet of vehicles is proceeding with complete delivery targeted for completion in 2024. Transit ridership is over 100 million passenger trips per year including over nine million on Metromover alone.

The PTP has also funded improvements for more than 300 miles of roadways throughout the County – including new pavement, guard rails, new bridges, street and traffic signage and Americans with Disabilities Act (ADA) compliant sidewalks. The countywide traffic signalization system has been upgraded with the Advanced Traffic Management System (ATMS): the state-of-the-art distributed traffic signal monitoring and control system. This new control system will result in improved traffic flow and reduced delays on area roadways.

Keeping a promise made to the community in 2002, the Golden Passport/Patriot Passport program was expanded after passage of the PTP to offer seniors, Social Security recipients and low-income honorably discharged veterans fare free rides on public transit. The Metromover remains fare free.

The municipal component of the PTP has generated outstanding results with both transit and roadway improvements completed in the 34 participating cities. Bus circulator systems supported by the PTP are successfully operating in twenty-seven (27) of the participating municipalities carrying more than eight million passengers annually.

Miami-Dade County officials, industry leaders and fellow citizens desire to continue building momentum towards a comprehensive and coordinated public transit system. The Trust has organized Transportation Summits focused on identifying solutions to issues facing our community and bringing together stakeholders that have a vested interest in those solutions.

The *2015 Transportation Summit* followed a successful *2013 Summit* and aimed to continue to build support for additional major transportation investments and improvements. The 2013 conference was built on two previous similar events organized in 2008 and 2009, but was broader both in scope and attendance with over 500 participants.

The theme of the 2015 Summit was **"Advancing the Community's Vision for Public Transportation"** and reflects two critical aspects. The future development of the Miami area into a world class city is dependent upon improving transportation. The continued effort to provide more and better transportation options is imperative for smart growth.

Transportation and mobility are critical issues for our community. Many transit agencies are embracing the concept of "mobility management," which is a strategic approach to service coordination and customer service and is becoming a



worldwide trend in the public transportation sector. Mobility management moves transit agencies away from the traditional role as a fixed-route service operator, and toward collaboration with other transportation providers, both public and private.

In July 2015, Mayor Carlos Gimenez established the Department of Transportation and Public Works (DTPW). DTPW include the functions of Miami-Dade Transit, along with the County Engineer, Traffic Operations (to include Traffic Engineering and Traffic Signals and Signs), Construction and Maintenance (to include Road, Bridge and Canal Maintenance), and Highway Planning (to include Roadway Engineering and the Right of Way Division), as well as the Passenger Transportation Regulation function from the Business Affairs Division of the Regulatory and Economic Resources Department (RER).

## Financial Overview

The County's FY 2015-16 Adopted Capital Plan shows the following total revenue summary for People's Transportation Plan (PTP) related sources (Transit and Public Works), a combination of bond proceeds and direct receipts, for the \$1.6 billion program. The County's FY 2015-16 Adopted Capital Plan reflects an increase of \$30 million in total revenue versus the total revenue in the FY 2010-11 Capital Plan and a \$103 million increase in total revenue versus last year.

Revenue (000s)	Prior Years	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Future	Total
<b>PTP Bonds</b>	755,885	192,638	202,463	180,173	104,074	66,249	50,124	33,115	<b>1,584,721</b>
<b>Charter County Transit System Surtax</b>	52,184	500	500	0	0	0	0	0	<b>53,184</b>
<b>Total</b>	<b>808,069</b>	<b>193,138</b>	<b>202,963</b>	<b>180,173</b>	<b>104,074</b>	<b>66,249</b>	<b>50,124</b>	<b>33,115</b>	<b>1,637,905</b>

## Updates for FY 2016-21 Five-Year Implementation Plan

The Five-Year Implementation 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 People's Transportation Plan (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 FY 2016-21 Five-Year Plan Update versus the Initial FY 2011-16 Five-Year Plan. The project updates included in this plan are as of September 30, 2015, unless otherwise specified. It should be noted that there have been some significant developments in several major projects and the Plan reflects those developments, which are noted with an asterisk (\*).

**\*Project: Rapid Transit Corridors** - The Citizens' Independent Transportation Trust (Trust) voted unanimously to support the Strategic Miami Area Rapid Transit (SMART) Plan. The SMART Plan represents a critical step forward towards developing and implementing a consensus plan to improve transit in our community. The Trust also reaffirmed its commitment to participate as a major funding partner in the PTP corridors. Specifically, the Trust approved a commitment to fund the East-West (SR 836) Project Development and Environment (PD&E) study in an amount not to exceed \$9 million and the South Dade Transitway (U.S. 1) PD&E study in an amount not to exceed \$7 million. The source of this funding is the PTP Capital Expansion Reserve. The Trust previously committed \$3.75 million for the PD&E study for the Beach corridor to be funded with PTP Capital Expansion Reserve Funds.

The Trust full funding of the PD&E studies is with the understanding that these committees would include stakeholders in each of the corridors including the county, the municipalities and other agencies, such as the Miami-Dade Expressway Authority for the East-West (SR 836) corridor. It is also understood that these committees would include funding participation by the stakeholders, similar to the Miami Beach Project Executive Committee. This full partnership and collaboration is one of the premises of PTP 2.0 and is essential if the projects are to succeed.

The Trust has an important and continuing role to play in advancing these projects and assisting in developing the innovative financing plans as envisioned in PTP 2.0.

**Project: Rail Vehicle Replacement** – The recommendation for approval to award new heavy rail vehicles was approved by the Board of County Commissioners November 8, 2012. Notice-to-Proceed was issued on December 13, 2012. The car builder has completed the three design phases of the project: Preliminary completed in September 2013, Intermediate completed in August 2014, and Final completed in November 2015. During the final design phase, the project team completed the review of all 14 subsystems. A change order was issued on the project that will integrate the County's new Computer Aided Dispatch/Automated Vehicle Locator (CAD/AVL) System into the new vehicles. Additionally, a change order was issued that will add two (2) more Closed-Circuit Television (CCTV) monitors in every vehicle.

The contractor continues to execute First Article Inspection (FAI) Phase. To date, 10 of 14 systems have had the FAI performed. Hitachi has completed its certification as a Miami-Dade County approved vendor and all paperwork for the reassignment has been completed by Hitachi Rail Italy S.p.A.. The ribbon-cutting ceremony for the local Hitachi assembly facility was held on March 16, 2016 and was a very positive and festive event attended by the Mayor, Citizens' Independent Transportation Trust (CITT) members, Department of Transportation and Public Works (DTPW) Director, and key Hitachi leadership, as well as local dignitaries and politicians. Attendees toured the facility, viewed the front end and undercar mockups, and viewed a completed carshell. The first three carshells arrived at the facility and Pilot Car # 1 is 60% complete, Pilot Car #2 is 30% complete, and Pilot Car #3 has just started assembly. The first pilot vehicle married pair will be completed in the fourth quarter of 2016, and will commence testing in Miami. It was agreed with Hitachi that all qualification testing will be performed in Miami in lieu of Pueblo, CO. This approach will provide DTPW staff with an excellent learning opportunity with no travel costs. Scheduled delivery and acceptance of Series vehicles will commence in the third quarter 2017 with all 136 cars being delivered by third quarter 2019. The Warranty and the contract will be completed third quarter 2024.



**\*Project: Beach Corridor** – The City of Miami Beach is on the fast-track to bringing light rail/modern streetcars to South Beach that will ultimately connect to Downtown Miami. This project aims to substantially ease traffic congestion, link key points of interest, connect people with jobs and opportunities, reduce air pollution and greenhouse gas emissions and save thousands of dollars in commuting and parking costs for residents and visitors.

Electrically-powered, the Miami Beach Streetcar is proposed to be off-wire and operate in a dedicated travel lane, ensuring efficient service, permanence, and solidifying it as a community asset for many years to come. In addition to the various mobility benefits, light rail/modern streetcars have a stellar track record for being a catalyst of positive urban change by revitalizing neighborhoods and business districts.

The city has expedited the solicitation of bids to design, build, finance, operate, and maintain a Miami Beach Streetcar, while working in strong partnership with the Miami-Dade Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT), Miami-Dade Transit (MDT) and the City of Miami as part of the ongoing Beach Corridor Transit Connection Project.

This initiative is a crucial component to the success and advancement of this vibrant community, and is also being closely coordinated with the city's resiliency team.

**\*Project: East-West Corridor** – The SR 836 Express Bus Service Project is an Incremental Improvement identified under the East-West Corridor Project. The "Panther Station" at Florida International University (FIU) and bus lanes along SW 8th Street between SW 109th & 112th Avenues has been added as a third leg (Line C) and will provide premium express transit service from the proposed Dolphin Station (NW 12th Street and HEFT) to Downtown Miami via SR 836.

The first leg (Line A) will provide premium express transit service from the proposed Tamiami Station (park-and-ride/transit facility located at SW 8th Street and SW 147th Avenue) to Downtown Miami via SW 8th Street, SW 137th Avenue and SR 836. Service headways will be 10 minutes during the AM/PM peak-hour. The planned long-term improvements for this route will be completed by 2019 using 9 new 60-foot alternative fuel buses.

The second leg (Line B) will provide premium express transit service from the proposed Panther Station (Florida International University's Modesto A. Maidique Campus (MMC) to the MIC via SW 8th Street, SR 821/HEFT and SR 836. This route will operate all day with 20 minute headways. The planned long-term improvements for this route will be completed by 2019 using 3 new 60-foot alternative fuel buses.

The third leg (Line C) will provide premium express transit service from the proposed Dolphin Station (NW 12th Street and HEFT) to Downtown Miami via SR 836. Service headways will be 10 minutes during the AM/PM peak-hour. The planned long-term improvements for this route will coincide with the opening of the proposed Dolphin Station in late 2017. This route will feature 8 new 60-foot alternative fuel buses.

Service headways will be 10 minutes during the AM/PM peak-hour. The planned long-term improvements for this route will coincide with the opening of the proposed Dolphin Station in late 2017. This route will feature eight new 60-foot alternative fuel buses.

**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. Capital Reserve Expansion Funding has been approved to fund the Project Development and Environment (PD&E) studies for Downtown Beach Connector, South-Dade and East-West Corridors; and Tri-Rail to Downtown to Miami Central Station. The Trust continues to work with the department to identify projects to be approved for this funding.

**Project: Advanced Traffic Management System (ATMS)** – All of the County’s signalized intersections have been migrated to the Advanced Traffic Management System (ATMS). The Public Works and Waste Management Department is progressing on improving the communication system supporting the ATMS system. In the current fiscal year, additional signs will be migrated to the wireless communication subsystem as a collaborative effort with the County’s Information Technology Department. Phase 2B, an extension of Phase 2, has been approved for this and next fiscal year to serve as a bridge between Phases 2 and 3, and assure that progress on some critical ongoing efforts will continue without interruption. Most critical of these efforts is the evaluation and planning for the implementation of a County owned and maintained communication infrastructure to serve the ATMS. Additionally, Phase 3 will provide further enhancements to improve traffic flow on the County’s arterial roadways. The new proposed Capital Plan proposes increasing the total PTP funding by \$30M over the next six years. The targeted completion is October 2017.



## Deferred Completion Timing

The FY 2016-21 Five-Year Plan Update includes a number of People's Transportation Plan (PTP) projects having estimated and actual implementation dates of six or more months later than projected in the initial FY 2011-16 Five-Year Plan. The below projects have further delays than reported in the FY 2015-20 Five-Year Plan Update.

### Projects with Increased Delays (further delays than FY 2015-20 Five-Year Plan Update):

- **"Test Track for Metrorail"** and **"Lehman Yard Rehabilitation and Expansion Phase 1"** estimated completion date has changed from July 2015 versus September 2016 as shown in the FY 2015-20 Five-Year Plan Update
- **"Advanced Traffic Management System (ATMS)"** estimated completion date is October 2022 versus October 2017 shown in the FY 2015-20
- **"Rail Vehicle Replacement"** estimated completion date has changed to FY 2024 versus FY 2023 shown in the FY 2015-20 Five-Year Plan Update
- **"Park-and-Ride Lot for Kendall Drive"** the estimated completion date has changed to July 2017 versus August 2016 shown in FY 2015-20 Five-Year Plan Update
- **"Park-and-Ride Lot for SW 344 Street at Busway"** the estimated completion date has changed to fiscal year 2016 versus March 2015 shown in FY 2015-20 Five-Year Plan Update
- **"TOS Replacement"** estimated completion date is September 2016 versus July 2015 shown in the FY 2015-20 Five-Year Plan Update
- **"University Pedestrian Overpass"** estimated completion date has changed to December 2016 versus May 2016 shown in the FY 2015-20 Five-Year Plan Update
- **"Widen NW 37 Avenue (NW 79 Street to NW North River Drive)"** the estimated completion dated has changed to October 2019 versus August 2019 shown in FY 2015-20 Five-Year Plan Update
- **"Widen SW 137 Avenue (U.S. 1 to SW 184 Street)"** estimated completion date has changed to February 2019 versus August 2018 shown in the FY 2015-20 Five-Year Plan Update
- **"Widen SW 137 Avenue (HEFT to U.S. 1)"** estimated completion date has changed to June 2018 versus February 2018 shown in FY 2015-20 Five-Year Plan Update
- **"SW 264 Street (U.S. 1 to SW 137 Avenue); Curbs and Gutters, Traffic Operational Improvements [District 9]"** estimated completion date has changed to November 2016 versus August 2016 shown in FY 2015-20 Five-Year Plan Update
- **"NW 74 Street (Phase 2 – NW 107 Avenue to NW 114 Avenue)"** the estimated completion date has changed to September 2016 versus May 2016 shown in FY 2015-20 Five-Year Plan Update
- **"NW 74 Street (Phase 3 – HEFT to SR 826)"** the estimated completion date has changed to August 2017 versus September 2016 shown in FY 2015-20 Five-Year Plan Update
- **"Construct NW 87 Avenue (NW 154 Street to NW 186 Street)"** estimated completed date has changed to November 2016 versus April 2015 shown in the FY 2015-20 Five-Year Plan Update
- **"SW 264 Street (U.S. 1 to SW 137 Avenue)"** the estimated completion date has changed to November 2016 versus June 2016 shown in FY 2015-20 Five-Year Plan Update

Several projects are shown above with extended estimated implementation dates; this is primarily due to reductions of recent years in County staff and the resources available which handle right-of-way (ROW) acquisitions, including within Public Works and the County Attorney's Office (CAO). Furthermore, delays in the ROW 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 Parking and park-and-ride facilities for the Transit Department. Additionally, Public Works 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 CAO and the Courts.