The Citizens’ Independent Transportation Trust

10 Years of Progress

June 6, 2013
On November 5, 2002, Miami-Dade County voters approved a half-penny surtax to implement the People’s Transportation Plan (PTP).

The People’s Transportation Plan (PTP) is a broad based and long term program incorporating roadway and transit improvements.

Voters also approved the creation of a Citizens’ Independent Transportation Trust (Transportation Trust), an independent organization comprised of citizens who serve as volunteers with the mission to oversee expenditure of surtax revenue.

Mission Statement: To provide the Citizens’ Independent Transportation Trust (CITT) with professional administrative staff support to fulfill its statutory requirements to monitor, audit, oversee and investigate the use of the Surtax proceeds and the implementation of the People’s Transportation Plan (PTP).
10 Years of Progress
Transportation Trust Oversight and Administration

Paul J. Schwiep, Esq. Chairman
Hon. Anna E. Ward, Ph.D. First Vice-Chairperson
Glenn Downing, CFP Second Vice-Chairman
Christopher Benjamin, Esq.
Hon. Linda Zilber
Prakash Kumar
Peter L. Forrest
Alfred J. Holzman
Marilyn Smith
Miles E. Moss P.E.
Joe Curbelo
Hon. James Reeder
Charles Scurr, Executive Director
The Transportation Trust continues to have an essential role and mission in the financing, oversight and improvement of public transit and transportation in Miami-Dade County.
10 Years of Progress
Transportation Trust Oversight and Administration

Surtax Collections

- FY 2002-03
- FY 2003-04
- FY 2004-05
- FY 2005-06
- FY 2006-07
- FY 2007-08
- FY 2008-09
- FY 2009-10
- FY 2010-11
- FY 2011-12
- Proj FY 2012-13*

Legend:
- Blue: FY 2002-03
- Red: FY 2003-04
- Green: FY 2004-05
- Purple: FY 2005-06
- Orange: FY 2006-07
- Grey: FY 2007-08
- Pink: FY 2008-09
- Brown: FY 2009-10
- Purple: FY 2010-11
- Blue: FY 2011-12
- Green: Proj FY 2012-13*
The MDT Pro Forma is used to estimate or forecast Surtax collections and capital and operating costs over the lifetime of the PTP. It provides a timeline for completing scheduled projects based on assumptions of future revenue.

Through its’ financial consultant, the Trust has conducted an analysis of the assumptions in the MDT Pro Forma by running a cash flow sensitivity analysis of the 30-year forecast.

The Transportation Trust reviews and analyzes the MDT Pro-Forma focusing on intermediate and long term funding resources for transit operations and maintenance.
## 10 Years of Progress
### The MDT Pro Forma - Revenues

<table>
<thead>
<tr>
<th>Revenue (000)</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018-2041</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operating Revenue</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus, Rail, STS, &amp; Farebox</td>
<td>104,560</td>
<td>117,486</td>
<td>118,661</td>
<td>119,848</td>
<td>121,046</td>
<td>4,603,044</td>
<td>5,556,888</td>
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<td>Other Revenues</td>
<td>8,025</td>
<td>8,105</td>
<td>8,186</td>
<td>8,268</td>
<td>8,351</td>
<td>227,504</td>
<td>194,969</td>
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<td>Prior Year Carryover in PTP Fund</td>
<td>6,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>36,610</td>
<td>36,610</td>
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<tr>
<td>Additional PTP Surtax revenues at 100%</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>423,126</td>
<td>423,126</td>
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<td><strong>Grant Funds &amp; Subsidies</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td><strong>Federal</strong></td>
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<td></td>
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<td>Formula Grant Preventive Maintenance</td>
<td>61,730</td>
<td>62,226</td>
<td>62,848</td>
<td>63,477</td>
<td>64,177</td>
<td>2,094,665</td>
<td>2,885,576</td>
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<td>2,060</td>
<td>2,060</td>
<td>2,060</td>
<td>2,060</td>
<td>49,440</td>
<td>61,650</td>
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<td>Block Grant</td>
<td>20,428</td>
<td>20,837</td>
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<td>21,678</td>
<td>22,112</td>
<td>686,140</td>
<td>788,968</td>
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<td>TD Program</td>
<td>5,400</td>
<td>5,508</td>
<td>5,618</td>
<td>5,731</td>
<td>5,845</td>
<td>181,376</td>
<td>220,650</td>
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<td>Urban Corridor</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>45,720</td>
<td>45,720</td>
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<td>TD Tokens</td>
<td>2,478</td>
<td>2,478</td>
<td>2,548</td>
<td>2,548</td>
<td>2,548</td>
<td>61,152</td>
<td>76,440</td>
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<td><strong>Local</strong></td>
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<tr>
<td>PTP Surtax (95 percent)</td>
<td>205,548</td>
<td>211,714</td>
<td>218,066</td>
<td>224,608</td>
<td>231,346</td>
<td>10,042,913</td>
<td>10,625,432</td>
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<tr>
<td>Miami Dade MOE (3.5 Percent)</td>
<td>162,192</td>
<td>167,868</td>
<td>173,744</td>
<td>179,825</td>
<td>186,119</td>
<td>7,068,180</td>
<td>8,094,635</td>
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<tr>
<td>Additional Local Revenue or Service Cut*</td>
<td>0</td>
<td>33,777</td>
<td>33,941</td>
<td>35,129</td>
<td>36,358</td>
<td>1,379,798</td>
<td>868,002</td>
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<td>CI-LOGT (3 Cents)</td>
<td>16,877</td>
<td>15,845</td>
<td>16,003</td>
<td>16,163</td>
<td>16,325</td>
<td>419,322</td>
<td>592,646</td>
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<td>CI-LOGT (2 Cents)</td>
<td>0</td>
<td>10,103</td>
<td>13,538</td>
<td>13,606</td>
<td>13,674</td>
<td>349,499</td>
<td>400,421</td>
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<td>SFRTA GF Support</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>SFRTA Payment</td>
<td>666</td>
<td>666</td>
<td>666</td>
<td>666</td>
<td>666</td>
<td>15,984</td>
<td>19,980</td>
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<td>PTP Interest</td>
<td>2,055</td>
<td>2,117</td>
<td>2,181</td>
<td>2,246</td>
<td>2,313</td>
<td>100,429</td>
<td>106,254</td>
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<td>Capital Reimbursements</td>
<td>4,472</td>
<td>4,696</td>
<td>4,930</td>
<td>5,177</td>
<td>5,436</td>
<td>253,997</td>
<td>490,651</td>
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</tbody>
</table>

Total Operating Revenues | 602,491 | 665,557 | 684,244 | 701,030 | 718,377 | 27,533,443 | 31,488,619 |
10 Years of Progress
The MDT Pro Forma - Expenses

<table>
<thead>
<tr>
<th>Expenses (000)</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018-2041</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Direct Operating Expenses</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>MDT Operating Expenses</td>
<td>452,165</td>
<td>472,994</td>
<td>487,915</td>
<td>503,813</td>
<td>520,429</td>
<td>19,271,065</td>
<td>21,881,011</td>
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<tr>
<td><strong>Other Operating Expenses</strong></td>
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<tr>
<td>Municipal Contribution</td>
<td>41,110</td>
<td>42,343</td>
<td>43,613</td>
<td>44,922</td>
<td>46,269</td>
<td>2,008,583</td>
<td>2,125,086</td>
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<td>New Municipal Contribution</td>
<td>6,166</td>
<td>6,351</td>
<td>6,542</td>
<td>6,738</td>
<td>6,940</td>
<td>301,287</td>
<td>324,303</td>
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<td>CITT Staff</td>
<td>2,360</td>
<td>2,360</td>
<td>2,360</td>
<td>2,360</td>
<td>2,431</td>
<td>86,194</td>
<td>106,879</td>
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<tr>
<td>SFRTA Contribution</td>
<td>4,235</td>
<td>4,235</td>
<td>4,235</td>
<td>4,235</td>
<td>4,235</td>
<td>101,640</td>
<td>127,050</td>
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<td>Deficit Repayment</td>
<td>14,839</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>27,564</td>
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<td>PWD Project Management (Pay Go)</td>
<td>3,133</td>
<td>3,227</td>
<td>3,324</td>
<td>3,424</td>
<td>2,527</td>
<td>89,588</td>
<td>108,265</td>
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<tr>
<td><strong>Debt Service</strong></td>
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<tr>
<td>Pre Existing Debt Service</td>
<td>7,439</td>
<td>7,439</td>
<td>2,494</td>
<td>2,494</td>
<td>2,494</td>
<td>0</td>
<td>34,205</td>
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<td>Rezoning Bonds</td>
<td>1,425</td>
<td>1,425</td>
<td>1,425</td>
<td>1,425</td>
<td>1,425</td>
<td>34,200</td>
<td>42,750</td>
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<td>Bridge Loan</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,500</td>
</tr>
<tr>
<td>Bus Leasing Payment ($100 million lease for 10yr)</td>
<td>2717</td>
<td>5,435</td>
<td>8,152</td>
<td>10,869</td>
<td>13,587</td>
<td>394,017</td>
<td>434,777</td>
</tr>
<tr>
<td>PTP Debt Service</td>
<td>60,760</td>
<td>77,842</td>
<td>94,920</td>
<td>111,729</td>
<td>138,123</td>
<td>4,831,140</td>
<td>5,251,455</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td>596,350</td>
<td>623,651</td>
<td>654,980</td>
<td>692,009</td>
<td>738,460</td>
<td>22,514,078</td>
<td>30,464,846</td>
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<tr>
<td><strong>Year-End Difference</strong></td>
<td>6,142</td>
<td>41,906</td>
<td>29,264</td>
<td>9,020</td>
<td>-20,083</td>
<td>951,142</td>
<td>1,023,774</td>
</tr>
</tbody>
</table>
The Transportation Trust continues to assist in the research, analysis, development and advocacy, in cooperation with the County, of creative and innovative funding and financing solutions to increase future capital and operating fund availability for transit improvements.
10 Years of Progress
PTP Funded Projects
10 Years of Progress
Metrorail - The Orange Line

- Completion of the Metrorail Orange Line to Miami International Airport
  - 2.4 miles
  - $506 million ($405 million in PTP Funding; $101 million FDOT)
- Construction started in May 2009 and was completed July 2012, on budget and on time
- The new Miami International Airport Station became the 23rd Metrorail station when it opened on July 28, 2012
- Visitors, residents and airport employees now enjoy convenient, affordable access to and from (MIA) and the surrounding area using the new Orange Line Metrorail which serves.
10 Years of Progress

Metrorail – New Railcars

- Record Ridership – 1.9 million Metrorail passengers in March

- $375 million in Surtax funding was approved for the purchase a new state-of-the-art Metrorail fleet: Delivery starting in 2015

- The new Metrorail vehicles will be equipped with the latest technology that will offer transit customers improved reliability and customer service

Rendering of the New Metrorail Vehicles
MDT Central Control Upgrade

The Central Control Upgrade project will update the existing Metrorail portion of the MDT Control Center replacing the existing 26 year old system. 32.4 million in Surtax funds is allocated to this project.

William Lehman Metrorail Operations Center Upgrade

Surtax funding in the amount of $25.3 million was allocated for upgrades at the William Lehman Metrorail Operations Center. This project will construct five storage tracks, a test track and two Maintenance of Way tracks.
• Annual ridership on Metromover is approximately 9 million riders per year; double what it was before the PTP was passed

• Surtax funds were used to purchase 29 new Metromover vehicles at a cost of $69 million

• All new vehicles have been delivered and are in service

• Metromover fares were eliminated after passage of the PTP improving customer convenience and streamlining operations.

• Workers and visitors in the downtown area enjoy an improved commute on board the sleek new Metromover vehicles that go just about anywhere in the Downtown Miami, Brickell or Omni area
PTP funds added 596 new buses to the Metrobus fleet at using $135 million Surtax funds

New bus purchases include 60-foot articulated buses, minibuses, 40-foot buses, low-floor buses, and over-the-road commuter coaches.

Express Bus Service - Commuters can cruise past traffic when using the express and limited stop bus service on the I-95 Express routes, the Miami Beach Airport Flyer, and the Kendall Cruiser.
10 Years of Progress
Our Passengers

- Golden Passport/Patriot Passport
  - The PTP funded Golden Passport and Patriot Passport programs provide fare-free rides to over 200,000 senior citizens, low-income veterans and Social Security recipients.

- Solar Powered Bus Shelters
  - Surtax funded solar powered bus shelters not only help keep waiting riders cool and dry, but also create revenue generating advertising space.

- Bus Stop Signage
  - New bus-stop signs and information display panels provide route map, days and hours of operation, service frequency and fare information in English, Spanish and Creole.
The Automated Fare Collection System, called the EASY Card, was implemented in 2009 using $63.7 million in Surtax funds. It is rechargeable and can be used to pay all transit fares on bus and rail and parking as well. Reduces boarding time and collection of passenger information for better allocation of resources and improved service planning.

Train Tracker lets riders check the next train’s arrival time right from their computers and mobile devices.

Free Wi-Fi lets riders catch up on e-mail or browse their favorite website during their commute on Metrorail, Metromover or one of the premium bus routes, which now provide free connectivity.
10 Years of Progress
Public Works and Roadway Improvements

- The Miami-Dade County Public Works and Waste Management Department used PTP funds for highway and road improvements that facilitate smoother traffic flow, reduce travel time and increase pedestrian safety.

- Completed projects include implementation of the Advance Traffic Management System, installation of Illuminated Street Name Signs, roadway reconstruction, ADA compliant sidewalks, Solar Powered Flashing School Zone signals and Dynamic Feedback Signals and Neighborhood Improvements.

- The PTP helps fund the Advanced Traffic Management System (ATMS) which insures that the 2,845 traffic signals throughout the County are operating at optimum levels.
10 Years of Progress

Neighborhood Improvements

Neighborhood improvements have enhanced safety and mobility throughout Miami-Dade County, and have improved the quality of life within our neighborhoods.

- Illuminated Street Name Signs
- Dynamic Driver Speed Feedback Signal
- Solar Flashing School Zone Signal
- Sign Installation
- Roadway Paving
- Traffic Calming Devices
23% of Surtax funds are allocated to Miami-Dade County municipalities for transit and roadway improvements.

The 34 participating municipalities receive about $46 million dollars annually in Surtax funds.

- Coral Gables Trolley
- Hialeah Transit Service
- City of Miami Trolley
10 Years of Progress

Municipal Transportation Program

Bus circulator systems supported by the PTP are successfully operating in twenty-six municipalities of the 34 participating municipalities carrying over 6 million passengers annually.

Town of Cutler Bay Shuttle Bus

City of Sunny Isles Beach

North Miami’s NoMi Express
10 Years of Progress
Municipal Transportation Program

Palmetto Bay Traffic Circle

Bus Shelter in the City of South Miami

Bus Shelters in Sunny Isles Beach and Florida City
10 Years of Progress
Municipal Transportation Program
PTP Funded Municipal Roadway Construction Projects

City of Hialeah Drainage Project

City of Miami’s
NW 62nd Street Reconstruction Project
The Transportation Trust

Useful Links

Transportation Trust Home Page
www.miamidade.gov/citt

PTP 5-Year Implementation Plan
http://www.miamidade.gov/citt/PTP_5_year_plan.asp

Strategic Planning Studies
- Innovative Revenue Techniques
- MDT Cost & Efficiency Study
- NW 215th Street - Land Use & Planning Study for Highest & Best Use
- Revenue Enhancement, 2013
The Purpose for the Summit - Visioning the Future of Miami-Dade County’s Public Transportation

What are the Next Big Projects and How do We Get There?

We welcome your continuing participation, ideas and engagement