



Miami-Dade County Board of County Commissioners

Office of the Commission Auditor

Transit and Mobility Services Meeting

February 08, 2016
9:30 A.M
Commission Chamber

Charles Anderson, CPA
Commission Auditor
111 NW First Street, Suite 1030
Miami, Florida 33128
305-375-4354

**Transit and Mobility Services Committee
February 08, 2016 Meeting
Research Notes**

Item No.	Research Notes												
1G1 152886	<p>ORDINANCE AMENDING SECTION 8A-1.2 OF THE CODE OF MIAMI-DADE COUNTY; REQUIRING CAR RENTAL COMPANIES TO PROVIDE NOTICE TO THEIR CUSTOMERS OF ADMINISTRATIVE FEES ASSOCIATED WITH ANY TOLL CHARGES OR TOLL VIOLATIONS INCURRED BY THE CUSTOMERS; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE</p>												
Notes	<p>The proposed ordinance amends section 8A-1.2 of the Code of Miami-Dade County (County) to require car rental companies to provide notice to their customers of administrative fees associated with any toll charges or toll violations incurred by the customers.</p> <p><u>Background</u></p> <p>Tourism is critically important to the County’s economy, and the County has sought to protect visitors by requiring car rental companies to provide notice of their customers’ obligation to pay administrative fees associated with their use of any Sunpass equipment provided by the car rental companies.</p> <p>The Board of County Commission (BCC) enacted Ordinance No. 11-89 to require car rental companies to provide posted notice to their customers of any administrative fees that a customer must pay for a customer’s use of Sunpass equipment and for processing tolls through such equipment at their car rental facility.</p> <p>Toll roads in the County are moving from cash toll booths to a cashless, image based electronic toll collection system that uses photographic images of vehicle license plates to identify the customer responsible for payment.</p> <p>If a car rental company does not provide Sunpass equipment, or if a customer declines to accept the equipment as part of the car rental contract, the car rental company, as the registered owner of the license plate, will be directly responsible for payment of any toll charges or toll violations incurred during the customer’s use of a vehicle.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: black; color: white;"> <th colspan="3" style="text-align: center;"><i>Code Comparison Chart</i></th> </tr> <tr style="background-color: black; color: white;"> <th colspan="3" style="text-align: center;"><i>Section 2-10.4 of the Code of Miami-Dade County</i></th> </tr> <tr> <th style="text-align: center;"><i>Section</i></th> <th style="text-align: center;"><i>Current</i></th> <th style="text-align: center;"><i>Proposed</i></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">8A-1.2</td> <td>(a) (2) Equipment Fees will mean any surcharge, levy, extraction, tariff, or other monetary obligation imposed on any customer of a rental car facility for use of any Sunpass equipment provided with any rental vehicle, or for the administrative costs of processing tolls through such equipment. For the purposes of the Section, a fee will not be construed to mean toll payments made through any such Sunpass equipment.</td> <td>(a) (2) Equipment Fees will mean any surcharge, levy, extraction, tariff, or other monetary obligation imposed by a car rental company on any customer of a rental car facility for any administrative costs of processing tolls through such equipment, and all administrative costs associated with the car rental company’s payment of toll charges or toll violations that are registered directly to the vehicle by way of photographic license plate imaging or other process. For the</td> </tr> </tbody> </table>	<i>Code Comparison Chart</i>			<i>Section 2-10.4 of the Code of Miami-Dade County</i>			<i>Section</i>	<i>Current</i>	<i>Proposed</i>	8A-1.2	(a) (2) Equipment Fees will mean any surcharge, levy, extraction, tariff, or other monetary obligation imposed on any customer of a rental car facility for use of any Sunpass equipment provided with any rental vehicle, or for the administrative costs of processing tolls through such equipment. For the purposes of the Section, a fee will not be construed to mean toll payments made through any such Sunpass equipment.	(a) (2) Equipment Fees will mean any surcharge, levy, extraction, tariff, or other monetary obligation imposed by a car rental company on any customer of a rental car facility for any administrative costs of processing tolls through such equipment, and all administrative costs associated with the car rental company’s payment of toll charges or toll violations that are registered directly to the vehicle by way of photographic license plate imaging or other process. For the
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8A-1.2	(a) (2) Equipment Fees will mean any surcharge, levy, extraction, tariff, or other monetary obligation imposed on any customer of a rental car facility for use of any Sunpass equipment provided with any rental vehicle, or for the administrative costs of processing tolls through such equipment. For the purposes of the Section, a fee will not be construed to mean toll payments made through any such Sunpass equipment.	(a) (2) Equipment Fees will mean any surcharge, levy, extraction, tariff, or other monetary obligation imposed by a car rental company on any customer of a rental car facility for any administrative costs of processing tolls through such equipment, and all administrative costs associated with the car rental company’s payment of toll charges or toll violations that are registered directly to the vehicle by way of photographic license plate imaging or other process. For the											

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		<p>purposes of the Section, a fee will not be construed to mean toll payments made through any such Sunpass equipment or toll charges or toll violations that are registered directly to the vehicle.</p> <p>(b) Posting of Equipment Fee. If the owner or operator of a Car Rental Facility imposes an Equipment Fee, notice of such fee must be provided at such Car Rental Facility. This notice will be posted conspicuously in the public area of the Car Rental Facility in such location as to provide notice to customers prior to their entering into any contract for the leasing or renting of any vehicle, and written in a legible manner in English, Spanish and Creole.</p> <p>(b) Posting of Equipment Fees and Policy.</p> <p>(1) If the owner or operator of a Rental Car Facility imposes an Equipment Fee on customers renting cars, notice of all such fee (s), including identification of the amount, must be provided at such Car Rental Facility. This notice will be posted conspicuously in the public area of the Car Rental Facility in such location as to provide notice to customers prior to their entering into any contract for the leasing or renting of any vehicle, and written in a legible manner in English, Spanish and Creole.</p> <p>(2) If the owner or operator of a Car Rental Facility requires the customer to pay or reimburse the car rental company for any toll charges or toll violations, otherwise incurred by the customer during the use of the vehicle, that are registered directly to the vehicle by way of photographic license plate imaging or other process, notice of such policy must be provided at such Car Rental Facility.</p> <p>(3) This notice will be posted conspicuously in the public area of the Car Rental Facility in such location as to provide notice to customers prior to their entering into any contract for the leasing or renting of any vehicle, and written in a legible manner in English, Spanish and Creole.</p>

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1G2 160044	RESOLUTION APPROVING AN AMENDMENT TO THE FIVE YEAR IMPLEMENTATION PLAN OF THE PEOPLE’S TRANSPORTATION PLAN TO INCLUDE THE DOLPHIN STATION PARK AND RIDE/TERMINAL FACILITY
Notes	<p>The proposed resolution approves a resolution by the Citizen’s Independent Transportation Trust (CITT) recommending an amendment to the Five Year Implementation Plan of the People’s Transportation Plan (PTP) to include the Dolphin Station Park and Ride/Terminal Facility funded in part by Charter County Transportation Surtax Funds.</p> <p><u>Background</u></p> <p>The CITT, pursuant to Section 29-124 of the County Code, recommended an amendment to the Five Year Implementation Plan of the PTP to include the Dolphin Station Park and Ride/Terminal Facility, which Miami-Dade Transit (MDT) will utilize to expand its operations.</p> <p>MDT has identified a need to provide a new park and ride/transit terminal facility to support the SR 836 Express Bus Service, as well as other planned express bus routes, future CSX commuter rail station and to provide a terminus or a stop for several local bus routes serving the Dolphin Mall and the nearby cities of Sweetwater and Doral. This is a new project that will provide much needed parking relief for riders traveling from the west end of the County and the local areas.</p> <p>The subject site is comprised of approximately 15 acres of publicly-owned vacant land located within the Northwest quadrant of the Homestead Extension of the Florida’s Turnpike and NW 12 Street intersection in the County. The project is an integral component of the East-West corridor, which connects the largest employment areas of the County (Florida International University, Doral, Miami International Airport, Miami Health District, Downtown Miami and Brickell); and will also connect the Miami Intermodal Center (MIC), which is a major international transportation hub.</p> <p>The proposed facility will have approximately 900 parking spaces, parking for 20 bicycles, 18 motorcycles, 12 bus bays, six layover bus bays passenger seating, and one bus driver comfort station. The facility will also include landscaping and lighting. The Dolphin station is scheduled to open for revenue service in December 2017.</p> <p><u>Fiscal Impact/Funding Source</u></p> <p>The total estimated cost of the design and construction of the Dolphin Station is \$11.1 million, which includes \$5 million of the County’s matching funds using bond proceeds from the Charter County Transportation Sales and \$5 million from the State of Florida grant funding.</p> <p>The FDOT programmed the sum of \$5 million as funding for completion of the project in its five-year work program under Item Number 437143-1 in State Fiscal Year 2019 and such funds will be available to the Miami-Dade Expressway Authority (MDX) on a reimbursement basis on or after July 1, 2018.</p>

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	The County has budgeted \$5 million as matching funds for completion of the Project in its FY 2015-16 Budget and Multi-Year Capital Budget. These funds will be available for this project on a reimbursement basis to MDX, contingent upon annual legislative appropriation by the BCC.
2A 160123	RESOLUTION DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR’S DESIGNEE TO EVALUATE COUNTY ARTERIAL ROADWAYS CRITICAL TO THE TRANSPORTATION OF AGRICULTURAL GOODS AROUND SW 184 STREET TO THE NORTH, SW 296 STREET TO THE SOUTH, US-1 TO THE EAST AND SW 227 AVENUE TO THE WEST AND PROVIDE A REPORT TO THE BOARD WITHIN 90 DAYS
Notes	<p>The proposed resolution directs the Mayor or Designee to evaluate the County’s arterial roadways that are critical to the transportation of agricultural goods around SW 184 Street to the North, SW 296 Street to the South, US-1 to the East and SW 227 Avenue to the West and provide a report to the BCC within 90 days.</p> <p><u>Background</u></p> <p>Blessed with its tropical climate and year-round growing season, the County’s agricultural industry is one of the most diverse in the country and leads the State in the production of tropical vegetables, tropical fruits and ornamental nurseries, and ranks second in the production of winter vegetables and ornamental fish.</p> <p>The agricultural industry is an important home-grown economic engine for the County as it employs more than 20,000 people and produces more than \$2.7 billion in economic impact each year.</p> <p>Much of the County’s agricultural business originates from the Southern parts and communities of the County. Therefore the County should ensure that this critical home-grown economic engine is supported by an adequate roadway system.</p> <p>However, many of the arterial roadways that are important to moving goods out of the agricultural area, have been neglected in favor of urban roadways. Their deterioration is such that they are impacting the safe and the efficient movement of goods from the agricultural area.</p>
2B 160215	RESOLUTION DIRECTING THE COUNTY MAYOR OR MAYOR’S DESIGNEE TO COORDINATE WITH THE CITY OF DORAL TO IMPLEMENT A PILOT PROGRAM UTILIZING REVERSIBLE LANES AND/OR ONE-WAY ROADS AND FURTHER DIRECTING THE COUNTY MAYOR OR MAYOR’S DESIGNEE TO PREPARE A STUDY TO DETERMINE THE FEASIBILITY OF WORKING WITH OTHER MUNICIPALITIES TO EXPAND THE USE OF REVERSIBLE LANES AND/OR ONE-WAY ROADS
Notes	The proposed resolution directs the Mayor or Designee to coordinate with the City of Doral (City) to implement a pilot program utilizing reversible lanes and/or converting certain two-way roads into one-way roads. It further directs the Mayor or Designee to prepare a study to determine the feasibility of working with other municipalities to expand the use of reversible lanes and/or one-way roads. The Mayor or Designee will provide the results of the feasibility study to the BCC within 90 days of the effective date of this resolution.

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	<p><u>Background</u> The residents and visitors to this County are negatively impacted by traffic congestion. The area in and around the City continues to be one of the most congested areas within the County. It is therefore imperative that the City finds a way to ease the congestion. Experimenting with reversible lanes and/or converting certain two-way roads into one-way roads might be worthy of consideration given that it can help create efficiencies in the City's thoroughfares.</p> <p><u>Additional Information</u> Reversible lanes allow one or more lanes on a facility to shift direction throughout the day to accommodate traffic patterns such as morning and evening peaks. There must be a large directional flow during peak periods to make this a viable solution. By utilizing additional lanes in the direction that demands more capacity, congestion can be reduced and overall capacity can be increased. Lane Control, signs, and special pavement markings are used to inform motorists of lane direction and movements.¹</p> <p>One-way roads have been used extensively for many years to increase both the operational efficiencies and safety of urban arterials.</p>
2C 160220	<p>RESOLUTION DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO ANALYZE AND IMPLEMENT UNDER CERTAIN CIRCUMSTANCES THE METHODS AND TOOLS FROM THE FEDERAL HIGHWAY ADMINISTRATION AND THE FLORIDA DEPARTMENT OF TRANSPORTATION THAT MAY BE USED TO ASSESS THE VULNERABILITY TO SEA LEVEL RISE AND EXTREME WEATHER FOR FUTURE COUNTY TRANSPORTATION PROJECTS AS WELL AS OTHER POSSIBLE APPLICATIONS; AND TO PREPARE A REPORT WITH RECOMMENDATIONS FOR THIS BOARD</p>
Notes	<p>The proposed resolution directs the Mayor or Designee to analyze and implement under certain circumstances the methods and tools from the Federal Highway Administration (FHA) and the Florida Department of Transportation (FDOT) that may be used to assess the vulnerability to sea level rise and extreme weather for future County transportation projects as well as other possible applications; and to prepare a report with recommendations for the BCC. The Mayor or Designee will provide this report to the BCC within six months of the effective date of this resolution.</p> <p><u>Background</u> In 2013, pursuant to Resolution No. R-599-13, the BCC created the Miami-Dade County Sea Level Rise Task Force.</p> <p>The BCC subsequently adopted multiple resolutions in order to implement the recommendations of the Sea Level Rise Task Force, and some of those resolutions required that reports subsequently be presented to the BCC on a quarterly basis.</p>

¹ <http://www.cflhd.gov/ttoolkit/flt/FactSheets/Infrastructure/REVERSIBLE%20LANES.htm>

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	<p>On October 23, 2015, the Mayor submitted the Second Quarter Status Report in Response to multiple resolutions pertaining to recommendations by the Sea Level Rise Task Force.</p> <p>The FHA has a training series called: “Building a Climate Resilient Transportation System.” This FHA training series includes methods and tools which may be used by local governments to assess the vulnerability of transportation infrastructure to sea level rise and extreme weather conditions. The FDOT also has tools which may be used as part of the capital planning process for transportation.</p> <p>The Second Quarter Status Report suggested that the tools and methods in the “Building a Climate Resilient Transportation System,” as well as the tools from FDOT, would be immediately useful as part of the County’s capital planning process for future transportation projects. The methods and tools from both the FHA and FDOT could potentially have broader uses beyond future transportation projects.</p> <p><u>Additional Information</u></p> <p>The sea level around the South Florida coast has already risen nine inches over the past century. Among experts, the optimists expect it to edge up another three to seven inches in the next 15 years and nine inches to two feet in the next 45 years. More pessimistic predictions say the rise will be much faster. Even the very gradual rise of recent decades will make extensive infrastructure reengineering necessary. However, according to a report published by the FDOT, it will become difficult, expensive, and maybe impossible for these efforts to keep up with the accelerated sea-level rise that is actually expected.²</p>
2D 160200	<p>RESOLUTION DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR’S DESIGNEE TO PREPARE PROPOSED REGULATIONS FOR THE OPERATION OF ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES (SUCH AS SEGWAYS OR HOVERBOARDS) ON ROADS, STREETS, SIDEWALKS AND BICYCLE PATHS UNDER THE COUNTY’S JURISDICTION AND COUNTY-OWNED FACILITIES USED BY THE PUBLIC; AND PROVIDE A REPORT TO THE BOARD WITH PROPOSED REGULATIONS WITHIN 90 DAYS</p>
Notes	<p>The proposed resolution directs the Mayor or Designee to prepare proposed regulations for the operation of electric personal assistive mobility devices such as Segways or Hoverboards on roads, streets, sidewalks and bicycle paths under the County’s jurisdiction and County-owned facilities used by the public; and provide a report to the BCC with proposed regulations within 90 days.</p>

² <https://newrepublic.com/article/123216/miami-sinking-beneath-sea-not-without-fight>

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	<p><u>Background</u></p> <p>The use of electric personal assistive mobility devices, such as Segways or Hoverboards, has become increasingly popular as a means for pedestrian residents and visitors of the County to navigate through roads, streets, sidewalks and bicycle paths in public spaces and areas.</p> <p>In an ever-growing dense, urban and congested environment, where County pathways and sidewalks are shared by walkers, runners, cyclists, skaters and Segway/Hoverboard users, it is imperative that the BCC and the County government explore policies and regulations that promote public safety while respecting our residents' and visitors' decisions on how they best enjoy navigating through our pathways and sidewalks.</p> <p>Florida Statutes § 316.2068(5) provides that a county or a municipality may regulate the operation of electric personal assistive mobility devices on any road, street, sidewalk or bicycle path under its jurisdiction if the governing body of the county or the municipality determines that regulation is necessary in the interest of safety. Florida Statutes § 316.008(7) provides that a county may enact an ordinance to permit, control, or regulate the operation of electric personal assistive mobility devices on sidewalks or sidewalk areas such as establishing a speed limit.</p> <p>The BCC also wants to explore policies and regulations defining the operation of electric personal assistive mobility devices in County-owned facilities that are open to and used by the public.</p> <p>Other local governments in Florida including the City of Miami Beach have enacted ordinances regulating the use of Segways and/or Hoverboards such as establishing speed restrictions on sidewalks, sidewalk areas and bicycle paths and prohibiting the operation of Segways and/or Hoverboards in certain high congestion areas.</p> <p><u>Additional Information</u></p> <p>The U.S. Consumer Product Safety Commission (CPSC) is currently looking into dozens of fires involving electric personal assistive devices. Many of these fires occurred indoors and could have resulted in serious injuries if it were not for the quick actions of consumers to extinguish the fire. The CPSC is also investigating dozens of reports of injuries that it has received from many hospital emergency rooms with which it has contracts. Some of the injuries have been serious. They include concussions, fractures, contusions/abrasions and internal organ injuries.³</p>

³ <http://www.cpsc.gov/en/About-CPSC/Chairman/Kaye-Biography/Chairman-Kayes-Statements/Statements/Statement-from-the-US-CPSC>

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3A 160198	<p>RESOLUTION AUTHORIZING ACCESS OF THE CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY D/B/A LYNX, CONTRACT NO. 14-C09, FOR A FIVE-YEAR TERM FOR THE PURCHASE OF HEAVY DUTY TRANSIT COACHES FOR THE MIAMI-DADE TRANSIT DEPARTMENT IN THE AMOUNT OF \$2,670,000.00; AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR’S DESIGNEE TO EXECUTE DOCUMENTS NECESSARY TO ACCESS SAME AND EXERCISE ALL PROVISIONS OF THE CONTRACT INCLUDING EXTENSIONS AND RENEWALS PURSUANT TO SECTION 2-8.1 OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA AND IMPLEMENTING ORDER 3-38</p>
Notes	<p>The proposed resolution approves access to the Central Florida Regional Transportation Authority (CFRTA) d/b/a LYNX, Contract No. 14-c09, for a five-year term in the amount of \$2,670,000 for the purchase of heavy duty transit coaches for MDT, and authorizes the Mayor or Designee to execute documents necessary to access the same for and on behalf of the County.</p> <p><u>Background</u></p> <p>The CFRTA contract was awarded to Gillig, LLC. in December 2013 for a five-year term for the manufacture and delivery of low-floor heavy duty transit buses to members of the Florida Public Transportation Association (FPTA), of which the County is a member.</p> <p>Upon the BCC’s approval of accessing this contract, MDT intends to submit purchase orders to Gillig, LLC. to purchase five 40-foot buses to replace buses that have reached the end of their useful life.</p> <p>MDT’s independent market research revealed that accessing LYNX’s contract allows the County to benefit from economies of scale (lower pricing) as a single contract leverages the purchasing power of FPTA members. Similarly, market research conducted by LYNX indicates that the bus prices under the contract are fair and reasonable.</p> <p>Pursuant to Resolution No. R-187-12, due diligence was conducted in accordance with the Internal Services Department’s (ISD) Procurement Guidelines to determine the contractor’s responsibility, including verifying corporate status and review of performance or compliance issues. The lists referenced include convicted vendors, debarred vendors, delinquent contractors, suspended vendors, and federal excluded parties. There were no adverse findings relating to the contractor’s responsibility.</p> <p><u>Contract Measures</u></p> <p>The two percent User Access Program provision does not apply due to the federal funding source.</p> <p>The Small Business Enterprise Bid Preference and Local Preference Ordinances does not apply due to the federal funding source.</p> <p>The Living Wage Ordinance does not apply.</p>

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	<p><u>Fiscal Impact/Funding Source</u> The fiscal impact for the five buses to be purchased is \$2,670,000.</p>
3B 152988	<p>RESOLUTION APPROVING EXECUTION BY THE COUNTY MAYOR OR COUNTY MAYOR’S DESIGNEE OF A COVENANT FOR MAINTENANCE OF LANDSCAPING WITHIN THE PUBLIC RIGHTS-OF-WAY BETWEEN MIAMI-DADE COUNTY AND THE TOWN OF MEDLEY ALONG NW 74 STREET FROM NW 87 AVENUE TO STATE ROAD 826; AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR’S DESIGNEE TO EXERCISE THE PROVISIONS CONTAINED THEREIN</p>
Notes	<p>The proposed resolution approves the Covenant for Maintenance of Landscaping within the Public Rights-of-Way between the County and the Town of Medley (Town) to provide for the maintenance and the preservation of landscaping and irrigation improvements by the Town in the medians along NW 74 Street from NW 87 Avenue to SR 826.</p> <p><u>Background</u> On November 5, 2013, the BCC approved a Local Agency Program (LAP) Agreement under Resolution R-873-13 with the FDOT for the construction of NW 74 Street from NW 87 Avenue to SR 826. The County is providing upfront funding for the project, with the full amount to be reimbursed by the FDOT through the LAP Agreement. The Town has requested that this project should include the installation of enhanced landscaping in the medians within the project limits. The County agreed to include enhanced landscaping and irrigation systems, providing that the Town assumes responsibility to maintain and preserve these improvements.</p> <p>This Covenant for Maintenance of Landscaping obligates the Town to maintain, repair and/or replace, as necessary, the irrigation system, sod and all landscaping in the medians. In the event that the Town does not comply with these requirements, it will be sent a written notice and will be given 30 calendar days to make corrections. Failure to address any deficiencies will result in the County making the necessary corrections, and the Town invoiced for the County’s costs.</p> <p>On October 7, 2013, the Town’s Council adopted Resolution No. C-1162 authorizing the Mayor to execute a Covenant for Maintenance of Landscaping with the County.</p> <p><u>Fiscal Impact/Funding Source</u> There is no fiscal impact to the County. The County will be installing the landscaping and irrigation improvements through the on-going roadway construction project awarded by the BCC on February 3, 2015 through Resolution R-106-15. The project is being funded by Charter County Transportation Sales Surtax Bond proceeds and is to be fully reimbursed by the FDOT. The County will save on the costs associated with the maintenance and the preservation of the landscaping improvements.</p>

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3C 152989	<p>RESOLUTION APPROVING EXECUTION OF A COVENANT FOR MAINTENANCE OF LANDSCAPING WITHIN THE PUBLIC RIGHTS-OF-WAY BETWEEN MIAMI-DADE COUNTY AND THE CITY OF DORAL ALONG NW 74 STREET FROM NW 114 AVENUE TO NW 107 AVENUE; AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR’S DESIGNEE TO EXERCISE THE PROVISIONS CONTAINED THEREIN</p>
Notes	<p>The proposed resolution approves a Covenant for Maintenance of Landscaping within the Public Rights-of-Way between the County and the City of Doral (City) to provide for the maintenance and the preservation of landscaping and irrigation improvements by the City in the medians along NW 74 Street from NW 114 Avenue to NW 107 Avenue.</p> <p><u>Background</u></p> <p>On October 12, 2012, the BCC approved a Local Agency Program (LAP) Agreement under Resolution R-792-12 with the FDOT for the construction of NW 74 Street from NW 114 Avenue to NW 107 Avenue. The County is providing upfront funding for the project, with the full amount to be reimbursed by the FDOT through the LAP Agreement. The City has requested that this project should include the installation of enhanced landscaping in the medians within the project limits. The County agreed to include enhanced landscaping and irrigation systems, providing that the City assumes responsibility for maintaining and preserving these improvements.</p> <p>This Covenant for Maintenance of Landscaping obligates the City to maintain, repair and/or replace, as necessary, the irrigation system, sod and all landscaping in the medians. In the event that the City does not comply with these requirements, it will be sent a written notice and given 30 calendar days to make corrections. Failure to address any deficiencies will result in the County making the necessary corrections and the City invoiced for the County’s costs.</p> <p>On March 14, 2012, the City’s Council adopted Resolution No. 12-27 authorizing the City Manager to execute a Covenant for Maintenance of Landscaping with the County.</p> <p><u>Fiscal Impact/Funding Source</u></p> <p>There is no fiscal impact to the County. The County will be installing the landscaping and irrigation improvements through the on-going roadway construction project awarded by the BCC on December 2, 2014, through Resolution R-1053-14. The project is being funded by Charter County Transportation Sales Surtax Bond proceeds and is to be fully reimbursed by the FDOT. The County will save on the costs associated with the maintenance and the preservation of the landscaping improvements.</p>

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3D 160151	RESOLUTION AUTHORIZING THE CREATION AND RECORDING OF A COVENANT RUNNING WITH THE LAND REQUIRING INSTITUTIONAL CONTROLS AT THE MIAMI-DADE TRANSIT PROPERTY LOCATED NEAR THE INTERSECTION OF NW 75 STREET AND NW 73 COURT, MEDLEY, MIAMI-DADE COUNTY, FLORIDA
Notes	<p>The proposed resolution authorizes the execution and recording of the Covenant Running with the Land requiring Institutional Controls at the Real Property (Covenant) located near the intersection of NW 75 Street and NW 73 Court, Medley, Florida.</p> <p><u>Background</u></p> <p>In June 2010, the former Department of Regulatory and Economic Resources Division of Environmental Resources Management (DERM) conducted confirmatory soil sampling at the above-referenced site in relation to ongoing site assessment activities being conducted at the adjacent Venevision Studios Property.</p> <p>The DERM soil sample results revealed Polynuclear Aromatic Hydrocarbon contamination in the soil above the Cleanup Target Levels, which required a Site Assessment Report to document the extent of soil contamination. The Site Assessment Activities were concluded in July 2013. The exact cause/source of the contamination is not known. However, due to the surficial nature (within top two feet) of the contamination, it is reasoned that it could have been caused by small leaks and spills from service trucks and lifts during routine maintenance of the MDT guideways.</p> <p>In August 2013, DERM recommended that MDT pursue No Further Action with Conditions (NFAC) to demonstrate that human health, public safety, and the environment are protected. As a result, DERM subsequently approved the NFAC Report in April 2015. The NFAC required that Institutional Controls be implemented at the site, specifically by prohibiting the use of the property for residential or day care/school use.</p> <p>Therefore, no remediation is required so long as the parcel remains undeveloped. Any removal of contaminated soil from the site would require prior written approval from the County's Department of Regulatory and Economic Resources.</p> <p><u>Fiscal Impact/Funding Source</u></p> <p>The Covenant will be recorded for a fee of approximately \$150, and an annual permit will be required in the amount of \$1000 every ten years or \$150 every year. The fees will be paid from MDT's Operating Budget.</p>

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3E 160043	RESOLUTION APPROVING TERMS OF AND AUTHORIZING THE MAYOR, MAYOR'S DESIGNEE OR MIAMI-DADE TRANSIT DIRECTOR TO EXECUTE AN INTERLOCAL AGREEMENT BETWEEN MIAMI-DADE COUNTY AND THE MIAMI-DADE EXPRESSWAY AUTHORITY TO SERVE AS THE LOCAL AGENCY FOR IMPLEMENTING THE DESIGN, DEVELOPMENT AND CONSTRUCTION OF THE DOLPHIN STATION PARK AND RIDE/TERMINAL FACILITY PROJECT; AND AUTHORIZING THE USE OF \$5,000,000.00 IN CHARTER COUNTY TRANSPORTATION SALES SYSTEM SURTAX FUNDS AS THE LOCAL MATCH FOR \$5,000,000.00 IN STATE FUNDING PROGRAMMED FOR THE MIAMI-DADE EXPRESSWAY AUTHORITY FOR THE PROJECT
Notes	<p>The proposed resolution approves the execution of an Interlocal Agreement (Agreement) between the County and MDX for the purpose of implementing the design, development, and construction of the Dolphin Station Park and Ride/Terminal Facility (Dolphin Station) Project on behalf of the County.</p> <p>Additionally, the proposed resolution recommends that the BCC authorizes the use of \$5 million in Charter County Transportation System Surtax (Surtax) funds as the matching local funds for a \$5 million Supplemental Joint Participation Agreement (JPA) between the MDX and the FDOT.</p> <p><u>Background</u></p> <p>The planned Dolphin Station will support the SR 836 Express Bus Service, as well as other planned express bus service routes serving the Dolphin Mall and nearby cities of Sweetwater and Doral. This project is an integral component of the East-West corridor, which connects the largest employment areas of the County (Florida International University, Doral, Miami International Airport, Miami Health District, Downtown Miami, and Brickell) and the Miami Intermodal Center, a major intermodal transportation hub.</p> <p>On July 14, 2015, the BCC approved Resolution R-653-15, authorizing the execution of a Memorandum of Agreement (MOA) with FDOT for the transfer and receipt of land, improvements, management, operation, and maintenance of the Dolphin Station. The County has requested that MDX undertakes the planning, design, and construction of this Park and Ride facility for Miami-Dade Transit (MDT), and MDX has agreed to do so. MDX has existing contracts for planning, design, and construction that can be accessed immediately, which will save project time.</p> <p>The Dolphin Station project is included in the Metropolitan Planning Organization's (MPO) Long Range Transportation Plan and Transportation Improvement Program, FDOT's Work Program and the MDT Transit Development Plan. The site for the Dolphin Station is located adjacent to the intersection of the Homestead Extension of the Florida Turnpike at SR 836 and NW 12 Street. The property is approximately 15 acres of vacant, undeveloped land and is owned by FDOT. The Facility will include a bus terminal facility with 12 bus bays, passenger seating and bus driver comfort station, and approximately 900 surface parking spaces. Since there are no Park and Ride facilities nearby, this project will greatly benefit the local area.</p>

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	<p>This Agreement provides for authorization by the County for MDX to serve as the Local Agency to receive the County’s matching funds for the purpose of implementing the design, development, and construction of the project on behalf of the County. The MDX board of directors approved this Agreement at its December 8, 2015 meeting. Upon completion of the construction of the Park and Ride/Terminal, the land and improvements will be transferred from FDOT to the County. This Agreement commits the County to operate and maintain the Park and Ride and bus amenities upon completion of construction. The Dolphin Station is scheduled to open for revenue service in December 2017.</p> <p><u>Fiscal Impact/ Funding Source</u></p> <p>The total estimated budget for the Dolphin Station project is \$11.1 million, which includes \$5 million of County funds and \$6.1 million of FDOT funds. Of this total amount, the estimated construction cost is \$10 million. FDOT has programmed \$5 million in its Five-Year Work Program in the State’s Fiscal Year (FY) 2019. Such funds will be available to MDX on a reimbursement basis on or after July 1, 2018. MDX will enter into a second pre-qualified Supplemental JPA with FDOT to provide MDX with \$5 million in state funding for design and construction of the project.</p> <p>While the \$5 million in funds programmed for MDX will not be available until July 1, 2018, the pre-qualified Supplemental JPA will allow MDX to incur expenses prior to the date the funds are available. Additionally, FDOT has provided MDX with \$300,000 in a JPA, and an additional \$800,000 in the first Supplemental JPA for completing the environmental studies, design criteria development, concept drawings, and Request for Proposal (RFP) development for the project.</p> <p>The County will provide the \$5 million required local match using bond proceeds from the Surtax funds. The matching funds for the project are budgeted in the County’s Multi-Year Capital Budget in FY 2016, 2017, and 2018. These funds will be available on a reimbursement basis to MDX after invoices have been reviewed and approved by FDOT.</p> <p>The estimated future annual operating and maintenance cost resulting from the construction of the Dolphin Station is \$295,000 and will be funded through MDT’s operating budget. implementation of this project will not affect tolls on State Road 836.</p>
3F 160048	<p>RESOLUTION AUTHORIZING MIAMI-DADE TRANSIT TO SECURE INDEPENDENT, CERTIFIED REAL PROPERTY APPRAISERS TO PERFORM REAL PROPERTY APPRAISALS ON AN AS-NEEDED BASIS, IN ACCORDANCE WITH ESTABLISHED COUNTY APPRAISER SELECTION PROCEDURES, IN AN AMOUNT NOT TO EXCEED A BLANKET AMOUNT OF \$150,000.00, FUNDED BY MIAMI-DADE TRANSIT OPERATING FUNDS</p>
Notes	<p>The proposed resolution authorizes MDT to secure independent, certified real property appraisers holding a professional designation of Member Appraisal Institute or Accredited Senior Appraiser to perform property appraisals on an as-needed basis, in accordance with established County appraiser selection procedures, in an amount not to exceed a blanket amount of \$150,000.</p>

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	<p><u>Background</u></p> <p>MDT is requesting approval from the BCC to hire independent appraisers on an as-needed basis for MDT projects. Blanket appraisal authorizations enable staff to secure appraisal services to carry out various real estate planning, leasing, acquisitions, sales, developments, and management functions.</p> <p>Time is of the essence when acquiring, selling, or leasing real estate, and the blanket appraisal authorization process allows staff to effectively and efficiently proceed with projects.</p> <p>In the past, the BCC has approved blanket appraisal authorizations for MDT as well as for other County departments including Public Works (PW) (R-245-07), Miami-Dade Water and Sewer (WASD) Department, and the former General Services Administration (GSA) whose authorization now falls under the Internal Services Department (ISD). Since 1998, the BCC approved nine blanket appraisal authorizations for MDT enabling MDT to secure appraisals, appraisal updates, and appraisal reviews on an expedited basis.</p> <p>This request of \$150,000 will replenish the already exhausted current MDT blanket approved by Resolution R313-11. The new blanket authorization will enable MDT to continue to secure quick appraisals for real estate planning, leasing, acquisition, sale, development, and management functions.</p> <p>County procedures are followed by soliciting project-specific proposals from County-approved independent real property appraisers whose proposals are approved by the Appraiser Selection Committee chaired by the County Attorney's Office.</p> <p><u>Fiscal Impact/Funding Source</u></p> <p>The amount of this proposed blanket authorization is \$150,000 and is funded from MDT Operating Budget. Funding for appraisals related to joint development, leases, acquisition, and sale of properties is budgeted annually in the MDT Operating Budget.</p>