



Miami-Dade County Board of County Commissioners

Office of the Commission Auditor

**Transit and Mobility Services Meeting**

**March 16, 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  
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Research Notes**

Item No.	Research Notes									
1G2 152886	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									
Notes	<p>The proposed ordinance amends section 8A-1.2 of the Miami-Dade County (County) Code (Code) to require car rental companies to provide notice to the customers of administrative fees associated with any toll charges or toll violations incurred by the customers.</p> <p>The cost incurred by the County to notify national rental car companies of this change is negligible. Enforcement would be conducted on a complaint driven basis and incorporated into existing field enforcement activities. It is anticipated that civil violation penalties would cover enforcement costs such that adoption of the proposed ordinance would have no fiscal impact to the County.</p> <p>The proposed ordinance is not anticipated to have a specific social equity benefit or burden as described in Ordinance No. 1583. While the proposed change will specifically benefit rental car company customers by requiring notice of all toll charges, administrative fees and costs, the anticipated benefit cannot be determined at this time. The rental car companies will incur any costs related to the posting of such information.</p> <p><b><u>Background</u></b></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. 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><tr><th colspan="3">Code Comparison Chart Section 8A-1.2 of the Code of Miami-Dade County</th></tr><tr><th>Section</th><th>Current</th><th>Proposed</th></tr><tr><td>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</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</td></tr></table>	Code Comparison Chart Section 8A-1.2 of the Code of Miami-Dade County			Section	Current	Proposed	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	(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
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	<p>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.</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>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.</b> For the purposes of the Section, a fee will not be construed to mean toll payments made through any such Sunpass equipment <b>or toll charges or toll violations that are registered directly to the vehicle.</b></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), <b>including identification of the amount</b>, 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>(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.</b></p> <p><b>(3) This notice will be posted conspicuously in the public area of the</b></p>

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	<div style="border: 1px solid black; padding: 5px;"> <p><b>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.</b></p> </div>
<b>1G3 160502</b>	RESOLUTION AMENDING IMPLEMENTING ORDER NO. 4-133 RELATED TO THE SCHEDULE OF TRANSIT FARES, RATES, AND CHARGES BY PROVIDING FOR A REDUCED FARE FOR EMPLOYED INDIVIDUALS WHO MAKE 200 PERCENT OR LESS OF THE FEDERAL POVERTY LEVEL AS DEFINED BY THE UNITED STATES DEPARTMENT OF HEALTH AND HUMAN SERVICES
<b>Notes</b>	<p>The proposed resolution approves the amendment of the County Implementing Order No. 4-133, Schedule of Transit Fares, Rates, and Charges, to go into effect on July 1, 2016.</p> <p><b><u>Background</u></b></p> <p>The County's Chairman's Council for Prosperity Initiatives (CPI) is focused on policies to ease the economic hardships of working families in the County by reducing the costs of transportation and housing, while increasing gainful employment opportunities for the working poor. On November 30, 2015, a representative of King County Transit made a presentation to the CPI about the successful implementation of a low-income reduced fare program in the metropolitan Seattle region;</p> <p>The American Automobile Association (AAA) estimates that the annual cost in 2015 to own and operate a vehicle was \$8,698 in the United States. The AAA estimates that the costs for drivers who commute using a private vehicle is 58 cents for each mile driven. The monthly cost for purchasing gasoline, especially during periods of relatively inexpensive fuel, may cause consumers to wrongfully conclude private vehicle transportation is less costly than a monthly transit pass.</p> <p>A monthly transit pass from MDT, without parking, costs an individual \$112.50. By providing a 50% discount in transit rates for commuters who are earning less than 200% of the federal poverty level, the economic choice between transit service and private vehicle transportation will become more apparent. The 2016 federal poverty guidelines reflect that an individual earning \$23,760 annually would be considered at 200% of the federal poverty level. There are numerous federal and state agencies that rely on the federal poverty guidelines, such as the Florida Department of Children and Families (FDCF), whose staff could simultaneously enroll qualified individuals in the reduced transit fare program.</p>
<b>1G4 141703</b>	ORDINANCE AMENDING CHAPTER 31, ARTICLE VI OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA, REGULATING FOR HIRE LIMOUSINES; AMENDING DEFINITIONS OF DIRECTOR, CSD, PRE-ARRANGED, LIMOUSINE AND LUXURY LIMOUSINE SEDAN; DEFINING FOR-HIRE LIMOUSINE REFERRAL SERVICE PROVIDER; AMENDING PROVISIONS REGARDING THE ADVERTISEMENT OF LIMOUSINE SERVICES; REQUIRING THE BOARD TO ADOPT A RESOLUTION ESTABLISHING AND AMENDING FEES RELATED TO FOR-HIRE LIMOUSINE

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	<p>SERVICES; IMPLEMENTING RULES AND REGULATIONS REGARDING FOR-HIRE LIMOUSINE REFERRAL SERVICE PROVIDER LICENSE HOLDERS; AMENDING REQUIREMENTS REGARDING LIMOUSINE RATES; PROVIDING THAT MINIMUM RATES SHALL BE NO LESS THAT ONE AND ONE HALF THE HOURLY WAITING TIME RATE FOR TAXICABS; AMENDING VEHICLE STANDARDS AND REQUIRING THE REGULATORY AND ECONOMIC RESOURCES DEPARTMENT TO SUBMIT A LIMOUSINE VEHICLE LIST FOR BOARD APPROVAL; AMENDING RULES OF OPERATION OF FOR-HIRE LIMOUSINES; AUTHORIZING A LOTTERY IN THE YEAR 2014 FOR THE ISSUANCE OF A NUMBER OF FOR-HIRE LUXURY LIMOUSINE SEDAN LICENSES NOT TO EXCEED THREE HUNDRED FOR-HIRE LICENSES; REQUIRING A STUDY TO DETERMINE WHETHER TO ISSUE ADDITIONAL FOR-HIRE LUXURY LIMOUSINE SEDAN LICENSES IN THE YEAR 2015 OR ANY YEAR THEREAFTER; EMPOWERING THE COMMISSION TO AUTHORIZE BY RESOLUTION THE ISSUANCE BY LOTTERY OF A NUMBER OF FOR-HIRE LUXURY LIMOUSINE SEDAN LICENSES NOT TO EXCEED THREE HUNDRED FOR-HIRE LICENSES IN THE YEAR 2015 OR ANY YEAR THEREAFTER; AMENDING PROVISIONS RELATING TO TRANSFER OF FOR-HIRE LIMOUSINE LICENSES ISSUED PURSUANT TO LOTTERIES AND PERMISSIBLE PARTICIPANTS IN LOTTERIES; ESTABLISHING PROVISIONS FOR SUSPENSION OR REVOCATION OF A FOR-HIRE LIMOUSINE REFERRAL SERVICE PROVIDER LICENSE; AMENDING CHAPTER 8CC OF THE CODE TO PROVIDE FOR PENALTIES; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE</p>
<b>Notes</b>	<p>The proposed ordinance relating to regulation of for-hire limousines provides for the following:</p> <ul style="list-style-type: none"> <li>• Amends Chapter 31, Article VI of the Code, regulating for hire limousines;</li> <li>• Amends definitions of director, CSD, pre-arranged, limousine and luxury limousine sedan; defining for-hire limousine referral service provider;</li> <li>• Amends provisions regarding the advertisement of limousine services;</li> <li>• Requires the board to adopt a resolution establishing and amending fees related to for-hire limousine services;</li> <li>• Implements rules and regulations regarding for-hire limousine referral service provider license holders;</li> <li>• Amends requirements regarding limousine rates;</li> <li>• Provides that minimum rates will be no less that one and one half the hourly waiting time rate for taxicabs;</li> <li>• Amends vehicle standards and requiring the regulatory and economic resources department to submit a limousine vehicle list for board approval;</li> <li>• Amends rules of operation of for-hire limousines;</li> <li>• Authorizes a lottery in the year 2014 for the issuance of a number of for-hire luxury limousine sedan licenses not to exceed three hundred for-hire licenses;</li> <li>• Requires a study to determine whether to issue additional for-hire luxury limousine sedan licenses in the year 2015 or any year thereafter;</li> <li>• Empowers the commission to authorize by resolution the issuance by lottery of a number of for-hire luxury limousine sedan licenses not to exceed three hundred for-hire licenses in the year 2015 or any year thereafter;</li> </ul>

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	<ul style="list-style-type: none"> <li>• Amends provisions relating to transfer of for-hire limousine licenses issued pursuant to lotteries and permissible participants in lotteries;</li> <li>• Establishes provisions for suspension or revocation of a for-hire limousine referral service provider license; and</li> <li>• Amends chapter 8CC of the Code to provide for penalties.</li> </ul>
<b>1G5 160392</b>	<p>RESOLUTION APPROVING TERMS OF AND AUTHORIZING THE COUNTY MAYOR, COUNTY MAYOR'S DESIGNEE OR MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS DIRECTOR TO EXECUTE AND FILE THREE GRANT APPLICATIONS WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION FEDERAL TRANSIT ADMINISTRATION FOR UP TO \$87,500,000.00 OF FISCAL YEAR 2016 SECTION 5307 URBANIZED AREA FORMULA, SECTION 5337 STATE OF GOOD REPAIR FORMULA AND SECTION 5339 BUS AND BUS FACILITIES FORMULA PROGRAM FUNDING AND AUTHORIZING RECEIPT AND EXPENDITURE OF FUNDS PURSUANT TO SUCH APPLICATIONS AND AGREEMENTS AND OF ANY ADDITIONAL FUNDS AS SPECIFIED IN THE AGREEMENTS SHOULD THEY BECOME AVAILABLE</p>
<b>Notes</b>	<p>The proposed resolution authorizes the Mayor, Designee, or the TPW Director to execute and file three grant applications and agreements with the FTA for up to \$87,500,000 of Fiscal Year (FY) 2016 Section 5307 Urbanized Area Formula, Section 5337 State of Good Repair Formula, and Section 5339 Bus and Bus Facilities Formula program funding.</p> <p>Further, the proposed resolution authorizes receipt and expenditure of funds received pursuant to such applications and agreements and authorizes receipt and expenditure of any additional funds should they become available.</p> <p><b><u>Background</u></b></p> <p>On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation ACT (FAST Act), which provides long-term funding for the 21st century transportation system. There were no changes to the current FTA formula grant programs, which include the Section 5307 Urbanized Area Formula, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities.</p> <p>The FTA annually publishes the funds appropriated by law for these formula grant programs. The Miami Urbanized Metropolitan Area expects to receive approximately \$171,050,000 in Federal FY 2016 formula funds to be divided among the Miami Urbanized Metropolitan Area Miami-Dade, Broward, and Palm Beach counties, as well as the South Florida Regional Transportation Authority (SFRTA). The amount of funding each agency receives is based upon the apportioned funds, information from the National Transit Database (NTD), and the appropriate formula established by the FTA. The agency directors within the Urbanized Metropolitan Area mutually agree on the split amount for the 5307, 5337, and 5339 formula grant programs, and then the SFRTA distributes written notification of the final apportionment to each agency.</p>



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	<p>The Section 5307 Formula program makes Federal funding available to urbanized areas for public transportation capital, planning, job access, and reverse commute projects, as well as the use of certain expenditures by vanpool operators and operating assistance in areas with populations greater than 200,000 operating a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded). For urbanized areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue miles, and fixed guideway route miles, as well as population, population density, and number of low-income individuals.</p> <p>The proposed projects expected to be funded up to \$56,500,000 under the FY 2016 Section 5307 program for TPW include: Capitalization of bus preventative maintenance; Associated transportation improvement project (use of one percent program allocation required by FTA); Public transportation security project (use of one percent program allocation required by FTA); Capital planning (general development/comprehensive planning and short-range transportation planning); Paratransit (Special Transportation Services) using capital cost of contracting; TPW Department South Florida Vanpool Program Services using capital cost of contracting; Metrorail/Metromover train control and cable replacement equipment; and Load ratings and structural assessment (guideways, pedestrian bridges and parking garages).</p> <p>Projects funded under the Section 5337 State of Good Repair Formula program are limited to replacement and rehabilitation of existing fixed guideway systems, or capital projects required to maintain public transportation systems in a state of good repair. Funds are apportioned to urbanized areas with fixed guideway systems in operation for at least seven years. The proposed TPW Department projects expected to be funded up to \$25,000,000 under the FY 2016 Section 5337 program includes capitalization of rail preventative maintenance.</p> <p>The Section 5339 Bus and Bus Facilities Formula program provides funding to replace, rehabilitate, purchase buses and related equipment, and to construct bus-related facilities and use of certain expenditures by vanpool operators. The formula is based upon population, vehicle revenue miles and passenger miles. The proposed TPW Department projects expected to be funded up to \$25,000,000 under the FY 2016 Section 5337 program includes capitalization of rail preventative maintenance. The proposed TPW Department projects expected to be funded up to \$6,000,000 under the FY 2016 Section 5339 program include: DTP Department South Florida Vanpool Services using capital cost of contracting; Forty-foot buses (purchase or lease electric buses); Service truck replacement; and MV-1 lift equipped supervisor vehicles.</p> <p>The combined formula grants funding (\$87,500,000) reflects an estimated amount that the County will receive from the FY 2016 appropriation. Upon approval by the BCC, the TPW Department, as an eligible designated recipient of federal funding, will submit separate grant applications to the FTA for each formula program.</p> <p><b><u>Fiscal Impact/Funding Source</u></b></p> <p>This item represents a positive fiscal impact to the County since it provides funding to the TPW Department with the required local match up to \$21,875,000, which is being provided in full by</p>

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	<p>the Florida Department of Transportation (FDOT) through the use of State Transportation Development Credits as a “soft match” for these grants.</p> <p>Under Public Law 114-94, the FAST Act, authorization is continued for State Transportation departments to make the use of transportation development credits on selected federally assisted public transit capital projects available to public transit agencies. By using the credits to substitute for the required non-Federal share on a new Federal-Aid Project, the Federal share can effectively be increased to 100%.</p>
<p><b>2A</b> <b>160469</b></p>	<p>RESOLUTION APPROVING A MEMORANDUM OF UNDERSTANDING BETWEEN MIAMI-DADE COUNTY, FLORIDA DEPARTMENT OF TRANSPORTATION, CITY OF MIAMI AND CITY OF MIAMI BEACH FOR THE DEVELOPMENT OF THE BEACH CORRIDOR DIRECT CONNECTION PROJECT IN SUBSTANTIALLY THE FORM ATTACHED</p>
<p><b>Notes</b></p>	<p>The proposed resolution approves a Memorandum of Understanding (MOU) between the County, the FDOT, the City of Miami, and the City of Miami Beach for the development of the Beach Corridor Direct Connection Project.</p> <p><b><u>Background</u></b></p> <p>Miami Beach, Downtown Miami, and Midtown Miami are commercial and residential communities, and they are among the most congested areas of the County.</p> <p>On February 4, 2016, the MPO’s Policy Executive Committee, consisting of the Mayors of the County, Miami, and Miami Beach and the County Commissioners representing Districts 5 and 7 unanimously supported the proposed MOU.</p> <p><b><u>Additional Information on Beach Corridor Transit:</u></b></p> <p>The proposed Beach Corridor Transit Connection will serve the Cities of Miami and Miami Beach along a 6.5 mile corridor crossing Biscayne Bay to link Downtown Miami to Miami Beach with premium transit service. The Beach Corridor study area is an epicenter for population and economic growth and a major employment center and tourist destination in the County. As a result, the roadways between Miami and Miami Beach are typically heavily congested. This high bus transit ridership corridor has been identified as a candidate for consideration for premium transit in the past two decades as part of a strategy to address East-West directional travel demands.</p> <p>The County, in partnership with the MPO, the FDOT and the Cities of Miami and Miami Beach, applied for \$1.5 million in FY 2014, United States Department of Transportation (USDOT) Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program funding to complete the Project Development phase for the proposed Beach Corridor Transit Connection project.<sup>1</sup></p>

<sup>1</sup> <http://www.miamidade.gov/transit/corridor-plans.asp>



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<p><b>2B</b> <b>160275</b></p>	<p>RESOLUTION DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR’S DESIGNEE TO PREPARE AN IMPLEMENTATION PLAN FOR EXPRESS BUS SERVICE ALONG FLORIDA’S TURNPIKE CONNECTING DADELAND NORTH METRORAIL STATION WITH FLORIDA CITY, HOMESTEAD, CUTLER BAY, AND THE SOUTH DADE GOVERNMENT CENTER</p>
	<p>The proposed resolution directs the Mayor or Designee to prepare an implementation plan for express bus service along Florida’s Turnpike to connect Dadeland North Metrorail Station with Florida City, Homestead, Cutler Bay and the South Dade Government Center. The implementation plan will, to the extent possible, coordinate the commencement of express bus service with the expected completion of the managed lane project for the Homestead Extension of Florida’s Turnpike (HEFT). The Mayor or Designee will provide a report to the BCC regarding the implementation plan within 90 days of the effective date of this resolution.</p> <p><b><u>Background</u></b></p> <p>The HEFT is the only expressway servicing the areas of the County South of Coral Reef Drive. It intersects with the South Miami-Dade Busway at or near Caribbean Boulevard and merges with U.S. Route 1 near the South Miami-Dade Busway. The County recently opened a Park &amp; Ride Facility near the terminus of Florida’s Turnpike at S.W. 344th Street. The HEFT provides easy access to the Metrorail system at the Dadeland North Metrorail Station via Florida State Road 874 (Don Shula Expressway) and Florida State Road 878 (Snapper Creek Expressway).</p> <p>Further, Florida’s Turnpike Enterprise (FTE) is in the process of expanding the HEFT to provide managed lanes. The BCC has a policy of promoting express bus service along expressways with managed lanes as a means of promoting equitable access to transportation services.</p> <p>An important component of the Miami Urban Partnership Agreement between the Florida FDOT, Miami-Dade Transit (MDT), the County Metropolitan Planning Organization (MPO), the Broward County MPO, the FTE and the Miami-Dade Expressway Authority (MDX) was the development of new express bus service in the variably-price high occupancy toll lanes of I-95 between Miami and Fort Lauderdale. The BCC in Resolution No. R-919-15 found that express bus service along I-95 has “been successful, with annual average weekday boardings exceeding 1,200 passengers as of May 2014.”</p> <p>Resolution No. R-919-15 urged the Florida Legislature to require the FODOT and any roadway authority in the state that utilizes “congestion pricing” or a similar tolling model to set aside toll funding for express bus services, including funding for bus facilities and equipment, along any lanes or corridors where such tolling occurs. The county passed that resolution after realizing that express bus services to be provided on other existing and yet-to-be-constructed roadways in the County and the State of Florida can be financed through the use of toll dollars collected on roadways where “congestion pricing” or similar tolling models are used.</p>

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<b>2C</b> <b>160280</b>	RESOLUTION DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO PREPARE A FEASIBILITY STUDY REGARDING THE IMPLEMENTATION OF A MOBILE APPLICATION BASED TICKETING SYSTEM FOR MIAMI-DADE TRANSIT AND DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO SUBMIT TO THE BOARD A REPORT REGARDING THE FEASIBILITY STUDY
	<p>The proposed resolution directs the Mayor or Designee to prepare a feasibility study regarding the implementation of a mobile application based ticketing system for MDT. The Mayor or Designee will provide a report to the BCC regarding the feasibility study and implementation plan within 90 days of the effective date of this resolution.</p> <p><b><u>Background</u></b></p> <p>The use of a mobile application based ticketing system would allow transit patrons to purchase and display tickets on their smartphone and would create a more efficient transit operation by reducing the time needed for the boarding of passengers. Additionally, a mobile application based ticketing system would provide MDT and its patrons with real-time, dynamic information.</p> <p>Mobile application base ticketing systems are currently in use for transit systems in New York, Chicago, Boston, and New Orleans.</p>
<b>2D</b> <b>160340</b>	RESOLUTION DIRECTING THE COUNTY MAYOR OR THE COUNTY MAYOR'S DESIGNEE TO DEVELOP AND SUBMIT A 10-YEAR PLAN TO DESIGNATE COUNTY-OWNED VACANT LAND WITHIN A ONE MILE RADIUS OF METRORAIL STATIONS AND A QUARTER MILE OF HIGH FREQUENCY METROBUS CORRIDORS FOR THE DEVELOPMENT OF WORKFORCE AND AFFORDABLE HOUSING, AND TO PREPARE AND SUBMIT A FEASIBILITY STUDY RELATED TO THE ACQUISITION OF PRIVATELY OWNED PROPERTIES WITHIN A ONE MILE RADIUS OF METRORAIL STATIONS AND A QUARTER MILE OF HIGH FREQUENCY METROBUS CORRIDORS FOR THESE PURPOSES
	<p>The proposed resolution directs the Mayor or the Designee to develop a ten-year plan that addresses the steps the County should take to increase the number of affordable and workforce housing units along the transit corridor over a ten year period, including the designation of County-owned vacant properties located within a one mile radius of Metrorail stations and a quarter mile of high frequency Metrobus corridors, which are suitable for the development of workforce and affordable housing. The Plan will include, but is not limited to the following:</p> <ul style="list-style-type: none"> <li>• Identifying information of the properties, including address and folio numbers;</li> <li>• The County Commission districts in which the properties are located;</li> <li>• The size of the properties; and</li> <li>• Whether the properties have been surplus or are required to be surplus by the BCC for inclusion on the County's list of real property, which have been identified as suitable for the development of affordable housing pursuant to Section 125.379, Florida Statutes.</li> </ul> <p>The proposed resolution further directs the Mayor or Designee to submit the Plan to the BCC within 90 days of the effective date of this resolution. Additionally, it requires the Mayor or Designee to explore the feasibility of and to prepare a report on the possibility of the County acquiring vacant privately owned properties within a one mile radius of Metrorail stations and a</p>

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	<p>quarter mile of high frequency Metrobus corridors for the development of workforce and affordable housing. The Mayor or Designee will provide the report to the BCC within 90 days of the effective date of this resolution.</p> <p><b><u>Background</u></b></p> <p>In recent years, South Florida has seen an economic boom since the collapse of the housing bubble and subsequent economic recession. There is a greater interest, mostly from foreign investors, in commercial real estate. This interest has generated significant housing investments in the County. Though South Florida's economic recovery is good news for the County, recent studies show that the recovery has negatively impacted the growth of affordable housing and workforce housing within the County.</p> <p><b><u>Florida International University Metropolitan Study</u></b></p> <p>In a July 2013 policy paper titled: "Housing Hunters South Florida: Where Will Our Workers Live?," which was published by Florida International University (FIU) Metropolitan Center (Study), it was concluded that:</p> <ul style="list-style-type: none"> <li>• The increasing levels of affordability for existing single-family homes and condominiums brought on by the collapse of the housing bubble has not improved overall housing affordability for existing owners and renters alike;</li> <li>• The lack of affordable and workforce housing is due to a number of contributing factors including loss of equity, prolonged job loss, escalating rents and rising transportation costs; and</li> <li>• The percentage of cost burdened owner and renter households has continued to increase at the same rates as during the housing bubble.</li> </ul> <p>The Study states that while housing alone is traditionally considered affordable, when a household consumes no more than 30% of its income, the Housing and Transportation Affordability Index (HTAI), which combines the costs of housing and transportation, reflects that a household should only consume no more than 45% of its income. It further claims that although the HTAI shows that the median monthly housing costs in the County is 34.9%, when transportation costs are factored in, the average cost per household increases to 57.9%, which is far above the 45% HTAI threshold.</p> <p>The Study demonstrates that "there is a need to broaden the definition of housing affordability to encompass both transportation and housing costs which has significant policy implications with respect to current and future land use, transportation and economic development planning. It also suggests that local governments that are taking a "more holistic and integrated policy perspective on affordable housing would consider the location, design and quality of housing as well."</p> <p><b><u>Comprehensive Affordable Housing Intervention Master Plan</u></b></p> <p>In addition to the FIU Study, on December 17, 2013, the BCC adopted Resolution No. R-1053-13, which adopted and approved the Comprehensive Housing Intervention and Master Plan (Plan) submitted to the BCC by the Community Affordable Housing Strategies Alliance</p>

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	<p>(CAHSA). The Plan lists a number of objectives, strategies, and implementation measures for the BCC to consider, including, but not limited to, methods to increase wages and job opportunities to allow the County workforce greater access to private rental housing.</p> <p>The Plan recommended that the strategy the County should undertake is to coordinate economic planning/development activities and land use development efforts that will generate affordable housing opportunities in urban centers, along major transit corridors or in urban infill areas that are transit-supported, by implanting measures. The Plan further stated that the implementation measures that the County should undertake to accomplish the above strategy should include the creation of a subcommittee of the advisory board charged with the oversight of the Plan and to delegate to such subcommittee the ability to develop joint economic and land use development strategies focused on creating affordable housing opportunities.</p> <p>Additionally, the Plan states that the County should utilize “resources as incentives or development mechanisms to promote development of mixed-used, mixed-income affordable housing primarily in Urban Centers; transit-oriented corridors and transit-supported infill development areas (e.g. LU-12E); providing concentration of employment opportunities; mass transportation and neighborhood amenities; and services resulting from density.”</p>
<p><b>2E 160464</b></p>	<p>RESOLUTION DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR’S DESIGNEE TO CONSIDER THE PROSPECTIVE USE OF AUTONOMOUS VEHICLES IN PLANNING FUTURE TRANSPORTATION AND TRANSIT ROUTES AND PROJECTS AND REQUESTING THE METROPOLITAN PLANNING ORGANIZATION TO COORDINATE WITH THE COUNTY REGARDING FUTURE STUDIES OF AUTONOMOUS VEHICLES</p>
	<p>The proposed resolution directs the Mayor or Designee to consider the prospective use of autonomous vehicles in planning future transportation and transit routes and projects. It further directs the Mayor or Designee to request the MPO to coordinate with the County regarding future studies of autonomous vehicles.</p> <p><b><u>Additional Information</u></b></p> <p>The following changes are being anticipated with regard to the advent of autonomous cars:</p> <ul style="list-style-type: none"> <li>• People would likely put more pressure on states and localities to standardize their signs, signals and roadways. The differences in signs used by different states in the United States is greater than the variety of those used by different countries in Europe. That makes it more difficult to develop cars that operate well across the country. Michigan, for example, has been waiting on buying new traffic signals until it gets a better idea of what will be required to allow those signals to take advantage of emerging technology;</li> <li>• People are often wary of vehicles that keep track of exactly where they’ve been and when, which has led to controversies over toll road transponders or pilot projects to tax drivers by the number of miles they drive. Therefore, the idea that government computers would know not only where one has been, but where one is going is sure to raise privacy concerns. Thus governments might need to agree soon to a principle that personal location information will not be shared outside of government. Governments would have to try to protect against hackers getting that information illegally as well; and</li> </ul>

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	<ul style="list-style-type: none"> <li>With the recent proliferation of bike shares, it's possible that people would depend on automated vehicles rather than owning cars themselves. If that becomes a widespread trend, it would have big implications for transit ridership, state budgets, insurance and local government regulations of taxis and rideshare companies.<sup>2</sup></li> </ul>
<b>2F 160465</b>	<p>RESOLUTION DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO PRESENT A RECOMMENDATION TO AUTHORIZE A MUNICIPALITY TO CLOSE A ROAD UNDER ITS JURISDICTION TO THE BOARD OF COUNTY COMMISSIONERS FOR APPROVAL BEFORE AUTHORIZING THE MUNICIPALITY TO CLOSE SUCH ROAD; AND REQUIRING ANY RECOMMENDATION TO INCLUDE A TRAFFIC STUDY AND A MEMORANDUM EXPLAINING THE BASIS FOR THE RECOMMENDATION</p>
<b>Notes</b>	<p>The proposed resolution directs the Mayor or Mayor's designee to present a recommendation to the Board of County Commissioners as to whether the Board should authorize a municipality to close any road under its jurisdiction and requiring any recommendation to include a traffic study and memorandum explaining the basis for the recommendation.</p> <p><b><u>Background</u></b></p> <p>Article XIII, Section 2-95-1 of the County Code vests the appropriate County department, in accordance with policies developed by the BCC, to maintain, implement and enforce a master plan for the control and regulation of traffic in both the unincorporated and the incorporated parts of the County.</p> <p>The development and use of municipal roads are part of this comprehensive master plan regulating traffic flow. The County department is tasked with jurisdiction over all matters of traffic engineering within the territorial areas of the County, subject only to the jurisdiction of the state road department in respect to state highways. This jurisdiction over traffic engineering and traffic flow countywide includes the ability to review a municipality's plan to close a road otherwise within that municipality's jurisdiction. The current successor department to the Traffic and Transportation Department (TTP) that exercises such jurisdiction pursuant to the Code is the TPW Department. This department is authorized, consistent with BCC's policy, to review a planned road closure under the jurisdiction of a municipality and issue an approval or rejection of such planned closure.</p>
<b>3C 160345</b>	<p>RESOLUTION APPROVING AGREEMENTS FOR THE COORDINATION OF TRANSPORTATION DISADVANTAGED SERVICES IN MIAMI-DADE COUNTY WITH CERTAIN AGENCIES; AUTHORIZING THE COUNTY MAYOR, MAYOR'S DESIGNEE, OR MIAMI-DADE TRANSPORTATION AND PUBLIC WORKS DIRECTOR TO EXECUTE SAME FOR AND ON BEHALF OF MIAMI-DADE COUNTY, TO EXECUTE ANY ADDITIONAL AGREEMENTS FOR 2016-17 PROGRAM TERM WITH ENTITIES MEETING PROGRAM ELIGIBILITY REQUIREMENTS FOR TRANSPORTATION</p>

<sup>2</sup> <http://www.governing.com/topics/transportation-infrastructure/gov-driverless-cars-impact-states-localities.html>

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	DISADVANTAGED SERVICES, AND TO EXERCISE ALL PROVISIONS CONTAINED THEREIN
	<p>The proposed resolution recommends that the BCC approve the Coordination and Fare Agreements between the County, as the Community Transportation Coordinator (CTC), and certain not-for-profit agencies for the provision of safe, cost-effective, and coordinated transportation for the transportation disadvantaged in the County</p> <p><b><u>Background</u></b></p> <p>Through Chapter 427 of the Florida Statutes and Rule 41-2 of the Florida Administrative Code, the Metropolitan Planning Organization (MPO) designates the BCC as the CTC for the County for a five-year period. The BCC has assigned the TPW Department to carry out the requirements of the CTC for the County's TDS, which services the elderly, disabled, children-at-risk, economically disadvantaged.</p> <p>The Local Coordinating Board (LCB) is the advisory body to the Florida Commission for the Transportation Disadvantaged (FCTD), the state agency that implements Chapter 427 of the Florida Statutes and Rule 41-2. The Agreements have been submitted and reviewed by the LCB, which advises and evaluates the CTC.</p> <p>The CTC is required to enter into agreements with other agencies/operators that transport the disadvantaged. In addition, the Federal Transit Administration (FTA) Section 49 U.S.C. 5310 Grant Program requires that recipients of vehicles administered by the FDOT, through the Section 5310 Grant program, be part of a coordinated transportation system by entering into an agreement with the CTC. In the County, private not-for-profit agencies receiving these vehicles transport their clients at no cost to the County. This service reduces the need for the County to provide paratransit trips for the transportation disadvantaged population.</p> <p>The Agreements include the cost per trip, and service requirements and standards that must be adhered to by all transportation service providers who transport disadvantaged individuals as part of a coordinated transportation system. They are all similar in format, and contain standard language detailing the service provider's business hours, insurance requirements, and transportation service provided. Ultimately, the agencies work together to coordinate, utilize, and maximize the use of existing transportation resources to provide transportation to disadvantaged populations in a cost-effective manner.</p> <p>These Agreements are all similar in format, and contain standard language detailing the service provider's business hours, insurance requirements and transportation service provided.</p> <p>The effective dates of these Agreements are July 1, 2016 through June 30, 2017 and must be approved by the BCC no later than June 30, 2016.</p>



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	<p><b><u>Fiscal Impact</u></b></p> <p>There is a minimal fiscal impact for the County. Staff time is limited to coordinating with the social service agencies in obtaining and reviewing the signed Agreements and collecting required agency operating data.</p>
<p><b>3D 160368</b></p>	<p>RESOLUTION APPROVING NON-EXCLUSIVE PROFESSIONAL SERVICES AGREEMENT WITH T. Y. LIN INTERNATIONAL, INC. FOR FLORIDA DEPARTMENT OF TRANSPORTATION LOCAL AGENCY PROGRAM COMPLIANCE SERVICES FOR IMPROVEMENTS TO OLD CUTLER TRAIL BICYCLE ROUTE &amp; BRIDGE REHABILITATION AT SW 328 ST OVER LEVEE L-31-E; AUTHORIZING THE MAYOR OR MAYOR'S DESIGNEE TO EXECUTE THE AGREEMENT; AND AUTHORIZING THE USE OF CHARTER COUNTY TRANSPORTATION SURTAX FUNDS FOR SUCH PURPOSES</p>
<p><b>Notes</b></p>	<p>The proposed resolution approves the award of a non-exclusive Professional Services Agreement (PSA) with T. Y. Lin International, Inc. for the FDOT Local Agency Program (LAP) Compliance Services for two Improvement Projects: Old Cutler Trail Bicycle Route and Bridge Rehabilitation at SW 328 St over Levee L-31-E.</p> <p>The Project consists of reconstructing the bike path to a minimum eight inches wide and relocation further away from the traffic lanes where possible; constructing curb and gutter where needed; installing remedial drainage as necessary; resurfacing segments of the path that are to remain; pruning tree roots and placing root barriers to minimize future damage to the path's structure; and installing regulatory signage for bicycles and pedestrians.</p> <p>The rehabilitation of the bridge at SW 328 St will preserve an existing facility that provides the only vehicular access to Biscayne National Park's Visitor Center and Park Headquarters. The scope of work includes, but is not limited to, milling the existing asphalt on the bridge and replacing it with a five inch reinforced concrete deck in order to distribute the traffic loads and ensure that all sonovoid slabs are sharing these loads. Safety improvements such as the replacement of the existing railings and guardrails will also be performed. Additional work will include new slope protection in the area of the bridge and the replacement of bridge joints and the repairs of existing structural cracks on the bridge.</p> <p><b><u>Background</u></b></p> <p>Under the conditions of the LAP agreements, the County is required to hire an independent consultant to verify the FDOT LAP compliance for the work to be performed at:</p> <ul style="list-style-type: none"> <li>• Old Cutler Road from SW 136 Street and SW 63 Avenue to Cartagena Plaza; and</li> <li>• SW 328 Street over Levee L-31-E.</li> </ul> <p>The County is actively engaged in developing new bicycle facilities and restoring old facilities that are challenged by current standards. One of the preeminent bicycle routes is County Bicycle Route 1, which is known South of Cartagena Plaza as the Old Cutler Trail and North of Cartagena Plaza as the Commodore Trail.</p>

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	<p>Funding for Transportation Enhancement Program (TEP) projects is provided by the Federal Highway Administration (FHA) through the Safe, Accountable, Flexible, Efficient Transportation Act (SAFET). On October 21, 2010, the MPO approved Resolution No. 41-10, which included an application for Transportation Enhancement Program funding for the Old Cutler Bicycle Trail.</p> <p><b><u>Fiscal Impact/Funding Source</u></b></p> <p>The total fiscal impact will be approximately \$352,000. The work is to be paid for by the People's Transportation Plan (PTP) and Road Impact Fee (RIF) District 6 funds and is to be partially reimbursed by the FDOT up to the limits established in Local Agency Program (LAP) Agreements:</p> <ul style="list-style-type: none"> <li>PROJECT 20130278 (Improvements to Old Cutler Trail Bicycle Route) is being funded by Charter County Transportation System Surtax Bond Sale Proceeds. Construction is to be partially reimbursed by the FDOT. LAP Agreement, ARF61, between the County and the FDOT was approved under BCC Resolution No. R-791-12. A construction contract was awarded on January 13, 2015 to Arce Engineering and Construction, Inc. for a total of \$1,475,725.10 under Board Resolution No. R-107-15.</li> <li>PROJECT 20140142 (Bridge Rehabilitation at SW 328 Street over Levee L-31-E) is being funded by Road Impact Fee District 6 funds, and is to be fully reimbursed by the FDOT. LAP Agreement, ARM05, between the County and the FDOT was approved under the BCC Resolution No. R-287-13. Bids were received for this PROJECT on November 19, 2014. A construction contract was awarded on May 8, 2015 to Anzac Contractors, Inc. for a total of \$471,965.32.</li> </ul> <p>On May 18, 2015, a Notice To Professional Consultants (NTPC) was issued under a full and open competition. A project briefing meeting was conducted on June 9, 2015, that was open to all interested parties. On May 19, 2015, Addendum 1 was issued to replace the A/E Consultant Selection Coordinator. On June 5, 2015, Addendum 2 was issued to modify Section 1.6 and 2.1 of the NTPC and answer one question. On June 11, 2015, Addendum 3 was issued to answer another question. On July 9, 2015, Addendum 4 was issued to extend the submittal deadline since only two proposals were received. No additional proposals were received.</p> <p>At the First Tier meeting held on September 15, 2015, the Competitive Selection Committee (CSC) reviewed the two proposals. At this meeting, it was determined that T. Y. Lin International, Inc. met the minimum qualifications, and demonstrated its relevant experience as required by the NTPC. The CSC evaluated and ranked the firm first, and decided by unanimous vote to recommend the selection of T. Y. Lin International, Inc. to the Mayor for approval to negotiate a contract. The negotiation with the firm occurred on November 12, 2015.</p> <p>The authority of the Mayor or Designee to execute and implement this contract is consistent with those authorities granted under the County Code. No additional delegation of authority is being requested within the body of this contract.</p>

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	<p><b><u>Operations/ Maintenance Cost</u></b></p> <p>This agreement is for LAP compliance and laboratory testing services. Once the project is constructed, the estimated annual operation and maintenance costs are approximately \$0 and \$4,400, respectively. The anticipated funding source is General Fund.</p> <p>The life expectancy of the completed project is approximately 25 years.</p>