



Miami-Dade County Board of County Commissioners

Office of the Commission Auditor

Transit and Mobility Services Meeting

April 13, 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
April 13, 2016 Meeting
Research Notes

Item No.	Research Notes
1G1 160361	ORDINANCE AMENDING BY A TWO-THIRDS VOTE OF THE COMMISSION MEMBERSHIP, AND SUBJECT TO A VOTE OF THE ELECTORS OF MIAMI-DADE COUNTY, FLORIDA AT THE NOVEMBER 8, 2016 GENERAL ELECTION, SECTION 29-124 OF THE CODE OF MIAMI-DADE COUNTY TO ELIMINATE FARE FREE TRANSPORTATION SERVICE ON METROMOVER AND MAKE METROMOVER EQUITABLE WITH OTHER MODES OF TRANSPORTATION BY PROVIDING FOR FARES TO BE SET BY RESOLUTION; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE
Notes	<p>The proposed ordinance amends by a two-thirds vote of the Board of County Commission (BCC), and subject to a vote of the electors of Miami-Dade County (County), Florida at the November 8, 2016 general election, section 29-124 of the County Code (Code) to eliminate fare free transportation service on the Metromover and make the Metromover equitable with other modes of transportation by providing for fares to be set by resolution.</p> <p><u>Background</u></p> <p>The County Metromover system is a fully automated people mover system consisting of 4.4 miles of elevated dual-lane track and guideway. Service to the Downtown/Inner Loop began in April 1986 and was later expanded with the Omni and Brickell Loop extensions in May of 1994. It offers convenient access to a variety of government, businesses, entertainment and cultural centers in the Central Downtown, Omni and Brickell areas, servicing 21 stations. The Metromover fleet consists of 29 vehicles operating approximately 1,222,385 annual vehicle revenue miles. It operates on three routes or loops (Inner, Omni and Brickell) Monday through Sunday from 5:00 am to 12:00 am; and connects to Metrobus, Metrorail and the Airport. The Metromover is fare free to all residents and visitors.</p> <p>The Metromover generated revenue of \$2.5 million a year from ten million rides at 25 cents a ride. However, it costs the County \$9 million a year to operate. The County removed the fee after voters approved the half-penny sales tax in 2002, which increases to eight percent the tax paid on most non-food purchases. The state sales tax is six percent; and in the County consumers pay an additional one percent divided equally between transit and the County-owned Jackson hospital system.</p> <p>Free Metromover fare and expanding the Metrorail to the Western suburbs and on new routes North and South of the County were some of the major promises County leaders attached to the new sale tax.¹</p> <p><u>Additional Information - Mayor's report dated February 3, 2014, titled, "Analysis Regarding the Impact of Reinstating Metromover Fees – Directive #131143"</u></p> <p>For the 12 month period ending June 2013, the Miami Dade Transit (MDT) currently known as the Transportation and Public Works (TPW) Department had 98.3 million boardings on both Metrobus and Metrorail (not including Metromover). The combined operating and maintenance</p>

¹ <http://www.miamiherald.com/news/local/community/miami-dade/article11925416.html#storylink=cpy>

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	<p>cost for these services was approximately \$480 million. Thus, an average cost of transporting each boarding passenger on Metrobus and Metrorail was approximately \$4.15. Currently, only an estimated 38% of all boarding passengers paid the then full \$2 base fare, so the subsidy was \$2.15. An estimated 23% of all passenger boardings on both Metrobus and Metrorail pay no fare, in those cases the subsidy was the full \$4.15.</p> <p>Overall, revenues from paid fares in Fiscal Year (FY) 2012 (\$110 million) covered less than 23% of the operating and maintenance costs. The remaining cost was covered by subsidies from the General Fund, Federal and State grants, miscellaneous sources (e.g. advertising contracts) and the Charter Transportation Surtax Funds (Surtax Funds).</p> <p>The Metromover carries an estimated ten million passengers per year, many of whom transfer from Metrorail and Metrobus. During the July 9, 2002 discussion of the Transit Surtax ordinance, the BCC approved an amendment which provided for fare free transportation on the Metromover upon passage of the People Transportation Plan (PTP), which was approved by the voters in November 2002. The fare free Metromover is included in the annual subsidy from the PTP.</p> <p>The reinstatement of a fare for the Metromover would require a revision to the PTP ordinance, the installation of new fare collection equipment and the maintenance of that equipment. If a \$0.50 fare is implemented, it is estimated that nearly \$600,000 would be collected annually. The cost for fare collection equipment for the 22 Metromover stations and installation would range from a \$2.4 million honor like system (where riders would pay at a machine and retain the receipt in case they are asked to display it since there is no gate) to \$9 million for a system comparable to the one used on Metrorail. The annual cost for collecting, maintaining, and servicing the fare collection system would be approximately \$475,000. Therefore, it would take the TPW approximately five to ten years to recover the startup cost.</p> <p>Reinstating a fare of \$.50 could reduce the Metromover ridership with the most likely scenario that short trips would be reduced significantly. Passengers using the Easy Card would not be impacted, nor would they generate additional revenues due to the policy of no transfer cost for Easy Card users. A ridership of approximately 4.2 million would bear the brunt of the new fare and potentially be reduced to only 1.2 million passengers that would then pay a fare for this service. In the next ten years, Metromover ridership is expected to grow at a minimum by 10.5% or 1 million riders. It is important to note that according to the County's economic profile, 32.5% of County residents earn less than \$25,000 per year. If a fare were reinstated, it would be a reasonable assumption that a number of riders would migrate from the Metromover to the fare free City of Miami Trolley because of economic necessity.</p> <p>Alternatively, several studies have been done that identified creative funding options. One option is a Public Private Partnership for the Metromover with an organization such as the Downtown Development Authority and/or the City of Miami (City). This type of relationship could include sponsoring operational aspects such as aesthetics, cleaning, security, and local promotions, while MDT focuses on mechanical maintenance and customer service related expenses.</p>

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	<p>Funding from the City's share of Surtax Funds or the possibility of creating a special taxing district has been explored recently by the Citizens Independent Transportation Trust (CITT). Of course, the utilization of these techniques would require additional policy formulation on behalf of the BCC as well as the City. Other creative options include the naming rights to the Metromover stations that the County is currently pursuing. It is not yet clear at this point how much revenue could be generated through this strategy.</p>
<p>2A 160754</p>	<p>RESOLUTION APPROVING THE MUTUAL TERMINATION OF OKEECHOBEE METRORAIL STATION TRANSIT ORIENTED DEVELOPMENT LEASE AGREEMENT WITH THE CITY OF HIALEAH, INCLUDING REIMBURSEMENT TO THE CITY OF HIALEAH OF \$91,321.26 FOR EXPENSES INCURRED TO BE FUNDED FROM BUILDING BETTER COMMUNITIES GENERAL OBLIGATION BOND FUNDS; AUTHORIZING THE COUNTY MAYOR OR MAYOR'S DESIGNEE TO EXECUTE SUCH AGREEMENT AND TO EXERCISE ANY AND ALL RIGHTS SET FORTH THEREIN</p>
<p>Notes</p>	<p>The prosed resolution approves the mutual termination of the Okeechobee Metrorail Station Transit Oriented Development Lease Agreement with the City of Hialeah (City), including the reimbursement to the City of \$91,321.26 for expenses incurred by the City to date. The reimbursement to the City will be funded through the Building Better Communities General Obligation Bond Program.</p> <p><u>Background</u></p> <p>The land at the Okeechobee Metrorail Station has remained underdeveloped since the station's opening in 1985. In furtherance of the development of affordable housing at the Okeechobee Metrorail Station, the County entered into a Lease Agreement with the City in 2014, in order to develop affordable housing at the Station. Since 2014, the City has expended funds in furtherance of the development of affordable housing at the Okeechobee Metrorail Station. However, the City and the County have now mutually determined and agreed to terminate the Lease Agreement in order to allow the County to proceed with the expeditious development of affordable housing at the Station.</p>
<p>2B 160362</p>	<p>RESOLUTION CALLING A SPECIAL ELECTION IN CONJUNCTION WITH THE GENERAL ELECTION IN MIAMI-DADE COUNTY, FLORIDA, TO BE HELD ON TUESDAY, NOVEMBER 8, 2016, FOR THE PURPOSE OF SUBMITTING TO THE ELECTORS OF MIAMI-DADE COUNTY THE QUESTION OF WHETHER TO AMEND SECTION 29-124 OF THE CODE OF MIAMI-DADE COUNTY TO ELIMINATE FARE FREE TRANSPORTATION SERVICE ON METROMOVER AND PERMIT THE BOARD OF COUNTY COMMISSIONERS TO ESTABLISH A FARE FOR METROMOVER EQUITABLE WITH OTHER MODES OF TRANSPORTATION PROVIDED BY THE COUNTY</p>
<p>Notes</p>	<p>The proposed resolution authorizes the following:</p> <ul style="list-style-type: none"> • A countywide special election is hereby called and will be held in the County in conjunction with a general election on Tuesday, November 8, 2016, for the purpose of submitting to the qualified electors of the County the following ballot question:

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	<p><i>Will the provision of the Code providing for free public transportation service on the Metromover be amended to eliminate fare free transportation service on the Metromover and permit the BCC to establish a fare for the Metromover equitable with other modes of transportation provided by the county?</i></p> <ul style="list-style-type: none"> • Notice of such election will be published in accordance with Section 100.342, Florida Statutes. • The result of such election will be determined by a majority of the qualified electors of the County voting upon the proposal. The polls at such election will be open from 7:00 a.m. until 7:00 p.m. on the day of such election. All qualified electors of the County will be entitled to vote at said election. The County registration books will remain open at the Office of County's Supervisor of Elections until 29 days prior to the date of such election, at which time the registration books will close in accordance with the provisions of general election laws. • The form of the ballot will be in accordance with the requirements of general election laws. • Early voting will be conducted in accordance with the requirements of general election laws. • Absentee paper ballots may be used by qualified electors of the County for voting on this question. The form of such absentee ballot will be in accordance with the requirements prescribed by general election laws. • A sample ballot showing the manner in which the question or proposal aforesaid will appear at this election will be published and provided in accordance with the applicable provisions of general election laws. • This election on the proposal aforesaid will be held and conducted in accordance with applicable provisions of the general laws relating to elections and the provisions of the County Home Rule Charter. The County Mayor or designee, the Finance Director, and the Clerk of the County Commission are hereby authorized and directed to take all appropriate actions necessary to carry into effect and accomplish the provisions of this resolution. This election will be a nonpartisan election. Election officials in connection with this election will be appointed in accordance with the provisions of general election laws. • This election will be canvassed by the County Canvassing Board (CCB), in accordance with the provisions of Section 3.07 of the Home Rule Charter.
<p>3A 160578</p>	<p>REOLUTION APPROVING A MAINTENANCE MAP FOR A PORTION OF SW 152 STREET BETWEEN 686 FEET EAST OF STATE ROAD 5 (US-1) AND 960 FEET THEREOF, IN SECTION 28 TOWNSHIP 55 SOUTH RANGE 40 EAST, AUTHORIZING THE CHAIRMAN AND THE CLERK OF THE BOARD TO CERTIFY THE MAINTENANCE MAP AND AUTHORIZING THE COUNTY MAYOR OR MAYOR'S DESIGNEE TO RECORD SAME AMONG THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA AND TO TAKE ALL ACTIONS NECESSARY TO EFFECTUATE SAME</p>

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Notes	<p>The proposed resolution approves the Maintenance Map for a portion of SW 152 Street between 686 feet East of State Road 5 (US-1) and 960 feet thereof, in Section 28, Township 55 South, Range 40 East, in the County.</p> <p><u>Background</u> Southwest 152 Street between 686 feet East of State Road 5 (US-1) and 960 feet thereof, has been constructed and maintained continuously by the County for over four years. In accordance with Section 95.361 of the Florida Statutes, title to a road maintained by the County for over four years will be deemed to be dedicated to the public and vests in the County. Pursuant to such statute, the filing of a Maintenance Map in the Office of the Clerk of the Court, which has been certified by the Chairman and the Clerk of the BCC is deemed prima facie evidence of that ownership by the County.</p> <p>The subject Maintenance Map has been executed by the Chief of the Road, Bridge and Canal Maintenance Division of the TPW Department, thereby certifying that the County has maintained this road for over four years.</p> <p>Both the original and a reproducible of the Maintenance Map are to be executed by the Chairman and Clerk of the BCC and returned to the TPW Department for recording in the County's Public Records.</p> <p><u>Fiscal Impact/Funding Source</u> There is currently no increase in maintenance costs to the County as a result of this action.</p>
3B 160601	RESOLUTION AUTHORIZING THE CONSTRUCTION OF INTERSECTION IMPROVEMENTS ON OLD CUTLER ROAD AT SW 184 STREET
Notes	<p>The proposed resolution approves the construction of intersection improvements on Old Cutler Road at SW 184 Street.</p> <p><u>Background</u> Section 9-2 of the Code prohibits the widening or expansion of Old Cutler Road from its presently paved right-of-way. However, the BCC can permit the limited expansion of Old Cutler Road and its intersections for the purpose of assuring safe travel. Prior to the BCC authorizing the same, the Code provides that a public hearing must occur with reasonable notice by publication. The Village of Palmetto Bay (Village) has conducted several zoning public hearings regarding the proposed expansion of Palmer Trinity Private School. Based upon recommendations from Palmer Trinity's traffic engineer, and the Village's traffic consultant, as well as comments from area residents, the Village incorporated into its zoning resolutions several conditions requiring roadway improvements to enhance traffic safety.</p> <p>On August 29, 2012, through Resolution No. 2012-64 and on September 22, 2014, through Resolution No. 2014-67, the Village, after public hearing, approved the expansion of Palmer Trinity and included as a condition, that the applicant will be responsible for implementing the following mitigation initiatives:</p>

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	<ul style="list-style-type: none"> • Add a Southbound right turn lane and signal phasing adjustments at Old Cutler Road/ SW 184 Street. <p>Additionally, the TPW Department required Palmer Trinity School to comply with the traffic mitigation improvements stated in Village Resolution No. 2012-64 as per a conditional traffic approval provided to the school on June 5, 2014.</p> <p><u>Fiscal Impact</u> Palmer Trinity School will proffer the design and construction to complete the required improvements; and the County will not be responsible for any costs in connection with same. Therefore, there is no fiscal impact associated with this authorization.</p> <p><u>Additional Information Relating to the Village Resolution No. 2012-64</u></p> <ul style="list-style-type: none"> • Resolution 2010-48, as previously amended by Resolution 2011-53, is hereby incorporated into Resolution No. 2012-64 and is so amended to permit a student enrollment not to exceed 1,150 students as requested by the application; and • This is a final order to further amend Resolution 2010-48 that had previously been amended under Resolution 2011-53, as it relates to the number of students authorized under the special exception expansion request of Palmer Trinity, to authorize the number of 1,150 students. All other terms and conditions, findings of fact, conclusions of law from Resolution 2010-48, as previously amended by Resolution 2011-53.²
<p>3D 160572</p>	<p>RESOLUTION APPROVING A MAINTENANCE MAP FOR PORTIONS OF WEST DIXIE HIGHWAY BETWEEN NE 195 STREET AND NE 193 STREET, NE 195 STREET BETWEEN NE 26 AVENUE AND WEST DIXIE HIGHWAY, AND NE 26 AVENUE BETWEEN NE 195 STREET AND WEST DIXIE HIGHWAY IN SECTION 3, TOWNSHIP 52 SOUTH, RANGE 42 EAST, AUTHORIZING THE CHAIRMAN AND THE CLERK OF THE BOARD TO CERTIFY THE MAINTENANCE MAP AND AUTHORIZING THE RECORDING THEREOF AMONG THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA AND TO TAKE ALL ACTIONS TO EFFECTUATE THE SAME</p>
<p>Notes</p>	<p>The proposed resolution approves a Maintenance Map for portions of West Dixie Highway between NE 195 Street and NE 193 Street, NE 195 Street between NE 26 Avenue and West Dixie Highway, and NE 26 Avenue between NE 195 Street and West Dixie Highway in Section 3, Township 52 South, Range 42 East.</p> <p><u>Background</u> In accordance with Section 95.361 of the Florida Statutes, title to the road maintained by the County for over seven years will be deemed to be dedicated to the public and will vest in the County.</p>

² <http://www.palmettobay-fl.gov/sites/all/files/pdf/PT%20Final%20Zoning%20Resolution%20201264.pdf>

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	<p>The Maintenance Map has been executed by the Chief of the Road, Bridge and Canal Maintenance Division of the TPW Department, certifying that the County has maintained this road for over seven years. After being approved by the BCC, it will be certified by the Chairman and the Clerk of the BCC and recorded in the Public Records of the County in accordance with Section 95.361 of the Florida Statutes.</p> <p>Both the original and a reproducible of the Maintenance Maps are to be executed by the Chairman and Clerk of the BCC and returned to the TPW Department for recording in the Public Records of the County.</p> <p><u>Fiscal Impact/Funding Source</u> There is currently no increase in maintenance cost to the County as a result of this action.</p>
<p>3E 160711</p>	<p>RESOLUTION APPROVING EXECUTION OF A LOCAL AGENCY PROGRAM AGREEMENT BETWEEN MIAMI-DADE COUNTY AND THE FLORIDA DEPARTMENT OF TRANSPORTATION TO PROVIDE THE COUNTY WITH UP TO \$19,159 IN SAFE ROUTES TO SCHOOL PROGRAM FUNDS; AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXERCISE THE PROVISIONS CONTAINED THEREIN; AND AUTHORIZING THE USE OF CHARTER COUNTY TRANSPORTATION SURTAX FUNDS FOR SUCH PURPOSES</p>
<p>3F 160712</p>	<p>RESOLUTION APPROVING EXECUTION OF A LOCAL AGENCY PROGRAM AGREEMENT BETWEEN MIAMI-DADE COUNTY AND THE FLORIDA DEPARTMENT OF TRANSPORTATION TO PROVIDE THE COUNTY WITH UP TO \$146,885 IN SAFE ROUTES TO SCHOOL PROGRAM FUNDS; AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXERCISE THE PROVISIONS CONTAINED THEREIN; AND AUTHORIZING THE USE OF CHARTER COUNTY TRANSPORTATION SURTAX FUNDS FOR SUCH PURPOSES</p>
<p>3I 160715</p>	<p>RESOLUTION APPROVING EXECUTION OF A LOCAL AGENCY PROGRAM AGREEMENT BETWEEN MIAMI-DADE COUNTY AND THE FLORIDA DEPARTMENT OF TRANSPORTATION TO PROVIDE THE COUNTY WITH UP TO \$154,785 IN SAFE ROUTES TO SCHOOL PROGRAM FUNDS; AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXERCISE THE PROVISIONS CONTAINED THEREIN; AND AUTHORIZING THE USE OF CHARTER COUNTY TRANSPORTATION SURTAX FUNDS FOR SUCH PURPOSES</p>
<p>3J 160717</p>	<p>RESOLUTION APPROVING EXECUTION OF A LOCAL AGENCY PROGRAM AGREEMENT BETWEEN MIAMI-DADE COUNTY AND THE FLORIDA DEPARTMENT OF TRANSPORTATION TO PROVIDE THE COUNTY WITH UP TO \$20,190 IN SAFE ROUTES TO SCHOOL PROGRAM FUNDS; AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXERCISE THE PROVISIONS CONTAINED</p>

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	THEREIN; AND AUTHORIZING THE USE OF CHARTER COUNTY TRANSPORTATION SURTAX FUNDS FOR SUCH PURPOSES
Notes	<p><u>3E-160711</u> The proposed resolution authorizes the execution of a Local Agency Program (LAP) Agreement between the County and the FDOT. The LAP Agreement provides the County with up to \$19,159 in Safe Routes to School Program funds to be paid through the FDOT for the design of safety related infrastructure improvements at one school located in the County. The proposed resolution further authorizes the use of Surtax Funds for such purposes. Hialeah Gardens Elementary is a candidate for the Safe Routes to School Program.</p> <p><u>3F-160712</u> The proposed resolution authorizes the execution of a LAP Agreement between the County and the FDOT. The LAP Agreement provides the County with up to \$146,885 in Safe Routes to School Program funds to be paid through the FDOT for the construction of safety related infrastructure improvements at one school located in the County. The proposed resolution further authorizes the use of Surtax Funds for such purposes. Hialeah Gardens Elementary is a candidate for the Safe Routes to School Program.</p> <p><u>3I-160715</u> The proposed resolution authorizes the execution of a LAP Agreement between the County and the FDOT. The LAP Agreement provides the County with up to \$154,785 in Safe Routes to School Program funds to be paid through the FDOT for the construction and construction engineering inspection of safety related infrastructure improvements at two schools located in the County. The proposed resolution further authorizes the use of Surtax Funds for such purposes. Kimlock Park Elementary and Kimlock Park Middle are among the candidates for the Safe Routes to School Program.</p> <p><u>3J-160717</u> The proposed resolution authorizes the execution of a LAP Agreement between the County and the FDOT. The LAP Agreement provides the County with up to \$20,190 in Safe Routes to School Program funds to be paid through the FDOT for the design of safety related infrastructure improvements at two schools located in the County. The proposed resolution further authorizes the use of Surtax Funds for such purposes. The following schools are among the candidates for the Safe Routes to School Program the Safe Routes to School Program: Kimlock Park Elementary and Kimlock Park Middle.</p> <p><u>Background</u> The Safe Routes to School Program was authorized in August 2005 by Section 1404 of the Federal Transportation Act, (<i>Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users</i>). This program provides Federal-aid highway funds to State Departments of Transportation to make it safer and easier for children from Kindergarten through grade eight to walk or bicycle to and from school.</p>

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	<p>The Safe Routes to School Program requires that a local funding source provide upfront funding for the projects to be subsequently reimbursed. The County's TPW Department is proposing to provide the upfront funds from proceeds collected through the Surtax Funds.</p> <p>The Miami-Dade County Public Schools (MDCPS) has submitted applications for schools located in the County to the FDOT for consideration within the Safe Routes to School Program. The subject school was identified with the assistance of the MDCPS, the TPW Department, and the Metropolitan Planning Organization (MPO). The factors that were used to prioritize the school included: proximity to traffic accidents involving juvenile pedestrians, the potential for attracting new walk trips and geographic distribution.</p> <p>As the MDCPS is not a LAP Certified Agency, they have partnered with the TPW Department, a LAP Certified Agency, in order to obtain and take advantage of these federal funds. The TPW Department will oversee the design, bid, award and construction administration of the project; and will upon each project's completion submit invoices to the FDOT's District 6 LAP Administrator for approval and reimbursement.</p> <p>The TPW Department will implement a Public Involvement Plan prior to the construction of the project to provide information to parents, teachers, property owners, tenants and area residents of work to be performed in the area.</p> <p><u>Fiscal Impact/Funding Source</u></p> <p><u>3E-160711</u></p> <p>The total cost for design for the school covered under this LAP Agreement is \$19,159. The proposed improvements qualify under the allowable work categories included in the PTP Neighborhood Improvements Section. Since the PTP funds are to be reimbursed as each project is completed, the proposed projects will have no adverse impact on the ability to deliver any other PTP projects.</p> <p>Funding will be available in State Fiscal Year (FY) 2016-17. The design of improvements provided by this LAP Agreement is anticipated to commence in late 2016 and be completed by mid-2017.</p> <p><u>3F-160712</u></p> <p>The total cost for construction and construction engineering inspection for the school covered under this LAP Agreement is \$146,885. The proposed improvements qualify under the allowable work categories included in the PTP Neighborhood Improvements Section. Since the PTP funds are to be reimbursed as each project is completed, the proposed projects will have no adverse impact on the ability to deliver any other PTP projects.</p> <p><u>3I-160715</u></p> <p>The total cost for construction and construction engineering inspections for the schools covered under this LAP Agreement is \$154,785. The proposed improvements qualify under the allowable work categories included in the PTP Neighborhood Improvements Section. Since the PTP funds</p>

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	<p>are to be reimbursed as each project is completed, the proposed projects will have no adverse impact on the ability to deliver any other PTP projects.</p> <p><u>3J-160717</u></p> <p>The total cost for the design of the schools covered under this LAP Agreement is \$20,190. The full amount will be funded by the Safe Routes to School Program. The proposed improvements qualify under the allowable work categories included in the PTP Neighborhood Improvements Section. Since the PTP funds are to be reimbursed as each project is completed, the proposed projects will have no adverse impact on the ability to deliver any other PTP projects.</p>
<p>3G 160713</p>	<p>RESOLUTION AWARDING A PROFESSIONAL SERVICES AGREEMENT WITH URS CORPORATION SOUTHERN TO PROVIDE DESIGN SERVICES FOR STATE ROAD 836 EXPRESS BUS SERVICE – PARK & RIDE/BUS TERMINAL, CONTRACT NO.: CIP097-CT1-TR14, IN AN AMOUNT NOT TO EXCEED \$1,273,596.27 AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR’S DESIGNEE TO EXECUTE SAME; AND AUTHORIZING THE USE OF CHARTER COUNTY TRANSPORTATION SURTAX FUNDS FOR SUCH PURPOSES</p>
<p>Notes</p>	<p>The proposed resolution approves the Professional Services Agreement (PSA) with URS Corporation Southern (URS) to provide Design Services for State Road 836 Express Bus Service – Park & Ride/Bus Terminal, Contract No: CIP097-CT1-TR14 in the amount of \$1,273,596.27. It further authorizes the use of Surtax Funds for such purposes.</p> <p><u>Background</u></p> <p>The Near-Term Transportation Plan for the County was developed by the MPO in October 2010 to plan the TPW Department service improvements along the transit corridors that were identified in the PTP as priorities for the establishment of a successful rail transit system. The SR-836 Express Bus Service project will improve transit services along the East-West corridor to ultimately stimulate transit ridership and support the development of a rail transit system along the East-West corridor in accordance with the goals included in the Near-Term Transportation Plan.</p> <p><u>Selection Process</u></p> <p>The Competitive Selection Committee (CSC) appointed by the Mayor conducted the First-Tier evaluation on September 25, 2015 to evaluate the proposals received. Seven firms were evaluated in accordance with Section 2-10.4 of the County Implementing Order 3-34 and Administrative Order 3-39. Local Preference was not applicable to the First-Tier evaluation since all firms were local. The total scores for the top three firms were as follows:</p> <ul style="list-style-type: none"> • Firm No. 1, URS received 421 points; • Firms No. 2, Parsons Brinckerhoff, Inc. received 406 points; and • Firm No. 3 H.J. Ross Associates, Inc. received 400 points. <p>Based on the CSC's professional expertise, the information provided in the proposals was deemed sufficient to determine the qualifications of the teams. As a result of said determination, and by a majority vote, the CSC decided to forego Second Tier proceedings pursuant to AO 3-</p>

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	<table><tr><th colspan="4">Fiscal Impact/Funding Sources</th></tr><tr><th>Funding Source</th><th>Project Number</th><th>Site Number</th><th>Amount</th></tr><tr><td>PTP Bond Program</td><td>678040</td><td>77245</td><td>\$1,273,596.27</td></tr><tr><td>FDOT Funds</td><td>678040</td><td>77245</td><td>N/A to design phase</td></tr><tr><td>FTA Section 5307</td><td>678040</td><td>77245</td><td>N/A to design phase</td></tr></table> <p>39, Section II(C). Based on the above results, the CSC recommended that negotiation be conducted with URS.</p> <p>Subsequently, all firms were found in compliance with the Disadvantage Business Enterprise (DBE) and Federal Transit Administration requirements for the solicitation.</p> <p>The Mayor's designee and the Director of Internal Service Department (ISD) concurred with the CSC, and approval to begin negotiations was granted on October 14, 2015. The first negotiation meeting was held on November 13, 2015, the second negotiation meeting was held on December 4, 2015, the third negotiation meeting was held on December 16, 2015, and a fourth and final negotiation meeting was held on December 18, 2015. After negotiations were concluded, URS agreed to a final price of \$1,273,596.27 for the design of the SR-836 Express Bus Service Project. Based on historical costs, the Committee determined that the negotiated price was fair and reasonable.</p> <p>Contract Option No. 1, the Dolphin Station Planning and Design services was not exercised. This phase will be implemented by the Miami-Dade Expressway (MDX) through the advertisement of a design-build contract scheduled for the end of April.</p> <p>Based on the Committee negotiation results, the TPW Department recommends proceeding with the award of this PSA to URS.</p> <p><u>Contract Measures: Type Goal Estimate Value</u> DBE: Ten percent or \$127,359.63</p>	Fiscal Impact/Funding Sources				Funding Source	Project Number	Site Number	Amount	PTP Bond Program	678040	77245	\$1,273,596.27	FDOT Funds	678040	77245	N/A to design phase	FTA Section 5307	678040	77245	N/A to design phase
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PTP Bond Program	678040	77245	\$1,273,596.27																		
FDOT Funds	678040	77245	N/A to design phase																		
FTA Section 5307	678040	77245	N/A to design phase																		
3H 160714	RESOLUTION APPROVING AND AUTHORIZING THE USE OF UP TO \$3,748,977.11 IN CHARTER COUNTY TRANSPORTATION SURTAX FUNDS FOR PUSH-BUTTON CONTRACTS AWARDED UNDER THE MISCELLANEOUS CONSTRUCTION CONTRACT 7360 PLAN																				
Notes	<p>The proposed resolution approves the use of Surtax Funds for Push-Button Contracts, which have previously been awarded under the Miscellaneous Construction Contracts (MCC) 7360 Plan, for roadway resurfacing projects. These contracts are currently approved for the use of non-Surtax funding sources through the MCC Program, with this item seeking approval of Surtax funding for those roadway improvement projects included within the PTP.</p> <p><u>Background</u> Push-Button contracts provide The TPW Department with a means of quickly responding to critical construction and repair needs through a competitive bid contract. The work on these</p>																				

**Transit and Mobility Services Committee
April 13, 2016 Meeting
Research Notes**

Item No.	Research Notes
	<p>contracts is initiated through work orders on an as-needed basis. Within the contract, an estimated quantity is provided for bidding purposes and plan details are not available at the time of the bid.</p> <p>Bidders are advised that actual quantities may vary, depending on the scope of work identified in each work order. Payment is based on the authorized work completed by the contractor.</p> <p>These Contracts were procured through the MCC Program with Road Impact Fee (RIF) funding identified. The TPW Department forwarded a Request for Price Quotation (RFQ) by way of facsimile transmission to a pool of firms that had registered with the Internal Services Department (ISD) for each respective trade. Additionally, the TPW Department advertised each project in the Daily Business Review, and all solicitations were available online through the County portal under the Procurement Solicitations link. Each project's award evaluation was based upon the bid submitted by the lowest responsive and responsible bidder, and due diligence was conducted in accordance with ISD's Procurement Guidelines to determine Contractor responsibility, including verifying corporate status with the Florida Department of State's Division of Corporation and a review of performance of compliance issues.</p> <p>Adoption of this resolution would authorize the use of Surtax funds for those roadway improvement projects included within the PTP. Consistent with Florida Statue 212.055, and Sections 29-124 and 2-1421 of the Code, Surtax funds will be used for projects included in the Five Year PTP Implementation Plan.</p> <p><u>Fiscal Impact/Funding Source</u></p> <p>The fiscal impact to the Surtax will not exceed the contract award amount for each contract. There is no fiscal impact to operations or maintenance.</p>