



Miami-Dade County Board of County Commissioners

Office of the Commission Auditor

**Transportation and Public Works Committee**  
**Meeting**

February 16, 2017  
9:30 A.M.  
Commission Chamber

**Research Division**

Office of the Commission Auditor  
111 NW First Street, Suite 1030  
Miami, Florida 33128  
305-375-4354

**Transportation and Public Works Committee**  
**February 16, 2017 Meeting**  
**Research Notes**

Item No.	Research Notes									
1G1 162691	ORDINANCE RELATING TO ROAD IMPACT FEES; AMENDING SECTION 33E-10 OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA; REQUIRING THAT BICYCLE PATHS, BICYCLE LANES AND GREENWAYS ARE ELIGIBLE FOR CONSIDERATION AS OFF-SITE ROADWAY IMPROVEMENT CONTRIBUTIONS IN-LIEU-OF-FEE; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE									
Notes	<p>The proposed ordinance amends Section 33E-10 of the Miami-Dade County Code to require that bicycle paths, bicycle lanes and greenways are eligible for consideration as off-site roadway improvement contributions in lieu of road impact fees.</p> <p>Currently, the Director of the Department of Transportation and Public Works may accept the offer of a fee payer to construct all or part of an off-site roadway improvement. The proposed ordinance will include bicycle paths, bicycle lanes, and greenways improvements to be considered an off-site roadway improvement.</p> <table><tr><th colspan="3">Code Comparison Chart Section 33E-10 of the Code of Miami-Dade County 33E-10 Roadway improvement contributions in-lieu-of-fee</th></tr><tr><th>Section</th><th>Current</th><th>Proposed</th></tr><tr><td>33E-10 Roadway improvement contributions in-lieu-of-fee</td><td><p>(a) In lieu of payment of all or part of the road impact fee, the County Public Works Director may accept the offer of a feepayer to construct all or part of an off-site roadway improvement. All contributions in-lieu-of-fee shall be in accordance with the Comprehensive Development Master Plan and the short range transportation improvement program. Such contributions in-lieu-of-fee shall be credited against payment of an impact fee in the amount determined by the County Public Works Director pursuant to Sections 33E-8 or 33E-9. The total amount of contributions in-lieu-of-fee shall not exceed the road cost portion of the impact fee formula in Section 33E-7. Contributions in-lieu-of-fee shall not be applied to the two (2) percent County administrative cost portion of the impact fee which shall remain the responsibility of the feepayer and must be paid at the time of building permit issuance.</p><p>Where a feepayer seeks to apply a contribution in-lieu-of-fee credit against payment of the road impact fee, the administrative fee portion of the impact fee shall be the sum of: (a) two (2) percent of the contribution in-lieu-of-fee or one thousand dollars (\$1,000.00) whichever is less and (b) two (2) percent of the remaining road cost not satisfied by the contribution in-lieu-of fee.</p></td><td><p>(a) In lieu of payment of all or part of the road impact fee, the County Public Works Director may accept the offer of a feepayer to construct all or part of an off-site roadway improvement. All contributions in-lieu-of-fee shall be in accordance with the Comprehensive Development Master Plan and the short range transportation improvement program. <b>Without prejudice to the County Public Works Director’s review of the merits of any particular project pursuant to sections (b)-(c), below, a bicycle path, bicycle lane, or greenway that can be used for bicycle transportation shall be eligible for consideration as an off-site roadway improvement.</b> Such contributions in-lieu-of-fee shall be credited against payment of an impact fee in the amount determined by the County Public Works Director pursuant to Sections 33E-8 or 33E-9. The total amount of contributions in-lieu-of-fee shall not exceed the road cost portion of the impact fee formula in Section 33E-7. 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		<p>Previously approved contributions in-lieu-of-fees which are: (1) unused and (2) based on a net road cost which has been subsequently adjusted, shall be entitled to an adjustment equal to the percentage increase or decrease of the net road cost in the road impact fee formula. Previously approved contributions in-lieu-of-fees which are: (1) unused and (2) based on a road cost which has been subsequently adjusted, shall be entitled to an adjustment equal to the percentage increase or decrease of the road cost in the road impact fee formula. Any such adjustment shall only be utilized to offset road impact fees and shall not be refundable.</p> <p>(b) An offer by a feepayer to construct road improvement contributions in-lieu-of-fee must be accompanied by plans in sufficient detail to permit the County Public Works Director to determine that County or State design standards will be used and to determine the cost of such improvements.</p> <p>(c) The County Public Works Director may accept or reject an offer of contributions in-lieu-of-fee. When such improvements are not consistent with standards set forth in the impact fee manual the Public Works Director may reject the offer of contributions in-lieu-of-fee. If rejected, the Public Works Director shall state in writing the reasons for the rejection. Any appeal from such a decision of the County Public Works Director to reject improvement contributions in-lieu-of-fee shall be reviewed by the County Development Impact Committee Executive Council pursuant to the procedures set forth in the adopted impact fee manual.</p>	<p>cost not satisfied by the contribution in-lieu-of fee.</p> <p>Previously approved contributions in-lieu-of-fees which are: (1) unused and (2) based on a net road cost which has been subsequently adjusted, shall be entitled to an adjustment equal to the percentage increase or decrease of the net road cost in the road impact fee formula. Previously approved contributions in-lieu-of-fees which are: (1) unused and (2) based on a road cost which has been subsequently adjusted, shall be entitled to an adjustment equal to the percentage increase or decrease of the road cost in the road impact fee formula. Any such adjustment shall only be utilized to offset road impact fees and shall not be refundable.</p> <p>(b) An offer by a feepayer to construct road improvement contributions in-lieu-of-fee must be accompanied by plans in sufficient detail to permit the County Public Works Director to determine that County or State design standards will be used and to determine the cost of such improvements.</p> <p>(c) The County Public Works Director may accept or reject an offer of contributions in-lieu-of-fee. When such improvements are not consistent with standards set forth in the impact fee manual the <b>County</b> Public Works Director may reject the offer of contributions in-lieu-of-fee. <b>Notwithstanding any provision of the impact fee manual, the County Public Works Director must consider a contribution in-lieu-of-fee consisting of a bicycle path, bicycle lane, or greenway that can be used for bicycle transportation on the same or substantially similar basis as a proposed roadway project. If an offer for a contribution in-lieu-of-fee is rejected, the County Public Works Director shall state in writing the reasons for the rejection. Any appeal from such a decision of the County Public Works Director to reject improvement contributions in-lieu-of-fee shall be reviewed by the County Development Impact Committee Executive Council pursuant to the procedures set forth in the adopted impact fee manual.</b></p>
	<p><b>Background</b>  Chapter 33E of the Miami-Dade County Code requires that in order to obtain the appropriate zoning permits and approvals that new development address the impact that such development has on the traffic congestion. Pursuant to section 33E-10, a developer has the option to construct a roadway improvement in lieu of paying a road impact fee under certain conditions, and such roadway improvement contributions in-lieu-of-fee “shall be entitled to an</p>		

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	adjustment equal to the percentage increase or decrease of the road cost in the road impact fee formula". In addition to a roadway for automobile traffic, a bicycle path, bicycle lane, or greenway that is used as an alternative form of transportation could have significant benefits of lessening the traffic impact of such a development.
<b>1G2 170155</b>	<b>RESOLUTION APPROVING THE FY 2016-21 UPDATE OF THE FIVE YEAR PEOPLE'S TRANSPORTATION PLAN IMPLEMENTATION PLAN</b>
<b>Notes</b>	<p>The proposed resolution approves the FY 2016-21 update of the People's Transportation Plan Implementation Plan.</p> <p><b><u>Background</u></b>  The Five Year Implementation Plan was established pursuant to the Ordinance governing the activities of the CITT (Ordinance 02-116), as amended by the BCC on September 21, 2010. The CITT (Trust), in consultation with the Mayor, will recommend to the BCC a Five Year Implementation Plan (Plan) that includes a detailed scope of work, schedule and budget for each project of the People's Transportation Plan (PTP), as amended, anticipated to be implemented in whole or in part during the five year period.</p> <p>The Plan will be consistent with the federal requirements for the Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) and Long Range Transportation Plan. The Plan will be updated annually. The Ordinance further provides that the BCC will not delete, materially change or add any project to the Plan, except in accordance with the procedures set forth in the Ordinance. The procedures include that such proposals will be initially reviewed by the Trust, which will forward a recommendation to the BCC.</p> <p><b><u>Additional Information</u></b>  On January 12, 2017, the Citizens' Independent Transportation Trust (CITT) issued a memo regarding the FY 2016-21 update of the People's Transportation Plan (PTP) Implementation Plan.</p> <p>According to the memo, the Plan shows that work completed on the PTP, including municipal projects, has been significant. The largest current project, the \$375.7 million railcar procurement, has maintained the revised schedule and is on budget. Also of particular note is the tremendous resurgences of interest and the potential progress being made on the PTP Corridors and the implementation of the Strategic Miami Area Rapid Transit (SMART) Plan.</p> <p>There remain concerns with the continued schedule delays of a number of projects. The 2016-21 Five-Year Plan Update identifies a number of projects that have current estimated implementation dates that are later than reflected in the FY 2015-2020 Five-Year Plan, primarily due to right-of-way acquisition.</p> <p>The FY 2016-21 Five-Year Implementation Plan includes two new projects:</p> <ul style="list-style-type: none"> <li>• Park and Ride at South Miami-Dade Busway; and</li> <li>• The SMART Plan.</li> </ul> <p>The corresponding approved budgets for these projects are reflected in the FY 2016-21 Plan to allow these projects to move forward expeditiously.</p> <p><b><u>Additional Information on South Miami-Dade Busway Park and Ride<sup>1</sup></u></b>  The South Miami-Dade Busway was built by the Florida Department of Transportation and the initial phase of the Busway, which consists of 8.3 miles, opened on February 2, 1997. The first segment of the extension to Florida City, opened on April 24, 2005, and extended the Busway 5 miles from SW 112 Ave. to SW 264 Street in Naranja. The second and final segment of the extension, which opened on December 16, 2007, now extends the Busway another 6.5 miles south from SW 264 St. to SW 344 St. in Florida City, Miami-Dade County's southernmost municipality.</p>

<sup>1</sup> <http://www.miamidade.gov/transit/south-miami-dade-busway.asp>

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	<p>Buses operating on the Busway and in adjacent neighborhoods enter the exclusive lanes at major intersections. Express buses that run on the exclusive lanes now shuttle passengers between Dadeland South Metrorail station and SW 344 Street.</p> <p>Local and limited-stop service is offered between Florida City and Dadeland South Metrorail station. To provide commuters with accessibility to the expanded Bus Rapid Transit expressway, there are five Park &amp; Ride lots located at intervals along the Busway at SW 152, SW 168, SW 244 and SW 296 streets, and in Cutler Bay, residents now also have a Park &amp; Ride lot at the Busway and 112 Ave. <b>Plans are in the works for a future Park &amp; Ride lot at SW 344 St.</b></p>
<p><b>1G4 170276</b></p>	<p>RESOLUTION APPROVING AN INTERLOCAL AGREEMENT BETWEEN MIAMI-DADE COUNTY AND THE CITY OF MIAMI BEACH FOR THE CREATION OF THE SOUTH BEACH TROLLEY ROUTE TO PROVIDE PUBLIC TRANSPORTATION SERVICES AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXECUTE SAME AND TO EXERCISE THE PROVISIONS CONTAINED THEREIN AND FURTHER AUTHORIZING THE COUNTY MAYOR OR THE COUNTY MAYOR'S DESIGNEE TO DISCONTINUE COUNTY OPERATION OF THE SOUTH BEACH LOCAL ROUTE (ROUTE 123) UPON THE CITY OF MIAMI BEACH BEGINNING OPERATION OF THE SOUTH BEACH TROLLEY ROUTE, WITH AN ANTICIPATED DATE OF NOVEMBER 2017</p>
<p><b>Notes</b></p>	<p>The proposed resolution:</p> <ul style="list-style-type: none"> <li>• Approves an Interlocal Agreement between Miami-Dade County and the City of Miami Beach for the creation of the South Beach Trolley route to provide public transportation services; and</li> <li>• Authorizes the County Mayor or the County Mayor's designee to discontinue County operation of the South Beach Local route (Route 123) upon the City of Miami Beach beginning operation of the South Beach Trolley route, with an anticipated date of November 2017.</li> </ul> <p>This Interlocal Agreement allows the City to provide municipal circulator services within the South Beach area bounded by Washington Avenue to the East, Dade Boulevard to the North, West Avenue to the West and South Pointe Drive to the South. The proposed South Beach Trolley route and service plan represents an enhancement to mobility within the area as it features the following:</p> <ul style="list-style-type: none"> <li>• A new fleet of ten low-floor vehicles with a capacity of 30 passengers for each vehicle</li> <li>• Air Conditioning in all vehicles</li> <li>• Fare free service</li> <li>• 10-15 minute frequency</li> <li>• Real time information of vehicles both via phone and mobile application</li> <li>• Customer service tailored to the South Beach atmosphere</li> <li>• Service from 6:00 AM to 12:00 AM, Monday through Saturday</li> <li>• Service from 8:00 AM to 12:00 AM on Sundays</li> <li>• Year-round service</li> <li>• More frequent connection to County regional routes: C, M, 120 and S</li> </ul> <p>The proposed route will serve several points of interest including but not limited to: Lummus Park, Publix Supermarket, South Shore Branch Library, South Pointe Park, Whole Foods Market, Flamingo Park, Lincoln Mall, Washington Avenue Shops, Miami Beach Convention Center, the Fillmore Miami Beach, the Jackie Gleason Theatre, 17 Street, and City Hall.</p> <p>The Agreement replaces an existing Interlocal Agreement between the County and the City which provides for the operation of the South Beach Local service (Route 123). The Agreement for the proposed South Beach Trolley incorporates language extending the South Beach Local service until the next available Miami-Dade Department of Transportation and Public Works (DTPW) line-up when the bus service may be smoothly transitioned to trolley service, avoiding interruptions in service.</p> <p><b>Upon the City beginning the operation of the South Beach Trolley route, the County Mayor or the County Mayor's designee is authorized to discontinue County operation of the South Beach Local route (Route 123).</b> Since this item authorizes the County Mayor or the County Mayor's designee to discontinue a route, a public hearing is required in accordance with Section 2-150 of the County Code.</p>

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	<p><b><u>Fiscal Impact</u></b></p> <p>The County currently pays for two-thirds (2/3) of the annual operating cost of the South Beach Local (approximately \$2.6 million). The City has expressed its commitment to completely fund the proposed South Beach Trolley, yielding an annual savings to the County of approximately \$2.6 million. The proposed service will be free to the end-user.</p> <ul style="list-style-type: none"> <li><i>In the case the City may charge a fare, similar to other agreements for service, the Agreement requires the City to enact a fare structure to include the acceptance of all DTPW passes, transfers, or identifications entitling an eligible passenger to ride the service without paying an additional fare (i.e., Patriot Passport and Golden Passport) or for half fare (i.e. kindergarten – 12th grade students).</i></li> </ul> <p>The proposed South Beach Trolley would be completely financed and operated by the City through a full-turnkey contract with a third party (an opportunity to bid for the service was provided to the County). Transit operators currently assigned to the South Beach Local route will be able to choose work assignments in other DTPW operated routes through the department's bi-annual bid process.</p> <p><b><u>Background</u></b></p> <p>In 1998, the City started the operation of the Electrowave Shuttle, a transit service designed as an alternative form of public transportation on the eastern side of South Beach (mainly along Washington Avenue) in order to mitigate impacts of traffic congestion and lack of parking facilities.</p> <p>The City approached the County in 2004 to outline a scope of services and plans for a possible DTPW operation of the Electrowave. An agreement was reached to have DTPW operate the Electrowave service through an enhancement of DTPW's Route W. Prior to the enhancement, Route W operated a one-direction service along 17 Street, West Avenue/Alton Road, South Pointe Drive and Washington Avenue. Upon the merger of both routes, the service became bi-directional and was renamed to "The South Beach Local." The South Beach Local began interim operation in September 2005 and permanent operation in February 2006.</p> <ul style="list-style-type: none"> <li><i>On September 8, 2005, the BCC, through Resolution No. R-1009-05, approved an Interlocal Agreement (the Agreement) between Miami-Dade County, through Miami-Dade Transit (MDT), and the City of Miami Beach (the City) for the operation of expanded public transportation services in and around South Beach (The South Beach Local). The term of the Interlocal Agreement was for five (5) years and included two (2) four (4) year options to renew by agreement between the County Manager and the City Commission.</i></li> </ul> <p>As part of the agreement for the South Beach Local, it was negotiated by the County and the City that approximately one-third (1/3) of the overall annual operational cost of the route would be covered by the City. In February 2012, the South Beach Local Agreement between the County and the City was renewed for an additional five-year term, and an option to renew upon mutual agreement was included.</p> <ul style="list-style-type: none"> <li><i>On January 24, 2012, the BCC, through Resolution No. R-48-12, approved an Interlocal Agreement (Agreement) between Miami-Dade County (County), through Miami-Dade Transit (MDT) and the City of Miami Beach (City) for the operation of public transportation services in and around South Beach (South Beach Local). This agreement was for five years; with two automatic five-year extensions.</i></li> </ul> <p>In January 2016, the City Commission approved a route and service plan for a South Beach Trolley and directed the City's Administration to work with the County to develop an Interlocal Agreement. DTPW staff advised the City that the proposed service was duplicative of DTPW's South Beach Local route and that no Interlocal Agreement with a duplication of services could be approved. As such, DTPW advised the City to provide a formal response regarding the upcoming renewal of the South Beach Local Agreement in order to properly inform the Board, and determine the best course of action.</p> <p>In June 2016, the City formally notified DTPW of its desire to extend the current Interlocal Agreement between the County and the City for the operation of the South Beach Local until vehicles for a City- operated trolley service were manufactured and ready for a seamless transition, at which time the South Beach Local service would be discontinued.</p>



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	<p>DTPW has reviewed the proposed route alignment and service plan, and agrees that it represents an improvement to mobility within the vicinity given that it proposes, among other things, a new fleet of vehicles and higher frequency of service consistent throughout the day. It also provides DTPW with an opportunity to reallocate funding currently dedicated to the South Beach Local route to address other regional transportation needs.</p>
<p><b>3A</b> <b>170034</b></p>	<p>RESOLUTION AUTHORIZING APPROVAL OF AN AGREEMENT BETWEEN THE FLORIDA POWER AND LIGHT COMPANY AND MIAMI-DADE COUNTY FOR THE PURPOSE OF PROVIDING A DEDICATED PLANS REVIEW STAFFER IN THE AMOUNT OF \$70,000.00 TO THE COUNTY IN THE FIRST YEAR</p>
<p><b>Notes</b></p>	<p>The proposed resolution authorizes a Utility Structure Permitting Agreement (Agreement) between the Florida Power and Light Company and Miami-Dade County in the amount of \$70,000.00 to the County in the first year, for the purpose of providing a dedicated plans review staffer for permits to be issued by the Miami-Dade County Department of Transportation and Public Works for applications for electrical service facilities.</p> <p><b><u>Fiscal Impact</u></b>  There is no fiscal impact to the County. Through this Agreement, FPL will provide compensation to the County each fiscal year to fund the contract position. The payment will be made once a year upon receipt of an invoice from the County.</p> <p><b><u>Background</u></b>  Due to an increase in FPL's critical electrical infrastructure projects located within the unincorporated areas of the County, FPL will provide funding to the County for the purpose of employing one (1) contract employee for the exclusive purpose of processing applications and permits on a priority basis for electric utility projects within the unincorporated areas to the County. The individual filling this position will act solely as a contract employee of the County, which will be responsible for the employees' training, supervision, compensation, and all other personal matters.</p> <p>The County agrees to diligently pursue the filling of this position with a qualified individual. Should the position be terminated for any reason, the County agrees to initiate the hiring process to retain another qualified individual to fill the position.</p> <p>The Agreement will become effective on the date of execution by the County, and will remain in effect for one (1) year. The Agreement may be extended on a yearly basis, through mutual consent of the parties.</p>
<p><b>3C</b> <b>162742</b></p>	<p>RESOLUTION APPROVING A CONSTRUCTION AGREEMENT, BETWEEN MIAMI-DADE COUNTY AND CSX TRANSPORTATION, INC FOR THE REPLACEMENT OF THE RAILROAD CROSSING SURFACE AT SW 152 STREET IN THE VICINITY OF SW 133 AVENUE IN THE AMOUNT ESTIMATED AT \$587,959.00, AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXECUTE THE AGREEMENT, TO TAKE ALL ACTIONS NECESSARY TO EFFECTUATE SAME, AND TO EXERCISE ALL PROVISIONS CONTAINED THEREIN</p>
<p><b>Notes</b></p>	<p>The proposed resolution approves a Construction Agreement between Miami-Dade County and CSX Transportation, Inc. for the replacement of the railroad crossing surface at SW 152 Street in the vicinity of SW 133 Avenue.</p> <p><b><u>Fiscal Impact/Funding Source</u></b>  The cost of construction is estimated at \$587,959 and will be funded through RESURFACING IMPROVEMENTS COUNTY WIDE (Project 2000000539), in the FY 2016-17 Multi-Year Capital Plan.</p> <p><b><u>Background</u></b>  Based on an existing agreement approved by the BCC on June 7, 1994, under Resolution No. R-830-94, the County is responsible for costs associated with needed replacement to the railroad crossing surface. The replacement cost estimated at \$587,959 will need to be deposited with CSX upon their execution of the notice to proceed with the construction which they will administer as per the Agreement. After the replacement of the railroad crossing surface, CSX will be responsible for the maintenance of the crossing surface at County's cost and expense as per Resolution No. R-830-94.</p>

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Item No.	Research Notes
<b>3D 170020</b>	RESOLUTION APPROVING REJECTION OF ALL PROPOSALS RECEIVED IN RESPONSE TO CONTRACT NO. CIP062-DE1-TR13, ISD PROJECT NO. E13-MDT-02 FOR CONTINUOUS PROFESSIONAL SERVICES FOR NW 27 AVENUE ENHANCED SERVICE – BUS STATION
<b>Notes</b>	<p>The proposed resolution rejects all proposals received for Contract No. CIP062-DE-TR13, ISD Project No. E13-MDT-02 Continuous Professional Services for NW 27 Avenue Enhanced Bus Service - Bus Stations.</p> <p><b><u>Background</u></b></p> <p>On November 1, 2013, the original Request to Advertise was approved and filed with the Clerk of the Board (COB). The solicitation was advertised on November 18, 2013, and eight (8) proposals were received by the COB on December 23, 2013 in response to the solicitation. The negotiation authorization was granted on February 7, 2014.</p> <p>However, prior to negotiations, the Department of Transportation and Public Works (DTPW) recommended that the Miami-Dade County Internal Services Department postpone negotiations until the Florida Department of Transportation (FDOT) and the Miami-Dade County Metropolitan Planning Organization (MPO) perform a study/analysis to implement the Bus Rapid Transit (BRT) along NW 27 Avenue transit corridor. The results of such study/analysis would be presented to the MPO Board and, based on the MPO’s resolution, DTPW would take action.</p> <p>The draft study/analysis was presented at the MPO’s Transit Corridors Workshop on January 8, 2015. At this workshop, various transit corridors, their priorities, and available funding sources were discussed, and members expressed the need to identify three (3) transit corridors to proceed with the Project Development and Environmental Study (PD&amp;E) phase.</p> <p>The MPO Governing Board met on February 19, 2015 and passed a Resolution selecting three (3) premium transit corridors to proceed into the PD&amp;E Study Phase for the implementation of BRT. FDOT has committed to perform the PD&amp;E Study. Therefore, the implementation of the proposed Enhanced Bus Service (EBS) along NW 27 Avenue (North Corridor) is not being considered as an option at this point.</p> <p>In anticipation of professional services assistance to FDOT pending resolution of the above, DTPW did not close the Continuous Professional Services for NW 27 Avenue Enhanced Service - Bus Stations, Contract No: CIP062-DE1-TR13, ISD Project No. E13-MDT-02. It was later determined that professional support would not be necessary, requiring the closing of the subject solicitation.</p> <p><b><u>Fiscal Impact</u></b></p> <p>The fiscal impact of the total five-year contract term would not have exceeded \$2,677,125.00. This project was being funded by the FTA and with proceeds with the Charter County Transportation Surtax.</p>