

INTRODUCTION

The citizens of Miami-Dade County approved one half of one percent Charter County Transit System Sales Surtax on November 5, 2002 to implement the People's Transportation Plan (PTP). The voters also approved, as part of the ballot question, the Citizen's Independent Transportation Trust (the CITT or Trust) to oversee the proceeds of the Surtax and the implementation of the People's Transportation Plan. The PTP included a broad range of projects and are categorized into Bus Service Improvements, Countywide Rapid Transit Improvements, Major Highway and Road Improvements, Neighborhood Improvements and Municipal Transit and Transportation Improvements. Other Board Requested Major Roadway and Neighborhood Improvement Projects were included in the PTP. The Following figure indicates the Surtax collections over the years (FY 2003 through FY 2021). The proposed PTP Surtax collections for the FY 2020 and FY 2021 were estimated to be lower by \$20 million and \$22 million respectively compared to the original Office of Management and Budget (OMB) FY 2019 projections, due to COVID 19 pandemic.

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2010	FY 2011
Annual Surtax	\$105,273,940	\$161,307,471	\$169,932,719	\$189,517,618	\$191,330,659	\$186,500,770	\$172,706,283	\$176,666,761	\$176,666,761	\$189,296,991
Cumulative Surtax	\$105,273,940	\$266,581,411	\$436,514,130	\$626,031,748	\$817,362,407	\$1,003,863,177	\$1,176,569,460	\$1,353,236,221	\$1,353,236,221	\$1,542,533,212
	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	*FY 2020	
Annual Surtax	\$202,478,062	\$216,132,587	\$228,016,549	\$242,080,187	\$251,691,635	\$255,911,451	\$274,979,613	\$282,819,920	\$269,505,000	
Cumulative Surtax	\$1,745,011,274	\$1,961,143,861	\$2,189,160,410	\$2,431,240,597	\$2,682,932,232	\$2,938,843,683	\$3,213,823,296	\$3,496,643,216		

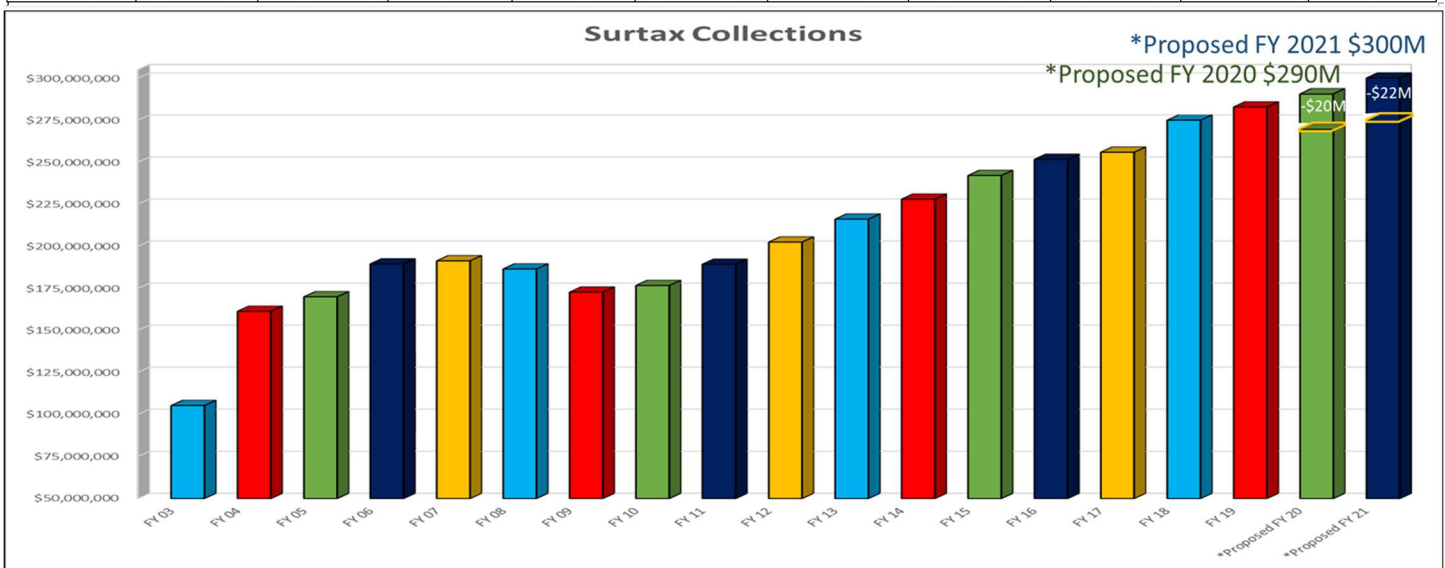


Figure: Surtax Collections FY 2003 to FY 2021

Multiple amendments were approved to the PTP between June 2003 and March 2009 to include transit capital improvement projects, changes to roadway projects, bus service improvements, Neighborhood Improvements, and Paratransit/Special Transportation Services (STS) implementation. In July 2005, the PTP was amended to restore general fund support to Miami-Dade Transit (MDT), also referred to as Maintenance of Effort (MOE), to the pre-Surtax level of \$123.171 million and annually increase the MOE by 3.5%. Included in the amendment was compliance with the terms of the line of credit obligation letter which outlined the loan approved by the CITT for up to \$150 million in Surtax funds to support MDT services in existence as of November 5, 2002.

Later in March 2009, the BCC amended the PTP (via Resolution R-222-09) to create Capital Expansion Reserve Fund (CERF) and unify the funding structure allowing for greater flexibility in the use of Surtax Funds for Operations and Maintenance

of the unified transit system. CERF was established to reserve at least 10% of the Surtax revenue's excluding debt service, for capital expansion of the transit system. Prior to this resolution, MDT's operational expenditures were reimbursed by the Surtax fund utilizing an allocation model. The model was based on the ratio of expanded bus mileage to the pre-existing mileage at the time the PTP was adopted. After the unification of the County's transit system, all MDT operational expenditure is eligible for Surtax Funds reimbursement.

The Surtax funds expenditure for FY 2019 is shown in the figure below. Approximately 24% of FY 2019 Surtax collections were transferred to municipalities. Of the total collection, 28% was used to pay debt obligations for MDT capital projects and around 35% was expended on MDT transit operations. Nine (9%) percent of the Surtax funds were used to pay Public Works projects debt and little less than one (1%) percent for the Public Works pay-as-you-go projects. Just under one (1%) percent was utilized for the Office of the Citizen's Independent Transportation Trust (OCITT) administrative costs and approximately two and half (2.5%) percent was transferred to CERF.

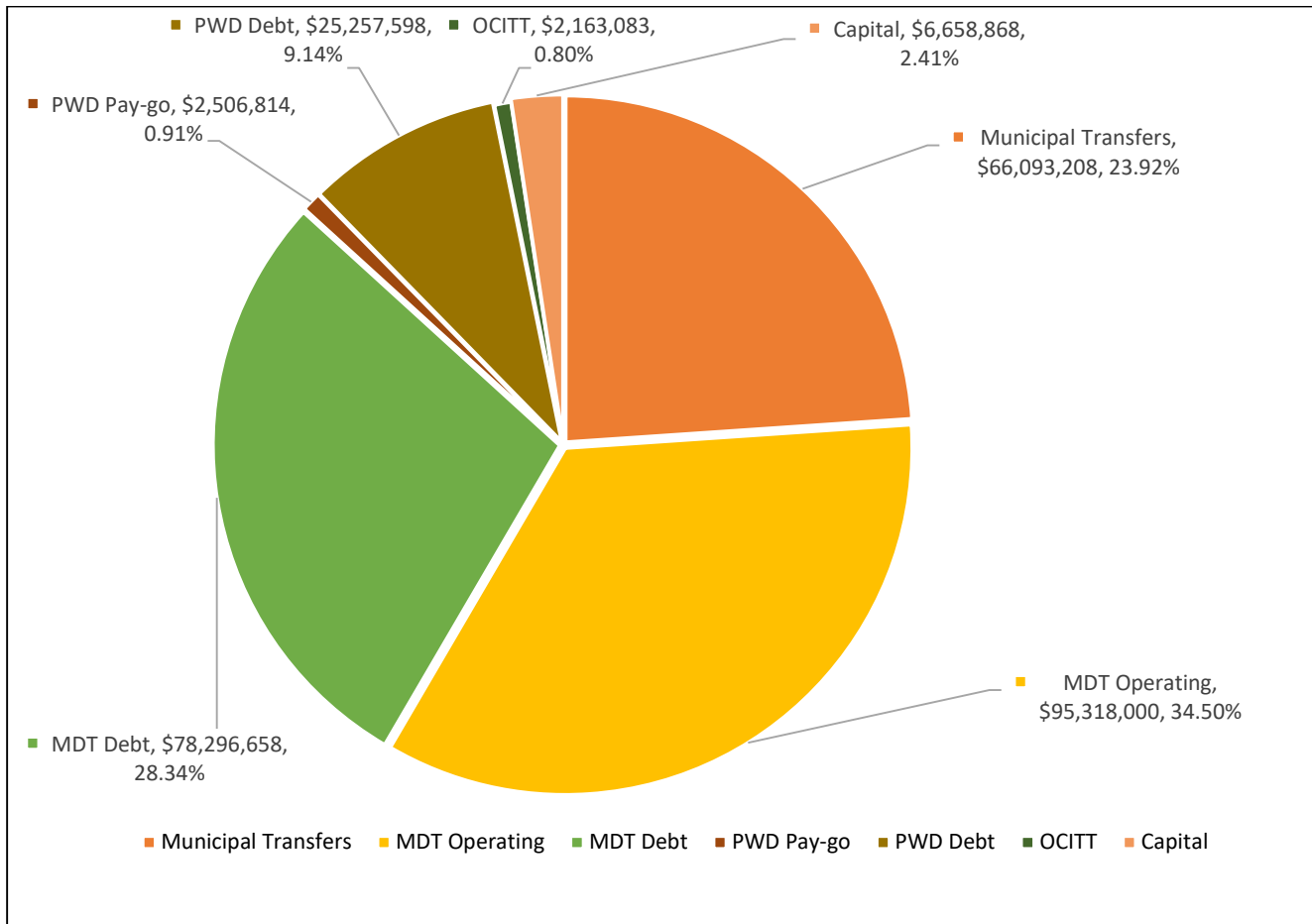


Figure: FY 2019 Distribution of Surtax Funds Expenditure

Significant improvements have been made to Miami-Dade County's public transit and roadway systems through the investment of Surtax funds since the PTP was enacted. Some of the signature projects of the PTP completed to date include:

- Implementation of Golden Passport/Patriot Passport program (estimated \$18M annual foregone revenue)

- Fare free Metromover (estimated \$0.8M annual foregone revenue)
- Orange Line, a 2.4 Mile Metrorail extension to Miami International Airport (\$496.6M PTP for Capital and \$16.6M for annual operations)
- Enhanced and New Bus Services (\$48.8M for annual operations)
- Advanced Traffic Management System (ATMS) Phase 1 and 2 (\$49M PTP Capital)
- Transit Central Control Upgrade (\$25.6M PTP Capital)
- Metromover Vehicle Replacement (\$70M PTP Capital)
- Metrorail Vehicle Replacement (\$385M PTP Capital)
- New Metrobus purchase to replace and add eco-friendly hybrid electric and CNG vehicles (\$115.7M PTP Capital)
- University Station Pedestrian Overpass (\$6.3M PTP Capital)
- Dolphin Station Park-and Ride (\$13.4M PTP Capital)
- William Lehman Metrorail Operations Center Upgrade (improve test yard and storage tracks (\$12.5M PTP Capital)
- Tri Rail Downtown Miami Link (\$69M PTP Capital)
- Construct new lanes and widen NW 87th Avenue between NW 154th Street and Miami Gardens Drive (\$13.5M PTP Capital)

PTP Surtax funds played a major role in the advancement of the Strategic Miami Area Rapid Transit (SMART) Plan and related projects. **South-Dade Transitway Corridor** secured Federal Capital Investment Grant funds (\$100M), State funds (\$100M) with the assistance of Surtax funds (\$103.5 million) local PTP match and advanced to Design-build with estimated operations in 2022. Surtax funds also contributed to the expansion/modification of terminal park-and-rides and stations (SW 344th Street, Dadeland South Metrorail station), Construction of new park-and-rides (SW 168th Street, SW 112th Avenue), and Transit Oriented Development (Quail Roost Drive) along South Corridor. These improvements will provide seamless transfer, connectivity to multimodal transportation options, increased reliability and travel time, iconic stations, level boarding and pre-paid fares for speedy access. Overall, \$191.5M PTP Surtax fund contribution as a local match secured \$222.6M in Federal and State funding towards South Corridor projects.

State Road 836 (SR 836) Express Bus Service Line C from Dolphin Station park-and-ride to Downtown Miami, an incremental improvement along **East-West Corridor** and Dolphin Station park-and-ride opened to revenue service in March 2020. Tamiami Station groundbreaking was completed in August 2020 and Panther Station design was completed, the two additional park-and-ride terminals for SR 836 Express Bus Service Line A and Line B. Widening and resurfacing of NW 12th Street is being implemented to add bus-only lanes and bike lanes between Dolphin Station Park-and-ride and Dolphin mall to reduce travel time and increase reliability for several routes serving Sweetwater and Doral including SR 836 Express and East-West Corridor. **East-West Corridor** Project Development and Environment (PD&E) and Transit Oriented Development (TOD) studies are being conducted by the Department of Transportation and Public Works (DTPW) and funded by Surtax funds. Approximately \$75 million in FTA (\$9.7M) / State (\$8.8M) / Surtax (\$56.8M) funding is allocated towards all these East-West corridor related project improvements.

CITT approved \$76 million in Surtax funding to construct Aventura Station to implement **Northeast corridor** commuter rail service by 2022. Surtax also funded PD&E and Planning and Implementation studies for the SMART plan **Beach Corridor, North Corridor, Northeast Corridor, Flagler Corridor and Bus Express Rapid Transit (BERT) network**.

The PTP has also funded more than 300 miles of roadways and neighborhood improvements throughout the County – including new pavement, resurfacing, guard rails, new bridges, street and traffic signage, Americans with Disabilities Act

(ADA) compliant sidewalks, drainage improvements, traffic calming devices, street lighting on arterial roads and school zone safety improvements. PTP facilitated smoother traffic flow, reduced travel time along major roads and enhanced pedestrian safety.

The municipal component of the PTP has generated outstanding results with both transit and roadway/neighborhood improvements completed in the 33 participating cities. Circulator/Trolley or Freebee Transit systems supported by the PTP are successfully operating in 29 of the participating municipalities carrying more than 14 million passengers (FY 2019) annually.

Five-Year Implementation Plan Description

The Board of County Commissioners (BCC) amended the ordinance governing the activities of the Citizens' Independent Transportation Trust (the "CITT" or "Trust") (Ordinance 02-116) on September 21, 2010 to establish a Five-Year Implementation Plan. The Trust, in consultation with the Mayor, shall recommend to the County Commission a Five-Year Implementation Plan (the "Plan"). The Plan shall include a detailed scope of work and budget for each project funded with Surtax funds that is anticipated to be implemented, in whole or in part, during the five-year period. The Plan shall be consistent with the federal requirements for the Transportation Planning Organization's (TPO) (formerly known as Metropolitan Planning Organization (MPO)) Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP). The Plan shall be updated annually.

This report represents the Ninth annual update of the Five-Year Plan. It documents current status and progress in the implementation of Surtax funded projects versus the baseline. Future annual updates to the Plan will continue to monitor the actual implementation of the projects, their adherence to budget and schedule, and any changes to the Plan including project additions, deletions, or deferrals. The project updates included in this plan are as of December 31, 2019, unless otherwise specified. Project expenditures are actual, through FY 2018-19.

The Plan is divided into the following sections:

- **First/Last Mile Connectivity and Shared Mobility Services:** This section includes information on the first and last mile and shared mobility options available within the County and some proposed improvements.
- **New Projects and Active Projects:** This section summarizes new projects proposed by the Department of Transportation and Public Works for Surtax and/or Capital Expansion Reserve Funds for the FY 2021-25 Five-Year Implementation Plan. This section also includes all active Transit and Public Works projects approved for the use of Surtax and/or Capital Expansion Reserve Funds for fiscal years 2021-25. Active projects are in process or planned within the five-year period; or ongoing operational activities where its respective goal has been amended appropriate to optimal implementation that meets the original intent of the item. Each active project has detailed description to include scope of work and budget. Projects are listed by the following categories:
 - PTP Original Projects
 - Transit (Fare Programs, Transit Service Improvements and Rapid Transit Improvements)
 - Public Works Related projects (Major Highway and Road Improvements, Neighborhood Improvements, Board Requested Projects)
 - Municipal Improvements
 - PTP Amendments 2003-2008 (Miscellaneous Capital Improvements Related to Bus Operations, Miscellaneous Improvements Related to Rail Operations, Additional Amendments)
 - Other Projects 2009 and beyond (Post-unification, Capital Expansion Reserve funded projects, and Infrastructure Renewal Plan)
- **Municipal Program:** This section discusses the Surtax funded municipal transportation program. It summarizes activity on municipal transit service, ridership, connectivity and other transit and transportation projects that are funded with the Surtax funds.

- **Inactive Projects:** This section includes a project summary chart of all inactive projects using all or a portion of Surtax and/or Capital Expansion Reserve Funds. Inactive projects are fully complete, unfunded, deemed infeasible, canceled by Board action, or any further implementation deferred outside the Five-Year plan period (beyond fiscal year 2025). Projects are listed in the similar categorical order as active projects.
- **Appendices**
 - **Pro-Forma** - The FY 2021 update to DTPW's 40- year Pro-Forma as of July 2020.
 - **Capital Budget** - FY 2020-21 Proposed Budget and Multi-Year Capital Plan and FY 2019-20 Adopted Budget and Multi-Year Capital Plan for the DTPW.
 - **PTP Ordinances** - This appendix details the original Exhibit 1 attached to the People's Transportation Plan (PTP) and also includes current County Ordinances related to the PTP

Statement of CITT's Guiding Principles and Priorities

The intent of the Citizens' Independent Transportation Trust ("CITT") *Guiding Principles and Priorities* is to provide guidance to the CITT, and its staff and partners, on actions and activities related to the implementation of the Peoples Transportation Plan ("PTP") and use of Surtax funds. The CITT shall actively seek to amend the CITT By-Laws, County Code and/or State Statutes as necessary to effectuate these provisions.

MISSION STATEMENT

The Citizens' Independent Transportation Trust (CITT) is an independent arm of Miami-Dade County created by the voters to monitor, oversee, review, audit and investigate implementation of the transportation and transit projects funded with Surtax proceeds.

GUIDING PRINCIPLES & PRIORITIES

1. **Independence.** The CITT was created by the voters as an independent entity of the County and shall endeavor to protect and reaffirm its independence as necessary and appropriate.
2. **Voter Intent.** Projects, programs and activities related to the CITT, PTP and Surtax proceeds shall align with the original intent of the voter approved PTP referendum. This includes the intended expenditure of Surtax dollars on new and enhanced transportation programs, projects and service, and not on the operation and maintenance of the system existing prior to the PTP.
3. **Public Good.** Consistent with the "Citizens" in its title, the CITT should at all times be guided by the public good, and not by political considerations or special interests, and shall strive for equity and fairness across geographic, demographic and socio-economic lines in all of its actions and activities.
4. **Good Governance.** The CITT shall at all times adhere to good governance practices and principles, holding itself to the highest ethical standards, conducting its business in an open and transparent manner, establishing a culture of integrity, professionalism and accountability, and providing sound financial stewardship of Surtax funds.
5. **Balance of Interests.** The CITT shall engage in a thoughtful and comprehensive approach to addressing transportation and mobility issues; one which balances, complements and furthers other community objectives, such as placemaking, quality of life, economic development, health and fitness, affordable housing and sustainability.
6. **Funding Partnerships.** Surtax funds should be leveraged as a local match to attract other funds to the maximum extent possible, including federal/state/municipal funds and private sector contributions. Surtax funds should not exceed 50% of project costs for capital projects, except as otherwise approved by the CITT.
7. **5 Year Plan.** In coordination with the County, the CITT shall proactively propose revisions to the PTP 5 Year Implementation Plan ("5 Year Plan"), including the addition and deletion of projects, consistent with these Guiding Principles & Priorities and the CITT's Strategic Objectives.
8. **Performance, Capacity & Connectivity.** The CITT shall prioritize projects that enhance the performance, capacity and connectivity of the transit system, including the Strategic Miami Area Rapid Transit (SMART) Plan and 1st/last

mile solutions that connect the system to surrounding communities, over projects that promote the use of single occupancy vehicles. Furthermore, the CITT shall work with the County, municipalities, and other transportation entities to ensure that all systems complement and connect with one another and work as seamlessly and efficiently as possible.

- 9. Capital Expansion Reserve Fund.** The CITT shall work to increase contributions to the Capital Expansion Reserve Fund (CERF), including directing any recaptured, reimbursed, or otherwise uncommitted Surtax proceeds to the fund, and increasing the percentage of Surtax proceeds dedicated to the fund. CERF should be reserved for critical projects that advance or support the SMART Plan; and any proposed use of CERF should first be reviewed and approved by the CITT and BCC.
- 10. 1st/Last Mile Solutions.** The CITT shall endeavor to have a percentage of annual Surtax proceeds dedicated to 1st/Last mile solutions, such as bike/ped infrastructure, that connects surrounding communities to transit stations.
- 11. On-Time & On-Budget.** The CITT shall monitor Surtax-funded County and municipal projects to ensure that they are on-time and on-budget, and shall, to the extent possible, withhold, recapture or repurpose funds for projects that are significantly delayed or over-budget unless an acceptable justification is otherwise provided.
- 12. Customer Experience.** The CITT shall work with the County and municipalities to ensure that the expenditure of Surtax funds is resulting in a positive customer experience and that transit systems and facilities are clean, well-maintained and operating efficiently and effectively.
- 13. Promotion.** The CITT shall support the development and execution of a multi-pronged branding, marketing and public relations campaign(s) to promote the CITT, PTP and its initiatives, and support promotional efforts that aim to increase the use of alternative modes of transportation such as riding transit, carpooling/vanpooling with someone, and bicycling or walking.

Notable Changes to the FY 2021-25 Five-Year Implementation Plan

The Five-Year Implementation Plan (the Plan) presents status on the scope, cost and timing of initiatives both completed and in progress. The following table details projects with an increase in Surtax dollars in the FY 2021-25 Five-Year Plan Update versus the prior year.

INCREASE IN PTP SURTAX/CAPITAL EXPANSION RESERVE FUNDING

PROJECT NAME	Requested Surtax Funding FY 2020-25 Five-Year Plan	Requested Surtax Funding FY 2021-25 Five-Year Plan	Funding Increase
SMART Plan Beach Corridor PD&E	\$4,666,000	\$16,580,000	\$11,914,000
SMART Plan East-West Corridor PD&E	\$9,000,000	\$12,000,000	\$3,000,000
Park-and-Ride at Transitway and SW 168 St	\$4,500,000	\$51,958,000	\$47,458,000
Panther Station	\$3,423,000	\$6,796,000	\$3,373,000
Metromover Comprehensive Wayside Overhaul	\$90,964,000	\$92,163,000	\$1,199,000
Metrorail Acoustical Barrier Replacement	\$48,742,000	\$82,697,000	\$33,955,000
Metrorail Fiber Optic Repair and Capacity Augmentation	\$500,000	\$3,015,000	\$2,515,000

DEFERRED COMPLETION

The FY 2021-25 Five-Year Plan Update reflects a number of People's Transportation Plan (PTP) approved projects having estimated completion dates of one or more years later than projected in the previous year Five-Year Plan Update.

PROJECT NAME	Completion Date FY 2020-25 Five-Year Plan	Completion Date FY 2021-25 Five-Year Plan
SMART Plan East-West Corridor Transit Oriented Development (TOD) Project	September 2020	September 2021
SMART Plan Bus Express Rapid Transit (BERT) Network	September 2020	September 2021
SMART Plan Northeast Corridor Planning and Implementation	September 2021	September 2023
SMART Plan North Corridor Planning and Implementation	September 2021	September 2023
SMART Plan Flagler Corridor Planning and Implementation	September 2021	September 2023
Dadeland South Intermodal Station	September 2022	September 2023
Advanced Traffic Management System (ATMS)	October 2025	September 2027
NW 37 Avenue (NW 79 Street to North River Drive) – Widening from 2 to 5 lanes	September 2023	May 2025
AC Unit Substations	September 2022	September 2023
Metrorail Fiber Optic Repair and Capacity Augmentation	September 2025	Not Available
Metrorail Traction Power Switchgear Equipment	September 2024	Not Available
Greenline Rail Component Replacement	September 2025	September 2027
10-15 Year Track Equipment Replacement	September 2019	January 2022
Automated Fare Collection Cloud Migration	September 2019	December 2020
Disaster Recovery Control Center (ay PYD)	September 2020	April 2024

NEW PROJECTS

Two proposed new projects are recommended to be included in the FY 2021-25 Five-Year Plan Update. The projects are listed below and further described in the New and Active projects section of this Plan.

PROJECT NAME	PROJECT DESCRIPTION	ESTIMATED PTP PROJECT AMOUNT
Transit Oriented Development (TOD) Master Plan for the South Corridor	The South Corridor runs approximately 20 miles from the Dadeland South Metrorail Station to Florida City and has a general project alignment that runs north along the South Dade Transitway. This project will result in a Corridor Master Transit-Oriented Development (TOD) Plan for the South and inform the ongoing private and public development along the Transitway. Work will focus more intensely on individual station areas	\$260,000
South Dade Area Bus Maintenance Facility	This project entails a planning study, design, land acquisition, construction and operations of a new South Dade Bus Maintenance Facility to more effectively and efficiently serve the southern bus operations needs of the South Dade area. The project is commencing the planning studies	\$56,300,000