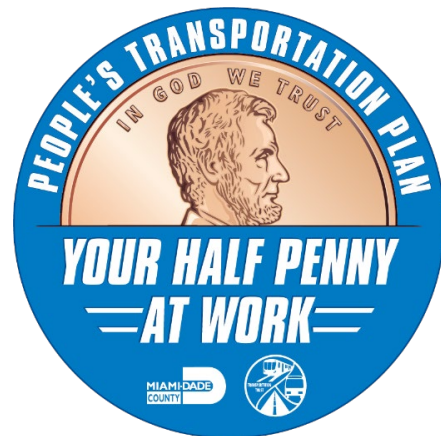


PTP Five-Year Plan Update

Five-Year Implementation Plan of the People's Transportation Plan (PTP)

Thirteenth Annual Update
Covering Fiscal Years 2025 to 2029



**Citizens' Independent Transportation Trust
and Miami-Dade County**



PAGE INTENTIONALLY BLANK



Citizens' Independent Transportation Trust

111 NW 1st Street • Suite 1661

Miami, Florida 33128

T 305-375-1357 F 305-375-4605

f Transportation Trust @GoCITT

miamidade.gov/citt

CITT Board Members

Chairperson

Robert Wolfarth

First Vice Chairperson

Mary Street, Esq.

Second Vice Chairperson

Honorable Peggy Bell

Omar K. Bradford, Esq.

Meg Daly

Qjuezari Harvey

Harry Hoffman

Kenneth Kilpatrick

David Marin

Miguel Murphy

Robert Ruano

*Paul J. Schwiep, Esq.

Executive Director

Javier A. Betancourt

**Past Chairperson*



Chairman's Message

As the Chairman of the Citizens' Independent Transportation Trust (CITT), I am reminded that Miami-Dade County is a great place to live, work and play. Public Transportation plays a vital role in both the economic and physical health of our residents and offers great benefits to the community.

The CITT is dedicated to its core responsibilities to provide oversight of the People's Transportation Plan (PTP) and develop proactive plans that meet the challenges of improving public transit in our community. My fellow Trust Members and I remain committed in safeguarding the public's money and we work diligently to maintain the Public's confidence, ensuring that the half-penny transportation Surtax funds are spent as intended.

Over the years, PTP funded projects have greatly enhanced public transportation. For example, we now have a 2.5-mile Metrorail extension to Miami International Airport; new Metrorail, Metromover, and Metrobus vehicles; rail and bus transit system and station enhancements; Special Transportation Services (STS) for people who can't use regular transit services; fare free municipal trolley/on-demand services; an advanced traffic management system; roadways, bridges, and neighborhood improvements, and more.

We are proud of the accomplishments made with the half-penny Surtax thus far and look forward to opening of the South Dade TransitWay Bus Rapid Transit Corridor, South Dade Transit Operations Center, Northeast Corridor, and successful implementation of the entire Strategic Miami Area Rapid Transit (SMART) Program.

It is an exciting time for transportation in Miami-Dade County. We have never been better connected locally and regionally, and the vision for the future is equally impressive. The investments of our half-penny sales Surtax into public transportation and the expansion of our system are connecting people and communities, serving the residents, helping sustain our growing economy, and contributing to the ongoing and prosperous development of Miami-Dade County which brings about increased business opportunities and high-paying job prospects. And all this is possible thanks to the contributions of the taxpayers whom we represent as the Trustees of the half-penny sales Surtax.

Robert Wolfarth, Chairman.

MIAMI-DADE
COUNTY



CITIZENS' INDEPENDENT TRANSPORTATION TRUST

ROBERT WOLFARTH, CHAIRPERSON
MARY STREET, ESQ., FIRST VICE CHAIRPERSON
HONORABLE PEGGY BELL, SECOND VICE CHAIRPERSON

MIGUEL MURPHY, DISTRICT 1

OMAR K. BRADFORD, ESQ., DISTRICT 2

QUEZARI HARVEY, DISTRICT 3

ROBERT WOLFARTH, DISTRICT 4

MARY STREET, ESQ., DISTRICT 5

ROBERT RUANO, DISTRICT 6

MEG DALY, DISTRICT 7

HONORABLE PEGGY BELL, DISTRICT 8

VACANT, DISTRICT 9

VACANT, DISTRICT 10

HARRY HOFFMAN, DISTRICT 11

VACANT, DISTRICT 12

DAVID MARIN, DISTRICT 13

KENNETH M. KILPATRICK, LEAGUE OF CITIES

PAUL J. SCHWIEP, ESQ., MAYORAL APPOINTEE

JAVIER A. BETANCOURT, EXECUTIVE DIRECTOR



DANIELLA LEVINE CAVA, MAYOR

BOARD OF COUNTY COMMISSIONERS

ANTHONY RODRIGUEZ, CHAIRMAN
KIONNE L. MCGHEE, VICE CHAIRMAN

OLIVER G. GILBERT, III, DISTRICT 1

MARLEINE BASTIEN, DISTRICT 2

KEON HARDEMON, DISTRICT 3

MICKY STEINBERG, DISTRICT 4

EILEEN HIGGINS, DISTRICT 5

KEVIN M. CABRERA, DISTRICT 6

RAQUEL A. REGALADO, DISTRICT 7

DANIELLE COHEN HIGGINS, DISTRICT 8

KIONNE L. MCGHEE, DISTRICT 9

ANTHONY RODRIGUEZ, DISTRICT 10

ROBERTO J. GONZALEZ, DISTRICT 11

JUAN CARLOS BERMUDEZ, DISTRICT 12

SEN. RENE GARCIA, DISTRICT 13

JUAN FERNANDEZ-BARQUIN, ESQ., CLERK OF COURTS

PEDRO J. GARCIA, PROPERTY APPRAISER

GERI BONZON-KEENAN, COUNTY ATTORNEY



Table of Contents

4	INTRODUCTION
19	FIRST AND LAST MILE/LEG CONNECTIVITY AND SHARED MOBILITY SERVICES
38	NEW AND ACTIVE PROJECTS
190	ACTIVE PROJECTS BY COMMISSION DISTRICT
226	MUNICIPAL PROGRAM
272	INACTIVE PROJECTS
282	PRO-FORMA
291	FY 2024-25 PROPOSED BUDGET AND MULTI-YEAR CAPITAL PLAN
306	FY 2023-24 ADOPTED BUDGET AND MULTI-YEAR CAPITAL PLAN
320	PTP ORDINANCES
334	INDEX





PAGE INTENTIONALLY BLANK

Selected Terms and Abbreviations

ADA – Americans with Disabilities Act of 1990 - A civil rights law passed by Congress in 1990

AFCS – Automated Fare Collection System

ARRA – American Recovery and Reinvestment Act (commonly known as federal stimulus funds)

ATMS – Advanced Traffic Management System

AVL – Automatic Vehicle Location

BCC – Board of County Commissioners

BERT – Bus Express Rapid Transit

BRT – Bus Rapid Transit – combines the quality of rail transit and the flexibility of buses. It can operate on exclusive Transitways, HOV lanes, Expressways, or ordinary streets

CAD – Computer Aided Dispatch

CAO – County Attorney's Office

Capital Expense – The expenses related to the purchase of equipment

CatEx – Categorical Exclusion

CCTV – Closed Circuit Television

CEI – Construction Engineering and Inspection

CERF – Capital Expansion Reserve Fund

CIG – Capital Investment Grant

CITT – Citizens' Independent Transportation Trust (also referred to as Transportation Trust or Trust)

CMAQ – Congestion Mitigation and Air Quality

CNG – Compressed Natural Gas

DBE – Disadvantaged Business Enterprise – Designation for a business owned and operated by one or more socially and economically disadvantaged individuals. Includes African Americans, Hispanic Americans, Native Americans, Asian Pacific Americans, or Asian Indian Americans

DCP – Design Criteria Package

DLPM – Durable Liquid Pavement Marking

DTPW – Department of Transportation and Public Works

EA – Environmental Assessment

EIS – Environmental Impact Statement

ESS – Energy Storage System

FDOT – Florida Department of Transportation

Formula Funding – Funds distributed or apportioned to qualifying recipients based on formula described in law

FRA – Federal Railroad Administration

FTA – Federal Transit Administration - Division of the United States Department of Transportation

FTE – Florida's Turnpike Enterprise

FY – Fiscal Year

GGMTF – Golden Glades Multimodal Transportation Facility

GPS – Global Positioning System

HB385 – House Bill 385

HEFT – Homestead Extension of Florida's Turnpike

HOV – High Occupancy Vehicle

ILA – Interlocal Agreement

IMG – IMG Rebel, Financial Consultant for CITT

IRP – Infrastructure Renewal Program

ISD – Internal Services Division

JPA – Joint Participation Agreement

Golden Passport - Fare card which allows senior citizens 65 years and older or a social security beneficiary who are permanent Miami-Dade residents to ride transit fare-free.

LOGT – Local Option Gas Tax

LPA – Locally Preferred Alternative

LRT – Light Rail Transit (lighter passenger capacity per hour and more closely spaced stops than heavy rail)

LRTP – Long-Range Transportation Plan

MDC – Miami-Dade County (also referred to as County)

MDT – Miami-Dade Transit

MDX – Miami-Dade Expressway Authority

Mega Program – a National Infrastructure Project Assistance Program

MIC – Miami Intermodal Center

MOA – Memorandum of Agreement

MOE – Maintenance of Effort

MPO – Metropolitan Planning Organization

NEPA – National Environmental Policy Act

NTD – National Transit Database

NTP – Notice to Proceed

OCITT – Office of the Citizens' Independent Transportation Trust

Operating Expense or O&M – Recurring operating and maintenance costs (salaries, fuel, etc.)

PD&E – Project Development & Environment, a study to determine social, economic, and environmental effects of a proposed transportation project.

PMOC – Project management Oversight Contractor

PSD – Procurement Services Division

PTC – Positive Train Control

PTP – People’s Transportation Plan

PWD – Miami-Dade Public Works Department, now a part of DTPW

RAISE Grants – Rebuilding American Infrastructure with Sustainability and Equity, a discretionary grant program

Rapid Transit – Rail or bus transit service operating separately from all modes of transportation on an exclusive or semi-exclusive right-of-way.

Reversible Lanes – A highway or street lane that the directions of traffic flow can be changed to use the maximum roadway capacity during peak periods.

RIF – Road Impact Fee

ROD – Record of Decision

ROW – Right-of-Way

SB50 – Senate Bill 50

Section 5309 Discretionary Grants – grants for bus and bus-related equipment and facilities; awarded by FTA

SFRC – South Florida Rail Corridor

SFRTA – South Florida Regional Transportation Authority; operates Tri-Rail; before 2003 was known as Tri-County Commuter Rail Authority

SMART Program – Strategic Miami Area Rapid Transit Program (formerly known as SMART Plan)

SPO – Small Purchase Order(s)

STS – Special Transportation Services

SR – State Road

TAP – Transportation Alternatives Program

TCC – Traffic Control Center

TIGER – Transportation Investment Generating Economic Recovery

TIP – Transportation Improvement Program

TOD – Transit Oriented Development

TOS – Transit Operations System

TPO – Transportation Planning Organization

TSP – Transit Signal Priority, typically a key part of BRT and Enhanced Bus Service

TVM – Ticket Vending Machine

UPWP – Unified Planning Work Program

UTCS – Uniform Traffic Control System

USCG – United States Coast Guard

WASD – Water and Sewer Department

YOE – Year of Expenditure

Introduction

Background

On November 5th, 2002, the citizens of Miami-Dade County (MDC or the County) approved one-half of one percent Charter County Transit System Sales Surtax (Surtax) to implement the People's Transportation Plan (PTP). As part of the ballot question, the voters also approved formation of the Citizens' Independent Transportation Trust (the CITT or Trust) to oversee the proceeds of the Surtax and the implementation of the PTP.

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 Improvements.

The Citizens' Independent Transportation Trust (CITT) is the 15-member body created to oversee the People's Transportation Plan funded with the Half-Penny Sales Surtax.

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% to support Miami-Dade Transit services in existence as of November 5, 2002.

Later in March 2009, the Board of County Commissioners (BCC) amended the PTP (via Resolution R-222-09) to create the Capital Expansion Reserve Fund (CERF) and unify the funding structure allowing for greater flexibility in use of Surtax funds for operations and maintenance of the unified transit system. The CERF was established to

reserve at least 10% of the Surtax revenue excluding debt service, for capital expansion of the transit system. Prior to this resolution, MDT's operational expenses were reimbursed by the Surtax fund utilizing an allocation model. The model was based on the ratio of expanded bus mileage to pre-existing mileage at the time the PTP was adopted. After the unification of the County's transit system, all MDT operational expenses were eligible for Surtax funds reimbursement. However, in 2019, the State Legislature passed a bill (HB385) amending F.S. s.212.055 revising the authorized uses of proceeds from Charter County and Regional Transportation System Surtax. The bill placed additional restrictions on the use of transportation Surtax funds and the relevant provisions became effective October 1, 2022.

Additionally, in April 2021, the Florida Senate Bill 50 (SB50) was approved revising the definition of the term "retail sale" to include a remote sale. SB50 became effective July 1, 2021, and has a positive impact on Surtax collections. In November 2023, BCC passed a Resolution (R-1009-23) amending Exhibit 1 to the PTP to reinstate the language limiting the use of Charter County Transportation System Surtax Funds to eligible County capital enhancements implemented after November 5, 2002, and the operations and maintenance thereof.

Surtax Collections

Surtax collections over the years from FY 2003 through FY 2025 are shown in Table 1 and Figure 1 below. Due to the unprecedented COVID-19 pandemic, there was a significant drop in the Surtax collections in FY 2020. However, the Surtax collections showed a significant increase in FY 2021 and 2022 and slight increase in FY 2023. The total annual Surtax collections during FY 2023 were approximately \$394.7 million, 2% higher compared to FY 2022. The budgeted and proposed Surtax collection for FY 2024 was originally estimated to be approximately \$424 million but was revised mid-year to \$402 million and FY 2025 is estimated to be \$396 million.

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
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
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
	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Annual Surtax	\$189,296,991	\$202,478,062	\$216,132,587	\$228,016,549	\$242,080,187	\$251,691,635	\$255,911,451	\$274,979,613
Cumulative Surtax	\$1,542,533,212	\$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
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	*FY 2024	**FY 2025	
Annual Surtax	\$282,819,920	\$250,666,807	\$310,906,128	\$386,789,543	\$394,666,894	\$402,800,000	\$396,076,000	
Cumulative Surtax	\$3,496,643,216	\$3,747,310,023	\$4,058,216,151	\$4,445,005,694	\$4,839,672,588	\$5,242,472,588	\$5,638,548,588	

* Budgeted as per FY 2023-24 mid-year budget amendment; ** Projected as per draft FY 2025 Pro-Forma

Table 1 – Surtax Collections FY 2003 through FY 2025

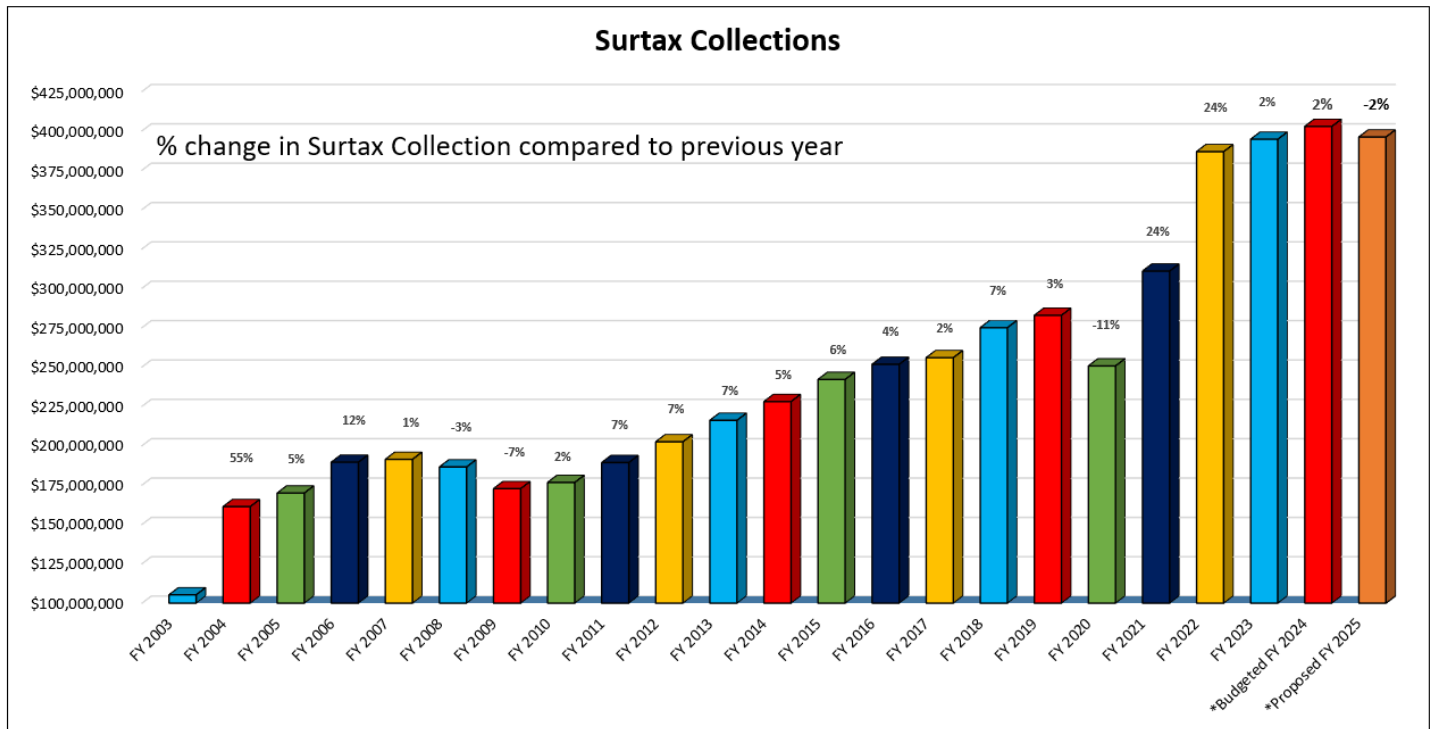


Figure 1: Surtax Collections FY 2003 to FY 2025

Surtax Distribution

Surtax distribution for FY 2023 is shown in Figure 2 below. Approximately twenty-five percent (25%) of FY 2023 Surtax funds were transferred to municipalities. Of the total, thirty-two percent (32%) was used to pay debt obligations for transit capital projects and approximately one tenth of one percent (0.1%) was expended on transit operations. Two percent (2%)

of the Surtax funds were used to pay public works projects debt services, and less than one third of one percent (0.3%) for public works pay-as-you-go projects. Under one percent (0.69%) of Surtax funds were utilized for the Office of the Citizens' Independent Transportation Trust (OCITT) operational costs and approximately fourteen percent (14%) was transferred to the Capital Expansion Reserve Fund (CERF). There is a fund balance of approximately nineteen (19%) (\$75.59M) of the total Surtax collected (\$394,666,894) in FY 2023 that is not reflected in the pie chart below.

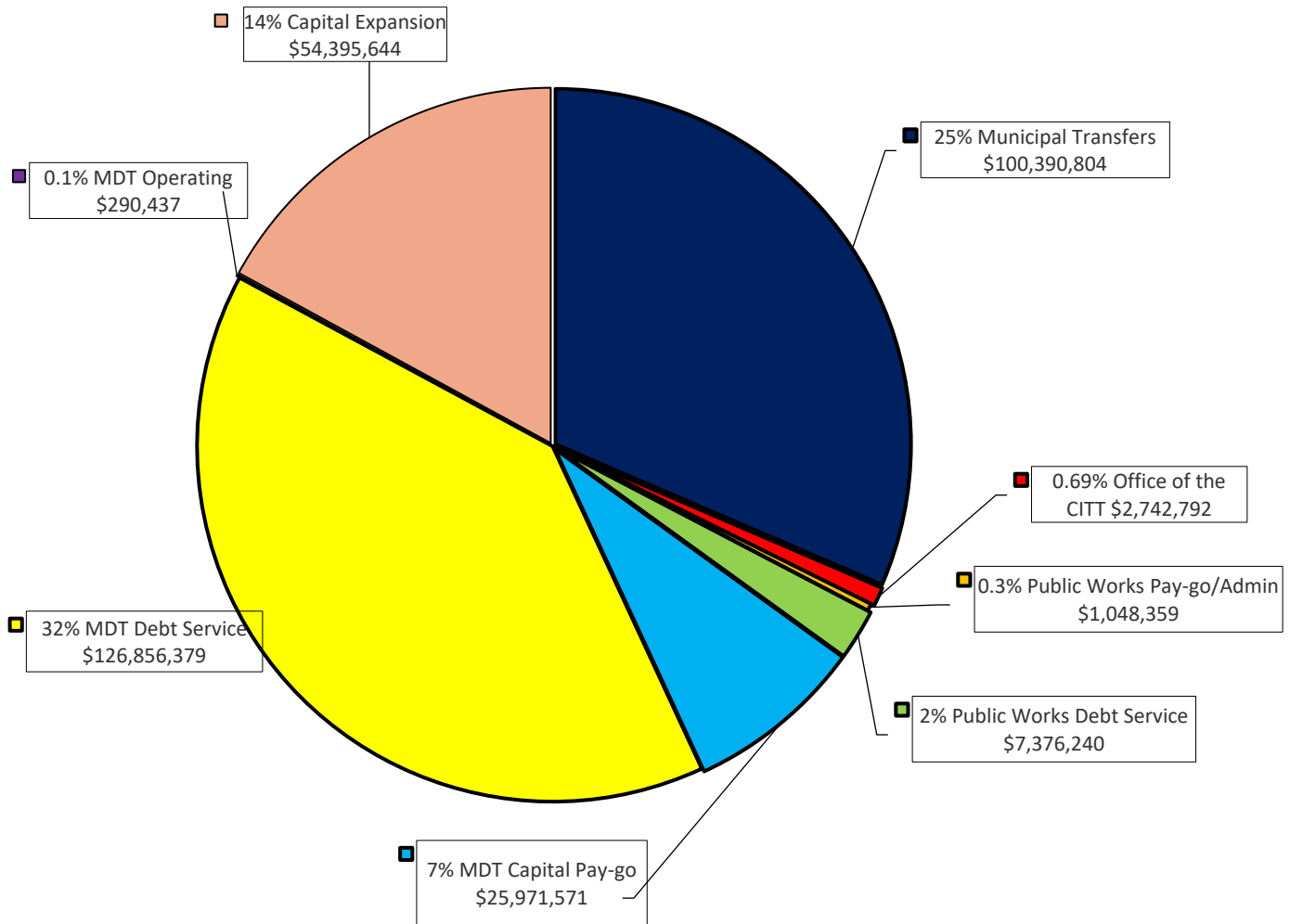


Figure 2: FY 2023 Distribution of Surtax Funds

Significant improvements have been made to the County's public transit and roadway systems through the investment of Surtax funds since the PTP was enacted. Some of the signature projects 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)
- Advanced Traffic Management System (ATMS) Phase 1 and 2 completed. Phase 3 ATMS on-going (\$49M PTP Capital)
- Metrorail Central Control Upgrade (\$25.6M PTP Capital)
- Metromover Vehicle Replacement (\$70M PTP Capital)
- Metrorail Vehicle Replacement (\$399.8M PTP Capital)
- Fare Collection Equipment for Buses and Fare Collection Cloud Migration (\$81.9M PTP Capital)
- University Station Pedestrian Overpass (\$6.3M PTP Capital)
- Dolphin Station Park-and Ride (\$13.6M PTP Capital)
- Tamiami Station Park-and Ride (\$8.2M PTP Capital)
- Northeast Corridor West Aventura Station (\$72.7M PTP Capital)
- William Lehman Metrorail Operations Center Upgrade (improve test yard and storage tracks (\$12.5M PTP Capital)
- Tri Rail Downtown Miami Link (\$13.9M PTP Capital)
- Construct new lanes and widen NW 87th Avenue between NW 154th Street and Miami Gardens Drive (\$13.5M PTP Capital)

PTP Surtax funding of \$97.2M along with Federal funds (\$67.1M), State funds (\$45.1M), and County Bond/Debt Lease Financing (\$436.2M) are allocated to purchase new eco-friendly Compressed Natural Gas (CNG), hybrid, electric Metrobus vehicles, bus batteries and electric charging stations. This will modernize the County bus fleet while reducing the carbon footprint. Surtax currently funds \$540.48M for the Metrorail track, guideway, stations, systems, and signage improvement projects. A Metromover comprehensive wayside overhaul project supported by \$132.2M PTP Surtax and \$39.7M Federal funding is on-going. Other Metromover projects including guideway superstructure retrofit are being supported with \$81.3 million of PTP Surtax funds.

PTP Surtax funds played a major role in the advancement of the Strategic Miami Area Rapid Transit (SMART) Program and related projects. **South-Dade Transitway Corridor** secured Federal Capital Investment Grant (CIG) funds (\$100M), State funds (\$100M) with the assistance of Surtax funds (\$107.5M) local PTP match and advanced to Design-Build with estimated operations in 2024. Surtax funds also contributed to the expansion/modification of terminal park-and-rides and stations (SW 344th Street, Dadeland South Intermodal station), Construction of new park-and-rides (at SW 168th Street, SW 112th Avenue, SW 264th Street), BRT station drop-off/pick up areas and shared-use path enhancements, Transit Oriented Development (TOD) at Quail Roost Drive, TOD Master Plan study along the South Corridor, a South-Dade area bus maintenance facility and 37 maintenance fleet vehicles for operations and maintenance of 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, a local match contribution of \$585.17M PTP Surtax funds secured \$238.7M of Federal and State funds towards the South Corridor and related projects.

SMART program **Beach Corridor** Trunkline (Baylink) is budgeted with \$758.2M PTP Surtax funds in FY 2024-25 capital budget to secure \$254.8M State funding in the future. The Beach Corridor Design District extension project development

and environment (PD&E) study and the TOD master plan for beach corridor projects are funded by \$11.2M in Surtax funding.

State Road 836 (SR 836) Express Bus Service Line A and Line C from Tamiami Station and Dolphin Station park-and-rides to Downtown Miami, an incremental improvement along **East-West Corridor**, Dolphin Station and Tamiami Station park-and-rides opened to revenue service. The design of Panther Station, a park-and-ride terminal for SR 836 Express Bus Service Line B, was completed. Widening and resurfacing of NW 12th Street to add bus-only lanes and bike lanes between Dolphin Station Park-and-ride and Dolphin Mall is being implemented 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) master plan studies are being conducted by the Department of Transportation and Public Works (DTPW) and funded by Surtax funds. Approximately \$113.8M in Surtax funding, \$9.7M Federal and \$3.4M State funding is budgeted for all these East-West corridor and related project improvements.

PTP Surtax funding of \$337.8M was leveraged to secure \$389.5M federal funding and \$200M State (FDOT) funding for the Northeast **Corridor**.

The PTP Surtax has also funded more than 306 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 over the years with both transit and transportation (roadway/neighborhood) improvements completed in the 33 participating cities. Circulator/Trolley or On-Demand Transit systems supported by the PTP are successfully operating in 31 of the participating municipalities. The pre-pandemic annual ridership was over 14 million passengers in FY 2019. The ridership declined significantly to 5.4 million passengers in FY 2021 due to service suspensions and reduction in service during the COVID-19 pandemic. However, there is a significant increase in ridership in the subsequent years. The ridership is approximately 10.8 million passengers in FY 2023.

House Bill 385 (HB385)

The State Legislature passed a bill (HB385) in 2019 that placed additional restrictions on the use of transportation Surtax funds. The bill's relevant provisions will become effective on October 1, 2022. Summary of the information in the bill pertaining to the use of Surtax is listed below.

- Pursuant to Section 3, ch. 2019-169, effective October 1, 2022, and to the extent not prohibited by contracts or bond covenants in effect on that date, Miami-Dade County shall use proceeds from the Surtax only for the following purposes:
 - The planning, design, engineering, or construction of fixed guideway rapid transit systems, rail systems, and bus systems, including bus rapid transit systems, and for the development of dedicated facilities for autonomous vehicles as defined in section 316.003, Florida Statutes.
 - The acquisition of rights-of-way for fixed guideway rapid transit systems, rail systems, and bus systems, including bus rapid transit systems, and for the development of dedicated facilities for autonomous vehicles as defined in s. 316.003.
 - The purchase of buses or other capital costs for bus systems, including bus rapid transit systems.
 - The payment of principal and interest on bonds previously issued related to fixed guideway rapid transit systems, rail systems, or bus systems.
 - As security by the governing body of the County to refinance existing bonds or to issue new bonds for the planning, design, engineering, or construction of fixed guideway rapid transit systems, rail systems, bus rapid transit systems, or bus systems.
 - For the operation and maintenance of fixed guideway rapid transit systems and bus routes or extensions thereof, including bus rapid transit systems, which were implemented or constructed subsequent to the passage of the Surtax, and for operations and maintenance of services authorized by electors in passing the Surtax or included in the ordinance authorizing the levy of the Surtax subject to the electorate's approval.
 - To the extent not prohibited by contracts or bond covenants in effect on October 1, 2022, no more than 25 percent of the Surtax proceeds may be distributed to municipalities in total. Such municipalities may use the Surtax proceeds to plan, develop, construct, operate, and maintain roads and bridges in the municipality and to pay the principal and interest on bonds issued to construct roads or bridges. The governing body of the municipality may pledge the proceeds for bonds issued to refinance existing bonds or new bonds issued to construct such roads or bridges. Additionally, each such municipality may use Surtax proceeds for transit systems within the municipality.

To ensure that all proposed uses of Surtax funds will be spent for eligible projects under the new restrictions, OCITT along with the County Attorney's Office (CAO) and DTPW, reviewed the active projects in the current PTP five-year implementation plan and listed the eligibility of the projects for Surtax funding after HB385 becomes effective. The following table shows the list of projects that are either ineligible or partially eligible for Surtax funding on a pro-rata basis to the extent required due to the implementation of supported projects subsequent to the implementation of the PTP (Orange line 2.4-mile Metrorail extension of Guideway, MIC and Palmetto Metrorail Stations).

Project Name	Surtax Funding Eligibility with HB385 in effect
Expansion of Golden Passport to everyone over 65 years of age regardless of income	Only Golden Passport included in the PTP Exhibit 1 is eligible.
Patriot Passport	Not eligible after Oct 1, 2022.

Project Name	Surtax Funding Eligibility with HB385 in effect
NW 37 Avenue from NW 79 Street to North River Drive - Widening from 2 to 5 lanes	Yes, to the extent included in the Contract/Bond executed before Oct 1, 2022.
Resurfacing, Sidewalks and Drainage on Arterial Roads	Yes, to the extent included in the Contract/Bond executed before Oct 1, 2022.
Pavement Markings	Yes, to the extent included in the Contract/Bond executed before Oct 1, 2022.
Vision Zero Projects	Yes, to the extent included in the Contract/Bond executed before Oct 1, 2022.
Track and Guideway Rehabilitation: Seal Gland Rehabilitation, Coverboard Replacement, Metrorail Piers Coating	Yes, to the extent included in the Contract/Bond executed before Oct 1, 2022.
<u>Infrastructure Renewal Plan Projects:</u> Roadway Signs in the Vicinity of twenty-three (23) Metrorail Stations CIP201 Purchase of 2 Heavy Rail Crew Cab Trucks Rail EAMS Work Order Module Implementation Metrorail Platform Cabling Replacement Facilities Maintenance EAMS Work Order Implementation Transit Activu Server Recapitalization Transit Scada Station Control Unit Server Recapitalization Network Core Switches Recapitalization Transit Facilities Improvements for Recertification (fka 40-Year Recertifications of DTPW Transit Facilities) Train to Wayside Wireless Network at Palmetto Yard	Yes, to the extent included in the Contract/Bond executed before Oct 1, 2022. *Partially eligible on a pro-rata basis post contract/bond.
<u>Infrastructure Renewal Plan Projects:</u> Metromover Vehicles HVAC Compliance Overhaul & Mover Building A/C Replacement Wireless Lan Access Point Recapitalization Dadeland South Tail Track Security Perimeter Fence Renovate Lehman Center 2nd Floor Bus Garage and Employees Parking Lot Light Fixtures Upgrade Fueling Terminal Modernization Metrorail Bathrooms Rehabilitation Replace and Upgrade Physical Assets	Yes, to the extent included in the Contract/Bond executed before Oct 1, 2022.

*Portion of some Metrorail projects may be eligible for Surtax funding after October 1, 2022, to the extent required due to the implementation of supported projects subsequent to implementation of the PTP (Orange line 2.4-mile Metrorail extension of Guideway, MIC and Palmetto Metrorail Stations).

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)) Long-Range Transportation Plan (LRTP). The Plan shall be updated annually.

This report represents the thirteenth annual update of the Five-Year Plan. It documents the status and progress in the implementation of Surtax funded projects. 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, 2023, unless otherwise specified. Project expenditures are actual, through FY 2022-23.

The Plan is divided into the following sections:

- **First and Last Mile/Leg Connectivity and Shared Mobility Services:** This section includes information on the first and last mile/leg and shared mobility options available within the County and Municipalities and some proposed improvements. This is an informational section.
- **New and Active Projects:** This section summarizes new projects proposed by the Department of Transportation and Public Works and approved by the CITT, Transportation, Mobility and Planning Committee (TMPC), and BCC for the use of Surtax Funds for the FY 2025-2029 Five-Year Implementation Plan update. This section also includes all active transit and public works projects approved for the use of Surtax Funds for FY 2025-2029. 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 which includes the 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)
 - PTP Amendments 2003-2009 (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 program. It summarizes activity on municipal transit service, ridership, and other transit and transportation projects that are funded with Surtax funds.
- **Inactive Projects:** This section includes a project summary chart of all inactive projects using all or a portion of Surtax 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 2029). Projects are listed in the same categorical order as active projects.

- **Appendices**

- **Pro-Forma** - The FY 2025 update to DTPW's 40- year Pro-Forma.
- **Capital Budget** - FY 2024-25 Proposed Budget and Multi-Year Capital Plan and FY 2023-24 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.
- **Index**

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 People’s 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 the Miami-Dade County created by the voters to monitor, oversee, review, audit and investigate the implementation of 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. **Five-Year Implementation Plan.** In coordination with the County, the CITT shall proactively propose revisions to the PTP Five-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) Program and first/last mile/leg 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 Program; and any proposed use of CERF should first be reviewed and approved by the CITT and BCC.
- 10. First/Last Mile/Leg Solutions.** The CITT shall endeavor to have a percentage of annual Surtax proceeds dedicated to First/Last mile/leg 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 2025-29 Five-Year Implementation Plan

The Five-Year Implementation Plan (the Plan) update presents status on the scope, cost, and schedule of initiatives both completed and in progress. The following table details projects with an increase in Surtax dollars in the FY 2025-29 Five-Year Plan Update versus the prior year.

INCREASE IN PTP SURTAX FUNDING

Project Name	Requested Surtax Funding FY 2024-28 Five-Year Plan	Requested Surtax Funding FY 2025-29 Five-Year Plan	Funding Increase/(Percentage)	Reason for Funding Increase
South-Dade Transit Operations Center (fka South-Dade Area Bus Maintenance Facility)	\$268,500,000	\$308,600,000	\$40,100,000 (15%)	Delays in site selection process, commitment of parcels owned by the County, increased time required in conducting the dry run permitting process, coordination with FPL, and receipt of high bid price.
SMART Program Northeast Corridor Planning and PD&E	\$189,446,000	\$369,430,000	\$179,984,000 (95%)	Local match increase required to advance the project implementation. Higher project cost estimate due to increased prices for construction materials and rolling stock. Project cost estimates will be further refined once the design of the project is completed, and the project enters Full Funding Grant Agreement (FFGA) with FTA.
SMART Program North Corridor Planning and Implementation	\$475,000,000	\$509,361,000	\$34,361,000 (7%)	The revised funding budgeted will allow DTPW to continue coordinating the NEPA process with FDOT, advance the project design to 45% plans and commence right of way mapping activities.
Park-and-Ride Facility at Transitway and SW 344 Street (Phase II)	\$4,025,000	\$7,986,000	\$3,961,000 (98%)	Requesting additional funds to further the design beyond 30% and for the additional effort needed to design and install enroute chargers.
South Dade Transitway Stations Drop-off/Pick-up Areas	\$630,000	\$4,463,000	\$3,833,000 (608%)	FY 2022 budget was reduced by \$3.8M as the FDOT grant did not materialize. In FY 2023 the budget was increased by the same \$3.8M once the FDOT grant was awarded. Thus, bringing the PTP funding to the original project cost estimate.
Additional Elevators at Dadeland North Metrorail Station	\$6,308,000	\$14,716,000	\$8,408,000 (133%)	The bid price came in higher than expected due to inflation. DTPW is also seeking additional funds from FDOT to compensate for higher cost.
Parking Garages Overhaul	\$15,999,000	\$41,183,000	\$25,184,000 (157%)	The bid price came in higher than expected due to inflation. DTPW is also seeking additional funds from

Project Name	Requested Surtax Funding FY 2024-28 Five-Year Plan	Requested Surtax Funding FY 2025-29 Five-Year Plan	Funding Increase/(Percentage)	Reason for Funding Increase
				FDOT to compensate for higher cost.
Acoustical Barrier Replacement	\$92,904,000	\$99,370,000	\$6,466,000 (7%)	Additional scope required to complete the program's installation phase by furnishing and installing the new acoustical barrier system countywide.
Advanced Traffic Management System (ATMS)	\$49,869,000	\$53,420,000	\$3,551,000 (7%)	Reallocation of remaining funds to ATMS project from the Streetlight Retrofit and School Zone Flashing Signals project as they are not eligible for Surtax funds after HB385 is in effect.

DEFERRED COMPLETION

The FY 2025-29 Five-Year Plan Update reflects a number of PTP approved projects having estimated completion dates that differ one or more years than those projected in the previous year's Five-Year Plan Update.

Project Name	Completion Date FY 2024-28 Five-Year Plan	Completion Date FY 2025-29 Five-Year Plan (# Years of Delay)	Reason for change in Completion Date
Vision Zero	September 2027	September 2029 (2 Years)	Schedule extended to ensure that the 3 construction projects that are on hold from the original 24 projects can be completed. In addition, with the award of the SS4A Grant, the construction of the 24 from the 2021 Vision Zero Framework Plan Top 100 Locations is anticipated to begin in FY 2025-26 and to end in FY 2028-29.
Seal Gland Rehabilitation	September 2024	September 2025 (1 Year)	Delayed due to lack of resources in the market.
Metrorail Piers Coating	September 2024	September 2025 (1 Year)	Delay due to lack of resources in the market.
Metrorail Central Control Overhaul/Modernization	April 2022	July 2025 (3+ Years)	Schedule extended to include phase 2.
Metrorail and Metromover Station Refurbishments	February 2026	September 2028 (2+ Years)	Changes in the project scope and determination to proceed with a design-build procurement process resulted in rejection of prior bids. Schedule extended to complete the revised procurement process.
SMART Program South-Dade Transitway Corridor (fka Rail Extension to Florida City)	April 2024	March 2025 (~ 1 Year)	Procurement delays, shortage of materials due to the Covid-19 and implementation of technology change from Econolite to Siemen control system.

Project Name	Completion Date FY 2024-28 Five-Year Plan	Completion Date FY 2025-29 Five-Year Plan (# Years of Delay)	Reason for change in Completion Date
South-Dade Transit Operations Center (fka South-Dade Area Bus Maintenance Facility)	July 2025	October 2027 (2+ Years)	Delays in site selection process, commitment of parcels owned by the County, increased time required in conducting the dry run permitting process, coordination with FPL, and receipt of bid price.
SMART Program Beach Corridor (fka Bay Link) PD&E	December 2024	TBD	Additional scope of work per FDOT's request. DTPW is analyzing the traffic impacts of the project within the Miami Beach area as well as the number of people that would potentially use the system.
SMART Program Beach Corridor Metromover Design District Extension	December 2029	December 2036 (7 Years)	Project development phase is delayed until 2029 due to dependency and additional coordination needed on the Beach Corridor – Baylink segment.
Transit Oriented Development (TOD) Master Plan for the Beach Corridor	October 2025	September 2026 (~ 1 Year)	Completion date revised to address the time needed to increase consultant contract capacity.
SMART Program East-West Corridor	June 2028	TBD	The completion date was extended to conduct a commuter rail feasibility study and LPA refinement in order to finish the Project Development phase.
SMART Program Northeast Corridor Planning and PD&E	December 2027	December 2032 (5 Years)	During the FTA Risk Assessment Workshop, the PMOC team expressed reservations regarding the ambitious timeline initially proposed. Consequently, the schedule was revised to mitigate project risks and expedite FTA approval.
Transit Oriented Development (TOD) Master Plan for the North Corridor	June 2025	May 2027 (~ 2 Years)	Completion date revised to address consultant contract capacity constraints.
Dr. Martin Luther King Jr. Metrorail Station Park-and-Ride	November 2026	November 2028 (2 Years)	Delay in project scope development.
Golden Glades Multimodal Transportation Facility (GGMTF) – Technology Components	December 2024	December 2025 (1 Year)	Schedule revised due to delayed NTP.
Golden Glades Multimodal Transportation Facility (GGMTF) Bicycle and Pedestrian Improvements – Sunshine Station	September 2026	November 2030 (4+ Years)	Schedule extended to include SR9 bridge replacement into the original project scope.
Mount Sinai Multimodal SMART Terminal	September 2025	Cancelled	Mt. Sinai did not want a multimodal terminal within their facility. DTPW submitted cancellation of the project to FDOT in Summer 2023.

Project Name	Completion Date FY 2024-28 Five-Year Plan	Completion Date FY 2025-29 Five-Year Plan (# Years of Delay)	Reason for change in Completion Date
Downtown Intermodal Terminal	December 2027	March 2029 (1+ Year)	Delay in procurement.
Additional Elevators at Dadeland North Metrorail Station	September 2026	September 2028 (2 Years)	Delay in procurement.
Railcar Underfloor Wheel Truing Machine	December 2023	October 2025 (~ 2 Years)	Project advanced to design phase.
Parking Garages Overhaul	September 2026	September 2028 (2 Years)	Delay in procurement.
Acoustical Barrier Replacement	March 2024	August 2025 (1+ Year)	Additional scope resulted in schedule revision.
10-15 Year Track and Guideway Rail Service Equipment Replacement	June 2024	June 2025 (1 Year)	These funds are reserved for the purchase of Swing loader DTPW 59 22/23. The proposal was on hold with procurement.
Private Branch Exchange (PBX) Telephone System Upgrade to Voice Over Internet Protocol (VoIP) at all Transit Facilities	September 2024	September 2025 (1 Year)	Fiber and copper cables material supply delays.
Government Station – Fire Suppression System	February 2026	September 2028 (2+ Years)	To align project implementation with the construction phase of the Metrorail Stations Refurbishments (Government Center) project.
Northeast Transit Hub Enhancements	August 2024	September 2025 (1+ Year)	Delay in new contract award.
NE 2 Avenue from NE 91 Street to NE 20 Street – Street and Traffic Operational Improvements	August 2024	August 2025 (1 Year)	Delay in procurement. Schedule revised.