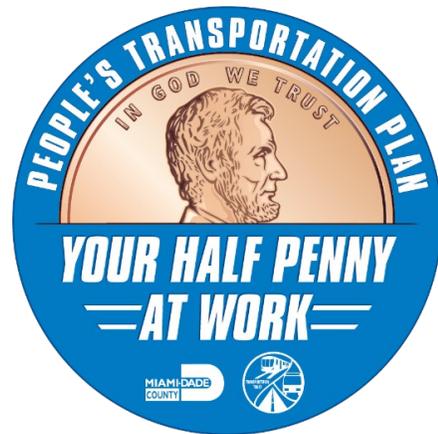


Five-Year Implementation Plan Update of the People's Transportation Plan (PTP)

Fourteenth Annual Update
Covering Fiscal Years 2026 to 2030



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



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Chairwoman's Message

As I begin my role as the Chair of the Citizens' Independent Transportation Trust (CITT), I am reminded that Miami-Dade County is a vibrant place to live, work and play— enhanced by a public transportation system that is improving every day. Whether a rider or not, transit is essential to the health of our community, quality of our lives, and the vitality of our economy.

The CITT remains firmly committed to its core responsibilities: Overseeing the People's Transportation Plan (PTP), ensuring responsible and intended use of the half-penny transportation surtax, and advancing projects that improve mobility for all. My fellow Trust Members and I take seriously our responsibility to safeguard the public funds and uphold the confidence of our community.

Over the years, PTP-funded projects and investments have enhanced transportation across our County, including the 2.5-mile Metrorail extension to Miami International Airport; new Metrorail, Metromover, and Metrobus vehicles; upgraded rail and bus transit systems and stations; fare-free municipal trolley/on-demand services; advanced traffic management systems; and roadways, bridges, traffic calming, and other neighborhood improvements.

Looking ahead, we are excited for the opening of the South Dade TransitWay Bus Rapid Transit Corridor, the South Dade Transit Operations Center, and the full implementation of the Strategic Miami Area Rapid Transit (SMART) Program.

The investments of our half-penny sales Surtax into public transportation and the expansion of our transit systems are connecting people and communities, supporting economic growth, and contributing to the ongoing and prosperous development of Miami-Dade County. None of this would be possible without the taxpayers whose trust we honor as stewards of the half-penny sales Surtax.

I am honored to play a leading role in moving Miami-Dade forward.

Mary Street, Esq., Chairwoman.





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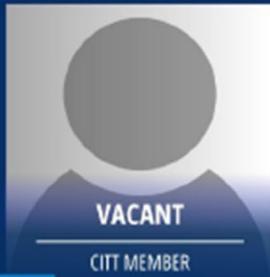
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ANTHONY RODRIGUEZ

BCC CHAIRMAN



VACANT

CITT MEMBER

DISTRICT 9



KIONNE L. MCGHEE

BCC VICE CHAIRMAN



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CITT MEMBER

DISTRICT 10



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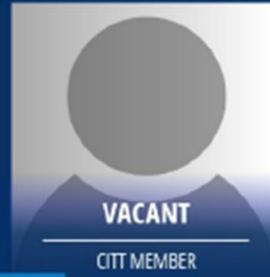
CITT MEMBER

DISTRICT 11



JUAN CARLOS "JC" BERMUDEZ

BBC COMMISSIONER



VACANT

CITT MEMBER

DISTRICT 12



RENÉ GARCIA

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DISTRICT 13



MDCLC
MIAMI-DADE COUNTY
LEAGUE OF CITIES
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CITT MEMBER

MIAMI-DADE LEAGUE OF CITIES



DANIELLA LEVINE CAVA

MAYOR



PAUL SCHWIEP

CITT MEMBER

MIAMI-DADE MAYOR



JAVIER BETANCOURT

EXECUTIVE DIRECTOR

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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 2026 are shown in Table 1 and Figure 1 below. Surtax collections experienced a sharp decline in FY 2020 due to the impact of COVID-19 pandemic. However, the Surtax collections rebounded significantly in FY 2021 and 2022 followed by a modest upward trend in the subsequent years. The total annual Surtax collections during FY 2024 were approximately \$408.26 million, 3% higher compared to FY 2023. The budgeted and proposed Surtax collections for FY 2025 and FY 2026 are estimated to be \$396 million and \$406 million respectively.

	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	**FY 2026
Annual Surtax	\$282,819,920	\$250,666,807	\$310,906,128	\$386,789,543	\$394,666,894	\$408,266,018	\$396,076,000	\$406,315,789
Cumulative Surtax	\$3,496,643,216	\$3,747,310,023	\$4,058,216,151	\$4,445,005,694	\$4,839,672,588	\$5,247,938,606	\$5,644,014,606	\$6,050,330,395

* Budgeted as per FY 2025 adopted budget; ** Projected as per draft FY 2026 Pro-Forma

Table 1 – Surtax Collections FY 2003 through FY 2026

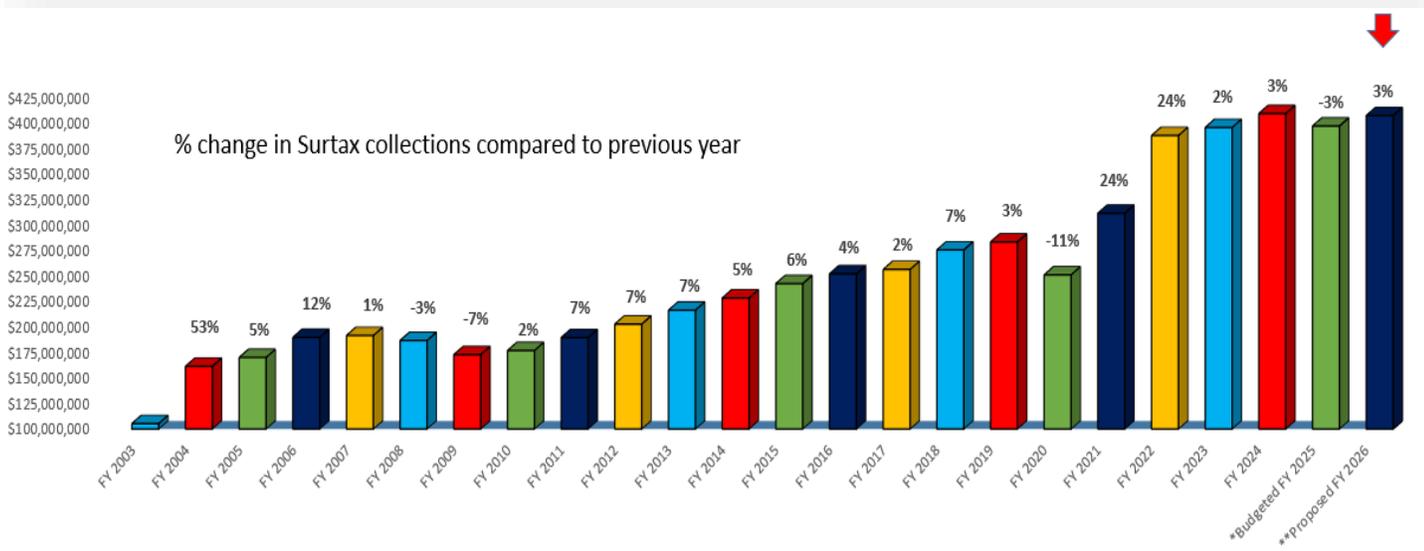


Figure 1: Surtax Collections FY 2003 to FY 2026

Surtax Distribution

Surtax distribution for FY 2024 is shown in Figure 2 below. Approximately twenty-five percent (25%) of FY 2024 Surtax funds were transferred to municipalities. Of the total, thirty-one percent (31%) was used to pay debt obligations for transit capital projects and approximately thirty four percent (33.8%) was expended on transit operations. Five percent (5%) of the Surtax funds were used to pay public works projects debt services, and two tenths of one percent (0.2%) for public

works pay-as-you-go projects. Under one percent (0.75%) of Surtax funds were utilized for the Office of the Citizens’ Independent Transportation Trust (OCITT) operational costs and approximately three percent (3%) was transferred to the Capital Expansion Reserve Fund (CERF). Approximately \$18.2M from overall fund balance was allocated in FY2024 and is reflected in the pie chart below.

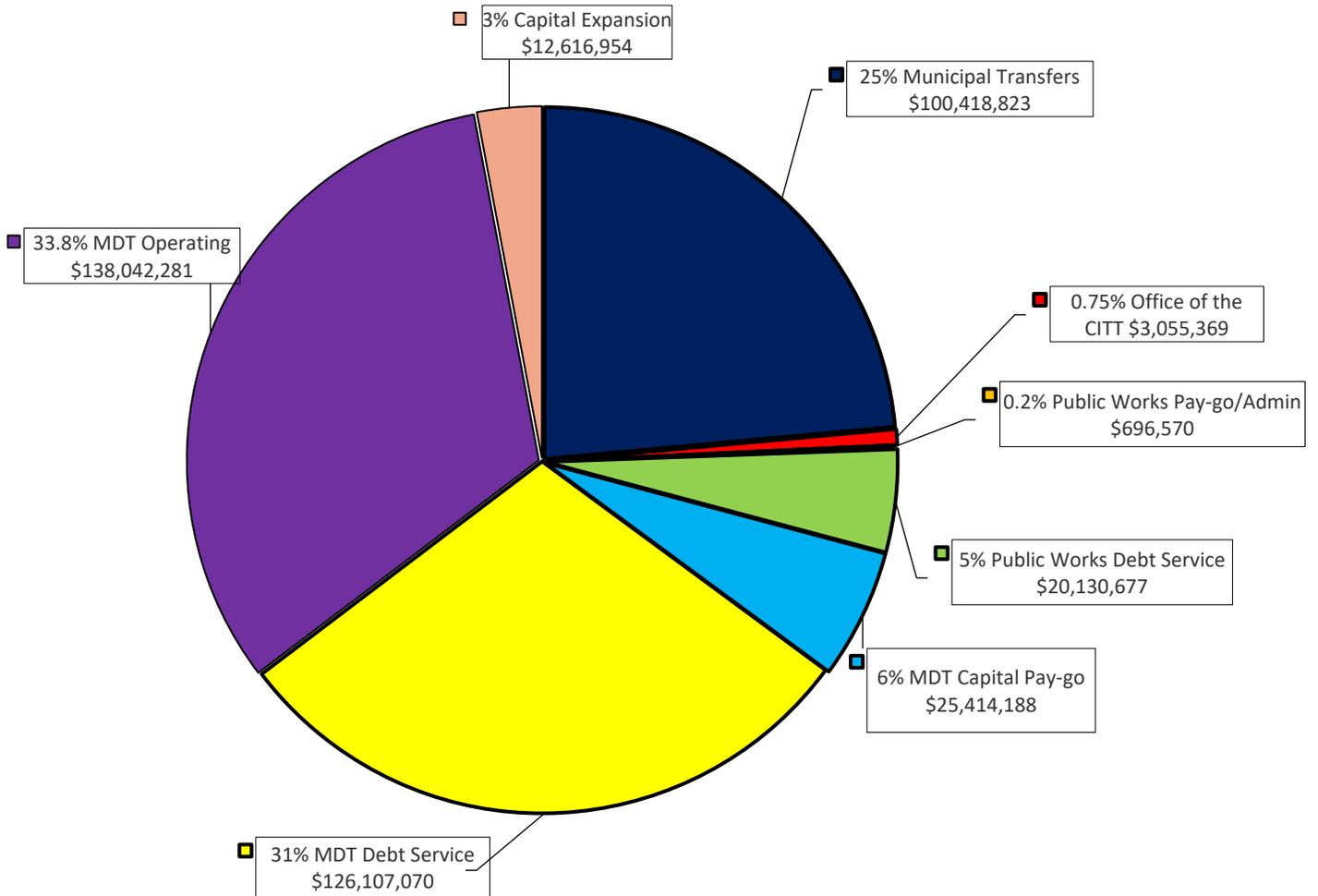


Figure 2: FY 2024 Distribution of Surtax Funds

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)
- Advanced Traffic Management System (ATMS) Phase 1 and 2 completed. Phase 3 ATMS on-going (\$53.4M 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 (\$76.7M 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 (\$93.1M), State funds (\$45.1M), and County Bond/Debt Lease Financing (\$426M) 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 \$331.7M supported by State (\$2.82M) and Federal funds (\$0.43M) for the Metrorail track, guideway, stations, systems, and signage improvement projects. Additionally, \$266.96M in Surtax funding supported by \$11.3M in Federal funds are being used for wayside overhaul, guideway superstructure retrofit, escalator and elevator refurbishment and other Metromover projects.

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 \$214.76 in Federal Capital Investment Grant (CIG) funds and State funds with the assistance of \$107.5M Surtax funds as local match. The project is estimated to complete construction and begin operations by the end of FY 2025. 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, Marlin Road, 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, South-Dade area bus operations center construction and 18 maintenance fleet vehicles, TransitWay lighting implementation, 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 \$561.41M PTP Surtax funds secured \$43.13M of Federal and State funds towards other South Corridor related projects.

SMART program **Beach Corridor** Trunkline (Baylink) is budgeted with \$758.2M PTP Surtax funds in FY 2025-26 capital budget to leverage \$254.8M in future State funding. The Beach Corridor Design District extension project development

and environment (PD&E) study and the TOD master plan for beach corridor design district extension are supported by \$11.2M in Surtax funding and \$0.9M in FTA funds.

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. Panther Station, a park-and-ride terminal for SR 836 Express Bus Service Line B, bus-only lanes along NW 12th Street between Dolphin Station Park-and-ride and Dolphin Mall projects are being implemented. **East-West Corridor** feasibility study is on-going to re-evaluate the alternatives including previous LPA. East-West Corridor Transit Oriented Development (TOD) master plan study was completed. Overall, \$102.48M in Surtax funding, \$8.69M Federal and \$3.34M State funding is budgeted for all these East-West corridor and related project improvements.

PTP Surtax funding of \$200M, Federal and State funds of \$527.3M and \$200M respectively are budgeted 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 5.5 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 just under 12 million passengers in FY 2024.

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> Facilities Maintenance EAMS Work Order Implementation 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 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 fourteenth 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, 2024, unless otherwise specified. The Plan is divided into the following sections:

- **New and Active Projects:** This section summarizes new projects proposed by the Department of Transportation and Public Works and approved by the CITT, Transportation Committee (TC), and Board of County Commissioners (BCC) for the use of Surtax Funds for the FY 2026-2030 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 2026-2030. 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 description of 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, 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 2030). Projects are listed in the same categorical order as active projects.
- **Appendices**
 - **Pro-Forma** - The FY 2026 update to DTPW’s 40- year Pro-Forma.
 - **Capital Budget** - FY 2025-26 Proposed Budget and Multi-Year Capital Plan and FY 2024-25 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, on Surtax-funded projects that connect 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 2026-30 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 2026-30 Five-Year Plan Update versus the prior year.

INCREASE IN PTP SURTAX FUNDING

Project Name	Requested Surtax Funding FY 2025-29 Five-Year Plan	Requested Surtax Funding FY 2026-30 Five-Year Plan	Funding Increase/(Decrease)	Reason for Funding Increase
Golden Glades Multimodal Transportation Facility (GGMTF) Bicycle and Pedestrian Improvements - Sunshine Station	\$8,244,000	\$12,444,000	\$4,200,000 51%	Additional scope of work and analysis for the SR 9 pedestrian bridge that connects GGMTF to the Tri-Rail Station.
South-Dade Trail Shared-Use Path Enhancements	\$6,000,000	\$7,133,000	\$1,133,000 19%	Additional funds required to further the design phase.
Fare Collection System Replacement (new)	\$79,320,000	\$68,682,000	(\$10,638,000) (13%)	Reduction of budget due to Grant cancellation.
Metrorail Tri-Rail Station Traction Power Sub-Station	\$18,238,000	\$23,238,000	\$5,000,000 27%	Addition of Right-of-way and Construction Engineering and Inspection (CEI) services cost to the project.
Metrorail Traction Power Switchgear Replacement Phase 4	\$4,000,000	\$8,000,000	\$4,000,000 100%	Increase in cost due to high bid price and inflation. Additional equipment purchase for emergency replacement of DC switchgear damaged due to lightning strike.
SMART Program Northeast Corridor Planning and PD&E	\$369,430,000	\$200,000,000	(\$169,430,000) (45%)	Local match budget adjusted per the future FTA and FDOT funding expectation.

DEFERRED COMPLETION

The FY 2026-30 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 2025-29 Five-Year Plan	Completion Date FY 2026-30 Five-Year Plan (# Years of Delay)	Reason for change in Completion Date
Vision Zero	September 2029	September 2030 (1 Year)	Schedule extended to complete the construction of 24 of the top 100 high crash locations from the 2021 Vision Zero Framework Plan, added to the project through the SS4A Grant.
Pavement Markings	September 2024	September 2025 (1 Year)	On-going improvements. Schedule extended as additional sites are identified across the County.
Coverboard Replacement	September 2027	September 2028 (1 Year)	Delay due to lack of resources in the market.
Seal Gland Rehabilitation	September 2025	September 2027 (2 Years)	Delay due to lack of resources in the market.
Metrorail Central Control Overhaul/Modernization	July 2025	February 2027 (1.5 Years)	Schedule extended to include phase 2.
Metrorail Escalators Replacement and Elevators Refurbishment	December 2027	June 2030 (2.5 Years)	Schedule extended due to delay in procurement process
Metrorail and Metromover Station Refurbishments	September 2028	October 2029 (1 Year)	Schedule extended to complete the revised procurement process. Changes in the project scope and determination to proceed with a design-build procurement process resulted in rejection of prior bids.
Miami Beach Convention Center Extension (SMART Program Beach Corridor)	September 2029	Cancelled	Cancelled as City of Miami Beach may lead the design and construction of this segment upon completion of the full Beach Corridor Traffic Analysis.
Golden Glades Multimodal Transportation Facility (GGMTF) Bicycle and Pedestrian Improvements - Sunshine Station	November 2030	January 2034 (3+ Years)	Schedule extended to include additional scope of work and analysis for the SR 9 pedestrian bridge that connects GGMTF to the Tri-Rail Station.
Dadeland South Intermodal Station	October 2025	February 2027 (1+ Years)	Schedule extended to reflect the construction contract period.
Park-and-Ride at South Miami-Dade TransitWay and SW 168 th Street	September 2024	October 2025 (1 Year)	Schedule extended to accommodate upgrade of fire suppression system.
Park-and-Ride at South Miami-Dade TransitWay and SW 184 th Street/ Quail Roost Drive	August 2024	September 2025 (1 Year)	Delay due to Electrical panel procurement impacted by Hurricane Helene in 2024.

Project Name	Completion Date FY 2025-29 Five-Year Plan	Completion Date FY 2026-30 Five-Year Plan (# Years of Delay)	Reason for change in Completion Date
Park-and-Ride at South Miami-Dade TransitWay and Marlin Road	December 2028	December 2029 (1 year)	Schedule extended to complete the procurement process for the feasibility analysis.
Park-and-Ride at South Miami-Dade TransitWay and SW 112 th Avenue	September 2027	November 2023	Park-and-ride rehabilitation is complete as an intermediate step. Schedule reflects intermediate phase completion. Phase 2 is on hold as scope is being re-evaluation due to high right-of-way cost.
Park-and-Ride at South Miami-Dade TransitWay and SW 344 th Street	October 2027	October 2030 (3 Years)	Schedule extended to incorporate additional project scope.
South Dade Transitway Stations Shared Drop-off/Pick-up Areas	October 2027	March 2029 (1.5 Years)	Grant agreement execution delays impacted schedule.
South Dade Trail Shared-Use Path Enhancements	October 2027	August 2030 (~3 Years)	Tentative construction phase is added to the schedule.
NW 12 th Street Improvements (from NW 122 nd Avenue to NW 114 th Avenue)	December 2026	May 2029 (2.5 Years)	Schedule extended to accommodate additional scope resulting from input received during peer agency review.
AC Unit Substations	December 2025	January 2027 (1 Year)	Schedule extended due to delay in procurement process.
Metrorail Fiber Optic Repair and Capacity Augmentation	December 2027	September 2029 (~2 Years)	Schedule extended due to delay in procurement process and in grant set up.
Metrorail Tri-Rail Station Traction Power Sub-Station	TBD	March 2030	ROW acquired and project restarted.
Metromover Comprehensive Wayside Overhaul	July 2026	December 2027 (1.5 Years)	Delay due to outstanding RFIs and contractor delays in construction progress.
Metromover Guideway Superstructure Retrofit – New Switches and Crossovers	December 2026	TBD	Project on hold. Dependency on Beach Corridor.
Disaster Recovery Control Center (at PYD)	April 2024	December 2030 (5.5 Years)	Schedule revised as the project was released from hold and procurement delay.
Green Line Rail Components Renewal	June 2028	September 2029 (1+ Years)	Delays due to lack of resources in the market.
10-15 Year Track and Guideway Rail Service Equipment Replacement	June 2025	October 2026 (1+ Years)	Schedule extended due to delay in procurement process.
Northeast Transit Hub Enhancements	September 2025	August 2027 (~2 Years)	Schedule extended due to delay in procurement process.
Private Branch Exchange (PBX) Telephone System Upgrade to Voice Over Internet	September 2025	September 2027 (2 Years)	Delay due to material supply challenges.

Project Name	Completion Date FY 2025-29 Five-Year Plan	Completion Date FY 2026-30 Five-Year Plan (# Years of Delay)	Reason for change in Completion Date
Protocol (VoIP) at all Transit Facilities			
Government Station – Fire Suppression System	September 2028	October 2029 (1 Year)	Project delivery method was updated to include multiple project scopes within the limits of Government Center Metrorail Station. Schedule has been updated to reflect scope updates and restart procurement.
Metromover Escalators Replacement and Elevators Refurbishment	September 2029	October 2030 (1 Year)	Project approval delay extended the start date.

Infrastructure Renewal Plan (IRP) Funding Methodology

The transit system, both existing and expanded, functions as a unified network that must be consistently maintained in a state of good repair. In recognition of this, OCITT partnered with DTPW in 2013 to launch the Infrastructure Renewal Plan (IRP), aimed at systematically replacing and rehabilitating essential transit assets. These include bus overhauls, rail and bus facilities, system software, and related equipment, all managed according to standard asset replacement cycles.

Initially funded in 2013 at \$7.5 million, the IRP's annual allocation increased to \$12.5 million in 2014, representing roughly 5.5% of Surtax collections at the time. However, despite substantial growth in Surtax revenues and escalating costs due to inflation and materials, the IRP cap has remained static. This has limited its capacity to address the mounting maintenance needs of aging infrastructure.

OCITT is proposing a reassessment of the IRP cap to better reflect current financial realities and infrastructure demands. It supports a rational increase in funding, along with a rollover mechanism that allows unspent allocations to be carried forward across fiscal years. This would improve financial flexibility and long-term planning.

To advance this effort, OCITT engaged a strategic financial consultant to develop methodologies for revising the IRP cap. These approaches incorporate proportional adjustments based on Surtax revenues and inflation indexing. Following collaborative discussions between OCITT and DTPW, a hybrid funding model was proposed. This approach updates the IRP base allocation to reflect 5.5% of the FY 2025 Surtax collections estimated at approximately \$19.8 million. This figure will be revised once the actual FY 2025 Surtax revenues become available, restoring the program's original proportional share from 2014. To keep pace with rising costs, an annual CPI-based adjustment of 3.7% is recommended, with a review every three years to ensure alignment with market trends.

This hybrid approach restores the IRP's proportional share in line with its original intent and ensures the program remains responsive to evolving fiscal and operational needs.