



TRANSIT SOLUTIONS

District 7 County Commissioner

Xavier L. Suarez



INTRODUCTION

As per the article written by Xavier Suarez 'The mayor has it all backwards on county's transportation crisis', transit solutions for our county are there, it is the political will that is lagging – "It is not that the economy must grow in order to fund our transportation system; it is government's inability to fund an efficient transit system that has slowed down our economic growth".

In the following packet 'Transit Solutions', Commissioner Suarez provides an update on the SMART Plan, with rail as the solution for traffic woes in the six identified rapid transit corridors. He goes on to review the funding model for each corridor, and has been championing the Citizens' Independent Transportation Trust's (CITT) recent Resolution 18-033 to rescind the unification of surtax funds which will aid in fulfilling the county's obligation to provide comprehensive transit system. A lawsuit against Miami-Dade County was filed in the summer of 2018 and seeks a Partial Summary Judgement in favor of the plaintiffs, declaring Resolution 222-09 to be unconstitutional.

Transit Solutions Booklet Layout:

1. 'Time for an update on the SMART Plan' (article)
2. Baylink PRT Solution (presentation)
3. Citizens' Independent Transportation Trust Resolution No. 18-033
4. Transit-Oriented Development (memo)
5. Transit-Oriented Development District 7 (map)
6. The 25/5 Formula for Transportation Plan (article)
7. Letter to Senator Taddeo
8. Letter from Senator Flores
9. Commissioner Suarez Resolution No. 930-18 Urging Florida
10. 'The mayor has it all backwards on county's transportation crisis' (article)

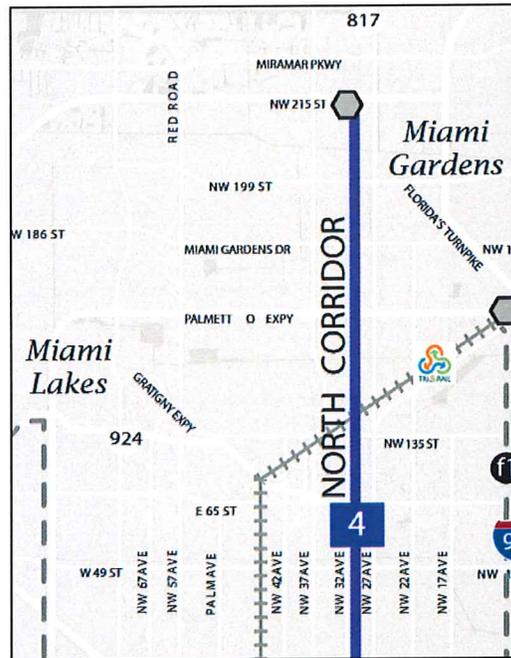
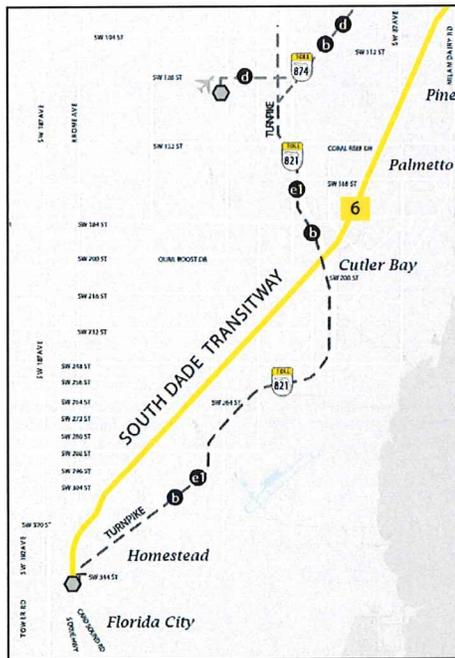
Time for an Update on the SMART Plan

By: District 7 County Commissioner Xavier L. Suarez

When talking about the SMART plan, the first thing you need to realize is that, beyond being ambitious, it is also multi-dimensional. By that I mean that each component must be viewed in light of specific conditions within the region in question.

Before we tackle the individual components, let's do a quick overview: The SMART plan is composed of six corridors and roughly sixty miles of new mass transit connectors. The total current estimate of the capital costs is \$3.6 billion, which means we are working with an average of \$60 million per mile.

Funding has so far been provided for the North and South components, which Chairman Esteban Bovo refers to as the spinal column of the system. Because the Metrorail will connect Florida City at the southernmost border of the county, one could travel along the South Dade Transitway all the way up Northwest 27th Avenue to the northern edge of the county, where the Hard Rock Stadium is located.



Maps: South Dade Corridor and North Dade Corridor

As to the other four components, the funding is as follows:

1) **East-West connector:** This should be funded by a combination of MDX excess revenues and the new tax-increment initiative. Although the latter does not kick in until 2023, it will hopefully provide substantial funds along this particular corridor.



Map: East-West Corridor

2) **Baylink:** This line, connecting Downtown to South Beach, is proposed to be funded by a special taxing district similar to what was used for the Metromover extensions. At a recent Sunshine Meeting on Baylink, Mayor Gimenez clarified that the prior use of special taxing districts for the Metromover extensions were used to cover 15% of the 25% local share. A similar special taxing district could be used to fund all or a significant portion of the local share required to obtain state matching funds.

Steve Hamilton of CityTram, proposed this innovative transit solution during our sunshine meeting on trolleys and has been actively engaged in our ongoing discussions with the County.



Baylink Corridor rendering

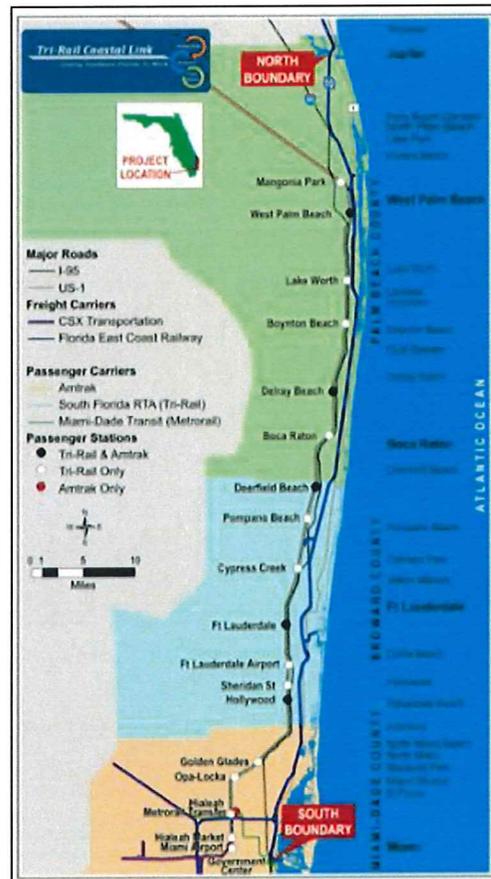


CityTram proposed transit solution model.

3) The Northeast (FEC) corridor: This is actually a railroad track at grade already being built (and close to completion which should be in April) by the Florida East Coast Railway (FEC) for use in its four-city service. That four-city service is called "All Aboard." By purchasing the right to use the track that extends from Downtown Miami to Aventura, during the time that All Aboard is not using it, we can provide commuter train service almost immediately.

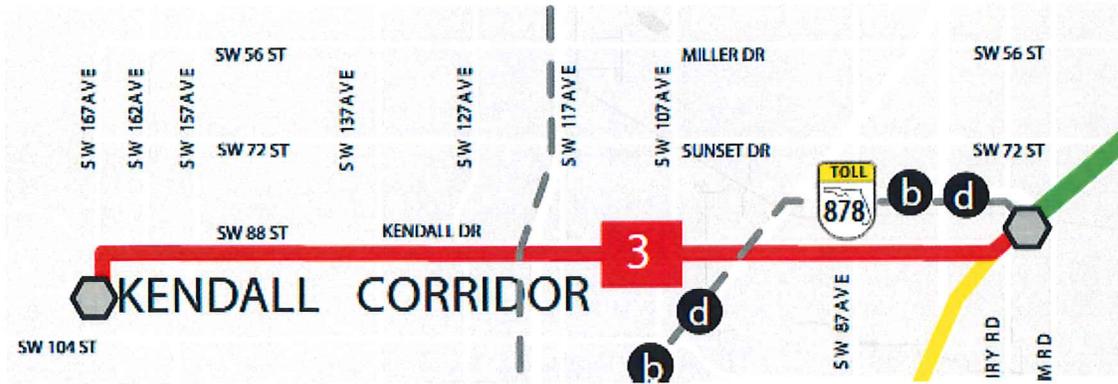
At a recent Transportation Planning Organization (TPO) meeting, Commissioner Sally Heyman expressed her concern that there seemed to be a delay in negotiating what is called a "track access fee," meaning the rent payments that would cover the use of the track for the commuter trains.

She's right to stress the importance of that. The cost for this corridor is minimal, both because FEC is doing the bulk of the construction on its dime and on its right-of-way, and because the cities and property owners along the track are quite willing to build their own transit stops. Moreover, it appears that a couple of Tri-Rail trains are available, to put on this track. Therefore, the initial capital cost is negligible.



Map: North-east (Tri-County) Corridor

4) Kendall corridor: This can be done radially (connecting Dadeland to 137th Avenue) or by purchasing the right-of-way from CSX on its existing freight line, which runs parallel at approximately SW 144th St). Given that there is no present funding for that, I have advanced the idea of using trolley service – which can also be mini buses dressed to look like trolleys – to begin at least minimal service on the approximately 10 miles connecting Dadeland to 137th Avenue along SW 88th Street.



Map: Kendall Corridor

Interim Solution: Trolleys and Circulators

The advantage of trolleys on wheels, also referred to as “rubberized mass transit,” is that there are no substantial infrastructure costs. The other advantage, of course, is that people throughout the county are enthusiastically embracing this form of mass transit.

The reasons why many riders love trolleys are many, but the primary reason is that they are fare free. By way of example, the City of Miami Trolley ridership numbers for November 2017 are as follows: Little Havana- 80,645, Coral Way – 79,987, Biscayne – 67,718, Allapattah – 66,082. Their operations and capital costs must be subsidized by a funding source, which in this case is rightly the existing one, the “half penny” surtax. In this connection, it should be mentioned that many municipalities have used their 20% share of the half cent (adding up to about \$50 million) to fund trolley service, including Coral Gables, Miami, Miami Beach, and Doral.



Map: Proposed Interim Kendall Trolley Route



Illustration: City of Miami Trolley Vehicle

Issues Pending on the East-West Connector

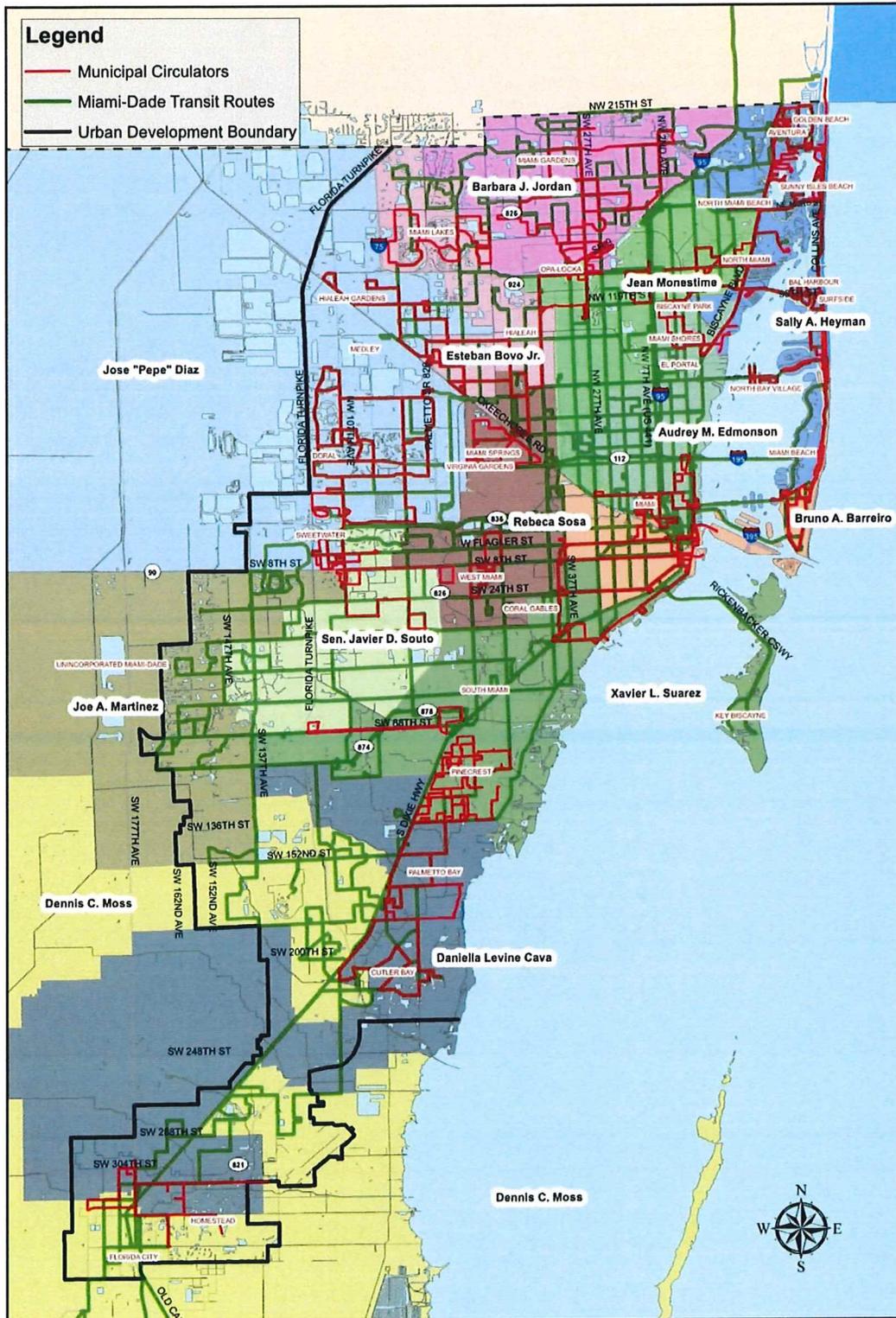
And that brings me back to the East-West connector, which is at this point missing both an alignment and a funding source (UMSA is not eligible to receive the 20% of the half penny that is allocated to cities, leaving the East-West connector without the option to utilize a share of the half cent). To address this funding gap, I have proposed a resolution directing the Administration to develop a funding plan that would allow for free-fare service for neighborhood circulators in UMSA.

At a Sunshine Meeting with County Commissioner Rebeca Sosa and Miami City Commissioner Manolo Reyes (I will be following that up with a Sunshine meeting with Commissioner Javier Souto and Commissioner Joe Martinez), I proposed that we dovetail with the city's intended extension of their Flagler service – currently projected to reach the city limits at SW 72nd Avenue – and continue all the way to 107th Avenue (FIU). If we do this along Flagler, we will have begun the effort of getting people out of their cars and into mass transit in one fell swoop along this important corridor. Imagine being able to travel for free from FIU to Downtown Miami, and vice versa, in vehicles that provide free Wi-Fi and are handicap-accessible.

Rail vs. Bus Dilemma

Note that I have avoided the battle between those who propose serving some of the corridors with buses and those who want rail. The reason is because that battle is only currently a factor as to the East-West connector. In the case of Baylink, it is particularly unnecessary to argue about technology because Baylink, of necessity, is an elevated guideway of some sort. More importantly, those {3.2} miles can be served by very light rail, commonly referred to as Personal Rapid Transit (PRT). In a recent Sunshine Meeting, that concept was embraced by the mayors of the City of Miami and Miami-Dade County for reasons that become clear when you consider that its cost is approximately 10% of what the Metromover extensions cost and 4% of what Metrorail costs. In the case of the Northeast/FEC corridor, the rail is at grade, and it would be senseless to invent a new system or technology or right-of-way when that one is already there for the taking (or rather the “renting”). Last but not least, with the North and South corridors, according to the public officials that represent those areas both in the legislature and the county commission as well as municipalities, there is consensus for light rail at-grade. So are we on the verge of a transcendent, innovative culmination to our many years of study and polemics? I think so and the facts support it.

MUNICIPAL CIRCULATOR COVERAGE

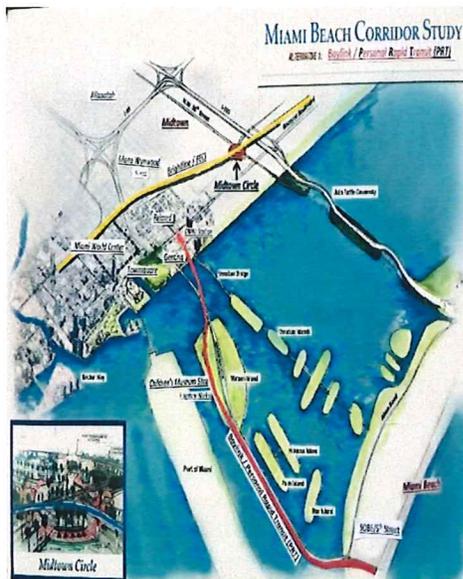


On Monday, March 5th, 2018 in a Sunshine Meeting convened by County Commissioner Xavier L. Suarez and Chairman Esteban Bovo, a consensus was reached on what could be the most elegant and feasible solution for Baylink.

Baylink is the common name given to a rail corridor designed to connect Miami Beach to downtown. Because it crosses the bay, it requires some elevated spans and has always been conceived as an elevated system on rail. What has not been considered is the use of what is called “Personal Rapid Transit” (PRT) which is very light rail. Think of Disney World and its monorail system.

The meeting Monday followed one that took place February 2nd, 2018 in which the original members of the Baylink Executive Policy Committee were represented. Those original members were the mayors of Miami, Miami Beach and Miami-Dade County, plus commissioners Barreiro and myself.

At both sunshine meetings, the unique features of PRT (see accompanying sketch) were highlighted.



Let's enumerate those:

- 1) **Very light rail:** Because the vehicles are very small, with occupancy ranging from two to four passengers, the support system is very light and inexpensive. In fact, Mayor Gimenez refers to the columns that support the guiderail as being “light poles.” As such, they don't occupy much space on the ground and can be placed in the middle of causeways like the MacArthur, wherever that is possible.
- 2) **Inexpensive:** Whereas Metrorail extensions cost as much as \$250 million per mile, and Metromover \$100 million per mile, Personal Rapid Transit costs as little as \$8 or \$10 million per mile for the guideway system.
- 3) **Capacity:** The distance between transit vehicles is measured in what is called “headway.” Whereas Metrorail cars follow each other in sequences of five minutes or more, the Personal Rapid Transit vehicles have headways of as little as four seconds. This means that experts calculate their capacity, measured in people per hour, as high as 3600, which is roughly equivalent to Metrorail. (Note that the stops have to be physically separated from the main guideway so that vehicles can unload passengers and pick up others.)
- 4) **Spectacular Signature Design:** The initial span of Baylink will connect Museum Park to Watson Island. This span can have multicolored lights that will create a spectacular signature monument for ships, planes and automobiles as they approach downtown Miami.
- 5) **Differential Rates:** A connector between downtown and South Beach can charge differential amounts to tourists versus residents and commuting employees. Just like visitors and even residents can afford to pay Uber and Lyft rates when they don't want to or don't have available an automobile, it is entirely feasible to charge \$15 to \$25 to cross the bay and enjoy South Beach attractions. In a reverse direction, the residents of the Beach are well able to connect to the museums and sports arena which are found in downtown Miami and the Omni area.

6) Dual-mode Vehicles: The future of the automobile is thought by many to include automated cars. A nice feature of PRT is that it can be built to accommodate individually-owned vehicles that meet the specifications of the guideway. These can be used by owners to travel the last mile and in some cases can be automated. It should be noted that this feature also allows not only ridesharing, but vehicle timesharing between owners who live in the same area or have the same commutes. (Think of what we do now with bicycles that are rented for specific rides and then delivered back to the racks at point of origin or destination.) Personal Rapid Transit is thus seen as the most flexible, futuristic, and inexpensive of transit systems that combine individual with mass transportation.

At the Sunshine Meeting on the 22nd of February, FDOT Secretary James Wolfe elaborated on that, explaining that these vehicles can ride the streets and get back on the guideway at various different times and places.

Also present at that first meeting was the Mayor of Miami, Mayor Francis Suarez, who expressed strong support for PRT to be used in connecting Baylink. Referring to the versatility of this system, Mayor Suarez agreed to support a funding mechanism similar to what was used for the Metromover extensions. That funding mechanism is a special taxing district that impacts almost solely commercial properties found on Watson Island, South Beach, Terminal Island and the Omni area.

Chairman Bovo has reminded us many times that the time for study has ended, and the time for implementation needs to begin. The Baylink connector, though small in distance, is large in importance as it connects Miami's vibrant downtown with our number one tourist attraction -- South Beach. As we complete studies intended to resolve, fund, and build the other corridors, it is exciting news that the Baylink solution is at hand and has the support of all the principal policymakers.

Baylink PRT Solution

(Personal Rapid Transit)



Beach Corridor Rapid Transit Project

Miami Beach has limited points of entry for a considerable population of residents and tourists looking to access the island from the mainland. There is also a high volume of traffic from the beach to the mainland. Miami Beach residents travel to partake in the many cultural attractions offered just over the bay in areas like Downtown, Midtown, Brickell, and Wynwood. The roads leading to and from the beach are often congested and difficult to traverse. A public transit system that could conveniently bypass traffic would be incredibly popular among residents and tourists alike. Personal Rapid Transit (PRT) is an ideal form of transit for this scenario.



What is Personal Rapid Transit?

- PRT is a smart-transit option that allows for personalized and autonomous train operation.
- Trains are light-weight and fully electric.
- The driverless trains operate on elevated tracks half the width of bus lanes or traditional train tracks.
- Commuters can continuously board smaller trains arriving at greater frequency.
- Riders can determine the train's destination and the train can then make a direct trip to that station.
- System can be programmed to move trains to high-demand stations at specific times of the day.
- Cost per mile for PRT is a fraction of the cost of heavy rail.



Slender roads



Off-line stations



Modular trains



Automated control

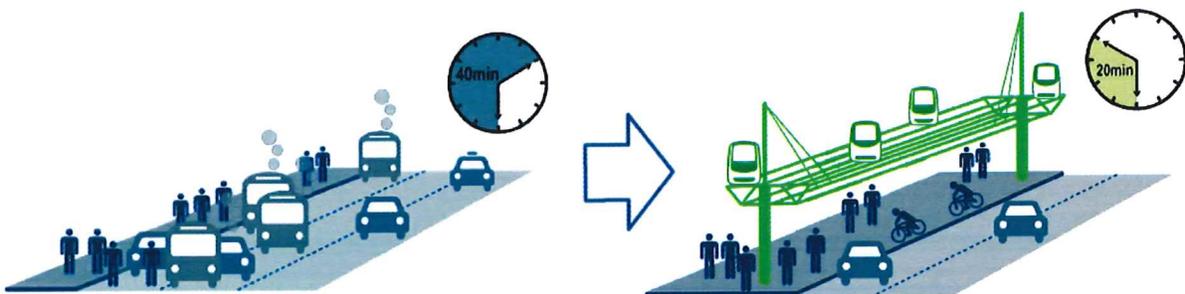
Suncheon PRT - South Korea

- Minimal environmental impact.
- The track is constructed on a delicate ecosystem that has remained unaltered since the installation of the PRT system in 2014.
- System is fully electronic thus operating with zero emissions.
- Train can be run with minimal staff involvement as trains are driverless and routes are preprogrammed.



Modutram Autotren – Mexico

- Up to 4 trains can be connected allowing for 24 riders per trip.
- Trains can be spaced at intervals as short as 4 seconds.
- Modutram recently submitted a bid to Greenville Airport at \$23 million per mile, a per-mile rate far below heavy rail. This rate includes guideways, stations, vehicles, operating system, maintenance/storage facility, engineering, and testing.



MIAMI BEACH CORRIDOR STUDY

ALTERNATIVE 1: *Baylink / Personal Rapid Transit (PRT)*



MIAMI BEACH CORRIDOR STUDY

ALTERNATIVE 2: *Baylink / Personal Rapid Transit (PRT)*



Why PRT for Baylink?

- PRT vehicles are smaller and lighter than traditional rail vehicles. This allows for a much smaller footprint, thus enabling the railway to be placed in areas that would not support heavy-rail support beams. This is ideal for Baylink as the path would have to travel over narrow and congested corridors already occupied by roadways.
- The minimalist footprint and electric operation of the vehicles would allow the system to coexist with the beautiful natural assets that exist along the proposed Baylink path. Vehicles can even run on solar power, further enhancing the environmental benefit of a PRT system.
- Not only would residents of Miami-Dade County appreciate the functionality of a Baylink connector, but tourists would see the system as a way to take in elevated views of Biscayne Bay as they travel to and from Miami Beach in a quieter and more personal transportation system.
- The cost per mile of rail-based PRT has been quoted as low as 23 million dollars per mile. This gives PRT a huge advantage over other heavier styles of transit that can cost over 100 million dollars per mile.
- Dual mode PRT systems can be implemented that would allow the vehicle to dismount the



A Signature Landmark



Major cities around the United States have landmarks that visitors flock to and residents take pride in. This PRT route has the potential to be a signature feature in Miami. Implementing PRT for Baylink gives Miami-Dade County the opportunity to be a leader in innovative, sustainable, and eco-friendly public transit methods.

AGENDA ITEM 7B

RESOLUTION NO. 18-033

RESOLUTION RESCINDING RESOLUTION NO. 08-079
OF THE CITIZENS' INDEPENDENT
TRANSPORTATION TRUST AND RECOMMENDING
TO THE BOARD OF COUNTY COMMISSIONERS
THAT IT AMEND EXHIBIT 1 TO THE PEOPLE'S
TRANSPORTATION PLAN TO END THE GREATER
FLEXIBILITY IN THE USE OF COUNTY TRANSIT
SURTAX FUNDS FOR THE OPERATION AND
MAINTENANCE OF THE EXISTING TRANSIT
SYSTEM TO BE EFFECTIVE COMMENCING WITH
FISCAL YEAR 2019-2020

WHEREAS, the Citizens' Independent Transportation Trust (CITT) supports the Board of County Commissioners' (BCC) continued commitment to the implementation of the Strategic Miami Area Rapid Transit Plan (SMART); and

WHEREAS, Charter County Transit Surtax (Surtax) funds are essential to expanding the current public transportation system; and

WHEREAS, Ordinance No. 02-117, that governs the CITT states that the CITT initially reviews any material changes to Exhibit 1, the BCC may either accept or reject the CITT recommendations, if the BCC rejects the recommendation, the matter shall be referred back to the CITT for its reconsideration and issuance of a reconsidered recommendation to the BCC, then the BCC may (by a 2/3rds majority) vote take action other than as contained in the reconsidered recommendation of the CITT; and

WHEREAS, on November 25, 2008, the CITT adopted Resolution No. 08-079 and subsequently on March 03, 2009 the BCC adopted Resolution No. R-222-09 (provided herein as Exhibit A); and

AGENDA ITEM 7B

WHEREAS, with the favorable recommendation of CITT Resolution No. 08-079, BCC Resolution No. R-222-09 amended Exhibit 1 to the People's Transportation Plan to use surtax funds to allow for unification; and

WHEREAS, the CITT adopted Resolutions No. 15-045 and No. 17-048 on October 21, 2015 and July 13, 2017 respectively, that supported expeditious unwinding of unification; and

WHEREAS, the County's budget pro-formas continuously state that unification will be unwound in five years, but that date continues to be pushed back each year and now is not expected to be unwound until 2023 when it was originally proposed to be unwound in 2020; and

WHEREAS, the CITT desires to fully implement the PTP and expand mass transportation throughout Miami-Dade County.

NOW, THEREFORE, BE IT RESOLVED BY THE CITIZENS' INDEPENDENT TRANSPORTATION TRUST (CITT), that this Trust rescinds Resolution No. 08-079, and recommends that the BCC amend Exhibit 1 to the People's Transportation Plan accordingly to revoke the language adopted on March 3, 2009 in BCC Resolution No. R-222-09 providing for greater flexibility in the use of county transit surtax funds for the operation and maintenance of the existing transit system to be effective commencing with Fiscal Year 2019-2020.

AGENDA ITEM 7B

WHEREAS, with the favorable recommendation of CITT Resolution No. 08-079, BCC Resolution No. R-222-09 amended Exhibit 1 to the People's Transportation Plan to use surtax funds to allow for unification; and

WHEREAS, the CITT adopted Resolutions No. 15-045 and No. 17-048 on October 21, 2015 and July 13, 2017 respectively, that supported expeditious unwinding of unification; and

WHEREAS, the County's budget pro-formas continuously state that unification will be unwound in five years, but that date continues to be pushed back each year and now is not expected to be unwound until 2023 when it was originally proposed to be unwound in 2020; and

WHEREAS, the CITT desires to fully implement the PTP and expand mass transportation throughout Miami-Dade County.

NOW, THEREFORE, BE IT RESOLVED BY THE CITIZENS' INDEPENDENT TRANSPORTATION TRUST (CITT), that this Trust rescinds Resolution No. 08-079, and recommends that the BCC amend Exhibit 1 to the People's Transportation Plan accordingly to revoke the language adopted on March 3, 2009 in BCC Resolution No. R-222-09 providing for greater flexibility in the use of county transit surtax funds for the operation and maintenance of the existing transit system to be effective commencing with Fiscal Year 2019-2020.

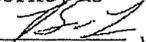
AGENDA ITEM 7B

The foregoing resolution was offered by Evan Fancher, who moved its adoption. The motion was seconded by L. Elijah Stiers, Esq., and upon being put to a vote, the vote was as follows:

Glenn J. Downing, CFP Chairperson – Aye
Joseph Curbelo, 1st Vice Chairperson – Absent
Alfred J. Holzman, 2nd Vice Chairperson – Nay

Oscar Braynon – Absent	Eric Diaz-Padron – Absent
Evan Fancher – Aye	Prakash Kumar – Aye
Hon. Anna E. Lightfoot- Ward, Ph.D., - Aye	Jonathan Martinez – Absent
Miles E. Moss, P. E. – Aye	Paul J. Schwiep Esq. – Aye
Marilyn Smith – Absent	Amy Steele-Donner – Absent
L. Elijah Stiers, ESQ. – Aye	

The Chairman thereupon declared the resolution duly passed and adopted this 23rd day of August, 2018.

Approved by the County Attorney as
to form and legal sufficiency 

By: 
Executive Director



MEMORANDUM
(Revised)

TO: Honorable Chairman Dennis C. Moss DATE: March 3, 2009
and Members, Board of County Commissioners

FROM: 
R. A. Cuevas, Jr.
County Attorney

SUBJECT: Agenda Item No. 11(A)(1)

Please note any items checked.

- "4-Day Rule" ("3-Day Rule" for committees) applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Bid waiver requiring County Mayor's written recommendation
- Ordinance creating a new board requires detailed County Manager's report for public hearing
- Housekeeping item (no policy decision required)
- No committee review

RESOLUTION NO. 08-079

RESOLUTION RECOMMENDING THAT THE BOARD OF COUNTY COMMISSIONERS AMEND EXHIBIT 1 TO THE PEOPLE'S TRANSPORTATION PLAN BY CREATING A CAPITAL EXPANSION RESERVE FUND AND ALLOWING FOR GREATER FLEXIBILITY IN THE USE OF CHARTER COUNTY TRANSIT SURTAX FUNDS FOR THE OPERATION AND MAINTENANCE OF THE TRANSIT SYSTEM

WHEREAS, the Citizens' Independent Transportation Trust (CITT) supports the Board of County Commissioners' (BCC) continued commitment to increase annually the General Fund support for Miami-Dade Transit by at least 3.5 percent over that provided in the preceding fiscal year; and

WHEREAS, Charter County Transit Surtax (Surtax) funds are an essential component of the preservation of the public transit system; and

WHEREAS, review of all Miami-Dade Transit contracts by the CITT will assist the CITT in its oversight role; and

WHEREAS, the CITT supports the use of surtax funds for capital expansion of the transit system,

NOW, THEREFORE, BE IT RESOLVED BY THE CITIZENS' INDEPENDENT TRANSPORTATION TRUST (CITT) that this Trust, recommends the amendment of Exhibit 1 to the People's Transportation Plan by adding the following opening language:

Recognizing that a safe, reliable and efficient transit system is of paramount importance, surtax funds may be utilized for any costs related to capital and/or the operations and maintenance of the transit system, including but not limited to bus, rail, Metromover, and Special Transportation Services (STS). The transit projects listed in Exhibit 1 are illustrative examples but not exclusive uses for surtax funds. Said projects and prior amendments to Exhibit 1, with the exception of the Reinvestment Schedule identified in

CITF Resolution No. 05-025, are subject to modification by the approval of the annual budget ordinance(s). Notwithstanding, the County reaffirms its intent to increase annually the General Fund support for Miami-Dade Transit by at least 3.5 percent over that provided in the preceding fiscal year; and its intent to dedicate at least 10 percent of the County's annual share of surtax funds, excluding existing and future debt service, for capital expansion of the transit system. In the event any portions of the dedicated capital expansion funds remain unexpended in any fiscal year, said funds shall be used to augment and not substitute the subsequent year's dedicated capital expansion funds. If in any fiscal year, at least 10 percent of the County's share of surtax funds, excluding existing and future debt service, is not allocated for dedicated capital expansion, then this amendment to Exhibit 1 shall cease as an operation of law.

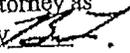
The foregoing resolution was offered by Hon. Anna E. Ward, Ph.D., who moved its adoption. The motion was seconded by Lt.Col Antonio Colmenares and upon being put to vote, the vote was as follows:

Hon. Linda Zilber, Chairperson – Absent
Marc A. Buoniconti, Vice-Chairperson – Aye

Harold Braynon, Jr. – Nay
David Concepcion – Absent
Peter L. Forrest – Aye
Hon. James A. Reeder – Nay
William Sancho – Absent
Paul J. Schwiep, Esq. – Nay
Hon. Anna E. Ward, Ph.D. – Aye

Lt.Col Antonio Colmenares – Nay
Jorge E. Cueto, Esq. – Absent
Miles E. Moss, P.E. – Aye
Hon. Jorge Rodriguez-Chomat – Absent
Rodney Sanders – Absent
Marilyn Smith – Aye

The Vice-Chairman thereupon declared the resolution duly passed and adopted this 25th day of November, 2008.

Approved by the County Attorney as
to form and legal sufficiency 

By: 
Executive Director

**OFFICIAL FILE COPY
CLERK OF THE BOARD
OF COUNTY COMMISSIONERS
MIAMI-DADE COUNTY, FLORIDA**

MEMORANDUM

Agenda Item No. 11(A)(1)

TO: Honorable Chairman Dennis C. Moss
and Members, Board of County Commissioners

DATE: March 3, 2009

FROM: R. A. Cuevas, Jr.
County Attorney

SUBJECT: Resolution amending Exhibit 1
to the People's Transportation
Plan by creating a capital
expansion reserve fund
Resolution No. R-222-09

The accompanying resolution was prepared and placed on the agenda at the request of Prime Sponsor Commissioner Barbara J. Jordan.



R. A. Cuevas, Jr.
County Attorney

RAC/up

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 11(A)(1)
3-3-09

RESOLUTION NO. R-222-09

RESOLUTION AMENDING EXHIBIT 1 TO THE PEOPLE'S
TRANSPORTATION PLAN BY CREATING A CAPITAL
EXPANSION RESERVE FUND AND ALLOWING FOR
GREATER FLEXIBILITY IN THE USE OF CHARTER
COUNTY TRANSIT SURTAX FUNDS FOR THE OPERATION
AND MAINTENANCE OF THE TRANSIT SYSTEM

WHEREAS, the Board of County Commissioners' ("BCC") renews its commitment to increase annually the General Fund support for Miami-Dade Transit by at least 3.5 percent over that provided in the preceding fiscal year; and

WHEREAS, Charter County Transit Surtax ("Surtax") funds are an essential component of the preservation of the public transit system; and

WHEREAS, review of all Miami-Dade Transit contracts by the Citizens' Independent Transportation Trust ("CITT") will assist the CITT in its oversight role; and

WHEREAS, the BCC supports the use of surtax funds for capital expansion of the transit system; and

WHEREAS, the CITT has reviewed this Amendment to Exhibit 1 to the People's Transportation Plan and has forwarded the matter with a favorable recommendation to the BCC,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA that this Board accepts the recommendation of the CITT, a copy of which is attached and incorporated herein, and hereby amends Exhibit 1 to the People's Transportation Plan by adding the following opening language:

Recognizing that a safe, reliable and efficient transit system is of paramount importance, surtax funds may be utilized for any costs related to capital and/or the operations and maintenance of the transit system, including but not limited to bus, rail, Metromover, and Special Transportation Services (STS). The transit projects listed in Exhibit 1 are illustrative examples but not exclusive uses for surtax funds. Said projects and prior amendments to Exhibit 1, with the exception of the Reinvestment Schedule identified in CITT Resolution No. 05-025, are subject to modification by the approval of the annual budget ordinance(s). Notwithstanding, the County reaffirms its intent to increase annually the General Fund support for Miami-Dade Transit by at least 3.5 percent over that provided in the preceding fiscal year; and its intent to dedicate at least 10 percent of the County's annual share of surtax funds, excluding existing and future debt service, for capital expansion of the transit system. In the event any portions of the dedicated capital expansion funds remain unexpended in any fiscal year, said funds shall be used to augment and not substitute the subsequent year's dedicated capital expansion funds. If in any fiscal year, at least 10 percent of the County's share of surtax funds, excluding existing and future debt service, is not allocated for dedicated capital expansion, then this amendment to Exhibit 1 shall cease as an operation of law.

The Prime Sponsor of the foregoing resolution is Commissioner Barbara J. Jordan. It was offered by Commissioner Barbara J. Jordan, who moved its adoption. The motion was seconded by Commissioner Audrey M. Edmonson and upon being put to a vote, the vote was as follows:

Dennis C. Moss, Chairman	aye		
Jose "Pepe" Diaz, Vice-Chairman	aye		
Bruno A. Barreiro	aye	Audrey M. Edmonson	aye
Carlos A. Gimenez	nay	Sally A. Heyman	aye
Barbara J. Jordan	aye	Joe A. Martinez	nay
Dorrin D. Rolle	aye	Natacha Seijas	aye
Katy Sorenson	aye	Rebeca Sosa	nay
Sen. Javier D. Souto	absent		

Resolution No. R-222-09

Agenda Item No. 11(A)(1)

Page No. 3

The Chairperson thereupon declared the resolution duly passed and adopted this 3rd day of March, 2009. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK



By: Kay Sullivan
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

Bruce Libhaber

Transit-Oriented Development

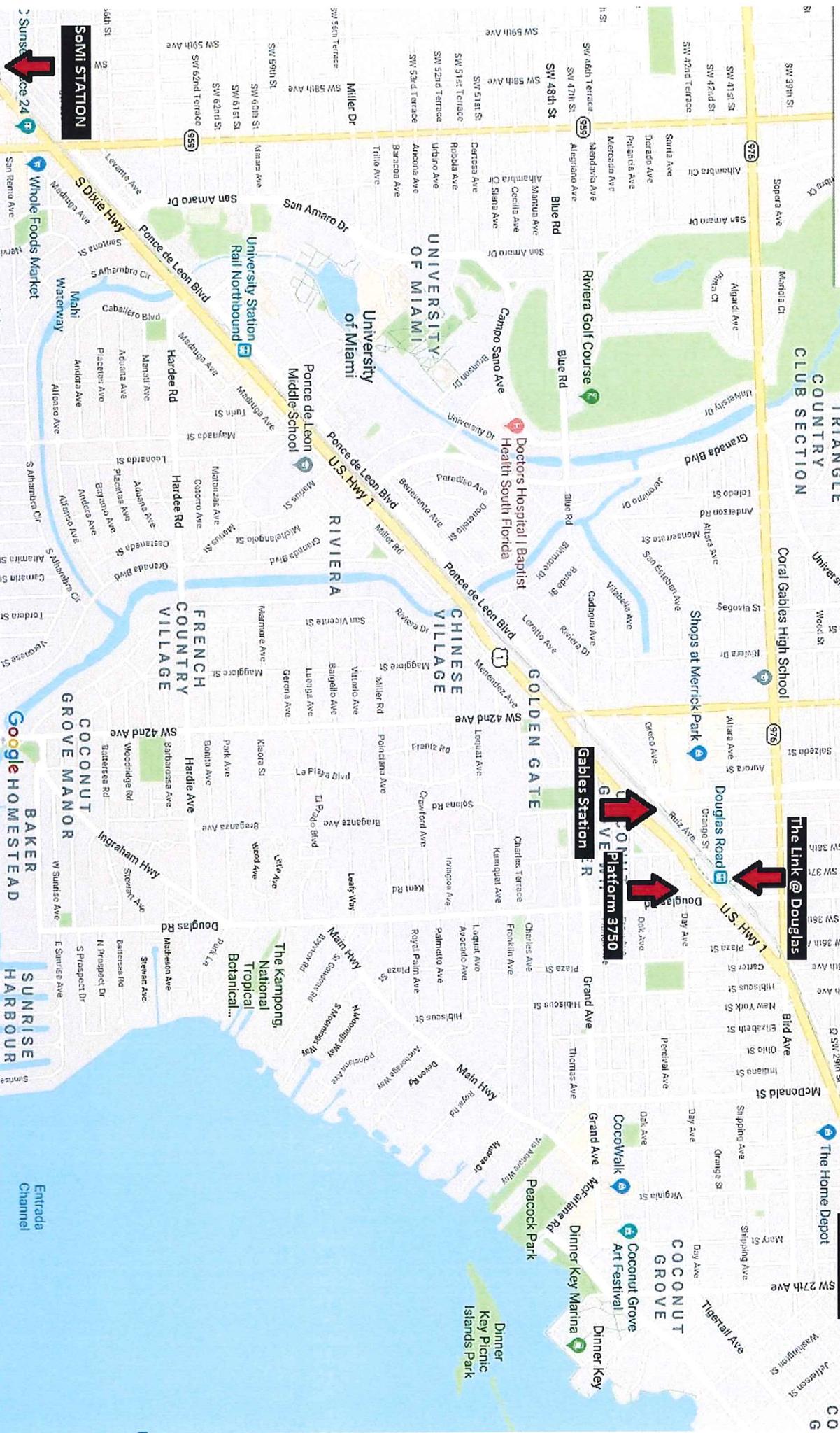
A novel way of solving transportation problems is to incentivize people living, working, and playing at existing transit stops. This idea took hold a couple of decades ago and was incorporated in District 7 along the US1 Metrorail corridor. As shown in the following demonstration it is now bearing fruit, close to \$1 billion in developments under planning and construction from 27th Avenue to 57th Avenue.

District 7 Transit-Oriented Development Along US1

- **Grove Central** will include 330 apartment units (50 units for workforce housing) with retail space. The project will include a two-megawatt solar array on the two buildings, battery storage for 20 megawatts and a park-n-ride garage (expected completion date by end of 2021; estimated cost \$180 million).
- **The Link @ Douglas** will have 1375 residential units (77 units for workforce housing), office and retail space (expected completion date by end of 2024; estimated cost \$600 million).
- **Platform 3750** will include 192 residential units, office and commercial space, with 395 parking spaces (expected completion date to be determined; estimated cost to be determined).
- **Gables Station** will have 499 residential units, commercial and retail space, and 1,000 garage parking spaces (estimated completion date is fall of 2020; estimated cost (172 million).
- **SoMi Station** will include 99 University of Miami student residential units, office and retail space (expected completion date of fall 2020; estimated cost of \$95 million).

el times, traffic and nearby places

TRANSIT ORIENTED DEVELOPMENT PROJECTS - DISTRICT 7



My plan calls for extracting 25% of all revenues generated by tolls and auto tag renewals for use in mass transportation. The combined revenues of the MDX (approximately \$240 million per year) and of the auto tag renewals (approximately \$160 million per year) add up to \$400 million per year; 25% of that, or \$100 million per year, is enough to bond out more than \$2 billion which is what is needed to fund the four linkages mentioned by Rep. McGhee and agreed to by the CITT as being the highest-priority ones.

The other 5% of my 25/5 proposal is for what I call "trails in the city." The four links mentioned will extend to all four corners of the county in more or less equal, geographic dispersion, covering NW, SW, East and West neighborhoods. Bikers and pedestrians should be an integral part of the planning and construction of mass transit. Dedicating 5% of the \$400 million from the two existing sources of revenue mentioned means a steady yearly flow of \$20 million, more or less equally divided among the four quadrants of the county.

I thank our legislative leaders of both parties, led by Senator AniTere Flores, for their warm reception of last Monday and for their relentless effort to get our county its fair share of revenues derived from our residents and visitors.

Let's get to work on 25/5.

For more information, contact Commissioner Xavier L. Suarez at 305-669-4003 or via email at district7@miamidade.gov.





January 11, 2018

To: Senator Annette Taddeo
10689 N. Kendall Drive, Suite 212
Miami, FL 33176

Re: Funding for Mass Transit

Dear Senator Taddeo,

Miami-Dade County residents dutifully pay their taxes, directly and indirectly via fees and tolls, with the expectation that the funds collected will be reinvested in their community. Instead our roads remain gridlocked, making life miserable for our working-class commuters, visitors, and commercial/industry vehicles. Residents in your district look to you to make mass transit a priority and seek funding solutions so they, too, can enjoy the benefits of a stress-free commute and improved quality of life.

I ask for your support in championing what I call the "25/5 plan", which calls for extracting 25% of all revenues generated by tolls and auto tag renewals to be used for mass transportation, specifically our Strategic Miami Area Rapid Transit (SMART) corridors. This plan would be supported by existing taxes and user fees that emanate from our county and presently flow either to the state or to an independent agency (the MDX), both of which follow antiquated missions that promote usage of roads, an option that is no longer viable for a growing, leading metropolitan area like ours. This funding would be instrumental in implementing the Kendall Corridor, with an immediate interim trolley solution and eventual rapid transit.

The second part of the funding plan requires that 5% of the total cost of any future transportation project be committed to the county's "Complete Streets" program, including bike and pedestrian trails which have enormous public support (Ludlam Trail, the Underline). Bikers and pedestrians are an integral part of the planning and construction of mass transit. The guaranteed allocation of 5% funding means a steady yearly flow of funding, more or less equally divided among the four quadrants of the county.

When we create an accessible and efficient public transit system, reducing the cost of commuting and burden of traffic congestion, we will see an increase in employment and ultimately the quality of life of all residents.

Very truly yours,

Xavier L. Suarez
Miami-Dade County Commissioner
District 7



THE FLORIDA SENATE

Tallahassee, Florida 32399-1100

COMMITTEES:
Fiscal Policy, *Chair*
Appropriations
Appropriations Subcommittee on Criminal and
Civil Justice
Ethics and Elections
Finance and Tax
Health Policy
Regulated Industries

SENATOR ANITERE FLORES
37th District

December 17, 2015

The Honorable Dennis Moss
Chairman, MPO Transit Solutions Committee
111 NW 1st Street, Suite 320
Miami, Florida 33128

Dear Chairman Moss,

I am writing in support of the 25/5 plan as a fundamental step towards a viable mass transportation solution for the residents of Miami-Dade County.

This plan provides for meaningful strides in methods of funding many crucial transportation projects across Miami-Dade County. This strategy will allow us to use 25% of the existing tax revenues generated by MDX tolls and the renewal of auto tags for mass transportation funding.

I thank you for your ongoing support and friendship. I respectfully request that you and your colleagues support this legislation during the 2016 Legislative Session.

Sincerely,

A handwritten signature in cursive script that reads "Anitere Flores".

Anitere Flores
State Senator
District 37

CC: The Honorable Francis Suarez, MPO Vice Chair

REPLY TO:

- 10691 North Kendall Drive, Suite 309, Miami, Florida 33176 (305) 270-6550
- 413 Senate Office Building, 404 South Monroe Street, Tallahassee, Florida 32399-1100 (850) 487-5037

Senate's Website: www.flsenate.gov

ANDY GARDINER
President of the Senate

GARRETT RICHTER
President Pro Tempore

MEMORANDUM

Agenda Item No. 11(A)(21)

TO: Honorable Chairman Esteban L. Bovo, Jr.
and Members, Board of County Commissioners

DATE: September 5, 2018

FROM: Abigail Price-Williams
County Attorney

SUBJECT: Resolution urging the Florida Legislature and the Florida Department of Transportation to provide to Miami-Dade County an amount equivalent to 25 percent of all revenues generated by the renewal of motor vehicle registrations in Miami-Dade County, wherein 80 percent of that amount would go to the development, construction, maintenance, and operation of the Strategic Miami Area Rapid Transit ("SMART") Plan rapid transit corridors, and 20 percent would go to the development, construction, maintenance, and operation of bicycle and pedestrian trails that connect to the SMART Plan rapid transit corridors

Resolution No. R-930-18

The accompanying resolution was prepared and placed on the agenda at the request of Prime Sponsor Commissioner Xavier L. Suarez.



Abigail Price-Williams
County Attorney



APW/cp

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 11(A)(21)
9-5-18

RESOLUTION NO. _____ R-930-18

RESOLUTION URGING THE FLORIDA LEGISLATURE AND THE FLORIDA DEPARTMENT OF TRANSPORTATION TO PROVIDE TO MIAMI-DADE COUNTY AN AMOUNT EQUIVALENT TO 25 PERCENT OF ALL REVENUES GENERATED BY THE RENEWAL OF MOTOR VEHICLE REGISTRATIONS IN MIAMI-DADE COUNTY, WHEREIN 80 PERCENT OF THAT AMOUNT WOULD GO TO THE DEVELOPMENT, CONSTRUCTION, MAINTENANCE, AND OPERATION OF THE STRATEGIC MIAMI AREA RAPID TRANSIT ("SMART") PLAN RAPID TRANSIT CORRIDORS, AND 20 PERCENT WOULD GO TO THE DEVELOPMENT, CONSTRUCTION, MAINTENANCE, AND OPERATION OF BICYCLE AND PEDESTRIAN TRAILS THAT CONNECT TO THE SMART PLAN RAPID TRANSIT CORRIDORS

WHEREAS, on June 7, 2016, this Board adopted Resolution No. R-523-16 endorsing the Strategic Miami Area Rapid Transit ("SMART") Plan, an initiative to advance six rapid transit corridors in order to implement mass transit projects in Miami-Dade County; and

WHEREAS, the six SMART Plan rapid transit corridors are the: Beach Corridor, East-West Corridor, Kendall Corridor, North Corridor, Northeast Corridor, and South Dade Transitway Corridor; and

WHEREAS, there is a funding gap for the SMART Plan rapid transit corridors; and

WHEREAS, the development of the six rapid transit corridors will likely need to incorporate various funding sources, including federal, state, county, and municipal participation; and

WHEREAS, transportation and mobility issues, including the advancement of bicycle and pedestrian trails, are of utmost concern for the residents of Miami-Dade County; and

WHEREAS, on November 5, 2004, this Board adopted Resolution No. R-995-14, seeking to create a plan for the implementation of a “Complete Streets Program”; and

WHEREAS, a “Complete Streets Program” could develop green infrastructure, improve pedestrian and bicyclist safety, increase transportation options, reduce traffic congestion, reduce carbon fuel dependence, improve air quality, improve community health, and help alleviate first and last mile issues; and

WHEREAS, Miami-Dade County remains vigorously committed to identifying additional local funding sources for the SMART Plan rapid transit corridors, as well as for improving bicycle and pedestrian trails that connect to and complement those corridors,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board:

Section 1. Urges the Florida Legislature and the Florida Department of Transportation to provide to Miami-Dade County an amount equivalent to 25 percent of all revenues generated by the renewal of motor vehicle registrations in Miami-Dade County, wherein 80 percent of that amount would go to the development, construction, maintenance, and/or operation of the Strategic Miami Area Rapid Transit (“SMART”) Plan rapid transit corridors, and 20 percent would go to the development, construction, maintenance, and/or operation of bicycle and pedestrian trails that connect to the SMART Plan rapid transit corridors.

Section 2. Directs the Clerk of the Board to transmit a certified copy of this resolution to the Governor, Senate President, House Speaker, the Chair and Members of the Miami-Dade State Legislative Delegation, the Secretary of the Florida Department of Transportation, and the Executive Director of the Miami-Dade Transportation Planning Organization.

Section 3. Directs the County's state lobbyists to advocate for the legislation and funding described in Section 1 above, and authorizes and directs the Office of Intergovernmental Affairs to include this item in the 2019 state legislative package when it is presented to the Board.

The Prime Sponsor of the foregoing resolution is Commissioner Xavier L. Suarez. It was offered by Commissioner **Sally A. Heyman**, who moved its adoption. The motion was seconded by Commissioner **Rebeca Sosa** and upon being put to a vote, the vote was as follows:

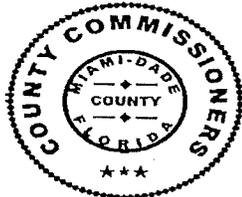
Esteban L. Bovo, Jr., Chairman	absent		
Audrey M. Edmonson, Vice Chairwoman	aye		
Daniella Levine Cava	aye	Jose "Pepe" Diaz	aye
Sally A. Heyman	aye	Eileen Higgins	aye
Barbara J. Jordan	aye	Joe A. Martinez	absent
Jean Monestime	aye	Dennis C. Moss	aye
Rebeca Sosa	absent	Sen. Javier D. Souto	absent
Xavier L. Suarez	aye		

The Chairperson thereupon declared the resolution duly passed and adopted this 5th day of September, 2018. This resolution shall become effective upon the earlier of (1) 10 days after the date of its adoption unless vetoed by the County Mayor, and if vetoed, shall become effective only upon an override by this Board, or (2) approval by the County Mayor of this Resolution and the filing of this approval with the Clerk of the Board.

MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By: **Christopher Agrippa**
Deputy Clerk



Approved by County Attorney as to form and legal sufficiency.

Annery Pulgar Alfonso

The mayor has it all backwards on county's transportation crisis

At his swearing in last Tuesday, Mayor Carlos Giménez formulated a novel excuse for not funding the SMART plan, which calls for six new rail corridors. The gist of this excuse is that the economy must improve in order for the county to be able to tackle our woeful system of mass transportation.



Xavier L. Suarez

In effect, the excuse refers back to the Great Recession of 2008, from which we are removed by eight years (equivalent to two full mayoral terms) and by no less than almost \$400 million in new countywide tax revenues. In case the good mayor has not noticed, the economy – as far as the county's revenues go – has rebounded nicely.

What has not rebounded is the level of government services, particularly in the area of transportation, where government has built only a small link between the airport and downtown, while extracting almost \$1 billion a year from our county's motorists in highway tolls, a half-cent sales tax earmarked for transportation, auto tag renewal fees, and gas taxes.

That's how you slow down the economy: by extracting more contributions from the citizens while providing little or no additional new infrastructure or additional services.

In other words, the mayor has it exactly backwards: It is not that the economy must grow in order to fund our transportation system; it is government's inability to fund an efficient transportation system that has slowed down our economic growth. (In my recently published book, "The Wealth of a Nation," I quantify that negative impact as between

The Writer

Xavier L. Suarez is a Miami-Dade County commissioner and a former mayor of the City of Miami.

one-half and one percent of our comparatively higher unemployment.)

And note what we have squandered in terms of existing taxes and impositions:

- The half-cent sales tax, first approved in 2002, has produced about \$250 million a year for each of the last few years; however, as much as \$100 million, or 40%, has been "derailed" each year for operations, when it was earmarked for completion of our rail system.

- Auto tag renewal fees, generated by a million and a half cars and light vehicles in our county, have produced about \$167 million each year, all of which has gone to the state. (We, the motorists who paid those fees, receive a little sticker each year, which costs a little over five cents per vehicle, equivalent to less than one percent of what we sent to Tallahassee.)

- Gas taxes paid into the state support a statewide transportation budget of \$10 billion, of which about a billion dollars has been spent in our county – but only a small percentage on mass transit.

- MDX toll fees, collected by the agency charged with managing our five major highways, are currently generating close to \$240 million a year (\$20 million each month), of which not one penny has been used for mass transit.

So, in conclusion, is it fair to say that full funding of transportation must await some sort of economic recovery? Or, to the contrary, that government's mismanagement of transportation funds has hurt our chances of having a full and fair economic recovery?