

Five-Year Implementation Plan of the People's Transportation Plan

Tenth Annual Update Covering Fiscal Years 2022-2026



CITIZENS' INDEPENDENT

TRANSPORTATION TRUST

**MIAMI MOVING
FOUR FORWARD**

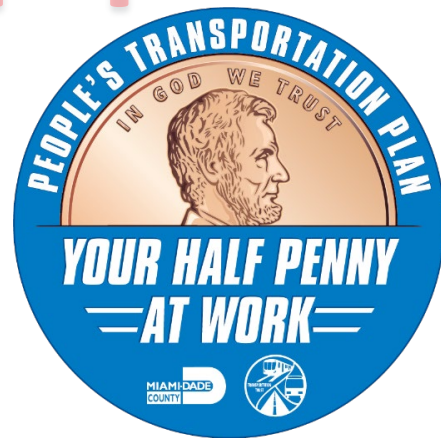


PTP Five-Year Plan Update

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

Tenth Annual Update
Covering Fiscal Years 2022 to 2026

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Citizens' Independent Transportation Trust
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Chairman's Message

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

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

Over the years, PTP funded projects have helped enhance public transportation with new Metrorail, Metromover, and Metrobus vehicles, rail and bus transit system enhancements, Special Transportation Services (STS)/Paratransit services, municipal trolley systems and On-demand services. Half-Penny Surtax improved mobility, and safety for pedestrians and motorists of Miami-Dade County with advanced traffic management system, roads, bridges, neighborhoods, streetlights, and school zone flashing signals improvements. We are proud of the accomplishments made with the half-penny Surtax thus far and look forward to taking Miami-Dade County to another level with innovative and cost-effective solutions to implement the Strategic Miami Area Rapid Transit (SMART) Plan.

Miami-Dade County desires to provide a public transportation system that keeps pace with the needs of this growing population and their transportation needs. I serve on the Transportation Trust because I believe in the potential of this community and the residents of Miami-Dade County deserve a first-class transportation system that is accessible to all.

Oscar J. Braynon, Chairman





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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

CCTV – Closed Circuit Television

CEI – Construction Engineering and Inspection

CERF – Capital Expansion Reserve Fund

CIG – Capital Investment Grant

CITT – Citizens’ Independent Transportation 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

MDT– Miami-Dade Transit

MDX– Miami-Dade Expressway Authority

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

PTC – Positive Train Control

PTP – People’s Transportation Plan

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

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 Plan – Strategic Miami Area Rapid Transit 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 to implement the People’s Transportation Plan (PTP). As part of the ballot question, the voters also approved formation of the Citizen’s 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 (Transportation Trust) 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%. Included in the amendment was compliance with the terms of the line of credit obligation letter which outlined the loan approved by the CITT for up to \$150 million in Surtax

funds to support MDT services in existence as of November 5, 2002.

Later in March 2009, the Board of County Commissioners (BCC) amended the PTP (via Resolution R-222-09) to create Capital Expansion Reserve Fund (CERF) and unify the funding structure allowing for greater flexibility in the use of Surtax funds for operations and maintenance of the unified transit system. CERF was established to reserve at least 10% of the Surtax revenue’s excluding debt service, for capital expansion of the transit system. Prior to this resolution, MDT’s operational expenses were reimbursed by the Surtax fund utilizing an allocation model. The model was based on the ratio of expanded bus mileage to the pre-existing mileage at the time the PTP was adopted. After the unification of the County’s transit system, all MDT operational expenses are eligible for Surtax funds reimbursement.

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 Surtaxes. The bill placed additional restrictions on the use of transportation Surtax funds and the relevant provisions become effective on 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 is expected to have a positive impact on Surtax collections in the coming fiscal years. Based on the percentage of State taxes received by Miami-Dade County (MDC), the Surtax is estimated to increase approximately \$13.85 million in FY 2022 and going forward it will represent a 3 to 5% increase in expected Surtax collections.

Surtax Collections

Surtax collections over the years from FY 2003 through FY 2022 are shown in the **Table 1** and **Figure 1** below. Due to the unprecedented COVID-19 pandemic, there was a significant drop in the Surtax collections for FY 2020. The total annual Surtax collections during the FY 2020 were 11% less compared to FY 2019. The actual Surtax collections for the FY 2020 were approximately \$26 million less than the Office of Management and Budget (OMB) original projections (made in FY 2019). The economic and travel trends have been improving in FY 2021 throughout the Nation and the County. The proposed Surtax collections for FY 2021 and FY 2022 were estimated to be approximately \$298 million (19% higher than the FY 2020 actuals) and \$293 million (2% less than the FY 2021 projection) 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				
Annual Surtax	\$282,819,920	\$250,666,807	\$298,622,000	\$293,251,000				
Cumulative Surtax	\$3,496,643,216	\$3,747,310,023	\$4,045,932,023	\$4,339,183,023				

Table 1 – Surtax Collections FY 2003 through FY 2022

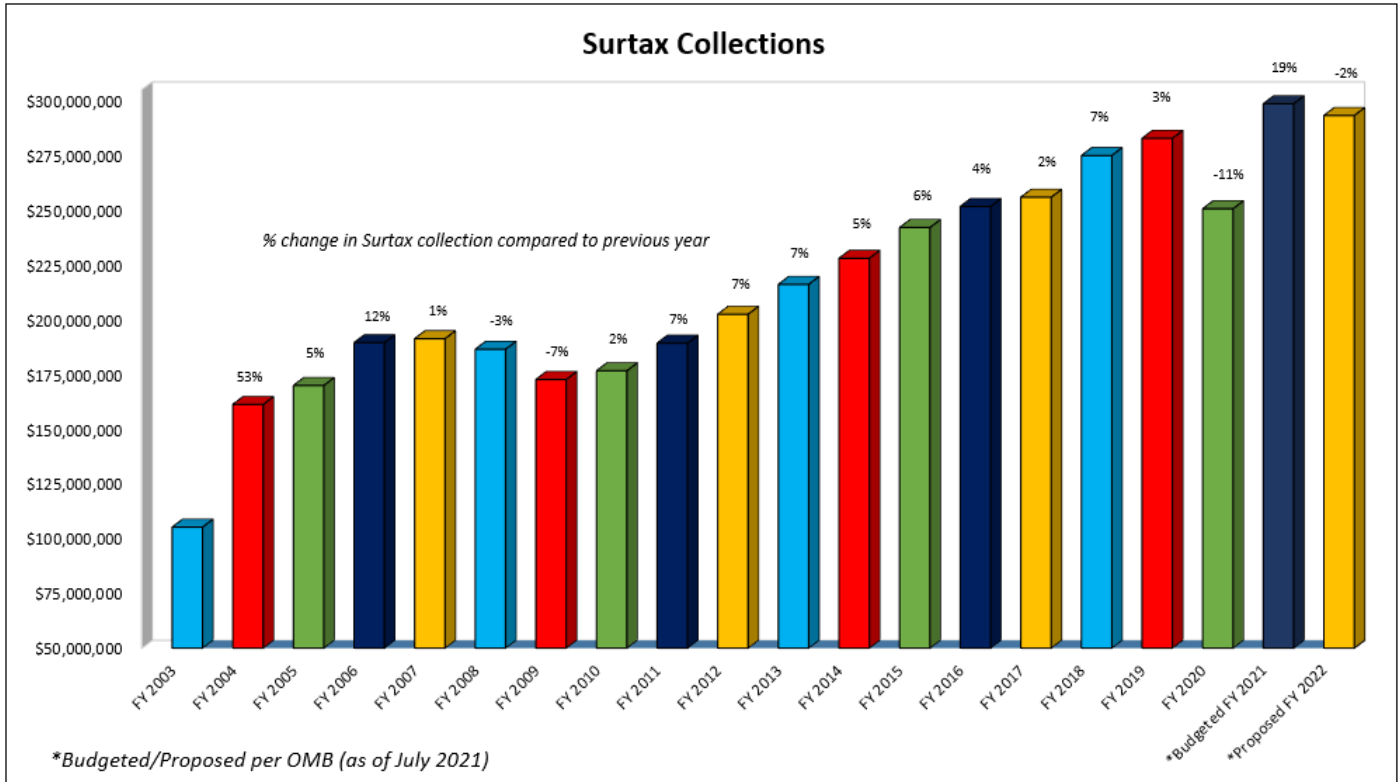


Figure 1: Surtax Collections FY 2003 to FY 2022

Surtax Expenditures

Surtax expenditures for FY 2020 are shown in the **Figure 2** below. Approximately twenty one percent (21%) of FY 2020 Surtax funds were transferred to municipalities. Of the total, thirty percent (30%) was used to pay debt obligations for transit capital projects and approximately thirty percent (30%) was expended on transit operations. Eight percent (8%) of the Surtax funds were used to pay public works projects debt and a little less than one percent (1%) for public works pay-as-you-go projects. Just under one percent (1%) was utilized for the Office of the Citizen’s Independent Transportation Trust (OCITT) operational costs and approximately ten percent (10%) was transferred to CERF.

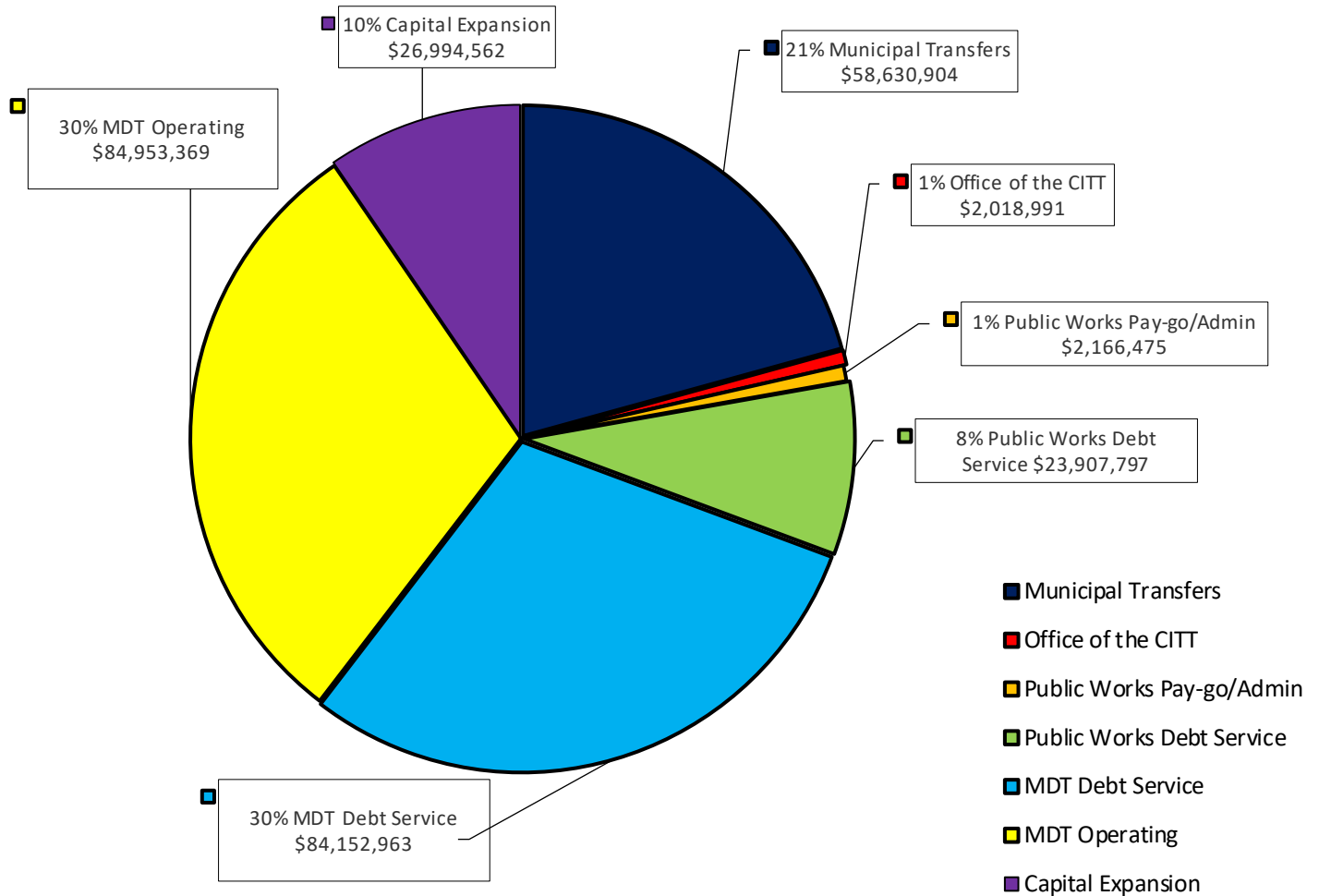


Figure 2: FY 2020 Distribution of Surtax Funds

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

- Implementation of Golden Passport/Patriot Passport program (estimated \$18M annual foregone revenue)
- Fare free Metromover (estimated \$0.8M annual foregone revenue)
- Orange Line, a 2.4 Mile Metrorail extension to Miami International Airport (\$496.6M PTP for Capital and \$16.6M for annual operations)
- Advanced Traffic Management System (ATMS) Phase 1 and 2 completed. Phase 3 ATMS on-going (\$49M PTP Capital)
- Metrorail Central Control Upgrade (\$25.6M PTP Capital)
- Metromover Vehicle Replacement (\$70M PTP Capital)
- Metrorail Vehicle Replacement (\$384.8M 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 (\$13.4M PTP Capital)

- William Lehman Metrorail Operations Center Upgrade (improve test yard and storage tracks) (\$12.5M PTP Capital)
- Tri Rail Downtown Miami Link (\$69M PTP Capital)
- Construct new lanes and widen NW 87th Avenue between NW 154th Street and Miami Gardens Drive (\$13.5M PTP Capital)

PTP Surtax funding of \$565M along with Federal funds (\$33.3M) and State funds (\$26.3M) are allocated to purchase new eco-friendly Compressed Natural Gas (CNG), hybrid, electric Metrobus vehicles and electric charging stations. This will modernize the County bus fleet while reducing the carbon footprint. Surtax funded \$316.8M for the Metrorail projects including stations, escalators, elevators refurbishment, acoustical barrier replacement and green line rail component renewal. A Metromover comprehensive wayside overhaul project supported by \$127.8M PTP Surtax is on-going. PTP Surtax funds are also being used to fund several transit infrastructure projects.

PTP Surtax funds played a major role in the advancement of the Strategic Miami Area Rapid Transit (SMART) Plan and related projects. **South-Dade Transitway Corridor** secured Federal Capital Investment Grant (CIG) funds (\$100M), State funds (\$100M) with the assistance of Surtax funds (\$103.5M) local PTP match and advanced to Design-Build with estimated operations in June 2023. Additionally, in early 2021, the project was allocated \$29.5M additional Federal funds via the American Rescue Plan Act (The Act). The Act specified that the funding does not count toward statutory Federal or CIG funding limitations, but rather is meant to assist project sponsors with their local match.

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 (SW 168th Street, SW 112th Avenue), and Transit Oriented Development (Quail Roost Drive, Transit Oriented Development (TOD) Master Plan) along the 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 \$218.3M PTP Surtax funds secured \$255.4M of Federal and State funds towards the South Corridor and related projects.

State Road 836 (SR 836) Express Bus Service Line C from Dolphin Station park-and-ride to Downtown Miami, an incremental improvement along **East-West Corridor** and Dolphin Station park-and-ride opened to revenue service in March 2020. Tamiami Station groundbreaking was completed in August 2020 and Panther Station design was completed, the two additional park-and-ride terminals for SR 836 Express Bus Service Line A and Line B. Direct ramps to dolphin station from SR 836, widening and resurfacing of NW 12th Street to add bus-only lanes and bike lanes between Dolphin Station Park-and-ride and Dolphin mall projects are being implemented to reduce travel time and increase reliability for several routes serving Sweetwater and Doral including SR 836 Express and East-West Corridor. **East-West Corridor** Project Development and Environment (PD&E) and Transit Oriented Development (TOD) master plan studies are being conducted by the Department of Transportation and Public Works (DTPW) and funded by Surtax funds. Approximately \$75 million in Federal (\$9.7M)/State (\$7.1M)/Surtax (\$67.7M) funding is allocated towards all these East-West corridor related project improvements.

SMART plan **Beach Corridor** and TOD master plan for beach corridor projects has \$16.8M PTP, \$1.1M Federal and \$5.8 State and Municipal funding allocation for the project development and planning studies.

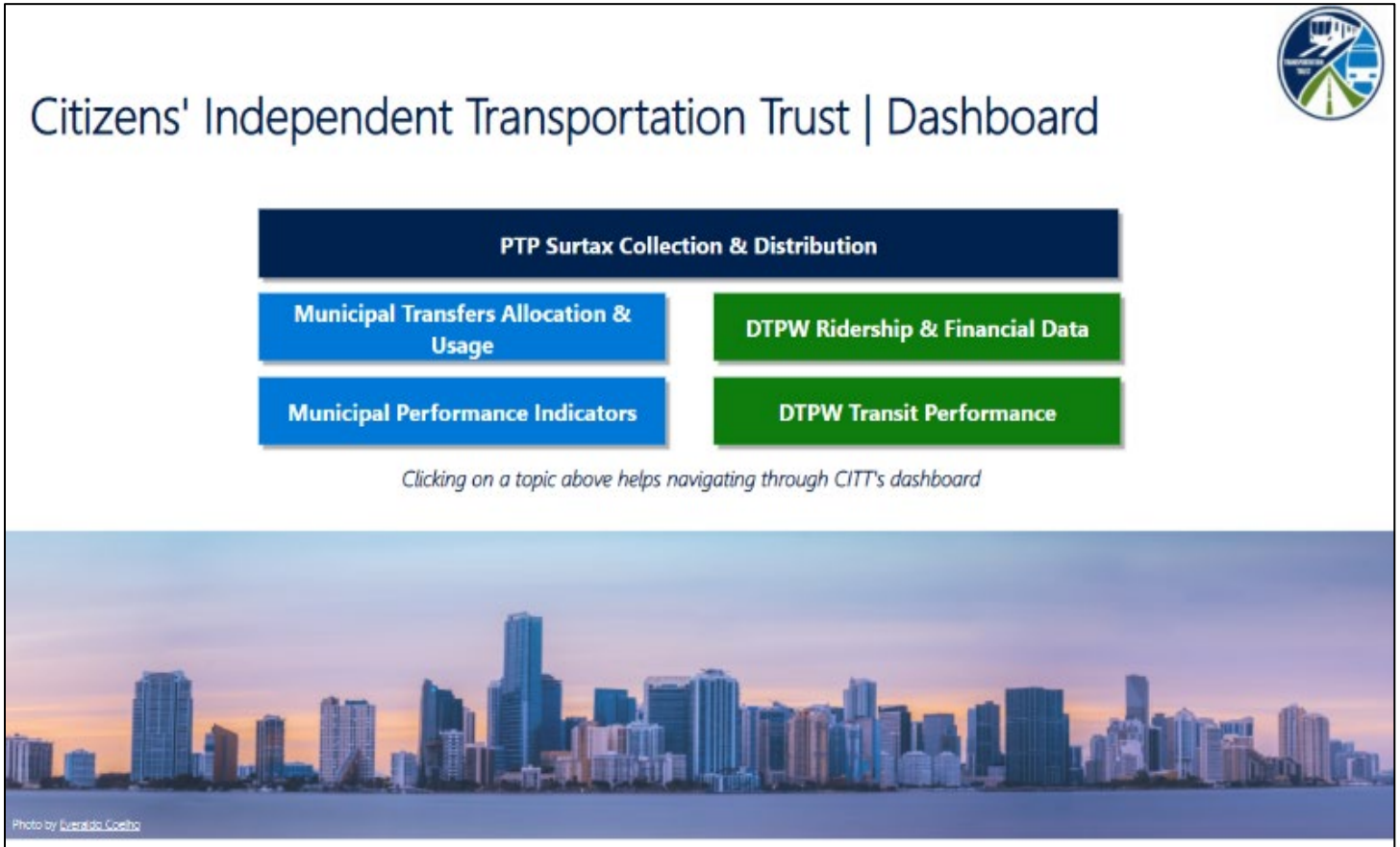
CITT and BCC approved \$76 million in Surtax funding to construct Aventura Station to implement **Northeast Corridor** commuter rail service by 2022. Surtax also funded a total of \$161.9M for the PD&E, Planning and Implementation studies of the **North Corridor, Northeast Corridor, Bus Express Rapid Transit (BERT) network**, and the BERT park-and-rides.

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 30 of the participating municipalities. The pre-pandemic annual ridership is over 14 million passengers in FY 2019. The ridership declined significantly to 8.2 million passengers in FY 2020 and 5.51 million passengers in calendar year 2020 due to service suspensions and reduction in service during COVID-19 pandemic.

PTP Interactive Dashboard

The CITT team continues to improve the best practices and effective methods to oversee, monitor and track the PTP Surtax dollars spending. In this regard, OCITT along with its strategic consultant IMG Rebel is developing an interactive, comprehensive, and user-friendly dashboard. The dashboard showcases the progress of the PTP including the Surtax collections, distribution/usage, Municipal and DTPW transit operations performance metrics consistent with National Transit Database (NTD) reporting and spending, statistics on the Surtax funded DTPW capital and infrastructure projects in the form of simplified graphs, charts, and tables. The dashboard is currently under development and will be available on the County CITT webpage upon completion.



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.

In an effort 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). The CAO interpretation is pending on the language of the bill related to the eligibility of the County’s use of Surtax proceeds for operations and maintenance of roads or bridges and neighborhood improvement projects.

PROJECT NAME	Surtax Funding Eligibility with HB385 in effect
Vision Zero Projects	No. Unless the contract is executed before Oct 1, 2022.
Expansion of Golden Passport to everyone over 65 years of age regardless of income	Only Golden Passport included in the PTP is eligible.
Patriot Passport	No after Oct 1, 2022.
Widen NW 37 Avenue to 5 lanes from 2, NW 79 Street to NW North River Drive	No. Unless the contract is executed before Oct 1, 2022
NE 2 Avenue, NE 91 Street to NE 20 Street (split in 7 phases) - NE 20 Street to NE 36 Street	No. Unless the contract is executed before Oct 1, 2022.
SW 216 Street (Florida’s Turnpike to SW 127 Avenue) Curbs and Gutters, Traffic Operational Improvements	No. Unless the contract is executed before Oct 1, 2022.

PROJECT NAME	Surtax Funding Eligibility with HB385 in effect
Traffic Signals and Signs Operations	Eligibility pending CAO interpretation.
Resurfacing, Sidewalks and Drainage on Arterial Roads	Eligibility pending CAO interpretation.
School Flashing Signals	Eligibility pending CAO interpretation.
Pavement Markings	Eligibility pending CAO interpretation.
Metrorail Escalators and Elevators Refurbishment	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Metrorail Stations Refurbishment	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Additional Elevators at Dadeland North Metrorail Station	No. Unless the contract is executed before Oct 1, 2022.
Parking Garages Overhaul	*Partially eligible on a pro-rata basis after Oct 1, 2022
AC Unit Substations	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Metrorail Fiber Optic and Capacity Augmentation	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Metrorail Traction Power Switchgear Equipment Phase 3	Partially eligible on a pro-rata basis after Oct 1, 2022.
Metrorail Tri-Rail Station Traction Power Sub-Station	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Disaster Recovery Control Center (at PYD)	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Railcar Underfloor Wheel Truing Machine	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Green Line Rail Components Renewal	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Track and Guideway 10-15 Yr. Rail Service Equipment Replacement	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Metrorail Maintenance Vehicle Lift	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Private Branch Exchange Telephone System Upgrade to VOIP	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Government Station – Fire Suppression	No. Unless the contract is executed before Oct 1, 2022.
Emergency Exit at William Lehman Center	No. Unless the contract is executed before Oct 1, 2022.
Metrorail and Metromover UPS Rooms HVAC Installation	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Roadway Signs in the Vicinity of twenty-three (23) Metrorail Stations CIP201	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Rail Public Address System Replacement	No. Unless the contract is executed before Oct 1, 2022.
Upgrade Chiller Units at Lehman Center	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Metrorail Bathrooms	*Partially eligible on a pro-rata basis after Oct 1, 2022.

PROJECT NAME	Surtax Funding Eligibility with HB385 in effect
Purchase of 2 HY-Rail Crew cab Trucks	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Purchase Rail Wheel Press Machine	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Data Closets Uninterruptible Power Supply (UPS) Replacement	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Rail EAMS Work Order Module	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Metrorail Platform Cabling Replacement	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Renovate Lehman Center 2nd Floor (Administration)	No. Unless the contract is executed before Oct 1, 2022.
Lehman Curve N41 Realignment	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Bus Garage and Employees Parking Lot Light Fixtures Upgrade	No. Unless the contract is executed before Oct 1, 2022.
Activu Server Recapitalization	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Transit Scada Station Control Unit Server Recapitalization	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Network Core Switches Recapitalization	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Wireless Lan Access Point Recapitalization	No. Unless the contract is executed before Oct 1, 2022.
Facilities Maintenance EAMS Work Order Implementation	*Partially eligible on a pro-rata basis after Oct 1, 2022.
Train to Wayside Wireless Network at Palmetto Yard	*Partially eligible on a pro-rata basis after 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)) Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP). The Plan shall be updated annually.

This report represents the Tenth annual update of the Five-Year Plan. It documents current status and progress in the implementation of Surtax funded projects versus the baseline. Future annual updates to the Plan will continue to monitor the actual implementation of the projects, their adherence to budget and schedule, and any changes to the Plan including project additions, deletions, or deferrals. The project updates included in this plan are as of December 31, 2020, unless otherwise specified. Project expenditures are actual, through FY 2019-20.

The Plan is divided into the following sections:

- **First/Last Leg Connectivity and Shared Mobility Services:** This section includes information on the first and last mile/leg and shared mobility options available within the County and some proposed improvements.
- **New Projects and Active Projects:** This section summarizes new projects proposed by the Department of Transportation and Public Works for Surtax and/or Capital Expansion Reserve Funds for the FY 2022-2026 Five-Year Implementation Plan. This section also includes all active Transit and Public Works projects approved for the use of Surtax and/or Capital Expansion Reserve Funds for FY2022-2026. Active projects are in process or planned within the five-year period; or ongoing operational activities where its respective goal has been amended appropriate to optimal implementation that meets the original intent of the item. Each active project has detailed description to include scope of work and budget. Projects are listed by the following categories:
 - PTP Original Projects
 - Transit (Fare Programs, Transit Service Improvements and Rapid Transit Improvements)
 - Public Works Related projects (Major Highway and Road Improvements, Neighborhood Improvements, Board Requested Projects)
 - Municipal Improvements
 - PTP Amendments 2003-2008 (Miscellaneous Capital Improvements Related to Bus Operations, Miscellaneous Improvements Related to Rail Operations, Additional Amendments)
 - Other Projects 2009 and beyond (Post-unification, Capital Expansion Reserve funded projects, and Infrastructure Renewal Plan)
- **Municipal Program:** This section discusses the Surtax funded municipal program. It summarizes activity on municipal transit service, ridership, connectivity and other transit and transportation (public works and neighborhood Improvements) projects that are funded with the Surtax funds.
- **Inactive Projects:** This section includes a project summary chart of all inactive projects using all or a portion of Surtax and/or Capital Expansion Reserve Funds. Inactive projects are fully complete, unfunded, deemed infeasible, canceled by Board action, or any further implementation deferred outside the Five-Year plan period (beyond fiscal year 2026). Projects are listed in the similar categorical order as active projects.

- **Appendices**

- **Pro-Forma** - The FY 2022 update to DTPW's 40-year Pro-Forma as of July 2021.
- **Capital Budget** - FY 2021-22 Proposed Budget and Multi-Year Capital Plan and FY 2020-21 Adopted Budget and Multi-Year Capital Plan for the DTPW.
- **PTP Ordinances** - This appendix details the original Exhibit 1 attached to the People's Transportation Plan (PTP) and also includes current County Ordinances related to the PTP

Statement of CITT's Guiding Principles and Priorities

The intent of the Citizens' Independent Transportation Trust ("CITT") *Guiding Principles and Priorities* is to provide guidance to the CITT, and its staff and partners, on actions and activities related to the implementation of the 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 implementation of the transportation and transit projects funded with Surtax proceeds.

Guiding Principles & Priorities

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

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

Notable Changes to the FY 2022-26 Five-Year Implementation Plan

The Five-Year Implementation Plan (the Plan) presents status on the scope, cost, and timing of initiatives both completed and in progress. The following table details projects with an increase in Surtax dollars in the FY 2022-26 Five-Year Plan Update versus the prior year.

INCREASE IN PTP SURTAX/CAPITAL EXPANSION RESERVE FUNDING

PROJECT NAME	Requested Surtax Funding FY 2021-25 Five-Year Plan	Requested Surtax Funding FY 2022-26 Five-Year Plan	Funding Increase/(Decrease)	Reason for Funding Increase/(Decrease)
Traffic Signals and Signs Operations	\$32,889,000	\$34,579,000	\$1,690,000	Budget allocated for the upcoming new fiscal year operations.
SMART Plan East-West Corridor PD&E	\$12,000,000	\$25,000,000	\$13,000,000	Additional budget to complete the FTA CIG project development phase and design criteria package.
SMART Plan Northeast Corridor Planning and PD&E	\$1,143,000	\$25,000,000	\$23,857,000	Additional budget for the FTA CIG project development phase. The local funding commitment is required by the CIG program before approval to enter the project development phase.
SMART Plan North Corridor Planning and Implementation	\$2,286,000	\$11,154,000	\$8,868,000	Additional funds requested for the Interim Agreement phase which include request to enter into FTA Project Development and begin preliminary engineering.
SMART Plan Flagler Corridor Planning and Implementation	\$1,143,000	\$287,500	(\$855,500)	Increase in FTA funding share.
Metrorail Tri-Rail Station Traction Power Sub-Station	\$12,000,000	\$18,237,800	\$6,237,800	Land Acquisition cost increased due to SFRTA parcel unavailability.
Metromover Comprehensive Wayside Overhaul	\$92,163,000	\$127,766,500	\$35,603,500	Bid price received was higher than the preliminary cost estimate. Additional design and engineering scope and costs were added to make the necessary provisions for a direct route/connection to the Beach Corridor. The new signaling system will have programming developed for running a direct route to Museum Park Station.

DEFERRED COMPLETION

The FY 2022-26 Five-Year Plan Update reflects a number of PTP approved projects having estimated completion dates of one or more years later than projected in the previous year Five-Year Plan Update.

PROJECT NAME	Completion Date	Completion Date	Reason for change in Completion Date
	FY 2021-25 Five-Year Plan	FY 2022-26 Five-Year Plan	
Coverboard Replacement	September 2025	September 2027	Delay due to shortage of staff
SMART Plan South-Dade Transitway Corridor	June 2022	June 2023	Delay due to longer than expected procurement process
SMART Plan Northeast Corridor Planning and PD&E	September 2023	September 2024	Project advancement for CIG process
SMART Plan BERT Beach Express South (Route f3)	September 2023	September 2024	Pending BCC approval of the CIGP Grant agreement with FDOT.
Dadeland South Intermodal Station	September 2023	September 2024	Delay due to project rescoping. Design Criteria package is being revised to reflect the changes.
SR 836 Express Bus Service – Panther Station	September 2022	November 2023	Delay due to longer license agreement negotiation process.
Greenline Rail Component Replacement	June 2027	June 2028	Delay due to shortage of staff and COVID pandemic Impacts.
10-15 Year Track Equipment Replacement	January 2022	January 2023	Delays in manufacturing and delivery of equipment due to Covid-19.
Private Branch Exchange (PBX) Telephone System Upgrade to Voice Over Internet Protocol (VoIP) at all Transit Facilities	September 2021	September 2022	COVID Pandemic impacts to staff and vendor site visits delayed design and quotes.

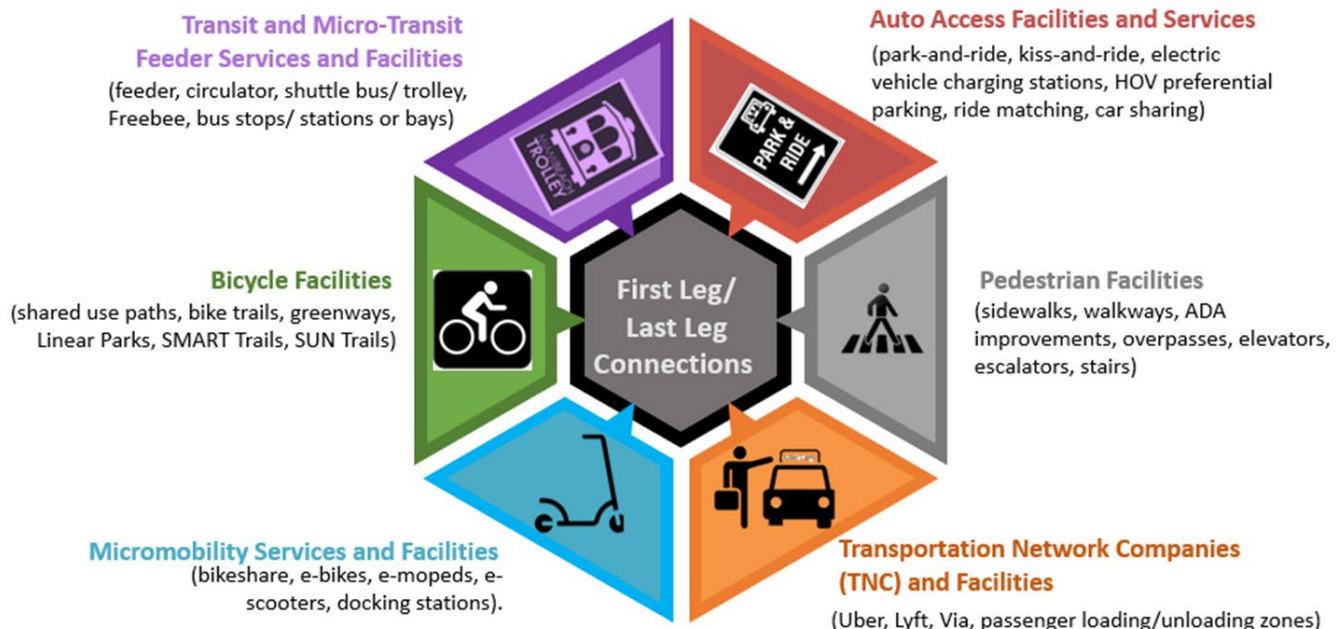
First/Last Leg Connectivity and Shared Mobility Services

First/Last mile/leg connection is a critical, yet often overlooked and under-resourced, component of successful transit systems. Despite being unproportionable to the overall length of a trip, it often dictates commuter’s willingness of taking public transportation. Over the past several decades, ‘walking’ is the primary mode choice for public transportation commuters to complete the first and last mile(s)/leg portion of their trip. However, several other alternate options are rapidly becoming available with the recent technological advancements in the last decade.

Development of a well-connected non-motorized transportation network system with multiple FMLM commute choices is one of our top priority areas to achieve a sustainable and eco-friendly multimodal transportation system. To achieve this goal, Miami-Dade County and all its partners have been continuously emphasizing on improving first/last mile/leg connectivity and enhancing non-motorized

transportation system by implementing various projects.

What does First/Last mile/leg mean?
 It can best be illustrated with an example. Let’s say that Mr. Lopez recently relocated to the South Miami area and started a new job in Downtown Miami. One of his bigger dilemmas is to decide on whether to drive his car to work or take public transit. A trip planner shows that it would typically take 20 to 45 minutes to commute using a car depending on the time of day versus 60 to 75 minutes using public transportation. Exploring this discrepancy further, Mr. Lopez learned that the difference in travel time is not because of the lack of frequent transit bus/rail service but rather the time it takes to get from his home to the nearest transit station and then from the transit stop to his office, which is commonly known as “First mile/leg and last mile/leg” of the trip. Mr. Lopez is not alone in this situation, and it is a common dilemma faced by transit commuters which often influences their choice of travel mode.



Pedestrian Facilities (within half mile of a transit stop/station/terminal)

Pedestrian Facilities include sidewalks, walkways, ADA improvements, pedestrian overpasses, elevators/escalators, and stairs. Most major streets and local streets throughout the county have sidewalks for safe walking. MDC’s adaptation of [Complete Streets Policy](#) in the year 2014 shows the county’s direction and requirements on various context sensitive design elements in all street design projects to facilitate the needs of all modes of transportation. Escalators/elevators and stairs are available for passenger use in all 21 Metrorail stations and existing Metrorail station pedestrian overpasses. DTPW maintains pedestrian overpasses throughout its transit system to facilitate safe passenger connection. Listed below are some of the pedestrian overpasses.

- Douglas Road Metrorail Station Pedestrian Overpass
- Vizcaya Metrorail Station Pedestrian Overpass
- Hialeah Metrorail Station Overpass
- Snapper Creek Expressway and U.S.1 M-Path Overpass
- University Metrorail Station Pedestrian Overpass



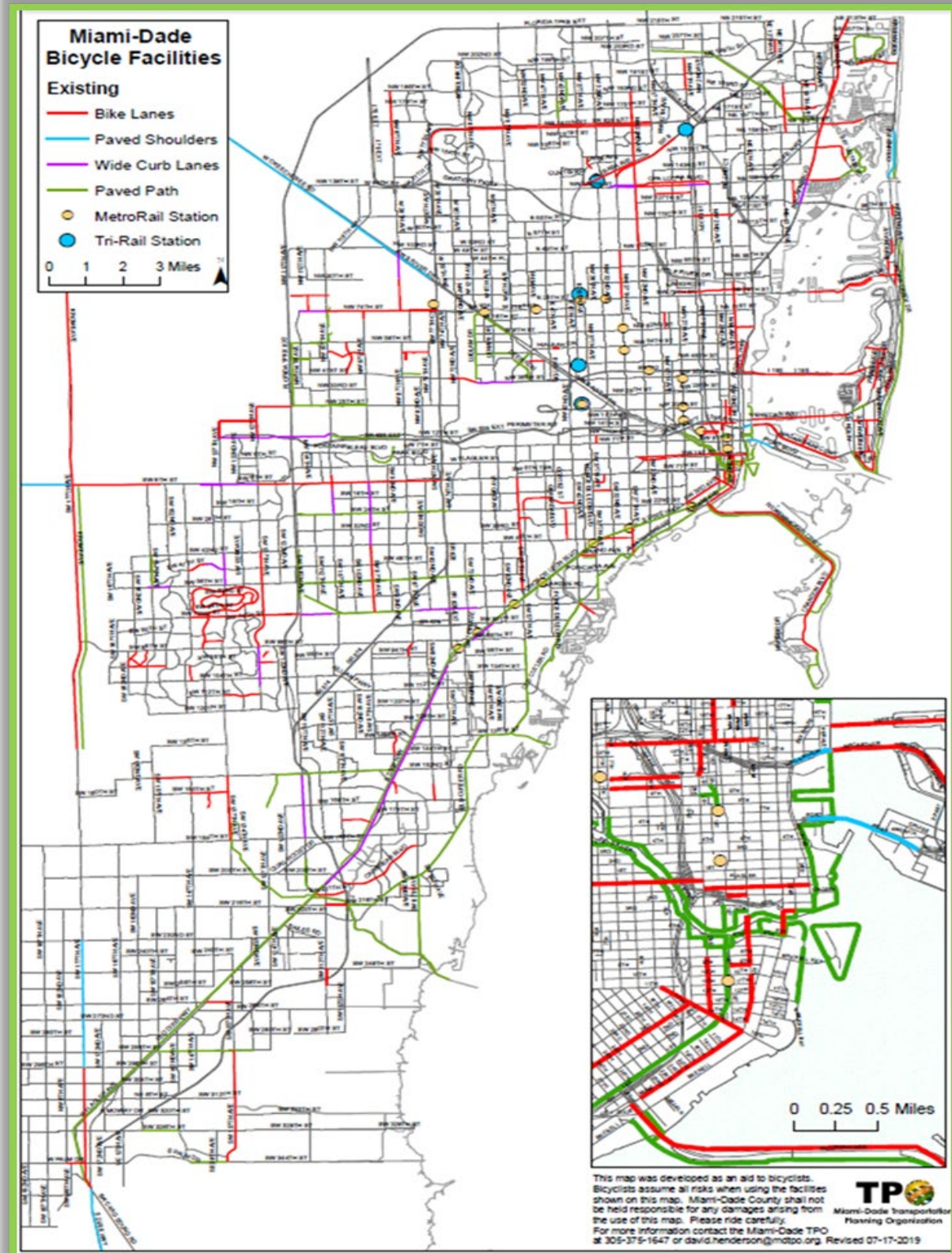
The [Miami-Dade 2045 Bicycle/Pedestrian Plan](#) outlines county’s vision, mission, goals and direction of creating interconnected pedestrian and bicycle friendly communities throughout the county.

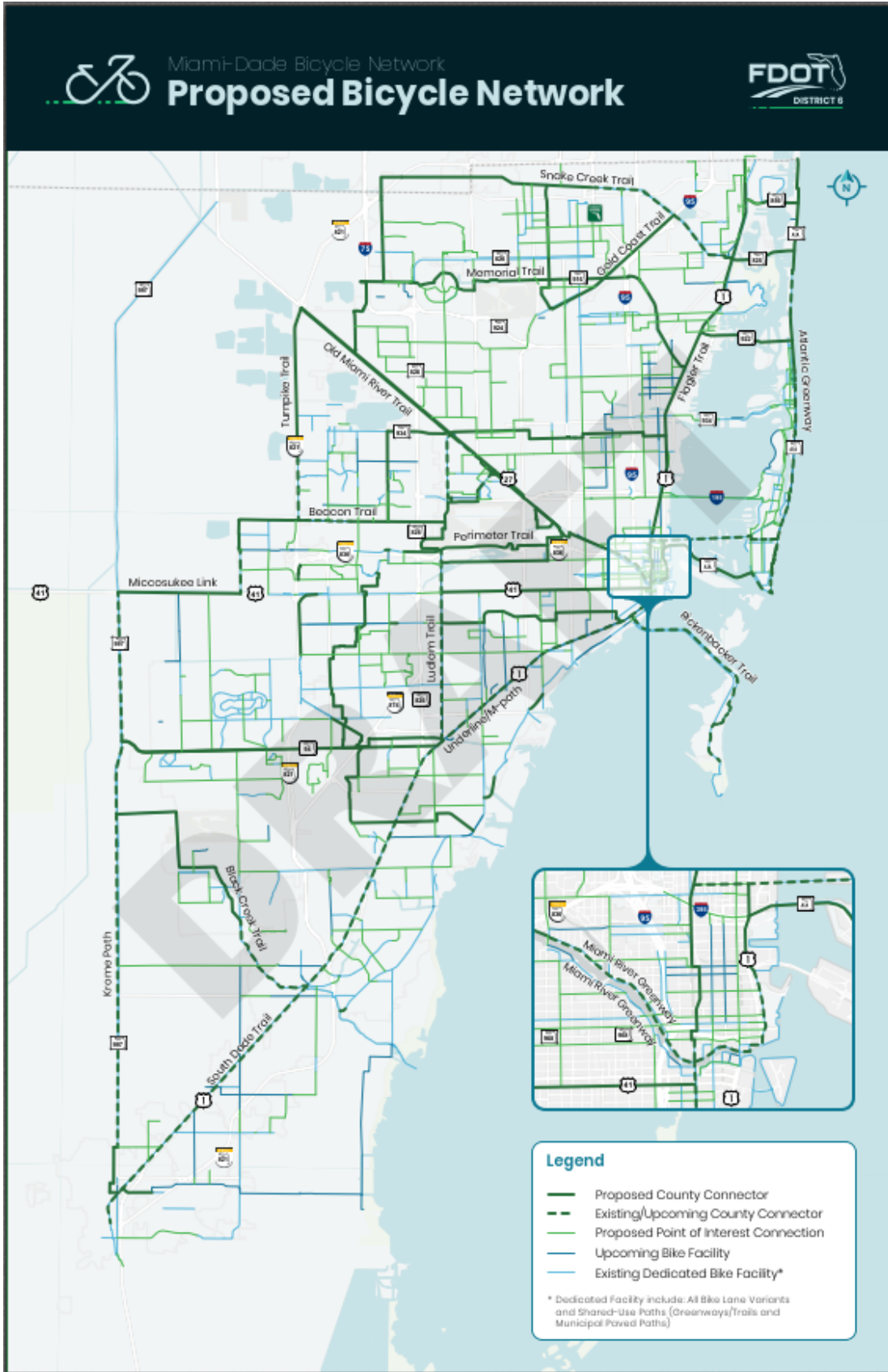
Bicycle Facilities (within three miles of a transit stop/station/terminal)

Bicycle facilities include shared use paths, greenways, trails (SUN, SMART, other), linear parks (underline), bicycle parking, bicycle repair, and stair tire channels. In addition to the 2045 Bicycle/Pedestrian Plan update mentioned above, the Miami-Dade TPO 2045 Long Range Transportation Plan presents the County’s vision, direction, and improvement strategies to enhance non-motorized transportation network in the county.

Also, there are several other initiatives including Bicycle Pedestrian Program ([BPP](#)), [Bicycle Friendly Business \(BFB\) Program](#), [Bicycle Friendly Community \(BFC\) Program](#), [Bicycle Friendly University \(BFU\) Program](#) to actively promote and encourage biking. The Bicycle Pedestrian Advisory Committee (BPAC) advises the TPO Governing Board on bicycle and pedestrian-related issues, assists the TPO staff in the development of the comprehensive bicycle transportation plan. Miami-Dade Transit's Bike & Ride program allows commuters to bring their bike onto Metrorail and rack-equipped Metrobus. Also, [the county zoning code](#) has required that multi-family residential and commercial properties in the unincorporated area provide secure bike parking close to their primary entrance.

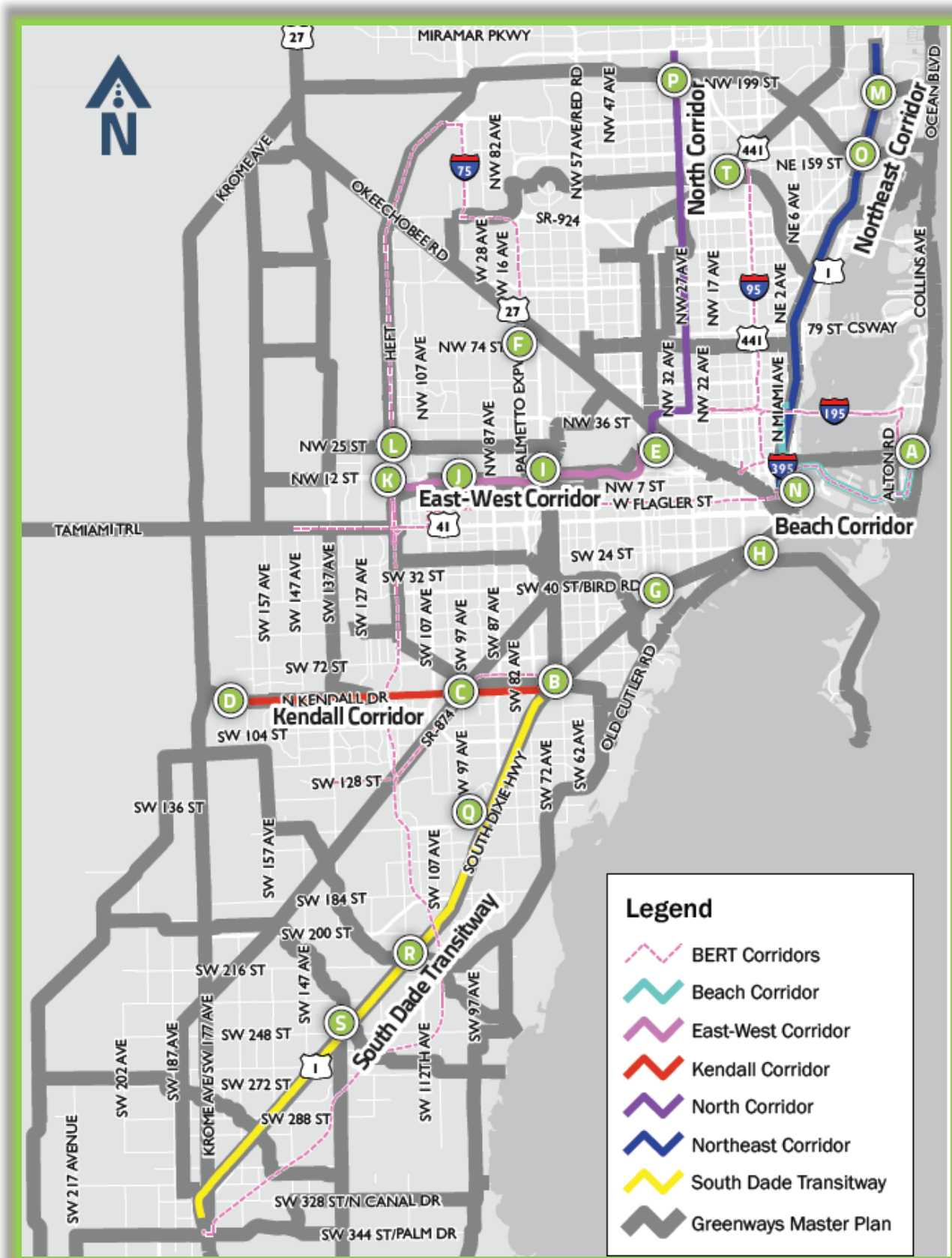
The maps below show the existing (Map 1) and planned bike facilities (Map 2) as we continue to transform our County as a pedestrian and bicycle friendly community.



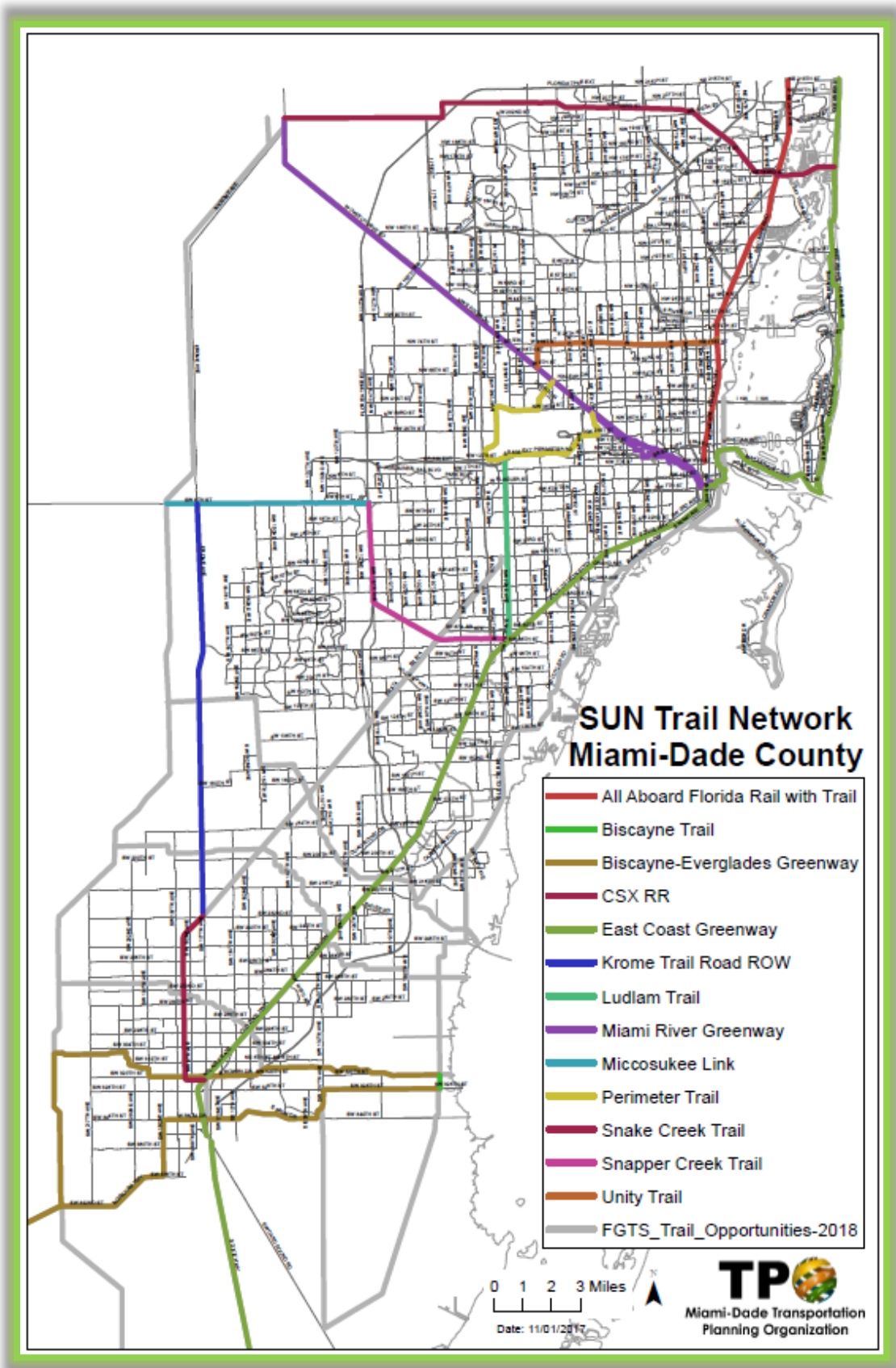


A **SMART Trails Connections** Master Plan was developed as part of the SMART Plan implementation effort to identify potential first/last mile/leg connections between the SMART Plan corridors and the regional non-motorized trail system within the County. SMART Trails and their connectivity to SMART Plan Corridors include:

SMART PLAN / TRANSIT CORRIDOR	SMART TRAILS CONNECTIONS
Beach Corridor	A. Atlantic Greenway to Beach Corridor
Kendall Corridor	B. Ludlam Trail to Dadeland North Metrorail Station/Underline/Kendall Corridor — Route A
	B. Ludlam Trail to Dadeland North Metrorail Station/Underline/Kendall Corridor — Route B
	C. Snapper Creek Trail to Kendall Corridor
Metrorail	D. Krome Trail to Kendall Corridor
	E. Miami River Greenway to Metrorail — Route A
	E. Miami River Greenway to Metrorail — Route B
	F. Miami River Greenway to Palmetto Metrorail
	G. SW 38th Avenue to Douglas Metrorail/Underline
	H. Rickenbacker Cswy to Underline/Vizcaya Metrorail — Route A
East-West Corridor	H. Rickenbacker Cswy to Underline/Vizcaya Metrorail — Route B
	I. Ludlam Trail to East-West Corridor
	J. Kitty Roedel to East-West Corridor
	K. Central West Basin Linear Park to Dolphin Park & Ride
	L. Turnpike Trail to Dolphin P&R — Route A
Northeast Corridor	L. Turnpike Trail to Dolphin P&R — Route B
	M. Lehman Link to Northeast Corridor
	N. Baywalk Path to Northeast Corridor
North Corridor	O. Snake Creek Trail to Northeast Corridor
	P. Snake Creek Trail to North Corridor - Route A
South Dade Transitway/ South Corridor	P. Snake Creek Trail to North Corridor - Route B
	Q. Briar Bay Linear Park to South Dade Transitway
	R. Roberta Hunter Park Trail to South Dade Transitway
Tri-Rail	S. Princeton Trail to South Dade Transitway/South Dade Trail
	T. Gold Coast Trail to Golden Glades Tri-Rail Station



Map 3 – Miami-Dade County SMART Trails Connections Network and Greenways Master Plan



Map 4 - Miami Dade County SUN Trail Network

In addition to the SMART and SUN Trails, there are several Bicycle and Pedestrian Paths/Trails/Greenways initiatives throughout the County. Also, the County’s adaptation of Complete Streets approach and focus on context sensitive solutions further emphasizes the need for making existing roadways safer not only to vehicular traffic but all roadway users (both transportation and non-transportation users).

The Citizens’ Independent Transportation Trust (CITT) continues to promote the projects that improve first/last mile/leg connectivity and non-motorized elements of our transit connectivity system and urges all the stakeholders to prioritize related projects in its capital program and budget.

A. Bicycle and Pedestrian Paths/Trails/Greenways^{1, 2, 3, 4}

1. Brownsville/Model City Bicycle Boulevard Plan
2. Black Creek Trail
3. Commodore Trail
4. Flagler Trail
5. Miami Baywalk/Biscayne Line
6. Miami Loop
7. Okeechobee Metrorail Station Bike/Ped Connectivity to Miami Springs/Medley
8. Old Cutler Trail
9. Overtown Greenway
10. Rickenbacker Trail
11. SMART Trails
12. Safe Routes to Schools
13. South Dade Trail
14. SUN Trail Network
15. Sunset Drive/Road Protected Bicycle Path
16. Underline/M-Path
17. Other paths/trails/greenway connectors approved by the CITT and Board of County Commissioners on a case-by-case basis.



Underline



Commodore Bike Trail

B. Bicycle Facilities & Services^{1, 2, 4}

1. Bike Commuter Stations (secured/covered parking, repair facilities, lockers, showers, etc.)
2. Bike/Scooter-share programs
3. Protected bicycle parking at transit facilities

C. On-Demand Service^{1, 2, 4}

1. Ride-sharing service (for at least two passengers)
2. Variable route circulators/trolleys/shuttles (for at least two passengers)

NOTES:

1. Projects are listed in alphabetical order, and not in any order of priority or preference.
2. Projects/service must primarily serve as a connection to a major transit facility (i.e., Metrorail, Tri-Rail, SMART Plan corridor, park-and-ride, or other premium transit station), or as a direct commuter connection to major employment centers or schools and shall exclude projects that serve a primarily recreational purpose.
3. Bicycle and Pedestrian Paths/Trails/Greenways should be separated and/or otherwise protected from vehicular traffic to the maximum extent possible.
4. Surtax funding may only be utilized for land acquisition and soft/hard costs associated with the construction of the project/service, as well as associated safety and mobility infrastructure elements, such as lighting, signage, striping, intersection improvements, protective barriers, and bike/pedestrian bridges. Surtax proceeds may not be used towards non-essential ancillary enhancements, such as landscaping, aesthetic treatments, street furniture, and recreational equipment, which must be funded through other available sources.

Vision Zero

Over the past 10 years, the number of fatal crashes has increased by 38% and crashes involving people walking and biking increased by 20% nationwide. Fatal crashes involving pedestrians and bicyclists in Miami-Dade County is 37% even though they account for only 10% of all the trips. The number of crashes resulting in fatal injuries is twice than the US average of 21%. Vision Zero is a world-wide movement establishing a program dedicated to eliminating deaths and serious injuries from the transportation network through a system-wide approach. This program includes identifying high crash locations and possible countermeasures to avoid future crashes, propose systematic approach to enhance safety. In May 2021 (National Bike Month), Miami-Dade County launched its “Vision Zero” program with the goal to end all bicycling road deaths by 2030.



DTPW is prioritizing the implementation of the Vision Zero Plan in Miami-Dade County. DTPW have identified high crash pedestrian and bicycle locations to implement site specific safety countermeasures and is finalizing the Vision Zero Implementation Plan report that further identified the County High-Injury (HI) Network (segments and intersections), layout a systematic approach to implement safety countermeasures and policies considering prioritizing interdepartmental coordination, accountability, create awareness and educating the public, and making safety improvements at the HI network. The Vision Zero projects also include first/last leg connections to SMART plan projects enhancing pedestrian and bicycle facilities and also retrofit existing bicycle facilities with protection elements to further promote safety and multimodal choices.

In addition to the traditional non-motorized travel modes discussed above, technological advancements in the last decade and growing business interest of private companies (or Transportation Network Companies) towards Mobility-as-a-Service (MaaS) has provided commuters with additional mobility modes such as Uber, Lyft, car sharing, e-scooters, bikeshare, etc.

Micromobility Services and Facilities (at and to/from a transit stop/station/terminal)

Micromobility Services and Facilities include Bikeshare, e-bikes, e-scooters, e-mopeds and docking stations. DPTW implemented RideOn automated bike share program that provided approximately 2000 e-bikes via docks at several Metrorail stations and Metrobus terminals throughout the County. Municipalities including City of Miami Beach, City of Miami, Bal Harbour Village partnered with Citibike and City of Aventura partnered with Aventura BCycle to implement successful bikeshare programs in the County that contributes to the first/last leg connections.



The City of Miami implemented a pilot program with the micromobility providers- Lime, Bird, Bolt, Jump, Lyft, Spin, Wheels, Baus, and HelBiz to evaluate the effectiveness of e-scooters as part of an overall transportation and mobility. The City permitted 3,957 scooters in the program with a \$5,000 up-front licensing fee and a charge of \$1 per day per scooter. The City also issued a \$25 ticket for improperly parked scooters. Miami Parking Authority introduced e-mopeds in the City of Miami.



Use of bicycles, e-bikes, e-scooters, e-mopeds was banned to prevent the spread of COVID-19 during pandemic.

Transit and Micro-transit Feeder Service and Facilities (at and to/from a transit stop/station/terminal)

Transit and Micro-transit Feeder Service and Facilities includes Feeder buses, circulator, Municipal Trolley/Shuttle bus, on-demand transit, and micro transit (Freebee), Bus stops/stations or bays. These modes majorly supports first and last mile/leg connectivity. Majority of the municipalities (30 of 34 municipalities) in Miami-Dade County provide fare-free Trolley/Circulator and/or on-demand Freebee service that connects to the County Metrorail stations or the Metrobus system. In 2019, the municipal transit system carried over 14 million passengers whereas in 2020, the ridership declined drastically to 5.18 million passengers due to service suspensions and reductions due to COVID-19 pandemic. CITT provides funding to the municipalities to support transit service through People’s Transportation Plan half-penny sales Surtax. Detailed information (transit vehicle, service, ridership, PTP funds, connectivity with County transit system etc.) can be found in the Municipal Program section of this Plan.



Municipal Trolleys/Circulators and Freebee Vehicles

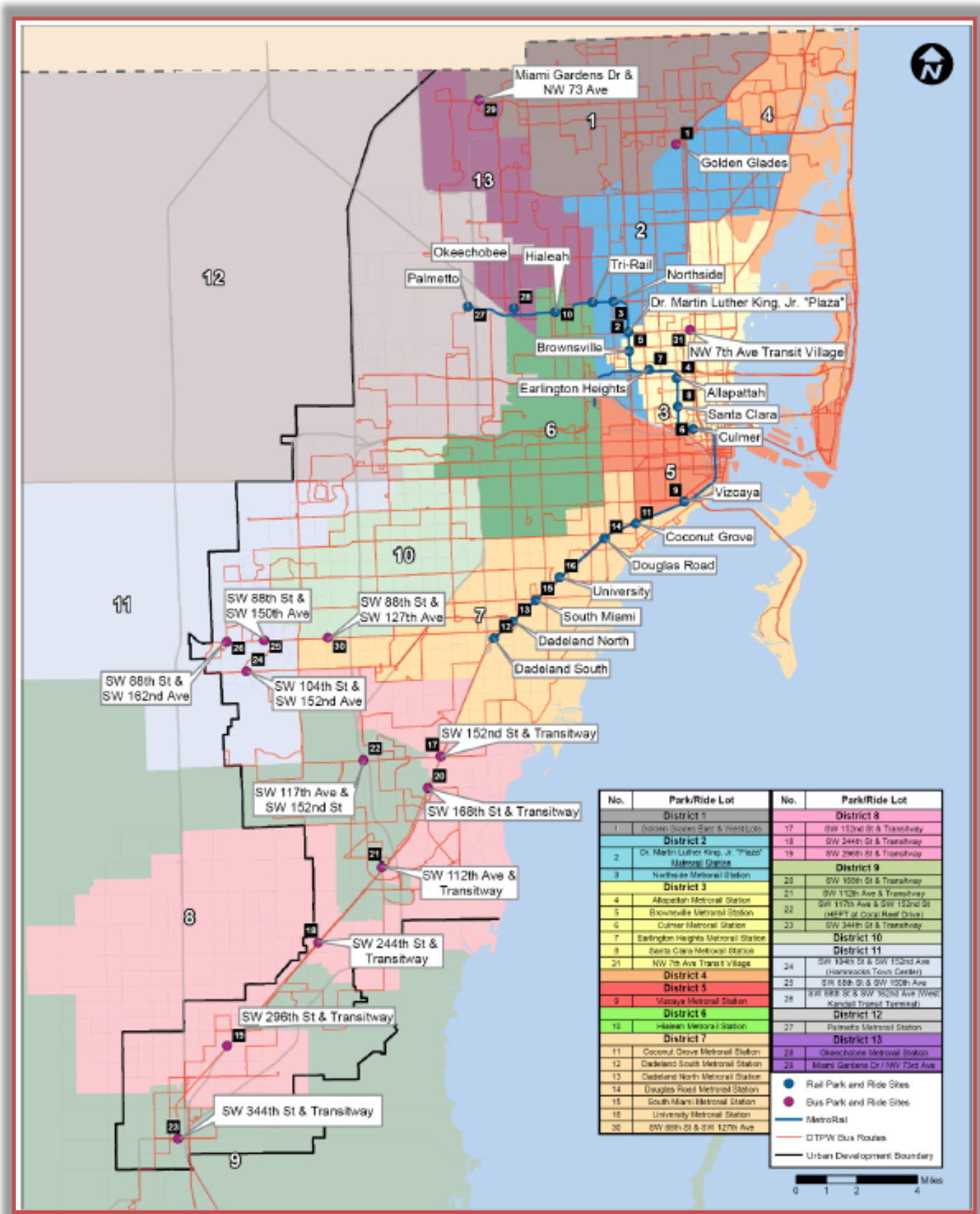
Auto Access Facilities and Services (at and to/from a transit stop/station/terminal)



Dolphin Station Park-and-Ride

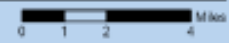
Auto access facilities and services include park-and-ride, kiss-and-ride, electric vehicle charging stations, High Occupancy Vehicle (HOV) preferential parking, ride matching, car sharing. Strategic development of park-and-ride, kiss-and-ride, and multimodal Metrorail parking facilities encourages travelers to take transit trips. I-95 Express Bus routes, Metrorail, Enhanced Express Bus Service routes are a few existing examples of transit routes that are greatly befitted (in terms of ridership) due to the availability of conveniently connected park-and-ride, kiss-and-ride, and metro parking facilities. DTPW currently has over 33 existing park-and-ride locations including Transit Oriented Developments (TODs) with over

13,000 available parking spaces and is planning to develop more transit hub locations. Map 4 below identifies locations of the Miami-Dade County existing park-and-ride facilities.



No.	Park/Ride Lot	No.	Park/Ride Lot
District 1		District 8	
1	Golden Buses East & West Lots	17	SW 152nd St & Transitway
District 2		18	SW 244th St & Transitway
2	Dr. Martin Luther King, Jr. "Plaza" MetroRail Station	19	SW 296th St & Transitway
District 3		District 9	
3	Northside MetroRail Station	20	SW 102th St & Transitway
District 4		21	SW 112th Ave & Transitway
4	Allapattah MetroRail Station	22	SW 117th Ave & SW 152nd St (HEFT at Douglas Road Station)
5	Brownsville MetroRail Station	23	SW 344th St & Transitway
6	Culmer MetroRail Station	District 10	
7	Earlington Heights MetroRail Station	District 11	
8	Santa Clara MetroRail Station	24	SW 134th St & SW 152nd Ave (Marinade South Center)
21	NW 7th Ave Transit Village	25	SW 88th St & SW 102th Ave
District 4		26	SW 88th St & SW 162nd Ave (West Kavel Transit Terminal)
District 5		District 12	
9	Vizcaya MetroRail Station	27	Palmetto MetroRail Station
District 6		District 13	
10	Hialeah MetroRail Station	28	Okeechobee MetroRail Station
District 7		29	Miami Gardens Dr / NW 73rd Ave
11	Coconut Grove MetroRail Station		
12	Dadeland South MetroRail Station		
13	Dadeland North MetroRail Station		
14	Douglas Road MetroRail Station		
15	South Miami MetroRail Station		
16	University MetroRail Station		
30	SW 88th St & SW 127th Ave		

- Rail Park and Ride Sites
- Bus Park and Ride Sites
- MetroRail
- DTPW Bus Routes
- Urban Development Boundary



Transportation Network Company (TNC) and Facilities (at and to/from a transit stop/ station/terminal)

TNCs include Uber, Lyft, Via, passenger loading/unloading zones. In densely populated cities like Miami, ride-hail apps like Uber and Lyft provide excellent opportunities to address first/last leg connectivity challenges. Miami-Dade County Board of County Commission (BCC) passed an Ordinance in May 2016 legalizing operation of TNCs in the County. The Department of Transportation and Public Works (DPTW) conducted a pilot program with Uber in summer 2019 to explore first/last leg connection to payment integration through the ‘contactless open payment effort’.



Recently, due to COVID-19, DPTW executed the “Go Nightly” program with Lyft and Uber to provide alternate transportation service between the hours of midnight and 5 am for trips along Miami-Dade Transit bus routes 3, 11, 27, 38, 77, 112, 119, 246, and 500. The program is meant to provide guaranteed rides during late night hours and ensure that the transit riders using the metrobus for “essential purposes” can still use Miami-Dade transit safely. Riders receive 100% subsidy up to \$45 per trip; trips are limited to two trips per night per user, to/from destinations within ¼ mile buffer from the select route alignment. DPTW is considering exploring further partnerships with TNC’s beyond Go Nightly.



DPTW’s pilot project “Go Connect” demonstrates another example of how the County is using real-time on-demand transit services to provide shared, near door-to-door rides connecting with major transit stations and selected destinations. Through “Go Connect”, riders can book, track, and pay their ride using a smartphone application (or call center option is also available). This service is currently available in Dadeland South, Dadeland North and South Miami Metrorail Stations, Town of Cutler Bay, Civic Center Metrorail Station and West Kendall areas.

Mobility-as-a-service (MaaS)

Mobility-as-a-Service (MaaS) is the integration of the various forms of transportation and services into a single mobility service accessible on demand. DPTW also partnered with a MaaS provider Velocia, a rewards platform that works in partnership with transit providers and mobility providers. Velocia integrates all the above-mentioned transportation modes. Velocia encourages travelers to ride transit, walk, bike, and use shared rides by rewarding velos that can be redeemed for discount on the participating TNCs, Carpool, Brightline trains and micromobility service options.



New Projects

The FY 2022-26 Five-Year Implementation Plan of the People’s Transportation Plan (PTP) includes new projects to be funded with PTP Surtax funds. The following projects were proposed by the Department of Transportation and Public Works (DTPW), approved by the Citizens’ Independent Transportation Trust (CITT) for PTP funding and included in the FY 2022-26 Five-Year Implementation Plan.

PROJECT NAME	PROJECT DESCRIPTION	ESTIMATED PTP PROJECT AMOUNT
Transit Oriented Development (TOD) Master Plan for the Beach Corridor	The SMART Plan Beach Corridor runs approximately 10 miles from the Miami’s Design district/Wynwood on the mainland to Miami Beach’s entertainment and employment district to the east. This project will result in a Corridor Master Transit-Oriented Development (TOD) Plan for Miami and Miami Beach and inform the on-going private and public development along the Corridor. Six new stations are proposed on the Miami Extension and four stations are proposed on the Trunkline between Miami and Miami Beach. Work will focus more intensely on individual station areas.	\$225,000
Mount Sinai Multimodal SMART Terminal	Mount Sinai SMART Terminal provides parking along the SMART Plan Bus Express Rapid Transit (BERT) Route F1 - Beach Express North and Route F2 - Beach Express Central. This project performs Planning/ Environmental analysis, develop concept plans and complete preliminary cost estimates in coordination with Mt. Sinai management to construct a surface Park-and-Ride at the Mt. Sinai medical center. Construction of proposed improvements also include repaving the existing parking and expanding the existing bus stop to four bus bays and approximately eighty-three (83) parking spaces.	\$1,787,000
Downtown Intermodal Terminal	The Downtown bus terminal will provide sufficient bus bays for all buses terminating in the Government Center area. It will also provide customer service, passenger waiting areas with seating, ticket vending machines (TVM), video displays, restrooms, security office, support areas (driver comfort areas), janitor/supply closet, supervisor booth, staff parking spaces, kiss-and-ride, bike parking, and micro-mobility amenities. This project may also include enhancing the bus stations on NW 1st street with premium amenities, taxi/jitney areas, landscaping, lighting, and unified directional signage. The Downtown intermodal terminal will serve SMART Plan corridors and BERT routes such as the East-West Corridor, Flagler Corridor, Beach Express South (Route f3), and several existing high ridership routes. This terminal is proposed to be integrated with a TOD development in the Government Center area, which will also provide an intermodal connectivity with the Metrorail and Metromover systems. This project is for planning, design, and construction of an enhanced surface bus terminal in the vicinity of Government Center in Downtown Miami.	\$35,000,000
Direct Ramps to Dolphin Station	Direct Ramps to Dolphin Station project will design and construct ramps to provide a direct transit connection to and from the SR836 extension and the Dolphin Station Intermodal Terminal. This provides	\$3,317,641

PROJECT NAME	PROJECT DESCRIPTION	ESTIMATED PTP PROJECT AMOUNT
	greater connectivity, reduce transit travel time, and increase reliability of the transit service.	
Vision Zero Projects	<p>The Vision Zero projects identified systematic approach to implement safety countermeasures to reduce and ultimately eliminate fatalities and serious injuries related to mobility in Miami-Dade County. DTPW have identified high crash pedestrian and bicycle locations to implement site specific safety countermeasures and is finalizing the vision zero implementation plan report that further identified the County High-Injury (HI) network, layout a systematic approach to implement safety countermeasures and policies considering prioritizing interdepartmental coordination, accountability, create awareness and educating the public, and making safety improvements at the HI network.</p> <p>The vision zero projects also include first/last mile connections to SMART plan projects enhancing pedestrian and bicycle facilities and also retrofit existing bicycle facilities with protection elements to further promote safety and multi-modal choices. These projects will increase mobility and improve pedestrian and biking safety for residents and visitors.</p>	\$13,244,000
Metromover Guideway Superstructure Structural Retrofit – New Switches and Crossovers	<p>This project includes feasibility evaluation, simulations, design criteria and design-built services to add new switches/crossovers/bypasses and all necessary infrastructure modifications to the existing Metromover guideway superstructure to allow for Metromover express services between the Government Center station and the future herald plaza area station. All civil and structural work for the retrofit of the Metromover guideway superstructure and substructure to install three (3) new crossovers with switches near the Government Center, College North and Freedom Tower station inclusive of one (1) bump track at Government Center approximately 350 feet long, including guideway demolition of existing superstructure, fabrication and installation of new superstructure segments including structural framing, guide rail, special details, new bearings, retrofitted superstructure supports where needed, new cable trays, new traction power cable rungs from adjacent traction power substations (main and redundant service), new fiber and communication runs from source to point of connections and other miscellaneous connections as needed</p>	\$81,308,198

Transit Oriented Development (TOD) Master Plan for the Beach Corridor

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	10/4/2021	Phase Begin Date	10/4/2021
Project Implementation Date	9/30/2023	Phase End Date	9/30/2023
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP -\$225,000 FTA -\$900,000	Contract No.	TBD
Amount Spent as of 9/30/2020	\$0	Commission District(s)	3,5
Capital Budget Project #	672670	Site #	3002956

Project Description:

The Beach Corridor is one of the six rapid transit corridors of the Strategic Miami Area Rapid Transit (SMART) Plan. The Corridor runs approximately 10 miles from the Miami’s Design District/Wynwood on the mainland to Miami Beach’s entertainment and employment district to the east. DTPW presented the recommended alternative and TPO adopted a Locally Preferred Alternative (LPA) for the Beach Corridor on January 30, 2020, based on the Project Development and Environment (PD&E) study results.

This TOD master plan for the beach corridor project will result in a corridor master TOD plan for Miami and Miami Beach and inform the ongoing private and public development along the Corridor. Six new stations are proposed on the Miami extension and four stations are proposed on the trunkline between Miami and Miami Beach. Work will focus more intensely on individual station areas.

In October 2020, DTPW submitted a grant application to conduct a TOD study for the Beach Corridor, which was awarded by the FTA under the TOD Planning Pilot program. The master TOD plan for Beach Corridor study is expected to receive NTP in September 2021. The study is expected to be completed in Summer/Fall 2023 with a final TOD master plan for the corridor.

Project Status:

Not yet started. FTA funding covers up to 80% of the cost of this comprehensive planning project. The remaining 20% of the project costs are being programmed through the Surtax funds.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$225,000	-	\$225,000	\$0	\$225,000	September 2023	September 2023

Mount Sinai Multimodal SMART Terminal

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	10/1/2022	Phase Begin Date	10/1/2022
Project Implementation Date	6/1/2025	Phase End Date	10/1/2025
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP -\$1,787,000 FDOT-\$1,787,000	Contract No.	CIP142-1-TPW16-PE1(1)
Amount Spent as of 9/30/2020	\$0	Commission District(s)	4
Capital Budget Project #	672670	Site #	3003059

Project Description:

The proposed project performs an environmental analysis to construct a surface park-and-ride at the Mt. Sinai medical center. The proposed project will provide parking along the SMART Plan Bus Express Rapid Transit (BERT) routes f1 - beach express north and f2 - beach express central. The requested budget is to complete the planning/environmental analysis of the project, develop concept plans, and complete preliminary cost estimates in coordination with Mt. Sinai management. Once these tasks are complete, the next steps toward construction will be advancing the proposed improvements which include repaving the existing lot and expanding the existing bus stop to include four bus bays and approximately eighty-three (83) parking spaces.

Project Status:

The Mt. Sinai park-and-ride is included as part of the BERT study. The preliminary cost estimate and a conceptual design were developed as part of the study. This project is not yet started.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$1,787,000	-	\$1,787,000	\$0	\$1,787,000	June 2023	June 2023

Downtown Intermodal Terminal

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	10/1/2021	Phase Begin Date	10/1/2021
Project Implementation Date	12/31/2026	Phase End Date	12/31/2026
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP -\$35,000,000	Project/Contract No.	CIP262/TBD
Amount Spent as of 9/30/2020	\$0	Commission District(s)	3,5
Capital Budget Project #	672670	Site #	3003135

Project Description:

This new Downtown bus terminal will provide sufficient bus bays for all buses terminating in the Government Center area. It will also provide customer service, passenger waiting areas with seating, ticket vending machines (TVM), video displays, restrooms, security office, support areas (driver comfort areas), janitor/supply closet, supervisor booth, staff parking spaces, kiss-and-ride, bike parking, and micro-mobility amenities. This project may also include enhancing the bus stations on NW 1st street with premium amenities, taxi/jitney areas, landscaping, lighting, and unified directional signage. The Downtown intermodal terminal will serve a number of SMART Plan East-West Corridor, Flagler Corridor, Beach Express South (BERT Route f3), and a number of existing high ridership routes. This terminal is proposed to be integrated with a TOD development in the Government Center area, which will also provide an intermodal connectivity with the Metrorail and Metromover systems. The estimated budget for planning, design, and construction of an enhanced surface bus terminal in the vicinity of Government Center in Downtown Miami is \$35M. The cost will be refined as the design advances.

Project Status:

Not yet started.

Fiscal Impact:

CITT encourages DTPW to seek other funding including Federal/State/Municipal funds or private sector contributions. Surtax funds should be leveraged as a local match and should not exceed fifty (50%) of project costs for capital projects per the CITT's guiding principles and priorities.

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$35,000,000	-	\$35,000,000	\$0	\$35,000,000	December 2026	December 2026

Direct Ramps to Dolphin Station

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	10/1/2021	Phase Begin Date	10/1/2021
Project Implementation Date	9/30/2024	Phase End Date	9/30/2022
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP -\$3,719,600 FDOT -\$3,719,600	Contract No.	TBD
Amount Spent as of 9/30/2020	\$0	Commission District(s)	12
Capital Budget Project #	2000001774	Site #	3003395

Project Description:

Direct ramps connection to Dolphin station intermodal terminal from SR- 836 will provide a direct transit connection to and from the SR836 extension and the Dolphin station park-and-ride. The project will design and construct ramps that will connect the Dolphin station and the SR 836 extension. This provides greater connectivity and reduces transit travel time.

Project Status:

Not yet started.

Fiscal Impact:

CITT encourages DTPW to seek other funding including Federal/State/Municipal funds or private sector contributions for the future phases of the project. Surtax funds should be leveraged as a local match and should not exceed fifty (50%) of project costs for capital projects per the CITT’s guiding principles and priorities.

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$3,318,000	-	\$3,318,000	\$0	\$3,318,000	September 2024	September 2024

Vision Zero Projects

Department	Transit	PTP Category	Post-Unification
Project Category	Major Highway and Roadway Improvements	Project Phase	Project Development
Project Begin Date	10/1/2021	Phase Begin Date	10/1/2021
Project Implementation Date	9/30/2027	Phase End Date	9/30/2022
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP -\$13,244,000	Contract No.	TBD
Amount Spent as of 9/30/2020	\$0	Commission District(s)	Countywide
Capital Budget Project #	2000001296	Site #	3002401

Project Description:

Over the past 10 years, the number of fatal crashes has increased by 38% though population increased by 8% and vehicle miles traveled increased by 13%. Crashes involving people walking and biking increased by 20%. Fatal crashes involving people walking and biking in Miami-Dade County is 37% even though they account for only 10% of all the trips. The number of crashes resulting in fatal injuries is twice than the U.S. average of 21%. Vision Zero is a world-wide movement establishing a program dedicated to eliminating deaths and serious injuries from the transportation network through a system-wide approach. This program includes identifying high crash location and possible countermeasures to avoid future crashes. In addition, proposed a systematic county-wide approach to enhance intersection and segments and implement protection safety elements for pedestrians and bicycles.

The Vision Zero projects identified systematic approach to implement safety countermeasures to reduce and ultimately eliminate fatalities and serious injuries related to mobility in Miami-Dade County. DTPW have identified high crash pedestrian and bicycle locations to implement site specific safety countermeasures and its finalizing the Vision Zero Implementation Plan report that further identified the County High-Injury (HI) Network (segments and intersections), layout a systematic approach to implement safety countermeasures and policies considering prioritizing interdepartmental coordination, accountability, create awareness and educating the public, and making safety improvements at the HI network.

The Vision Zero projects also include first/last mile connections to SMART plan projects enhancing pedestrian and bicycle facilities and also retrofit existing bicycle facilities with protection elements to further promote safety and multimodal choices. These projects will increase mobility and improve pedestrian and biking safety for residents and visitors

Project Status:

DTPW is prioritizing the implementation of vision zero plan. The department has completed conceptual planning and cost estimates for thirteen (13) site specific improvements required at high crash locations. The improvement

sites include four (4) SMART trails master plan projects and three (3) Countywide systematic approach projects. Implementation of all three phases of this plan will begin on October 1, 2021. Ten (10) capital projects have been programmed for implementation during FY 2022 in addition to on-going coordination and education.

Fiscal Impact:

CITT encourages DTPW to seek other funding including Federal/State/Municipal funds or private sector contributions. Surtax funds should be leveraged as a local match and should not exceed fifty (50%) of project costs for capital projects per the CITT’s guiding principles and priorities.

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$13,244,000	-	\$13,244,000	\$0	\$13,244,000	September 2027	September 2027

Metromover Guideway Superstructure Structural Retrofit – New Switches and Crossovers

Department	PTP Category
Transit	Post-Unification
Project Category	Project Phase
Rapid Transit Improvements	Estimation and Planning
Project Begin Date	Phase Begin Date
1/24/2022	3/26/2021
Project Implementation Date	Phase End Date
12/31/2026	TBD
Project Completion Percentage	Phase Completion Percentage
0%	10%
Amount by Funding Source(s)	Contract No.
PTP -\$81,308,200	CIP265/TBD
Amount Spent as of 9/30/2020	Commission District(s)
\$0	3,5
Capital Budget Project #	Site #
673910	3003575

Project Description:

This project performs feasibility evaluation, simulations, design criteria and design-built services to add new switches/crossovers/bypasses and all necessary infrastructure modifications to the existing Metromover guideway superstructure to allow for Metromover express services between the Government Center station and the future herald plaza area station. The project includes all civil and structural work for the retrofit of the Metromover guideway superstructure and substructure to install three (3) new crossovers with switches near the Government Center, College North and Freedom Tower station inclusive of one (1) bump track at Government Center approximately 350 feet long, including guideway demolition of existing superstructure, fabrication and installation of new superstructure segments including structural framing, guide rail, special details, new bearings, retrofitted superstructure supports where needed, new cable trays, new traction power cable rungs from adjacent traction power substations (main and redundant service), new fiber and communication runs from source to point of connections and other miscellaneous connections as needed.

Project Status:

This project is in the estimation and planning phase.

Fiscal Impact:

CITT encourages DTPW to seek other funding including Federal/State/Municipal funds or private sector contributions. Surtax funds should be leveraged as a local match and should not exceed fifty (50%) of project costs for capital projects per the CITT’s guiding principles and priorities.

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$81,308,000	-	\$81,308,200	\$0	\$81,308,000	December 2026	December 2026

Active Projects

Projects in this tenth annual update of the Five-Year Plan are separated into two categories: active and inactive. Active projects are in progress 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.

Inactive projects are fully completed, where construction is complete; or partially deleted or unfunded projects, where the entire PTP item was deemed infeasible, canceled by Board action, or any further implementation deferred outside the Five-Year plan period (beyond fiscal year 2026).

Active projects are further summarized in the following section including project description, status, project category, PTP category, project phase, project begin and completion dates, project funding by source, commission District and project expenditures through September 30, 2020.

The Fiscal Impact indicates the PTP Surtax cost and expenditures as of September 30, 2020, remaining balance to complete project and scheduled implementation date. Projects are funded wholly or in part by Surtax funds (bonds, capital reserve funds and/or pay as you go). The funding amounts are rounded to the nearest hundreds.

All financial information presented in the table and throughout the Plan are as of September 30, 2020, unless otherwise specified. All project status information and progress is as of December 31, 2020, unless otherwise specified.

The detailed project tables for each active project are available in the following section. The “PTP category” in the table identifies whether the corresponding project was a part of the Original PTP, a PTP Amendment or Post-unification project.

The projects are also further listed per the PTP Exhibit I categories as follows:

1. Bus Service Improvements
2. Rapid Transit Improvements
3. Major Highway and Road Improvements
4. Board Requested Roadway and Neighborhood Improvements
5. Neighborhood Improvements

Golden and Patriot Passport Program

Department	Transit	PTP Category	Original PTP Patriot Passport – 2003-2009 Amendment
Project Category	Bus Service and Rapid Transit Improvements	Project Phase	Implementation
Project Begin Date	12/1/1999	Phase Begin Date	12/1/1999
Project Implementation Date	12/1/1999	Phase End Date	12/1/1999
Project Completion Percentage	On-going	Phase Completion Percentage	On-going
Amount by Funding Source(s)	PTP-\$18,902,000	Contract No.	NA
Amount Spent in FY 2020	\$10,154,000	Commission District	Countywide
Capital Budget Project #	NA	Site #	NA

Project Description:

Expand the Golden Passport program to include free transit service to all persons over 65 years of age benefits, regardless of income level and initiate Patriot Passport program. In 1999, Miami-Dade County developed the Golden Passport program to provide free transit service for low-income seniors, defined as persons over 65 years with an annual income less than \$22,000. The program began in December 1999, and about 16,000 people enrolled. The passage of the PTP, in 2002, expanded the Golden Passport to include free transit service to all seniors over 65 years regardless of income level.

In June 2004, the PTP was amended to include the Patriot Passport Program as a three-year demonstration program. The Patriot Passport program allows United States veterans who reside in Miami-Dade County, were honorably discharged, and earn an annual income of \$22,000 or less, to ride transit fare-free. In November 2007, the Patriot Passport program was made permanent. At the time of the PTP referendum, over 55,000 persons were enrolled.

Project Status:

Golden and Patriot passport programs have been implemented and on-going. All participants are required to renew their eligibility every year by presenting state-issued Florida identification or driver's license showing a Miami-Dade County physical address, active Golden Passport EASY card, and a current year print-out from the Social Security Administration (which verifies continued eligibility).

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate for FY 2021	Actual PTP Expenditures in FY 2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
NA	-	\$18,902,000	\$10,154,000 (Forgone Revenue)	-	On-going	On-going

Fare Free Metromover Service

Department	Transit	PTP Category	Original PTP
Project Category	Rapid Transit Improvements	Project Phase	Implementation
Project Begin Date	1/1/2002	Phase Begin Date	1/1/2002
Project Implementation Date	1/1/2002	Phase End Date	1/1/2002
Project Completion Percentage	On-going	Phase Completion Percentage	On-going
Amount by Funding Source(s)	PTP-\$855,000	Contract No.	NA
Amount Spent in FY 2020	\$428,000	Commission District	3,5,8,9
Capital Budget Project #	NA	Site #	NA

Project Description:

Metromover is a three-loop, 4.4 mile, elevated, electrically powered, fully automated people mover system, connecting with Metrorail at Government Center and Brickell Stations and with Metrobus at various locations throughout Downtown Miami. The system provides service to 20 stations in the central downtown, Omni, and Brickell areas. This project is to provide fare free Metromover service. The Board of County Commissioner’s (BCC) approved an amendment which provided for fare-free rides on Metromover for all passengers upon voter-approval of the People’s Transportation Plan (PTP).



Project Status:

Prior to PTP, the Metromover fare was \$0.25 per boarding which generated \$440,830 in revenues on a ridership of approximately 4.8 million. The ridership was around 9 million for the past few years, but it decreased to 5.74 million in fiscal year 2020 due to COVID-19 pandemic impacts.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate for FY 2021	Actual PTP Expenditures in FY 2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$440,830	NA	\$855,000	\$428,000	NA	On-going	On-going

Increase Bus Fleet from 700 to 1335

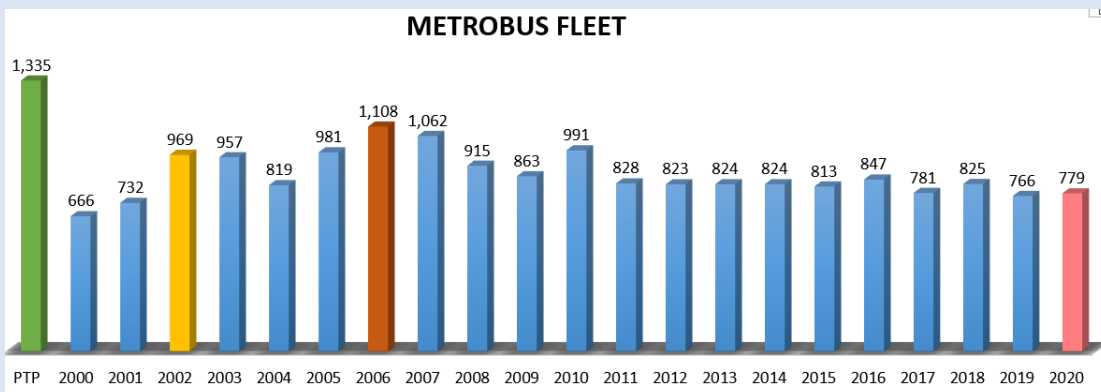
Department	Transit	PTP Category	Original PTP
Project Category	Bus Service Improvements	Project Phase	Procurement
Project Begin Date	1/1/2003	Phase Begin Date	1/1/2003
Project Implementation Date	1/13/2022	Phase End Date	On-going
Project Completion Percentage	83%	Phase Completion Percentage	83%
Amount by Funding Source(s)	NA	Contract No.	RFP00456
Amount Spent as of 9/30/2020	NA	Commission District	Countywide
Capital Budget Project #	NA	Site #	NA

Project Description:

The original People’s Transportation Plan (PTP) goal was to increase bus fleet from 700 to 1335 buses. Subsequently, a new goal to increase bus fleet to 1,191 buses was implemented. As provided in the PTP, municipalities were expected to purchase and operate an additional 200 buses as part of their Surtax allocation.

Project Status:

Miami-Dade Transit procured new and replacement buses since 2003. Bus purchases included 31-foot Optare minibuses (31 passenger seats), 32-foot Optima minibuses (26 passenger seats), 40-foot NABI full-size buses (38 passenger seats) and MCI commuter coaches (55 passenger seats). In 2009, hybrid diesel-electric buses and Compressed Natural Gas (CNG) buses were incorporated into the fleet to include 60-foot articulated buses (60 passenger seats). The bus fleet was increased from 700 to a peak of 1,108 (completion rate of 83%, at that time) and currently stands at approximately 779 buses as of FY 2020. Following graph shows the metrobus fleet size improvements. To date, the municipal portion has not been fully implemented. Refer to the Municipal Activity section of this report for municipal PTP status.



Increase Current Service Miles from 27 Million Miles to 44 Million Miles and Operating Hours from 1.9 Million Hours to 3.3 Million Hours

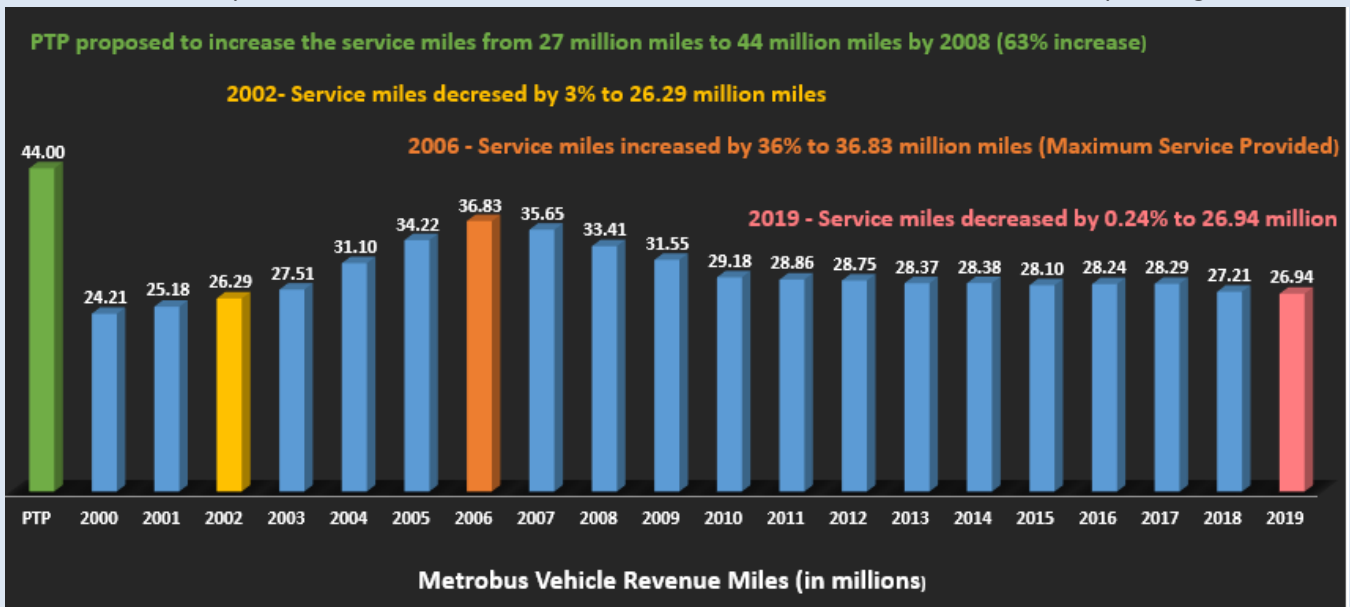
Department	Transit	PTP Category	Original PTP
Project Category	Bus Service Improvements	Project Phase	Operations
Project Begin Date	1/1/2003	Phase Begin Date	1/1/2003
Project Implementation Date	On-going	Phase End Date	On-going
Project Completion Percentage	Miles – 83.7% Hours – 89.4%	Phase Completion Percentage	Miles – 83.7% Hours – 89.4%
Amount by Funding Source(s)	NA	Contract No.	NA
Amount Spent as of 9/30/2020	NA	Commission District	Countywide
Capital Budget Project #	NA	Site #	NA

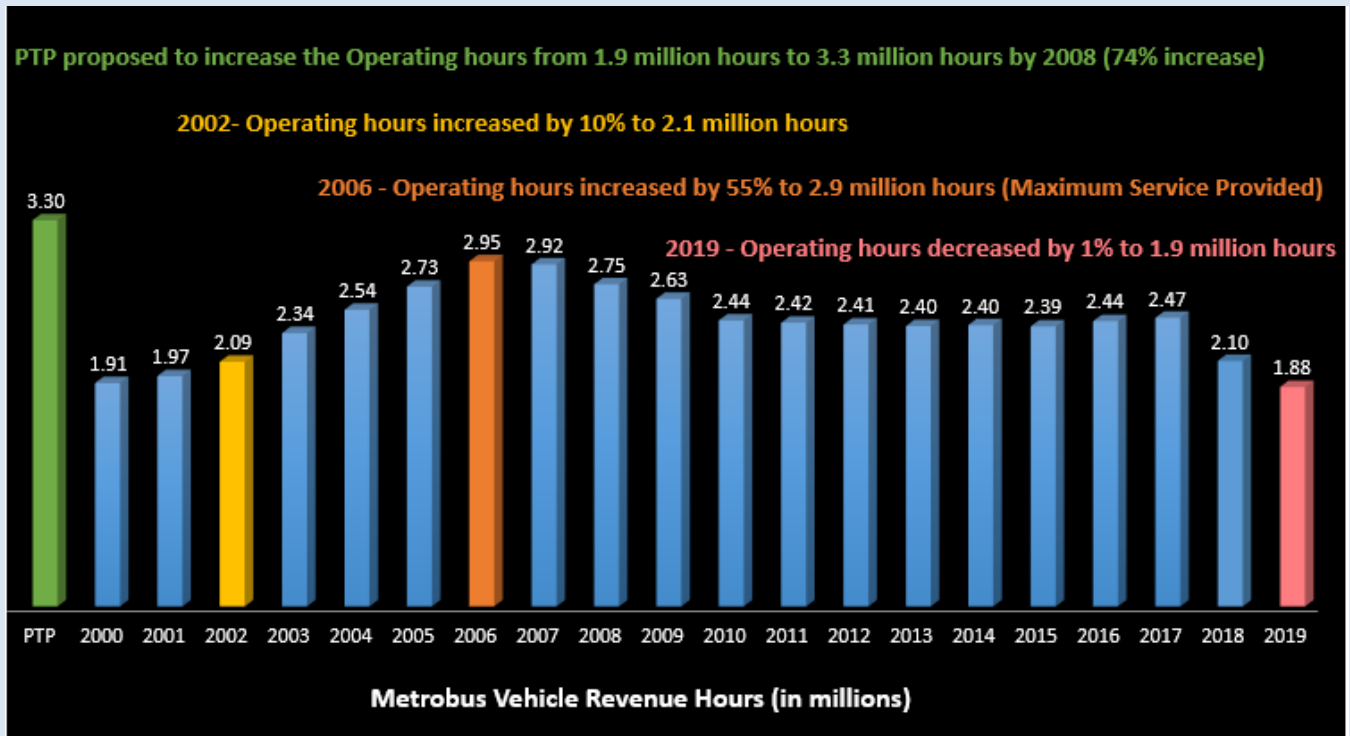
Project Description:

Increase current service miles from 27 million miles to 44 million miles and operating hours from 1.9 million hours to 3.3 million hours.

Project Status:

The increase in bus service was accomplished by increasing frequencies on existing routes, adding new routes in areas without service and adding new service to accommodate changing travel patterns. Due to budgetary limitations, and implementation of service standards evaluation, total revenue miles and operating hours were





Fiscal Impact:

Routes below half the average effectiveness and those with greater than double the average net costs per boarding are examined and services adjusted accordingly without creating undue hardship to passengers.

Utilize Minibuses on All New Bus Routes and in Neighborhood/Municipal Circulator Shuttle

Department	Transit	PTP Category	Original PTP
Project Category	Bus Service Improvements	Project Phase	Implementation
Project Begin Date	1/1/2003	Phase Begin Date	1/1/2003
Project Implementation Date	On-going	Phase End Date	On-going
Project Completion Percentage	On-going	Phase Completion Percentage	On-going
Amount by Funding Source(s)	NA	Contract No.	NA
Amount Spent as of 9/30/2020	NA	Commission District	Countywide
Capital Budget Project #	NA	Site #	NA

Project Description:

With the adoption of the PTP, an ambitious sequence of bus service improvements and system expansions were programmed for Miami-Dade County. Through new routes and system expansions, the system service hours, route miles, and bus fleet were implemented. Utilize minibuses on all new bus routes and in neighborhood/municipal circulator shuttle service.

Project Status:

This program was implemented and is continuously adjusted to achieve maximum efficiency. The use of minibuses is dependent on vehicle capacity and demand (ridership). Since PTP inception, some routes were implemented and many of the implemented routes have since been discontinued.

Minibuses are currently operated in neighborhood-type circulating routes or routes whose ridership warrant a minibus. Since it is not cost feasible to assign full-size buses to all new routes, because the ridership may dictate otherwise, the department has no plans to do so.

Fiscal Impact:

To assign minibuses to routes which already have full-size buses, would increase operations and maintenance costs to provide the same passenger capacity.

Replace Buses on a Systematic Basis to Reduce Operating Cost and Increase Reliability

Department	Transit	PTP Category	Original PTP
Project Category	Bus Service Improvements	Project Phase	Bus purchase
Project Begin Date	1/1/2003	Phase Begin Date	1/1/2003
Project Implementation Date	On-going	Phase End Date	On-going
Project Completion Percentage	On-going	Phase Completion Percentage	NA
Amount by Funding Source(s)	PTP-\$117,560,100 FTA-\$33,298,800 FDOT-\$26,324,300 County Bonds/Debt-\$447,502,300	Contract No.	NA
Amount Spent as of 9/30/2020	\$239,593,300	Commission District	Countywide
Capital Budget Project #	673800	Site #	3001046, 3001290, 3001647, 3002474, 3002475

Project Description:

This program was implemented as a result of the People’s Transportation Plan (PTP) and is ongoing through the County’s Bus Replacement/Expansion Plan. The bus fleet is continuously aging. A bus replacement plan is necessary to ensure compliance with the Federal Transit Administration’s (FTA’s) bus retirement criteria (500,000 miles/12 years of service life).

Project Status:

The systematic replacement of buses and the addition of new buses lowered the average age of the bus fleet. The department is committed to continuously replacing older, less reliable vehicles with new environmentally friendly vehicles.

Prior to implementation of the PTP, the mean distance between road calls (a measure of reliability) was 2,053 miles. The fleet improvements, namely systematic replacement of buses, and maintenance program enhancements substantially improved the system’s performance.

Compressed Natural Gas Bus Retrofit

After evaluating various alternative fuels, the Department of Transportation and Public Works (DTPW) is



transitioning its bus fleet to clean burning, Compressed Natural Gas (CNG) buses. The CNG program objectives to be achieved adding these buses include the following:

1. Design, build finance, operate and maintain CNG fuel service stations
2. Upgrade existing County infrastructure including upgrading and/or converting the bus maintenance facilities (Central, Coral Way, and Northeast) and existing fuel stations to provide CNG
3. Purchase and/or lease CNG powered buses
4. Supply CNG and
5. Generate revenue for the County through the sale of CNG to third parties

Procurement of two hundred and sixty (260) 40-foot low floor CNG Transit buses was completed. Capital purchase of articulated electric transit buses for replacement to replace bus fleet which are eligible for retirement. Procurement of hundred (100) articulated electric transit buses and charging stations will be initiated and done through MDC RFP process. CNG bus garage conversion and purchase of another three hundred (300) CNG buses is on-going.

Upgrade of bus maintenance facilities to provide CNG, Coral Way garage is 90% complete with pending demolition completion and Final Acceptance; Central garage is 80% complete awaiting the acceptance of the bus wash/detail system before starting the demolition activities; and Northeast garage is in the preliminary design phase at 10% completion.

Hybrid Electric Bus Battery Replacement

This project is for the replacement of the Energy Storage System (ESS) on the hybrid electric buses. The ESS has an expected life of 7 to 10 years. The ESS is essential to the operation of the hybrid electric buses to provide electrical power to drive wheels. DTPW has 117 hybrid electric buses that were purchased between 2009 and 2017. This project is funded to replace 71 ESSs.

Replacement of Articulated Buses (60-foot Electric Buses)

This project is to purchase articulated electric transit buses for replacement of Metrobus fleet which are eligible for retirement. Procurement of 100 articulated electric transit buses and charging stations will be done through an RFP process. The project is yet to begin.

40-foot Electric Buses and Charging Stations

DTPW’s Bus Procurement Plan includes the purchase of a minimum of 33 and up to a maximum of 75 forty-foot battery electric buses and installation of 75 electric vehicle depot chargers (charging system) at the three bus maintenance facilities (Central, Coral Way and Norte-East Bus garages). Twenty-five (25) chargers will be installed at each of the Bus divisions. Notice to proceed was issued to procure Battery Electric Buses and Charging Systems.

DTPW Bus Procurement /Replacement and Enhancement Schedule

Year	30ft	40ft	60ft
2021	0	141 (CNG/Electric)	0
2022	0	74 (Electric)	10 (Diesel/Electric Hybrid)
2023	0	0	10 (Diesel/Electric Hybrid)
2024	0	0	0
2025	0	0	0
2026	0	55 (Electric)	0
2027	0	55 (CNG)	43 (CNG/Electric Hybrid)
2028	0	55 (CNG)	11 (CNG/Electric Hybrid)
2029	0	55 (CNG)	10 (CNG/Electric Hybrid)

2030	0	55 (CNG)	0
2031	0	55 (CNG)	0

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
Unavailable	-	\$117,560,100	\$3,875,600	\$113,684,500	On-going	On-going

Expand the Bus Passenger Shelter Program throughout Miami-Dade County

Department	Transit	PTP Category	Original PTP
Project Category	Bus Service Improvements	Project Phase	Construction and Maintenance
Project Begin Date	6/1/2020	Phase Begin Date	6/1/2020
Project Implementation Date	6/1/2023	Phase End Date	6/1/2023
Project Completion Percentage	10%	Phase Completion Percentage	10%
Amount by Funding Source(s)	PTP - \$12,586,000	Contract No.	CIP174
Amount Spent as of 9/30/2020	\$0	Commission District	Countywide
Capital Budget Project #	671560	Site #	3002471

Project Description:

Expansion of bus shelter program was among the original projects approved by voters as part of PTP Exhibit 1. Since 2002, an additional 596 bus shelters were installed, for a total of 1,050 bus shelters located throughout Unincorporated Miami-Dade County. Bus stops located in municipalities were not included in the program as municipalities are responsible for providing bus shelters and other passenger amenities at the bus stops within their municipal boundaries.

Recently County executed a 15-year contract for the design, fabrication and installation of 10 full-size bus shelters, 10 enhanced full-size bus shelters, 10 slim-size bus shelters, 330 regular bus shelters, 200 bicycle pads each with the capacity for four bicycles and manage the existing and new bus shelters inventory. The contract will also provide cleaning, maintenance, repairs, relocations, new installations, removals, and garbage disposal of the existing and new bus passenger shelters in unincorporated Miami-Dade County and in municipalities participating in this Contract, to ensure that the bus shelters are in a safe, repaired and operational condition at all times with an attractive appearance, and with safe and proper illumination at night.

Project Status:

The contract was awarded in June 2020. The Contractor will pay all costs required to perform contract services using proceeds from the advertising revenue received, except for the cost to furnish and install new shelters and bicycle racks, which will be paid by the County on a unit price basis. Advertising revenue will be considered as the Contractor’s sole compensation for performing maintenance and repair work. The Contractor will pay the County annual participation revenue, as a percentage of gross advertising revenue for advertising on the bus shelters or a minimum annual guarantee in the form of quarterly payments, whichever is greater, for each year of this Agreement.

- Design of the Cantilever Shelter Model required by Contract has been completed.
- PW and Building Permits have been requested already to install the first 20 Bus Passenger Shelters.

Models of Shelters to be installed: 10 of the Regular Shelter Model and 10 of the Slim Shelter Model.

- Those 20 Shelters mentioned above are in the Fabrication Process already.
- All Bus Stops to install the first 20 shelters have been selected and a professional survey has been conducted in all of them.
- The project is 10% complete with pending contract award recommendation approval from the BCC.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$12,586,000	-	\$12,586,000	\$0	\$12,586,000	June 2023	June 2023

Enhance and Expand Transit Bus Stop Signage Countywide; Incorporate Information Technology at Bus Stop and Rail Stations – Bus Tracker System (CAD/AVL/Kendall Drive Signalization)

Department	Transit	PTP Category	Original PTP
Project Category	Bus Service and Rapid Transit Improvements	Project Phase	Warranty
Project Begin Date	12/16/2013	Phase Begin Date	1/1/2018
Project Implementation Date	9/30/2021	Phase End Date	5/30/2021
Project Completion Percentage	99%	Phase Completion Percentage	100%
Amount by Funding Source(s)	PTP - \$18,646,000	Contract No.	RFP808
Amount Spent as of 9/30/2020	\$17,906,400	Commission District	Countywide
Capital Budget Project #	672830	Site #	75991

Project Description:

DTPW has completed and is implementing several projects to enhance and expand transit bus stop signage countywide and to incorporate information technology at bus stop and rail stations. This on-going program is to replace or newly install signs that display route information, schedules, fares, maps and general transit information in English, Spanish and Creole.

The following projects were also completed as part of this program using operating funds:

- Bus Stop Signage project that began in 2004 replaced and installed over 10,000 new bus stop signs. Currently, DTPW is implementing a bus stop redesign project which provides more visible, readable and attractive signs to current transit users in an effort to refresh the system’s look and feel.
- Train Tracker via web and mobile application project was completed between 2007 and 2012.
- Deployment of a real-time Metromover Tracker System in May 2014.
- Deployed Free public Wi-Fi is on all Metrorail and Metromover cars, plus 133 buses on Express Routes as of June 2011. Free public Wi-Fi is also being phased-in at all Metrorail stations and is currently available at the AirportLink and Earlington Heights Stations.
- Electronic Signage Information System (ESIS) was implemented at all Metrorail stations by September 2013. ESIS provides wireless internet access at the station platforms, real-time arrival information, emergency information, elevator/escalator status, advertising, and other service announcements (dynamic messaging/audible format).
- Implemented a Bus Tracker System pilot project on the Kendall Cruiser

Bus Tracker System (Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL)/Kendall Drive Signalization) is an ongoing project. The project provides the implementation of a state-of-the-art CAD/AVL system with integration to other new critical systems such as, Transit Operations System (TOS) and Automated Fare Collection System (AFCS). This project implements on-board vehicle Transit Signal Priority (TSP) which allows communication with traffic signal controllers along enabled routes. Benefits include Real-time vehicle location,

bus stop GPS navigation for operators, predictive arrival information and signage for customers at select Metrorail platforms and select Metrobus terminals, supervisor vehicle location, and automated passenger announcements.

Project Status:

The project is complete. The certificate of final system acceptance was issued to the vendor on May 12, 2021.

Fiscal Impact:

Following table has fiscal information on the Bus Tracker System (CAD/AVL/Kendall Drive Signalization) project. Other projects were completed using operational funds.

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$18,646,000	-	\$18,646,000	\$17,906,400	\$739,600	August 2019	May 2021

Supplements Funding to Upgrade the County's Traffic Signalization System Advanced Traffic Management System (ATMS)

Department	Public Works	PTP Category	Original PTP
Project Category	Major Highway and Roadway Improvements	Project Phase	3
Project Begin Date	11/1/2002	Phase Begin Date	9/1/2016
Project Implementation Date	11/1/2005	Phase End Date	9/1/2027
Project Completion Percentage	23.5%	Phase Completion Percentage	Pilot Phase, Phase I, 2A and 2B-100% Phase III- 10%
Amount by Funding Source(s)	PTP- \$49,025,000 FDOT-\$8,608,000 FDOT CIGP- \$13,480,000 RIF-\$231,433,000	Contract No.	PW20050189
Amount Spent as of 9/13/2020	\$70,738,000	Commission District	Countywide
Capital Budget Project #	608400	Site #	3000069

Project Description:

This project Supplements funding to upgrade the county's traffic signalization system. The Traffic Control Center has been modernized with a new video wall and upgraded systems allowing engineers to monitor intersections via video, view traffic applications, and remotely make signal timing adjustments to improve traffic flow. The Advanced Traffic Management System (ATMS) project continues to make technological improvements to traffic signalization systems to continue to improve mobility Countywide, future improvements include upgrade traffic signal controllers in order to support adaptive traffic signal controls, connected vehicles, and transit priority.

Project Status:

This project has three phases. The initial two phases focused on the upgrade and connection of the traffic signal controllers at all signalized intersections, implementation of the central system components of the new system at the Traffic Control Center (TCC), and the transfer of the control of approximately 2,800 intersections from the old Uniform Traffic Control System (UTCS) over to the new ATMS.

Phase 2 of the ATMS project was split into two phases: phase 2A and phase 2B. Phase 2A was completed in FY 2012-13 allowing the County's more than 2,800 signals to be controlled and synchronized in one central system. Phase 2B was the migration of all signals to high-speed wireless communication subsystem as a collaborative effort with the Miami-Dade County Information Technology Department was completed in 2017.

Phase 3 of the ATMS project will introduce the next generation of technologies and tools in the traffic signal system to assist in traffic and mobility management. This phase will include the upgrade of all the traffic signal controllers throughout Miami-Dade County in order to support and provide adaptive traffic signal controls, emergency vehicle preemption, transit prioritization, support autonomous vehicles and vehicle-to infrastructure communications. This phase includes upgrading our traffic control software and communications to integrate and sharing

information with Florida Department of Transportation (FDOT), Miami-Dade Expressway Authority (MDX), Florida Turnpike Enterprise (FTE), Miami-Dade Department of Transportation and Public Works (DTPW), and Municipal partners. Short-term modernization improvements of the Traffic Control Center are enabling active arterial management strategies using video surveillance, traffic flow detection systems, fiber optic communications, and advanced vehicle detection. The targeted completion was October 2017 when initially reported in the 2011-2016 Five-Year Implementation Plan. The current project is estimated at \$175,000 is primarily funded through Road Impact Fees and the remainder of the PTP funds programmed within the ATMS project. TSS has complete the upgrade of 284 traffic signals under the TSS Upgrade Project. The solicitation for the Countywide Project has been advertised with an estimated completion date of October 2025.

Phase III of the project is On-going; Pilot program was completed and Pilot extension to 300 Intersections is 95% Complete. Countywide upgrade implementation was Awarded in May 2020. Traffic Management CCTVs- 25% Complete; Traffic Control/Management Center (Remodel) 80% Complete; Traffic Control/Management Center (New) 0%.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$49,025,000	N/A	\$49,025,000	\$ 46,058,900	\$2,966,100	September 2025	September 2027

NW 37 Avenue from NW 79 Street to North River Drive - Widening from 2 to 5 lanes

Department	Public Works	PTP Category	Original PTP
Project Category	Board Requested Major Roadway and Neighborhood Improvements	Project Phase	Design
Project Begin Date	7/8/2005	Phase Begin Date	6/23/2006
Project Implementation Date	5/31/2025	Phase End Date	4/29/2021
Project Completion Percentage	15%	Phase Completion Percentage	100%
Amount by Funding Source(s)	PTP-\$19,102,100	Contract No.	20040330 (Design) 20210093 (Construction)
Amount Spent as of 9/30/2020	\$2,425,100	Commission District	2
Capital Budget Project #	2000000540	Site #	75636

Project Description:

The project consists of widening roadway from 2 to 3 lanes with on-street parking, sidewalks, curb and gutter, a new storm drainage system, signalization, pavement markings and signage and roadway lighting. Roadway design is completed. Water and Sewer Department (WASD) designed Water Main and Gravity Sewer facilities to be incorporated into this project construction. A Memorandum of Agreement (MOA) has been executed to include WASD work and funding into the DTPW roadway project.



Widening of NW 37 Avenue

Project Status:

Roadway Design and WASD water main and gravity sewer designs are 100% completed. Advertisement for bids is anticipated in August 2021 and begin construction in May 2022 with an anticipated completion in May 2025.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$15,849,000	\$3,253,100	\$19,102,100	\$2,425,100	\$16,677,000	February 2015	May 2025

Widen SW 137 Avenue (U.S. 1 to SW 184 Street) to 4 lanes and new 4 lanes

Department	Public Works	PTP Category	Original PTP
Project Category	Board Requested Major Roadway and Neighborhood Improvements	Project Phase	Construction
Project Begin Date	4/19/2005	Phase Begin Date	10/7/2019
Project Implementation Date	10/6/2022	Phase End Date	10/6/2022
Project Completion Percentage	53%	Phase Completion Percentage	75%
Amount by Funding Source(s)	PTP-\$20,279,000 RIF-\$593,000	Contract No.	20180089
Amount Spent as of 9/30/2020	\$11,483,700	Commission District	8
Capital Budget Project #	2000000540	Site #	73348

Project Description:

The project description in PTP Exhibit 1 is to widen SW 137 Ave, from U.S. 1 northward to SW 184 St. to four lanes/new four lanes. It is now defined as a three-lane (two travel, one turn) project with the design, land acquisition, and construction done in phases that allow the construction of the full four travel lanes in the future.

The construction under this phase is limited to three lanes (two travel lanes plus one turn lane) to reduce initial implementation costs. Scope changes also reduced the project limits from SW 184 Street to SW 200 Street (two lane road already exists between SW 184 and SW 200 Streets), and to negotiate and acquire right-of-way (ROW) that attains a section to accommodate three lanes.

Project Status:

Design and ROW acquisition are completed. Construction activities began in October 2019 and are programmed to end in October 2022.



Widening of SW 137 Avenue

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$24,055,000	(\$3,776,000)	\$20,279,000	\$10,938,100	\$9,340,900	NA	October, 2022

SW 137 Avenue (HEFT to U.S. 1), Widen from 2 to 4 Lanes

Department	Public Works	PTP Category	Original PTP
Project Category	Board Requested Major Roadway and Neighborhood Improvements	Project Phase	Construction
Project Begin Date	6/27/2007	Phase Begin Date	8/12/2019
Project Implementation Date	8/2/2021	Phase End Date	8/2/2021
Project Completion Percentage	41%	Phase Completion Percentage	72%
Amount by Funding Source(s)	PTP-\$9,643,000 RIF-\$104,000 Developer Contribution-\$321,100	Contract No.	20180064
Amount Spent as of 9/30/2020	\$5,606,000	Commission District	9
Capital Budget Project #	2000000540	Site #	73349

Project Description:

The project consists of widening the existing roadway SW 137 Avenue from two to four lanes with a raised median, sidewalks, curb and gutter, bicycle facilities, a continuous storm drainage system, signalization, pavement markings and signage and lighting.

Project Status:

Design and right-of-way (ROW) acquisition were completed. Construction activities began in August 2019 and are programmed to end in August 2021.



Widening of SW 137 Avenue (HEFT to US 1) from 2 lanes to 4 Lanes

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$10,166,000	(\$523,000)	\$9,643,000	\$5,258,200	\$4,384,800	NA	August 2021

NE 2 Avenue from NE 91 Street to NE 20 Street -Street and Traffic Operational Improvements

Department	Public Works	PTP Category	Original PTP
Project Category	Board Requested Major Roadway and Neighborhood Improvements	Project Phase	Design-Build Services Request -NE 20 St to NE 36 St
Project Begin Date	9/3/2003	Phase Begin Date	2/10/2020
Project Implementation Date	11/26/2023	Phase End Date	4/23/2021
Project Completion Percentage	60%	Phase Completion Percentage	60%
Amount by Funding Source(s)	PTP-\$30,909,000 RIF-\$3,512,000 Developer Contribution - \$473,700	Contract No.	20150195, 20190256
Amount Spent as of 9/30/2020	\$24,878,700	Commission District	3
Capital Budget Project #	2000000538	Site #	77144

Project Description:

The project consists of roadway widening and reconstruction, the construction of new sidewalks, a continuous storm drainage system, decorative lighting, new bicycle lanes, signalization, tree landscaping, pavement markings and signage along NE 2 Avenue from NE 91 Street to NE 20 Street.

Project Status:

The project is 60 % complete. The current status for each of the phases is shown below.

Phase	Phase Description	Status
1	NE 20 Street to NE 36 Street	Design-Build Advertisement (by County)
2	NE 36 Street to NE 42 Street	Completed by City
3	NE 42 Street to NE 51 Street	Completed by City of Miami
4	NE 51 Street to NE 57 Street	Completed by City of Miami
5	NE 57 Street to NE 69 Street	Completed by City of Miami
6	NE 69 Street to NE 84 Street	Completed by County
7	NE 84 Street to NE 91 Street	Completed by Public Works



Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$12,180,000	\$18,729,000	\$30,909,000	\$24,294,800	\$ 6,614,200	December 2014	November 2023

SW 216 Street (Florida’s Turnpike to SW 127 Avenue) - Curbs and Gutters, Traffic Operational Improvements

Department	Public Works	PTP Category	Original PTP
Project Category	Board Requested Major Roadway and Neighborhood Improvements	Project Phase	Construction
Project Begin Date	7/5/2005	Phase Begin Date	3/2/2020
Project Implementation Date	4/1/2022	Phase End Date	4/1/2022
Project Completion Percentage	41%	Phase Completion Percentage	70%
Amount by Funding Source(s)	PTP-\$13,615,000 RIF-\$140,000 Developer-\$364,300	Contract No.	20180014
Amount Spent as of 9/30/2020	\$5,822,400	Commission District	9
Capital Budget Project #	2000000538	Site #	76072

Project Description:

This project involves reconstruction of the existing SW 216 Street roadway to a two-lane divided highway with a raised (curbed) landscaped median, bicycle lanes, on-street parking, traffic circle, sidewalks, curbs and gutters, a new storm drainage system, signalization, pavement markings and signage, and decorative street lighting. It also provides a safe drop off for students at a middle school.

Project Status:

The project was divided in two phases in order to expedite construction of those segments which would not require right-of-way acquisition. Phase 1, from SW 112 Avenue to the Florida Turnpike, was completed in May 2012. Phase 2, from SW 127 Avenue to SW 112 Avenue, is currently under construction. Construction activities for Phase 2 began



SW 216 Street - Roadway reconstruction and construction of new storm drainage system

March 2, 2020 and are programmed to end in April 2022.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$12,180,000	\$1,435,000	\$13,615,000	\$5,381,100	\$ 8,233,900	December 2014	April 2022

Right-of-Way Acquisitions (Public Works Related Projects)

Department	Public Works	PTP Category	Original PTP
Project Category	Board Requested Major Roadway and Neighborhood Improvements	Project Phase	Right-of-way
Project Begin Date	NA	Phase Begin Date	See below
Project Implementation Date	NA	Phase End Date	See below
Project Completion Percentage	NA	Phase Completion Percentage	100%
Amount by Funding Source(s)	PTP-\$22,560,000	Contract No.	Multiple, 20160225,20180089,20180014,2090089
Amount Spent as of 9/30/2020	\$21,437,000	Commission District	2,3,8,9
Capital Budget Project #	2000000538	Site #	77144

Project Description:

The right-of-way (ROW) acquisitions for Public Works People’s Transportation Plan (PTP) projects are separately budgeted. Some of the projects include - NW 37 Ave, NE 2 Avenue, SW 137 Avenue, SW 216 Street, Old Cutler Road.

Project Status:

100% complete. Right-of-way acquisition was completed on all these projects. Remaining funds are being reserved for pending lawsuits or closeout.

Project	Project	Begin Date	End Date	PTP Cost Estimate	Actual PTP Expenditure as of 9/30/2020
1	NE 37 Avenue - NW 79 St to North River Dr	6/2/2009	9/1/2023	\$ 1,489,000	\$ 1,309,000
2	NE 2 Avenue – NE 91 St to NE 20 St	10/1/2008	9/1/2022	\$ 589,200	\$ 322,000
3	NE 137 Avenue– US 1 to SW 200 St	7/2/2013	9/1/2023	\$ 8,136,000	\$ 7,736,000
4	SW 216 Street – HEFT to SW 127 Ave	11/5/2014	9/1/2023	\$ 4,450,000	\$ 4,325,000
5	Old Cutler Rd – SW 87 Ave to SW 97 Ave (JPA with Cutler Bay)	5/1/2012	8/4/2020	\$ 370,000	\$ 275,000

NEIGHBORHOOD IMPROVEMENTS

The People's Transportation Plan (PTP) provided \$167 million for Neighborhood Improvements. These include modifications of intersections; resurfacing of local and arterial roads; installation/repairs of guardrails; installation of school flashing signals and enhancement of greenways and bikeways; replacement/repair of sidewalks; repair/installation of drainage, landscape beautification roadway signage, roadway lighting, pavement markings, and traffic calming; and Americans with Disabilities Act (ADA) accessibility to bus stops throughout the County.

In 2004, the Board of County Commissioner's (BCC) and the Citizens' Independent Transportation Trust (CITT) adopted Public Works Department's (now a part of the Department of Transportation and Public Works) Two Year Plan (BCC Resolution R-87-04, and its modifications under 507-04). The Two-Year Plan was developed to address the various non-site-specific categories provided for in the PTP ordinance and established a method for allocating the \$167 million listed in the ordinance. The allocation was approximately \$21.7 million for Board Requested Neighborhood Improvement projects listed in Exhibit 1 and \$145.4 million for other countywide improvements for the duration of the program including the funding allocations to each Commission District. To date, over 1,000 projects have been initiated including ADA sidewalk improvements, traffic signals, street lighting, intersection and traffic calming improvements, guardrail installation, roadway resurfacing and school flashing signals. The plan was also modified under Resolution R-1391-04, removing the school flashing signals from the Commission District allocations and listing them as a specific line item with a dedicated funding amount.

The Neighborhood Improvement Projects include Site Specific Neighborhood Improvement Sites, Non-Site-Specific Neighborhood Improvements, Countywide Neighborhood Improvements and School Flashing Signals Program.

Neighborhood Improvements (Commission Districts)

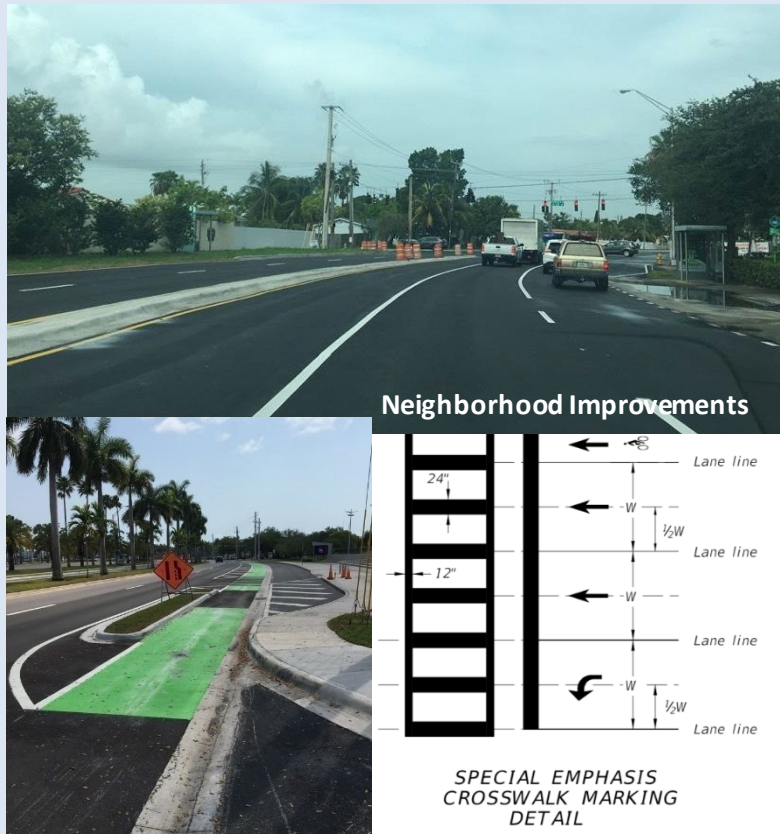
Department	Public Works	PTP Category	Original PTP
Project Category	Neighborhood Improvements	Project Phase	Construction
Project Begin Date	11/1/2003	Phase Begin Date	11/1/2003
Project Implementation Date	10/1/2023	Phase End Date	10/1/2021
Project Completion Percentage	81%	Phase Completion Percentage	81%
Amount by Funding Source(s)	PTP-\$91,425,000	Contract No.	7360,7040
Amount Spent as of 9/30/2020	\$75,283,500	Commission District	Countywide
Capital Budget Project #	2000000535	Site #	3002896, 3002897, 3002898, 3002901, 3002902, 3002903, 3002904, 3002905, 3002906, 3002907, 3002908, 3002909, 3002910

Project Description:

This program provides each Commission District with funds for Neighborhood Improvements in the categories listed in Exhibit 1 and according to the Two-Year Plan's allocation formula based on population, reported needs and County-maintained road lane miles. Projects being implemented include modifications of intersections, resurfacing of local and arterial roads, installation/repairs of guardrails, installation of school flashing signals, enhancement of greenways and bikeways, replacement/repair of sidewalks, repair/installation of drainage, landscape beautification roadway signage, roadway lighting, pavement markings, traffic calming, and ADA accessibility to bus stops throughout the County.

Project Status:

The department continues to coordinate the Neighborhood Improvement Projects with



County Commissioners’ Offices. To accelerate many neighborhood projects, the department continues to take advantage of various contracting mechanisms, such as the miscellaneous contracting processes available under contracts 7360 and 7040.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$91,425,000	NA	\$91,425,000	\$75,283,500	\$16,141,500	September 2013	October 2023

Traffic Signals and Signs Operations

Department	Public Works	PTP Category	Original PTP
Project Category	Neighborhood Improvements	Project Phase	Operations
Project Begin Date	10/1/2011	Phase Begin Date	10/1/2011
Project Implementation Date	10/1/2011	Phase End Date	On-going
Project Completion Percentage	On-Going Operations	Phase Completion Percentage	On-Going Operations
Amount by Funding Source(s)	PTP-\$34,578,800	Contract No.	NA
Amount Spent as of 9/30/2020	\$30,234,800	Commission District	Countywide
Capital Budget Project #	2000000543	Site #	3001380

Project Description:

The traffic signals and signs operations projects provide continued support to traffic signal operations to carry out traffic signal retiming, active arterial management, signal equipment maintenance, and other strategies that support continuous efficient and effective traffic signal operations that allow for optimal and dependable mobility.

Traffic signal operations uses proven traffic strategies and the latest technologies so that traffic signal operations engineers can continuously monitor traffic patterns and actively re-time traffic signals to maintain optimal traffic flow. Additionally, traffic signals and signs operations project provides around the clock system support and maintenance to all traffic signals, traffic control devices, traffic signage, illuminated street name signs, pavement markings, and vehicle detection systems.

Project Status:

The Department has installed illuminated street name signs at all eligible intersections throughout the County. These Surtax funds are used for reimbursements to employee salaries based upon time charges submitted through the PWS for operations support related to improving traffic mobility and transit priority.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$31,141,000	\$3,437,800	\$34,578,800	\$30,234,800	\$4,344,000	On-going	On-going

Resurfacing, Sidewalks and Drainage on Arterial Roads

Department	Public Works	PTP Category	Original PTP
Project Category	Neighborhood Improvements	Project Phase	Implementation
Project Begin Date	11/1/2003	Phase Begin Date	11/1/2003
Project Implementation Date	On-going	Phase End Date	9/1/2022
Project Completion Percentage	On-going	Phase Completion Percentage	On-going
Amount by Funding Source(s)	PTP-\$1,405,000	Contract No.	NA
Amount Spent as of 9/30/2020	\$1,265,700	Commission District	Countywide
Capital Budget Project #	2000000538	Site #	75884

Project Description:

The project is to improve arterial roads including resurfacing, sidewalks, and drainage improvements.

Project Status:

Countywide projects are ongoing. Additional improvements may be identified with ongoing budget development. No new resurfacing, drainage, or sidewalk projects have been approved or implemented during this reporting period.



Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$1,262,000	\$143,000	\$1,405,000	\$1,265,700	\$139,300	September 2025	September 2022

School Zone Flashing Signals

Department	Public Works	PTP Category	Original PTP
Project Category	Neighborhood Improvements	Project Phase	Construction Phase 2
Project Begin Date	11/5/2002	Phase Begin Date	4/8/2010
Project Implementation Date	10/1/2023	Phase End Date	10/1/2023
Project Completion Percentage	87%	Phase Completion Percentage	Phase 1 – 100% Phase 2-46%
Amount by Funding Source(s)	PTP-\$14,735,000	Contract No.	NA
Amount Spent as of 9/30/2020	\$12,793,600	Commission District	Countywide
Capital Budget Project #	2000000542	Site #	76087

Project Description:

The School Zone Flashings Signals program was specifically identified to be allocated \$11.2 million under the 2-year plan to improve the safety of students at schools throughout Miami-Dade County in 2004. The program was amended on March 27, 2010, at the urging of the CITT to include Dynamic Speed Displays to improve safety at schools that did not qualify for flashing signals. The baseline project completion date was October 2013. In FY 2014-15, the department continued the design and installation of the feedback signs and its implementation at the originally identified 100 high school sites. The timeframe was extended to August 2018.

The Florida Legislature adopted the Florida Speed Zoning Manual which introduced new school zone standards and required all schools be upgraded by 2023. Currently construction is on-going with an expected completion by the end of 2023. The proposed program would have a partnership in which the FDOT provides local agencies with the needed new equipment and the County provides the funding for the design and construction/installation by County forces or contractors.

Project Status:

The agreement for the implementation of the Speed Zoning Manual upgrades between Miami-Dade County and Florida Department of Transportation is being negotiated.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$14,800,000	(\$65,000)	\$14,735,000	\$12,793,600	\$1,941,400	April 2020	October 2023

Roadway Lighting Retrofit

Department	Public Works	PTP Category	Original PTP
Project Category	Neighborhood Improvements	Project Phase	Maintenance
Project Begin Date	11/5/2002	Phase Begin Date	11/5/2002
Project Implementation Date	10/1/2006	Phase End Date	10/30/2023
Project Completion Percentage	74%	Phase Completion Percentage	74%
Amount by Funding Source(s)	PTP-\$5,918,000	Contract No.	NA
Amount Spent as of 9/30/2020	\$4,361,500	Commission District	Countywide
Capital Budget Project #	2000000541	Site #	300610

Project Description:

The Roadway lighting retrofit project was implemented to retrofit all roadways with outdated lighting systems to improve safety for all modes of travel.

Project Status:

Streetlight retrofit work carried out under this project from 2006-2010 includes retrofit of the light poles with required grounding, pole distribution cables, new electrical conductors, pull-boxes, and luminaires at the following locations. The Department is exploring a LED upgrade of the streetlights. The project is currently on hold.

Project Locations		
NW 215 St.	W 4 Ave at W 3400 Blk.	SW 107 Ave (SW 88 St. to SW 104 St.)
W Flagler St.	NW 36 St at NW 84 Ave.	SW 120 St. (SW 142 Ave. to SW 147 Ave.)
NE 215 St.	Venetian Causeway at Bay Rd.	SW 87 Ave. (W Flagler St. to SW 8 St.)
Collins Ave.	Miami Gardens Dr. at NW 5 Ave.	Coral Way (SW 62 Ave. and SW 57 Ave.)
NW 107 Ave	NE 123 St at Bay Shore Dr.	NW 7 Ave. (NW 71 St. to NW 97 St.)
Old Cutler Rd.	NW 2 Ave (NE 101 to NE 105 St.)	NW 71 St. (I-95 to NW 19 Ave.)
SW 77 Ct. at SW 4 St.	SW 127 Ave. at Coral Way and Kendall Dr.	LeJeune Rd-Douglas Rd Ext. SR-826 and LeJeune Rd.
Krome Ave.	NW 12 Ave (NW 71 to NE 81 St.)	SW 344 St. at NW 71 St., I-95, and NW 19 Ave.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$5,910,000	\$8,000	\$5,918,000	\$4,361,500	\$1,556,500	December 2013	October 2023

Pavement Markings			
Department	Public Works	PTP Category	Original PTP
Project Category	Neighborhood Improvements	Project Phase	Construction
Project Begin Date	10/7/2004	Phase Begin Date	10/7/2004
Project Implementation Date	On-going	Phase End Date	09/30/2024
Project Completion Percentage	On-going	Phase Completion Percentage	On-going
Amount by Funding Source(s)	PTP-\$11,122,400 Gas Tax-\$3,794,000	Contract No.	7360, 7040
Amount Spent as of 9/30/2020	\$7,622,500	Commission District	Countywide
Capital Budget Project #	2000000541	Site #	75641

Project Description:

Construct and/or provide Countywide pavement markings improvements including stripes, pavement messages, stop bars, directional arrows, reflective pavement markers, and rumble strips.

Project Status:

Construction is on-going and is expected to be completed by September 2024. To accelerate many neighborhood projects, the department continues to take advantage of various contracting mechanisms, such as the Miscellaneous Contracting processes available under contracts 7360 and 7040.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$10,191,000	\$931,400	\$11,122,400	\$7,622,500	\$3,499,900	September 2020	September 2024

Track and Guideway Rehabilitation Subset (fka Guideway Painting/Refurbishment)

In 2003, a People's Transportation Plan (PTP) amendment (R-1154-03) was approved to include several projects essential to the safe, reliable timely delivery of the mandated service improvements. This project is among the Miscellaneous Capital Improvement Projects approved for inclusion in the PTP.

Several projects are now combined into a single grouping to rehabilitate existing track and guideway equipment and fixtures.

- Coverboard Replacement
- Seal Gland Rehabilitation
- Acoustical Barrier replacement
- Metrorail Piers Coating
- Rail Fastener Replacement
- Mainline Miter Joint Replacement - Completed
- Palmetto Yard Road Crossing and Mainline Replacement - Completed
- Guideway Painting/Refurbishment - Inactive

Two components (Metrorail Piers Coating and Replacement of Metal Acoustical Barrier Panels) of this subset were originally separate line items in the 2003 PTP Amendment. The remaining components were a part of the original Guideway Refurbishment item. Each component of this subset is described further below. All work is performed by in-house staff.

Coverboard Replacement	
Department	Transit
Project Category	Rapid Transit Improvements
Project Begin Date	9/1/2009
Project Implementation Date	9/1/2027
Project Completion Percentage	30%
Amount by Funding Source(s)	PTP-\$15,613,300
Amount Spent as of 9/30/2020	\$6,247,200
Capital Budget Project #	6710900
PTP Category	2003-2009 Amendment
Project Phase	Construction
Phase Begin Date	9/1/2009
Phase End Date	9/1/2027
Phase Completion Percentage	30%
Contract No.	CIP 022
Commission District	2,3,5,6,7,8,9,12,13
Site #	3000918

Project Description:

Coverboard replacement project includes procurement of 60.4 miles of coverboard, Brackets and 28,150 insulators to include the PYD, 500 hurricane anchors for Metrorail system. All removal and insulation will be conducted by in house staff.

Project Status:

Specification and bid package for material was completed in March, 2017. Coverboard installation is underway for Tracks 1 and 2, Palmetto to Vizcaya Metrorail stations. The project is estimated to be completed by September 2027. The project is delayed due to shortage of staff.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$15,613,000	\$0	\$15,613,000	\$6,247,200	\$9,366,100	September 2019	September 2027

Seal Gland Rehabilitation	
Department	Transit
PTP Category	2003-2009 Amendment
Project Category	Rapid Transit Improvements
Project Phase	Construction
Project Begin Date	9/1/2009
Phase Begin Date	9/1/2009
Project Implementation Date	9/1/2022
Phase End Date	9/1/2022
Project Completion Percentage	80%
Phase Completion Percentage	80%
Amount by Funding Source(s)	PTP-\$3,505,000
Contract No.	CIP 022
Amount Spent as of 9/30/2020	\$2,761,000
Commission District	2,3,5,6,7,8,9,12,13
Capital Budget Project #	6710900
Site #	3000916

Project Description:

The primary objective of Seal Gland Rehabilitation Project is to ensure that rainwater does not intrude into the stations. This is accomplished by replacing the seal glands and clearing the drains. Once the stations are watertight, the guideway will receive the same attention.

Project Status:

Material bid package was completed in September 2007. Work began in 2008. Employees were hired and trained including five structural repair personnel. To date, all guideway transverse seal glands in the stations have been replaced. Seal gland installation for Metrorail stations will be completed by December 2021. Guideway drainage clearing is still on-going.

Fiscal Impact:

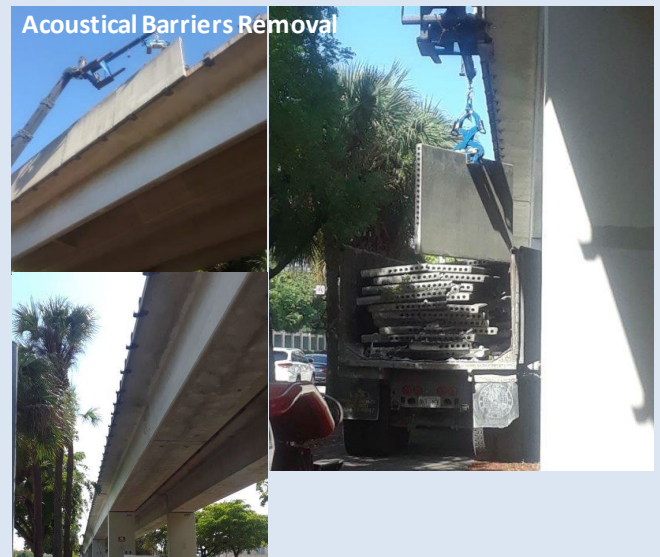
Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$3,505,000	\$0	\$3,505,000	\$2,761,000	\$744,000	September 2016	September 2022

Acoustical Barrier Replacement

Department	Transit	PTP Category	2003-2009 Amendment
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	1/1/2016	Phase Begin Date	1/1/2016
Project Implementation Date	6/1/2021	Phase End Date	6/1/2021
Project Completion Percentage	100%	Phase Completion Percentage	100%
Amount by Funding Source(s)	PTP-\$1,211,000	Contract No.	CIP 022
Amount Spent as of 9/30/2020	\$1,211,000	Commission District	2,3,5,6,7,8,9,12,13
Capital Budget Project #	6710900	Site #	3000915

Project Description:

There are approximately 12,000 feet of metal acoustical barrier panels on the Metrorail guideway that have been in place since the beginning of passenger service. These panels act as sound barriers between the train and adjacent properties to ensure sound levels are within the acceptable limits set by Cities and the County. The metal barrier connections are rusting, and the panels need to be replaced for safety and aesthetics. Acoustical barriers and hardware will be upgraded, and an additional 8,000 feet will be installed in specific areas identified by Planning and Development (P&D) noise study. This addition will bring the total length of the noise barrier to 20,000 feet. The project entails replacement of all the acoustical barriers Type B in the curves on Mainline Tracks 1 and 2.



Project Status:

Metal acoustic barrier panels have been replaced. The project is complete.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$1,211,000	-	\$1,211,000	\$1,211,000	\$0	September 2016	June 2021

Metrorail Piers Coating			
Department	Transit	PTP Category	2003-2009 Amendment
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	9/1/2009	Phase Begin Date	9/1/2009
Project Implementation Date	9/1/2022	Phase End Date	9/1/2022
Project Completion Percentage	75%	Phase Completion Percentage	75%
Amount by Funding Source(s)	PTP-\$4,500,000	Contract No.	CIP 022
Amount Spent as of 9/30/2020	\$3,336,400	Commission District	2,3,5,6,7,8,9,12,13
Capital Budget Project #	6710900	Site #	3000914

Project Description:

After more than 23 years of exposure to the elements, the Metrorail guideway piers need a protective coating applied. This will not only assure longer life of the substructure but would also improve the appearance by covering the many construction joints, repairs, stains, mold, mildew and graffiti.

Project Status:

Metrorail guideway piers protective coating application is on-going.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$4,500,000	-	\$4,500,000	\$3,336,400	\$1,163,600	September 2009	September 2022

Rail Fastener Replacement Curves			
Department	Transit	PTP Category	2003-2009 Amendment
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	9/1/2009	Phase Begin Date	9/1/2009
Project Implementation Date	2/1/2021	Phase End Date	2/1/2021
Project Completion Percentage	100%	Phase Completion Percentage	100%
Amount by Funding Source(s)	PTP-\$18,264,500	Contract No.	CIP 022
Amount Spent as of 9/30/2020	\$17,751,100	Commission District	2,3,5,6,7,8,9,12,13
Capital Budget Project #	6710900	Site #	3000917

Project Description:

Replacement of 50,000 rail fasteners and shims in the mainline curves including core drilling anchor bolts inserts. This replacement is critical to maintain track safety standards by DTPW through FTA approval.

Project Status:

Replacement of 50,000 rail fasteners and shims in the mainline curves including core drilling anchor bolts inserts has been installed.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
NA	-	\$18,264,500	\$17,751,100	\$513,400	NA	February 2021

Fare Collection System Replacement			
Department	Transit	PTP Category	2003-2009 Amendment
Project Category	Bus Service Improvements	Project Phase	In service
Project Begin Date	8/1/2000	Phase Begin Date	10/1/2012
Project Implementation Date	10/1/2009	Phase End Date	5/31/2023
Project Completion Percentage	92%	Phase Completion Percentage	83%
Amount by Funding Source(s)	PTP- \$68,113,000 FTA-\$903,200	Contract No.	CIP058
Amount Spent as of 9/30/2020	\$65,284,000	Commission District	Countywide
Capital Budget Project #	6730051	Site #	68742

Project Description:

Procure state-of-the-art fare collection equipment that meets overall and property specific requirements for security, functionality, and fare media interoperability. The Automated Fare Collection System (AFCS) project procured electronic verifying fareboxes, electronic fare gates, an upgraded garage revenue collection system, and Automatic Passenger Counters (APC) for all buses and Metromover stations. The Metrorail system included modular fare gates incorporating exit control and smart card and credit card payment capability. Ticket Vending Machines (TVM) process cash, smart cards and credit/debit cards. The Metrorail station parking system was also upgraded to include cash, smart card and credit card payments. The Special Transportation Services (STS) section was fitted with a system including mobile data terminals interfacing with smart card readers to facilitate recipient validation, trip data recording, scheduling and dispatching of vehicles. Point of sales machines are distributed throughout Dade County to third party sales outlets to maximize the sale of Bus and Rail fare media. The AFCS was implemented by October 2009. However, additional options were considered to equip the new MIC Metrorail station with all AFCS equipment including fare gates and TVMs and several park-and-ride are now equipped with TVMs to service the patrons.

The AFCS meets DPTW's needs for the present fare structure and fare media. The system also provides enough flexibility to permit the modification, addition, and deletion of fare media and fare structure elements by service type as well as system wide. The system is capable to add other agencies (Broward County Division of Mass Transit, Palm Beach County Surface Transportation Department, and South Florida Transportation Authority (Tri County Commuter Rail Authority)) if they so choose to make this a total regional system. SFRTA is presently part of the AFCS.

Project Status:

The AFCS was implemented by October 2009. Last phase of the Project, the "In Service Phase" will last until May

31, 2023 when the OTR expires, and the contract ends unless new extension is negotiated.

Extending the Contract will benefit DTPW providing a mechanism to purchase and implement future hardware upgrades. Now-a-days technology evolve and incorporate new advance products so fast that to keep up with the progress the hardware needs to be modernized frequently. Our AFCS hardware components are exposed to the same rapid developments.

Currently the project has implemented “contactless payments” on rail and bus services providing innovation and the latest technology to pay for fares using contactless credit cards and cell phone applications like iPhone wallet, google pay etc., providing the capability of “fare capping” that allows passengers to know ahead of time that they will always have the benefits of the day pass, once the fare reaches an amount equal to the day pass at which point, they will be able to travel unlimited with no added charges. Also, the project has implemented the back-office management from the azure cloud with increased protection and accessibility to all functions like reports, reconciliation, etc. The project also implemented a bar code application that provides another method of payment for our patrons to choose.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$60,648,000	\$7,465,000	\$68,113,000	\$65,284,000	\$2,829,000	May 2023	May 2023

Metrorail Vehicle Replacement (fka Rail Midlife Rehabilitation)

Department	Transit	PTP Category	2003-2009 Amendment
Project Category	Rapid Transit Improvements	Project Phase	Delivery and Warranty
Project Begin Date	11/8/2012	Phase Begin Date	11/8/2012
Project Implementation Date	11/8/2012	Phase End Date	12/31/2021
Project Completion Percentage	97%	Phase Completion Percentage	84%
Amount by Funding Source(s)	PTP- \$384,776,900 FTA- \$1,036,100	Contract No.	654
Amount Spent as of 9/30/2020	\$323,408,900	Commission District	2,3,5,6,7,12,13
Capital Budget Project #	6733001	Site #	68750

Project Description:

This project is to procure 136 new heavy rail vehicles. The original project scope was to refurbish/rehab the existing fleet and was later changed via resolution to replace all vehicles. PTP amended was approved by the Board on May 6, 2008, with the requisite funding (a not-to-exceed ceiling of \$401.5 million).

Project Status:

Sixty-six (66) married pairs have been accepted of the sixty-eight (68) married pairs contracted for. Two (2) married pairs are undergoing stages of retrofit and testing. Contract Data Requirements List (CDRL) submittals and other project documentation are in various stages of development and review. The coronavirus pandemic, force majeure continues to impact Hitachi parts availability and spare parts deliveries to DTPW.



New Metrorail Vehicle in Service

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$188,830,000	\$195,947,000	\$384,776,900	\$322,372,700	\$62,404,200	2020	December 2021

Metrorail Central Control Overhaul/Modernization

Department	Transit	PTP Category	2003-2009 Amendment
Project Category	Rapid Transit Improvements	Project Phase	Warranty
Project Begin Date	11/15/2005	Phase Begin Date	4/2/2019
Project Implementation Date	3/21/2002	Phase End Date	4/2/2022
Project Completion Percentage	100%	Phase Completion Percentage	71%
Amount by Funding Source(s)	PTP- \$25,632,000 FDOT- \$2,670,700	Contract No.	CIP019-CT1-TR09-725
Amount Spent as of 9/30/2020	\$24,089,000	Commission District	County-wide
Capital Budget Project #	674560	Site #	3001343

Project Description:

The Metrorail Central Control Overhaul/ Upgrade Project replaced the original obsolete Central Control panels with Server based Application control of all commands to the Train Control Signaling Systems at all Interlockings and to the Traction Power and Public Address Systems in all Metrorail Stations. The new system displays all indications from the 25-mile Right-of-Way including the Orange Line extension and form the Traction Power systems at all stations. All commands and indications are logged to a database for later playback as needed. The project also included the construction of the new Metro Rail Control Center and an expansion of Bus Traffic Control Center. New consoles were added to the Rail and Bus Control Centers. The project scope included the addition of new HVAC capacity, Fire suppression, Lighting, a Conference room, new office space, an Electronic MIMIC board and CCTV display Matrix, a supervisor’s station, an Uninterruptable Power Supply (UPS) system, a new SCADA network, Telephones and a Public Address System at all



Metrorail Control Center



Metrobus Traffic Control Center

stations. The Lehman Yard Tower was also provided with the capabilities of controlling the Metrorail System. A single user console was included in the work that was completed. The Contract was completed on August 21, 2018. An Option to renew the contract was exercised on April 02, 2019, in the form of an extended warranty coverage for a three-year term.

Project Status:

The project was completed. Warranty Coverage will expire on April 2, 2022.



Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$25,632,000	-	\$25,632,000	\$21,418,500	\$4,213,500	August 2018	April 2022

Metrorail Escalators Replacement and Elevators Refurbishment

Department	Transit	PTP Category	2003-2009 Amendment
Project Category	Rapid Transit Improvements	Project Phase	Procurement
Project Begin Date	7/5/2017	Phase Begin Date	11/8/2019
Project Implementation Date	8/12/2025	Phase End Date	6/9/2022
Project Completion Percentage	10%	Phase Completion Percentage	50%
Amount by Funding Source(s)	PTP- \$68,166,400	Contract No.	CIP113-DE-TR15-6
Amount Spent as of 9/30/2020	\$221,400	Commission District	2, 3, 5, 6, 7, 12, 13
Capital Budget Project #	2000000104	Site #	3001035

Project Description:

A PTP amendment (R-1154-03) was approved to include several projects essential to the safe, reliable, timely delivery of the mandated service improvements. This project was among the miscellaneous capital improvement projects approved for inclusion in the PTP.

The escalators and elevators in the 21 Metrorail stations are over 30 years old. The useful life is approximately 25 years. Major components have begun to fail, and it is no longer feasible or economical to continue maintenance of the units. This project also includes the refurbishment of the elevators at the bus garage facilities. The proposed project is being implemented in phases, based on prioritization and funding availability.

DTPW procured the services of a consultant to develop a design criteria package (DCP) to proceed with Phase 1 procurement and installation, to replace the existing escalators and refurbish the existing elevators at five (5) Metrorail stations (Dadeland South, Dadeland North, Government Center, Civic Center and Tri-Rail). The consultant completed the DCP and also prepared and completed cost estimates and schedule.

Project Status:

DTPW is working with ISD in order to advertise the RFP and implement the proposed escalators replacement/ elevators refurbishment at the five (5) aforementioned Metrorail stations.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$18,000,000	\$50,166,000	\$68,166,400	\$221,400	\$67,945,000	September 2022	August 2025

Metrorail Stations Refurbishment			
Department	Transit	PTP Category	2003-2009 Amendment
Project Category	Rapid Transit Improvements	Project Phase	Project Development
Project Begin Date	1/12/2018	Phase Begin Date	6/14/2019
Project Implementation Date	3/27/2024	Phase End Date	6/18/2021
Project Completion Percentage	10%	Phase Completion Percentage	95%
Amount by Funding Source(s)	PTP- \$76,420,000	Contract No.	CIP113-DE-TR15-6
Amount Spent as of 9/30/2020	\$415,500	Commission District	2, 3, 5, 6, 7, 12, 13
Capital Budget Project #	2000000104	Site #	3000139

Project Description:

The initial 21-mile Metrorail line opened in three segments. Service began on May 20, 1984, with the opening of the first 11-mile segment, featuring 10 stations from Dadeland South, in the Kendall area, to Historic Overtown/Lyric Theatre station, in the Overtown neighborhood of Miami. On December 17, 1984, the second segment opened, expanding service to the northwest with the opening of five new stations through Earlington Heights station. The third segment opened on May 19, 1985, providing service past Earlington Heights station, with an additional five stations opened through Okeechobee station in Hialeah. Palmetto station opened in 2003 and the Miami Intermodal Center (MIC) station opened in 2012. Metrorail stations were constructed over 35 years ago and now need to be enhanced and refurbished in an effort to extend the life of the asset.

This project consists of conducting a series of inspections/assessments of all 22 Metrorail stations and their surroundings, documenting deficiencies and possible opportunities for enhancement in an effort to improve safety, comfort and convenience of the traveling public and the DTPW employees. The scope of work includes, but is not limited to, installation and/or replacement of directional/guide signs on roadways and highways in the vicinity of the Metrorail stations; roof and skylight replacement, various safety improvements, replacement of the lineal metal ceilings, removal of ADA barriers, lighting upgrade, upgrade of wayfinding signage within the stations/parking lots/parking garages, refinishing and modification of railings, replacement of louvers, doors, ceilings, re-roofing, landscape/hardscape improvements, drainage improvements, and floor refinishing/repairs, etc.

Project Status:

Phase 1 of the project has been completed and involved conducting field assessments and visual inspections of the Metrorail stations to identify short and long-term improvements. DTPW identified the Government Center

Metrorail station as priority one.

DTPW divided the scope of work, for the Government Center Metrorail Station, into two separate contracts, with 2 different consultants. Two (2) consultants were procured for the preparation of Design-Build Packages (DCP), for the refurbishment of the Government Center Metrorail station (i.e., DCP-1 and DCP-2).

The scope of work for DCP-1 include roofing replacement, construction of new roofs over the circular stairs, new lightning protection system and the replacement/updating of the fire sprinkler system. The scope of work for DCP-2 include general station renovation improvements such as replacement of the lineal metal ceilings, removal of ADA barriers, lighting upgrade, upgrade of wayfinding signage, refinishing and replacement of railings, replacement of louvers, doors, landscape/hardscape improvements, floor refinishing/repairs, painting, pressure cleaning, etc. DCP-2 is approximately 90% complete.

DCP-1 and DCP-2 design-build criteria packages have been completed. DTPW has been working with the consultants in order to combine the DCP-1 and DCP-2 into one (1) design-build contract, thus one (1) design-build advertisement process will take place to bid the project.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$35,000,000	\$41,420,000	\$76,420,000	\$415,500	\$76,004,500	September 2024	March 2024

Ordinance Amending Maintenance of Effort PTP Amendment (R-148-05)

Description:

An ordinance went before the Board of County Commissioners (BCC) to amend the PTP to restore general fund support to Miami-Dade Department of Transportation and Public Works (DTPW) also referred to as the maintenance of effort (MOE), to the pre-Surtax level of \$123.171 M and annually increase the MOE by 3.5%.

Increase the Countywide General Fund budget contribution to support Existing Services by 3.5%. At least 1.5% annual increase in Local Option Gas Tax revenues for existing services support through FY 2011. Approval of a Line of Credit (Loan for Existing Services) for up to \$150 million in Surtax funds to support MDT Existing Services.

In July 2005, the PTP was amended to address issues related to the MOE for transit services that existed prior to the approval of the PTP (Existing Services).

Included in the amendment was the compliance with the terms of the Line of Credit Obligation Letter which outlined a loan approved by the Citizens' Independent Transportation Trust (CITT) for up to \$150 million in Charter County Transit System Surtax (Surtax) funds to support DTPW services in existence as of November 5, 2002. The repayment schedule was for \$118.9, excluding the \$23.9 million, FY 2001-02 shortfall prior to the passage of the Surtax.

Post-Unification and Infrastructure Renewal Plan Projects

Description:

Exhibit 1 of the People's Transportation Plan (PTP) was amended via a resolution 222-09 to create CERF and to unify the funding structure and allow greater flexibility in the use of Surtax funds for the operation and maintenance of the unified transit system. In addition to providing operations and maintenance funding, several capital improvement and Infrastructure renewal projects are being implemented using PTP funds post-unification.

An Infrastructure Renewal Plan (IRP) was created to maintain DTPW's transit infrastructure by replacing or upgrading physical assets according to normal replacement cycles. IRP focuses on projects in the areas such as bus overhauls, rehabilitation of bus and rail facilities, and systems and equipment. A total of \$12.5 Million Surtax funding is provided annually for the IRP plan. Some other infrastructure renewal projects were funded separately by Surtax funds due to larger funding assistance required to complete the projects. In addition to these, DTPW implements several other Infrastructure renewal projects using non-PTP revenue sources such as FTA and FDOT funds.

All the projects implemented post-unification are summarized further in this section of the Plan.

Capital Expansion Reserve Fund Project Listing

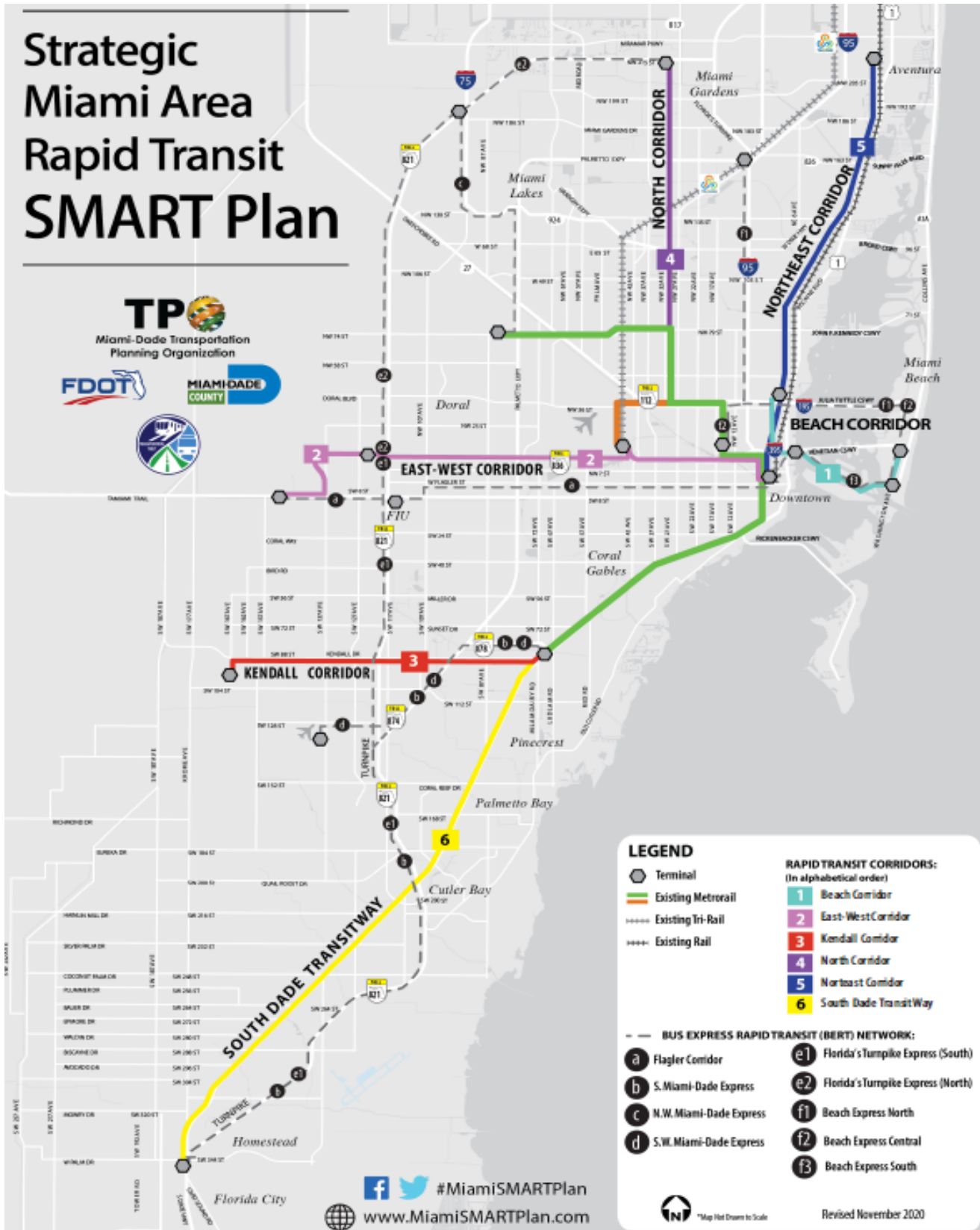
Description:

On March 2009, the Board of County Commissioners Resolution 222-09 amended Exhibit 1 of the People’s Transportation Plan (PTP) to create a Capital Expansion Reserve Fund (CERF). This account was established to reserve a portion of Surtax funds for future capital related project costs and other costs approved by the Citizens’ Independent Transportation Trust (CITT). Additionally, the PTP was amended to unify the funding structure and allow greater flexibility in the use of Surtax funds for the operation and maintenance of the unified transit system.

Capital Expansion Reserve Fund dedicates 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. Later in December 2010, the Board of County Commissioners adopted Resolution R-1202-10 to clarify the intent of the CERF. The requirements of the revised Ordinance 02-116 included expansion of the transit system beyond the Miami Intermodal Center (MIC)-Earlington Heights (Orange Line Phase 1) project and required that the funds from the CERF to be used for debt service on the MIC-Earlington Heights project as well as other improvements, including, but not limited to, North and East-West Corridor expansion projects. The Citizens’ Independent Transportation Trust (CITT) has approved the following projects to use CERF. However, once a project is approved for Surtax funding, DTPW has the discretion to apply CERF funds at any time thereafter. The following list includes projects that support implementation of SMART plan shown in the map below.

<i>SMART Plan South-Dade Transitway Corridor (formerly known as Extension to Florida City)</i>
<i>Transit Oriented Development (TOD) Master Plan for South Corridor</i>
<i>South Dade Area Bus Maintenance Facility</i>
<i>SMART Plan Beach Corridor (formerly known as Bay Link)</i>
<i>SMART Plan East-West Corridor</i>
<i>Transit Oriented Development (TOD) Master Plan for East-West Corridor</i>
<i>Northeast Corridor – West Aventura Station</i>
<i>Tri-Rail Downtown to Miami Central Station</i>
<i>SMART Plan Northeast Corridor Planning and PD&E</i>
<i>SMART Plan North Corridor Planning and Implementation</i>
<i>SMART Plan Flagler Corridor Planning and Implementation</i>
<i>SMART Plan Bus Express Rapid Transit (BERT) Network</i>
<i>SMART Plan BERT Beach Express South (Route f3)</i>
<i>SMART Plan Project Implementation - TPO</i>
<i>Golden Glades Multimodal Transportation Facility (GGMTF) Bicycle and Pedestrian Improvements - Sunshine Station</i>
<i>Golden Glades Multimodal Transportation Facility (GGMTF) Technology Components</i>
<i>Park-and-Ride South Miami Dade Transitway and SW 112 Avenue (Phase II)</i>
<i>Park-and-Ride South Miami Dade Transitway and SW 168 Street (Phase II)</i>
<i>Dadeland South Intermodal Station</i>

Strategic Miami Area Rapid Transit Plan Map



SMART Plan South-Dade Transitway Corridor (fka Rail Extension to Florida City)

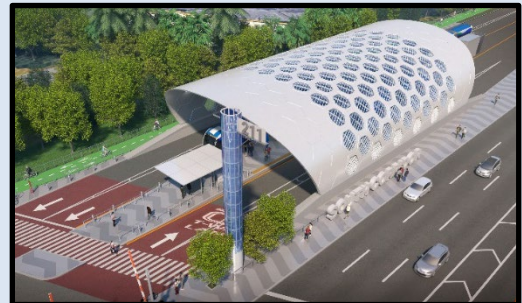
Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Procurement
Project Begin Date	4/6/2017	Phase Begin Date	6/7/2019
Project Implementation Date	6/2/2023	Phase End Date	2/2/2021
Project Completion Percentage	15%	Phase Completion Percentage	95%
Amount by Funding Source(s)	PTP CERF- \$103,460,000 FDOT- \$100,000,000 FTA- \$99,999,999	Contract No.	DB19-DTPW-01
Amount Spent as of 9/30/2020	\$9,586,100	Commission District	7,8,9
Capital Budget Project #	2000000973	Site #	3002043

Project Description:

The Strategic Miami Area Rapid Transit (SMART) Plan is a bold infrastructure investment program that will significantly improve transportation mobility and will provide a world-class system that will support economic growth and competitiveness in the global arena. South-Dade Transitway is one of the six SMART Plan corridors.

The South-Dade Transitway PD&E, which began in April 2017, analyzed approximately 20 miles from the Dadeland South Metrorail station along the existing Transitway (fka Busway) to the SW 344th Street park-and-ride/Transit Terminal Facility. This corridor will connect Florida City, City of Homestead, Town of Cutler Bay, Village of Palmetto Bay, and Village of Pinecrest, which represent the fastest population growth in Miami-Dade County. This rapid transit project facilitates the highest demand of passengers traveling to and from southern Miami-Dade to Downtown Miami. DTPW initiated a PD&E Study to evaluate premium transit solutions in this corridor in April 2017. On August 30, 2018, the Miami-Dade TPO voted on the Locally Preferred Alternative (LPA) for the South Dade Transitway Corridor and selected Bus Rapid Transit (BRT) as the most feasible mode of transportation for this corridor based on the recommendation of the PD&E study.

The project entered into the Project Development Phase of the



South-Dade Transitway Station Renderings

Federal Transit Administration’s Capital Investment Grant (CIG) Small Starts program on October 26, 2018. The construction of the project is estimated to be completed in June 2023. Once completed, the South Corridor BRT will provide rail-like travel time, iconic stations, near-level boarding through all doors, and pre-paid fares for speedy access. The BRT upgrades will also provide enhanced safety features and multi-layered service lines on the TransitWay.

Project Status:

The Design Criteria Package has been completed. The project is advancing through the procurement process. The Contract for the project was awarded to OHL North America, by the Board of County Commissioners (BCC) on September 3, 2020. The change in the schedule completion date reflects a longer than expected procurement phase.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$7,000,000	\$96,460,000	\$103,460,000	\$9,586,100	\$93,873,900	September 2022	June 2023

Transit Oriented Development (TOD) Master Plan for South Corridor

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	10/1/2020	Phase Begin Date	10/1/2020
Project Implementation Date	9/30/2023	Phase End Date	9/30/2023
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP-\$260,000 FTA -\$1,040,000	Contract No.	CIP142-1-TPW16-PE1(2)
Amount Spent as of 9/30/2020	\$0	Commission District(s)	7,8,9
Capital Budget Project #	672670	Site #	3002562

Project Description:

The South Corridor runs approximately 20 miles from the Dadeland South Metrorail Station to Florida City and has a general project alignment that runs north along the South-Dade Transitway. This project will result in a Corridor Master Transit-Oriented Development (TOD) Plan for the South and inform the ongoing private and public development along the Transitway. Work will focus more intensely on individual station areas.

Project Status:

Project has not started yet. DTPW has been awarded a grant from the Federal Transit Administration's (FTA) Pilot Program for TOD Planning to cover up to 80% of the cost of this project. The remaining 20% of the project costs are being programmed through the PTP Surtax funds.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$260,000	-	\$260,000	\$0	\$260,000	September 2023	September 2023

South Dade Area Bus Maintenance Facility

Department	PTP Category
Transit	Post-Unification
Project Category	Project Phase
Rapid Transit Improvements	Right-of-Way
Project Begin Date	Phase Begin Date
5/1/2020	5/1/2020
Project Implementation Date	Phase End Date
9/30/2024	10/1/2023
Project Completion Percentage	Phase Completion Percentage
2%	90%
Amount by Funding Source(s)	Contract No.
PTP-\$56,214,000	TBD
Amount Spent as of 9/30/2020	Commission District(s)
\$0	8,9
Capital Budget Project #	Site #
2000001321	3002564

Project Description:

This project entails a planning study, design, land acquisition, and construction of a new South-Dade bus maintenance facility to efficiently serve the southern bus operations needs of the South Dade area. The facility will serve as the operating base for the beginning and end points of service for the bus fleet on the South-Dade Transitway Corridor as well as other routes currently in the vicinity of this facility to reduce operating expense and reduce dead head miles.

Project Status:

Project has advanced through the site selection process and is proceeding with the right-of-way acquisition of the site.

Fiscal Impact:

CITT encourages DTPW to seek other funding including Federal/State/Municipal funds or private sector contributions. Surtax funds should be leveraged as a local match and should not exceed fifty (50%) of project costs for capital projects per the CITT’s guiding principles and priorities.

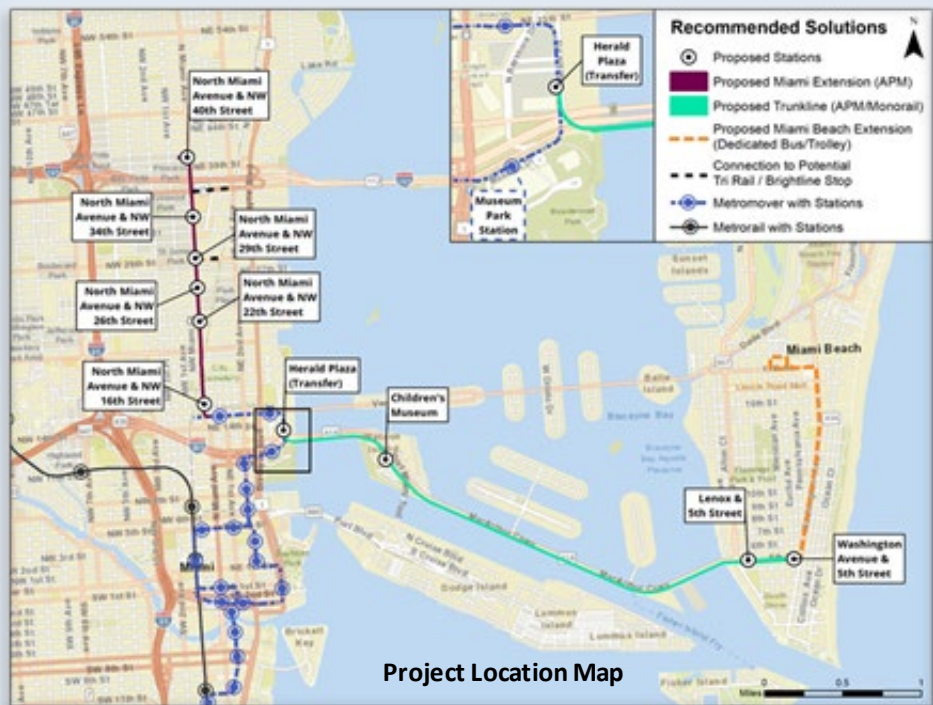
Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$56,214,000	-	\$56,214,000	\$0	\$56,214,000	October 2023	September 2024

SMART Plan Beach Corridor (fka Bay Link)

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning and PD&E
Project Begin Date	5/1/2017	Phase Begin Date	5/1/2017
Project Implementation Date	12/31/2030	Phase End Date	12/31/2022
Project Completion Percentage	2%	Phase Completion Percentage	80%
Amount by Funding Source(s)	PTP - \$16,579,500 FDOT- \$5,000,000 City of Miami- \$417,000 City of Miami Beach- \$417,000 TOD Lease Revenue - \$630,000	Contract No.	CIP142-1-TPW16-PE1(1)
Amount Spent as of 9/30/2020	\$10,358,200	Commission District	3,5
Capital Budget Project #	672670	Site #	77696

Project Description:

Beach Corridor is one of the six SMART Plan Rapid Transit Corridors. The corridor is approximately 9.7 miles between the cities of Miami and Miami Beach, crossing Biscayne Bay to link Downtown Miami to Miami Beach. The Beach Corridor area is an epicenter for population and economic growth and a major employment center and tourist destination in the region. As a result, the roadways between Miami and Miami Beach are typically heavily congested. This high bus transit ridership corridor has been identified as a candidate for consideration for premium



transit over the past two decades as part of a strategy to address east-west directional travel demands. DTPW initiated a PD&E study to evaluate premium transit solutions in this corridor in May 2017.

Project Status:

The Beach Corridor PD&E study team received NTP in May 2017. Immediately after the NTP, the team completed data collection and public engagement efforts. DTPW presented the recommended alternative and TPO adopted a Locally Preferred Alternative (LPA) on January 30, 2020, based on the PD&E study results. The LPA for the Beach Corridor is described as the following:

- Section 1. For the Beach Corridor Trunkline, which extends from the existing Downtown Metromover Omni Extension along MacArthur Causeway to 5th Street near Washington Avenue, the selected technology is elevated rubber tire vehicles.
- Section 2. For the Miami Design District Extension, the selected technology is an extension of the existing Metromover in the median of Miami Avenue to NW 41st Street in the Design District.
- Section 3. For the Miami Beach Convention Center Extension, the selected technology is dedicated lanes for bus/trolleys along Washington Avenue.

In April 2020, the United State Coast Guard (USGC), as the bridge permit agency, accepted the role of the NEPA lead agency for the Trunkline and approved an Environmental Assessment (EA) as the NEPA class of action for the Trunkline. An independent utility justification memorandum for the Beach Corridor Trunkline was submitted to FTA region 4 in June 2020 and was approved in January 2021. The PD&E team is currently working with the NEPA and permitting agencies to obtain NEPA clearance and permit approvals.

In September 2019, the County advertised a RFP at the direction of the BCC for the Beach Corridor Trunkline. In March 2020, the County received a proposal from MBM Partners, LLC (MBM). Following evaluation of the proposal by the Competitive Selection Committee (CSC), the CSC recommended entering into negotiations with MBM to achieve an Interim Agreement. Subsequently, the Interim Agreement was presented to the BCC and approved by the BCC in October 2020. The term of the Interim Agreement phase is 18 months with one six-month extension period. Currently, the County is working with MBM to conduct predevelopment work and negotiate a final Project Agreement

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$3,750,000	\$12,830,000	\$16,579,500	\$5,761,500	\$10,818,000	September 2021	December 2022

SMART Plan East-West Corridor

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	PD&E
Project Begin Date	4/1/2017	Phase Begin Date	4/1/2017
Project Implementation Date	12/31/2025	Phase End Date	12/31/2021
Project Completion Percentage	NA	Phase Completion Percentage	48%
Amount by Funding Source(s)	PTP - \$25,000,000	Contract No.	CIP142-TR15-PE-1
Amount Spent as of 9/30/2020	\$5,750,400	Commission District	6,10,11,12
Capital Budget Project #	672670	Site #	3001040

Project Description:

East-West Corridor is one of the six SMART Plan Rapid Transit Corridors. The East-West Corridor PD&E, which began in April 2017, will analyze approximately 14 miles between Miami International Airport and the Tamiami transit terminal to the west along the SR-836/Dolphin expressway in order to implement premium transit solutions in this corridor. This project will serve major activity centers including Florida International University (FIU), Miami International Airport (MIA), the Miami Intermodal Center (MIC), Dolphin Mall, and major employment areas like Downtown Miami, Doral and the Blue Lagoon area. It provides multimodal options that mitigate the severe traffic congestion along SR-836 which is the only east-west expressway in central Miami-Dade County.



Project Status:

The East-West Corridor PD&E study began in April 2017. A public kick-off meeting in June 2017 and four corridor and public engagement workshops were conducted in 2018 and 2019. Through the technical analysis and public input process, four viable build alternatives, Bus Rapid Transit (BRT), Heavy Rail Transit (HRT), Commuter Rail

Transit (CRT) and a hybrid combination of BRT and CRT, were identified and developed for a screening evaluation. On October 22, 2020, the Miami-Dade TPO Governing Board unanimously selected the Bus Rapid Transit (BRT) Alternative as the Locally Preferred Alternative (LPA). The BRT LPA selected includes three routes to be implemented over two phases. Phase 1 will be implemented to provide rapid transit service to the west Dade area, where no transit service is available, yet. The project team will coordinate with the FTA on the National Environmental Policy Act (NEPA) Class of Action and to apply for Capital Investment Grant (CIG) program funding. The project team is targeting Fall 2021 for submission of the CIG application with the final NEPA document expected to be completed by the end of 2021.



Fiscal Impact:

The additional budget is requested to complete the FTA CIG Project Development phase and prepare design criteria package for the procurement of design-build services.

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$9,000,000	\$16,000,000	\$25,000,000	\$5,750,400	\$19,249,600	September 2020	December 2021

Transit Oriented Development (TOD) Master Plan for East-West Corridor

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	10/1/2018	Phase Begin Date	10/1/2018
Project Implementation Date	9/30/2021	Phase End Date	9/30/2021
Project Completion Percentage	50%	Phase Completion Percentage	50%
Amount by Funding Source(s)	PTP-\$240,000 FTA-\$960,000	Contract No.	CIP142-TR15-PE-1/OSP215
Amount Spent as of 9/30/2020	\$419,700	Commission District	6,10,11,12
Capital Budget Project #	672670	Site #	3001347

Project Description:

The East-West Corridor is one of six premium transit corridors included in the SMART Plan as endorsed by the Miami-Dade TPO Governing Board. DTPW will conduct a comprehensive planning effort that will inform transit and land use planning in the East-West Corridor, an 11-mile corridor linking the Miami Intermodal Center at Miami International Airport with Florida International University and the western communities of Miami-Dade County. DTPW is currently finalizing a draft scope of services for the additional site selected at 42 Avenue due to the RFP that was advanced and advertised for TOD at Dolphin station.

Project Status:

The TOD Master Plan for East-West Corridor study received NTP in November 2018. The study will conduct two public design charettes in Spring/Summer 2020 following the LPA selection for the rapid transit corridor. Coordination meetings held in summer 2019. Four station locations were identified and presented to TPO and RER in August 2019. Working Group Meetings were held in fall 2019. Dolphin station area site was removed from this study as potential TOD development opportunity by DTPW would be advertised, tentative new 4th station area was identified by the DTPW staff in 2020. Ongoing coordination with East-West PD&E team. In October 2020 the TPO Governing Board Selected BRT as the LPA allowing the project to move forward with the selected station sites. The study is expected to be completed in Summer/Fall 2021 with a final TOD master plan for the corridor.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$240,000	-	\$240,000	\$85,300	\$154,700	September 2021	September 2021

Northeast Corridor West Aventura Station

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Design and Construction
Project Begin Date	10/11/2019	Phase Begin Date	12/11/2019
Project Implementation Date	3/31/2022	Phase End Date	3/31/2022
Project Completion Percentage	25%	Phase Completion Percentage	Design - 90%; Construction - 5%
Amount by Funding Source(s)	PTP- \$76,700,000	Contract No.	CIP224/BCCResolutionR-1115-19
Amount Spent as of 9/30/2020	\$20,854,000	Commission District	4
Capital Budget Project #	2000001322	Site #	3002565

Project Description:

In 2015, CITT and BCC adopted Resolutions which allocated Surtax funds for improvements to the Miami Central station as a first step towards activating the Northeast Corridor. The County has negotiated a development agreement with Virgin Trains USA LLC for the new West Aventura Station. The County has an opportunity to benefit from Virgin’s billions of dollars of private investment by allocating a one-time capital contribution towards the construction of the new West Aventura station. By providing a convenient connection to Metrorail via Virgin trains between Aventura and Downtown Miami, ridership will be significantly increased on both systems and traffic reduced in this very congested area of the County.



Aventura Station Rendering

The implementation of the SMART Plan Northeast Corridor was initiated by acquiring land to construct a West Aventura station platform on the existing privately-owned rail line (Brightline now Virgin Trains USA LLC) that will service commuters between Aventura and Downtown Miami. County acquired appx 3 acres of privately-owned land in December 2019. Virgin to construct, operate and maintain a passenger rail station, park and ride lot (up to 290 spaces) to co-locate with kiss-and-ride and bus bay facilities, a center platform and necessary track and signalization improvements within its railroad right-of-way, and pedestrian bridge connecting the station and park-and-ride lot over West Dixie Highway to the railroad right-of-way and platform. Also, Virgin to develop an

east station that will allow connectivity between Aventura Mall Metrobus terminal and the new rail station.

Project Status:

Right-of-way acquisition completed. Developer is working on finalizing 100% design. Construction started clearing and grubbing and installation of drainage.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$76,700,000	-	\$76,700,000	\$20,854,000	\$55,846,000	October 2022	March 2022

Tri-Rail Downtown to Miami Central Station

Department	SFRTA	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	-	Phase Begin Date	-
Project Implementation Date	TBD	Phase End Date	Completed
Project Completion Percentage	95%	Phase Completion Percentage	95%
Amount by Funding Source(s)	PTP CERF- \$13,900,000	Contract No.	OMB2000000249
Amount Spent as of 9/30/2020	\$13,200,000	Commission District	5
Capital Budget Project #	-	Site #	-

Project Description:

The South Florida Regional Transportation Authority (SFRTA) is operating the Tri-Rail network. The Tri-Rail system began in 1989 and currently operates 72 miles of commuter rail along the CSX corridor (now known as the Tri-Rail corridor) from West Palm Beach to Miami International Airport (MIA).

The Tri-Rail Downtown Miami Link is designed to bring commuter rail service from the existing Tri-Rail service on the CSX corridor to Miami Central station located in Downtown Miami. The current Tri-Rail service terminates in Miami-Dade County at MIA.

The Tri-Rail Downtown Miami Link takes advantage of two other major initiatives that have been underway. The first is the connection of a rail link between the Tri-Rail corridor and the Florida East Coast (FEC) corridor. This project has been funded by Florida Department of Transportation, through a federal Transportation Investment Generating Economic Recovery (TIGER) Grant. This project initially conceived as part of the freight rail plan provides for the east-west movement of trains from the Port of Miami to western Miami-Dade County.

Additionally, All Aboard Florida (AAF) is establishing inter-city passenger rail service (rebranded as “Brightline”) from Miami to Orlando. This project includes a Miami Central Station which will be located immediately adjacent to the Miami-Dade Government Center and will consist of the rail station and a comprehensive transit-oriented development with extensive retail office and residential projects.

SFRTA and AAF, realizing this potential and synergy have developed a plan that would, as part of the construction of the Miami Central Station, construct the tracks, platforms and station space needed for Tri-Rail. Additionally, Tri-Rail has developed an operational plan that would, using the TIGER connector, bring existing Tri-Rail service to Downtown Miami with the opening of the Brightline.

The SFRTA component of All Aboard Florida’s (AAF) Miami Central station is estimated to cost \$69.0 million. It is funded through a collaborative funding partnership including SFRTA, Miami-Dade County CITT, the City of Miami,

the Miami Downtown Development Authority and two Community Redevelopment Agencies (CRA) where the project is located, the Southeast Overtown Park West CRA and the Omni CRA.

The County/CITT contribution is \$13.9 million from the Capital Expansion Reserve Fund. These funds will be used for the Tri-Rail portion of the Miami Central station.

Project Status:

Construction of the Tri-Rail platforms at Miami Central station and the pedestrian bridge are completed including the SFRTA punch list work. Rail infrastructure, including tracks and signals, within the station and Installation of a railing on the platform around the skylight are completed. The signal system will need to be cut over with the new software to support I-ETMS. SFRTA and Brightline completed installation of the Positive Train Control (PTC) system. The Brightline system received conditional approval of PTC from Federal Railroad Administration (FRA). SFRTA to test PTC interoperability, conduct platform survey and test run in the station.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$13,900,000	-	\$13,900,000	\$13,200,000	700,000	NA	TBD

SMART Plan Northeast Corridor Planning and PD&E

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning, PD&E
Project Begin Date	10/1/2019	Phase Begin Date	10/1/2019
Project Implementation Date	9/30/2024	Phase End Date	9/30/2024
Project Completion Percentage	0%	Phase Completion Percentage	3%
Amount by Funding Source(s)	PTP - \$25,000,000	Contract No.	CIP142-1-TPW16-PE1(1), and others
Amount Spent as of 9/30/2020	\$27,700	Commission District	2,3,4,5
Capital Budget Project #	672670	Site #	3002318

Project Description:

The Northeast corridor is an approximately 13.5-mile regional connection that links Downtown Miami with communities to the north via the Florida East Coast (FEC) railway, generally along the Biscayne Blvd/U.S. 1 Corridor. Initial planning phases identified commuter rail as the preferred mode for this SMART Plan Rapid Transit Corridor. The TPO Board directed DTPW as an operating agency, to review and fully vet the project deliverables developed by FDOT and its consultants. In March 2021, the TPO Board officially adopted Passenger/Commuter Rail along the Florida East Coast Railway (FEC) tracks as Locally Preferred Alternative (LPA).

Project Status:

In June 2020, the BCC passed a resolution (R-558-20) directing the Mayor to negotiate agreements and funding commitments with Virgin Trains and the public and private interested parties along the northeast corridor, for the implementation of commuter rail service along the corridor. In October 2020, the BCC passed a resolution (R-1088-20) establishing County policy identifying certain top station priority locations for the northeast corridor. In November 2020, the BCC passed a resolution (R-1154-20) directing the County Mayor to finalize negotiations with Brightline for the northeast corridor inclusive of an access agreement and agreements for O&M and capital; completing all due diligence and any necessary approval by the FTA; further directing the County Mayor to submit the agreements to the CITT for its review and



Project Location Map

recommendation.

Following direction of the BCC and adopted LPA for the Northeast Corridor, DTPW initiated discussions with Brightline regarding track and land access fee, infrastructure improvements required for the proposed commuter rail service, and estimated O&M costs for the proposed service.

In March 2021, DTPW submitted an INFRA grant application for the rail infrastructure of the proposed service, requesting \$125M of USDOT funding.

Fiscal Impact:

The increased funding is the funding necessary to complete all required activities in the Project Development phase of the FTA CIG program. This local funding commitment is required by the CIG program before approval to enter the Project Development phase.



Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$1,143,000	\$23,857,000	\$25,000,000	\$27,700	\$24,972,300	September 2021	September 2024

SMART Plan North Corridor Planning and Implementation

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	10/1/2019	Phase Begin Date	10/1/2019
Project Implementation Date	9/30/2023	Phase End Date	9/30/2023
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP - \$11,154,000 TIID Trust - \$18,846,000	Contract No.	CIP113-DE-TR15.6
Amount Spent as of 9/30/2020	\$339,400	Commission District	1,2,3,6
Capital Budget Project #	672670	Site #	3002320

Project Description:

SMART Plan North Corridor is approximately 10 miles from Dr. Martin Luther King Jr. Metrorail Station north along NW 27th Avenue to NW 215th Street. This Rapid Transit Corridor connects the cities of Miami, Opa-locka, and Miami Gardens with major activity centers including College Campuses, Hard Rock Stadium and Calder racecourse. FDOT is conducting the PD&E study for North Corridor.

The TPO Board directed DTPW as an Operating agency, to review and fully vet the project deliverables developed by FDOT and its consultants. Therefore, the requested funding will assist DTPW in reviewing the materials developed by FDOT and continue working closely during the next steps of the project. The County was directed by the BCC to advertise a Request for Proposal (RFP) for the North Corridor. The requested funding will also be used to complete the RFP process. These funds shall not be used to duplicate any PD&E related efforts conducted by FDOT. In addition, funding is being requested for the Interim Agreement phase which include request to enter into FTA Project Development and begin preliminary engineering.

Project Status:

DTPW continued reviewing and vetting the project documents/deliverables developed by FDOT and its consultants. In December 2018 - FDOT recommended heavy rail (HRT) Metrorail extension to the TPO. As directed by the TPO board, DTPW refined the design and optimized costs for the alternative transit technologies (Automated People Mover and Monorail). In October 2019 the TPO (Reso #52-18) selected elevated fixed guideway transit system as the LPA for North Corridor. As directed by the BCC board, in June 2020, DTPW developed a draft RFP for the North Corridor and advertised a P3 contract seeking proposals to design, permit, construct/build, finance, operate and maintain full turn-key services for a rapid mass transit. Proposals for Phase 1 were submitted to County in September 2020 and are under review. Schedule anticipates bid opening for Summer 2021.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$2,286,000	\$8,868,000	\$11,154,000	\$339,400	\$10,814,600	September 2021	September 2023

SMART Plan Flagler Corridor Planning and Implementation

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	10/1/2019	Phase Begin Date	10/1/2019
Project Implementation Date	9/30/2023	Phase End Date	9/30/2023
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP - \$287,500 FTA - \$1,723,900	Contract No.	TBD
Amount Spent as of 9/30/2020	\$0	Commission District	5,6,10,11,12
Capital Budget Project #	672670	Site #	3002329

Project Description:

The Flagler Corridor is along Flagler Street from 107th Avenue to Government Center with two branches west of Flagler - along NW 12th Street to Dolphin Station at NW 122nd Avenue and along SW 8th Street to Tamiami Station at SW 147th Avenue. Multiple routes would be operated over the corridor to connect the western terminals to eastern destinations. FDOT is conducting a PD&E study for Flagler Corridor. The TPO Board directed DTPW as an Operating agency, to review and fully vet the project deliverables developed by FDOT and its consultants. Therefore, the requested funding will assist DTPW in reviewing the materials developed by FDOT and continue working closely during the next steps of the project. These funds shall not be used to duplicate any PD&E related efforts conducted by FDOT.

Project Status:

Project has not started yet.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$1,143,000	(\$855,500)	\$287,500	\$0	\$287,500	September 2021	September 2023

SMART Plan Bus Express Rapid Transit (BERT) Network

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	10/1/2018	Phase Begin Date	10/1/2018
Project Implementation Date	9/30/2021	Phase End Date	9/30/2021
Project Completion Percentage	95%	Phase Completion Percentage	95%
Amount by Funding Source(s)	PTP - \$2,000,000	Contract No.	CIP142-1-TPW16-PE1(1)
Amount Spent as of 9/30/2020	\$1,527,200	Commission District	Countywide
Capital Budget Project #	672670	Site #	3001340

Project Description:

The Bus Express Rapid Transit (BERT) Network is a system of eight new express bus routes that are part of the SMART Plan. Through the BERT Network, the Miami-Dade County DTPW will provide reliable and convenient express bus service connecting commuters to and from the six SMART Plan Rapid Transit Corridors and major employment centers. The BERT Network is designed for commuters with limited stops over long distances, providing a money-saving stress-free transportation option.

Buses on the BERT Network will run on the express lanes, managed lanes and shoulders of expressways, so they run at a higher speed than traffic. When not on the expressways, the buses will rely on Transit Signal Priority (TSP) to minimize traffic delays. TSP technology allows buses to communicate with traffic signals as the bus approaches. The signal can either extend the green or shorten the red to keep the bus moving. These operations will deliver a more reliable service with bus frequency ranging from every 10 to 20 minutes during peak hours.

Project Status:

DTPW is the lead on the NEPA study for the infrastructure improvements for the BERT network Route B through F3. The BERT network Implementation study received an NTP in March 2019. The study is mostly complete (95%), the deliverables include: infrastructure needs assessment such as new transit terminals, improvement to or expansion of existing terminals, and new direct roadway/ramp connections, etc. DTPW has coordinated with other transportation agencies such as FDOT, Florida's Turnpike Enterprise (FTE) and Miami-Dade Expressway Authority (MDX) to ensure transit access to roadways are supported.

The terminal at I-75/Miami Gardens Drive was completed in October 2019. DTPW started the service for the Route 175 NW Miami-Dade Express (Route C) in November 2019. The service offers 15-minute peak hour headways.

The public meetings/workshops for the BERT project were supposed to be in Spring. It was postponed due the impact of COVID-19. DTPW held the public meetings/workshops virtually in December 2020.

DTPW was notified of the changes with Turnpike express lanes earlier this year, which resulted in modifying our plans for the routes on Turnpike.

For the Beach Express North project, the FDOT review process is taking longer than expected (almost a year).

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$2,000,000	-	\$2,000,000	\$1,527,200	\$472,800	September 2020	October 2021

SMART Plan Project Implementation - TPO

Department	TPO	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	6/1/2016	Phase Begin Date	6/1/2016
Project Implementation Date	9/30/2021	Phase End Date	9/30/2021
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP - \$3,000,000	Contract No.	NA
Amount Spent as of 9/30/2020	\$0	Commission District	Countywide
Capital Budget Project #	672670	Site #	3001590

Project Description:

This effort is identified in the Miami-Dade TPO, Unified Planning Work Program (UPWP) for Fiscal Years 2017 and 2018 under Task 5.15 “Implementation of the Strategic Miami Area Rapid Transit (SMART) Plan”.

On February 18, 2016, the TPO Governing Board approved Resolution #06-16, establishing a policy to set as highest priority the advancement of rapid transit projects in Miami-Dade County. As a result, the Miami-Dade TPO Governing Board approved on April 21, 2016, Resolution #26-16 endorsing the SMART Plan and directing the TPO Executive Director to work with the TPO’s Fiscal Priorities Committee to determine the costs and potential sources of funding for project development and environmental study for said projects. The TPO Executive Director was further directed to take all necessary steps to implement the SMART Plan, which consists of:

SMART PLAN COMPONENTS		
#	CORRIDORS	BUS EXPRESS RAPID TRANSIT (BERT) NETWORK
1	Beach	Flagler Corridor
2	East-West	South Miami-Dade Express
3	Kendall	NW Miami-Dade Express
4	North	SW Miami-Dade Express
5	Northeast	Florida Turnpike Express
6	South Dade TransitWay	Beach Express (North/Central/South)

This project support the advancement of the SMART Plan through analysis, monitoring, updating and engagement of the Miami-Dade TPO in associated technical and policy activities for each of the six (6) rapid transit corridors and six (6) Bus Express Rapid Transit (BERT) network projects identified in the SMART Plan.

Project Status:

Five consultants are under contract to conduct the studies to advance each of the six (6) corridors and six (6) BERT network projects identified in the SMART Plan. The funds are not utilized since an agreement has not been executed between the TPO and CITT.

Fiscal Impact:

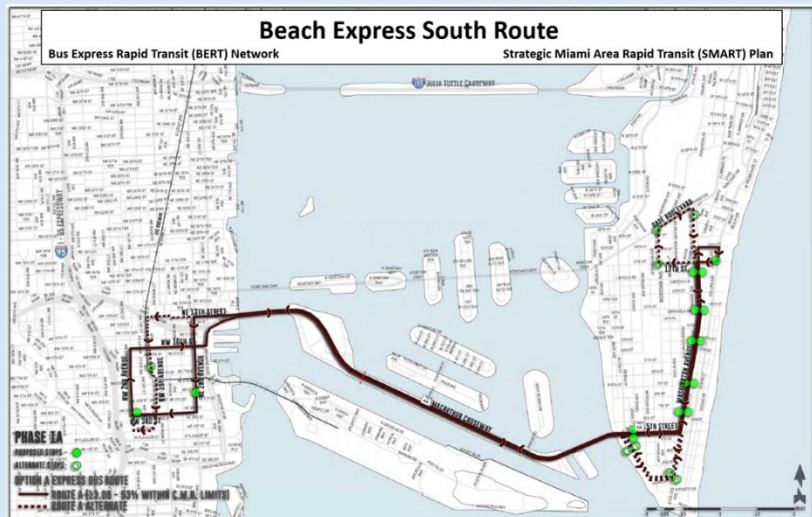
Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$3,000,000	-	\$3,000,000	\$0	\$3,000,000	September 2021	September 2021

SMART Plan BERT Beach Express South (Route f3)

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	PD&E, Design
Project Begin Date	10/1/2019	Phase Begin Date	10/1/2019
Project Implementation Date	9/30/2024	Phase End Date	10/01/2022
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$9,422,000 FDOT CIGP- \$178,000	Contract No.	CIP142-1-TPW16-PE1(1)
Amount Spent as of 9/30/2020	\$0	Commission District	3,5
Capital Budget Project #	2000001205	Site #	3002256

Project Description:

The proposed 6.5-mile Beach Express South route will feature six (6) new 40' Compressed Natural Gas (CNG) vehicles, transit signal priority (TSP) treatment at 26 traffic signals in Downtown Miami and 33 traffic signals in Miami Beach, a westbound queue jumper at 5th Street and Alton Road, and real-time information equipment. In addition, the portion of the route along Washington Avenue will feature exclusive running ways, which will be painted with Durable Liquid Pavement Markings (DLPM). This route will operate seven days, all day (21 hours) and will provide daily service with 10-minute headways from 5:00 AM to 2:00 AM. The total project cost includes design, engineering and plans preparation, construction, CEI activities and bus procurement (6 CNG buses). This project does not require ROW acquisition.



Project Status:

This project received FDOT CIGP funding in 2017. Currently the project is pending BCC's approval of the grant agreement with FDOT. Once approved, the project will initiate its planning phase. Design will begin once planning phase is completed.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$9,422,000	-	\$9,422,000	\$0	\$9,422,000	September 2023	September 2024

Golden Glades Multimodal Transportation Facility (GGMTF) Bicycle and Pedestrian Improvements - Sunshine Station

Department	PTP Category
Transit	Post-Unification
Project Category	Project Phase
Rapid Transit Improvements	Planning
Project Begin Date	Phase Begin Date
4/2/2020	4/2/2020
Project Implementation Date	Phase End Date
9/30/2023	9/30/2023
Project Completion Percentage	Phase Completion Percentage
0%	0%
Amount by Funding Source(s)	Contract No.
PTP - \$8,244,000 FDOT- \$8,244,000	CIP142-1-TPW16-PE1(1)
Amount Spent as of 9/30/2020	Commission District
\$0	1
Capital Budget Project #	Site #
2000000984	3002114

Project Description:

Construction of a kiss-and-ride/transit terminal facility on the west side of the South Florida Rail Corridor (SFRC) just north of the Golden Glades Tri-Rail Station, and connect it to the existing Golden Glades Tri-Rail Station and the GGMTF via a fully covered and illuminated pedestrian and bicycle overpass. This proposed facility would increase the convenience and accessibility for the residents of Miami Gardens traveling to/from the Golden Glades Tri-Rail Station and the GGMTF via various travel modes including walking, bicycling, local transit circulator, local bus and auto drop-off/pick-up. This would eliminate the need to drive on the highway along a circuitous and highly congested route to access the GGMTF from the City of Miami Gardens. The Sunshine State industrial park kiss-and-ride/transit terminal would be served by the Miami Gardens trolley, servicing workers of the industrial park and providing a new, convenient transfer point between the GGMTF and the City of Miami Gardens.

Project Status:

This project has not started yet.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$8,790,000	(\$546,000)	\$8,244,000	\$0	\$8,244,000	September 2023	September 2023

Golden Glades Multimodal Transportation Facility (GGMTF) Technology Components

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Procurement
Project Begin Date	9/1/2018	Phase Begin Date	5/1/2021
Project Implementation Date	9/30/2022	Phase End Date	10/31/2021
Project Completion Percentage	25%	Phase Completion Percentage	15%
Amount by Funding Source(s)	PTP- \$8,868,000 FDOT- \$1,012,000	Contract No.	TBD
Amount Spent as of 9/30/2020	\$0	Commission District	1,2
Capital Budget Project #	2000000984	Site #	3002115

Project Description:

FDOT began construction to improve the existing Golden Glades Multimodal Transportation Facility (GGMTF) sometime in 2018. As a part of this effort, the GGMTF will include structured parking, an improved bus terminal and enhanced passenger amenities. Due to budgetary constraints for this project, the necessary technology components for the newly improved GGMTF are not included and must be funded through a separate effort. These technology components include, but are not limited to, the Wi-Fi systems, security access control systems, CCTV systems, real-time signage, ticket vending machines, emergency phones/call boxes, electric vehicle charging stations, advanced parking management system, and appropriate electrical and physical infrastructure components.



Golden Glades Multimodal Transportation Facility

These technology components will help to ensure a safe, reliable, and convenient transit experience for users. Considering FDOT's level of investment for the improvements to the existing facility, DTPW would like to provide passengers the best technologies to enhance the transit user's experience. Additionally, these technology

components will help to promote and maximize transit use while improving how transit service is provided to our passengers.

Project Status:

The planning phase was completed in 2019 and accomplished the Technology Package scope of work design criteria package. Design was completed and the project is currently going through procurement. DTPW has also requested a fee proposal from County ITD to provide some of the components of the technology package in an effort to expedite deployment. Fee proposal from County ITD is still pending.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$8,868,000	-	\$8,868,000	\$0	\$8,868,000	September 2022	September 2022

Park-and-Ride South Miami-Dade TransitWay and SW 112 Avenue (Phase II)

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Design, Dry-Run Permit
Project Begin Date	5/17/2018	Phase Begin Date	3/5/2020
Project Implementation Date	9/30/2022	Phase End Date	2/26/2021
Project Completion Percentage	35%	Phase Completion Percentage	95%
Amount by Funding Source(s)	PTP- \$6,954,800 FDOT- \$2,608,000	Contract No.	CIP142-1-TPW16-PE1(2)
Amount Spent as of 9/30/2020	\$5,947,800	Commission District	8,9
Capital Budget Project #	671610	Site #	3001029

Project Description:

The SW 112th Avenue park-and-ride facility is a 6.8-acre parking lot that is adjacent to an existing retail site (Target store). The northern portion of the parking lot is a large section of unpaved vacant land. There are 462 parking spaces currently designated for MDT passenger use and current parking utilization is about 45 percent. The station configuration at this location is a split station where the southbound station is on the northwest side of the TransitWay, and the northbound station is on the southwest side of the TransitWay. Therefore, station access is bifurcated such that passengers are required to cross either SW 208th Drive or SW 112th Avenue depending on which station is being accessed. The goal of this project is to improve the park-and-ride configuration and provide a new bus terminal as well as enhance passenger connectivity between the parking area and the TransitWay.

Phase I of this project included the land acquisition tasks and general landscaping and lighting improvements, which were completed in 2018.

Phase II of this project includes the construction of a bus terminal and other enhancements to improve the passenger experience and overall bus operations. The ultimate build-out and design of this facility will be based on the on-going SMART Plan South Dade Transitway (South Corridor) project. The SMART Plan is a bold transit infrastructure investment program that will significantly improve transportation mobility and includes six (6) rapid transit corridors and the Bus Express Rapid Transit (BERT) network. The park-and-ride at SW 112th Avenue and the Transitway are within one of the six SMART Plan corridors – the South Corridor.

DTPW, as an intermediate step between Phase 1 and 2 proposes to rehabilitate the existing surface parking. The approximately area to be improved is 295,293 sq. ft.

Project Status:

The design has been completed and the plans submitted to the Department of Regulatory and Economic Resources (RER) for the dry-run permit process. As of December 2020, the plans are under review by RER.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$6,954,800	-	\$6,954,800	\$3,563,900	\$3,390,900	May 2022	September 2022

Park-and-Ride at South Miami-Dade TransitWay and SW 168 Street (Phase II)

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Procurement
Project Begin Date	10/26/2018	Phase Begin Date	6/7/2019
Project Implementation Date	6/2/2023	Phase End Date	2/2/2021
Project Completion Percentage	20%	Phase Completion Percentage	95%
Amount by Funding Source(s)	PTP- \$51,958,400 USDOT Build Grant-\$9,500,000	Contract No.	CIP142-1TPW16-PE(2)
Amount Spent as of 9/30/2020	\$386,300	Commission District	8,9
Capital Budget Project #	2000001092	Site #	3002157

Project Description:

The existing surface parking facility on the TransitWay at SW 168th Street is 100 percent utilized and not able to meet current needs. DTPW needs to expand the capacity at this park-and-ride facility by replacing the surface lot with a garage or identify a better location nearby to build a new park-and-ride garage to meet the travel needs of the South-Dade Community.

The proposed project will construct a park-and-ride garage with approximately 670 parking spaces on the TransitWay at SW 168th Street near the Village of Palmetto Bay. The proposed project will provide expanded capacity for the TransitWay.



Park-and-Ride at Transitway and SW 168 Street Rendering

Project Status:

The Design Criteria Package has been completed. The project is proceeding through the procurement process. The project was awarded (approved by the Board of County Commissioners) on September 3, 2020 to OHL North America.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$4,500,000	\$47,458,000	\$51,958,400	\$386,300	\$51,572,100	September 2023	September 2023

Dadeland South Intermodal Station

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Project Development
Project Begin Date	6/6/2019	Phase Begin Date	6/6/2019
Project Implementation Date	9/18/2024	Phase End Date	12/6/2021
Project Completion Percentage	10%	Phase Completion Percentage	80%
Amount by Funding Source(s)	PTP-\$50,147,500 LOGT-\$198,500 FTA-\$110,600 Operating-\$55,500	Contract No.	CIP142-1TPW16-PE(2)
Amount Spent as of 9/30/2020	\$839,900	Commission District	7
Capital Budget Project #	2000001203	Site #	3002252

Project Description:

The South-Dade Transitway runs approximately 20 miles from the Dadeland South Metrorail station along the existing Transitway (formerly known as Busway) to the SW 344th Street park-and-ride/transit terminal facility. The Dadeland South Intermodal station is a major connecting point for bus routes on the South Miami-Dade Transitway.

The proposed project will reduce transfer time between the Transitway BRT service and the Metrorail service. It will improve the connection between Downtown Miami and the City of Florida City, City of Homestead, Town of Cutler Bay, Village of Palmetto Bay, and Village of Pinecrest. The proposed project will also renew and enhance the existing infrastructure at the Dadeland South Metrorail Station.

The Project has been re-scoped to bring within the project budget. The direct ramps to and from the elevated BRT platform have been eliminated. The BRT platform will now be located at-grade on the east side of the Station. The proposed work includes the reconfiguration of the existing east side of the station to accommodate the BRT service and includes the design and construction of canopies to provide better weather protection for individuals on the BRT platform. New canopies are also being



Dadeland South Intermodal Station Renderings

proposed between the Station’s west side entrance and the Datran Center and parking garage, Metrorail platform and connecting elements between the Metrorail platform and the drop-off/pick-up area (filling an existing gap); the reconfiguration of the drop-off/pick-up area north of the Station for easier vehicular and pedestrian access. The project also proposes the design and construction of an at-grade bike path connecting the County’s Underline project and the South Dade Trail (adjacent to the Transitway); improvements throughout the Station to the existing amenities such as facility technologies, barrier and security systems, bicycle amenities, lighting, landscape and hardscape elements, climate control systems, wayfinding signage, and vertical circulation elements; and site improvements to adjacent roadways, signalized intersections and the surface park-and-ride lot north of the Station area.

Project Status:

Due to the re-scoping of the project, additional elements have been added. The Design Criteria Package is currently being revised to reflect these changes.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$50,147,500	-	\$50,147,500	\$475,200	\$49,672,300	September 2023	April 2024

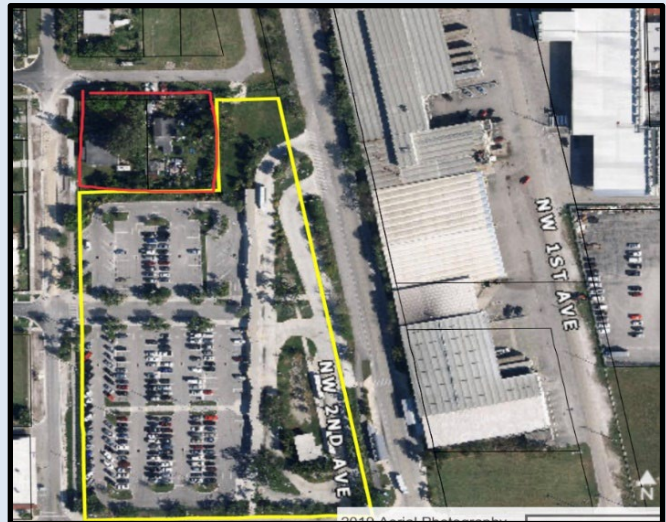
Park-and-Ride Facility at Transitway and SW 344 Street (Phase II)

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Right-of-Way
Project Begin Date	8/1/2018	Phase Begin Date	6/2/2020
Project Implementation Date	12/2/2022	Phase End Date	9/30/2021
Project Completion Percentage	5%	Phase Completion Percentage	75%
Amount by Funding Source(s)	PTP- \$4,025,800 LOGT-\$6,400 FDOT-\$4,770,800 FTA-\$2,516,700	Contract No.	NA
Amount Spent as of 9/30/2020	\$6,716,500	Commission District	9
Capital Budget Project #	671610	Site #	75317

Project Description:

The park-and-ride facility is located between SW 344th Street (Palm Drive) and NW 2nd Street and from NW 2nd Avenue to NW 3rd Avenue, adjacent to the Transitway in Florida City. Phase I was completed in 2015 which entails Construction of park-and-ride facility to incorporate bus bays, a roundabout for buses using the TransitWay, passenger shelters, large surface parking lot for patrons (approximately 260 spaces), a “kiss-and-ride” drop off area, and rest/break facility for Bus Operators.

Phase II is the expansion of existing end of the line transit terminal/park-and-ride facility in order to meet future demand for parking along the South Dade Transitway. This effort will include 77 additional parking spaces, provision of restroom facilities, covered bicycle parking, extended passenger canopies and electric vehicle charging stations.



Project Status:

The Right-of-way section is working on the closure of the parcels and relocation of the residents.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$3,616,000	\$410,000	\$4,025,800	\$2,139,100	\$1,886,900	December 2022	December 2022

Park-and-Ride Facility at Transitway and SW 184 Street/Quail Roost Drive

Department	PTP Category
Transit	Post-Unification
Project Category	Project Phase
Rapid Transit Improvements	Right-of-Way
Project Begin Date	Phase Begin Date
1/9/2017	1/9/2017
Project Implementation Date	Phase End Date
8/31/2024	12/31/2023
Project Completion Percentage	Phase Completion Percentage
10%	10%
Amount by Funding Source(s)	Contract No.
PTP- \$1,446,700 FDOT-\$1,446,700 FTA-\$2,879,100 Operating-\$73,400	NA
Amount Spent as of 9/30/2020	Commission District
\$1,518,400	9
Capital Budget Project #	Site #
671610	3001027

Project Description:

The proposed Quail Roost Park-and-Ride facility is located at SW 184th Street and Transitway. This project is a 90-year lease with Quail Roost Holdings, LLC for the development of a mixed-use residential and commercial development with an associated transit component adjacent to the South Miami-Dade Transit Way. The transit portion of the project will consist of 261 parking spaces for the exclusive use by transit patrons within a parking structure, a drop-off and pick-up facility with a passenger shelter and a covered walkway connecting the parking structure to the Transitway Station. The mixed-use portion will consist of 500 units of affordable housing and 31,900 square feet of commercial and retail space. In addition to the transit portion of the project, approximately 400 units of affordable housing and approximately 10,633 square feet of commercial/retail space will be constructed on the 3.17 acres of the property acquired with FTA funding. Project received FTA approval for lease agreement between Miami-Dade County and Quail Roost Holdings, LLC in April 2020. The project received approval from the Board of County Commissioners on October 21, 2020.

Project Status:

Project is in the design and permitting phase. Construction is expected to commence in Winter 2022.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$1,449,000	(\$2,300)	\$1,446,700	\$0	\$1,446,700	September 2023	August 2024

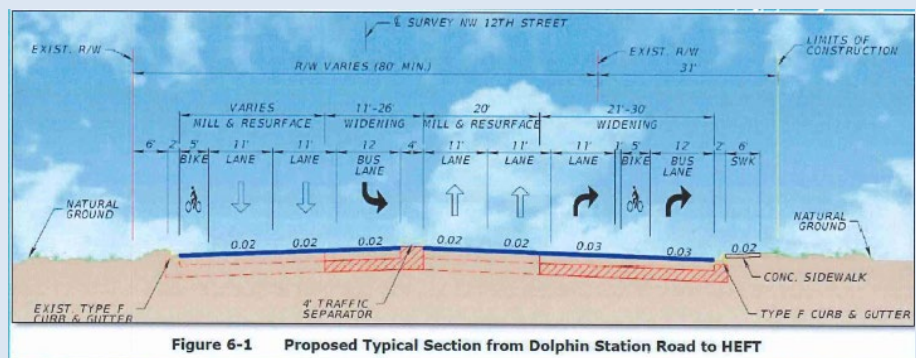
NW 12th Street Improvements (from NW 122 Street to NW 114 Avenue)

Department	Transit	PTP Category	Post-Unification
Project Category	Major Highway and Roadway Improvements	Project Phase	Procurement
Project Begin Date	10/1/2018	Phase Begin Date	1/22/2019
Project Implementation Date	6/29/2024	Phase End Date	6/30/2020
Project Completion Percentage	20%	Phase Completion Percentage	100%
Amount by Funding Source(s)	PTP- \$10,745,300	Contract No.	20180222
Amount Spent as of 9/30/2020	\$208,000	Commission District	12
Capital Budget Project #	671610	Site #	3001030

Project Description:

Miami-Dade DTPW has identified a need to provide a new park-and-ride /transit terminal facility to support the SR 836 Express Bus Service as well as other planned express bus routes and provide a terminus or stop for several local bus routes serving the Dolphin Mall and nearby cities of Sweetwater and Doral. Dolphin Station park-and-ride was constructed in coordination with FDOT and MDX. Roadway improvements along NW 12th Street are critical components that will facilitate access to the Dolphin Park-and-Ride/Transit Terminal Facility.

This project includes widening and resurfacing along NW 12th Street to add bus-only lanes from NW 122nd Avenue to NW 114th Avenue. These new bus-only lanes will allow buses to bypass traffic congestion along this segment of NW 12th Street and will thereby reduce travel time for buses traveling between the Dolphin



Station Park-and-Ride and Dolphin Mall. This roadway project is an integral component of the Dolphin Station Park-and-Ride. The Dolphin Station Park-and-Ride is part of the East-West Corridor Rapid Transit Project which connects the largest employment areas of Miami-Dade County (Florida International University, City of Doral, Miami International Airport, Miami Health District, Downtown Miami and Brickell). The East-West Corridor Rapid Transit Project will also connect to the Miami Intermodal Center—the County’s major ground transportation hub.

Project Status:

The Procurement Phase for this project is almost complete. Consultant recommendation to award will be submitted for Committee and BCC approval. This item is scheduled to be presented to the committee sometime in June 2020.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$10,745,000	-	\$10,745,000	\$208,000	\$10,537,000	September 2023	June 2024

Dolphin Station Park-and-Ride

Department	Transit	PTP Category	Post-Unification
Project Category	Bus Service Improvements	Project Phase	Project in Revenue Service
Project Begin Date	10/1/2015	Phase Begin Date	3/4/2020
Project Implementation Date	3/4/2020	Phase End Date	NA
Project Completion Percentage	100%	Phase Completion Percentage	NA
Amount by Funding Source(s)	PTP- \$13,428,800	Contract No.	NA
Amount Spent as of 9/30/2020	\$5,239,600	Commission District	12
Capital Budget Project #	2000000680	Site #	3001026

Project Description:

The Dolphin Station Park-and-Ride/Transit Terminal facility supports the SR 836 Express Bus Service as well as other planned express bus routes and provides a terminus or stop for several local bus routes serving the Dolphin Mall and nearby cities of Sweetwater and Doral. The site is comprised of approximately 15 acres located within the Northwest quadrant of the Homestead Extension of the Florida’s Turnpike (HEFT) and NW 12th Street intersection in Miami-Dade County. The Facility include 820 parking spaces, 18 spaces for bicycles parking, 14 spaces for motorcycle parking, twelve (12) bus bays, six (6) layover bays, passenger seating, a bus driver comfort station, a transit hub with an air-conditioned space for passenger waiting area, lighting, and landscaping. The Facility was constructed by the Miami-Dade Expressway Authority and was turned over to the County to operate and maintain.



Dolphin Station Park-and-Ride

Project Status:

The Dolphin Station Park-and-Ride/Transit Terminal Facility was opened, for revenue service, in March 2020. Close-out project documentation is on-going with MDX.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$13,428,800	-	\$13,428,800	\$5,239,600	\$8,189,200	September 2020	March 2020

Palmetto Intermodal Terminal

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Right-of-Way
Project Begin Date	1/9/2019	Phase Begin Date	2/3/2020
Project Implementation Date	9/30/2023	Phase End Date	12/31/2020
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$10,285,200 FDOT- \$10,285,200	Contract No.	
Amount Spent as of 9/30/2020	\$0	Commission District	12
Capital Budget Project #	2000000680	Site #	3002129

Project Description:

DTPW in collaboration with TPO competed the Palmetto Intermodal Terminal feasibility study. The study proposed an intermodal facility that will provide strategic transit-oriented development opportunities. Preferred final site development configuration from the study includes but not limited to a minimum of 1,000 space parking garage with long-term parking, short-term parking, kiss-and-ride, pool-and-ride and a minimum of 12 bus bays. This intermodal terminal will provide strategic Transit oriented development opportunities. The first phase of this project is property acquisition. Subsequent phases are unfunded. The



Palmetto Intermodal Terminal Rendering

location of this proposed future terminal is immediately south of the Palmetto Metrorail Station and consists of approximately 11.9 acres of semi-vacant land. The property owner is currently undergoing site contamination remediation measures prior to moving forward on a proposed P3 TOD with DTPW.

Project Status:

DTPW is no longer pursuing land acquisition. DTPW has received a non-for-profit unsolicited proposal for a TOD development within the existing Palmetto station property. The proposed development includes community workforce housing with approximately 800 residential units, structured parking, and improved transit amenities.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$11,641,000	(\$1,355,800)	\$10,285,200	\$0	\$10,285,200	September 2020	September 2023

SR 836 Express Bus Service - Tamiami Station

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	9/21/2011	Phase Begin Date	2/10/2020
Project Implementation Date	10/28/2021	Phase End Date	10/28/2021
Project Completion Percentage	65%	Phase Completion Percentage	55%
Amount by Funding Source(s)	PTP- \$8,224,000 FDOT-\$3,397,600 FTA-\$4,000,000	Contract No.	CIP097 - DTPW18 – CT1
Amount Spent as of 9/30/2020	\$5,958,700	Commission District	11
Capital Budget Project #	6730101	Site #	3001044

Project Description:

DTPW planned to provide incremental improvements along the East-West Corridor by implementing a combination of enhanced and express bus service along the SR 836 and SW 8th Street from three new west Miami-Dade County transit terminal facilities to the Miami Intermodal Center (MIC) at Miami International Airport (MIA) and Downtown Miami via three (3) express bus routes: Line A – Tamiami Station, Line B – Panther Station and Line C – Dolphin Station.

Line A will provide premium express bus service from the proposed Tamiami Station (park-and-ride/transit facility located at SW 8th Street and SW 147th Avenue) to Downtown Miami via SW 8th Street, SW 137th Avenue and SR 836. Service headways will be 10 minutes during the AM/PM peak-hours.



The proposed park-and-ride facility will accommodate over 450 parking spaces and 7 bus bays which would serve as the western most station for the new premium express bus service in the corridor as well as other local bus routes.

Project Status:

Design was 100% completed. Dry-run permit process was completed. NTP for construction was issued on February 10, 2020. Construction is on-going. The station is estimated to open for revenue service in October 2021.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$7,777,800	\$446,200	\$8,224,000	\$2,061,500	\$6,126,500	September 2022	October 2021

SR 836 Express Bus Service - Panther Station

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Design and ROW
Project Begin Date	9/21/2011	Phase Begin Date	12/30/2019
Project Implementation Date	11/7/2023	Phase End Date	11/2/2021
Project Completion Percentage	80%	Phase Completion Percentage	90%
Amount by Funding Source(s)	PTP- \$6,795,500 FTA-\$4,691,200	Contract No.	CIP097-CT1-TR14
Amount Spent as of 9/30/2020	\$705,800	Commission District	11
Capital Budget Project #	6730101	Site #	3002065

Project Description:

DTPW planned to provide incremental improvements along the East-West Corridor by implementing a combination of enhanced and express bus service along the SR 836 and SW 8th Street from three new west Miami-Dade County transit terminal facilities to the MIC at MIA and Downtown Miami via three (3) express bus routes: Line A – Tamiami Station, Line B – Panther Station and Line C – Dolphin Station.

Line B will provide premium express transit service from the proposed Panther Station Florida International University (FIU-MMC) to the MIC via SW 8th Street, SR 821/HEFT and SR 836. This route will operate all day with 20-minute headways.

FIU constructed a parking garage along SW 8th Street with ground floor space reserved for a future transit



terminal. The location of the new parking garage, between SW 112th Avenue and SW 109th Avenue, presents an access challenge that requires roadway widening to construct bus only lanes and traffic signal improvements to provide bus signal priority at the two intersections along this roadway segment. The proposed Panther Station would provide eight (8) bus bays. Five (5) of the eight (8) bays are to accommodate the relocation of the existing DTPW routes from the current bus terminal located near SW 107th Avenue/SW 17th Street and provide capacity for future express bus routes such as the SR-836 Express Bus, the Flagler Street Bus Rapid Transit (BRT) and express bus routes operating on the Homestead Extension of the Florida Turnpike (HEFT). The remaining three (3) bus bays will accommodate circulators/trolleys operated by FIU and adjacent municipalities.

Project Status:

The project has two components: Panther station bus terminal and Panther station roadway improvements.

The final design and dry-run permit for bus terminal has been completed. The FIU Panther station license agreement between the County and FIU is on-going.

Design of Panther station roadway improvements was 100% completed. The FDOT permit process for the roadway improvement is on-hold pending execution of the FIU Panther station license agreement. The design for roadway improvements will be finalized upon completion of the FDOT permit process. Prolonged Panther station license agreement negotiations has been delaying the completion of design and the FDOT permit process for the roadway improvements component of the project.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$3,423,000	\$3,372,500	\$6,795,500	\$71,800	\$6,723,700	September 2022	November 2023

Additional Elevators at Dadeland North Metrorail Station

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Procurement
Project Begin Date	1/16/2015	Phase Begin Date	2/12/2020
Project Implementation Date	2/22/2024	Phase End Date	5/6/2022
Project Completion Percentage	15%	Phase Completion Percentage	15%
Amount by Funding Source(s)	PTP- \$5,633,100 FDOT-\$2,828,800	Contract No.	CIP063-DTPW19-DB
Amount Spent as of 9/30/2020	\$452,400	Commission District	7
Capital Budget Project #	2000000104	Site #	3001034

Project Description:

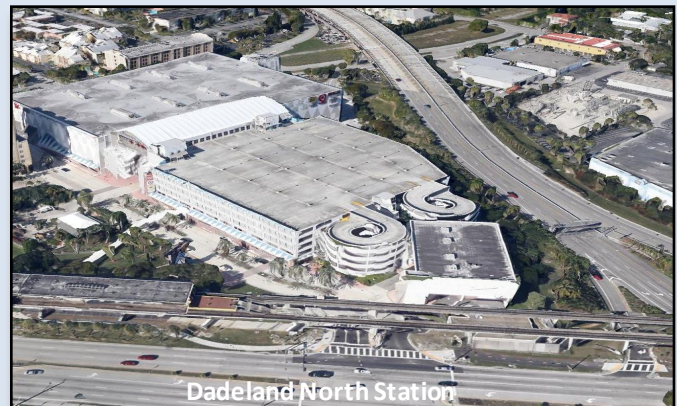
Dadeland North Metrorail station parking garage located at 8300 South Dixie Highway was built in 1983 and a subsequent 10-story parking garage was later completed in 1994. The parking garage is equipped with four elevators, which are located in the center of the building and are equidistant from the emergency exit stairs at both ends.

Since initial construction, Dadeland North Metrorail station’s use has increased dramatically. Of the 17 Metrorail stations that provide parking, Dadeland North has the largest number of parking spaces (1,963) and is consistently filled to maximum capacity before 7:00AM during the weekdays.

This project will construct two additional elevators, at the north end of Dadeland North Metrorail parking garage, to alleviate the evening rush hour congestion, thereby shortening the waiting period for passengers returning to their vehicles.

Project Status:

The Design Criteria Package (DCP) has been completed. The project is under procurement for the Design-Build Contract.



Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$5,632,100	-	\$5,632,100	\$227,200	\$5,405,800	September 2023	September 2024

Parking Garages Overhaul

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Procurement
Project Begin Date	5/17/2018	Phase Begin Date	2/12/2020
Project Implementation Date	2/22/2024	Phase End Date	5/6/2022
Project Completion Percentage	15%	Phase Completion Percentage	15%
Amount by Funding Source(s)	PTP- \$16,000,000	Contract No.	CIP063-DTPW19-DB
Amount Spent as of 9/30/2020	\$340,800	Commission District	2, 3, 5, 6, 7, 8, 9, 12, 13
Capital Budget Project #	671560	Site #	3000793

Project Description:

The existing parking garages are thirty (30) plus years old and Dadeland North parking garage is twenty (20) plus years old. The structural integrity of the parking garages has deteriorated beyond repairs and require a comprehensive renovation to address health and safety concerns from patrons parking in the garages. This project is significant to the transportation program because it will reduce customer complaints, enhances the appearance of the parking garages and prolongs the life of essential equipment in the garages.

This project provides contracted services for the parking garages overhaul at six (6) locations, which includes Dadeland South, Dadeland North, South Miami, Earlington Heights, Martin Luther King and Okeechobee. The parking garages overhaul will include total repair and/or replacement based on the engineering specifications of the roll-up gates, access doors, expansion joints, structural assessment, structural elements, fire sprinkler systems, replace communication systems, Closed Circuit Television (CCTV), pressure cleaning, painting, restriping, numbering, lightning protection, drainage, stairwells, and vertical transportation, if applicable, etc. The first parking garage to move into implementation is the Dadeland North Metrorail station parking garage using a design-build delivery method.

Project Status:

The Design Criteria Package (DCP), for the Dadeland North Metrorail station parking garage has been completed. The project is currently under procurement for a design-build contract.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$16,000,000	-	\$16,000,000	\$340,800	\$15,659,200	September 2024	February 2024

AC Unit Substations (Replace All Major Power Components)

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	10/25/2021	Phase Begin Date	10/25/2021
Project Implementation Date	9/30/2023	Phase End Date	9/30/2023
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$15,000,000	Contract No.	TBD
Amount Spent as of 9/30/2020	\$0	Commission District	Countywide
Capital Budget Project #	2000000185	Site #	3001051

Project Description:

The AC unit substations are responsible for providing operational power to the Metrorail rail cars traction power and propulsion systems and all vehicle operational power (for AC and communications systems). The substations also provide power to the Train Control and Communications rooms and power to the Metrorail stations. The substations have been in service for approximately 30 years. This project will replace the original AC switchgear at all Metrorail stations unit sub-stations. Included will be the high voltage transformers, breakers, and cubicles.

Project Status:

A revision to the funding will be requested in FY 2021-22. This project will begin at the conclusion of the upgrade to the DC switchgear in all Metrorail stations. A review of the existing AC switchgear that is compatible with the existing cubicles is in progress to assess compatibility with newer technology.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$15,000,000	-	\$15,000,000	\$0	\$15,000,000	June 2021	September 2023

Metrorail Fiber Optic Repair and Capacity Augmentation

Department	Transit	PTP Category	Original PTP
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	2/1/2022	Phase Begin Date	6/14/2021
Project Implementation Date	TBD	Phase End Date	TBD
Project Completion Percentage	0%	Phase Completion Percentage	5%
Amount by Funding Source(s)	PTP- \$3,015,000 FTA- \$4,750,000	Contract No.	TBD
Amount Spent as of 9/30/2020	\$0	Commission District	Countywide
Capital Budget Project #	2000000434	Site #	3001036

Project Description:

The Metrorail Fiber Optic and Capacity Augmentation project will install new Fiber Optic Cable throughout the Metrorail system. The new fiber optic cable will enable improved reliability of the Metrorail and Metromover SCADA Systems by enabling the diversification of the core network switches at the Stephen P. Clark Center and at the Lehman Facility. Fiber capacity will be designed to provide individual connections from each Metrorail and Metromover station and the Mover Maintenance facility to both SPCC and Lehman to support diverse connections to the core switches. This new architecture will ensure a more robust network that will minimize network disruptions to Metrorail and Metromover SCADA networks. A total of 51 location will be impacted by this project.

Project Status:

The project was awaiting additional funding. But there is a dependency on the SMART Plan South Dade Transitway project to provide reliable fiber optic network connectivity for the South Dade Transitway between the Dadeland South and Government Center stations. To facilitate the South Dade Transitway connectivity to the Government Center, this project will proceed with the available funding.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$500,000	-	\$3,015,000	\$0	\$3,015,000	NA	TBD

Metrorail Traction Power Switchgear Equipment Phase 3

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Implementation
Project Begin Date	6/5/2014	Phase Begin Date	11/1/2021
Project Implementation Date	12/15/2025	Phase End Date	12/15/2023
Project Completion Percentage	50%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$5,000,000	Contract No.	MCCRPQ No.412034 (to be awarded)
Amount Spent as of 9/30/2020	\$0	Commission District	County wide
Capital Budget Project #	2000000104	Site #	3002473

Project Description:

DTPW is continuing the upgrade of the existing traction power substations. The project involves replacement of all the DC switchgear in the Traction substation and an upgrade to SCADA system at the Allapattah, Santa Clara, Culmer, Overtown and Brickell and at Gap tie 2 traction power substations. The project scope includes a SCADA System Upgrade and the replacement of the 750 VDC/6000 Amp DC switchgear which will include Factory testing and acceptance of the new switchgear, its installation, testing and commissioning. This is the third phase of the project. In the previous two phases, the switchgear was replaced at the Okeechobee, Hialeah, Northside, Dr. Martin Luther King Jr. Plaza, Arlington Heights, and Brownsville Metrorail stations ant at the Gap-tie 3 traction Power room.

Project Status:

Development of technical specifications has been completed. The project is to be presented to BCC in October 2021.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$5,000,000	-	\$5,000,000	\$0	\$5,000,000	December 2025	December 2025

Metrorail Tri-Rail Station Traction Power Sub-Station

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Right-of-Way
Project Begin Date	12/1/2019	Phase Begin Date	12/1/2019
Project Implementation Date	TBD	Phase End Date	TBD
Project Completion Percentage	0%	Phase Completion Percentage	25%
Amount by Funding Source(s)	PTP- \$18,237,800	Contract No.	TBD
Amount Spent as of 9/30/2020	\$1,400	Commission District	13
Capital Budget Project #	2000000104	Site #	3001382

Project Description:

The Tri-Rail Metrorail station does not have a dedicated traction power sub-station as does most of the other Metrorail stations. The lack of a dedicated power traction power sub-station causes reduced third-rail voltage which can in some instances cause reduced vehicle performance. The new traction power sub-station will provide the Tri-Rail station with a dedicated propulsion power and will eliminate potential vehicle performance issues.

Project Status:

The parcel of land that was originally to be used in constructing the Traction Power Sub-station is the property of the South Florida Regional Transportation Authority/Tri-Rail (SFRTA). SFRTA will use the land for a transit-oriented development (TOD) at the Tri-Rail station and has declined the transfer of the parcel to DTPW. The unavailability of the SFRTA parcel will impact the cost of the project because an alternative parcel of land will need to be identified and procured. The land acquisition costs will increase the overall project cost due to the several factors associated with the acquisition including legal and other associated costs. Environmental remediation work that has been recommended by DERM will also add to the project cost depending on the types and severity of any contaminants that are identified during Phase 1 and Phase 2 assessments. Four lots are currently under consideration.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$12,000,000	-	\$18,237,800	\$1,400	\$18,236,400	NA	TBD

Metromover Comprehensive Wayside Overhaul

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Project Commencement
Project Begin Date	9/1/2020	Phase Begin Date	5/24/2021
Project Implementation Date	12/1/2025	Phase End Date	5/24/2022
Project Completion Percentage	5%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$127,766,500 FTA-\$44,128,000	Contract No.	NA
Amount Spent as of 9/30/2020	\$897,500	Commission District	3,5
Capital Budget Project #	673910	Site #	3001385

Project Description:

Metromover is an automated people mover system that was designed and installed by Bombardier Transportation (formerly Westinghouse, soon to be renamed Alstom) and began passenger service in April 1986. The Metromover system is comprised of 21 stations, 4.4 miles of dual lane guideway, 25 guideway switches, 29 vehicles and a central control facility located at Government Center. Throughout the Metromover’s 32-year history, the system has expanded, and vehicle fleet has been replaced, however, many major subsystems that makeup the system have not been replaced or refurbished and have now reached the end of its design life. These subsystems include the Automatic Train Control (ATC) System, Data Transmission System (DTS) with Supervisory Control and Data Acquisition (SCADA), several Power Distribution System (PDS) elements (e.g., low voltage breakers, protective relays, ground switches, etc.), guideway switch equipment and the central control equipment. To maintain good equipment reliability and an overall high Metromover system service availability, these major subsystems need to be replaced or refurbished. The comprehensive wayside overhaul will include the design, supply manufacture, installation, testing and commissioning of the system into a fully functional, safe, and reliable Metromover system.

Project Status:

The contract was awarded on May 20th, 2021 and scheduled to start in May 2022. Insurance certificates and bonds are approved. Project commencement is on-going.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$52,645,000	\$75,121,500	\$127,766,500	\$897,500	\$126,869,000	September 2022	December 2025

Disaster Recovery Control Center (at PYD)

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Design
Project Begin Date	NA	Phase Begin Date	2/21/2018
Project Implementation Date	4/26/2024	Phase End Date	11/19/2021
Project Completion Percentage	10%	Phase Completion Percentage	60%
Amount by Funding Source(s)	PTP- \$9,855,000	Contract No.	TBD
Amount Spent as of 9/30/2020	\$0	Commission District	12
Capital Budget Project #	674560	Site #	3001342

Project Description:

The scope of the project will include the addition of multiple workstations, operator consoles, a radio system, CCTV, telephones, communications systems, new lighting, electrical, HVAC, and office equipment and will encompass architectural modifications to the existing space that will be used for the recovery center. The existing SCADA and enterprise networks will be extended to the new workspace to provide network connectivity. The addition of the disaster recovery control center will ensure that under emergency conditions, or during maintenance intervals during which the main control center at SPCC may not be fully operational, the management and monitoring of the Metrorail system could continue from the Lehman Center facility without a loss of operational readiness or compromising the safety of the Metrorail system.

Project Status:

Workspace planning for accommodation of staff is in progress. This project has a dependency on the fiber optic capacity augmentation project.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$9,855,000	-	\$9,855,000	\$0	\$9,855,000	December 2022	April 2024

Railcar Underfloor Wheel Truing Machine			
Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Design Criteria Package
Project Begin Date	4/4/2019	Phase Begin Date	6/17/2020
Project Implementation Date	10/30/2022	Phase End Date	3/30/2022
Project Completion Percentage	5%	Phase Completion Percentage	35%
Amount by Funding Source(s)	PTP- \$20,268,800	Contract No.	TBD
Amount Spent as of 9/30/2019	\$39,300	Commission District	12
Capital Budget Project #	674560	Site #	3001017

Project Description:

DTPW is planning to purchase a new underfloor railcar wheel truing machine, to support the new railcar fleet of up to 136 rail vehicles. This machine will replace the existing machine, which has been in service over 35 years and is at the end of its useful life. This project is to be turn-key, including complete removal of the old machine and controls and complete installation and configuration of the new machine and controls. The new machine will be a fully automatic Computer Numerically Controlled (CNC) lathe or milling machine capable of lifting, measuring, and machining the wheels on our new trains

Project Status:

Design criteria package was completed and procurement is in progress.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$7,000,000	\$13,268,800	\$20,268,800	\$39,300	\$20,229,500	September 2018	October 2022

Acoustical Barrier Replacement

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	4/1/2019	Phase Begin Date	1/4/2021
Project Implementation Date	2/13/2023	Phase End Date	2/13/2023
Project Completion Percentage	11%	Phase Completion Percentage	4%
Amount by Funding Source(s)	PTP- \$82,697,000	Contract No.	CIP168-DTPW19-CT1; CIP168-DTPW20-CT2
Amount Spent as of 9/30/2020	\$7,500,200	Commission District	2, 3, 5, 6, 7, 8, 9, 12, 13
Capital Budget Project #	6710900	Site #	3001335

Project Description:

Remove all the acoustical barriers (concrete & metal) on DTPW's Metrorail system and replacing them with a lightweight composite acoustical barrier that will be installed by contractors and internal staff. As part of the agreement, the contractors will train DTPW's staff on the component installation, so that staff will have knowledge on how to repair and install the new acoustical barriers.



The scope of phase 3 is to design, test, manufacture and install acoustical barriers with hardware. These acoustical barriers are to be installed onto the Metrorail guideway where acoustical barriers have been previously removed. Most, but not all, hardware for the acoustical barriers remains attached to the guideway structure. Some of the hardware may be recycled into proposed hardware for the connections of the new acoustical barriers. The remaining unused pieces shall be removed and disposed from the guideway.

Project Status:

Removal of all type "B" acoustical barriers was completed. Two contracts have been procured, awarded and NTP has been issued for Phase 3 construction. Currently working on both contracts concurrently doing bracket removal, surveying, and installation of type "B" metal posts. One proposed barrier that was finished in color submitted to DTPW was approved. Acoustical barrier mock-up was done for the guideway on May 2021.

Fiscal Impact:

The projects for removal of acoustical barriers were procured as emergency contracts. In addition, original estimate was to fund purchase of equipment, materials (for only a portion of the guideway) and installation by internal forces. New estimated total includes all work performed by contractors, removal of all type “b” acoustical barriers and replacement of all type “b” acoustical barriers (more than 90k linear feet) throughout the county.

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$48,750,000	\$33,947,000	\$82,697,000	\$7,500,200	\$75,196,800	September 2024	February 2023

Greenline Rail Component Replacement

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	10/1/2017	Phase Begin Date	10/1/2017
Project Implementation Date	6/1/2028	Phase End Date	6/1/2021
Project Completion Percentage	2%	Phase Completion Percentage	12%
Amount by Funding Source(s)	PTP- \$80,000,000	Contract No.	CIP148
Amount Spent as of 9/30/2020	\$6,929,800	Commission District	2,3,56,7,6,8,9,12,13
Capital Budget Project #	6710900	Site #	3001384

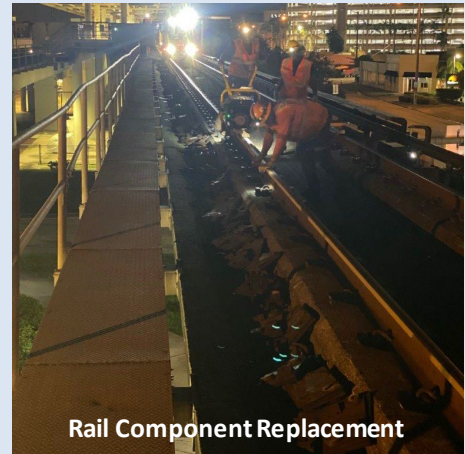
Project Description:

This project will include contractors assistance to remove and replace 100 miles of running rail and 200,000 fasteners and shims to be installed on the Greenline portion of the Metrorail system.

Project Status:

Contractors are onsite working nightly fasteners, inhouse staff has installed 7 miles of rail in curves on the Metrorail system and JB Railroad contractors have installed 75,000 fasteners. The project was delayed due to staff shortage and COVID-19 pandemic impacts.

Fiscal Impact:



Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$80,000,000	-	\$80,000,000	\$6,929,800	\$73,070,200	September 2024	June 2028

10-15 Year Track and Guideway Rail Service Equipment Replacement

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Equipment Purchase
Project Begin Date	6/1/2018	Phase Begin Date	6/1/2018
Project Implementation Date	1/1/2023	Phase End Date	1/1/2023
Project Completion Percentage	50%	Phase Completion Percentage	50%
Amount by Funding Source(s)	PTP- \$8,268,000	Contract No.	CIP170
Amount Spent as of 9/30/2020	\$2,678,642	Commission District	2,3,5,6,7,8,9,12,13
Capital Budget Project #	6710900	Site #	3001018

Project Description:

Track equipment operators perform oil changes and minor maintenance. No overhauls can be performed. Rail bound equipment cannot be rented and has a 10-15 year life. Major equipment, Kershaw work train, Tamper, KGT Hi-rail, Welders, Rail Flat Cars, Prime Mover and light plants have already passed the useful life by over 5 years. This project involves replacement of the rail service heavy equipment such as work trains, Pettibone etc. as part of the 10- and 15-year replacement plan.

Project Status:

One super prime mover with crane was purchased in 2019. Two additional super prime movers with crane delivered in 2021 and pending final inspections. Repairers and three work flats with flagmen booths delivered in January 2021. Market research is ongoing to purchase two pettibones.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$8,268,000	-	\$8,268,000	\$2,678,600	\$5,589,400	September 2023	January 2023

Metrorail Car Maintenance Vehicle Lifts

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	In Service
Project Begin Date	7/1/2018	Phase Begin Date	2/11/2021
Project Implementation Date	10/31/2021	Phase End Date	7/12/2021
Project Completion Percentage	100%	Phase Completion Percentage	100%
Amount by Funding Source(s)	PTP- \$5,400,000	Contract No.	FB-00795
Amount Spent as of 9/30/2020	\$0	Commission District	12
Capital Budget Project #	6710900	Site #	-

Project Description:

The project will replace 3 existing Railcar Lifts, 2 Railcar Truck Lifts and 6 Truck Turn Tables for support of the legacy railcar fleet and new railcar fleet of up to 136 rail vehicles. The existing lifts have been in service for over 37 years (are past their useful life) and exhibit frequent malfunctions resulting in approximately 30% downtime over the past 10 years.

Project Status:

The project has been completed. All equipment delivered and installed under the contract has been accepted and is in service.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$5,400,000	-	\$5,400,000	\$0	\$5,400,000	July 2020	July 2021

Infrastructure Renewal Plan Projects

Description:

Exhibit 1 of the People's Transportation Plan (PTP) was amended via a resolution 22-09 to create CERF and to unify the funding structure and allow greater flexibility in the use of Surtax funds for the operation and maintenance of the unified transit system. In addition to providing operations and maintenance funding, several capital improvement and Infrastructure renewal projects are being implemented using PTP funds post-unification.

An Infrastructure Renewal Plan (IRP) was created to maintain DTPW's transit infrastructure by replacing or upgrading physical assets according to normal replacement cycles. IRP focuses on projects in the areas such as bus overhauls, rehabilitation of bus and rail facilities, and systems and equipment. A total of \$12.5 million Surtax funding is provided annually for the IRP plan. Some additional infrastructure renewal projects were funded separately by Surtax funds in the past due to larger funding assistance required to complete the projects. In addition to these, DTPW implements several other Infrastructure renewal projects using non-PTP revenue sources such as FTA and FDOT funds.

All the infrastructure renewal projects including IRP (\$12.5 million annually) and the standalone projects are summarized further in this section of the Plan. The table below summarizes the list of IRP (\$12.5 million annually) projects.

IRP Project Name	Scope	Total IRP funding	Estimated Completion FY
Emergency Exit at William Lehman Center – CIP126	Widening of current exit to facilitate in and out emergency vehicle traffic at Palmetto Yard.	\$680,000	2022
Metrorail and Metromover UPS Rooms HVAC Installation – CIP171	Install new HVAC systems to provide cooling capacity for all UPS rooms on Metrorail and Metromover.	\$1,682,000	2023
Roadway Signs in the Vicinity of twenty-three (23) Metrorail Stations - CIP201	The scope of work includes, but is not limited to, installation and/or replacement of directional/guide signs on roadways and highways in the vicinity of the twenty-three (23) Metrorail stations. DTPW is proceeding with preparation of plans to obtain permits and implement improvements. The first phase of the project involved conducting field assessments of the roads to determine the inventory of existing signs and proposed signs. This first phase has been completed.	\$2,170,347	2023
BERT Route b Park & Ride at Tamiami Executive Airport - CIP230	The proposed project is required to perform environmental analysis to construct a surface Park-and-Ride at the Tamiami Executive Airport. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route d Southwest Miami-Dade Express. The requested Budget is to complete the Planning/Environmental analysis of the project, develop concept plans and complete preliminary cost estimates in coordination with the Tamiami Executive Airport and the Kendall Parkway Project Team. Once these tasks are complete, the next steps towards construction will be leasing agreements and advancing the design. The requested amount is based on previous conceptual plan development efforts.	\$100,000	2023
BERT Route b Park & Ride at SW 288th Street (SMART BERT) - CIP231	The proposed project is required to perform analyses to construct a surface Park-and-Ride in the vicinity of the intersection of the Turnpike and SW 288th Street. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route b South Miami-Dade Express. The BERT study team has identified a proposed location for the facility. The requested Budget is to complete the planning/environmental analysis of the project, develop concept plans and complete preliminary cost estimates. Once these tasks are completed, the next steps will be land acquisition and advancing the design. The requested amount is based on previous conceptual plan development efforts.	\$150,000	2023

IRP Project Name	Scope	Total IRP funding	Estimated Completion FY
BERT Route b Park & Ride at SW 152nd Street & Turnpike - CIP232	The proposed project is required to perform environmental analysis to construct a surface Park-and-Ride with approximately 150 parking spaces, Kiss and Ride, Bicycle and Pedestrian facilities at the Turnpike and SW 152nd St. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route b South Miami-Dade Express. The requested Budget is to complete the Planning/Environmental analysis of the project. The requested amount is based on conceptual plans.	\$150,000	2023
BERT Route b Park & Ride at SW 211 Street - CIP233	The proposed project is required to perform environmental analysis to construct a surface Park-and Ride in the vicinity of the intersection of the Turnpike and SW 211th Street. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route b South-Miami Dade Express. The requested Budget is to complete the Planning/Environmental analysis of the project, develop concept plans and complete preliminary cost estimates. Once these tasks are completed, the next steps will be land acquisition and advancing the design. The requested amount is based on previous conceptual plan development efforts.	\$150,000	2023
Rail Public Address System Replacement – IRP096	Replace existing Public Address System at all Metrorail Stations. The Scope of Work includes the replacement and upgrade of all electronic components in the Paging chain. The distribution wiring will also be upgraded.	\$2,592,000	2023
Hydraulic Mobil Column Bus Lifts (Additional) – IRP107	Provide 24 sets of four hydraulic column lifts with 70' required communication cables and 60' power cords for DTPW Bus Maintenance.	\$1,118,000	2022
Upgrade Chiller Units at Lehman Center – IRP171	Replace two existing Trane water cooler 110-ton, R-113 chiller units, 3 chilled water pumps and all related controls, piping, valves, wiring etc. at the William Lehman Center Facility.	\$650,000	2022
Metrorail Bathrooms– IRP215	Repair and renovate public restrooms at the 30-year-old Metrorail stations.	\$1,865,000	2024
Replacement of Diamond Frogs at Culmer Crossover – IRP233	Replacement of Diamond Frogs at the Culmer Metrorail Station.	\$900,000	2022

IRP Project Name	Scope	Total IRP funding	Estimated Completion FY
Railcar Cleaner Platform Replacement Project – IRP234	Upgrade the existing Cleaning Platform located at the William Lehman Center. The existing wooden platform needs constant repair.	\$2,790,000	2022
Purchase of 2 HY-Rail Crew cab Trucks – IRP236	Purchase support vehicles for the Track and Guideway maintenance division.	\$190,000	2022
Replacement of Tactiles and Barriers at Metromover Stations – IRP255	Provide detectable warning safety edge tiles and between-car barrier (BCB) system in compliance with the DOT ADA regulations. Each station features two 80 LF Platform Structures and require tiles and BCB on both sides of the platform. The scope includes labor, materials, tools, appliances, equipment, and other means of construction for performing and completing the work.	\$440,000	2022
Fueling Terminal Modernization – IRP260	Upgrade fueling terminal to IP Base.	\$250,000	2022
Traffic Signal Prioritization Expansion to Congestion Mgmt. Plan / Real-Time Connected Vehicles – IRP265	Recapitalization of the Metrobus on-board equipment that provides passengers with free Internet access and connectivity for business traffic such as Fare Collection, CCTV, and CAD/AVL data. This project replaces field equipment that has been in continuous operation in Metrobus vehicles for the last 7 years and expands the deployment of the entire fleet.	\$1,196,000	2021
Purchase Rail Wheel Press Machine – IRP267	Purchase of a new Railcar Wheel Press Machine needed to support the (136) rail cars the department is procuring to replace the existing railcar fleet. Project completed in FY 20-21.	\$980,600	2021
Metromover Vehicles HVAC Compliance Overhaul & Mover Building A/C Replacement – IRP270	Mover vehicle air condition HVAC system and Mover Building A/C replacement in order to comply with EPA requirement as the use of Freon 22 will be banned by EPA by the year 2020.	\$2,142,664	2022
Data Closets Uninterruptible Power Supply (UPS)	Replace Data Closets Uninterruptible Power Supply (UPS).	\$322,654	2022

IRP Project Name	Scope	Total IRP funding	Estimated Completion FY
Replacement – OSP209			
Rail EAMS Work Order Module -OSP234	Infor EAMS software tool to implement Work Order module that will be integrated with the existing warehouse module.	\$700,000	2022
Automated Fare Collection Cloud Migration–IRP263	Implement enhancement and regional expansions to the Automated Fare Collection System (AFCS) based on the existing Contract 8481-2/22-1. The contract includes an option to purchase additional equipment and service for expansions and modifications. Active project and IRP funding has been expended.	\$3,000,000	2020
Metrorail Platform Cabling Replacement–IRP276 (New)	Replacement, disposal, and reinstallation of the infrastructure and cabling necessary to support the Emergency Transfer Switch, Emergency Telephone, End Gate Intrusion Alarm and Blue Light at 17 Metrorail Stations.	\$2,805,000	2025
Renovate Lehman Center 2nd Floor (Administration) – IRP306 (New)	New office partitions, desks, chairs upgrade phone system etc.	\$850,000	2022
Lehman Curve N41 Realignment – IRP321 (New)	Correct Civil Design and alignment of Curve #41 in the Lehman Yard Maintenance facility. The work will involve the realignment of the existing track layout to a 300-foot radius. The curve is currently out of service and cannot be used until the curve geometry is corrected. The existing track bed and substrate will be modified to accept the new track layout. The third contact rail will also be aligned to match the 300-foot running rail radius. Alt power, control and communications cabling will also be modified to accommodate the new track and third-rail layout. The finished track bed will be tamped, and concrete ties installed as required prior to laying the new running and third rails. The new track will be tested before being accepted to ensure that all control lines and traction power connections function per the intended design.	\$1,648,735	2022
Bus Garage and Employees Parking Lot Light Fixtures Upgrade – IRP329 (New)	Install light fixtures at Coral Way, Northeast and Central bus garages, and employees parking lot.	\$260,000	2022
Activu Server Recapitalization – IRP308 (New)	The existing Video Wall at the Rail Traffic Control Center needs an upgrade to support 4K cameras. DTPW is amidst a deployment of 1200 cameras that will be capable of streaming	\$130,000	2022

IRP Project Name	Scope	Total IRP funding	Estimated Completion FY
	4k feeds. This project will recapitalize the servers that process video for the existing video wall.		
Transit Scada Station Control Unit Server Recapitalization – IRP309 (New)	The existing SCADA Station Control Unit (SCU Servers that are integrated with Metrorail/Metromover Central Control and Fire Alarm Systems) have reached their end of life. This servers support adhoc and automated Public Address announcements from Central Control. This project will systematically replace all 46 servers over 2 years.	\$385,600	2023
Network Core Switches Recapitalization – IRP331 (New)	This project is to procure, configure and replace all current DTPW network core switches for SPC5 Data Center, ESIS enclosures at rail stations, Traffic Management Center and Metromover stations.	\$1,534,967	2023
Wireless Lan Access Point Recapitalization – IRP332 (New)	DTPW relies on its existing wireless LAN for communications between all Metrobus vehicles and the enterprise network for all on-board systems: CCTV, Fare Collection, CAD/AVL, telemetry, and signage. The access points providing that connectivity today are currently at their end of life, discontinued (and unsupported) and starting to fail, which negatively impacts network availability. This project addresses that issue by replacing all the equipment with new access points supported by our Wireless LAN Controllers.	\$101,000	2022
Facilities Maintenance EAMS Work Order Implementation – CIP256 (New)	Miami-Dade Department of Transportation and Public Works Facilities Maintenance division is in need to utilize Infor EAMS software tool to implement Work Order Module which will be used to help maintenance personnel perform their daily functions more efficiently, such as repairs and preventive maintenance	\$185,000	2022
Train To Wayside Wireless Network at Palmetto Yard – CIP260 (New)	DTPW has new Rail vehicles that require connectivity to access resources in the County's Enterprise network. In order to satisfy that requirement, a reliable wireless network must be put in place, allowing the traffic of data to/from these vehicles. This project provides said infrastructure via a wireless controller environment that is centrally managed and monitored.	\$200,000	2022

IRP Project Name	Scope	Total IRP funding	Estimated Completion FY
Completed or Cancelled Projects			
Strategic Planning for Bus Maintenance Facilities CIP229	DTPW currently maintains its fleet of buses in three existing facilities – Northeast, Central and Coral Way. This strategic planning project will redesign the layouts of all three existing garages to improve the flow within the facilities, optimize the locations of garage-specific equipment in order to reduce non-revenue travel, and accommodate equipment needed for electric buses. The redesign will also seek to maximize vehicle storage capacity and employee parking. This project is needed since the existing maintenance facilities are out of capacity and require improvements to be able to modernize and expand the Metrobus network. The project will also improve efficiency both within the facilities and in the scheduling of vehicle maintenance. Project was completed in FY 2019-20. Total IRP funding is \$100,530.		
Garage Fire Suppression – IRP012	Replace and upgrade the fire suppression system at four parking garages built with the original Metrorail system: Okeechobee, Dadeland North, Dadeland South and Earlington Heights. Project was completed in FY 2019-20. Total IRP funding is \$492,398.		
Metromover Traction Power Cable Replacement – IRP021	Replacement of the damaged traction power cables and wiring on the Metromover system. Project was completed in FY 2019-20. Total IRP funding is \$264,000.		
Metromover Public Address System Replacement	Replace existing Public Address System at all Metromover Stations. The Scope of Work includes the replacement and upgrade of all electronic components in the Paging chain. The distribution wiring will also be upgraded. Project was completed in FY 2019-20. Total IRP funding is \$2,222,697.		
Traction Power Crane Truck	Purchase crane truck for Traction Power to be used to perform work related to manhole covers, high voltage cable pull, and cable spool lifts. Project was completed in FY 2019-20. Total IRP funding is \$91,637.		
Traction Power Three Reel Trailer	Purchase high voltage trailer cable pull and is necessary for the replacement of the 30-year-old Traction Power cables. Project was completed in FY 2019-20. Total IRP funding is \$39,020.		
Electric Forklift for Materials Management (5 ea.) and Rail Div. (2 ea.)	Replacement of old forklifts to be used for the daily logistical operational functions (shipping, receiving, loading, unloading, delivering parts for Bus, Rail, Mover and Material Management. operations). Project was completed in FY 2019-20. Total IRP funding is \$210,593.		
Bus Garage Roof - Central (Bus & Bus Facility)	Re-roofing of an additional bus garage building at Central Bus Garage location. This project is completed.		
Uninterruptible Power Supplies (UPS) – Mover and Rail	Replace Mover Systems Uninterruptible Power Supplies (UPS) at all the equipment rooms on the OMNI, Brickell, Inner, and Outer Loop. There are 28 UPS locations including Government Center. Parts are not available beyond the 10-year point and replacement of the equipment is necessary. This project is completed.		

IRP Project Name	Scope	Total IRP funding	Estimated Completion FY
Replacement of Metrorail Train Wash	Purchase materials and equipment to complete the installation of a new five (5) brush wash module, rinse modules (2), chemicals dispensing and fully automated operating systems for the Metrorail Train Wash at the William Lehman Facility. This project is completed.		
Dadeland North (DLN) Vehicle Containment Barriers	Repair and replace vehicle containment barrier cables as specified and approved by Miami-Dade County Building and Neighborhood Compliance. This project is completed.		
Mover Fiber Emergency Project	<p>Fiber Replacement Project Scope involves the following components:</p> <ul style="list-style-type: none"> - Replacing and installing Fiber Optic Cable throughout the Metromover System. - Installing new Fiber Optic equipment at all stations and at Central Control. - Replacing PLC equipment at all stations and at Central Control. - Installing Giga-Bit Ethernet at all stations. - Add Wireless networking capability to all stations. <p>The \$3.2 million cost is 100% federally funded.</p> <p>This project also includes Replacement & Installation of Metromover Closed Circuit Television. It expands the Video System by installing new digital cameras at all Metromover Station Platforms as well as providing local Network Video Recorders for independent 24/7 recording. The cameras will be networked into the Video System and new digital displays will be installed at the Mover Central Control. This project is being consolidated with the Fiber Project due to its dependency on the fiber installation. It is in progress and Implementation was expected to be complete by December 2012. The \$698K project is federally funded with American Reinvestment and Recovery Act (ARRA) funds. This project is completed.</p>		
Traction Power Rectifier Transformer	Replace 28-year-old rectifier transformers used in the Miami-Dade Transit Metrorail System. This project is completed.		
Metrorail Railcar Floor Replacement	Install Nora Flooring in 60 railcars. The railcars to be replaced have deteriorated sub-flooring, which is evidence as "soft floors". The process also includes removal and replacement of interior seating, panels, and sanctions. This project is completed.		
Metromover Traction Power Cables Replacement	Remove/replace the Eight Street Substation to Brickell Station T2 transformer 13,200 volts three phase cables. The 350 mcm three phase cables is routed in the cables tray underneath the guideway. Remove /replace the Third Street Substation 111 breaker load side 250 mcm three phase cable to OL6 power rail. Also, remove/replace the Switch 1 grounding switch three phase 3/0 cables and 3/0 jumper cables (Outer Loop). This project is completed.		
40 Foot Hybrid Buses for Replacement (5307.9)	Procure four (4) forty-foot hybrid diesel /electric transit buses for replacement of buses that are eligible for retirement. This project also has Federal Transit Administration (FTA) funds. This project is completed.		
Bus Garage Plumbing	Overhaul existing bathrooms at the Central Bus Facilities. This project also has Federal Transit Administration (FTA) funds. This project is completed.		

IRP Project Name	Scope	Total IRP funding	Estimated Completion FY
Hydraulic Mobile Bus Lifts	Provide 48 individual hydraulic mobile lifts for the Miami-Dade Department of Transportation and Public Works (DTPW) Stertil-Koni model # ST-1072-SS or ALM Model # WE-18 (as modified to DTPW specifications) or approved equal. Each mobile lift set shall consist of four columns. Each set shall consist of four (4) primary columns and each primary column shall operate as a primary of secondary column interchangeable without any modifications. The system shall be equipped with a selector interchangeable without any modifications. The system shall be equipped with a selector switch to permit the selection of four columns when operating as a set of six (6) columns. Each mobile lift set shall be designed to permit combining columns in pairs to compose systems of up to six (6) columns. Definition of set: A standard set of lifts consists of four hydraulic mobile columns, all primary design operation, used to lift buses as specified in Section 3. DTPW sometimes uses six (6) columns sets to lift the 60-foot buses. At least 15,000 lb. capacity per column. All columns shall be operated synchronously from any control panel on any column. This project is completed.		
Metromover Canopies & Escalator Replacement	Construct canopies and repair existing escalators at Metromover Stations. This project is completed.		
Metrorail Palmetto Station-Americans with Disabilities Act (ADA) Assessment	Study at Rail Station and corrective work has been completed.		
40-Year Recertification @ Central Building #1	Perform 40-year recertification inspection/repairs. This project is completed.		
40-Year Recertification @ Central Buildings #4 and #5	Perform 40-year recertification inspection/repairs. This project is completed.		
Procurement of Mobile Lifts	Purchase six mobile lifts use for the removal and installation of transmissions, differentials and other Heavy Components on large trucks, buses and other heavy-duty vehicles. This project is completed.		
Armored Trucks (4)	Purchase four (4) Armored truck vehicles. This project is completed.		
Parking Space Counters at 5 Metrorail Station Garages	Replace light-emitting diode (LED) Available Parking Spaces signs for the upper and lower levels at the Dadeland North Parking Facility, Computer hardware, Software, and parking space occupied detectors for Americans with Disability Act designated parking spaces. Installation of parking space counters at Dadeland South, Earlington Heights, South Miami and Okeechobee. This project is completed.		

IRP Project Name	Scope	Total IRP funding	Estimated Completion FY
Multi-Channel Voice Recorder	Replace existing analog recorders within the Transit System with new digital voice recording systems. These recorders will replace the existing equipment which is now obsolete. The new system will integrate audio with the existing NICE system while implementing redundancy, include five digital voice recording units, network attached storage devices, personal computers, system software and miscellaneous hardware. The new system will streamline the method of retrieving recorded messages by enabling them to be accessed through the network. This project is completed.		
Wastewater Treatment System	Replace existing oil water separators at all four pressure cleaning operations with a more sophisticated and advance wastewater treatment system at all three Bus Maintenance Facilities. This project is completed.		
Metrorail Floor Replacement For 10 Cars and 20 Motor Control Box Overhaul	Removal and replacement of flooring to 10 railcars that have deteriorated and Motor Control Overhaul service maintenance of 20 motor boxes. Includes propulsion and brake. Pcontrollers, contactors and cleaning. This project is completed.		
Inspection Vehicles for the MIC Extension	Purchase two (2) inspection vehicles for monitory vehicle inspections of the Mainline. This project is completed.		
Mover Video Project Closed Circuit Television (CCTV)	Install Avigilon Software as the CCTV application, and (2) Upgrade the CCTV monitors in CCF. The funding increase is covered by the Infrastructure Renewal Program (IRP). This project is completed.		
Hydraulic Mobil Bus Lifts	Purchase of approximately 55 individual hydraulic mobile column lifts for the bus maintenance. This project is completed.		
William Lehman Facility (WLF) - Vehicle Maintenance Bathroom	Contracted services for the renovation of the WLF (6601 NW 72nd Avenue, Miami, Florida 33166), Vehicle Maintenance Bathroom to ensure proper sanitation for employees working in the Vehicle Maintenance shop. This project is completed.		
Mainline Video System Upgrade	Installation of IP-HD cameras with analytics throughout the Mainline Track System & Rail Stations, mover stations first level and at all revenue islands and Treasury Office & vault. for security reasons. This project is cancelled.		
Rail Programmable Logic Controller Replacement	To replace all ethernet switches at all Metrorail & Metromover stations and at Metromover Maintenance building and at Lehman Center building. This project is cancelled.		
Metrorail HVAC Overhaul 40 Railcars	Metrorail of the air conditioning (HVAC) system overhaul of 40 rail vehicles in order to maintain system functionality, reliability and customer comfort. This project is cancelled.		

Automated Fare Collection System (AFCS) Modernization (Cloud Migration)

Department	Transit	PTP Category	2003-2009 Amendment
Project Category	Bus Service and Rapid Transit Improvements	Project Phase	Vehicle/Equipment Purchase
Project Begin Date	8/1/2016	Phase Begin Date	4/26/2021
Project Implementation Date	9/30/2021	Phase End Date	6/30/2021
Project Completion Percentage	80%	Phase Completion Percentage	50%
Amount by Funding Source(s)	PTP- \$13,792,000	Contract No.	L8481-0/27/IRP263
Amount Spent as of 9/13/2020	\$13,530,100	Commission District	Countywide
Capital Budget Project #	6730051	Site #	S3001000

Project Description:

This project implements Automated Fare Collection System (AFCS) upgrade to cloud-based account and open bankcard payment system management. This open payment system will allow customers to not only pay with their smart transit cards, but they can also pay their fares with contactless bankcards and mobile wallets, such as Apple Pay and Samsung Pay. Additional funding requested for TVM EMV technology (\$1,369,860.00), garage computer upgrade \$206,880.00), Pax units to replace CPOS units at Retail Outlets (\$55,000) and implementation costs in support of features (\$160,260).

Project Status:

This project is in equipment procurement phase for remaining field devices, receiver/probing upgrade kits and Customer Point of Sale (CPOS) machines. Receiver/probing upgrade kits procurement is in progress and CPOS is pending procurement with easy card service division.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$15,000,000	(\$1,208,000)	\$13,792,000	\$13,530,100	\$261,900	April 2018	September 2021

Private Branch Exchange (PBX) Telephone System Upgrade to Voice Over Internet Protocol (VoIP) at all Transit Facilities

Department	Transit	PTP Category	Post-Unification
Project Category	Bus Service and Rapid Transit Improvements	Project Phase	Implementation
Project Begin Date	9/2/2019	Phase Begin Date	2/1/2021
Project Implementation Date	9/30/2022	Phase End Date	9/30/2022
Project Completion Percentage	30%	Phase Completion Percentage	30%
Amount by Funding Source(s)	PTP- \$4,042,000	Contract No.	OSP208
Amount Spent as of 9/30/2020	\$1,337,800	Commission District	Countywide
Capital Budget Project #	2000000434	Site #	3001023

Project Description:

This project will replace the current outdated PBX telephone system utilized by Miami Dade Transit (MDT) at all its facilities (Lehman Yard Metro-Rail, Coral Way Bus Garage, Central Bus Garage, North East Bus Garage and Metro-Mover Administration Building). This new telephone infrastructure will convert from a digital PBX to a modernized VoIP telephone system leveraging the current enterprise network. This new telephone system will be very easy to manage, setup, upgrade, and maintain, at a much lower cost. The new system will allow MDT to eliminate the current per line charge from the telephone company AT&T.

Project Status:

There are two main scopes to this project: 1) Infrastructure cabling (fiber and copper) and 2) Network Telecommunication equipment. Fiber infrastructure cabling has started at the northeast bus maintenance facility. Network telecommunications equipment has been deployed to all three bus maintenance facilities and scheduled to be delivered to Lehman rail facility in June 2021. COVID-19 pandemic impacted vendors and staff to visit sites to design and generate quotes resulted in a schedule delay.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$4,040,000	\$2,000	\$4,042,000	\$1,337,800	\$2,704,200	September 2021	September 2022

Government Station – Fire Suppression System

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Project Development
Project Begin Date	9/12/2019	Phase Begin Date	9/12/2019
Project Implementation Date	3/28/2023	Phase End Date	7/31/2020
Project Completion Percentage	15%	Phase Completion Percentage	60%
Amount by Funding Source(s)	PTP- \$3,917,000 Operating-\$15,300	Contract No.	CIP113-DE-TR15-6/IRP247
Amount Spent as of 9/30/2020	\$15,300	Commission District	5
Capital Budget Project #	2000000104	Site #	3001005

Project Description:

The Government Center Metrorail station is located near the intersection of Northwest 1st Street and 1st Avenue, a part of the Stephen P. Clark Government Center building. It opened to service on May 20, 1984. This project entails the study and repair of the existing deteriorating Government Center station fire suppression system. The preliminary study has been completed. DTPW has procured a consultant to prepare a design criteria package to assist DTPW in preparing the design-build contract for the implementation of this work.

Project Status:

The 60% schematic design criteria documents have been completed.

Fiscal Impact:

Baseline PTP Cost Estimate	Cost Increase (Decrease)	Current PTP Cost Estimate as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Current Completion Date
\$3,932,000	(\$15,000)	\$3,917,000	\$0	\$3,917,000	September 2023	March 2023

Municipal Program

(Municipalities must spend a minimum 20% on Transit Improvements and a maximum of 80% on Transportation Improvements)

The Miami-Dade County Ordinance creating the half-percent transportation Surtax calls for twenty percent (20%) of Surtax proceeds to be distributed directly to municipalities on a pro-rata basis for use on local transit and transportation projects. Municipalities must apply at least twenty percent (20%) of their share of Surtax proceeds toward transit improvements and a maximum of eighty percent (80%) on transportation improvements. Florida Statute 212, Title XIV defines the purposes for which Surtax proceeds may be expended.

The Municipal Program is an on-going program. There are currently 34 municipalities that are eligible to receive Surtax funding, with 33 municipalities participating in the program. Indian Creek Village is currently not participating. The County executes Interlocal Agreements (ILAs) with municipalities to receive Surtax funds. Miami Gardens, Cutler Bay and Doral are relatively newly formed municipalities and joined the Municipal Surtax program in 2012. Municipalities have received approximately \$826.95 million in Surtax funding since the inception of the PTP until September 2020.

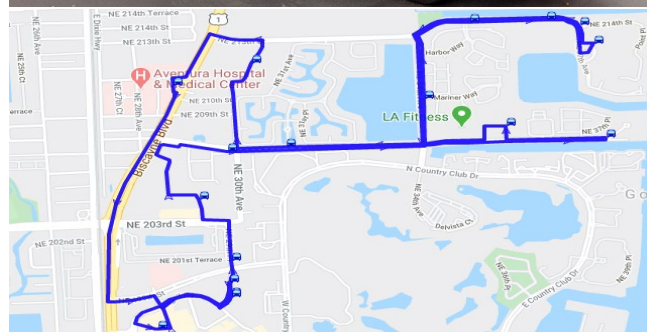
Of the 33 participating municipalities, 30 municipalities operate a circulator and/or on-demand service, or partner with another municipality or with DTPW to operate a circulator service. PTP funding has been expended for direct operating and capital expenses both for those municipalities operating circulators, and for those municipalities not directly operating a circulator. Funding has also been expended for items that support transit in areas such as bus shelters along

Miami-Dade DTPW bus routes. Several municipalities also use PTP funds for multi-year debt obligations to complete capital projects.

The Transportation portion of the funding was used by municipalities to implement a broad range of public works projects such as roadway widening, roadway milling and resurfacing, intersection improvements, roadway drainage improvements, Americans with Disabilities Act (ADA) compliant sidewalks and curbs, pedestrian signals, traffic circles and traffic calming devices.

Municipal accomplishment highlights for transit and transportation projects and programs are presented further in this section. The Municipal transit service and transportation projects were affected with the COVID-19 pandemic in 2020. The annual ridership declined significantly from 14.08 million passengers in FY 2019 to 8.17 million passengers in FY 2020. Moreover, ridership decreased from 14.19 million passengers in calendar year 2019 to 5.51 million passengers in calendar year 2020. This significant decrease in ridership was due to service suspensions and reduction in services as well as implementation of Centers for Disease Control and Prevention (CDC) guidelines during the COVID-19 pandemic. The project status information and actual expenditures are as reported by the municipalities in this section

City of Aventura		Population 38,041	PTP dollars spent on Transit in FY 20 Allocation \$282,622/Actual \$768,001
Transit Service	Aventura Express Shuttle (since 1997)		
No. of Routes	6		
Service During	Monday to Friday - 6:45AM to 6:45PM Saturday - 7:45AM to 7:45PM		
Service Frequency	1 hour		
Fleet Size	6		
Ridership			
Fiscal Year 2019-2020	157,060		
Calendar Year 2020	114,122		
Connection with County Transit Routes	Bus Routes # 3, 9, 93, 95, 99, E, 120, S		



The Aventura Express Shuttle service was suspended for a month in March 2020. After safety protocols were implemented, the shuttle resumed service. The ridership dropped by almost 50% for several months.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$1,130,489/Actual \$1,117,330

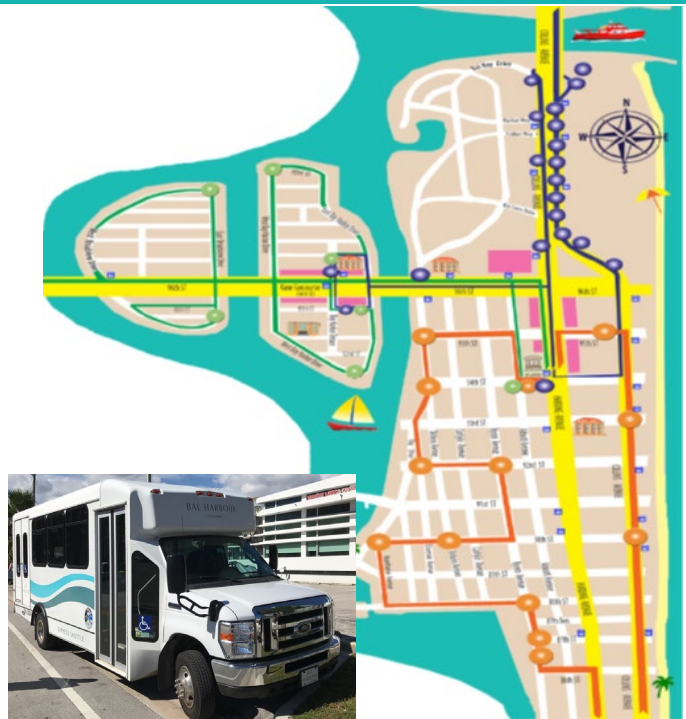
Roadway Milling and Resurfacing Projects: Milling and resurfacing of Yacht Club Drive, Mystic Point Drive, NE 190th Street and Country Club Drive to Spoke Road locations were completed. Lane delineators were also installed at NE 190th Street and NE 29th Avenue. Construction along NE 185th Street and NE 187th Street are yet to begin.

Median and Street light replacement: Replacement of median and lighting upgrades to high efficiency LED lighting along NE 199th Street from Biscayne Blvd. to Country Club Drive was completed in August 2020. Three curbing projects took place all on West Country Club Drive.

School Zone Crossing: Installation of school crossing zone for high school at NE 213th Street and NE 31st Avenue. The city also uses PTP funds to support a bicycle rental program.

Bal Harbour Village **Population 2,932** **PTP dollars spent on Transit in FY 20 Allocation \$21,838/Actual \$152,532**

Transit Service	Bal Harbour Shuttle Express (since 2019)
No. of Routes	1
Service During	Monday to Thursday – 9:00AM to 4:47PM Friday – 9:00AM to 6:40PM Saturday – 9:00AM to 8:07PM
Service Frequency	1.5 hour
Fleet Size	Shuttle Express - 1
Ridership	
Fiscal Year 2019-2020	5,775
Calendar Year 2020	2,603
Connection with County Transit Routes	Bus Routes # 120, S, H, E, Connects to Aventura, Bay Harbor Islands, Sunny Isles Beach and Surfside



The Shuttle service was suspended since March 31st, 2020, due to COVID 19. Suspension continued through FY 2021 due to budgetary adjustments. Resumption of service is planned for October 1st, 2021.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$87,352 /Actual \$0

No Transportation projects were implemented using PTP Surtax funds during 2020.

Town of Bay Harbor Islands Population 6,091 PTP dollars spent on Transit in FY 20 Allocation \$44,185/Actual \$86,064	
Transit Service	Shuttle Service
No. of Routes	1
Service During	Monday to Friday - 9:00AM to 5:00PM
Service Frequency	On demand
Fleet Size	1
Ridership	
Fiscal Year 2019-2020	10,770
Calendar Year 2020	8,818
Connection with County Transit Routes	
Bus Route #G, Connects to Bal Harbour, Surfside and North Miami shuttle services	



The shuttle service was suspended from March to May 26th of 2020. Resumed operation of the shuttle with reduced service on May 27th, 2020, to the end of September 2020. Returned to normal hours of operation on October 1st, 2020.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$176,738/Actual \$0

No Transportation projects were implemented during 2020 due to COVID 19 pandemic.

Village of Biscayne Park Population 3,181 PTP dollars spent on Transit in FY 20 Allocation \$2,017/Actual \$0	
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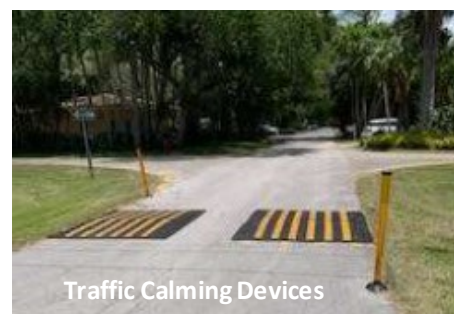
The Village does not currently operate a transit service or on-demand service. The Village intends to launch a Freebee on-demand transit service in 2022.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$8,067/Actual \$37,758

Traffic Calming: Installed four (4) rubberized speed hump/traffic calming devices at various residential roadway locations within the Village. A total of \$7,141 in PTP funding was used to complete this project by June 2020.

Village-wide Street Lighting: Maintenance and repairs of street lighting throughout the village was completed during FY 2020 with a total of \$21,878 in PTP funding spent.

Roadway Improvements/Repairs: Repairs to roadway pavement experiencing potholes were completed during FY 2020 with \$8,738 in PTP funding.



Traffic Calming Devices

PTP Surtax funds have been withheld from the Village of Biscayne Park since February 2020 as a result of lack of proper documentation and upholding compliance requirements. Funding will be withheld until a future audit allows for recommencement.

City of Coral Gables		Population 51,133	PTP dollars spent on Transit in FY 20 Allocation \$378,657/Actual \$1,989,576
Transit Service	Trolley (since 2003) Freebee (since 2017)		
No. of Routes	Trolley – 2 Freebee – Citywide		
Service During	Trolley: Monday to Friday - 6:30AM to 2:00PM First Friday of the Month - 6:30AM to 10:00PM Freebee: Monday to Sunday - 10:00AM to 10:00PM		
Service Frequency	Trolley – 12 minutes Freebee – On demand		
Fleet Size	Trolley - 12 Freebee - 6		
Ridership			
Fiscal Year 2019-2020	587,061		
Calendar Year 2020	451,984		
Connection with County Transit Routes	Douglas Metrorail Station Bus Routes # 11, 51, 24, 37, 40 Miami Trolley – Coral Way and Coconut Grove routes		

The trolley and Freebee were operated with reduced service hours from March 16th, 2020, through the end of 2020 due to pandemic.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$1,514,624/Actual \$136,309

Citywide Pedestrian Infrastructure Program: The program is funded to accomplish the city's goal to construct 4 miles of new sidewalks, each fiscal year, where sidewalks do not currently exist and to restripe and/or install high visibility crosswalks in strategic locations throughout the city. The crosswalk striping includes the installation of "state law, yield to pedestrians in crosswalk" signage. The comprehensive pedestrian infrastructure plan also addresses the issue of missing sidewalk extensions. In FY 2020, \$127,157 in Surtax funding was expended on this program. This is an on-going program.

Biking/Lighting Improvements: Bicycle amenities and lighting improvements were implemented along Aragon Avenue. FY 2020 expenditure on this project is \$9,152 in PTP Surtax funding. This project is estimated to complete in FY 2024.

Town of Cutler Bay	Population 45,480	PTP dollars spent on Transit in FY 20 Allocation \$339,333/Actual \$324,620
Transit Service	Cutler Bay Local Circulator (since 2012) Freebee	
No. of Routes	Circulator -1 Via - Townwide	
Service During	Circulator: Monday to Saturday - 8:40AM to 5:40PM Sunday – 10:40AM to 4:40PM Go-Connect (Via) – Monday to Friday - 5:30AM to 8:00PM	
Service Frequency	Circulator – 53 minutes Freebee – On demand	
Fleet Size	Circulator – 1; On-Demand (Via) - 4	
Ridership		
Fiscal Year 2019-2020	34,289	
Calendar Year 2020	Circulator - 29,535 Freebee - 100	
Connection with County Transit Routes	Bus Routes # 1, 31, 35/35A, 38, 52, 137, 287	



Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$1,357,332/Actual \$925,765

Residential Roadway Resurfacing Project Phase VI and Phase VII: Some of the Town’s residential roadways have not been repaved in many years and exhibit a high degree of pavement distress. A Town-wide Sidewalk and Roadway Assessment report was completed. Roadways in the neighborhood have been identified to be in “poor” condition and were selected for resurfacing.

The roadway resurfacing improvements will enhance the neighborhood and improve drivability. The project will include milling of existing asphalt, placement of 1” Type S-III Asphalt Concrete Surface Course, adjustment of valve boxes and manholes, installation of raised pavement markers, placement of 24” thermoplastic stop bars with double yellow striping, and sidewalk repairs. Phase VI of the project was completed in September 2020. Phase VII is yet to begin. Design and construction cost estimates for this project are \$35,316 and \$1,228,249, respectively.

Cutler Ridge Section 3 Roadway and Drainage Improvements: This project improves roadway and drainage conditions, restricts the discharge of hazardous pollutants to area canals and improves water quality and quantity treatment. The project began in January 2019 and the total estimated cost is \$2,061,000.

Bike/Pedestrian Facilities Improvements: The bicycle and pedestrian improvements project will add sidewalks, crosswalks, and crosswalk striping throughout the Town where the sidewalks offer no connectivity to ADA accessible crosswalks. The project began in May 2020 and was completed in October 2020. PTP Surtax funding of \$166,542 was used as a local match to the TAP Grant and the FDOT Complete Streets Grant to complete the improvements.

City of Doral		Population 71,314	PTP dollars spent on Transit in FY 20 Allocation \$510,380/Actual \$1,924,841
Transit Service	Doral Trolley (since 2008) Freebee (since 2019)		
No. of Routes	Trolley - 4 Freebee – Citywide		
Service During	Trolley: Monday to Friday - Route 1 - 6:00AM to 10:00PM Route 2 - 6:00AM to 9:00PM Route 3 - 5:50AM to 9:30PM Route 4 - 6:00AM to 11:00PM Saturday – Routes 1 and 2 - 7:00AM to 8:00PM Route 3 - 7:00AM to 7:00PM Sunday – Route 1 - 7:00 AM to 8:00 PM Freebee: Monday to Thursday 10:00AM to 7:00PM Friday and Saturday 10:00AM to 12:00AM Sunday 12:00PM to 6:00PM		
Service Frequency	Monday to Friday - Route 1 - 30 minutes Route 2, 3 and 4 – 40 minutes Saturday – Route 1 – 50 minutes Route 2 and 3 – 30 minutes Sunday – Route 1 – 90 minutes		
Fleet Size	Trolley – 17 Freebee - 4		
Ridership	Fiscal Year 2019-2020 459,656 Calendar Year 2020 295,381		
Connection with County Transit Routes	Palmetto Metrorail Station, FIU Bus Routes # 7, 36, 71, 87, 95 Express, 132, 137, 238		

The trolley service was suspended on April 10th, 2020, due to the Covid-19 pandemic. The service was restored with reduced hours and frequency on May 4th, 2020. Since then, the city of Doral has been expanding service hours and increasing frequency, until February 8th, 2021, when service returned to normal hours.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$2,041,521/Actual \$104,377

Citywide Roadway Rehabilitation Program: This project consists of milling and resurfacing of roadway pavement, sidewalk repairs, and thermoplastic re-striping. This is an ongoing program with an estimated cost of \$666,319. There was \$115,000 of PTP Surtax funding allocated in FY 2020.



Village of El Portal	Population 2,146	PTP dollars spent on Transit in FY 20 Allocation \$15,481/Actual \$0
Transit Service The city does not have a circulator service. It is expected that a transit circulator pilot program with funds granted by FDOT will begin in November 2021.		
Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$61,923/Actual \$0 Surtax funds received in FY 2020 will be used for future projects.		

City of Florida City	Population 13,405	PTP dollars spent on Transit in FY 20 Allocation \$97,792/Actual \$68,218
Transit Service	Freebee (since 2020)	
No. of Routes	Citywide	
Service During	Monday to Friday - 7:00AM to 7:00PM Saturday - 7:00AM to 7:00PM	
Service Frequency	On demand	
Fleet Size	2 vehicles	
Ridership		
Fiscal Year 2019-2020	775	
2020 Calendar year	3,346	
Connection with County Transit Routes Bus Routes # 34, 35, 35A, 38, 301, 302, 344, and SW 344 St Park-and-Ride		

Acquisition, repair, and maintenance of bus shelters is on-going using PTP surtax funds. The expenditure in FY 2020 is \$37,460.

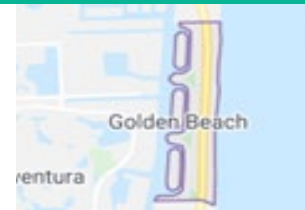
Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$391,168/Actual \$2,082,588

East Palm Drive Canal Culvert and Road Widening: The city recognized the need to widen Southwest 344th Street between US-1 to Southwest 172nd Avenue to accommodate the addition of eastbound and westbound traffic lanes. The project began in 2016 and is estimated to end in September 2021. The total cost of the project is \$8.4 million with \$875,000 coming from city of Florida city Storm water funds, \$3.1 million in a joint-partnership agreement (JPA) with Miami-Dade County, and \$4.425 million in Surtax funds.

Town of Golden Beach **Population 943** **PTP dollars spent on Transit in FY 20 Allocation \$6,992/Actual \$ 5,618**

Transit Service

The city does not currently operate a circulator service. Transit portion of the Surtax funds are being used to build two (2) bus shelters on A1A. The is in planning and is anticipated to be complete by FY 2022. Total cost for this project is estimated to be \$200,000 funded by Surtax and General fund revenue.



Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$27,969 / Actual \$29,343

Street Sweeping & Maintenance: This project is to maintain all roadways townwide. Total project cost is \$378,150 annually to be funded with Surtax and General fund revenues.

Curb & Gutter Repairs: Townwide repairs of the curb and gutter along the local streets. Total project cost is estimated to be \$30,000 and anticipated to be funded with Surtax and General fund revenues.

City of Hialeah **Population 239,956** **PTP dollars spent on Transit in FY 20 Allocation \$1,786,606/Actual \$2,839,556**

Transit Service Circulator (since 2002)

No. of Routes 2

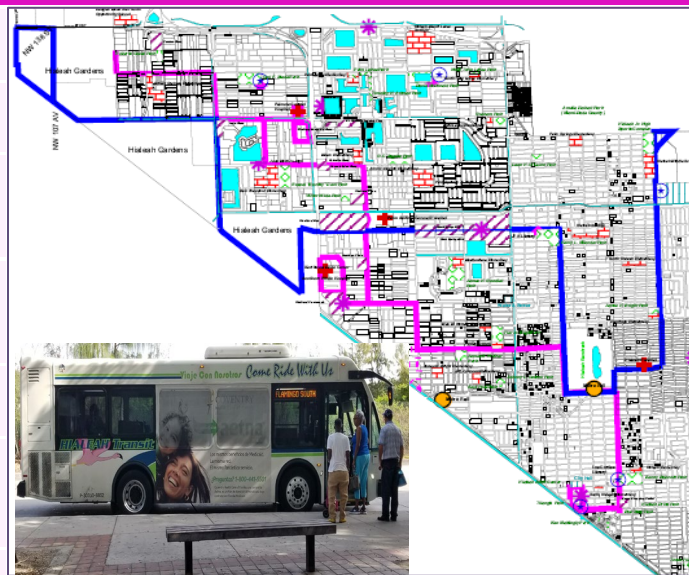
Service During Monday to Friday - 6:00AM to 7:30PM
Saturday - 9:00AM to 3:30PM

Service Frequency Monday to Friday - 45 minutes
Saturday - 1 hour 30 minutes

Fleet Size 12

Ridership
Fiscal Year 2019-2020 111,483
Calendar Year 2020 107,988

Connection with County Transit Routes
Bus Routes # 29, 33, 54, L and Hialeah Metrorail Station



The circulator operated at reduced service from April through October 2020 with a smaller bus fleet during the Pandemic. There was no change in operating hours.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$7,146,426/Actual \$6,147,289

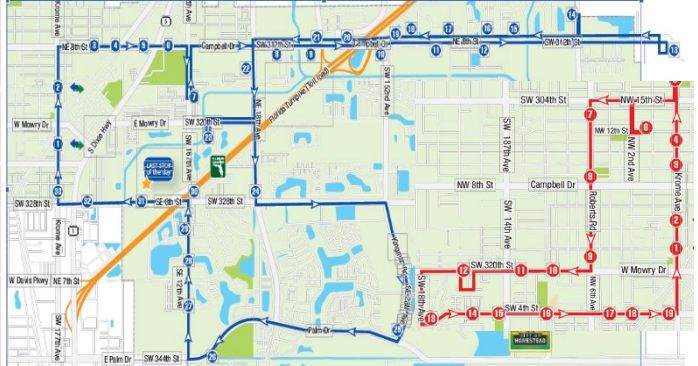
The city of Hialeah used the Surtax funds of \$3,868,200 for the Debt service payments and \$2,279,089 for implementation of projects including street lighting, sidewalks, roadway resurfacing, striping and professional services in FY 2020.

City of Hialeah Gardens		Population 23,644		PTP dollars spent on Transit in FY 20 Allocation \$176,551/Actual \$210,000
Transit Service				
City of Hialeah Gardens has ILA with the city of Hialeah to provide circulator service.				

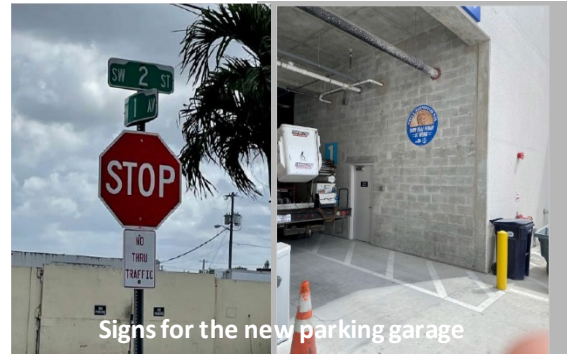
Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$706,202/Actual \$367,280

The Transportation portion of the Surtax funds were utilized for the citywide repair and maintenance of roadways and street lighting repairs.

City of Homestead		Population 76,334		PTP dollars spent on Transit in FY 20 Allocation \$552,403/Actual \$2,245,756
Transit Service				
		Trolley (since 2010)		
No. of Routes	3			
Service During	Weekdays – 6:00AM to 6:00PM Weekend – 10:00AM to 2:30PM			
Service Frequency	Weekdays: East/West – 70 to 75 minutes; 10 trips/day Downtown – 30 to 35 minutes; 11 trips/day Weekend: East/West – 60 to 70 minutes; 4 trips/day Downtown – 30 to 35 minutes; 8 trips/day			
Feet Size	6			
Ridership				
Fiscal Year 2019-2020	44,671			
Calendar Year 2020	34,135			
Connection with County Transit Routes	Bus Routes # 344, 35, 301, 38			



In 2020, \$53,465 of PTP funds were used for the professional consulting services for the Homestead Multi-Modal Transit and Trolley Grant, installation of homestead station signs, rendering of a new homestead station transit walkway, design, plans, a wall sign and lit channel lettering, annual marketing expenses for the National Park trolley service, radio advertising, signs and trolley wraps, and the purchase of hand sanitizers and dispensers due to COVID-19 pandemic.



Signs for the new parking garage

The National Parks Trolley was cancelled from March 21st to April 12th, 2020. Disinfectant dispensers were purchased and placed in each trolley and daily cleaning was required. The East West and Downtown Trolleys continued without interruptions. Alternate seating was implemented. From March to April, four additional trolleys were operating on the East West route on Tuesdays and Wednesdays at

peak hours, 6:00AM-10:00AM, and included services for Seniors to three supermarkets from 7:00AM to 8:00AM. This service was later discontinued due to low ridership. City of Homestead continued with full trolley services, un-altered from pre-pandemic operations.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$2,209,612/Actual \$679,228

PTP Surtax Transport funds were used for the design and purchase of signs for the new parking garage, city hall, and the new Homestead station; for advertisement of the trolley bid and street surfacing bid; citywide sidewalk repairs including curb and gutter. PTP funds were also used for Parcel 15 final judgment.

Village of Key Biscayne		Population 12,925	PTP dollars spent on Transit in FY 20 Allocation \$96,379/Actual \$413,133	
Transit Service Circulator route using Freebee vehicle (since 2016) On-demand Freebee (since 2016)				
No. of Routes				Circulator - 1 Freebee – Citywide
Service During				Sunday to Thursday – 8:00AM to 8:00PM Friday - 8:00AM to 10:00PM Saturday – 10:00AM to 10:00PM
Service Frequency				Circulator -20 minutes Freebee – On demand
Fleet Size				Circulator – 1 On-demand Freebee - 4
Ridership				
Fiscal Year 2019-2020	77,465			
Calendar Year 2020	66,352			
Connection with County Transit Routes		Bus Route # B/102		

Freebee service was modified in response to the COVID-19 pandemic. Initially, it was utilized to aid and assist the elderly. Over time delivery service was combined with limited passenger transport. Ridership dropped dramatically in the beginning of the pandemic and then steadily increased over time. Currently, Freebee ridership on Key Biscayne exceeds pre-pandemic levels.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$385,516/Actual \$39,422

Village Center Roadway Redesign: The Village expended \$39,422 of Surtax on the design of parking access and drainage improvements of village center roadway. Construction of the project is scheduled to be completed in FY 2021. The total project cost is estimated to be \$370,578.

The Village of Key Biscayne pledged remaining Surtax funds for the debt service on the 2011 Transportation Tax Refunding Bond for the purpose of refunding the transportation tax refunding bond, series 2005. The financing was used to improve the roadway improvements along Crandon Boulevard.

Town of Medley		Population 995	PTP dollars spent on Transit in FY 20 Allocation \$6,297/Actual \$4,859
Transit Service	Shuttle Bus (since 2007)		
No. of Routes	1		
Service During	Mondays and Thursdays – 12:00PM to 3:30PM		
Service Frequency	Once a day on Mondays and Thursdays		
Fleet Size	1		
Ridership			
Fiscal Year 2019-2020	400		
Calendar Year 2020	254		
Connection with County Transit Routes:	None		

PTP Surtax funds were used to pay a portion of the driver’s salary/benefits, and shuttle bus insurance.

The circulator service was suspended in mid-March and resumed normal operation in October 2020.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$25,189/Actual \$29,741

Road Maintenance and Repairs: The majority of PTP funds are used townwide in the repairs of roads, purchase of cold patches, signs, guardrails, etc., as needed.

City of Miami Population 497,924 PTP dollars spent on Transit in FY 20 Allocation \$3,599,770/Actual \$10,599,548

Transit Service
Trolley (since 2012)
Freebee (since 2012)

No. of Routes
Trolley - 13
Freebee – Citywide

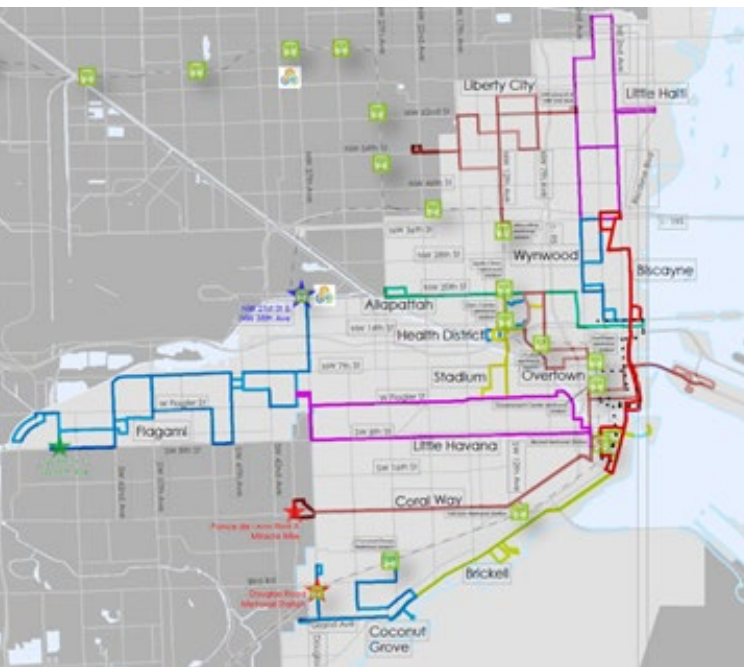
Service During
Trolley: Monday to Saturday - 6:30AM to 11:00PM
Sunday - 8:00AM to 8:00PM
Freebee - 8:00AM to 5:00PM

Service Frequency
Circulator -15 to 30 minutes; Freebee – On demand

Fleet Size
Circulator – 69

Ridership
Fiscal Year 2019-2020 3,544,436
Calendar Year 2020 Circulator – 2,742,395

Connection with County Transit Routes
Metrorail Stations: MIC, Civic Center, Government Center, Santa Clara, Brickell, Vizcaya, Douglas Rd, Coconut Grove
Metromover Stations: Brickell, College Bayside, Adrienne Arsht, First Street Tenth Street, Eight Street, Biscayne, Miami Ave, Government Center, Freedom Tower, School Board
Bus Routes # 1, 2, 3, 7, 8, 9, 10, 11, 12, 16, 17, 19, 21, 22, 24, 27, 32, 36, 37, 40, 42, 46, 51, 54, 57, 62, 73, 77, 79, 82, 93, 95, 101, 102, 110, 112, 113, 120, 136, 150, 195, 196, 202, 207, 208, 211, 238, 246, 254, 277, 295, 296, 500, 836



Trolley services were operated at reduced operating hours and vehicles from March 23rd, 2020. The service was resumed to normal hours of operation on June 30th, 2020.

PTP funds are being used for the purchase of three (3) new trolleys. Purchase order was approved in December 2020. The total cost of this project is \$1,047,775.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$14,399,079/Actual \$10,075,191

Metromover Pedestrian Crossings- Pedestrian traffic counts were conducted at the Metromover access points for the implementation of mid-block crosswalks. This work order was done from February to May 2020 with the support of PTP Surtax and Transportation Alternatives Program (TAP) grant. The total cost of this project \$22,124.

SW 15th Road & SW 4th Avenue Traffic Study: A study to review potential for a roundabout at intersection of SW 15th Road and SW 4th Avenue. The project began in March 2020 and is on-going. The total cost of this project is \$33,694.

Multi-Modal Impact Fee Additional Effort: Additional work was completed as part of the multi-modal impact

study. This project started in 2019 and was completed in December 2020. The balance paid in 2020 was \$1,684.76.

Remote In-House Transportation Support: This project provides on-call remote traffic and transportation support services. Assists with logging and reviewing traffic calming requests as well as traffic-related coordination with other agencies and may provide additional support for transportation related issues. This project started in June 2020 and ended in December 2020. The total cost of this project is \$42,008.

City of Miami Beach		Population 94,161	PTP dollars spent on Transit in FY 20 Allocation \$691,780/Actual \$4,131,348
Transit Service	North Beach Loop (Since 2014) Middle Beach Loop (Since 2016) Collins Express (2016) South Beach trolley (2017) On-demand Freebee service is not funded by PTP Surtax		
No. of Routes	Trolley – 4		
Service During	Monday to Saturday – 18 hours per day Sunday – 16 hours per day		
Service Frequency	15 minutes to 45 minutes		
Fleet Size	33		
Ridership	Fiscal Year 2019-2020 2,437,812 Calendar Year 2020 1,133,136		
Connection with County Transit Routes	Bus Routes # 79 (Street Max), 101 (A), 103 (C), 110 (J), 112 (L), 113 (M), 115 (mid-North Beach Connector), 119 (S), 120 (BeachMax), and 150 (Airport Express)		

The trolley service was operated at a reduced level of service from March 21st to 25th, 2020 due to the COVID-19 pandemic and was suspended on March 26th, 2020. Trolley services were resumed at a reduced service level on February 15th, 2021.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$2,767,199/Actual \$1,287,868

Pedestrian Crossing and Flashing Beacons: Design and construction of mid-block pedestrian crossing on Meridian Avenue between 18th and 19th Streets to enhance safety and connectivity. Design was completed in December 2020 with an estimated project completion date of September 2021 and cost of \$410,000. Construction of a pedestrian flashing beacon at Jefferson Avenue and 15th Street was completed in 2020 with a Surtax funding share of \$123,758.

Bicycle Lanes Projects: Implementation of protected bike lanes at multiple locations in the city – Euclid Avenue between 5th and 17th Streets, Meridian Avenue between Dade Blvd. and 17th Street, 72nd Street from Dickens Avenue to the Beachwalk, 73rd Street from Dickens Avenue to the Beachwalk, Prairie Avenue from 28th to 44th

Street, and Meridian Avenue N. Pathway from Dade Blvd. to 28th Street. Construction is in progress. Total project cost is estimated to be \$2,050,000 and is funded by the Surtax.

Intelligent Transportation System (ITS): Implementation of ITS project to improve traffic flow and reduce congestion. Project is in design with an estimated completion in FY 2023. The total project cost is \$18,776,260 with a PTP Surtax funding share of \$2,020,260.

Shared Path: Upgrading shared path in Park View Island Park. The path will provide shaded, off-road bicycle facility connecting neighborhoods in North Beach. Project is in design with a cost estimate of \$320,00 funded by the PTP Surtax.

Collins Canal Enhancements: Development of Dade Boulevard Bike path, which is a recreational greenway that will connect to the Venetian Causeway Bike Path and the Beachwalk, as well as seawall restoration for the north bank of the canal. Phase II will include a two-way bicycle lane on pavement which will connect to the future Pine Tree Drive bicycle lanes. Total cost estimate of the project is \$5,458,889 with a Surtax funding share of \$1,030,698.

Alleyway Restoration Program: Restoration of city-owned alleyways. Milling and paving of alleyways, sidewalk, driveway approaches to the alleys is on-going and is expected to be completed by FY 2022. Total cost estimate of the project is \$632,500 with a Surtax funding share of \$123,758.

Right of Way Improvements: Milling and resurfacing alleyways in South Beach; repairing existing drainage valley gutter in the alleys as well as driveway concrete approaches on to the alleys; Install Street name signages indicating the alley names; Other projects citywide such as citywide milling and resurfacing of asphalt streets and roadways that are in poor conditions. The project is estimated to be completed by FY 2021 and is expected to be funded by Surtax funds in the amount of \$1,844,084.

West Avenue Bay Neighborhood: Area-wide Street improvement may include street resurfacing; swale restoration; repair of sidewalks; street lighting upgrades to correct deficiencies and provide pedestrian lighting; enhanced landscaping within the street right-of-way; and entryway features. Reconstruction of the north section of the West Avenue/Bay Road Neighborhoods. Signalization was completed in 2020. Total cost estimate of the project is \$25,902,873 with a Surtax funding share of \$378,000.

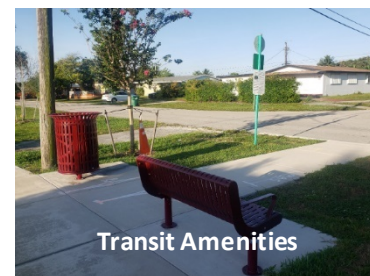
City of Miami Gardens		Population 114,363	PTP dollars spent on Transit in FY 20 Allocation \$849,795/Actual \$1,402,197
Transit Service	Trolley (since 2015)		
No. of Routes	3		
Service During	Monday to Sunday - 7:00AM to 7:00PM		
Service Frequency	1 hour		
Fleet Size	4		
Ridership			
Fiscal Year 2019-2020	84,454		
Calendar Year 2020	72,228		
Connection with County Transit Routes	Bus Routes # 17, 22, 27, 27A, 32, 75, 77, 99, 183, 217, 297, Golden Glades park-and-Ride		



The trolley service remained in normal operation throughout 2020. However, the Covid-19 Pandemic had a significant impact on ridership.

Transit ADA Improvements: Construction of sidewalks and ADA improvements at bus stops and connections to bus stops was completed by September 2020. Total cost estimate is \$60,000 in PTP Surtax funding.

Transit Amenities: Installation of new and replacement benches and trash receptacles at bus stops was completed in September 2020. Total cost estimate is \$60,000 in PTP Surtax funding



Transit Amenities

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$3,399,182/Actual \$3,637,508

Neighborhood Improvements Phase 3: Neighborhood Improvements at Vista Verde, Lake Lucerne, and NW 39th Court to NW 46th Avenue/NW 200th Street to NW 207th Drive. The projects include reconstruction of roadway pavement, sidewalk, and curb, milling and resurfacing of local streets, and drainage improvements. The projects are on-going and the estimated cost of PTP funding is \$3,369,000.



Neighborhood Improvements

Annual Pavement preservation: Application of rejuvenation to recently laid asphalt to extend useful life of pavement. The project was completed in June 2020 with PTP surtax funding of \$175,000.

Traffic Control: Installation of Speed Flashing Signs on NW 207th Street and NW 203rd Street. The project was completed in September 2019 with Surtax funding of \$100,000.

Turn Lane Extension: Roadway widening and extension of left and right turning lanes including drainage, sidewalks, and curb improvements at NW 207th Street. The project was implemented between March and July 2020 with Surtax funding of \$260,000



Speed Feedback Sign NW 17 Ave

Citywide Standalone Sidewalk Replacement and Installation: Installation of new sidewalks and replacement of existing damaged sidewalks and ramps in various locations citywide. The project was completed in September 2020 with \$300,000 in Surtax funds.

Town of Miami Lakes		Population 32,299	PTP dollars spent on Transit in FY 20 Allocation \$232,723/Actual \$238,799
Transit Service	Freebee (since 2019) Town of Miami Lakes discontinued shuttle service in 2019		
No. of Routes	Townwide		
Service During	Monday to Thursday - 9:00AM – 7:30PM Saturday - 1:30PM – 7:30PM Sunday - 10:00AM – 2:00PM		
Service Frequency	On demand		
Fleet Size	3		
Ridership			
Fiscal Year 2019-2020	15,160		
Calendar Year 2020	12,554		
Connection with County Transit Routes	Town is working to execute a connection to Palmetto Metrorail Station		

Town of Miami Lakes

Surtax funds were used for transit bus shelter improvements (\$22,258) and sanitizing townwide bus shelters weekly (\$12,117) due to the pandemic.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$930,894/Actual \$715,000

NW 60th Avenue Roadway Improvements: Milling and resurfacing of the roadway, installation of new upgraded signage and pavement markings, curb and gutter, and a 10-foot wide shared use path along west side of NW 60th Avenue. Construction was completed in July 2020 and PTP Surtax funds of \$30,000 were expended on this project.

Palmetto and 67th Avenue Road Widening: Roadway widening to incorporate an additional through lane for the northbound movement at the south leg of the intersection at NW 67th Avenue and NW 167th Street. The project will also include modification to the existing median, traffic signals, crosswalk improvements, and pavement milling and resurfacing. Construction was completed in October 2020 and \$90,000 in Surtax funds were used.



67 Avenue Road Widening

NW 59th Avenue Roadway Extension: The proposed bridge will connect the roadway from NW 59th Avenue on the north to NW 151st Street on the south. The purpose of this bridge is to provide access over the South Florida
FY 2022-26 PTP Five-Year Implementation Plan

Management District’s Biscayne C-8 Canal. The project is in design phase with an estimated completion in May 2024. Surtax funding expended is \$470,000.

Royal Oaks Drainage Improvements: Construction of the drainage system, installation of stormwater pipes, exfiltration trenches (French Drains) & catch basins, restoration & resurfacing of the existing roadway surfaces. The project will improve drainage, eliminate localized flooding, increase drainage capacity, convey stormwater runoff, eliminate standing rainwater, and reduce citizens’ complaints to Miami-Dade County Mosquito Control Division. The project was completed in February 2020 and \$125,000 of Surtax funding was used.

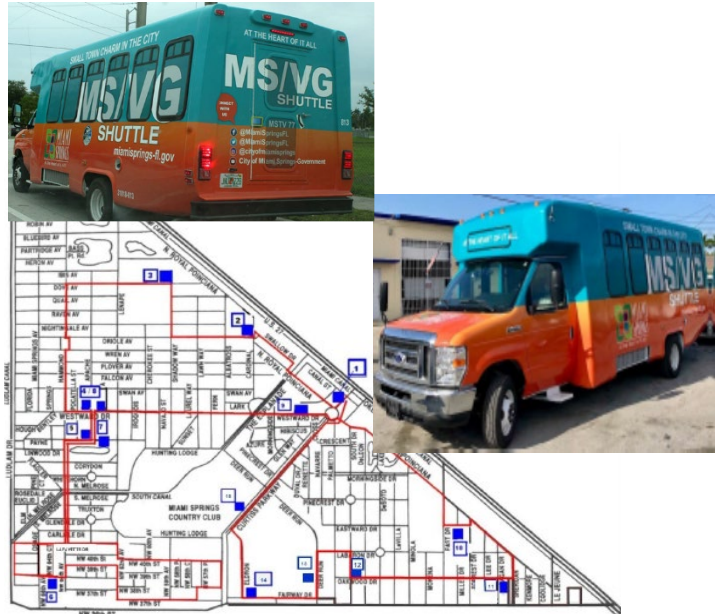
Miami Shores Village		Population 10,817	PTP dollars spent on Transit in FY 20 Allocation \$78,280/Actual \$25,348
Transit Service	MSV Shuttle (since 2006)		
No. of Routes	1		
Service During	Mondays to Friday - 1:50PM to 5:44PM		
Service Frequency	1.5 hours		
Fleet Size	1		
Ridership			
Fiscal Year 2019-2020	4,605		
Calendar Year 2020	2,283		
Connection with County Transit Routes	NE 2 nd Avenue & Biscayne Boulevard Routes		

The service was suspended from March to October 2020. It resumed on October 12th, 2020 and was suspended again on December 18, 2020.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$313,119/Actual \$307,452

PTP funds were used as a local fund match with the Multi-mobility TAP Grant funds (\$113,787), roadway and alley resurfacing (\$59,304), and citywide maintenance and median improvements (\$139,995).

City of Miami Springs		Population 14,255	PTP dollars spent on Transit in FY 20 Allocation \$106,138/Actual \$164,996
Transit Service	Shuttle (since 2008) ILA with Virginia Gardens		
No. of Routes	Trolley – 1		
Service During	Monday to Friday - 7:00AM - 6:00PM		
Service Frequency	1 Hour		
Fleet Size	1		
Ridership			
Fiscal Year 2019-2020	11,071		
Calendar Year 2020	8,380		
Connection with County Transit Routes	Bus Routes # 36, 36A, 36B, Okeechobee Metrorail Station		



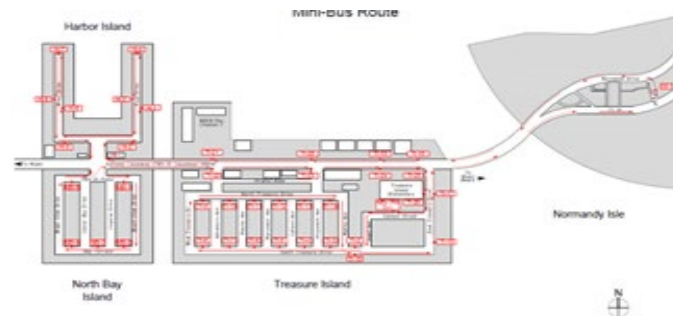
The Shuttle service continued its normal hours of operation during the Pandemic. Ridership reduced significantly. The Transit portion of Surtax funds of \$14,809 were used for debt service on the Westward drive median/sidewalk project.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$424,554/Actual \$289,024

The Transportation portion of the Surtax funds were used for the following projects:

- \$108,074 for citywide Streetlight repairs throughout the year
- \$4,630 for citywide sidewalk repairs throughout the year
- \$8,214 for citywide crosswalk repairs throughout the year
- \$35,600 for citywide milling/paving roads throughout the year
- \$21,300 for citywide street cleaning throughout the year
- \$52,504 for debt service on westward drive median/sidewalk project
- \$58,553 for project management

North Bay Village		Population 9,064		PTP dollars spent on Transit in FY 20 Allocation \$67,166/Actual \$147,200
Transit Service		North Bay Village Island Hopper (since 2019) Freebee (since 2019)		
No. of Routes		Trolley - 2		
Service During		Trolley: Monday to Saturday- 7:00AM to 10:00AM and 4:00PM to 7:00PM Freebee: Monday to Saturday- 7:00AM to 7:00PM		
Service Frequency		1 hour		
Fleet Size		1		
Ridership		Fiscal Year 2019-2020 6,698 Calendar Year 2020 4,777		
Connection with County Transit Routes		Omni Terminal		



The service was suspended from March 2020 through the end of the year 2020 due to COVID-19 pandemic.

Sidewalk & ADA Improvements Phase 1: North Bay Village sidewalk and ADA pedestrian Improvements to Harbor and Treasure Islands to eliminate barriers affecting pedestrian access to public transportation along JFK Causeway. Design was completed and construction is on-going with an estimated completion of June 2021. Total design cost was \$59,151 and completed in January 2020.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$268,666/Actual \$170,177

Village-wide roadway milling and resurfacing improvements: Street Milling & Resurfacing Village Wide (North Bay, Harbor, Treasure Islands) Design & Construction Project Pavement milling and resurfacing of local roads including limited concrete work to repair damaged sidewalks. Design completed and construction contract awarded August 2020. Notice to Proceed (NTP) issued October 2020 with approximately 10% of the work completed by December 2020.

City of North Miami		Population 65,089	PTP dollars spent on Transit in FY 20 Allocation \$469,778/Actual \$650,329
Transit Service	NOMI Express shuttle (since 2007)		
No. of Routes	4		
Service During	Monday to Friday - 7:00AM to 7:00PM		
Service Frequency	1 Hour		
Fleet Size	4		
Ridership			
Fiscal Year 2019-2020	228,896		
Calendar Year 2020	183,660		
Connection with County Transit Routes	NA		



The weekend service was suspended permanently, however weekdays service continued during the pandemic.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$1,879,112/Actual \$ 775,835



Sidewalk Installation and Repairs: Citywide sidewalk installation and repairs were completed by December 31st, 2020, with \$39,700 of PTP funds.

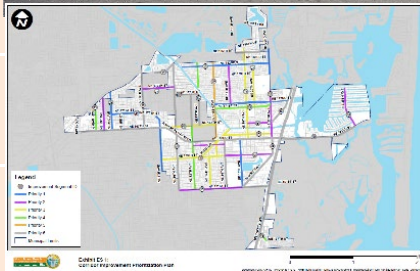
Streetlights/Utilities: Streetlights and utilities repairs were implemented in 2020. The total project cost is \$572,630 with a surtax funding share of \$205,558 and general funds of \$367,072.

Traffic Circles: Traffic calming measures were implemented by providing roundabouts at the intersections of NE 131st street and NE 10th Avenue and NE 131st Street and NE 14th Avenue with a total project cost of \$253,063 using PTP Surtax funding.

Street Repairs and Tree Raising: Street repairs and landscaping was implemented using surtax funds of \$147,818 and a general funding share of \$263,310.

Safety and right of way supplies: Safety and Right-of-way supplies were purchased using \$16,605 of PTP funds.

City of North Miami Beach  Population 47,722		 PTP dollars spent on Transit in FY 20 Allocation \$341,121/Actual \$996,529	
Transit Service NMB Line – Fixed Route Trolley (since 2015)			
No. of Routes		4	
Service During		Monday to Saturday - 7:30AM to 7:30PM	
Service Frequency		Route B – 45 minutes Other 3 routes – 1 hour	
Fleet Size		5	
Ridership			
Fiscal Year 2019-2020		131,237	
Calendar Year 2020		94,890	
Connection with County Transit Routes Bus Route Nos: 2, 3, 9, 10, 16, 18, 19, 22, 75, 93, 95, E, H, 135, 183, 246			



The trolley operating hours were reduced in March 2020 from 7:30AM-7:30PM to 9:00AM-5:00PM. Regular hours of service resumed in May 2021 after cleaners were hired to disinfect the trolleys while enroute during the day.

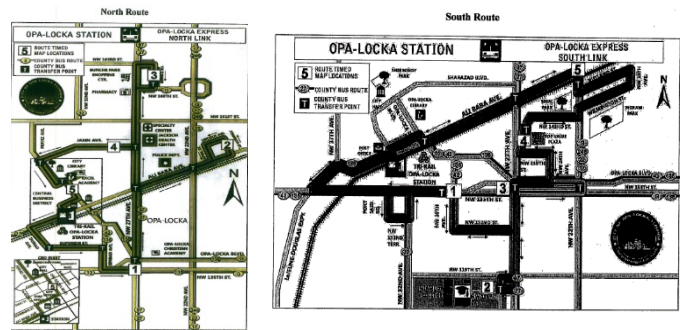
Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$1,364,482/Actual \$304,789

NE 183rd Street Bicycle Facility: - Rehabilitation of NE 183rd Street between NE 11th Avenue and NE 19th Avenue and widening for addition of bike lanes on either side of the road. The project started in November 2019 and is estimated to be completed by September 2021. Surtax funds in the amount of \$178,416 (13% of project cost) were allocated for this project.

NE 153rd Street Drainage Improvements: Design services for new drainage system, curbing, milling, and resurfacing of NE 153rd St from NE 21st Avenue to W. Dixie Highway. Design is completed. The project is estimated to be completed by September 2022 with a cost of \$126,373 in PTP Surtax funding.

Future transportation projects including sidewalk reconstruction, NE 168th Street and NE 20th Avenue, traffic calming design, NE 151st Street roundabout design, and citywide bus shelter procurement will begin in 2021.

The Great City of Opa-Locka		Population 18,090	PTP dollars spent on Transit in FY 20 Allocation \$222,556/Actual \$700,548
Transit Service	Shuttle (since 2011)		
No. of Routes	1		
Service During	Monday to Friday - 6:00AM to 7:00PM Saturday – 9:30AM to 6:20PM		
Service Frequency	40 minutes - 1 hour		
Fleet Size	1		
Ridership			
Fiscal Year 2019-2020	24,426		
Calendar Year 2020	21,797		
Connection with County Transit Routes	Bus Route # 17, 22, 27, 217, 246, 27 & 27A, 32, 42, and Opa-locka Tri-rail Station		



The shuttle service continued to operate during the pandemic.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$890,226/Actual \$336,949

PTP funds are being utilized for the roadway repairs, milling and resurfacing projects.

Citywide Milling and Resurfacing Phase IV: The City of Opa-Locka started the milling and resurfacing project to provide smooth pavement surfaces and enhance driving comfort and safety of the road users within the city. The project consists of removal of the top layer of asphalt and application of tack coat with a new layer of asphalt, catch basins, manholes, and valve adjustments, and installation of pavement markings. Phase IV of the project is estimated to be completed in June 2021. The PTP funds share is \$183,878.



Sidewalk Installation: Installation of new sidewalks in multiple locations in town center north area. Phase I of this project is estimated to be completed in June 2021 and the total project cost is \$153,070 in Surtax funds.

Street lighting Improvements: This project is to convert all city's FPL full maintenance lights to LED which is more energy efficient, provides better lighting, improves safety, and security. The project was completed in September 2020 and the total cost is \$3,500 (using Surtax funding).


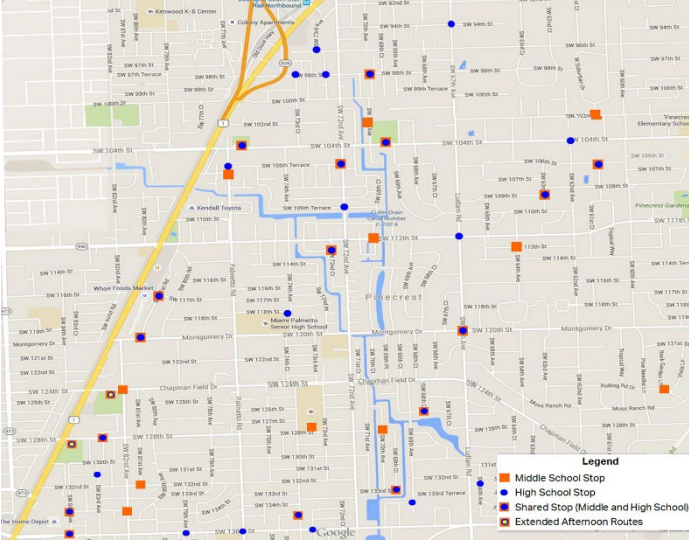


Village of Palmetto Bay		Population 24,870	PTP dollars spent on Transit in FY 20 Allocation \$180,567/Actual \$292,667
Transit Service	IBUS (since 2018) Freebee (since 2019)		
No. of Routes	IBUS – 1 Freebee – OnDemand/Express		
Service During	IBUS: Monday to Friday - 6:00AM to 9:35AM and 4:00PM to 7:20PM Freebee: Monday to Friday - 6:30AM to 10:00AM and 3:00PM to 7:00PM Saturday - 1:00PM to 10:00PM		
Service Frequency	IBUS – 20 to 30 minutes Freebee – Ondemand		
Fleet Size	IBUS – 2 Freebee – 4		
Ridership			
Fiscal Year 2019-2020	9,334		
Calendar Year 2020	6,130		
Connection with County Transit Routes	Dadeland South Metrorail Station		

The I-bus service was suspended on March 18th, 2020 and resumed on March 15th, 2021. Freebee express was also suspended, and the 2 buses used for Express were rerouted to assist with On-Demand.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$722,270/Actual \$235,481

The transportation share of the PTP funds were used to implement SW 136th Street bike lanes design, construction of speed humps for traffic calming, US-1 landscape maintenance, traffic Street signs, road paving and repairs, and sidewalk repairs projects.

Village of Pinecrest		Population 18,619	PTP dollars spent on Transit in FY 20 Allocation \$138,282/Actual \$297,436
Transit Service Pinecrest People Mover (Village wide circulator used for general public and schools) (since 2013) Freebee (since 2019)		 	
No. of Routes			
PPM – 6 Freebee – on-demand			
Service day			
Circulator: Miami-Dade Public School Days – 6:00AM to 9:00AM and 2:20PM to 4:30PM Freebee: Weekdays (7:00AM to 7:00PM) Saturday (10:00AM to 10:00PM)			
Service Frequency		PPM – 2 rotations in AM; 4 rotations in PM Freebee – On demand	
Fleet Size		PPM - 3 Freebee - 2	
Ridership		57,099	
Fiscal Year 2019-2020		32,147	
Calendar Year 2020			
Connection with County Transit Routes		Freebee: Dadeland North/South Metrorail Station, Bus Routes # 31, 34, 38, 39, 52, 57, 73, 87, 88, 104, 204, 252, 272, 287, 288, 500, Palmetto Bay IBUS	


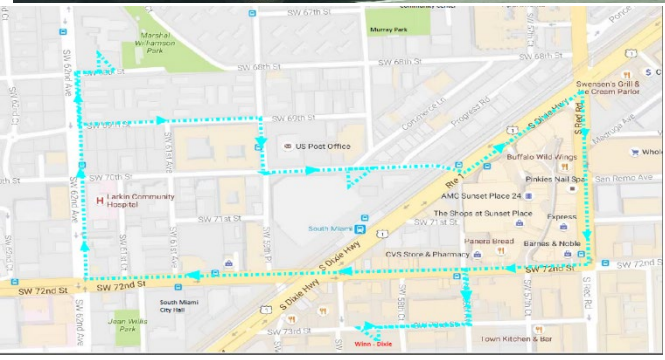
The Village operated a fixed-route circulator that services the general public and local public schools, as well as an on-demand Freebee service. Freebee service was suspended in September 2020 and has not been reinstated yet. Village of Pinecrest is planning to reinstate the service once the Inter-local Agreement with Miami-Dade County is executed.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$553,128/Actual \$551,588

The transportation portion of the Surtax funds were used by the Village to complete a traffic study on SW 72nd Avenue median diverters, village-wide sidewalk installation and repairs, repaving the roads, and bus stop upgrades for ADA compliance and accessibility to pedestrians. Some other on-going projects include village-wide pavement and street repairs, sidewalks, traffic, and street signs, Kendall Drive re-paving and beautification, and administrative costs.



Kendall Drive Beautification

City of South Miami		Population 12,900	PTP dollars spent on Transit in FY 20 Allocation \$94,711/Actual \$0
Transit Service	Traffic Circulator (2017-2019) Freebee (December 2020)		 
No. of Routes	Citywide		
Service During	Monday to Friday - 7:00AM to 7:00PM Saturday - 11:00AM to 11:00PM		
Service Frequency	On demand		
Fleet Size	3		
Ridership	2,590		
Fiscal Year 2019-2020	2,590		
Calendar Year 2020	937		
Connection with County Transit Routes	-		

The city of South Miami terminated the circulator service in January 2020 and started on-demand service in December 2020.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$378,844/Actual \$359,089

The transportation portion of the Surtax funds are being used to implement the following projects:

Traffic Calming Devices: Design and construction of traffic calming devices in the area bounded by SW 64th Street/SW 65th Terrace/SW 65th Avenue/SW 67th Avenue, road reduction at the intersection of SW 69th Street and SW 69th Court and construction of roundabout at SW 69th Street and SW 63rd Avenue.

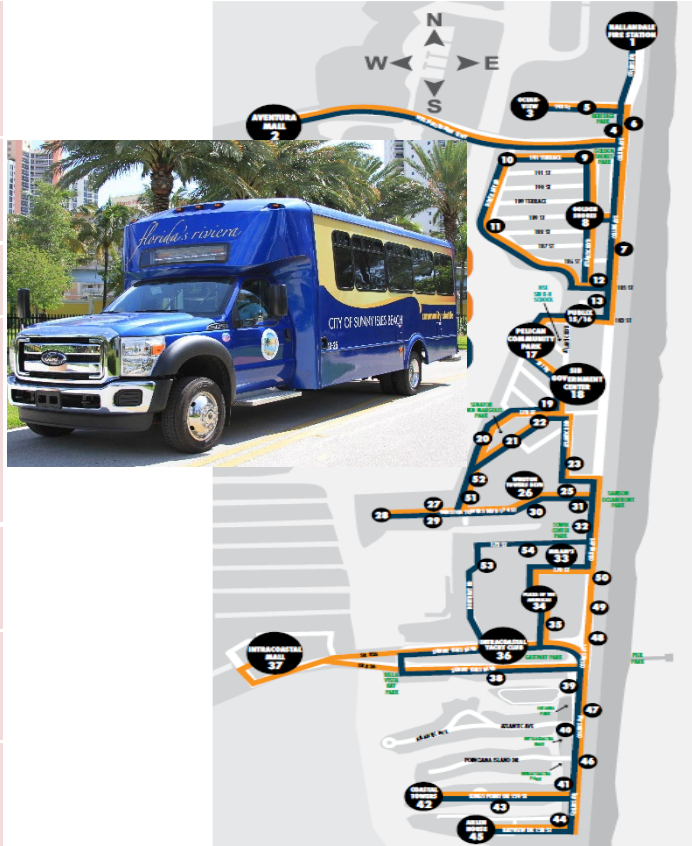
City wide Improvements: Citywide sidewalk repairs, street improvements, road resurfacing, pavement markings, Neighborhood Greenway Sharrows, and Installation and replacement of directional street signs and posts projects were completed by September 2020.

Roadway Reconstruction: Design and reconstruction of roadway along SW 62nd Avenue from US-1 to SW 57th Street is on-going. The project is estimated to be completed by May 2021.

Bike Lane and Roadway Improvements: Roadway improvements and installation of bike lane along SW 64th Street from SW 57th Avenue to SW 62nd Avenue.



City of Sunny Isles Beach		Population 23,869	PTP dollars spent on Transit in FY 20 Allocation \$168,309/Actual \$908,272
Transit Service	Community Shuttle (since 1999) On-demand Transportation to Mount Sinai Medical Center (since 2009)		
No. of Routes	Shuttle: 3 On-Demand – Mt. Sinai Medical Center		
Service During	Monday to Sunday - 8:00AM to 7:45PM		
Service Frequency	Shuttle: Monday to Saturday – 1 hour Sunday – 2 hours On-Demand: Monday, Wednesday and Friday by appointment only from 9:00AM to 12:00PM pickup and 12:30PM to 4:00PM return		
Fleet Size	Shuttle - 7 On-demand - 1		
Ridership			
Fiscal Year 2019-2020	69,213		
Calendar Year 2020	44,553		
Connection with County Transit Routes	Bus Routes # 3, 9, 93, 95, 99, E/105, H/108, S/119, 120, 183 and Connection with Bal Harbour Village Shuttle		



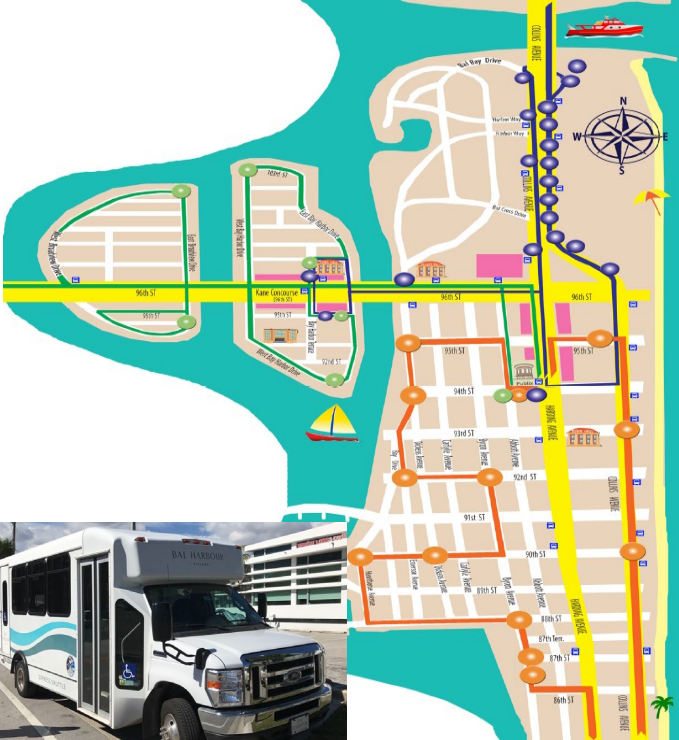
The Shuttle service was modified to an appointment-only service for essential needs due to the COVID-19 pandemic from March 18th to June 12th, 2020. The community shuttle returned to normal service in June 2020. The transit portion of the Surtax funds (\$142,568) were also used to purchase one shuttle bus.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$673,238/Actual \$212,414

Collins Avenue Pedestrian Bridges: Design and construction of pedestrian bridges across Collins Avenue at 174th Street and 180th Street. The pedestrian bridges would connect the west side of Collins Avenue in a safer and smoother manner with the east side of Collins Avenue, allowing residents and visitors to securely cross over Collins Avenue. An initial planning study, conceptual plans, and traffic study was completed in 2019. Surveying, design and permitting is in progress. Estimated completion date is September 2023 and 2022, respectively. The total cost of the projects is estimated at \$22.2 million. PTP Surtax funds will be utilized as a match along with State grants and city funds to complete these projects.



Town of Surfside		Population 5,997	PTP dollars spent on Transit in FY 20 Allocation \$44,379/Actual \$127,344
Transit Service	Shuttle (since 2006/2007)		
No. of Routes	1		
Service During	Monday to Friday - 7:30AM to 5:30PM Saturday - 8:00AM to 1:30PM		
Service Frequency	30 minutes		
Fleet Size	1		
Ridership			
Fiscal Year 2019-2020	9,984		
Calendar Year 2020	4,496		
Connection with County Transit Routes	Bus Routes # 115,119,120 Connects to Bal Harbour Village, Bay Harbor Islands shuttle service		



The shuttle service was suspended from March 2020 to February 2021 due to COVID-19 pandemic. Began operating service at normal hours of operation on March 1st, 2021.

The Town, in conjunction with Bal Harbour and Bay Harbor Islands, has made progress on a new tri-city transit system – the Surf-Bal-Bay shuttle with on-demand service. As of December 2020, the three municipalities have amended their MOU on the subject and endorsed a study completed by FIU. The three municipalities are currently working with Miami-Dade DTPW to get the new system approved and have an RFP issued shortly. The expectation is for the new tri-city transit system to be up and running in quarter 1 of 2022.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$177,517/Actual \$34,561

The transportation portion of the PTP funds were used to conduct road repairs and stop bar restoration.

City of Sweetwater		Population 22,348	PTP dollars spent on Transit in FY 20 Allocation \$370,053/Actual \$402,000
Transit Service	Trolley (since 2011)		
No. of Routes	1		
Service During	Monday to Friday - 8:00AM to 7:00PM Saturday to Sunday - 8:00AM to 5:00PM		
Service Frequency	1 Hour		
Fleet Size	2		
Ridership			
Fiscal Year 2019-2020	31,593		
Calendar Year 2020	22,755		
Connection with County Transit Routes	Bus Routes # 7, 8, 11, 24, 36, 51, 71, 82, 137, 212, 238, 338		

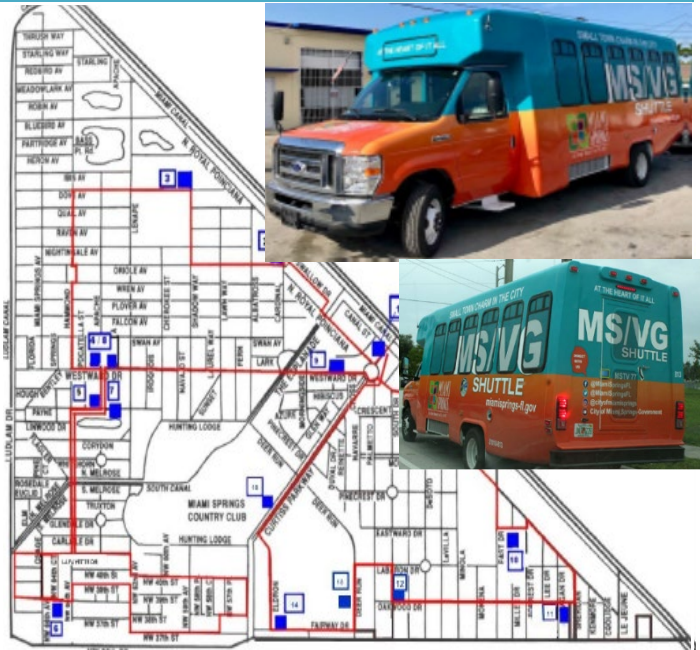
The shuttle service continued to operate during the pandemic.

Surtax funds in the amount of \$185,995 were used for Trolley service administrative costs.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$1,480,214/Actual \$44,604

The funds are being used for ongoing payment of the electric bill for the streetlights to maintain streetlights along the trolley route.

Village of Virginia Gardens		Population 2,439	PTP dollars spent on Transit in FY 20 Allocation \$18,195/Actual \$20,582
Transit Service	Virginia Gardens provides Shuttle service through ILA with Miami Springs		
No. of Routes	1		
Service During	Monday to Friday - 7:00AM to 6:00PM		
Service Frequency	46 minutes		
Fleet Size	1		
Ridership	ILA with Miami Springs. See Miami Springs above.		
Connection with County Transit Routes	Bus Routes # 36, 36A, 36B, 95, 132, Hialeah Metrorail Station		



Design bus pull out area on the NW 67th Avenue as part of the larger pedestrian pathway and transportation project slated to begin in August 2021.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$72,782/Actual \$340,864

NW 38th Street and NW 64th Avenue Projects: Installation of drainage structure, French drains, milling and replacing existing pavement, pavement markings and signage was completed.



ADA Compliant Crosswalks

City of West Miami		Population 8,915	PTP dollars spent on Transit in FY 20 Allocation \$58,379/Actual \$86,386
Transit Service	Hour Loop (since 2003) Freebee (since 2020)		
No. of Routes	Hour Loop - 1 Freebee - Citywide		
Service During	Hour Loop: Weekdays - 8:00AM to 4:00PM Freebee: Monday to Thursday- 11:00AM to 2:00PM and 3:00PM to 7:00PM Friday – 11:00AM to 3:00PM & 4:00PM to 9:00PM Saturday – 9:00AM to 2:00PM		
Service Frequency	Hour Loop – 1 Hour Freebee – On demand		
Fleet Size	1		
Ridership			
Fiscal Year 2019-2020	11,466		
Calendar Year 2020	6,136		
Connection with County Transit Routes	Bus Routes # 8, 24, 56, 57, 73		

The hour loop was discontinued as of March 2020. Freebee service was suspended from April 2020 through August 2020 due to COVID-19 pandemic, and services resumed in August 2020.

Amount of PTP Dollars Spent on Transportation Projects in FY 2020: Allocation \$233,518/Actual \$240,570

The transportation portion of the PTP Surtax funds are being used for sidewalk repair and replacement, walkways reconstruction, ADA improvements and curb improvements on a yearly basis as deemed necessary.

Municipal Audits

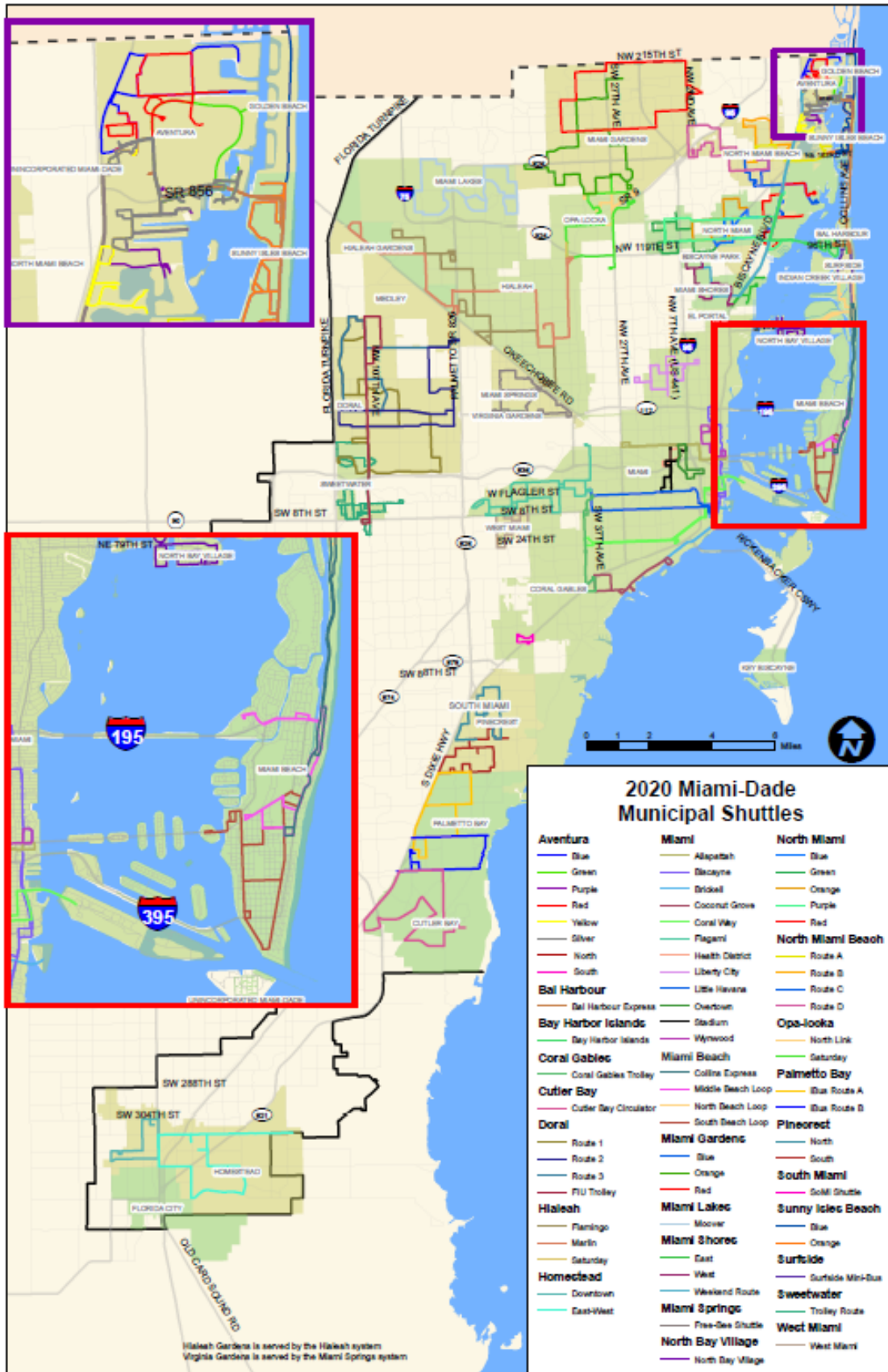
The Trust audits Miami-Dade County and the municipalities receiving Surtax funds as part of its management of the program. The audits are conducted by the Miami-Dade Audit and Management Services Department on a regular basis to document compliance with the requirements of the PTP and to ensure that the County and cities are using the funds in an approved manner. The status of audits as of December 2020 is as follows:

Municipality	Last Audit Completed		Next Audit	# Prior Audits	Initiated	In Progress (Draft)	Final	
	Through	Report Date						
MUNICIPALITY								
Aventura	9/30/2015	1/19/2017	2021	2	✓	-	-	
Bal Harbour	9/30/2017	12/14/2018	2021	3	-	-	-	
Bay Harbor Islands	9/30/2017	2/28/2019	2021	3	✓	-	-	
Biscayne Park	9/30/2017	12/14/2018	2021	2	✓	-	-	
Coral Gables	9/30/2019	5/26/2020	2023	4	-	-	-	
Cutler Bay	9/30/2018	6/13/2019	2022	2	-	-	-	
Doral	9/30/2018	4/3/2019	2022	2	-	-	-	
El Portal	9/30/2016	11/13/2017	2021	2	✓	-	-	
Florida City	9/30/2017	6/25/2019	2021	3	✓	-	-	
Golden Beach	9/30/2018	12/10/2019	2022	3	-	-	-	
Hialeah	9/30/2018	1/28/2020	2022	3	-	-	-	
Hialeah Gardens	9/30/2017	2/8/2019	2022	3	-	-	-	
Homestead	9/30/2017	4/30/2019	2022	3	-	-	-	
Key Biscayne	9/30/2018	10/30/2019	2022	3	-	-	-	
Medley	9/30/2016	4/18/2017	2021	3	✓	-	-	
Miami	9/30/2019	9/16/2020	2021	7	✓	-	-	
Miami Beach	9/30/2018	9/10/2019	2022	3	-	-	-	
Miami Gardens	9/30/2017	12/20/2018	2021	2	✓	-	-	
Miami Lakes	9/30/2019	6/25/2020	2023	4	-	-	-	
Miami Shores	9/30/2018	10/16/2019	2022	3	-	-	-	
Miami Springs	9/30/2016	10/16/2017	2020	2	✓	10/5/2020	10/7/2020	
North Bay Village	9/30/2017	3/1/2019	2021	3	✓	-	-	
North Miami	9/30/2018	10/1/2019	2022	3	-	-	-	
North Miami Beach	9/30/2018	10/1/2019	2022	3	-	-	-	
Opa-Locka	9/30/2017	1/22/2020	2021	3	✓	11/16/2020	12/28/2020	
Palmetto Bay	9/30/2018	5/28/2019	2022	3	-	-	-	
Pinecrest	9/30/2017	8/22/2018	2021	3	✓	-	-	
South Miami	9/30/2019	5/10/2018	2021	3	✓	12/11/2020	-	
Sunny Isles Beach	9/30/2016	6/16/2017	2021	2	✓	-	-	
Surfside	9/30/2018	12/5/2019	2022	3	-	-	-	
Sweetwater	9/30/2017	6/5/2019	2021	4	✓	-	-	
Virginia Gardens	9/30/2017	11/19/2018	2021	3	✓	-	-	
West Miami	9/30/2016	11/20/2017	2021	2	✓	-	-	
COUNTY								
Transit	9/30/2016	8/14/2018	2020	2	✓	9/21/2020	10/23/2020	
Public Works	9/30/2016	8/14/2018	2020	2	✓	-	-	
Total						15	1	3

FY 2020 Municipal Surtax Funds Allocation and 2020 Ridership Summary

Municipality	Population	Municipal Allocation	FY 2020 Ridership	Calendar Year 2020 Ridership
Aventura	38,041	\$1,413,111	157,060	114,122
Bal Harbour Village	2,932	\$109,190	5,775	2,603
Bay Harbor Islands	6,091	\$220,923	10,770	8,818
Biscayne Park	3,181	\$10,084	-	-
Coral Gables	51,133	\$1,893,283	587,061	451,984
Cutler Bay	45,480	\$1,696,665	34,289	29,535
Doral	71,314	\$2,551,901	459,656	295,381
El Portal	2,146	\$77,404	-	-
Florida City	13,405	\$488,960	775	3,346
Golden Beach	943	\$34,961	-	-
Hialeah	239,956	\$8,933,032	111,483	107,988
Hialeah Gardens	23,644	\$882,753	-	-
Homestead	76,334	\$2,762,015	44,671	34,135
Key Biscayne	12,925	\$481,895	77,465	66,352
Medley	995	\$31,486	400	254
Miami	497,924	\$17,998,849	3,544,436	2,742,395
Miami Beach	94,161	\$3,458,999	2,437,812	1,133,136
Miami Gardens	114,363	\$4,248,977	84,454	72,228
Miami Lakes	32,299	\$1,163,617	15,160	12,554
Miami Shores	10,817	\$391,399	4,605	2,283
Miami Springs	14,255	\$530,692	11,071	8,380
North Bay Village	9,064	\$335,832	6,698	4,777
North Miami	65,089	\$2,348,890	228,896	183,660
North Miami Beach	47,722	\$1,705,603	131,237	94,890
Opa-Locka	18,090	\$1,112,782	24,426	21,797
Palmetto Bay	24,870	\$902,837	9,334	6,130
Pinecrest	18,619	\$691,410	57,099	32,147
South Miami	12,900	\$473,555	2,590	937
Sunny Isles Beach	23,869	\$841,547	69,213	44,553
Surfside	5,997	\$221,896	9,984	4,496
Sweetwater	22,348	\$1,850,267	31,593	22,755
Virginia Gardens	2,439	\$90,977	-	-
West Miami	8,915	\$291,897	11,466	6,136
Total	1,612,261	\$60,247,689	8,169,479	5,507,772

Municipal Shuttle/Circulator Routes Map



Inactive Projects

Projects in this tenth annual update of the Five-Year Implementation Plan are separated into two categories: active and inactive. Inactive projects are fully completed, where study/planning/design/construction is complete; or partially deleted or unfunded projects, where the entire PTP item was deemed infeasible, canceled by Board action, or any further implementation deferred outside the Five-Year plan period (beyond fiscal year 2025).

The following tables summarize all the Inactive projects including project category, project name, project cost and project begin and completion dates. The Inactive projects are grouped by “PTP category” i.e. Original PTP, 2003-2009 PTP Amendment and Post-unification.

The detailed project summary sheets for Inactive projects are available on our website as a separate .pdf document.

INACTIVE PROJECTS - Completed

Responsible Department	Project Category	Project Name	Original* Baseline PTP Cost Estimates	PTP Increase or Decrease	Revised PTP Cost Estimates as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Revised Completion Date
PTP Category: Original Exhibit I									
Transit	Bus Service Improvements	Adds mid-day, Saturday & Sunday services within 30 days	Unavailable	-	Unavailable	On-going	Complete	Unavailable	Unavailable
Transit	Bus Service Improvements	Metromover Tracker	Unavailable	-	Unavailable	Unavailable	Complete	Unavailable	Unavailable
Transit	Bus Service Improvements	Discontinue overnight Rail and Mover service	Unavailable	-	Unavailable	-	Complete	Unavailable	May-03
Transit	Bus Service Improvements	Implement the December 7, 2003 bus service improvement lineup, 3-year service improvement plan	Unavailable	-	Unavailable	\$1,100,000	Complete	Unavailable	January-04
Transit	Rapid Transit Improvements	Earlington Heights/Airport Connector (AirportLink – now Orange Line)	\$207,000,000	\$187,382,662	\$394,382,662	\$394,382,662	Complete	Unavailable	May-15
Transit	Bus Service and Rapid Transit Improvements	Patriot Pass (Implementation)	Unavailable	-	Unavailable	-	Implementation Complete	Unavailable	December-03
Public Works	Major Highway and Roadway Improvements	Construct Major Ingress/Egress Improvements in Downtown Miami, from SW 8 Street to SW 1 Avenue	\$1,000,000	-\$497,000	\$503,000	\$503,000	Complete	N/A	N/A
Public Works	Major Highway and Roadway Improvements	Supplement funding to widen NW 62 Avenue, from NW 105 Street to NW 138 Street. (Also appears in Board Requested Projects)	Unavailable	-	\$3,110,000	\$3,110,000	Complete	Unavailable	Unavailable
Public Works	Major Highway and Roadway Improvements	Complete construction of NW 87 Avenue between NW 154 St and Miami Gardens Drive (NW 186 St)	\$14,565,000	-\$41,000	\$14,524,000	\$14,524,000	Complete	December-13	September-18
Public Works	Neighborhood Improvements	ADA Sidewalks	\$4,000,000	-	\$4,000,000	\$4,000,000	Complete	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	NW 22 Avenue (NW 135 Street to SR 9)	Unavailable	-	\$293,000	\$293,000	Complete	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	Roads with poor to fair pavement conditions: Sections 5-52-41, 8-52-41, 9-52-41, 14-52-41, 16-52-41 and 18-52-41	Unavailable	-	\$5,889,000	\$5,889,000	Complete	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	NW 22 Avenue (NW 135 St to NW 62 St)	Unavailable	-	\$1,468,000	\$1,468,000	Complete	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	Roads with poor to fair pavement conditions, Sections 27-54-40, 28-54-40 and 29-54-40	Unavailable	-	\$2,551,000	\$2,551,000	Complete	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	NW 62 Street (NW 37 Avenue to I-95)	Unavailable	-	\$2,582,000	\$2,582,000	Complete	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	NW 7 Street (NW 72 Avenue to NW 37 Ave)	Unavailable	-	\$2,524,000	\$2,524,000	Complete	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	SW 62 Avenue (SW 24 Street to NW 7 Street) Street Improvements	\$9,979,000	\$228,000	\$10,207,000	\$10,207,000	Complete	Unavailable	September-11
Public Works	Major Roadway & Neighborhood Improvements	NW 82 Avenue/NW 8 Street (NW 7 to 10 Street/NW 87 to 79 Avenue)	Unavailable	-	\$1,715,000	\$1,715,000	Complete	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	SW 72 Avenue (SW 40 Street to SW 20 St)	Unavailable	-	\$1,996,000	\$1,996,000	Complete	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	Miami Gardens Drive Connector (U.S. 1 to William Lehman Causeway)	Unavailable	-	\$1,281,000	\$1,281,000	Complete	Unavailable	Unavailable

INACTIVE PROJECTS - Completed

Responsible Department	Project Category	Project Name	Original* Baseline PTP Cost Estimates	PTP Increase or Decrease	Revised PTP Cost Estimates as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Revised Completion Date
Public Works	Major Roadway & Neighborhood Improvements	SW 157 Avenue (SW 184 Street to SW 152 Street), New Four Lane Road	\$8,500,000	\$144,000	\$8,644,000	\$8,644,000	Complete	Unavailable	March-16
Public Works	Major Roadway & Neighborhood Improvements	SW 157 Avenue, SW 152 Street to SW 112 Street, New 4 Lane Road	Unavailable	-	\$14,380,000	\$14,380,000	Complete	Unavailable	October-10
Public Works	Major Roadway & Neighborhood Improvements	New Access to Country Walk (SW 143 Terr from Railroad Tracks to SW 136 Street)	Unavailable	-	\$1,529,000	\$1,529,000	Complete	Unavailable	October-09
Public Works	Major Roadway & Neighborhood Improvements	SW 160 Street (SW 147 Ave to SW 137 Ave)	Unavailable	-	\$7,480,000	\$7,480,000	Complete	Unavailable	October-10
Public Works	Major Roadway & Neighborhood Improvements	NW 74 Street (HEFT to SR 826) Amendment R-531-06, New Six Lane Road	\$13,794,000	\$16,987,000	\$30,781,000	\$30,781,000	Complete	Unavailable	September-18
Public Works	Major Roadway & Neighborhood Improvements	SW 97 Avenue (SW 72 Street to SW 56 Street)	Unavailable	-	\$5,898,000	\$5,898,000	Complete	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	SW 97 Avenue (SW 56 Street to SW 40 Street)	Unavailable	-	\$4,664,000	\$4,664,000	Complete	Unavailable	September-08
Public Works	Major Roadway & Neighborhood Improvements	Widen SW 27 Avenue (U.S. 1 to Bayshore Drive) to 3 lanes from 2, 2 phases	\$14,935,000	\$2,500,000	\$17,435,000	\$17,435,000	Complete	March-13	August-15
Public Works	Major Roadway & Neighborhood Improvements	SW 87 Avenue from SW 216 Street to SW 168 Street – Replaced with the following two projects (PTP Amendment BCC R-34-08)	\$18,899,000	-	\$10,604,000	\$10,604,000	Complete	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	SW 176 Street (U.S. 1 to SW 107 Avenue); Curbs and Gutters, Traffic Operational Improvements	\$5,815,000	-\$653,000	\$5,162,000	\$5,162,000	Complete	February-15	September-18
Public Works	Major Roadway & Neighborhood Improvements	SW 180 Street (SW 147 Ave to SW 137 Ave)	Unavailable	-	\$1,765,400	\$1,765,400	Complete	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	SW 264 Street (U.S. 1 to SW 137 Avenue); Curbs and Gutters, Traffic Operational Improvements	\$5,964,000	\$110,000	\$6,074,000	\$6,074,000	Complete	December-13	September-18
Public Works	Major Roadway & Neighborhood Improvements	SW 127 Avenue (SW 120 Street to SW 88 Street)	\$13,552,000	-\$182,000	\$13,370,000	\$13,370,000	Complete	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	Widen SW 136 Street (SW 152 Avenue to Florida Turnpike SR 874)	Unavailable	-	\$6,410,000	\$6,410,000	Complete	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	NW 97 Avenue(NW 41 Street to NW 25 Street)	\$5,500,000	-\$5,474,000	\$26,000	\$26,000	Complete	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	Grand Avenue (SW 37 Avenue to SW 32 Avenue)	Unavailable	-	\$2,032,000	\$2,032,000	Complete	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	Narrow SW 62 Avenue (SW 70 Street to SW 64 Street) from 5 to 2 Lanes	\$3,316,000	-\$1,576,000	\$1,740,000	\$1,740,000	Complete	September-11	September-11
Public Works	Major Roadway & Neighborhood Improvements	NW 138 Street - Bridge over Miami River Canal	\$6,530,000	-\$2,632,000	\$3,898,000	\$3,898,000	Complete	March-12	September-12
Transit	Bus Service Improvements	Paratransit/Special Transportation Services (STS) project	Unavailable	-	Unavailable	\$55,400,000	Complete	Unavailable	Unavailable

INACTIVE PROJECTS - Completed

Responsible Department	Project Category	Project Name	Original* Baseline PTP Cost Estimates	PTP Increase or Decrease	Revised PTP Cost Estimates as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Revised Completion Date
PTP Category: 2003-2009 Amendment									
Transit	Bus Service Improvements	Bus Preventive Maintenance	\$2,164,000	-	Unavailable	-	PTP Complete FTA Grant 5307 Funded	On-going	On-going
Transit	Bus Service Improvements	Five-year bus service improvement plan	Unavailable	-	Unavailable	-	Complete	Unavailable	Unavailable
Transit	Major Roadway & Neighborhood Improvements	Exhibit 1 categories related to PWD (now PWWM): Two-Year Plan for FY 2004 & FY 2005	Unavailable	-	Unavailable	\$77,300,000	Complete	September-14	Unavailable
Transit	Bus Service Improvements	Additional Bus Garages (3 existing garages sufficient for current fleet of 817 buses)	\$44,000,000	-\$7,165,000	\$36,835,000	\$36,835,000	Complete	Unavailable	Unavailable
Transit	Rapid Transit Improvements	Replace Piston Lifts	\$1,000,000	-\$1,000,000	-	-	OPERATING FUNDS / Complete	Unavailable	September-09
Transit	Rapid Transit Improvements	Metromover Rehabilitation/Refurbishment (Phases I and II)	\$15,400,000	\$54,900,000	\$70,300,000	\$70,300,000	Complete	Unavailable	September-12
Transit	Rapid Transit Improvements	Station Refurbishments	\$12,000,000	\$200,000	\$12,200,000	\$12,200,000	Complete	Unavailable	September-07
Transit	Rapid Transit Improvements	Paint Facilities	\$4,061,000	-\$1,098,115	\$2,962,885	\$2,962,885	Complete	Unavailable	Unavailable
Transit	Rapid Transit Improvements	Elevators Replacement	\$2,930,000	-\$633,715	\$2,296,285	\$2,296,285	Complete	Unavailable	Unavailable
Transit	Rapid Transit Improvements	<i>Track and Guideway Rehab Subset - Palmetto Yard Road Crossing & Mainline Replacement</i>	\$2,700,000	-\$597,000	\$2,103,000	\$2,103,000	Complete	2011	2011
Transit	Rapid Transit Improvements	<i>Track and Guideway Rehab Subset - Mainline Miter Joint Replacement</i>	Unavailable	-	\$600,000	\$600,000	Complete	Unavailable	Unavailable
Transit	Rapid Transit Improvements	Upgrade Illumination	\$2,982,000	-\$1,526,735	\$1,455,265	\$1,455,265	Complete	Unavailable	
Transit	Bus Service and Rapid Transit Improvements	Public education campaign by GIC	Unavailable	-	Unavailable	\$350,000	Complete	Unavailable	September-07
Transit	Rapid Transit Improvements	Replace Rail Vehicle Wash	\$1,000,000	-\$850,000	\$150,000	\$150,000	Complete	Unavailable	Unavailable
Transit	Rapid Transit Improvements	Metromover Station Canopies and Escalator Replacement	\$4,686,000	-	Unavailable	\$3,680,000	Unfunded /Partially Complete	Unavailable	Unavailable
Transit	Rapid Transit Improvements	Rail F & G Inspections	\$2,700,000	-	\$2,933,341	\$2,933,341	Complete	Unavailable	Unavailable
Transit	Rapid Transit Improvements	Lehman Yard Rehabilitation and Expansion Phase 1	\$8,713,000	\$3,804,000	\$12,517,000	\$12,147,000	-	April-13	September-18
Transit	Rapid Transit Improvements	Palmetto Station Traction Power Substation	\$802,000	-\$802,000	-	-	Complete	January-13	June-14

INACTIVE PROJECTS - Completed

Responsible Department	Project Category	Project Name	Original* Baseline PTP Cost Estimates	PTP Increase or Decrease	Revised PTP Cost Estimates as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Estimated Remaining PTP Balance	Baseline Completion Date	Revised Completion Date
PTP Category: 2009 and Beyond Post Unification									
Transit	Bus Service Improvements	Park-and-Ride Facility at Southwest 168 Street and Transitway Phase I	\$4,290,000	\$210,000	\$4,500,000	\$0	\$4,398,000		September-23
Transit	Bus Service Improvements	Park-and-Ride Lot Kendall Drive (at SW 127 Ave)	Unavailable	\$0	\$102,000	\$0	\$22,000	September-18	September-18
Transit	Bus Service Improvements	Park-and-Ride South Dade Transitway and SW 112 th Avenue	\$3,708,000	\$3,247,000	\$6,955,000	\$3,515,000	\$3,232,000 Phase I complete	September-18	September-22
Transit	Bus Service Improvements	NW 215 th Street parcel purchase	Unavailable	-	\$5,063,738	\$5,063,738	Complete	Unavailable	Unavailable
Transit	Rapid Transit Improvements	Fire Alarm Installation at Rail Stations (IRP)	\$3,000,000	-\$76,000	\$2,924,000	\$2,924,000	Complete	FY 2017	January-17
Transit	Rapid Transit Improvements	Data Transmission Replacement (IRP)	\$93,000	-\$29,000	\$64,000	\$64,000	Complete	Unavailable	Unavailable
Transit	Rapid Transit Improvements	Traction Power Switchgear Upgrade - Phase 1	Unavailable	-	\$1,921,999	\$1,920,784	Complete	Unavailable	April-16
Transit	Rapid Transit Improvements	Traction Power Switchgear Upgrade - Phase 2	Unavailable	-	\$2,136,192	\$2,136,192	Complete	Unavailable	October-19

INACTIVE PROJECTS - Other

Responsible Department	Project Category	Project Name	Original* Baseline PTP Cost Estimates	PTP Increase or Decrease	Revised PTP Cost Estimates as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Baseline Completion Date	Revised Completion Date
PTP Category: Original Exhibit I								
Transit	Bus Service Improvements	Provides 15 minutes or better bus service during rush hour; 30 minutes or better during other periods; 24 hours in certain major corridors	\$90,000,000.00	-	Unavailable	On-going	On-going	On-going
Transit	Bus Service Improvements	Expand transit public information program through enhanced marketing	Unavailable	-	Unavailable	On-going	On-going	On-going
Transit	Bus Service Improvements	Construct bus pull-out bays	Unavailable	-	\$5,536,000	\$1,286,000	Unavailable	Unavailable
Transit	Bus Service Improvements	Implement grid system for bus service	SEE SERI 1 and 2 Recommendations	-		SEE SERI 1 and 2 Recommendations	Unavailable	Unavailable
Transit	Bus Service Improvements	Metrorail and Metromover 24 hour service discontinued and replaced by overnight Metrobus service per PTP Amendment	Unavailable	-	Unavailable	On-going	On-going	On-going
Transit	Rapid Transit Improvements	North Corridor - Heavy Rail	\$555,000,000		See SMART Plan	\$49,919,063	December-25	-
Transit	Rapid Transit Improvements	East-West Corridor -Heavy Rail	\$2,789,000,000	-\$2,789,000,000		\$16,686,490	December-25	-
Transit	Rapid Transit Improvements	Baylink - Now known as Beach Corridor	\$510,000,000		See SMART Plan		December-25	-
Transit	Rapid Transit Improvements	Kendall Corridor	\$877,000,000		See SMART Plan	\$880,493	December-25	-
Transit	Rapid Transit Improvements	Northeast Corridor	\$795,000,000		See SMART Plan	\$44,936	December-25	-
Transit	Rapid Transit Improvements	Douglas Road Corridor	\$280,000,000		See SMART Plan	\$4,596	December-25	-
Transit	Rapid Transit Improvements	Rail to Florida City (Full build out rail/ exclusive bus lanes)	\$946,000,000	-\$932,722,000	\$13,278,000	\$13,308,211	December-25	-
Public Works	Major Highway and Roadway Improvements	Create viable reverse flow lanes on major thoroughfares	Unavailable	-	\$660,000	\$660,000	December-13	Unavailable
Public Works	Major Highway and Roadway Improvements	Funds grade separation of intersections where appropriate countywide	\$111,500,000	-	\$111,500,000	\$182,000	December-13	Unavailable
Public Works	Major Highway and Roadway Improvements	Accelerate approved safety enhancements and lane improvements for Krome Avenue.	-	-		-	December-13	
Public Works	Major Highway and Roadway Improvements	Fund the preliminary Engineering and Design study of I-395	-	-		-	December-13	
Transit	Neighborhood Improvements	Transitway ADA Improvements	N/A	N/A	N/A	-	December-13	
Public Works	Major Roadway & Neighborhood Improvements	South Bay Shore Drive (Darwin to Mercy Way) - Resurfacing and Median Improvements	\$514,000	-	\$514,000	\$187,000	Unavailable	Unavailable

INACTIVE PROJECTS - Other

Responsible Department	Project Category	Project Name	Original* Baseline PTP Cost Estimates	PTP Increase or Decrease	Revised PTP Cost Estimates as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Baseline Completion Date	Revised Completion Date
Public Works	Major Roadway & Neighborhood Improvements	SW 312 Street (SW 187 Ave to SW177 Ave) - Widen to 5 Lanes	\$6,699,000	-\$3,245,000	\$3,454,000	-	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	SW 120 Street (SW 137 Avenue to SW 117 Avenue)	Unavailable	-	Unavailable	\$38,000	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	NW 170 Street (NW 87 to 77 Avenues)	Unavailable	-	Unavailable	-	Unavailable	Unavailable
Public Works	Major Roadway & Neighborhood Improvements	Toll Plaza Diesel Tank Removal Project (duplicate Budget book entry of SW 312 th Street Project)	-	-	-	-	-	-
PTP Category: 2003-2009 Amendment								
Transit	Bus Service Improvements	Replace Hydraulic Lifts	\$1,837,000	-	Unavailable	\$530,670	Unavailable	Unavailable
Transit	Bus Service Improvements	Bus Wash and Vacuum Replacement at the Northeast, Central, Coral Way and Mover Facilities	\$4,619,000	\$983,928	\$5,602,928	\$5,602,928	Unavailable	Unavailable
Transit	Rapid Transit Improvements	Test Track for Metrorail	\$4,000,000	\$14,287,000	\$18,287,000	\$18,206,000	January-13	September-19
Transit	Rapid Transit Improvements	Guideway Painting	\$5,500,000	\$11,900,000	\$17,400,000	-	Unavailable	N/A
Transit	Rapid Transit Improvements	Metrorail Piers Grounding	\$5,250,000	-	Unavailable	-	Unavailable	Unavailable
Transit	Rapid Transit Improvements	Facilities Roof Project	\$6,484,000	-\$5,985,035	\$498,965	\$498,965	Unavailable	N/A
Transit	Rapid Transit Improvements	Track and Guideway Rehabilitation Subset - Guideway painting/Refurbishment	\$610,000	-	\$610,000	-	Unavailable	Unavailable
Transit	Rapid Transit Improvements	Additional Pedestrian Overpasses (4)	\$10,000,000	-\$10,000,000	-	-	-	-
Transit	Rapid Transit Improvements	University of Miami - Pedestrian Overpass	-	-	\$6,335,000	\$6,335,000	-	-
Transit	Rapid Transit Improvements	South Miami - Pedestrian Overpass	-	-	\$729,000	\$729,000	-	-
Transit	Rapid Transit Improvements	Additional Metrorail Crossovers (2)	\$10,000,000	\$90,000,000	\$100,000,000	Project Unfunded	N/A	N/A

INACTIVE PROJECTS - Other

Responsible Department	Project Category	Project Name	Original* Baseline PTP Cost Estimates	PTP Increase or Decrease	Revised PTP Cost Estimates as of 9/30/2020	Actual PTP Expenditures through 9/30/2020	Baseline Completion Date	Revised Completion Date
PTP Category: 2009 and Beyond Post Unification								
Transit	Bus Service Improvements	Park-and-Ride Facility expansion at SW 152 Street and Transitway	\$4,245,000	\$1,020,000	\$5,265,000	\$115,000	N/A	N/A
Transit	Rapid Transit Improvements	Replacement of Mover Platform LCD (IRP)	\$2,367,000	-\$568,000	\$1,799,000	\$1,799,000		
Transit	Bus Service Improvements	Infotainment Upgrade to Miami –Dade Transit Bus Fleet (IRP)	\$5,120,000	-\$5,120,000	-	Project Deleted	N/A	N/A
Transit	Bus Service and Rapid Transit Improvements	Northeast Transit Hub Enhancements (replaced Northeast Passenger Activity Centers [NEPAC])	\$1,577,000	\$2,139,000	\$3,716,000	\$3,186,000	October-14	September-19
Transit	Rapid Transit Improvements	Metromover Brickell Loop (Guideway) Painting	\$4,760,000	-	\$4,760,000	-	September-22	September-22
Transit	Rapid Transit Improvements	Metromover Inner Loop (Guideway) Painting	\$8,220,000	\$240,000	\$8,460,000	-	June-22	September-22
Transit	Rapid Transit Improvements	Metromover Omni Loop (Guideway) Painting	\$6,440,000	-	\$6,440,000	-	September-22	September-22
Transit	Bus Service and Rapid Transit Improvements	Transit Operations System (TOS) Replacement Project	\$1,351,000	\$4,379,000	\$5,730,000	-	June-14	August-17
Transit	Rapid Transit Improvements	Metromover Bicentennial Park Station Refurbishment	Unavailable	-	\$15,365,702	\$15,365,702	September-13	November-14

PRO-FORMA (AS OF JULY 2021)

Presented in this section is the FY 2022 update of the Pro-Forma, as of July 2021. As part of the 40-year plan, it is anticipated that the Department of Transportation and Public Works will continue with a future People's Transportation Plan (PTP) capital program to improve and upgrade existing transit assets, rehabilitate and eventually replace the current Metromover vehicle fleet. It plans for a bus replacement program that replenishes the fleet every 10 years.



PTP and Transit Pro-Forma Funds	ALL-YEARS	2022	2023	2024	2025	2026
PTP Revenues						
PTP Revenue Fund Carryover	-	-	-	-	-	-
PTP Sales Surtax Revenue	22,274,185,000	293,251,000	313,049,000	337,312,000	347,431,000	357,854,000
Interest Earnings	4,000,000	100,000	100,000	100,000	100,000	100,000
Total PTP Revenues	22,278,185,000	293,351,000	313,149,000	337,412,000	347,531,000	357,954,000
Current PTP Debt Service Expenses						
Transfer for Current Transit PTP Debt Service Payments	2,279,639,000	96,547,000	90,128,000	91,126,000	91,123,000	91,116,000
Public Works Current PTP Debt Services Payments	515,256,000	23,384,000	23,391,000	23,392,000	23,388,000	23,388,000
Total Current PTP Debt Service Expenses	2,794,895,000	119,931,000	113,519,000	114,518,000	114,511,000	114,504,000
Future PTP Debt Service and Lease Financing Expenses						
Future DTPW PTP Debt Service Payments	4,348,867,000	-	-	-	59,570,000	76,284,000
Lease Financing Payments	2,602,240,000	8,252,000	14,976,000	14,976,000	14,976,000	22,379,000
Total Future PTP Debt Service and Lease Financing Expenses	6,951,107,000	8,252,000	14,976,000	14,976,000	74,546,000	98,663,000
PTP Transfer to Municipalities						
Transfer to Existing Municipalities	4,454,837,000	58,650,000	62,610,000	67,462,000	69,486,000	71,571,000
Transfer to New Municipalities	668,226,000	8,798,000	9,391,000	10,119,000	10,423,000	10,736,000
Total PTP Transfer to Municipalities	5,123,063,000	67,448,000	72,001,000	77,581,000	79,909,000	82,307,000
PTP Transfer to Other Funds and County Departments						
Transfer to PTP Capital Expansion Reserve Fund	807,336,000	10,642,000	12,194,000	14,036,000	8,889,000	7,312,000
Transfer to Office of the CITT	202,120,000	2,998,000	3,073,000	3,150,000	3,229,000	3,310,000
Transfer to Public Works Pay As You Go Projects	238,405,000	3,161,000	3,256,000	3,354,000	3,455,000	3,559,000
Transfer to Transit Operations and Maintenance	2,600,421,000	14,643,000	-	-	-	-
Total PTP Transfer to Other Funds and County Departments	3,848,282,000	31,444,000	18,523,000	20,540,000	15,573,000	14,181,000
PTP Reimbursement						
Future TPO Flexed Federal SU Grant Financing Reimbursement	(1,200,000,000)	(30,000,000)	(30,000,000)	(30,000,000)	(30,000,000)	(30,000,000)
Transfer to SMART Plan from Available PTP Revenue Funds						
PTP Smart Plan Contributions						
Transfer to PTP Revenue Fund from swapped TPO Flexed SU Grant	1,200,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000
Transfer to SMART Plan from Available PTP Revenue Funds	3,560,838,000	66,276,000	94,130,000	109,797,000	62,992,000	48,299,000
Total PTP Transfers to SMART Plan	4,760,838,000	96,276,000	124,130,000	139,797,000	92,992,000	78,299,000
End of Year PTP Revenue Fund Balance	-	-	-	-	-	-
PTP Capital Expansion Fund Revenues						
PTP Capital Expansion Fund Carryover	70,558,000	70,558,000	-	-	-	-
Transfer from PTP Revenue Fund	807,336,000	10,642,000	12,194,000	14,036,000	8,889,000	7,312,000
Total PTP Capital Expansion Fund Revenues	877,894,000	81,200,000	12,194,000	14,036,000	8,889,000	7,312,000
PTP Capital Expansion Fund Expenses						
Transfer to SMART Plan	877,894,000	81,200,000	12,194,000	14,036,000	8,889,000	7,312,000
Total PTP Capital Expansion Fund Expenses	877,894,000	81,200,000	12,194,000	14,036,000	8,889,000	7,312,000
End of Year PTP Capital Expansion Fund Balance	-	-	-	-	-	-
Transit Operating Fund Revenue						
Budgeted Carryover	478,339,000	1,582,000	3,060,000	-	-	-
Countywide General Fund Support (MOE)	28,110,294,000	222,450,000	230,236,000	363,716,000	377,887,000	391,488,000
Planned Additional Countywide General Fund Support	139,221,000	-	139,221,000	-	-	-
Bus, Rail, STS, & Farebox	4,279,827,000	61,201,000	67,163,000	89,543,000	89,991,000	90,441,000
Other Departmental Revenues	703,119,000	14,321,000	15,042,000	15,042,000	15,225,000	25,739,000
State Transportation Disadvantage Trust Funds	280,078,000	7,618,000	7,618,000	7,618,000	6,952,000	6,952,000
Transfer from PTP Revenue Fund	2,600,421,000	14,643,000	-	-	-	-
Total Transit Operating Fund Revenue	36,591,299,000	321,815,000	462,340,000	475,919,000	490,055,000	514,620,000
Transit Operating Expenses						
Transit Operating Expenses	35,759,571,000	311,623,000	456,563,000	470,142,000	484,095,000	498,164,000
Transfer for Non-PTP Debt Service Expenses	29,595,000	821,000	821,000	821,000	821,000	803,000
Payment for SFRTA	169,400,000	4,235,000	4,235,000	4,235,000	4,235,000	4,235,000
Transfer to SMART Plan from Dedicated Joint Development Revenue	132,355,000	2,076,000	721,000	721,000	904,000	11,418,000
Total Transit Operating Fund Expenses	36,090,921,000	318,755,000	462,340,000	475,919,000	490,055,000	514,620,000
End of Year Transit Operating Fund Balance	500,378,000	3,060,000	-	-	-	-
DTPW PTP Capital Program Revenues						
Ending Cash Balance from Prior Year	2,286,578,817	3,014,000	377,597,034	255,468,828	145,106,003	79,152,602
Planned Bus Financing	2,689,639,442	64,978,000	-	-	71,534,000	106,403,100
Planned Future Bond Proceeds	2,496,946,346	721,576,034	202,454,828	96,100,003	52,283,031	27,587,450
Total Transit Capital Program Revenues	7,473,164,605	789,568,034	580,051,862	351,568,831	268,923,034	213,143,152
DTPW PTP Capital Program Expenses						
Current Transit PTP Capital Projects	1,031,558,346	327,985,000	302,446,605	192,667,197	112,480,432	62,635,662
Current PWD PTP Capital Projects	64,139,060	19,008,000	22,136,429	13,795,631	5,756,000	3,443,000
Bus Replacement Program	2,689,639,442	64,978,000	-	-	71,534,000	106,403,100
Future Transit Capital Projects	1,250,388,000	-	-	-	-	-
Total Transit PTP Capital Program Expenses	5,035,724,848	411,971,000	324,583,034	206,462,828	189,770,432	172,481,762
End of Year Transit PTP Capital Program Fund Balance	2,437,439,757	377,597,034	255,468,828	145,106,003	79,152,602	40,661,390
SMART Plan Revenues						
SMART Plan Beginning Fund Balance						
Total SMART Plan Beginning Fund Balance	115,313,605,000	-	260,505,000	413,886,000	574,839,000	682,029,000
Transfer from PTP Capital Expansion Reserves Fund	877,894,000	81,200,000	12,194,000	14,036,000	8,889,000	7,312,000
Transfer from PTP Revenue Fund for Available Funds	3,560,838,000	66,276,000	94,130,000	109,797,000	62,992,000	48,299,000
Transfer from PTP Revenue Fund from available swapped TPO Flexed SU Grant funds	1,200,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000
Transfer from GF for Transportation Infrastructure Improvement District (TIID)	1,963,029,000	-	7,076,000	10,953,000	16,592,000	21,691,000
Transfer from TIID Carryover Funds	22,306,000	22,306,000	-	-	-	-
Transfer from Transit Operating Fund from Dedicated Joint Development Revenues	132,355,000	2,076,000	721,000	721,000	904,000	11,418,000
Federal Capital Grant Revenue (South Dade Transit Corridor Way)	84,718,000	72,333,000	12,385,000	-	-	-
State Capital Grant Revenue (South Dade Transit Corridor Way)	84,718,000	72,333,000	12,385,000	-	-	-
Total SMART Plan Program Revenues	7,925,858,000	346,524,000	168,891,000	165,507,000	119,377,000	118,720,000
SMART Plan Capital Expenses						
Dolphin Station Land Purchase	884,000	884,000	-	-	-	-
Golden Glades Bike and Pedestrian Connector	3,522,000	350,000	1,586,000	1,586,000	-	-
SMART Plan Phase 1 (PD&E Studies) Expenses	9,855,000	8,368,000	1,200,000	287,000	-	-
Total SMART Plan Capital Expenses	14,261,000	9,602,000	2,786,000	1,873,000	-	-
South Dade Transitway Corridor Expenditures						
Capital Expenditures	71,941,000	59,217,000	12,724,000	-	-	-
Operating Expenditures, Net of Revenue	638,275,000	-	-	2,681,000	12,187,000	10,984,000
Capital Renewal and Replacement (State of Good Repair)	78,596,000	-	-	-	-	-
Total South Dade Transitway Corridor Expenditures	788,812,000	59,217,000	12,724,000	2,681,000	12,187,000	10,984,000
Other Corridors						
Aventura Station	17,200,000	17,200,000	-	-	-	-
Total Other Corridor Expenditures	17,200,000	17,200,000	-	-	-	-
End of Year SMART Plan Capital Program Fund Balance	-	260,505,000	413,886,000	574,839,000	682,029,000	789,765,000



PTP and Transit Pro-Forma Funds	ALL-YEARS	2027	2028	2029	2030	2031
PTP Revenues						
PTP Revenue Fund Carryover	-	-	-	-	-	-
PTP Sales Surtax Revenue	22,274,185,000	368,590,000	379,648,000	391,037,000	402,768,000	414,851,000
Interest Earnings	4,000,000	100,000	100,000	100,000	100,000	100,000
Total PTP Revenues	22,278,185,000	368,690,000	379,748,000	391,137,000	402,868,000	414,951,000
Current PTP Debt Service Expenses						
Transfer for Current Transit PTP Debt Service Payments	2,279,639,000	91,113,000	92,368,000	92,364,000	92,362,000	89,877,000
Public Works Current PTP Debt Services Payments	515,256,000	25,193,000	22,867,000	22,868,000	22,862,000	22,861,000
Total Current PTP Debt Service Expenses	2,794,895,000	116,306,000	115,235,000	115,232,000	115,224,000	112,738,000
Future PTP Debt Service and Lease Financing Expenses						
Future DTPW PTP Debt Service Payments	4,348,867,000	84,218,000	88,534,000	90,811,000	90,811,000	92,551,000
Lease Financing Payments	2,602,240,000	33,390,000	42,069,000	50,885,000	59,067,000	67,457,000
Total Future PTP Debt Service and Lease Financing Expenses	6,951,107,000	117,608,000	130,603,000	141,696,000	149,878,000	160,008,000
PTP Transfer to Municipalities						
Transfer to Existing Municipalities	4,454,837,000	73,718,000	75,930,000	78,207,000	80,554,000	82,970,000
Transfer to New Municipalities	668,226,000	11,058,000	11,389,000	11,731,000	12,083,000	12,446,000
Total PTP Transfer to Municipalities	5,123,063,000	84,776,000	87,319,000	89,938,000	92,637,000	95,416,000
PTP Transfer to Other Funds and County Departments						
Transfer to PTP Capital Expansion Reserve Fund	807,336,000	6,096,000	5,788,000	5,590,000	5,711,000	5,914,000
Transfer to Office of the CITT	202,120,000	3,393,000	3,478,000	3,565,000	3,654,000	3,745,000
Transfer to Public Works Pay As You Go Projects	238,405,000	3,666,000	3,776,000	3,889,000	4,006,000	4,126,000
Transfer to Transit Operations and Maintenance	2,600,421,000	-	-	-	-	-
Total PTP Transfer to Other Funds and County Departments	3,848,282,000	13,155,000	13,042,000	13,044,000	13,371,000	13,785,000
PTP Reimbursement						
Future TPO Flexed Federal SU Grant Financing Reimbursement	(1,200,000,000)	(30,000,000)	(30,000,000)	(30,000,000)	(30,000,000)	(30,000,000)
Transfer to SMART Plan from Available PTP Revenue Funds						
PTP Smart Plan Contributions						
Transfer to PTP Revenue Fund from swapped TPO Flexed SU Grant	1,200,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000
Transfer to SMART Plan from Available PTP Revenue Funds	3,560,838,000	36,845,000	33,549,000	31,227,000	31,758,000	33,004,000
Total PTP Transfers to SMART Plan	4,760,838,000	66,845,000	63,549,000	61,227,000	61,758,000	63,004,000
End of Year PTP Revenue Fund Balance	-	-	-	-	-	-
PTP Capital Expansion Fund Revenues						
PTP Capital Expansion Fund Carryover	70,558,000	-	-	-	-	-
Transfer from PTP Revenue Fund	807,336,000	6,096,000	5,788,000	5,590,000	5,711,000	5,914,000
Total PTP Capital Expansion Fund Revenues	877,894,000	6,096,000	5,788,000	5,590,000	5,711,000	5,914,000
PTP Capital Expansion Fund Expenses						
Transfer to SMART Plan	877,894,000	6,096,000	5,788,000	5,590,000	5,711,000	5,914,000
Total PTP Capital Expansion Fund Expenses	877,894,000	6,096,000	5,788,000	5,590,000	5,711,000	5,914,000
End of Year PTP Capital Expansion Fund Balance	-	-	-	-	-	-
Transit Operating Fund Revenue						
Budgeted Carryover	478,339,000	-	749,000	1,150,000	6,617,000	11,485,000
Countywide General Fund Support (MOE)	28,110,294,000	406,301,000	420,522,000	435,240,000	450,473,000	466,240,000
Planned Additional Countywide General Fund Support	139,221,000	-	-	-	-	-
Bus, Rail, STS, & Farebox	4,279,827,000	90,893,000	91,347,000	97,231,000	97,474,000	97,718,000
Other Departmental Revenues	703,119,000	16,345,000	16,567,000	16,630,000	16,691,000	16,732,000
State Transportation Disadvantage Trust Funds	280,078,000	6,952,000	6,952,000	6,952,000	6,952,000	6,952,000
Transfer from PTP Revenue Fund	2,600,421,000	-	-	-	-	-
Total Transit Operating Fund Revenue	36,591,299,000	520,491,000	536,137,000	557,203,000	578,207,000	599,127,000
Transit Operating Expenses						
Transit Operating Expenses	35,759,571,000	512,699,000	527,722,000	543,258,000	559,333,000	575,977,000
Transfer for Non-PTP Debt Service Expenses	29,595,000	784,000	784,000	784,000	784,000	784,000
Payment for SFRTA	169,400,000	4,235,000	4,235,000	4,235,000	4,235,000	4,235,000
Transfer to SMART Plan from Dedicated Joint Development Revenue	132,355,000	2,024,000	2,246,000	2,309,000	2,370,000	2,411,000
Total Transit Operating Fund Expenses	36,090,921,000	519,742,000	534,987,000	550,586,000	566,722,000	583,407,000
End of Year Transit Operating Fund Balance	500,378,000	749,000	1,150,000	6,617,000	11,485,000	15,720,000
DTPW PTP Capital Program Revenues						
Ending Cash Balance from Prior Year	2,286,578,817	40,661,390	7,317,940	28,397,940	28,758,940	29,130,940
Planned Bus Financing	2,689,639,442	83,870,503	85,190,165	79,062,044	81,077,095	83,145,273
Planned Future Bond Proceeds	2,496,946,346	-	21,080,000	24,884,000	25,256,000	25,639,000
Total Transit Capital Program Revenues	7,473,164,605	124,531,893	113,588,105	132,343,984	135,092,035	137,915,213
DTPW PTP Capital Program Expenses						
Current Transit PTP Capital Projects	1,031,558,346	33,343,450	-	-	-	-
Current PWD PTP Capital Projects	64,139,060	-	-	-	-	-
Bus Replacement Program	2,689,639,442	83,870,503	85,190,165	79,062,044	81,077,095	83,145,273
Future Transit Capital Projects	1,250,388,000	-	-	24,523,000	24,884,000	25,256,000
Total Transit PTP Capital Program Expenses	5,035,724,848	117,213,953	85,190,165	103,585,044	105,961,095	108,401,273
End of Year Transit PTP Capital Program Fund Balance	2,437,439,757	7,317,940	28,397,940	28,758,940	29,130,940	29,513,940
SMART Plan Revenues						
SMART Plan Beginning Fund Balance						
Total SMART Plan Beginning Fund Balance	115,313,605,000	789,765,000	880,777,000	973,680,000	1,069,436,000	1,169,854,000
Transfer from PTP Capital Expansion Reserves Fund	877,894,000	6,096,000	5,788,000	5,590,000	5,711,000	5,914,000
Transfer from PTP Revenue Fund for Available Funds	3,560,838,000	36,845,000	33,549,000	31,227,000	31,758,000	33,004,000
Transfer from PTP Revenue Fund from available swapped TPO Flexed SU Grant funds	1,200,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000
Transfer from GF for Transportation Infrastructure Improvement District (TIID)	1,963,029,000	27,294,000	32,387,000	37,967,000	42,197,000	47,197,000
Transfer from TIID Carryover Funds	22,306,000	-	-	-	-	-
Transfer from Transit Operating Fund from Dedicated Joint Development Revenues	132,355,000	2,024,000	2,246,000	2,309,000	2,370,000	2,411,000
Federal Capital Grant Revenue (South Dade Transit Corridor Way)	84,718,000	-	-	-	-	-
State Capital Grant Revenue (South Dade Transit Corridor Way)	84,718,000	-	-	-	-	-
Total SMART Plan Program Revenues	7,925,858,000	102,259,000	103,970,000	107,093,000	112,036,000	118,526,000
SMART Plan Capital Expenses						
Dolphin Station Land Purchase	884,000	-	-	-	-	-
Golden Glades Bike and Pedestrian Connector	3,522,000	-	-	-	-	-
SMART Plan Phase 1 (PD&E Studies) Expenses	9,855,000	-	-	-	-	-
Total SMART Plan Capital Expenses	14,261,000	-	-	-	-	-
South Dade Transitway Corridor Expenditures						
Capital Expenditures	71,941,000	-	-	-	-	-
Operating Expenditures, Net of Revenue	638,275,000	11,247,000	11,067,000	11,337,000	11,618,000	12,029,000
Capital Renewal and Replacement (State of Good Repair)	78,596,000	-	-	-	-	-
Total South Dade Transitway Corridor Expenditures	788,812,000	11,247,000	11,067,000	11,337,000	11,618,000	12,029,000
Other Corridors						
Aventura Station	17,200,000	-	-	-	-	-
Total Other Corridor Expenditures	17,200,000	-	-	-	-	-
End of Year SMART Plan Capital Program Fund Balance	-	880,777,000	973,680,000	1,069,436,000	1,169,854,000	1,276,351,000



PTP and Transit Pro-Forma Funds	ALL-YEARS	2032	2033	2034	2035	2036
PTP Revenues						
PTP Revenue Fund Carryover	-	-	-	-	-	-
PTP Sales Surtax Revenue	22,274,185,000	425,222,000	435,853,000	446,749,000	457,918,000	469,366,000
Interest Earnings	4,000,000	100,000	100,000	100,000	100,000	100,000
Total PTP Revenues	22,278,185,000	425,322,000	435,953,000	446,849,000	458,018,000	469,466,000
Current PTP Debt Service Expenses						
Transfer for Current Transit PTP Debt Service Payments	2,279,639,000	84,151,000	80,110,000	74,093,000	74,086,000	74,082,000
Public Works Current PTP Debt Services Payments	515,256,000	22,860,000	22,857,000	22,854,000	22,854,000	22,850,000
Total Current PTP Debt Service Expenses	2,794,895,000	107,011,000	102,967,000	96,947,000	96,940,000	96,932,000
Future PTP Debt Service and Lease Financing Expenses						
Future DTPW PTP Debt Service Payments	4,348,867,000	94,605,000	96,690,000	98,807,000	100,991,000	103,210,000
Lease Financing Payments	2,602,240,000	76,061,000	85,051,000	83,307,000	90,285,000	108,652,000
Total Future PTP Debt Service and Lease Financing Expenses	6,951,107,000	170,666,000	181,741,000	182,114,000	191,276,000	211,862,000
PTP Transfer to Municipalities						
Transfer to Existing Municipalities	4,454,837,000	85,044,000	87,171,000	89,350,000	91,584,000	93,873,000
Transfer to New Municipalities	668,226,000	12,757,000	13,076,000	13,402,000	13,738,000	14,081,000
Total PTP Transfer to Municipalities	5,123,063,000	97,801,000	100,247,000	102,752,000	105,322,000	107,954,000
PTP Transfer to Other Funds and County Departments						
Transfer to PTP Capital Expansion Reserve Fund	807,336,000	6,250,000	6,397,000	7,834,000	7,812,000	6,670,000
Transfer to Office of the CITT	202,120,000	3,839,000	3,935,000	4,033,000	4,134,000	4,237,000
Transfer to Public Works Pay As You Go Projects	238,405,000	4,250,000	4,378,000	4,509,000	4,644,000	4,783,000
Transfer to Transit Operations and Maintenance	2,600,421,000	-	6,022,000	15,339,000	21,204,000	21,515,000
Total PTP Transfer to Other Funds and County Departments	3,848,282,000	14,339,000	20,732,000	31,715,000	37,794,000	37,205,000
PTP Reimbursement						
Future TPO Flexed Federal SU Grant Financing Reimbursement	(1,200,000,000)	(30,000,000)	(30,000,000)	(30,000,000)	(30,000,000)	(30,000,000)
Transfer to SMART Plan from Available PTP Revenue Funds						
PTP Smart Plan Contributions						
Transfer to PTP Revenue Fund from swapped TPO Flexed SU Grant	1,200,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000
Transfer to SMART Plan from Available PTP Revenue Funds	3,560,838,000	35,505,000	30,266,000	33,321,000	26,686,000	15,513,000
Total PTP Transfers to SMART Plan	4,760,838,000	65,505,000	60,266,000	63,321,000	56,686,000	45,513,000
End of Year PTP Revenue Fund Balance	-	-	-	-	-	-
PTP Capital Expansion Fund Revenues						
PTP Capital Expansion Fund Carryover	70,558,000	-	-	-	-	-
Transfer from PTP Revenue Fund	807,336,000	6,250,000	6,397,000	7,834,000	7,812,000	6,670,000
Total PTP Capital Expansion Fund Revenues	877,894,000	6,250,000	6,397,000	7,834,000	7,812,000	6,670,000
PTP Capital Expansion Fund Expenses						
Transfer to SMART Plan	877,894,000	6,250,000	6,397,000	7,834,000	7,812,000	6,670,000
Total PTP Capital Expansion Fund Expenses	877,894,000	6,250,000	6,397,000	7,834,000	7,812,000	6,670,000
End of Year PTP Capital Expansion Fund Balance	-	-	-	-	-	-
Transit Operating Fund Revenue						
Budgeted Carryover	478,339,000	15,720,000	17,274,000	18,930,000	24,855,000	31,519,000
Countywide General Fund Support (MOE)	28,110,294,000	482,558,000	499,448,000	516,929,000	535,022,000	517,980,000
Planned Additional Countywide General Fund Support	139,221,000	-	-	-	-	-
Bus, Rail, STS, & Farebox	4,279,827,000	97,962,000	98,207,000	98,453,000	98,699,000	104,602,000
Other Departmental Revenues	703,119,000	16,796,000	16,840,000	16,907,000	16,954,000	17,024,000
State Transportation Disadvantage Trust Funds	280,078,000	6,952,000	6,952,000	6,952,000	6,952,000	6,952,000
Transfer from PTP Revenue Fund	2,600,421,000	-	6,022,000	15,339,000	21,204,000	21,515,000
Total Transit Operating Fund Revenue	36,591,299,000	619,988,000	644,743,000	673,510,000	703,686,000	699,592,000
Transit Operating Expenses						
Transit Operating Expenses	35,759,571,000	594,691,000	616,801,000	639,577,000	663,042,000	687,220,000
Transfer for Non-PTP Debt Service Expenses	29,595,000	1,313,000	2,258,000	2,257,000	2,257,000	2,256,000
Payment for SFRTA	169,400,000	4,235,000	4,235,000	4,235,000	4,235,000	4,235,000
Transfer to SMART Plan from Dedicated Joint Development Revenue	132,355,000	2,475,000	2,519,000	2,586,000	2,633,000	2,703,000
Total Transit Operating Fund Expenses	36,090,921,000	602,714,000	625,813,000	648,655,000	672,167,000	696,414,000
End of Year Transit Operating Fund Balance	500,378,000	17,274,000	18,930,000	24,855,000	31,519,000	3,178,000
DTPW PTP Capital Program Revenues						
Ending Cash Balance from Prior Year	2,286,578,817	29,513,940	30,333,940	30,752,940	31,183,940	31,628,940
Planned Bus Financing	2,689,639,442	86,875,529	62,890,818	132,408,088	177,483,290	-
Planned Future Bond Proceeds	2,496,946,346	26,459,000	26,878,000	77,309,000	127,754,000	28,212,000
Total Transit Capital Program Revenues	7,473,164,605	142,848,469	120,102,758	240,470,028	336,421,230	59,840,940
DTPW PTP Capital Program Expenses						
Current Transit PTP Capital Projects	1,031,558,346	-	-	-	-	-
Current PWD PTP Capital Projects	64,139,060	-	-	-	-	-
Bus Replacement Program	2,689,639,442	86,875,529	62,890,818	132,408,088	177,483,290	-
Future Transit Capital Projects	1,250,388,000	25,639,000	26,459,000	26,878,000	27,309,000	27,754,000
Total Transit PTP Capital Program Expenses	5,035,724,848	112,514,529	89,349,818	159,286,088	204,792,290	27,754,000
End of Year Transit PTP Capital Program Fund Balance	2,437,439,757	30,333,940	30,752,940	81,183,940	131,628,940	32,086,940
SMART Plan Revenues						
SMART Plan Beginning Fund Balance						
Total SMART Plan Beginning Fund Balance	115,313,605,000	1,276,351,000	1,390,714,000	1,503,173,000	1,624,073,000	1,708,672,000
Transfer from PTP Capital Expansion Reserves Fund	877,894,000	6,250,000	6,397,000	7,834,000	7,812,000	6,670,000
Transfer from PTP Revenue Fund for Available Funds	3,560,838,000	35,505,000	30,266,000	33,321,000	26,686,000	15,513,000
Transfer from PTP Revenue Fund from available swapped TPO Flexed SU Grant funds	1,200,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000
Transfer from GF for Transportation Infrastructure Improvement District (TIID)	1,963,029,000	52,589,000	56,179,000	59,967,000	63,986,000	68,226,000
Transfer from TIID Carryover Funds	22,306,000	-	-	-	-	-
Transfer from Transit Operating Fund from Dedicated Joint Development Revenues	132,355,000	2,475,000	2,519,000	2,586,000	2,633,000	2,703,000
Federal Capital Grant Revenue (South Dade Transit Corridor Way)	84,718,000	-	-	-	-	-
State Capital Grant Revenue (South Dade Transit Corridor Way)	84,718,000	-	-	-	-	-
Total SMART Plan Program Revenues	7,925,858,000	126,819,000	125,361,000	133,708,000	131,117,000	123,112,000
SMART Plan Capital Expenses						
Dolphin Station Land Purchase	884,000	-	-	-	-	-
Golden Glades Bike and Pedestrian Connector	3,522,000	-	-	-	-	-
SMART Plan Phase 1 (PD&E Studies) Expenses	9,855,000	-	-	-	-	-
Total SMART Plan Capital Expenses	14,261,000	-	-	-	-	-
South Dade Transitway Corridor Expenditures						
Capital Expenditures	71,941,000	-	-	-	-	-
Operating Expenditures, Net of Revenue	638,275,000	12,456,000	12,902,000	12,808,000	13,279,000	13,769,000
Capital Renewal and Replacement (State of Good Repair)	78,596,000	-	-	-	33,239,000	-
Total South Dade Transitway Corridor Expenditures	788,812,000	12,456,000	12,902,000	12,808,000	46,518,000	13,769,000
Other Corridors						
Aventura Station	17,200,000	-	-	-	-	-
Total Other Corridor Expenditures	17,200,000	-	-	-	-	-
End of Year SMART Plan Capital Program Fund Balance	-	1,390,714,000	1,503,173,000	1,624,073,000	1,708,672,000	1,818,015,000

PTP and Transit Pro-Forma Funds	ALL-YEARS	2037	2038	2039	2040	2041
PTP Revenues						
PTP Revenue Fund Carryover	-	-	-	-	-	-
PTP Sales Surtax Revenue	22,274,185,000	481,100,000	493,128,000	505,456,000	518,092,000	531,044,000
Interest Earnings	4,000,000	100,000	100,000	100,000	100,000	100,000
Total PTP Revenues	22,278,185,000	481,200,000	493,228,000	505,556,000	518,192,000	531,144,000
Current PTP Debt Service Expenses						
Transfer for Current Transit PTP Debt Service Payments	2,279,639,000	65,745,000	75,564,000	61,857,000	51,873,000	88,829,000
Public Works Current PTP Debt Services Payments	515,256,000	22,199,000	22,195,000	27,094,000	22,698,000	20,839,000
Total Current PTP Debt Service Expenses	2,794,895,000	87,944,000	97,759,000	88,951,000	74,571,000	109,668,000
Future PTP Debt Service and Lease Financing Expenses						
Future DTPW PTP Debt Service Payments	4,348,867,000	109,592,000	120,139,000	122,468,000	124,795,000	127,161,000
Lease Financing Payments	2,602,240,000	108,652,000	101,249,000	90,238,000	81,559,000	77,247,000
Total Future PTP Debt Service and Lease Financing Expenses	6,951,107,000	218,244,000	221,388,000	212,706,000	206,354,000	204,408,000
PTP Transfer to Municipalities						
Transfer to Existing Municipalities	4,454,837,000	96,220,000	98,626,000	101,091,000	103,618,000	106,209,000
Transfer to New Municipalities	668,226,000	14,433,000	14,794,000	15,164,000	15,543,000	15,931,000
Total PTP Transfer to Municipalities	5,123,063,000	110,653,000	113,420,000	116,255,000	119,161,000	122,140,000
PTP Transfer to Other Funds and County Departments						
Transfer to PTP Capital Expansion Reserve Fund	807,336,000	7,869,000	7,536,000	10,271,000	13,355,000	11,076,000
Transfer to Office of the CITT	202,120,000	4,343,000	4,452,000	4,563,000	4,677,000	4,794,000
Transfer to Public Works Pay As You Go Projects	238,405,000	4,926,000	5,074,000	5,226,000	5,383,000	5,544,000
Transfer to Transit Operations and Maintenance	2,600,421,000	27,575,000	33,736,000	40,006,000	46,379,000	52,858,000
Total PTP Transfer to Other Funds and County Departments	3,848,282,000	44,713,000	50,798,000	60,066,000	69,794,000	74,272,000
PTP Reimbursement						
Future TPO Flexed Federal SU Grant Financing Reimbursement	(1,200,000,000)	(30,000,000)	(30,000,000)	(30,000,000)	(30,000,000)	(30,000,000)
Transfer to SMART Plan from Available PTP Revenue Funds	-	-	-	-	-	-
PTP Smart Plan Contributions						
Transfer to PTP Revenue Fund from swapped TPO Flexed SU Grant	1,200,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000
Transfer to SMART Plan from Available PTP Revenue Funds	3,560,838,000	19,646,000	9,863,000	27,578,000	48,312,000	20,656,000
Total PTP Transfers to SMART Plan	4,760,838,000	49,646,000	39,863,000	57,578,000	78,312,000	50,656,000
End of Year PTP Revenue Fund Balance	-	-	-	-	-	-
PTP Capital Expansion Fund Revenues						
PTP Capital Expansion Fund Carryover	70,558,000	-	-	-	-	-
Transfer from PTP Revenue Fund	807,336,000	7,869,000	7,536,000	10,271,000	13,355,000	11,076,000
Total PTP Capital Expansion Fund Revenues	877,894,000	7,869,000	7,536,000	10,271,000	13,355,000	11,076,000
PTP Capital Expansion Fund Expenses						
Transfer to SMART Plan	877,894,000	7,869,000	7,536,000	10,271,000	13,355,000	11,076,000
Total PTP Capital Expansion Fund Expenses	877,894,000	7,869,000	7,536,000	10,271,000	13,355,000	11,076,000
End of Year PTP Capital Expansion Fund Balance	-	-	-	-	-	-
Transit Operating Fund Revenue						
Budgeted Carryover	478,339,000	3,178,000	3,651,000	4,681,000	6,293,000	8,512,000
Countywide General Fund Support (MOE)	28,110,294,000	565,375,000	585,163,000	605,644,000	626,842,000	648,781,000
Planned Additional Countywide General Fund Support	139,221,000	-	-	-	-	-
Bus, Rail, STS, & Farebox	4,279,827,000	104,864,000	105,126,000	105,389,000	105,652,000	105,916,000
Other Departmental Revenues	703,119,000	17,073,000	17,147,000	17,200,000	17,277,000	17,333,000
State Transportation Disadvantage Trust Funds	280,078,000	6,952,000	6,952,000	6,952,000	6,952,000	6,952,000
Transfer from PTP Revenue Fund	2,600,421,000	27,575,000	33,736,000	40,006,000	46,379,000	52,858,000
Total Transit Operating Fund Revenue	36,591,299,000	725,017,000	751,775,000	779,872,000	809,395,000	840,352,000
Transit Operating Expenses						
Transit Operating Expenses	35,759,571,000	712,125,000	737,782,000	764,215,000	791,444,000	819,496,000
Transfer for Non-PTP Debt Service Expenses	29,595,000	2,254,000	2,251,000	2,250,000	2,248,000	2,244,000
Payment for SFRTA	169,400,000	4,235,000	4,235,000	4,235,000	4,235,000	4,235,000
Transfer to SMART Plan from Dedicated Joint Development Revenue	132,355,000	2,752,000	2,826,000	2,879,000	2,956,000	3,012,000
Total Transit Operating Fund Expenses	36,090,921,000	721,366,000	747,094,000	773,579,000	800,883,000	828,987,000
End of Year Transit Operating Fund Balance	500,378,000	3,651,000	4,681,000	6,293,000	8,512,000	11,365,000
DTPW PTP Capital Program Revenues						
Ending Cash Balance from Prior Year	2,286,578,817	32,086,940	32,063,940	32,534,940	33,019,940	39,799,940
Planned Bus Financing	2,689,639,442	-	-	-	43,521,373	8,700,282
Planned Future Bond Proceeds	2,496,946,346	28,189,000	28,660,000	29,145,000	35,925,000	36,627,000
Total Transit Capital Program Revenues	7,473,164,605	60,275,940	60,723,940	61,679,940	112,466,313	85,127,222
DTPW PTP Capital Program Expenses						
Current Transit PTP Capital Projects	1,031,558,346	-	-	-	-	-
Current PWD PTP Capital Projects	64,139,060	-	-	-	-	-
Bus Replacement Program	2,689,639,442	-	-	-	43,521,373	8,700,282
Future Transit Capital Projects	1,250,388,000	28,212,000	28,189,000	28,660,000	29,145,000	35,925,000
Total Transit PTP Capital Program Expenses	5,035,724,848	28,212,000	28,189,000	28,660,000	72,666,373	44,625,282
End of Year Transit PTP Capital Program Fund Balance	2,437,439,757	32,063,940	32,534,940	33,019,940	39,799,940	40,501,940
SMART Plan Revenues						
SMART Plan Beginning Fund Balance						
Total SMART Plan Beginning Fund Balance	115,313,605,000	1,818,015,000	1,929,550,000	2,042,660,000	2,142,713,000	2,309,775,000
Transfer from PTP Capital Expansion Reserve Fund	877,894,000	7,869,000	7,536,000	10,271,000	13,355,000	11,076,000
Transfer from PTP Revenue Fund for Available Funds	3,560,838,000	19,646,000	9,863,000	27,578,000	48,312,000	20,656,000
Transfer from PTP Revenue Fund from available swapped TPO Flexed SU Grant funds	1,200,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000
Transfer from GF for Transportation Infrastructure Improvement District (TIID)	1,963,029,000	72,697,000	77,505,000	82,575,000	87,921,000	93,556,000
Transfer from TIID Carryover Funds	22,306,000	-	-	-	-	-
Transfer from Transit Operating Fund from Dedicated Joint Development Revenues	132,355,000	2,752,000	2,826,000	2,879,000	2,956,000	3,012,000
Federal Capital Grant Revenue (South Dade Transit Corridor Way)	84,718,000	-	-	-	-	-
State Capital Grant Revenue (South Dade Transit Corridor Way)	84,718,000	-	-	-	-	-
Total SMART Plan Program Revenues	7,925,858,000	132,964,000	127,730,000	153,303,000	182,544,000	158,300,000
SMART Plan Capital Expenses						
Dolphin Station Land Purchase	884,000	-	-	-	-	-
Golden Glades Bike and Pedestrian Connector	3,522,000	-	-	-	-	-
SMART Plan Phase 1 (PD&E Studies) Expenses	9,855,000	-	-	-	-	-
Total SMART Plan Capital Expenses	14,261,000	-	-	-	-	-
South Dade Transitway Corridor Expenditures						
Capital Expenditures	71,941,000	-	-	-	-	-
Operating Expenditures, Net of Revenue	638,275,000	14,215,000	14,620,000	15,107,000	15,482,000	15,866,000
Capital Renewal and Replacement (State of Good Repair)	78,596,000	7,214,000	-	38,143,000	-	-
Total South Dade Transitway Corridor Expenditures	788,812,000	21,429,000	14,620,000	53,250,000	15,482,000	15,866,000
Other Corridors						
Aventura Station	17,200,000	-	-	-	-	-
Total Other Corridor Expenditures	17,200,000	-	-	-	-	-
End of Year SMART Plan Capital Program Fund Balance	-	1,929,550,000	2,042,660,000	2,142,713,000	2,309,775,000	2,452,209,000

PTP and Transit Pro-Forma Funds	ALL-YEARS	2042	2043	2044	2045	2046
PTP Revenues						
PTP Revenue Fund Carryover	-	-	-	-	-	-
PTP Sales Surtax Revenue	22,274,185,000	544,320,000	557,928,000	571,876,000	586,173,000	600,827,000
Interest Earnings	4,000,000	100,000	100,000	100,000	100,000	100,000
Total PTP Revenues	22,278,185,000	544,420,000	558,028,000	571,976,000	586,273,000	600,927,000
Current PTP Debt Service Expenses						
Transfer for Current Transit PTP Debt Service Payments	2,279,639,000	88,830,000	88,830,000	52,273,000	68,198,000	68,205,000
Public Works Current PTP Debt Services Payments	515,256,000	20,839,000	4,108,000	4,108,000	4,108,000	4,108,000
Total Current PTP Debt Service Expenses	2,794,895,000	109,669,000	92,938,000	56,381,000	72,306,000	72,313,000
Future PTP Debt Service and Lease Financing Expenses						
Future DTPW PTP Debt Service Payments	4,348,867,000	129,567,000	132,533,000	135,557,000	138,641,000	141,786,000
Lease Financing Payments	2,602,240,000	69,965,000	65,390,000	58,689,000	50,747,000	54,122,000
Total Future PTP Debt Service and Lease Financing Expenses	6,951,107,000	199,532,000	197,923,000	194,246,000	189,388,000	195,908,000
PTP Transfer to Municipalities						
Transfer to Existing Municipalities	4,454,837,000	108,864,000	111,586,000	114,375,000	117,235,000	120,165,000
Transfer to New Municipalities	668,226,000	16,330,000	16,738,000	17,156,000	17,585,000	18,025,000
Total PTP Transfer to Municipalities	5,123,063,000	125,194,000	128,324,000	131,531,000	134,820,000	138,190,000
PTP Transfer to Other Funds and County Departments						
Transfer to PTP Capital Expansion Reserve Fund	807,336,000	12,626,000	15,548,000	20,687,000	20,724,000	21,244,000
Transfer to Office of the CITT	202,120,000	4,914,000	5,037,000	5,163,000	5,292,000	5,424,000
Transfer to Public Works Pay As You Go Projects	238,405,000	5,710,000	5,881,000	6,057,000	6,239,000	6,426,000
Transfer to Transit Operations and Maintenance	2,600,421,000	57,201,000	58,236,000	65,018,000	71,902,000	78,889,000
Total PTP Transfer to Other Funds and County Departments	3,848,282,000	80,451,000	84,702,000	96,925,000	104,157,000	111,983,000
PTP Reimbursement						
Future TPO Flexed Federal SU Grant Financing Reimbursement	(1,200,000,000)	(30,000,000)	(30,000,000)	(30,000,000)	(30,000,000)	(30,000,000)
Transfer to SMART Plan from Available PTP Revenue Funds						
PTP Smart Plan Contributions						
Transfer to PTP Revenue Fund from swapped TPO Flexed SU Grant	1,200,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000
Transfer to SMART Plan from Available PTP Revenue Funds	3,560,838,000	29,574,000	54,141,000	92,893,000	85,602,000	82,533,000
Total PTP Transfers to SMART Plan	4,760,838,000	59,574,000	84,141,000	122,893,000	115,602,000	112,533,000
End of Year PTP Revenue Fund Balance	-	-	-	-	-	-
PTP Capital Expansion Fund Revenues						
PTP Capital Expansion Fund Carryover	70,558,000	-	-	-	-	-
Transfer from PTP Revenue Fund	807,336,000	12,626,000	15,548,000	20,687,000	20,724,000	21,244,000
Total PTP Capital Expansion Fund Revenues	877,894,000	12,626,000	15,548,000	20,687,000	20,724,000	21,244,000
PTP Capital Expansion Fund Expenses						
Transfer to SMART Plan	877,894,000	12,626,000	15,548,000	20,687,000	20,724,000	21,244,000
Total PTP Capital Expansion Fund Expenses	877,894,000	12,626,000	15,548,000	20,687,000	20,724,000	21,244,000
End of Year PTP Capital Expansion Fund Balance	-	-	-	-	-	-
Transit Operating Fund Revenue						
Budgeted Carryover	478,339,000	11,365,000	14,876,000	6,854,000	7,455,000	8,650,000
Countywide General Fund Support (MOE)	28,110,294,000	671,488,000	682,770,000	715,002,000	740,027,000	765,928,000
Planned Additional Countywide General Fund Support	139,221,000	-	-	-	-	-
Bus, Rail, STS, & Farebox	4,279,827,000	106,181,000	112,102,000	112,382,000	112,663,000	112,945,000
Other Departmental Revenues	703,119,000	17,415,000	17,474,000	17,560,000	17,623,000	17,713,000
State Transportation Disadvantage Trust Funds	280,078,000	6,952,000	6,952,000	6,952,000	6,952,000	6,952,000
Transfer from PTP Revenue Fund	2,600,421,000	57,201,000	58,236,000	65,018,000	71,902,000	78,889,000
Total Transit Operating Fund Revenue	36,591,299,000	870,602,000	892,410,000	923,768,000	956,622,000	991,077,000
Transit Operating Expenses						
Transit Operating Expenses	35,759,571,000	848,397,000	878,168,000	908,839,000	940,435,000	972,984,000
Transfer for Non-PTP Debt Service Expenses	29,595,000	-	-	-	-	-
Payment for SFRTA	169,400,000	4,235,000	4,235,000	4,235,000	4,235,000	4,235,000
Transfer to SMART Plan from Dedicated Joint Development Revenue	132,355,000	3,094,000	3,153,000	3,239,000	3,302,000	3,392,000
Total Transit Operating Fund Expenses	36,090,921,000	855,726,000	885,556,000	916,313,000	947,972,000	980,611,000
End of Year Transit Operating Fund Balance	500,378,000	14,876,000	6,854,000	7,455,000	8,650,000	10,466,000
DTPW PTP Capital Program Revenues						
Ending Cash Balance from Prior Year	2,286,578,817	40,501,940	41,225,940	41,971,940	42,739,940	36,249,940
Planned Bus Financing	2,689,639,442	36,860,964	18,390,363	10,124,422	95,504,083	189,859,285
Planned Future Bond Proceeds	2,496,946,346	37,351,000	38,097,000	38,865,000	32,375,000	32,971,000
Total Transit Capital Program Revenues	7,473,164,605	114,713,904	97,713,303	90,961,362	170,619,023	259,080,225
DTPW PTP Capital Program Expenses						
Current Transit PTP Capital Projects	1,031,558,346	-	-	-	-	-
Current PWD PTP Capital Projects	64,139,060	-	-	-	-	-
Bus Replacement Program	2,689,639,442	36,860,964	18,390,363	10,124,422	95,504,083	189,859,285
Future Transit Capital Projects	1,250,388,000	36,627,000	37,351,000	38,097,000	38,865,000	32,375,000
Total Transit PTP Capital Program Expenses	5,035,724,848	73,487,964	55,741,363	48,221,422	134,369,083	222,234,285
End of Year Transit PTP Capital Program Fund Balance	2,437,439,757	41,225,940	41,971,940	42,739,940	36,249,940	36,845,940
SMART Plan Revenues						
SMART Plan Beginning Fund Balance						
Total SMART Plan Beginning Fund Balance	115,313,605,000	2,452,209,000	2,610,794,000	2,802,841,000	3,045,109,000	3,288,038,000
Transfer from PTP Capital Expansion Reserves Fund	877,894,000	12,626,000	15,548,000	20,687,000	20,724,000	21,244,000
Transfer from PTP Revenue Fund for Available Funds	3,560,838,000	29,574,000	54,141,000	92,893,000	85,602,000	82,533,000
Transfer from PTP Revenue Fund from available swapped TPO Flexed SU Grant funds	1,200,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000
Transfer from GF for Transportation Infrastructure Improvement District (TIID)	1,963,029,000	99,551,000	105,869,000	112,527,000	120,803,000	129,549,000
Transfer from TIID Carryover Funds	22,306,000					
Transfer from Transit Operating Fund from Dedicated Joint Development Revenues	132,355,000	3,094,000	3,153,000	3,239,000	3,302,000	3,392,000
Federal Capital Grant Revenue (South Dade Transit Corridor Way)	84,718,000	-	-	-	-	-
State Capital Grant Revenue (South Dade Transit Corridor Way)	84,718,000	-	-	-	-	-
Total SMART Plan Program Revenues	7,925,858,000	174,845,000	208,711,000	259,346,000	260,431,000	266,718,000
SMART Plan Capital Expenses						
Dolphin Station Land Purchase	884,000	-	-	-	-	-
Golden Glades Bike and Pedestrian Connector	3,522,000	-	-	-	-	-
SMART Plan Phase 1 (PD&E Studies) Expenses	9,855,000	-	-	-	-	-
Total SMART Plan Capital Expenses	14,261,000	-	-	-	-	-
South Dade Transitway Corridor Expenditures						
Capital Expenditures	71,941,000	-	-	-	-	-
Operating Expenditures, Net of Revenue	638,275,000	16,260,000	16,664,000	17,078,000	17,502,000	17,936,000
Capital Renewal and Replacement (State of Good Repair)	78,596,000	-	-	-	-	-
Total South Dade Transitway Corridor Expenditures	788,812,000	16,260,000	16,664,000	17,078,000	17,502,000	17,936,000
Other Corridors						
Aventura Station	17,200,000	-	-	-	-	-
Total Other Corridor Expenditures	17,200,000	-	-	-	-	-
End of Year SMART Plan Capital Program Fund Balance	-	2,610,794,000	2,802,841,000	3,045,109,000	3,288,038,000	3,536,820,000

2021-22 BUDGET AND MULTI-YEAR CAPITAL PLAN



The FY 2021-22 Proposed Budget and Multi-Year Capital Plan for the Department of Transportation and Public Works (DTPW) is included in the FY 2022-26 Five-Year Implementation Plan.

In FY 2021-22, the Countywide General Fund Maintenance of Effort (MOE) for transit services will increase to \$222,450,000, a 3.5 percent increase above the FY 2020-21 MOE of \$214,928,000.

In FY 2020-21 the PTP Surtax contribution to DTPW is \$116,335,000 and includes \$14,643,000 for transit operations and support services (\$20,509,000 reduction from the FY 2020-21 Adopted Budget); \$78,308,000 for PTP Surtax debt service payments for extension of Metrorail to Miami Intermodal Center (MIC), replacement of Metromover and Metrorail vehicles, and on-going replacement and rehabilitation of existing transit system assets and equipment; \$23,384,000 for PTP Surtax debt service payments for major public works roadway improvements projects, public works neighborhood roadway maintenance and improvements, advanced traffic management system, and PTP neighborhood projects.

The FY 2021-22 Proposed Budget includes \$14,643,000 in operating expenses approved by the voters and CITT as a part of the People's Transportation Plan; the activities include fare-free service through the Golden and Patriot Passport programs (\$18,902,000), fare-free Metromover maintenance and operation (\$855,161), the Orange Line Metrorail extension to Miami International Airport maintenance and operation (\$16,965,000) and the bus service enhancements (\$52,116,000); because only \$14,643,000 of PTP Surtax is going to fund operations, \$74,195,000 of General Fund is subsidizing these activities.

FY 2021 - 22 Proposed Budget and Multi-Year Capital Plan

ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) - PHASE 3

PROJECT #: 608400



DESCRIPTION: Continue to expand and improve the Advanced Traffic Management System (ATMS) to provide more efficient traffic movement and congestion management through real time data collection, adaptive traffic signal control and vehicle communications and traffic monitoring

LOCATION: Countywide
 Throughout Miami-Dade County

District Located: Countywide

District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	8,608	0	0	0	0	0	0	0	8,608
FDOT-County Incentive Grant	8,882	2,000	150	2,448	0	0	0	0	13,480
Program									
People's Transportation Plan Bond	46,799	1,150	1,076	0	0	0	0	0	49,025
Program									
Road Impact Fees	138,936	25,897	23,936	23,985	23,091	28,259	0	0	264,104
TOTAL REVENUES:	203,225	29,047	25,162	26,433	23,091	28,259	0	0	335,218
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	3,721	0	0	0	0	0	0	0	3,721
Furniture Fixtures and Equipment	150	50	0	0	0	0	0	0	200
Land Acquisition/Improvements	4,684	0	0	0	0	0	0	0	4,684
Major Machinery and Equipment	0	15,500	13,500	9,350	5,700	5,000	100	0	49,150
Permitting	0	299	302	300	300	300	0	0	1,502
Planning and Design	7,204	7,530	7,407	7,422	5,635	4,959	5,917	0	46,074
Project Contingency	2,550	2,550	2,350	2,350	2,350	2,130	1,157	0	15,437
Road Bridge Canal and Other	62,546	16,350	14,916	23,698	10,750	9,650	26,361	0	164,271
Infrastructure									
Technology Hardware/Software	17,673	14,500	6,056	11,900	50	0	0	0	50,179
TOTAL EXPENDITURES:	98,529	56,779	44,531	55,020	24,785	22,039	33,534	0	335,218

ARTERIAL ROADS - COUNTYWIDE

PROJECT #: 200000538



DESCRIPTION: Improve arterial roads to include resurfacing, sidewalks and drainage

LOCATION: Various Sites
 Throughout Miami-Dade County

District Located: Countywide

District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Charter County Transit System	27	0	0	0	0	0	0	0	27
Surtax									
Developer Contribution	1,144	0	0	0	0	0	0	0	1,144
Florida City Contribution	127	100	4,735	0	0	0	0	0	4,962
People's Transportation Plan Bond	36,027	3,784	4,078	2,200	0	0	0	0	46,089
Program									
Road Impact Fees	56,842	0	0	0	0	2,000	0	0	58,842
TOTAL REVENUES:	94,167	3,884	8,813	2,200	0	2,000	0	0	111,065
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	39,158	8,994	28,209	17,574	4,891	1,000	1,000	0	100,826
Planning and Design	6,712	1,762	825	277	81	0	168	0	9,825
Project Administration	35	62	106	210	0	0	0	0	413
TOTAL EXPENDITURES:	45,905	10,818	29,140	18,061	4,972	1,000	1,168	0	111,065

AVENTURA STATION

PROJECT #: 2000001322

DESCRIPTION: Purchase approximately three acres of vacant land for the Strategic Miami Area Rapid Transit (SMART) Plan Northeast Corridor for improved connectivity and to provide alternative transportation options; construct new station, park and ride lot, center platform, track and signalization improvements; construct pedestrian bridge crossing and other infrastructure improvements to allow for the passage of transit riders and the public to and from the proposed station, central platform and Aventura Mall

LOCATION: 19700 Harriet Tubman Hwy and 198 NE 26 Ave
Aventura
District Located: 4
District(s) Served: 4

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Peoples Transportation Plan Capital Reserve Fund	59,500	17,200	0	0	0	0	0	0	76,700
TOTAL REVENUES:	59,500	17,200	0	0	0	0	0	0	76,700
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	40,404	17,200	0	0	0	0	0	0	57,604
Land Acquisition/Improvements	19,096	0	0	0	0	0	0	0	19,096
TOTAL EXPENDITURES:	59,500	17,200	0	0	0	0	0	0	76,700

BEACH EXPRESS SOUTH

PROJECT #: 2000001205

DESCRIPTION: Design and construct exclusive bus lanes for the new express bus service from the future Miami Central Station across I-195 (Julia Tuttle Causeway) in Downtown Miami to the Miami Beach Convention Center and purchase buses

LOCATION: Miami Central Station to Miami Beach Convention Center
Miami Beach
District Located: 5
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	36	142	0	0	0	0	0	0	178
People's Transportation Plan Bond Program	164	178	2,590	6,490	0	0	0	0	9,422
TOTAL REVENUES:	200	320	2,590	6,490	0	0	0	0	9,600
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Automobiles/Vehicles	0	0	0	3,900	0	0	0	0	3,900
Construction	0	0	2,590	2,590	0	0	0	0	5,180
Planning and Design	200	320	0	0	0	0	0	0	520
TOTAL EXPENDITURES:	200	320	2,590	6,490	0	0	0	0	9,600

Estimated Annual Operating Impact will begin in FY 2022-23 in the amount of \$55,000 and includes 0 FTE(s)

BUS AND BUS FACILITIES

PROJECT #: 671560

DESCRIPTION: Provide improvements to buses and bus facilities including but not limited to the various bus parking garages, roofs, fire suppression, the resurfacing of the parking lot at the central Metrobus facility and the replacement of the NE garage maintenance bathroom lockers; in addition, purchase various support vehicles, Metrobus seat inserts and bike racks

LOCATION: Various Sites
 Various Sites

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FTA 5307 - Urbanized Area Formula Grant	1,949	373	0	0	0	0	0	0	2,322
FTA 5339 - Bus & Bus Facility Formula Grant	738	50	0	0	0	0	0	0	788
People's Transportation Plan Bond Program	6,239	8,434	8,311	4,877	835	0	0	0	28,695
TOTAL REVENUES:	8,926	8,857	8,311	4,877	835	0	0	0	31,805
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Automobiles/Vehicles	2,199	423	0	0	0	0	0	0	2,622
Construction	575	4,813	4,790	4,790	835	0	0	0	15,802
Furniture Fixtures and Equipment	5,717	3,435	3,434	0	0	0	0	0	12,586
Permitting	0	100	0	0	0	0	0	0	100
Planning and Design	436	86	87	87	0	0	0	0	695
TOTAL EXPENDITURES:	8,926	8,857	8,311	4,877	835	0	0	0	31,805
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	673	105	0	0	0	0	0	0	778
TOTAL DONATIONS:	673	105	0	0	0	0	0	0	778

BUS - ENHANCEMENTS

PROJECT #: 6730101

DESCRIPTION: Purchase buses for route expansions and construct transit hubs as needed throughout Miami-Dade County

LOCATION: Countywide
 Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	5,036	0	0	0	0	0	0	0	5,036
FTA 5307 - Urbanized Area Formula Grant	4,604	2,513	1,497	77	0	0	0	0	8,691
People's Transportation Plan Bond Program	10,222	1,880	5,465	1,169	0	0	0	0	18,735
TOTAL REVENUES:	19,861	4,393	6,962	1,246	0	0	0	0	32,462
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Art Allowance	50	0	38	0	0	0	0	0	88
Construction	13,882	3,966	6,236	705	0	0	0	0	24,788
Furniture Fixtures and Equipment	488	69	0	0	0	0	0	0	557
Land Acquisition/Improvements	3,073	0	350	473	0	0	0	0	3,896
Permitting	16	120	0	0	0	0	0	0	136
Planning and Design	2,260	104	121	18	0	0	0	0	2,503
Project Administration	74	27	0	0	0	0	0	0	101
Project Contingency	18	107	217	50	0	0	0	0	392
TOTAL EXPENDITURES:	19,861	4,393	6,962	1,246	0	0	0	0	32,462
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	921	502	300	15	0	0	0	0	1,738
TOTAL DONATIONS:	921	502	300	15	0	0	0	0	1,738

Estimated Annual Operating Impact will begin in FY 2021-22 in the amount of \$3,887,900 and includes 0 FTE(s)

BUS - NEW SOUTH DADE MAINTENANCE FACILITY

PROJECT #: 2000001321



DESCRIPTION: Construct a new bus maintenance facility required within close distance to the South Dade Transitway Rapid Transit project in order to improve operational efficiency by decreasing the turn around time for placing buses back in revenue service

LOCATION: South Dade Transitway
To Be Determined

District Located:
District(s) Served:

Not Applicable
Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
People's Transportation Plan Bond Program	2,250	42,031	11,933	0	0	0	0	0	56,214
TOTAL REVENUES:	2,250	42,031	11,933	0	0	0	0	0	56,214
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	0	40,129	10,032	0	0	0	0	0	50,161
Land Acquisition/Improvements	500	0	0	0	0	0	0	0	500
Planning and Design	1,750	1,902	1,901	0	0	0	0	0	5,553
TOTAL EXPENDITURES:	2,250	42,031	11,933	0	0	0	0	0	56,214

BUS - TRACKER AND AUTOMATIC VEHICLE LOCATING SYSTEM UPGRADE (CAD/AVL)

PROJECT #: 672830



DESCRIPTION: Continue network upgrade to support the real-time Bus Tracking System to replace existing Computer Aided Dispatch (CAD) / Automatic Vehicle Locator (AVL) System

LOCATION: 111 NW 1 St
City of Miami

District Located:
District(s) Served:

5
Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
People's Transportation Plan Bond Program	18,498	148	0	0	0	0	0	0	18,646
TOTAL REVENUES:	18,498	148	0	0	0	0	0	0	18,646
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	443	0	0	0	0	0	0	0	443
Planning and Design	1,750	0	0	0	0	0	0	0	1,750
Project Administration	1,122	0	0	0	0	0	0	0	1,122
Technology Hardware/Software	15,183	148	0	0	0	0	0	0	15,331
TOTAL EXPENDITURES:	18,498	148	0	0	0	0	0	0	18,646

DADELAND SOUTH INTERMODAL STATION

PROJECT #: 2000001203

DESCRIPTION: Construct direct ramps to and from the proposed elevated Bus Rapid Transit (BRT) platform at the Dadeland South Metrorail Station platform level to provide a seamless transfer between the Transitway BRT and the Metrorail; provide various station infrastructure improvements

LOCATION: Dadeland South Metrorail Station District Located: 7
 Unincorporated Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	199	0	0	0	0	0	0	0	199
FTA 5307 - Urbanized Area Formula	111	0	0	0	0	0	0	0	111
Grant									
Operating Revenue	56	0	0	0	0	0	0	0	56
People's Transportation Plan Bond Program	1,554	13,778	30,854	3,962	0	0	0	0	50,148
TOTAL REVENUES:	1,919	13,778	30,854	3,962	0	0	0	0	50,512
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Art Allowance	0	458	0	0	0	0	0	0	458
Construction	0	5,969	28,412	3,820	0	0	0	0	38,201
Permitting	9	2,761	307	0	0	0	0	0	3,077
Planning and Design	1,909	2,903	448	142	0	0	0	0	5,403
Project Contingency	0	1,687	1,687	0	0	0	0	0	3,374
TOTAL EXPENDITURES:	1,919	13,778	30,854	3,962	0	0	0	0	50,512
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	28	0	0	0	0	0	0	0	28
TOTAL DONATIONS:	28	0	0	0	0	0	0	0	28

Estimated Annual Operating Impact will begin in FY 2023-24 in the amount of \$1,768,000 and includes 0 FTE(s)

DOLPHIN STATION - DIRECT RAMPS

PROJECT #: 2000001774

DESCRIPTION: Construct ramps to provide a transit connect from SR-836 to the Dolphin Station Intermodal Terminal

LOCATION: Not Applicable District Located: 12
 Unincorporated Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	0	402	1,996	1,321	0	0	0	0	3,720
People's Transportation Plan Bond Program	0	402	1,996	1,321	0	0	0	0	3,720
TOTAL REVENUES:	0	804	3,993	2,643	0	0	0	0	7,439
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	0	0	3,400	2,105	0	0	0	0	5,505
Permitting	0	30	55	0	0	0	0	0	85
Planning and Design	0	425	0	0	0	0	0	0	425
Project Administration	0	149	0	0	0	0	0	0	149
Project Contingency	0	200	538	538	0	0	0	0	1,275
TOTAL EXPENDITURES:	0	804	3,993	2,643	0	0	0	0	7,439

FARE COLLECTION EQUIPMENT PROJECTS

PROJECT #: 6730051

DESCRIPTION: Purchase and install updated fare collection equipment and provide data migration to the cloud to enhance the Metrobus and Metrorail rider experience by allowing transit passengers the ability to pay transit fares with their bankcards or mobile wallets

LOCATION: Various Sites
Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FTA 5309 - Formula Grant	903	0	0	0	0	0	0	0	903
People's Transportation Plan Bond Program	80,385	914	606	0	0	0	0	0	81,905
TOTAL REVENUES:	81,288	914	606	0	0	0	0	0	82,808
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	66	0	0	0	0	0	0	0	66
Furniture Fixtures and Equipment	1	0	0	0	0	0	0	0	1
Land Acquisition/Improvements	37	0	0	0	0	0	0	0	37
Major Machinery and Equipment	66,611	914	606	0	0	0	0	0	68,131
Planning and Design	2,634	0	0	0	0	0	0	0	2,634
Project Administration	11,939	0	0	0	0	0	0	0	11,939
TOTAL EXPENDITURES:	81,288	914	606	0	0	0	0	0	82,808
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	226	0	0	0	0	0	0	0	226
TOTAL DONATIONS:	226	0	0	0	0	0	0	0	226

LEHMAN YARD - MISCELLANEOUS IMPROVEMENTS

PROJECT #: 674560

DESCRIPTION: Provide various improvements to include installing five storage tracks, an underfloor rail wheel truing machine, rehabilitate and expand emergency exits, construct a new control center, as well as, provide central control software upgrades

LOCATION: 6601 NW 72 Ave
Unincorporated Miami-Dade County

District Located: 12
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	2,671	0	0	0	0	0	0	0	2,671
People's Transportation Plan Bond Program	24,551	13,271	5,805	12,130	0	0	0	0	55,756
TOTAL REVENUES:	27,221	13,271	5,805	12,130	0	0	0	0	58,426
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	22,129	6,871	896	0	0	0	0	0	29,897
Furniture Fixtures and Equipment	784	0	0	0	0	0	0	0	784
Major Machinery and Equipment	100	3,500	4,500	12,130	0	0	0	0	20,230
Permitting	223	0	0	0	0	0	0	0	223
Planning and Design	118	276	39	0	0	0	0	0	433
Project Administration	3,126	65	8	0	0	0	0	0	3,199
Project Contingency	150	489	66	0	0	0	0	0	704
Technology Hardware/Software	591	2,070	295	0	0	0	0	0	2,957
TOTAL EXPENDITURES:	27,221	13,271	5,805	12,130	0	0	0	0	58,426

MIAMI SPRINGS - OKEECHOBEE METRORAIL STATION PEDESTRIAN BRIDGE
PROJECT #: 2000001594
DESCRIPTION: Construct pedestrian bridge over the Miami Canal and Okeechobee Road (US 27) from the northwest area of the City of Miami Springs to the Okeechobee Metrorail Station in the City of Hialeah

LOCATION: NW area of the City of Miami Springs to the Okeechobee Metrorail Station
 District Located: 6,13
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FTA 5307 - Urbanized Area Formula Grant	300	50	1,300	650	0	0	0	0	2,300
People's Transportation Plan Bond Program	50	500	25	0	0	0	0	0	575
TOTAL REVENUES:	350	550	1,325	650	0	0	0	0	2,875
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	0	0	1,325	650	0	0	0	0	1,975
Permitting	0	75	0	0	0	0	0	0	75
Planning and Design	350	475	0	0	0	0	0	0	825
TOTAL EXPENDITURES:	350	550	1,325	650	0	0	0	0	2,875

METROMOVER - IMPROVEMENT PROJECTS
PROJECT #: 673910
DESCRIPTION: Replace various Metromover system controls to include the Data Transmission (Central Control and Wayside Interface High Speed System), Platform LCD Sign Control Unit and High Cycle Switch Logic Control Cabinets

LOCATION: Metromover City of Miami
 District Located: Countywide
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FTA 5307 - Urbanized Area Formula Grant	280	2,472	10,550	10,550	20,376	0	0	0	44,228
People's Transportation Plan Bond Program	32,681	43,827	48,192	75,176	34,729	0	0	0	234,605
TOTAL REVENUES:	32,961	46,299	58,742	85,726	55,105	0	0	0	278,833
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	25,055	39,410	48,964	71,056	50,389	0	0	0	234,874
Furniture Fixtures and Equipment	71	18	0	0	0	0	0	0	89
Infrastructure Improvements	4,437	4,437	4,436	0	0	0	0	0	13,310
Major Machinery and Equipment	1,699	491	505	519	0	0	0	0	3,214
Planning and Design	1,657	1,826	104	0	0	0	0	0	3,587
Project Administration	0	0	0	0	0	0	0	0	0
Project Contingency	42	117	4,734	14,150	4,717	0	0	0	23,760
TOTAL EXPENDITURES:	32,961	46,299	58,742	85,726	55,105	0	0	0	278,833
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	70	618	2,638	2,638	5,094	0	0	0	11,057
TOTAL DONATIONS:	70	618	2,638	2,638	5,094	0	0	0	11,057

METRORAIL AND METROMOVER PROJECTS

PROJECT #: 2000000185

DESCRIPTION: Upgrade video systems and A/C units at substations; replace existing relay-based control equipment and; modify software and hardware central controls to accommodate new train control systems

LOCATION: Metrorail and Metromover
 Various Sites
District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
People's Transportation Plan Bond Program	3,000	10,500	1,500	0	0	0	0	0	15,000
TOTAL REVENUES:	3,000	10,500	1,500	0	0	0	0	0	15,000
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Furniture Fixtures and Equipment	2,850	9,975	1,425	0	0	0	0	0	14,250
Project Administration	150	525	75	0	0	0	0	0	750
TOTAL EXPENDITURES:	3,000	10,500	1,500	0	0	0	0	0	15,000

METRORAIL - STATIONS AND SYSTEMS IMPROVEMENTS

PROJECT #: 2000000104

DESCRIPTION: Refurbish and/or update the Metrorail systems control equipment, fire alarms and other infrastructure improvements as needed throughout the entire rail system

LOCATION: Metrorail
 Various Sites
District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	322	2,246	596	0	0	0	0	0	3,164
FTA 5307 - Urbanized Area Formula	761	84	0	0	0	0	0	0	845
Grant									
Operating Revenue	15	0	0	0	0	0	0	0	15
People's Transportation Plan Bond Program	6,590	38,397	31,561	30,908	23,939	41,106	20,359	0	192,859
TOTAL REVENUES:	7,688	40,727	32,157	30,908	23,939	41,106	20,359	0	196,883
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Art Allowance	0	105	0	0	0	0	0	0	105
Construction	1,897	23,422	25,777	26,266	20,206	38,350	20,359	0	156,277
Furniture Fixtures and Equipment	2,317	2,079	2,000	1,500	0	0	0	0	7,896
Land Acquisition/Improvements	200	1,800	0	0	0	0	0	0	2,000
Major Machinery and Equipment	1,068	8,547	1,069	0	0	0	0	0	10,684
Permitting	148	415	177	177	177	177	0	0	1,272
Planning and Design	1,712	2,724	2,935	2,964	3,555	2,578	0	0	16,468
Project Contingency	345	1,635	199	0	0	0	0	0	2,180
TOTAL EXPENDITURES:	7,688	40,727	32,157	30,908	23,939	41,106	20,359	0	196,883
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	191	21	0	0	0	0	0	0	212
TOTAL DONATIONS:	191	21	0	0	0	0	0	0	212

Estimated Annual Operating Impact will begin in FY 2023-24 in the amount of \$75,000 and includes 0 FTE(s)

METRORAIL - TRACK AND GUIDEWAY PROJECTS

PROJECT #: 6710900



DESCRIPTION: Rehabilitate existing track and guideway equipment and fixtures; replace safety items for rail to include coverboard, fasteners, insulated joints, metal acoustical barriers, drains, equipment and materials as needed

LOCATION: Metrorail District Located: 2,3,5,6,7,12,13
 Various Sites District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
People's Transportation Plan Bond Program	84,969	57,601	36,207	13,000	21,070	0	0	0	212,848
TOTAL REVENUES:	84,969	57,601	36,207	13,000	21,070	0	0	0	212,848
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Automobiles/Vehicles	6,987	1,118	0	0	0	0	0	0	8,105
Construction	76,946	56,483	36,207	13,000	21,070	0	0	0	203,707
Furniture Fixtures and Equipment	36	0	0	0	0	0	0	0	36
Project Contingency	1,000	0	0	0	0	0	0	0	1,000
TOTAL EXPENDITURES:	84,969	57,601	36,207	13,000	21,070	0	0	0	212,848

METRORAIL - VEHICLE REPLACEMENT

PROJECT #: 6733001



DESCRIPTION: Overhaul and modernize existing fleet and purchase 136 new heavy rail vehicles

LOCATION: Metrorail District Located: Countywide
 Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FTA 5309 - Formula Grant	1,036	0	0	0	0	0	0	0	1,036
People's Transportation Plan Bond Program	367,789	5,343	1,740	958	8,051	897	0	0	384,777
TOTAL REVENUES:	368,825	5,343	1,740	958	8,051	897	0	0	385,813
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Automobiles/Vehicles	290,395	125	125	125	7,220	897	0	0	298,887
Construction	39,763	1,454	805	0	0	0	0	0	42,022
Furniture Fixtures and Equipment	118	0	0	0	0	0	0	0	118
Major Machinery and Equipment	316	0	0	0	0	0	0	0	316
Planning and Design	23,960	1,513	810	833	831	0	0	0	27,947
Project Contingency	14,272	2,251	0	0	0	0	0	0	16,523
TOTAL EXPENDITURES:	368,825	5,343	1,740	958	8,051	897	0	0	385,813
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	259	0	0	0	0	0	0	0	259
TOTAL DONATIONS:	259	0	0	0	0	0	0	0	259

NEIGHBORHOOD INFRASTRUCTURE IMPROVEMENTS

PROJECT #: 200000535

DESCRIPTION: Construct various neighborhood improvements to include resurfacing, guardrails, sidewalks, traffic signals, drainage, streetlights and various intersection improvements

LOCATION: Various Sites
Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
People's Transportation Plan Bond Program	79,411	4,274	4,240	3,500	0	0	0	0	91,425
TOTAL REVENUES:	79,411	4,274	4,240	3,500	0	0	0	0	91,425
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Infrastructure Improvements	79,411	4,274	4,240	3,500	0	0	0	0	91,425
TOTAL EXPENDITURES:	79,411	4,274	4,240	3,500	0	0	0	0	91,425

PALMETTO INTERMODAL TERMINAL

PROJECT #: 200000680

DESCRIPTION: Plan and develop a Long-Range Transportation Plan for the Palmetto Intermodal Terminal to include the purchase of land, an analysis on the possibility of direct ramps accessing the facility via the proposed State Road 826 Palmetto express lanes, potential site remediation and continued National Environmental Policy Act related studies

LOCATION: 7400 NW 79 Ave
Medley

District Located: 12
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	0	9,465	820	0	0	0	0	0	10,285
People's Transportation Plan Bond Program	0	9,465	820	0	0	0	0	0	10,285
TOTAL REVENUES:	0	18,930	1,640	0	0	0	0	0	20,570
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Land Acquisition/Improvements	0	10,070	0	0	0	0	0	0	10,070
Planning and Design	0	5,056	0	0	0	0	0	0	5,056
Project Contingency	0	3,804	1,640	0	0	0	0	0	5,444
TOTAL EXPENDITURES:	0	18,930	1,640	0	0	0	0	0	20,570

PARK AND RIDE - TRANSIT PROJECTS

PROJECT #: 671610

DESCRIPTION: Construct Park and Ride stations at various Transit locations throughout Miami-Dade County to include bus bays, parking, improved connectivity lanes and other related park and ride accommodations to expand rider experience

LOCATION: Various Sites
Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	6	0	0	0	0	0	0	0	6
FDOT Funds	5,852	957	723	175	555	564	0	0	8,825
FTA 5307 - Urbanized Area Formula Grant	4,124	1,272	0	0	0	0	0	0	5,396
Operating Revenue	73	0	0	0	0	0	0	0	73
People's Transportation Plan Bond Program	17,215	5,373	6,683	5,631	1,042	658	0	0	36,601
TOTAL REVENUES:	27,271	7,602	7,405	5,806	1,596	1,222	0	0	50,903
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Art Allowance	0	130	0	80	82	0	0	0	292
Construction	14,759	6,594	7,310	5,581	1,484	1,222	0	0	36,950
Furniture Fixtures and Equipment	144	0	0	0	0	0	0	0	144
Land Acquisition/Improvements	10,394	60	0	0	0	0	0	0	10,454
Permitting	0	10	0	50	0	0	0	0	60
Planning and Design	1,974	808	95	95	30	0	0	0	3,002
Project Administration	1	0	0	0	0	0	0	0	1
TOTAL EXPENDITURES:	27,271	7,602	7,405	5,806	1,596	1,222	0	0	50,903
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,031	318	0	0	0	0	0	0	1,349
TOTAL DONATIONS:	1,031	318	0	0	0	0	0	0	1,349

PARK AND RIDE - TRANSITWAY AT SW 168TH STREET

PROJECT #: 2000001092

DESCRIPTION: Construct a Park and Ride garage with approximately 450 spaces on the Transitway at SW 168th St near the Village of Palmetto Bay to provide expanded capacity for the Transitway

LOCATION: Transitway and SW 168 St
Unincorporated Miami-Dade County

District Located: 8
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
People's Transportation Plan Bond Program	8,556	29,055	14,347	0	0	0	0	0	51,958
USDOT Build Program	9,500	0	0	0	0	0	0	0	9,500
TOTAL REVENUES:	18,056	29,055	14,347	0	0	0	0	0	61,458
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Art Allowance	681	0	0	0	0	0	0	0	681
Construction	13,825	27,651	13,825	0	0	0	0	0	55,301
Permitting	569	63	0	0	0	0	0	0	632
Planning and Design	2,869	1,230	410	0	0	0	0	0	4,509
Project Administration	112	111	112	0	0	0	0	0	335
TOTAL EXPENDITURES:	18,056	29,055	14,347	0	0	0	0	0	61,458

ROADWAY AND BRIDGE - MISCELLANEOUS COUNTYWIDE IMPROVEMENTS
PROJECT #: 2000000543

DESCRIPTION: Provide various roadway and bridge maintenance and beautification improvements as needed
 LOCATION: Various Sites District Located: Countywide
 Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Charter County Transit System	32,418	2,161	0	0	0	0	0	0	34,579
Surtax									
FDOT Funds	401	1,099	0	800	500	0	0	0	2,800
Road Impact Fees	3,256	13,208	32,148	33,873	36,278	32,510	0	0	151,273
Secondary Gas Tax	7,135	5,503	5,503	5,503	5,503	5,503	5,503	0	40,153
Village of Palmetto Bay	160	240	0	0	0	0	0	0	400
Contribution									
Village of Pinecrest Contribution	120	180	0	0	0	0	0	0	300
TOTAL REVENUES:	43,490	22,391	37,651	40,176	42,281	38,013	5,503	0	229,505
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	7,816	16,338	34,259	36,784	38,889	34,621	5,503	0	174,210
Planning and Design	108	500	0	0	0	0	0	0	608
Project Administration	35,566	5,553	3,392	3,392	3,392	3,392	0	0	54,687
TOTAL EXPENDITURES:	43,490	22,391	37,651	40,176	42,281	38,013	5,503	0	229,505

ROAD WIDENING - COUNTYWIDE
PROJECT #: 2000000540

DESCRIPTION: Increase traffic capacity countywide by widening roads
 LOCATION: Various Sites District Located: Countywide
 Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Charter County Transit System	57	0	0	0	0	0	0	0	57
Surtax									
Developer Contribution	621	0	0	0	0	0	0	0	621
People's Transportation Plan Bond	26,205	5,909	8,490	5,690	2,684	3,443	0	0	52,421
Program									
Road Impact Fees	162,166	22,417	12,960	13,675	12,274	19,906	0	0	243,398
WASD Project Fund	250	1,000	748	0	0	0	0	0	1,998
TOTAL REVENUES:	189,299	29,326	22,198	19,365	14,958	23,349	0	0	298,495
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	56,972	26,174	65,632	34,614	39,786	38,018	0	0	261,196
Planning and Design	23,178	7,492	1,393	704	551	1,872	0	0	35,190
Project Administration	110	200	624	0	0	0	0	0	934
Road Bridge Canal and Other	0	653	522	0	0	0	0	0	1,175
Infrastructure									
TOTAL EXPENDITURES:	80,260	34,519	68,171	35,318	40,337	39,890	0	0	298,495

SAFETY IMPROVEMENTS - COUNTYWIDE

PROJECT #: 200000541



DESCRIPTION: Construct and/or provide safety improvements countywide to include street lights, railroad crossings, guardrails, sidewalks, bike paths, ADA ramps, pavement markings, etc.
LOCATION: Various Sites
 Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	485	0	0	0	0	0	0	0	485
Charter County Transit System	8,122	500	500	500	500	500	500	0	11,122
Surtax									
FDOT Funds	8,092	5,983	4,719	6,852	5,572	7,199	4,387	0	42,804
People's Transportation Plan Bond	4,362	750	806	0	0	0	0	0	5,918
Program									
Secondary Gas Tax	3,177	3,177	3,177	3,177	3,177	3,177	3,177	0	22,239
TOTAL REVENUES:	24,238	10,410	9,202	10,529	9,249	10,876	8,064	0	82,569
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	23,222	8,841	8,014	10,084	8,358	10,780	8,064	0	77,363
Planning and Design	1,016	869	438	445	891	96	0	0	3,756
Road Bridge Canal and Other Infrastructure	0	700	750	0	0	0	0	0	1,450
TOTAL EXPENDITURES:	24,238	10,410	9,202	10,529	9,249	10,876	8,064	0	82,569

SIGNAGE AND COMMUNICATION PROJECTS

PROJECT #: 200000434



DESCRIPTION: Replace and upgrade signage and communication systems throughout transit facilities to include Closed Circuit Televisions on existing buses, real-time signage, Private Branch Exchange Telephones and bus traffic signal prioritization along congested corridors
LOCATION: Metrobus, Metrorail, Metromover
 Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FTA 5307 - Urbanized Area Formula Grant	1,341	5,919	430	0	0	0	0	0	7,690
People's Transportation Plan Bond	7,227	7,855	1,628	0	0	0	0	0	16,710
TOTAL REVENUES:	8,568	13,774	2,058	0	0	0	0	0	24,400
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	5,783	11,714	1,578	0	0	0	0	0	19,076
Planning and Design	161	273	35	0	0	0	0	0	469
Project Administration	286	143	0	0	0	0	0	0	429
Project Contingency	88	644	445	0	0	0	0	0	1,176
Technology Hardware/Software	2,250	1,000	0	0	0	0	0	0	3,250
TOTAL EXPENDITURES:	8,568	13,774	2,058	0	0	0	0	0	24,400
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	336	1,479	108	0	0	0	0	0	1,923
TOTAL DONATIONS:	336	1,479	108	0	0	0	0	0	1,923

SOUTH DADE TRANSITWAY CORRIDOR

PROJECT #: 2000000973

DESCRIPTION: Plan and develop the South Dade transit corridor project
 LOCATION: Various Sites District Located: 7,8,9
 Various Sites District(s) Served: 7,8,9

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Charter County Transit System	0	10,078	0	0	0	0	0	0	10,078
Surtax									
FDOT Funds	15,282	72,333	12,385	0	0	0	0	0	100,000
FTA 5309 - Discretionary Grant	15,282	72,333	12,385	0	0	0	0	0	100,000
Peoples Transportation Plan Capital Reserve Fund	31,519	49,139	12,724	0	0	0	0	0	93,382
TOTAL REVENUES:	62,082	203,883	37,495	0	0	0	0	0	303,460
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Art Allowance	1,000	253	0	0	0	0	0	0	1,253
Construction	24,025	172,053	33,613	0	0	0	0	0	229,691
Permitting	5,540	615	0	0	0	0	0	0	6,155
Planning and Design	31,397	11,561	3,882	0	0	0	0	0	46,840
Project Contingency	0	19,401	0	0	0	0	0	0	19,401
Road Bridge Canal and Other Infrastructure	120	0	0	0	0	0	0	0	120
TOTAL EXPENDITURES:	62,082	203,883	37,495	0	0	0	0	0	303,460

STRATEGIC MIAMI AREA RAPID TRANSIT PLAN (SMART) PHASE 1

PROJECT #: 672670

DESCRIPTION: Plan and develop Phase 1 of the Long-Range Transportation Plan studies for corridor projects
 LOCATION: Miami-Dade County District Located: Countywide
 Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Charter County Transit System	12,414	27,133	0	0	0	0	0	0	39,547
Surtax									
City of Miami Beach Contribution	0	417	0	0	0	0	0	0	417
City of Miami Contribution	277	140	0	0	0	0	0	0	417
FDOT Funds	5,000	0	232	1,555	0	0	0	0	6,787
FTA 20005(b) - Pilot Program for TOD Planning Discretionary Grant	140	940	700	160	0	0	0	0	1,940
FTA 5307 - Transfer	931	931	931	655	0	0	0	0	3,448
FTA 5309 - Discretionary Grant	851	109	0	0	0	0	0	0	960
People's Transportation Plan Bond Program	10,983	4,300	17,307	18,495	0	0	0	0	51,085
Peoples Transportation Plan Capital Reserve Fund	20,046	8,368	1,200	287	0	0	0	0	29,901
TIID Trust Fund	0	18,846	0	0	0	0	0	0	18,846
TOTAL REVENUES:	50,641	61,184	20,370	21,152	0	0	0	0	153,348
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	0	1,330	16,900	20,010	0	0	0	0	38,240
Land Acquisition/Improvements	0	1,000	0	0	0	0	0	0	1,000
Permitting	0	200	0	0	0	0	0	0	200
Planning and Design	50,641	58,654	3,470	1,142	0	0	0	0	113,908
TOTAL EXPENDITURES:	50,641	61,184	20,370	21,152	0	0	0	0	153,348
DONATION SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Toll Revenue Credits	233	233	233	163	0	0	0	0	862
TOTAL DONATIONS:	233	233	233	163	0	0	0	0	862

SUNSHINE STATION - GOLDEN GLADES BIKE/PEDESTRIAN CONNECTOR

PROJECT #: 200000984



DESCRIPTION: Construct a 'kiss-and-ride' transit terminal on the west side of the South Florida Rail Corridor (SFRC) just north of the Golden Glades Tri-Rail Station that is connected to the Golden Glades Multimodal Transportation Facility (GGMTF) via a fully covered and illuminated pedestrian and bicycle overpass

LOCATION: Between Tri-Rail Station and Golden Glades Interchange
 Throughout Miami-Dade County

District Located: 1

District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
FDOT Funds	5,734	350	1,586	1,586	0	0	0	0	9,256
People's Transportation Plan Bond Program	3,588	5,280	0	0	0	0	0	0	8,868
Peoples Transportation Plan Capital Reserve Fund	4,722	350	1,586	1,586	0	0	0	0	8,244
TOTAL REVENUES:	14,045	5,980	3,172	3,172	0	0	0	0	26,368
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	4,000	5,280	3,172	3,172	0	0	0	0	15,623
Land Acquisition/Improvements	8,895	0	0	0	0	0	0	0	8,895
Planning and Design	1,150	700	0	0	0	0	0	0	1,850
TOTAL EXPENDITURES:	14,045	5,980	3,172	3,172	0	0	0	0	26,368

Estimated Annual Operating Impact will begin in FY 2023-24 in the amount of \$74,709 and includes 0 FTE(s)

TRAFFIC CONTROL DEVICES - SIGNALIZATION COUNTYWIDE

PROJECT #: 200000542



DESCRIPTION: Install Traffic Control Devices at intersections that are not currently signalized

LOCATION: Various Sites
 Throughout Miami-Dade County

District Located: Countywide

District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Charter County Transit System Surtax	1,460	0	0	0	0	0	0	0	1,460
Developer Contribution	450	0	0	0	0	0	0	0	450
People's Transportation Plan Bond Program	11,334	970	971	0	0	0	0	0	13,275
Road Impact Fees	57,198	5,201	4,613	2,124	2,124	1,062	0	0	72,322
Secondary Gas Tax	7,343	7,343	7,343	7,343	7,343	7,343	7,343	0	51,401
TOTAL REVENUES:	77,785	13,514	12,927	9,467	9,467	8,405	7,343	0	138,908
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	21,765	20,552	19,066	15,910	15,479	15,478	7,343	0	115,593
Planning and Design	3,161	1,482	1,275	916	904	903	0	0	8,642
Project Administration	380	0	0	0	0	0	0	0	380
Road Bridge Canal and Other Infrastructure	12,794	750	750	0	0	0	0	0	14,294
TOTAL EXPENDITURES:	38,099	22,784	21,091	16,827	16,384	16,381	7,343	0	138,908

VISION ZERO

PROJECT #: 2000001296

DESCRIPTION: Provide safety improvements and eliminate all traffic fatalities and severe injuries, while increasing safe, healthy and equitable mobility for all by redesigning streets through improved visibility to include pedestrian features, signals, sidewalks, revised speed limits, speed humps, protected bike lanes, median widening, parking restrictions, raised curb medians etc.

LOCATION: Various Sites
Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
People's Transportation Plan Bond Program	0	4,508	1,822	1,680	1,621	3,129	484	0	13,244
TOTAL REVENUES:	0	4,508	1,822	1,680	1,621	3,129	484	0	13,244
EXPENDITURE SCHEDULE:	PRIOR	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	FUTURE	TOTAL
Construction	0	3,606	1,458	1,344	1,297	2,503	387	0	10,595
Planning and Design	0	902	364	336	324	626	97	0	2,649
TOTAL EXPENDITURES:	0	4,508	1,822	1,680	1,621	3,129	484	0	13,244

FY 2020 - 21 Adopted Budget and Multi-Year Capital Plan

ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) - PHASE 3

PROJECT #: 608400

DESCRIPTION: Continue to expand and improve the Advanced Traffic Management System (ATMS) to provide more efficient traffic movement and congestion management through real time data collection, adaptive traffic signal control and vehicle communications and traffic monitoring

LOCATION: Countywide District Located: Countywide
Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	8,608	0	0	0	0	0	0	0	8,608
FDOT-County Incentive Grant Program	6,349	1,900	1,650	1,830	1,000	751	0	0	13,480
People's Transportation Plan Bond Program	45,394	895	970	720	520	526	0	0	49,025
Road Impact Fees	112,344	25,807	24,282	21,779	22,633	24,588	0	0	231,433
TOTAL REVENUES:	172,695	28,602	26,902	24,329	24,153	25,865	0	0	302,546
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	1,008	0	0	0	0	0	0	0	1,008
Furniture Fixtures and Equipment	25	0	0	0	0	0	0	0	25
Project Administration	0	2,130	6,302	6,706	4,058	2,350	928	596	23,070
Technology Hardware/Software	69,970	21,145	61,302	60,421	33,862	20,885	6,245	4,613	278,443
TOTAL EXPENDITURES:	71,003	23,275	67,604	67,127	37,920	23,235	7,173	5,209	302,546

ARTERIAL ROADS - COUNTYWIDE

PROJECT #: 2000000538

DESCRIPTION: Improve arterial roads to include resurfacing, sidewalks and drainage

LOCATION: Various Sites District Located: Countywide
Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Charter County Transit System Surtax	27	0	0	0	0	0	0	0	27
Developer Contribution	1,384	0	0	0	0	0	0	0	1,384
Florida City Contribution	2,005	1,237	0	0	0	0	0	0	3,242
People's Transportation Plan Bond Program	38,655	10,534	5,347	126	0	0	0	0	54,662
Road Impact Fees	61,614	2,485	2,615	210	0	0	0	0	66,924
WASD Project Fund	0	1,854	0	0	0	0	0	0	1,854
TOTAL REVENUES:	103,685	16,110	7,962	336	0	0	0	0	128,093
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	46,578	19,816	25,052	15,727	4,107	0	0	0	111,280
Planning and Design	7,575	1,129	490	448	122	0	0	0	9,764
Project Administration	3,082	1,925	1,035	641	366	0	0	0	7,049
TOTAL EXPENDITURES:	57,235	22,870	26,577	16,816	4,595	0	0	0	128,093

AVENTURA STATION

PROJECT #: 2000001322

DESCRIPTION: Purchase approximately three acres of vacant land for the Strategic Miami Area Rapid Transit (SMART) Plan Northeast Corridor for improved connectivity and to provide alternative transportation options; construct new station, park and ride lot, center platform, track and signalization improvements; construct pedestrian bridge crossing and other infrastructure improvements to allow for the passage of transit riders and the public to and from the proposed station, central platform and Aventura Mall

LOCATION: 19700 Harriet Tubman Hwy and 198 NE 26 Ave
Aventura
District Located: 4
District(s) Served: 4

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Peoples Transportation Plan Capital Reserve Fund	29,096	30,000	17,400	0	0	0	0	0	76,496
TOTAL REVENUES:	29,096	30,000	17,400	0	0	0	0	0	76,496
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Art Allowance	0	0	267	0	0	0	0	0	267
Construction	10,000	30,000	17,133	0	0	0	0	0	57,133
Land Acquisition/Improvements	19,096	0	0	0	0	0	0	0	19,096
TOTAL EXPENDITURES:	29,096	30,000	17,400	0	0	0	0	0	76,496

BEACH EXPRESS SOUTH

PROJECT #: 2000001205

DESCRIPTION: Design and construct exclusive bus lanes for the new express bus service from the future Miami Central Station across I-195 (Julia Tuttle Causeway) in Downtown Miami to the Miami Beach Convention Center and purchase buses

LOCATION: Miami Central Station to Miami Beach Convention Center
Miami Beach
District Located: 5
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	0	178	0	0	0	0	0	0	178
People's Transportation Plan Bond Program	356	974	4,046	4,046	0	0	0	0	9,422
TOTAL REVENUES:	356	1,152	4,046	4,046	0	0	0	0	9,600
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	0	0	4,046	4,046	0	0	0	0	8,092
Planning and Design	356	1,152	0	0	0	0	0	0	1,508
TOTAL EXPENDITURES:	356	1,152	4,046	4,046	0	0	0	0	9,600

Estimated Annual Operating Impact will begin in FY 2022-23 in the amount of \$55,000 and includes 0 FTE(s)

BUS AND BUS FACILITIES

PROJECT #: 671560

DESCRIPTION: Provide improvements to buses and bus facilities including but not limited to the various bus parking garages, roofs, fire suppression, the resurfacing of the parking lot at the central Metrobus facility and the replacement of the NE garage maintenance bathroom lockers; in addition, purchase various support vehicles, Metrobus seat inserts and Metrobus bike racks

LOCATION: Various Sites District Located: Countywide
 Various Sites District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FTA 5339 Bus & Bus Facility Formula	967	0	0	0	0	0	0	0	967
FTA Section 5307/5309 Formula	4,477	0	0	0	0	0	0	0	4,477
Grant									
Operating Revenue	28	0	0	0	0	0	0	0	28
People's Transportation Plan Bond Program	2,953	9,175	7,995	6,549	1,914	0	0	0	28,586
TOTAL REVENUES:	8,425	9,175	7,995	6,549	1,914	0	0	0	34,058
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	2,249	5,300	4,210	3,015	1,914	0	0	0	16,688
Major Machinery and Equipment	5,354	3,435	3,435	3,434	0	0	0	0	15,658
Planning and Design	778	440	350	100	0	0	0	0	1,668
Project Administration	4	0	0	0	0	0	0	0	4
Project Contingency	40	0	0	0	0	0	0	0	40
TOTAL EXPENDITURES:	8,425	9,175	7,995	6,549	1,914	0	0	0	34,058
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,361	0	0	0	0	0	0	0	1,361
TOTAL DONATIONS:	1,361	0	0	0	0	0	0	0	1,361

BUS - ENHANCEMENTS

PROJECT #: 6730101

DESCRIPTION: Purchase buses for route expansions and construct transit hubs as needed throughout Miami-Dade County

LOCATION: Countywide District Located: Countywide
 Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
City of Homestead Contribution	77	0	0	0	0	0	0	0	77
FDOT Funds	20,376	2,344	1,053	0	0	0	0	0	23,773
FDOT-County Incentive Grant Program	4,946	0	0	0	0	0	0	0	4,946
FTA Section 5307/5309 Formula Grant	5,187	2,867	1,659	0	0	0	0	0	9,713
Operating Revenue	29	0	0	0	0	0	0	0	29
People's Transportation Plan Bond Program	26,017	3,461	6,652	3,733	0	0	0	0	39,863
TOTAL REVENUES:	56,632	8,672	9,364	3,733	0	0	0	0	78,401
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	4,297	8,352	8,241	3,522	0	0	0	0	24,412
Land Acquisition/Improvements	8,156	0	823	0	0	0	0	0	8,979
Major Machinery and Equipment	41,363	0	0	0	0	0	0	0	41,363
Planning and Design	2,580	220	140	31	0	0	0	0	2,971
Project Administration	216	0	0	0	0	0	0	0	216
Project Contingency	20	100	160	180	0	0	0	0	460
TOTAL EXPENDITURES:	56,632	8,672	9,364	3,733	0	0	0	0	78,401
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,044	574	332	0	0	0	0	0	1,950
TOTAL DONATIONS:	1,044	574	332	0	0	0	0	0	1,950

Estimated Annual Operating Impact will begin in FY 2021-22 in the amount of \$3,887,900 and includes 0 FTE(s)

BUS - NEW SOUTH DADE MAINTENANCE FACILITY

PROJECT #: 2000001321

DESCRIPTION: Construct a new bus maintenance facility required within close distance to the South Dade Transitway Rapid Transit project in order to improve operational efficiency by decreasing the turn around time for placing buses back in revenue service

LOCATION: South Dade Transitway
To Be Determined

District Located: N/A
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program	850	11,246	3,609	22,007	18,502	0	0	0	56,214
TOTAL REVENUES:	850	11,246	3,609	22,007	18,502	0	0	0	56,214
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	0	0	3,137	19,611	16,473	0	0	0	39,221
Land Acquisition/Improvements	0	10,000	0	0	0	0	0	0	10,000
Planning and Design	350	1,070	200	1,248	1,048	0	0	0	3,916
Project Administration	0	100	100	100	100	0	0	0	400
Project Contingency	500	76	172	1,048	881	0	0	0	2,677
TOTAL EXPENDITURES:	850	11,246	3,609	22,007	18,502	0	0	0	56,214

BUS - TRACKER AND AUTOMATIC VEHICLE LOCATING SYSTEM UPGRADE (CAD/AVL)

PROJECT #: 672830

DESCRIPTION: Continue network upgrade to support the real-time Bus Tracking System to replace existing Computer Aided Dispatch (CAD) / Automatic Vehicle Locator (AVL) System

LOCATION: 111 NW 1 St
City of Miami

District Located: 5
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program	17,985	661	0	0	0	0	0	0	18,646
TOTAL REVENUES:	17,985	661	0	0	0	0	0	0	18,646
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	443	0	0	0	0	0	0	0	443
Furniture Fixtures and Equipment	12,395	0	0	0	0	0	0	0	12,395
Major Machinery and Equipment	2,275	661	0	0	0	0	0	0	2,936
Planning and Design	1,750	0	0	0	0	0	0	0	1,750
Project Administration	1,122	0	0	0	0	0	0	0	1,122
TOTAL EXPENDITURES:	17,985	661	0	0	0	0	0	0	18,646

Estimated Annual Operating Impact will begin in FY 2020-21 in the amount of \$376,000 and includes 0 FTE(s)

DADELAND SOUTH INTERMODAL STATION

PROJECT #: 200001203

DESCRIPTION: Construct direct ramps to and from the proposed elevated Bus Rapid Transit (BRT) platform at the Dadeland South Metrorail Station platform level to provide a seamless transfer between the Transitway BRT and the Metrorail; provide various station infrastructure improvements

LOCATION: Dadeland South Metrorail Station District Located: 7
 Unincorporated Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	198	0	0	0	0	0	0	0	198
FTA Section 5307/5309 Formula	111	0	0	0	0	0	0	0	111
Grant									
Operating Revenue	56	0	0	0	0	0	0	0	56
People's Transportation Plan Bond Program	1,165	300	24,252	23,436	994	0	0	0	50,147
TOTAL REVENUES:	1,530	300	24,252	23,436	994	0	0	0	50,512
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Art Allowance	0	0	458	0	0	0	0	0	458
Construction	9	0	21,253	21,081	807	0	0	0	43,150
Planning and Design	1,390	225	2,441	2,255	112	0	0	0	6,423
Project Administration	131	75	100	100	75	0	0	0	481
TOTAL EXPENDITURES:	1,530	300	24,252	23,436	994	0	0	0	50,512
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	28	0	0	0	0	0	0	0	28
TOTAL DONATIONS:	28	0	0	0	0	0	0	0	28

Estimated Annual Operating Impact will begin in FY 2022-23 in the amount of \$1,768,000 and includes 0 FTE(s)

FARE COLLECTION EQUIPMENT PROJECTS

PROJECT #: 6730051

DESCRIPTION: Purchase and install updated fare collection equipment and provide data migration to the cloud to enhance the Metrobus and Metrorail rider experience by allowing transit passengers the ability to pay transit fares with their bankcards or mobile wallets

LOCATION: Countywide District Located: Countywide
 Various Sites District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FTA 5309 Bus & Bus Facility Formula	903	0	0	0	0	0	0	0	903
People's Transportation Plan Bond Program	79,641	2,264	0	0	0	0	0	0	81,905
TOTAL REVENUES:	80,544	2,264	0	0	0	0	0	0	82,808
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	66	0	0	0	0	0	0	0	66
Furniture Fixtures and Equipment	1	0	0	0	0	0	0	0	1
Land Acquisition/Improvements	37	0	0	0	0	0	0	0	37
Major Machinery and Equipment	65,867	2,264	0	0	0	0	0	0	68,131
Planning and Design	2,634	0	0	0	0	0	0	0	2,634
Project Administration	11,939	0	0	0	0	0	0	0	11,939
TOTAL EXPENDITURES:	80,544	2,264	0	0	0	0	0	0	82,808
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	226	0	0	0	0	0	0	0	226
TOTAL DONATIONS:	226	0	0	0	0	0	0	0	226

Estimated Annual Operating Impact will begin in FY 2017-18 in the amount of \$1,526,000 and includes 0 FTE(s)

LEHMAN YARD - MISCELLANEOUS IMPROVEMENTS

PROJECT #: 674560

DESCRIPTION: Install five storage tracks, an under-floor rail wheel truing machine and rehabilitate and expand emergency exits

LOCATION: 6601 NW 72 Ave District Located: 12
Unincorporated Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	2,670	0	0	0	0	0	0	0	2,670
People's Transportation Plan Bond Program	71,490	14,458	85	155	0	0	0	0	86,188
TOTAL REVENUES:	74,160	14,458	85	155	0	0	0	0	88,858
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	65,295	12,834	0	0	0	0	0	0	78,129
Furniture Fixtures and Equipment	784	0	0	0	0	0	0	0	784
Planning and Design	2,139	537	65	70	0	0	0	0	2,811
Project Administration	5,819	94	0	0	0	0	0	0	5,913
Project Contingency	123	993	20	85	0	0	0	0	1,221
TOTAL EXPENDITURES:	74,160	14,458	85	155	0	0	0	0	88,858

METROMOVER - IMPROVEMENT PROJECTS

PROJECT #: 673910

DESCRIPTION: Replace various Metromover system controls to include the Data Transmission (Central Control and Wayside Interface High Speed System), Platform LCD Sign Control Unit and High Cycle Switch Logic Control Cabinets

LOCATION: Metromover District Located: Countywide
City of Miami District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FTA Section 5307/5309 Formula Grant	7,102	7,002	7,002	7,002	7,002	5,791	0	0	40,901
People's Transportation Plan Bond Program	25,294	24,630	22,825	18,299	17,522	11,178	0	0	119,748
TOTAL REVENUES:	32,396	31,632	29,827	25,301	24,524	16,969	0	0	160,649
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	13,676	16,151	14,893	14,893	14,893	14,893	0	0	89,399
Furniture Fixtures and Equipment	90	0	0	0	0	0	0	0	90
Major Machinery and Equipment	16,870	14,648	14,684	10,308	9,531	2,000	0	0	68,041
Planning and Design	1,745	668	250	100	100	76	0	0	2,939
Project Administration	5	0	0	0	0	0	0	0	5
Project Contingency	10	165	0	0	0	0	0	0	175
TOTAL EXPENDITURES:	32,396	31,632	29,827	25,301	24,524	16,969	0	0	160,649
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,776	1,751	1,751	1,751	1,751	1,448	0	0	10,228
TOTAL DONATIONS:	1,776	1,751	1,751	1,751	1,751	1,448	0	0	10,228

METRORAIL AND METROMOVER PROJECTS

PROJECT #: 200000185

DESCRIPTION: Upgrade video systems and A/C units at substations; replace existing relay-based control equipment and; modify software and hardware central controls to accommodate new train control systems

LOCATION: Metrorail and Metromover District Located: Countywide
Various Sites District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FTA Section 5307/5309 Formula	4,374	543	556	570	585	599	614	0	7,841
Grant									
People's Transportation Plan Bond Program	3,000	6,750	5,250	0	0	0	0	0	15,000
TOTAL REVENUES:	7,374	7,293	5,806	570	585	599	614	0	22,841
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Major Machinery and Equipment	7,224	6,956	5,543	570	585	599	614	0	22,091
Project Administration	150	337	263	0	0	0	0	0	750
TOTAL EXPENDITURES:	7,374	7,293	5,806	570	585	599	614	0	22,841
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,095	136	139	143	146	150	154	154	1,963
TOTAL DONATIONS:	1,095	136	139	143	146	150	154	154	1,963

METRORAIL - STATIONS AND SYSTEMS IMPROVEMENTS

PROJECT #: 200000104

DESCRIPTION: Refurbish and/or update the Metrorail systems control equipment, fire alarms and other infrastructure improvements as needed throughout the entire rail system

LOCATION: Metrorail District Located: Countywide
Various Sites District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	22	0	0	0	0	0	0	0	22
FDOT Funds	968	849	1,351	0	596	0	0	0	3,764
FTA Section 5307/5309 Formula	4,129	0	0	0	0	0	0	0	4,129
Grant									
Operating Revenue	15	0	0	0	0	0	0	0	15
People's Transportation Plan Bond Program	22,612	41,158	28,885	35,888	34,336	32,581	0	0	195,460
TOTAL REVENUES:	27,746	42,007	30,236	35,888	34,932	32,581	0	0	203,390
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	10,902	33,673	22,874	30,478	32,284	29,944	0	0	160,155
Furniture Fixtures and Equipment	2,461	0	0	0	0	0	0	0	2,461
Major Machinery and Equipment	11,967	7,175	4,776	1,068	0	0	0	0	24,986
Planning and Design	2,033	637	1,995	4,065	2,448	2,537	0	0	13,715
Project Administration	350	10	315	215	200	100	0	0	1,190
Project Contingency	33	512	276	62	0	0	0	0	883
TOTAL EXPENDITURES:	27,746	42,007	30,236	35,888	34,932	32,581	0	0	203,390
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,032	0	0	0	0	0	0	0	1,032
TOTAL DONATIONS:	1,032	0	0	0	0	0	0	0	1,032

Estimated Annual Operating Impact will begin in FY 2023-24 in the amount of \$75,000 and includes 0 FTE(s)

METRORAIL - TRACK AND GUIDEWAY PROJECTS

PROJECT #: 6710900

DESCRIPTION: Rehabilitate existing track and guideway equipment and fixtures; replace safety items for rail to include coverboard, fasteners, insulated joints, metal acoustical barriers, drains, equipment and materials as needed
 LOCATION: Metrorail District Located: 2, 3, 5, 6, 7, 12, 13
 Various Sites District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program	67,036	50,550	36,356	8,500	8,025	6,500	6,500	33,197	216,664
TOTAL REVENUES:	67,036	50,550	36,356	8,500	8,025	6,500	6,500	33,197	216,664
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	24,961	42,550	28,356	1,500	1,500	1,500	1,500	0	101,867
Furniture Fixtures and Equipment	85	0	0	0	0	0	0	0	85
Major Machinery and Equipment	15,412	5,500	5,500	5,500	5,525	4,000	4,000	33,197	78,634
Planning and Design	83	0	0	0	0	0	0	0	83
Project Administration	26,495	2,500	2,500	1,500	1,000	1,000	1,000	0	35,995
TOTAL EXPENDITURES:	67,036	50,550	36,356	8,500	8,025	6,500	6,500	33,197	216,664

METRORAIL - VEHICLE REPLACEMENT

PROJECT #: 6733001

DESCRIPTION: Overhaul and modernize existing fleet and purchase 136 new heavy rail vehicles
 LOCATION: Metrorail District Located: Countywide
 Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FTA Section 5307/5309 Formula Grant	1,036	0	0	0	0	0	0	0	1,036
People's Transportation Plan Bond Program	365,190	6,084	2,170	1,596	795	8,942	0	0	384,777
TOTAL REVENUES:	366,226	6,084	2,170	1,596	795	8,942	0	0	385,813
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Furniture Fixtures and Equipment	118	0	0	0	0	0	0	0	118
Major Machinery and Equipment	290,396	250	138	63	100	8,257	0	0	299,204
Other Capital	15,495	1,250	805	858	0	0	0	0	18,408
Project Administration	46,613	1,963	929	675	695	685	0	0	51,560
Project Contingency	13,604	2,621	298	0	0	0	0	0	16,523
TOTAL EXPENDITURES:	366,226	6,084	2,170	1,596	795	8,942	0	0	385,813
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	259	0	0	0	0	0	0	0	259
TOTAL DONATIONS:	259	0	0	0	0	0	0	0	259

NEIGHBORHOOD INFRASTRUCTURE IMPROVEMENTS

PROJECT #: 200000535

DESCRIPTION: Construct various neighborhood improvements to include resurfacing, guardrails, sidewalks, traffic signals, drainage, streetlights and various intersection improvements
 LOCATION: Various Sites District Located: Countywide
 Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program	75,329	5,913	5,000	5,183	0	0	0	0	91,425
TOTAL REVENUES:	75,329	5,913	5,000	5,183	0	0	0	0	91,425
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	75,329	5,913	5,000	5,183	0	0	0	0	91,425
TOTAL EXPENDITURES:	75,329	5,913	5,000	5,183	0	0	0	0	91,425

PALMETTO INTERMODAL TERMINAL

PROJECT #: 200000680

DESCRIPTION: Plan and develop a Long-Range Transportation Plan for the Palmetto Intermodal Terminal to include the purchase of land, an analysis on the possibility of direct ramps accessing the facility via the proposed State Road 826 Palmetto express lanes, potential site remediation and continued National Environmental Policy Act related studies

LOCATION: 7400 NW 79 Ave
Medley

District Located: 12
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	0	9,465	820	0	0	0	0	0	10,285
People's Transportation Plan Bond Program	0	9,465	820	0	0	0	0	0	10,285
TOTAL REVENUES:	0	18,930	1,640	0	0	0	0	0	20,570
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Land Acquisition/Improvements	0	10,070	0	0	0	0	0	0	10,070
Planning and Design	0	5,056	0	0	0	0	0	0	5,056
Project Contingency	0	3,804	1,640	0	0	0	0	0	5,444
TOTAL EXPENDITURES:	0	18,930	1,640	0	0	0	0	0	20,570

PARK AND RIDE - TRANSIT PROJECTS

PROJECT #: 671610

DESCRIPTION: Construct Park and Ride stations at various Transit locations throughout Miami-Dade County to include bus bays, parking, improved connectivity lanes and other related park and ride accommodations to expand rider experience

LOCATION: Various Sites
Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	842	0	0	0	0	0	0	0	842
FDOT Funds	6,588	252	263	580	626	0	0	0	8,309
FTA Section 5307/5309 Formula	4,852	544	0	0	0	0	0	0	5,396
Grant									
Operating Revenue	73	0	0	0	0	0	0	0	73
People's Transportation Plan Bond Program	14,429	6,848	7,307	5,330	3,069	25	0	0	37,008
TOTAL REVENUES:	26,784	7,644	7,570	5,910	3,695	25	0	0	51,628
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	13,064	6,948	7,131	4,733	1,634	0	0	0	33,510
Land Acquisition/Improvements	10,462	0	0	0	0	0	0	0	10,462
Major Machinery and Equipment	144	0	0	0	0	0	0	0	144
Planning and Design	2,028	574	250	105	55	25	0	0	3,037
Project Administration	1,086	72	72	72	56	0	0	0	1,358
Project Contingency	0	50	117	1,000	1,950	0	0	0	3,117
TOTAL EXPENDITURES:	26,784	7,644	7,570	5,910	3,695	25	0	0	51,628
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	1,214	136	0	0	0	0	0	0	1,350
TOTAL DONATIONS:	1,214	136	0	0	0	0	0	0	1,350

PARK AND RIDE - TRANSITWAY AT SW 168TH STREET

PROJECT #: 2000001092

DESCRIPTION: Construct a Park and Ride garage with approximately 450 spaces on the Transitway at SW 168th St near the Village of Palmetto Bay to provide expanded capacity for the Transitway
 LOCATION: SW 168 St District Located: 8
 Unincorporated Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program	10,668	20,329	20,961	0	0	0	0	0	51,958
USDOT Build Program	0	9,500	0	0	0	0	0	0	9,500
TOTAL REVENUES:	10,668	29,829	20,961	0	0	0	0	0	61,458
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Art Allowance	681	0	0	0	0	0	0	0	681
Construction	7,670	27,902	20,361	0	0	0	0	0	55,933
Planning and Design	2,188	1,799	500	0	0	0	0	0	4,487
Project Administration	129	128	100	0	0	0	0	0	357
TOTAL EXPENDITURES:	10,668	29,829	20,961	0	0	0	0	0	61,458

Estimated Annual Operating Impact will begin in FY 2021-22 in the amount of \$397,000

ROADWAY AND BRIDGE - MISCELLANEOUS COUNTYWIDE IMPROVEMENTS

PROJECT #: 2000000543

DESCRIPTION: Provide various roadway and bridge maintenance and beautification improvements as needed
 LOCATION: Various Sites District Located: Countywide
 Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	205	0	0	0	0	0	0	0	205
Charter County Transit System Surtax	30,706	2,183	0	0	0	0	0	0	32,889
FDOT Funds	0	500	500	0	0	0	0	0	1,000
Road Impact Fees	2,901	3,148	3,129	3,319	3,423	3,423	0	0	19,343
Secondary Gas Tax	8,605	7,135	8,530	8,530	8,530	8,530	8,530	0	58,390
Village of Palmetto Bay Contribution	0	200	200	0	0	0	0	0	400
Village of Pinecrest Contribution	0	150	150	0	0	0	0	0	300
TOTAL REVENUES:	42,417	13,316	12,509	11,849	11,953	11,953	8,530	0	112,527
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	4,652	3,969	5,364	4,514	4,514	4,514	4,514	0	32,041
Other Capital	34,854	6,199	4,016	4,016	4,016	4,016	4,016	0	61,133
Planning and Design	100	0	0	0	0	0	0	0	100
Project Administration	2,811	3,148	3,129	3,319	3,423	3,423	0	0	19,253
TOTAL EXPENDITURES:	42,417	13,316	12,509	11,849	11,953	11,953	8,530	0	112,527

ROAD WIDENING - COUNTYWIDE

PROJECT #: 2000000540

DESCRIPTION: Increase traffic capacity countywide by widening roads

LOCATION: Various Sites
Throughout Miami-Dade County

District Located:
District(s) Served:

Countywide
Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Charter County Transit System	119	0	0	0	0	0	0	0	119
Surtax									
Developer Contribution	739	0	0	0	0	0	0	0	739
FDOT Funds	32,877	0	0	0	0	0	0	0	32,877
People's Transportation Plan Bond	80,793	10,822	12,602	5,630	4,580	424	0	0	114,851
Program									
Road Impact Fees	170,208	13,911	12,389	12,278	15,000	17,477	0	0	241,263
TOTAL REVENUES:	284,736	24,733	24,991	17,908	19,580	17,901	0	0	389,849
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	132,046	23,046	33,136	60,456	50,393	15,084	13,796	0	327,957
Other Capital	427	0	0	0	0	0	0	0	427
Planning and Design	20,440	6,090	5,427	1,244	626	118	930	0	34,875
Project Administration	3,764	2,979	4,977	7,580	4,816	896	1,578	0	26,590
TOTAL EXPENDITURES:	156,677	32,115	43,540	69,280	55,835	16,098	16,304	0	389,849

SAFETY IMPROVEMENTS - COUNTYWIDE

PROJECT #: 2000000541

DESCRIPTION: Construct and/or provide safety improvements countywide to include street lights, railroad crossings, guardrails, sidewalks, bike paths, ADA ramps, pavement markings, etc.

LOCATION: Various Sites
Throughout Miami-Dade County

District Located:
District(s) Served:

Countywide
Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Capital Impr. Local Option Gas Tax	1,620	485	0	0	0	0	0	0	2,105
Charter County Transit System	7,691	500	500	500	500	500	0	0	10,191
Surtax									
FDOT Funds	5,177	5,938	5,273	5,620	4,663	5,493	4,421	0	36,585
People's Transportation Plan Bond	4,362	0	550	806	200	0	0	0	5,918
Program									
Secondary Gas Tax	3,177	3,177	3,177	3,177	3,177	3,177	3,177	0	22,239
TOTAL REVENUES:	22,027	10,100	9,500	10,103	8,540	9,170	7,598	0	77,038
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	21,542	9,612	9,277	9,719	8,468	9,030	7,598	0	75,246
Planning and Design	370	313	98	205	0	0	0	0	986
Project Administration	115	175	125	179	72	140	0	0	806
TOTAL EXPENDITURES:	22,027	10,100	9,500	10,103	8,540	9,170	7,598	0	77,038

SIGNAGE AND COMMUNICATION PROJECTS

PROJECT #: 2000000434

DESCRIPTION: Replace and upgrade signage and communication systems throughout transit facilities to include Closed Circuit Televisions on existing buses, real-time signage, Private Branch Exchange Telephones and bus traffic signal prioritization along congested corridors

LOCATION: Metrobus
Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FTA Section 5307/5309 Formula Grant	3,040	3,206	1,444	0	0	0	0	0	7,690
People's Transportation Plan Bond Program	8,336	7,434	940	0	0	0	0	0	16,710
TOTAL REVENUES:	11,376	10,640	2,384	0	0	0	0	0	24,400
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	9,128	9,104	1,069	0	0	0	0	0	19,301
Major Machinery and Equipment	1,941	800	800	0	0	0	0	0	3,541
Project Administration	307	319	140	0	0	0	0	0	766
Project Contingency	0	417	375	0	0	0	0	0	792
TOTAL EXPENDITURES:	11,376	10,640	2,384	0	0	0	0	0	24,400
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	760	802	361	0	0	0	0	0	1,923
TOTAL DONATIONS:	760	802	361	0	0	0	0	0	1,923

SOUTH DADE TRANSITWAY CORRIDOR

PROJECT #: 2000000973

DESCRIPTION: Plan and develop the South Dade transit corridor project

LOCATION: Various Sites
Various Sites

District Located: Countywide
District(s) Served: 7, 8, 9

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Charter County Transit System Surtax	0	10,078	0	0	0	0	0	0	10,078
FDOT Funds	2,489	44,819	38,183	14,509	0	0	0	0	100,000
FTA Section 5309 Discretionary Grant	2,490	44,820	38,182	14,508	0	0	0	0	100,000
Peoples Transportation Plan Capital Reserve Fund	9,484	35,143	38,506	10,249	0	0	0	0	93,382
TOTAL REVENUES:	14,463	134,860	114,871	39,266	0	0	0	0	303,460
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Art Allowance	1,253	0	0	0	0	0	0	0	1,253
Construction	1,844	111,712	85,805	36,366	0	0	0	0	235,727
Major Machinery and Equipment	0	250	125	0	0	0	0	0	375
Planning and Design	11,302	22,748	9,587	2,793	0	0	0	0	46,430
Project Administration	64	150	200	107	0	0	0	0	521
Project Contingency	0	0	19,154	0	0	0	0	0	19,154
TOTAL EXPENDITURES:	14,463	134,860	114,871	39,266	0	0	0	0	303,460

STRATEGIC MIAMI AREA RAPID TRANSIT PLAN (SMART) PHASE 1

PROJECT #: 672670

DESCRIPTION: Plan and develop Phase 1 of the Long-Range Transportation Plan studies for corridor projects
 LOCATION: Miami-Dade County District Located: Countywide
 Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
City of Miami Beach Contribution	0	417	0	0	0	0	0	0	417
City of Miami Contribution	0	417	0	0	0	0	0	0	417
FDOT Funds	3,910	1,090	0	0	0	0	0	0	5,000
FTA 5307 Transfer	879	489	755	756	0	0	0	0	2,879
FTA Section 5309 Discretionary	657	459	520	364	0	0	0	0	2,000
Grant									
People's Transportation Plan Bond Program	917	8,485	4,580	91	0	0	0	0	14,073
Peoples Transportation Plan Capital Reserve Fund	17,609	3,373	2,399	1,198	0	0	0	0	24,579
TOTAL REVENUES:	23,972	14,730	8,254	2,409	0	0	0	0	49,365
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Planning and Design	23,557	14,180	7,704	2,409	0	0	0	0	47,850
Project Administration	415	550	550	0	0	0	0	0	1,515
TOTAL EXPENDITURES:	23,972	14,730	8,254	2,409	0	0	0	0	49,365
DONATION SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Toll Revenue Credits	220	123	189	189	0	0	0	0	721
TOTAL DONATIONS:	220	123	189	189	0	0	0	0	721

SUNSHINE STATION - GOLDEN GLADES BIKE/PEDESTRIAN CONNECTOR

PROJECT #: 200000984

DESCRIPTION: Construct a 'kiss-and-ride' transit terminal on the west side of the South Florida Rail Corridor (SFRC) just north of the Golden Glades Tri-Rail Station that is connected to the Golden Glades Multimodal Transportation Facility (GGMTF) via a fully covered and illuminated pedestrian and bicycle overpass
 LOCATION: Between Tri-Rail Station and Golden Glades Interchange District Located: 1
 Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
FDOT Funds	353	1,065	5,213	1,585	1,190	396	0	0	9,802
People's Transportation Plan Bond Program	253	4,181	4,434	0	0	0	0	0	8,868
Peoples Transportation Plan Capital Reserve Fund	100	307	5,212	1,586	1,189	396	0	0	8,790
TOTAL REVENUES:	706	5,553	14,859	3,171	2,379	792	0	0	27,460
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	0	4,434	4,434	3,171	2,379	792	0	0	15,210
Land Acquisition/Improvements	0	0	9,987	0	0	0	0	0	9,987
Planning and Design	706	1,119	438	0	0	0	0	0	2,263
TOTAL EXPENDITURES:	706	5,553	14,859	3,171	2,379	792	0	0	27,460

Estimated Annual Operating Impact will begin in FY 2020-21 in the amount of \$55,000 and includes 0 FTE(s)

TRAFFIC CONTROL DEVICES - SIGNALIZATION COUNTYWIDE

PROJECT #: 200000542

DESCRIPTION: Install Traffic Control Devices at intersections that are not currently signalized
 LOCATION: Various Sites
 Throughout Miami-Dade County

District Located: Countywide
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Charter County Transit System Surtax	1,460	0	0	0	0	0	0	0	1,460
People's Transportation Plan Bond Program	11,534	800	691	250	0	0	0	0	13,275
Road Impact Fees	85,253	14,717	16,849	19,075	18,828	12,356	0	0	167,078
Secondary Gas Tax	6,343	7,343	7,343	7,343	7,343	7,343	7,343	0	50,401
TOTAL REVENUES:	104,590	22,860	24,883	26,668	26,171	19,699	7,343	0	232,214
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	39,701	30,301	40,520	33,809	38,149	21,965	7,343	0	211,788
Planning and Design	4,478	2,530	2,219	1,477	1,335	1,106	0	0	13,145
Project Administration	1,973	2,165	852	776	765	750	0	0	7,281
TOTAL EXPENDITURES:	46,152	34,996	43,591	36,062	40,249	23,821	7,343	0	232,214

VISION ZERO AND SAFETY IMPROVEMENT PROJECTS

PROJECT #: 2000001296

DESCRIPTION: Provide safety improvements and eliminate all traffic fatalities and severe injuries, while increasing safe, healthy and equitable mobility for all by redesigning streets through improved visibility to include pedestrian features, signals, sidewalks, revised speed limits, speed humps, protected bike lanes, median widening, parking restrictions, raised curb medians etc.

LOCATION: Various Sites
 Throughout Miami-Dade County

District Located: Countywide
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
People's Transportation Plan Bond Program	0	2,895	3,236	4,063	3,793	4,837	3,000	0	21,824
TOTAL REVENUES:	0	2,895	3,236	4,063	3,793	4,837	3,000	0	21,824
EXPENDITURE SCHEDULE:	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	FUTURE	TOTAL
Construction	0	1,473	1,687	2,371	2,144	2,982	2,400	0	13,057
Planning and Design	0	651	710	783	761	864	300	0	4,069
Project Administration	0	771	839	909	888	991	300	0	4,698
TOTAL EXPENDITURES:	0	2,895	3,236	4,063	3,793	4,837	3,000	0	21,824

PTP ORDINANCES

On November 5, 2002, Miami-Dade County voters approved a half-penny Surtax to implement the PTP:
Shall the County implement the People’s Transportation Plan including: Plans to build rapid transit lines to West Dade, Kendall, Florida City, Miami Beach and North Dade; expanding bus service; adding 635 buses; improving traffic signalization to reduce traffic backups; improving major and neighborhood roads and highways, including drainage; and funding to municipalities for road and transportation projects by levying a half percent sales Surtax whose proceeds will be overseen by the Citizens’ Independent Transportation Trust?

YEAR 2003–2008: BUS SERVICE IMPROVEMENTS (Capital Cost: \$90 million)

- Increases bus fleet from 700 to 1335.
- Increases current service miles from 27 million miles to 44 million miles.
- Increases operating hours from 1.9 million hours to 3.3 million hours.
- Utilizes minibuses on all new bus routes and in neighborhood/municipal circulator shuttle service.
- Adds mid-day, Saturday and Sunday services within 30 days of approval of a dedicated funding source using existing buses.
- Provides 15 minutes or better bus service during rush hour; 30 minutes or better during other periods; 24-hour service in certain major corridors.
- Replaces buses on a systematic basis to reduce operating cost and increase reliability.
- Constructs bus pull-out bays on major streets to expedite traffic flow
- Implements grid system for bus service (north-south and east-west) on major streets and avenues with circulator service feeding main line bus service and rapid transit lines.
- Expands the bus shelter program throughout the County.
- Enhances and expands transit bus stop signage countywide; incorporates information technology at bus stops and rail stations.
- Expands Transit’s public information program through enhanced marketing and advertising.
- Expands on successful municipal circulator program.

YEAR 2003-2031 RAPID TRANSIT IMPROVEMENTS

Construction of up to 88.9-miles of new Rapid Transit Lines (Capital Cost: \$7 billion)

- Technology and Corridor Improvements: Two corridors, totaling 26.7 miles of rapid transit, have completed the planning phase and are ready to enter into final design and construction – the North Corridor and East-West Corridor.
- The North Corridor is a 9.5-mile heavy rail alternative, running from the Dr. Martin Luther King, Jr. Metrorail Station, along NW 27th Avenue to NW 215th Street (Miami-Dade/Broward County line); with proposed stations at Northside Shopping Center, MDCC-North Campus, City of Opa-locka, Palmetto Expressway, Carol City Shopping Center, Pro-Player Stadium and the Florida Turnpike. The North Corridor (part of the original Rapid Transit Plan) will receive top priority to go into the final design and construction phase (Cost: \$555 million).

- The East-West Corridor consists of two segments, one from the Florida Turnpike east to the Palmetto Expressway (SR 826) and from the Palmetto, through Miami International Airport, downtown Miami, and to the Port of Miami, six miles and 11.2 miles respectively. These sites have been identified as potential station locations: Florida Turnpike, NW 107th Avenue, NW 97th Avenue, NW 87th Avenue, Milam Dairy Road, Blue Lagoon area, Miami Intermodal Center, NW 27th Avenue, Orange Bowl, Government Center (downtown Miami), and the Port of Miami (Cost: \$2,789 million).
- The remaining 62.2 miles of rapid transit lines need to complete federal, state and local planning processes to determine feasibility, technology, and corridor alignment. These corridors include, but are not limited to, the following:
 - Earlington Heights/Airport Connector: A 3.1-mile extension from the Earlington Heights Metrorail Station to the Miami Intermodal Center, located on the east side of Miami International Airport. (Cost: \$207 million)
 - Baylink: A 5.1-mile corridor between downtown Miami and South Miami Beach. (Cost: \$510 million)
 - Kendall Corridor: A 15-mile corridor with both east-west and north-south segments. (Cost: \$877 million)
 - Northeast Corridor: A 13.6-mile corridor from Downtown Miami, through Little Haiti, to NE 215th Street, generally along the Biscayne Blvd. (U.S. 1) Corridor and Florida East Coast railroad right-of-way. (Cost: \$795 million)
 - Rail Extension to Florida City: A 21-mile rail extension along U.S. 1 consisting of two segments, one from Dadeland South Metrorail Station to Cutler Ridge; a second segment from Cutler Ridge to Florida City. (Cost: \$946 million)
 - Douglas Road Extension: A 4.5-mile corridor from the Douglas Road Metrorail Station to the Miami Intermodal Center. (Cost: \$280 million)

YEAR 2003-2013: MAJOR HIGHWAY AND ROAD IMPROVEMENTS (Total Cost: \$309 million)

Includes the following countywide improvement

- Supplements funding to upgrade the County’s traffic signalization system.
- Constructs major ingress/egress improvements in Downtown Miami, from SW 8 Street to SW 1 Avenue.
- Funds the Preliminary Engineering and Design study of I-395.
- Accelerates approved safety enhancements and lane widening for Krome Avenue.
- Completes construction of NW 87 Avenue between NW 154 Street and Miami Gardens Drive (NW 183 Street).
- Creates viable reverse flow lanes on major thoroughfares.
- Funds grade separation of intersections where appropriate countywide.
- Supplements funding to widen NW 62 Avenue, from NW 105 Street to NW 138 Street.

YEAR 2003-2013: NEIGHBORHOOD IMPROVEMENTS (Total Cost: \$167 million)

Neighborhood improvements include modification of intersections; resurfacing of local and arterial roads; installation/repairs of guardrails; installation of school flashing signals and enhancement of greenways and bikeways. Such improvements also include replacement/repair of sidewalks, repair/installation of drainage and landscape beautification (including community image enhancements), roadway signage, roadway lighting, pavement markings, and traffic calming¹

related to the development, construction, operation or maintenance of roads and bridges in the County or to the expansion, operation or maintenance of bus and fixed guideway systems. Accelerate program to provide ADA accessibility to bus stops throughout the County.

- Accelerates program to provide ADA accessibility to bus stops throughout the County

MUNICIPAL IMPROVEMENTS (Cities to receive a pro rata share (determined by population) of 20% of total Surtax revenues on an annual basis (currently estimated at \$62.6 million [one-percent] or \$31.3 million [one-half percent])

Cities will preserve the level of transportation funding currently in their FY 2001-2002 budgets (i.e. their maintenance of effort dollars). Maintenance of efforts excludes special bond issues for infrastructure improvements.

The cities will dedicate 20% of their Surtax funds to transit purposes. This would include circulators, bus shelters, bus pull out bays or other transit-related infrastructure. If such utilization is inappropriate, the County will be afforded the opportunity to undertake such projects with those funds or the funds will revert to the municipal pool for re-distribution.

Footnote:

1) As amended per Board of County Commissioners, R-507-04 (April 2004)

County PTP Ordinance #02-116

ARTICLE XVI. - ONE HALF OF ONE PERCENT CHARTER COUNTY TRANSIT SYSTEM SALES SURTAX AUTHORIZED BY SECTION 212.055(1) FLORIDA STATUTES (2001)

Sec. 29-121. - Sales surtax levied.

There is hereby levied and imposed a one half of one percent discretionary sales surtax authorized by Section 212.055(1), Florida Statutes (2001) on all transactions occurring in Miami-Dade County which transactions are subject to the state tax imposed on sales, use, rentals, admissions and other transactions by Chapter 212, Florida Statutes (2001).

(Ord. No. 02-116, § 1, 7-9-02)

Sec. 29-122. - Surtax rate, limitations.

The surtax rate shall be one-half of one percent on the amount of taxable sales and taxable purchases representing such transactions. The limitations, conditions and provisions contained in Section 212.054, Florida Statutes (2001) as the same may be amended and supplemented from time to time are hereby incorporated herein.

(Ord. No. 02-116, § 1, 7-9-02)

Sec. 29-122.1. - Exemption from Sales Surtax.

All exemptions applicable to the discretionary sales surtax contained in Chapter 212, Florida Statutes are hereby incorporated herein as the same may be amended and supplemented from time to time including, but not limited to, the following:

1. The sales amount above \$5,000 on any item of tangible personal property shall not be subject to the surtax. However, charges for prepaid calling arrangements, as defined in Section 212.05(1)(e)1.a. Fla. Stats., shall be subject to the surtax. For purposes of administering the \$5,000 limitation of an item of tangible personal property, if two or more taxable items of tangible personal property are sold to the same purchaser at the same time and, under generally accepted business practice or industry standards or usage, are normally sold in bulk or are items that, when assembled, comprise a working unit or part of a working unit, such items must be considered a single item for purposes of the \$5,000 limitation when supported by a charge ticket, sale slip, invoice, or other tangible evidence of a single sale or rental.
2. The sale at retail, the rental, the use, the consumption, the distribution, and the storage to be used or consumed in this state of the following are hereby specifically exempt from the sales surtax imposed by this article.
 - (1) *Exemptions; General Groceries.*
 - (a) Food products for human consumption are exempt from the sales surtax imposed by this article.
 - (b) For the purpose of this article, as used in this subsection, the term "food products" means edible commodities, whether processed, cooked, raw, canned, or in any other form, which are generally regarded as food. This includes, but is not limited to, all of the following:
 1. Cereals and cereal products, baked goods, oleomargarine, meat and meat products, fish and seafood products, frozen foods and dinners, poultry, eggs and egg products, vegetables and vegetable products, fruit and fruit products, spices, salt, sugar and sugar products, milk and dairy products, and products intended to be mixed with milk.
 2. Natural fruit or vegetable juices or their concentrates or reconstituted natural concentrated fruit or vegetable juices, whether frozen or unfrozen, dehydrated, powdered, granulated, sweetened or unsweetened, seasoned with salt or spice, or unseasoned; coffee, coffee substitutes, or cocoa; and tea, unless it is sold in a liquid form.
 3. Bakery products sold by bakeries, pastry shops, or like establishments that do not have eating facilities.
 - (c) The exemption provided by this subsection does not apply:

1. When the food products are sold as meals for consumption on or off the premises of the dealer.
 2. When the food, products are furnished, prepared, or served for consumption at tables, chairs, or counters or from trays, glasses, dishes, or other tableware, whether provided by the dealer or by a person with whom the dealer contracts to furnish, prepare, or serve food products to others.
 3. When the food products are ordinarily sold for immediate consumption on the seller's premises or near a location at which parking facilities are provided primarily for the use of patrons in consuming the products purchased at the location, even though such products are sold on a "take out" or "to go" order and are actually packaged or wrapped and taken from the premises of the dealer.
 4. To sandwiches sold ready for immediate consumption on or off the seller's premises.
 5. When the food products are sold ready for immediate consumption within a place, the entrance to which is subject to an admission charge.
 6. When the food products are sold as hot prepared food products.
 7. To soft drinks, which include, but are not limited to, any nonalcoholic beverage, any preparation or beverage commonly referred to as a "soft drink," or any noncarbonated drink made from milk derivatives or tea, when sold in cans or similar containers.
 8. To ice cream, frozen yogurt, and similar frozen dairy or nondairy products in cones, small cups, or pints, popsicles, frozen fruit bars, or other novelty items, whether or not sold separately.
 9. To food prepared, whether on or off the premises, and sold for immediate consumption. This does not apply to food prepared off the premises and sold in the original sealed container, or the slicing of products into smaller portions.
 10. When the food products are sold through a vending machine, pushcart, motor vehicle, or any other form of vehicle.
 11. To candy and any similar product regarded as candy or confection, based on its normal use, as indicated on the label or advertising thereof.
 12. To bakery products sold by bakeries, pastry shops, or like establishments that have eating facilities, except when sold for consumption off the seller's premises.
 13. When food products are served, prepared, or sold in or by restaurants, lunch counters, cafeterias, hotels, taverns, or other like places of business.
- (d) As used in this subsection (1), the term:
1. "For consumption off the seller's premises" means that the food or drink is intended by the customer to be consumed at a place away from the dealer's premises.
 2. "For consumption on the seller's premises" means that the food or drink sold may be immediately consumed on the premises where the dealer conducts his or her business. In determining whether an item of food is sold for immediate consumption, there shall be considered the customary consumption practices prevailing at the selling facility.
 3. "Premises" shall be construed broadly, and means, but is not limited to, the lobby, aisle, or auditorium of a theater; the seating, aisle, or parking area of an arena, rink, or stadium; or the parking area of a drive-in or outdoor theater. The premises of a caterer with respect to catered meals or beverages shall be the place where such meals or beverages are served.
 4. "Hot prepared food products" means those products, items, or components which have been prepared for sale in a heated condition and which are sold at any temperature that is higher than the air temperature of the room or place where they are sold. "Hot prepared food products," for the purposes of this subsection, includes a combination of hot and cold food items or components where a single price has been established for the combination and the food products are sold in such combination, such as a hot meal, a hot specialty dish or serving, or a hot sandwich or hot pizza, including cold components or side items.
- (e) 1. Food or drinks not exempt under paragraphs (a), (b), (c), and (d) shall be exempt, notwithstanding those paragraphs, when-purchased with food coupons or Special Supplemental Food Program for Women, Infants, and Children vouchers issued under authority of federal law.

2. This paragraph (e) is effective only while federal law prohibits a state's participation in the federal food coupon program or Special Supplemental Food Program for Women, Infants, and Children if there is an official determination that state or local sales taxes are collected within that state on purchases of food or drinks with such coupons.
3. This paragraph (e) shall not apply to any food or drinks on which federal law shall permit sales taxes without penalty, such as termination of the state's participation.

(2) *Exemptions medical.*

- (a) There shall be exempt from the sales surtax imposed by this article any medical products and supplies or medicine dispensed according to an individual prescription or prescriptions written by a prescriber authorized by law to prescribe medicinal drugs; hypodermic needles; hypodermic syringes; chemical compounds and test kits used for the diagnosis or treatment of human disease, illness, or injury; and common household remedies recommended and generally sold for internal and external use in the cure, mitigation, treatment, or prevention of illness or disease in human beings, but not including cosmetics or toilet articles, notwithstanding the presence of medicinal ingredients therein, according to a list prescribed and approved by the Department of Health, which list shall be certified to the Department of Revenue from time to time and included in the rules promulgated by the Department of Revenue. There shall also be exempt from the sales surtax imposed by this article artificial eyes and limbs; orthopedic shoes; prescription eyeglasses and items incidental thereto or which become a part thereof; dentures; hearing aids; crutches; prosthetic and orthopedic appliances; and funerals. In addition, any items intended for one-time use which transfer essential optical characteristics to contact lenses shall be exempt from the sales surtax imposed by this article, however, this exemption shall apply only after \$100,000 of the sales surtax imposed by this article on such items has been paid in any calendar year by a taxpayer who claims the exemption in such year. Funeral directors shall pay tax on all tangible personal property used by them in their business.
- (b) For the purposes of this subsection (2):
 1. "Prosthetic and orthopedic appliances" means any apparatus, instrument, device, or equipment used to replace or substitute for any missing part of the body, to alleviate the malfunction of any part of the body, or to assist any disabled person in leading a normal life by facilitating such person's mobility. Such apparatus, instrument, device, or equipment shall be exempted according to an individual prescription or prescriptions written by a physician licensed under chapter 458, chapter 459, chapter 460, chapter 461, or chapter 466, Florida Statutes, or according to a list prescribed and approved by the Department of Health, which list shall be certified to the Department of Revenue from time to time and included in the rules promulgated by the Department of Revenue.
 2. "Cosmetics" means articles intended to be rubbed, poured, sprinkled, or sprayed on, introduced into, or otherwise applied to the human body for cleaning, beautifying, promoting attractiveness, or altering the appearance and also means articles intended for use as a compound of any such articles, including, but not limited to, cold creams, suntan lotions, makeup, and body lotions.
 3. "Toilet articles" means any article advertised or held out for sale for grooming purposes and those articles that are customarily used for grooming purposes, regardless of the name by which they may be known, including, but not limited to, soap, toothpaste, hair spray, shaving products, colognes, perfumes, shampoo, deodorant, and mouthwash.
 4. "Prescription" includes any order for drugs or medicinal supplies written or transmitted by any means of communication by a duly licensed practitioner authorized by the laws of the state to prescribe such drugs or medicinal supplies and intended to be dispensed by a pharmacist. The term also includes an orally transmitted order by the lawfully designated agent of such practitioner. The term also includes an order written or transmitted by a practitioner licensed to practice in a jurisdiction other than this state, but only if the pharmacist called upon to dispense such order determines, in the exercise of his or her professional judgment, that the order is valid and necessary for the treatment of a chronic or recurrent illness. The term also includes a pharmacist's order for a product selected from the formulary created pursuant to Sec. 465.186 Fla. Stats. A prescription may be retained in written form, or the pharmacist may cause it to be recorded in a data processing system, provided that such order can be produced in printed form upon lawful request.
- (c) Chlorine shall not be exempt from the tax imposed by this article when used for the treatment of water in swimming pools.

- (d) Lithotripters are exempt.
- (e) Human organs are exempt.
- (f) Sales of drugs to or by physicians, dentists, veterinarians, and hospitals in connection with medical treatment are exempt.
- (g) Medical products and supplies used in the cure, mitigation, alleviation, prevention, or treatment of injury, disease, or incapacity which are temporarily or permanently incorporated into a patient or client by a practitioner of the healing arts licensed in the state are exempt.
- (h) The purchase by a veterinarian of commonly recognized substances possessing curative or remedial properties which are ordered and dispensed as treatment for a diagnosed health disorder by or on the prescription of a duly licensed veterinarian, and which are applied to or consumed by animals for alleviation of pain or the cure or prevention of sickness, disease, or suffering are exempt. Also exempt are the purchase by a veterinarian of antiseptics, absorbent cotton, gauze for bandages, lotions, vitamins, and worm remedies.
- (i) X-ray opaques, also known as opaque drugs and radiopaque, such as the various opaque dyes and barium sulphate, when used in connection with medical X-rays for treatment of bodies of humans and animals, are exempt.
- (j) Parts, special attachments, special lettering, and other like items that are added to or attached to tangible personal property so that a handicapped person can use them are exempt when such items are purchased by a person pursuant to an individual prescription.
- (k) This subsection (2) shall be strictly construed and enforced.

(Ord. No. 02-116, § 1, 7-9-02)

Sec. 29-123. - Administration, collection and enforcement.

The Florida Department of Revenue shall administer, collect and enforce the surtax levied hereunder pursuant to the procedures specified in Sec. 212.054(4) Fla. Stats. (2001) as the same may be amended or renumbered from time to time.

(Ord. No. 02-116, § 1, 7-9-02)

Sec. 29-124. - Special fund created; uses of surtax proceeds; and role of Citizens' Independent Transportation Trust.

The surtax proceeds collected by the State and distributed hereunder shall be deposited in a special fund set aside from other County funds in the custody of the Finance Director of the County. Moneys in the special fund shall be expended for the transportation and transit projects (including operation and maintenance thereof) set forth in Exhibit 1 to this article (including those projects referenced in the ballot question presented to the electors to approve this levy) and the adopted Five Year Implementation Plan, subject to any amendments thereto made in accordance with the Transportation Planning Organization ("TPO") process or made in accordance with the procedures specified in subsection (d) of this section.

Expenditure of surtax proceeds for contracts procured by or on behalf of Miami-Dade Transit or for transit-related procurements shall be subject to the following limitations:

- (a) Surtax proceeds shall be applied to expand the Golden Passport Program to all persons (regardless of income level who are over the age of 65 or are drawing Social Security benefits) and to provide fare-free public transportation service on Metromover, including extensions.
- (b) Surtax proceeds may only be expended for the transportation and transit purposes specified in Section 212.055(1)(d)1—4, Florida Statutes (2010). The use of surtax proceeds for on-demand services as defined in Section 212.055(1)(e), Florida Statutes, shall be limited to on-demand services where the trip is no greater than 5 miles in distance.
- (c) The County shall not expend more than five percent of the County's share of surtax proceeds on administrative costs, exclusive of project management and oversight for projects funded by the surtax.

- (d) The Trust shall in consultation with the Mayor recommend to the County Commission a Five Year Implementation Plan. The Five Year Implementation Plan shall include a detailed scope of work, schedule and budget, consistent with the federal requirements for the TPO TIP and Long Range Plan, for each project included in Exhibit 1 of the People's Transportation Plan, as amended, anticipated to be implemented in whole or in part during the five year period. The Five Year Implementation Plan shall be approved by the County Commission in accordance with the procedures established in paragraph (f) of this section. The initial Five Year Implementation Plan shall be approved no later than January 1, 2011. The Five Year Implementation Plan shall be updated annually no later than January 1st of each year and shall be presented to the County Commission and posted online. The annual report shall detail the progress on each project included in the Five Year Work Plan.
- (e) The County Commission shall not delete or materially change any County project contained in the list attached as Exhibit 1 to this article nor add any project to the list or delete, materially change or add any project to the Five Year Implementation Plan except in accordance with the procedures set forth in this subsection (e). The Five Year Implementation Plan and any proposed deletion, material change or addition of a County project shall be initially reviewed by the Citizens' Independent Transportation Trust ("Trust"), which shall forward a recommendation thereon to the County Commission. The County Commission may either accept or reject the Trust's recommendation. If the County Commission rejects the recommendation, the matter shall be referred back to the Trust for its reconsideration and issuance of a reconsidered recommendation to the County Commission. The County Commission may approve, change or reject the Trust's reconsidered recommendation. A two-thirds vote of the Commission membership shall be required to take action other than as contained in the reconsidered recommendation of the Trust. The foregoing notwithstanding, the list of County projects contained in Exhibit 1 and the Five Year Implementation Plan may be changed as a result of the metropolitan planning organization process as mandated by federal and state law as applied to the TPO.
- (f) (i) No surtax proceeds may be used to pay the costs of a contract unless the Trust has submitted a recommendation to the County Commission regarding said contract award. The County Commission, if in agreement with the Trust's recommendation, may award a contract by majority vote. The County Commission may modify or reject the recommendation of the Trust by a two-thirds (2/3) vote of the Commission's membership. If the Trust has failed to forward a recommendation to the County Commission within 45 days of the County Mayor or County Mayor's designee filing an award recommendation with the Clerk of the Board, the County Commission may take action on the contract award recommendation without any Trust recommendation. Notwithstanding any other provision to the contrary, a committee of the Commission may consider a contract award recommendation prior to receipt of a recommendation of the Trust.
- (ii) Where no surtax proceeds are used to fund a contract, no County funds may be used to pay the costs of a contract where the portion procured by or on behalf of Miami-Dade Transit or for transit-related procurements is valued at over one million dollars (\$1,000,000.00) unless the Trust has submitted a recommendation to the County Commission regarding said contract award. The County Commission, if in agreement with the Trust's recommendation, may award a contract by majority vote. The County Commission may modify or reject the recommendation of the Trust by a majority vote. If the Trust has failed to forward a recommendation to the County Commission within 45 days of the County Mayor or County Mayor's designee filing an award recommendation with the Clerk of the Board, the County Commission may take action on the contract award recommendation without any Trust recommendation. Notwithstanding any other provision to the contrary, a committee of the Commission may consider a contract award recommendation prior to receipt of a recommendation of the Trust.
- (iii) Where no surtax proceeds are used to fund a contract eligible for award under the County Mayor's delegated authority and where the portion procured by or on behalf of Miami-Dade Transit or for transit-related procurements is valued at one million dollars (\$1,000,000.00) or less, the Trust shall be provided with a Semi-Annual Report detailing all such contract awards. If the Trust takes exception with a contract award the County Mayor or County Mayor's designee will provide the Trust with any additional information necessary to resolve any outstanding issue and, if necessary and appropriate, work in collaboration with the Trust to take any corrective action that may be available.
- (iv) The Trust shall, in consultation with the County Mayor or County Mayor's designee, schedule Trust meetings monthly so as to ensure that a Trust recommendation is provided to the Commission with the Commission's agenda package.
- (g) On a quarterly basis, the Executive Director of the CITT shall submit a written report to the Commission and the Mayor of all expenditures made pursuant to Section 29-124 herein.

- (h) Twenty percent of surtax proceeds shall be distributed annually to those cities existing as of November 5, 2002 that meet the following conditions:
- (i) That continue to provide the same level of general fund support for transportation that is in their FY 2001-2002 budget in subsequent Fiscal Years. Any surtax proceeds received shall be applied to supplement, not replace a city's general fund support for transportation. Where the general fund support for FY 2001-2002 exceeded the general fund support in the preceding year by more than 150 percent, the maintenance of effort requirement may be calculated as the average general fund support for the five years preceding FY 2001-2002 and applied beginning FY 2001-2002;
 - (ii) That apply 20 percent of any surtax proceeds received to transit uses in the nature of circulator buses, bus shelters, bus pullout bays, on-demand transportation services as defined in Section 212.055(1)(e), Florida Statutes, as may be amended from time to time, or other transit-related infrastructure. The use of surtax proceeds for on-demand transportation services shall be limited to providing transportation services where the trip is no greater than 5 miles in distance. Each city that uses surtax proceeds for on-demand transportation services shall provide an annual report to the County describing the city's implementation of the on-demand transportation services. Any city that cannot apply the 20 percent portion of surtax proceeds it receives as provided in this paragraph, may contract with the County for the County to apply such proceeds on a County project that enhances traffic mobility within that city and immediately adjacent areas. If the city cannot expend such proceeds in accordance with this paragraph and does not contract with the County as described in this paragraph, then such proceeds shall carry over and be added to the overall portion of surtax proceeds to be distributed to the cities in the ensuing year and shall be utilized solely for the transit uses enumerated in this subsection (ii);
 - (iii) Surtax proceeds distributed amongst the existing cities shall be distributed on a pro rata basis based on the ratio such city's population bears to the total population in all such cities (as adjusted annually in accordance with the Estimates of Population prepared by the Bureau of Economic and Business Research of the University of Florida) annually to those cities that continue to meet the foregoing conditions. For purposes of the foregoing, whenever an annexation occurs in an existing city, the number of persons residing in such annexed area at the time it is annexed shall be excluded from all calculations. Increases in population in areas annexed over and above the population in such area at the time of annexation which occur after annexation shall be included in subsequent years' calculations; and
 - (iv) That do not expend more than 5% of its municipal share of surtax proceeds on administrative costs, exclusive of project management and oversight for projects funded by the surtax. Administrative costs shall be defined as overhead expenses which are not readily attributable to any one particular project funded in whole or in part by transit surtax funds.
- (i) Newly incorporated municipalities shall have the right to negotiate with the County for a pro rata share of the sales surtax, taking into consideration the neighborhood and municipal projects identified in Exhibit 1, as amended, within the boundaries of the new municipalities. The preceding sentence shall not affect the twenty (20) percent share provided herein for municipalities existing on November 5, 2002.

(Ord. No. 02-116, § 1, 7-9-02; Ord. No. 06-138, § 1, 9-26-06; Ord. No. 07-56, § 1, 4-24-07; Ord. No. 10-53, § 2, 9-21-10; Ord. No. 11-13, § 2, 3-15-11; Ord. No. 16-09, § 1, 1-20-16; Ord. No. 18-23, § 2, 2-21-18; Ord. No. 18-46, § 1, 5-1-18; Ord. No. 19-06, § 1, 1-23-19; Ord. No. 21-21, § 1, 3-2-21)

County PTP Ordinance #02-117

Sec. 2-1421. - Citizens' Independent Transportation Trust created; powers over expenditure and use of proceeds of proposed Charter County Transit System Surtax.

- (a) *Creation.* A Citizens' Independent Transportation Trust ("Trust") is hereby created. The Trust will have fifteen (15) members: one residing in each of Miami-Dade County's thirteen commission districts, one appointed by the Mayor without regard to such appointee's district of residence, and one appointed by the Miami-Dade League of Cities without regard to such appointee's district of residence. Members of the Trust shall be residents of Miami-Dade County who possess outstanding reputations for civic involvement, integrity, responsibility, and business and/or professional ability and experience or interest in the fields of transportation mobility improvements or operations, or land use planning. No person shall be eligible to serve as a member of the Trust who has any interest, direct or indirect, in a contract with the County or in any corporation, partnership or other entity that has a contract with the County, or who is a member of a community council. The Trust and the Nominating Committee, as defined below, will be comprised of members who are representative of the geographic, ethnic, racial and gender make-up of the County.
- (b) *Initial members.* The initial members of the Trust shall be nominated and appointed in the manner set forth in this subsection. The Board of County Commissioners shall appoint a nominating committee (the "Nominating Committee") comprised of seventeen (17) members as set forth below who are representative of the geographical, ethnic, racial and gender make-up of the County:
- (1) The Executive Director of the Miami-Dade League of Cities or one of the League's officers shall serve as a member of the Nominating Committee;
 - (2) The Chairperson of the United Way or his or her designee shall serve as a member of the Nominating Committee;
 - (3) The Chairperson of the Greater Miami Visitors and Convention Bureau or his or her designee shall serve as a member of the Nominating Committee;
 - (4) The Chairperson of the Citizen's Transportation Advisory Committee or his or her designee shall serve as a member of the Nominating Committee;
 - (5) The Chairpersons of the Community Councils shall meet and shall, by majority vote, appoint one member of the Nominating Committee;
 - (6) The Chair of the Ethics Commission or his or her designee;
 - (7) The President or CEO of the Urban Environment League shall appoint one member of the Nominating Committee;
 - (8) The President or CEO of the local branch of the Urban League shall appoint one member of the Nominating Committee;
 - (9) The President or CEO of the Alliance for Aging shall appoint one member of the Nominating Committee;
 - (10) The President or CEO of the Miami-Dade Branch NAACP shall appoint one member of the Nominating Committee;
 - (11) The President or CEO of the Coalition of Chambers shall appoint one member of the Nominating Committee;
 - (12) The President or CEO of Florida International University shall appoint one member of the Nominating Committee;
 - (13) The President or CEO of Miami-Dade Community College shall appoint one member of the Nominating Committee;
 - (14) The President or CEO of People Acting for the Community Together (P.A.C.T.) shall appoint one member of the Nominating Committee;
 - (15) The President or CEO of Underrepresented People's Positive Action Council (UP-PAC) shall appoint one member of the Nominating Committee;
 - (16) The Executive Director of the local chapter of the League of Women Voters shall appoint one member of the Nominating Committee; and
 - (17) The Executive Director of the Haitian American Grass Roots Coalition shall appoint one member.

The Nominating Committee shall submit a slate of four (4) candidates from each Commission District to the Commissioner of each District for selection. The District Commissioner must select from the slate submitted by the Nominating Committee; however, the District Commissioner may request one additional slate of entirely new nominations. The Board of County Commissioners shall ratify each District Commissioner's selection. The Nominating Committee shall submit a slate of four (4) candidates without regard to district to the Miami-Dade League of Cities for selection. The Miami-Dade League of Cities must select from the slate submitted by the Nominating Committee; however, the League may request one additional slate of entirely new nominations. The Nominating Committee shall also submit a slate of four (4) candidates without regard to district to the Mayor for selection. The Mayor must select from the slate submitted by the Nominating Committee; however, the Mayor may request one additional slate of entirely new nominations.

- (c) *Term of initial members.* The initial members from Districts 1 to 5, inclusive, shall serve two-year terms; the initial members from Districts 6 to 9, inclusive, shall serve three-year terms; and, the initial members from Districts 10 to 13, inclusive, shall serve four-year terms. The selection of the Mayor shall serve an initial term of four years. The selection of the Miami-Dade League of Cities shall serve an initial term of two years. The foregoing notwithstanding, such initial terms shall be subject to automatic expiration as provided in subsection (c) of Section 2-11.38.2 of this Code provided however, a District Commissioner appointed Trust member may continue to serve until the appointment and ratification of the succeeding District Commissioner's selection.
- (d) *Subsequent membership and term.* Any vacancy on the Trust that occurs after appointment of the initial membership, as well as appointment of successors to those members whose terms have expired shall be filled directly by appointment of the Commissioner for the district for in which a vacancy occurs, or, in the case of a vacancy in a Miami-Dade League of Cities appointment shall be filled by appointment of the League, or, in the case of a vacancy in a mayoral appointment shall be filled by appointment of the Mayor. Such appointments shall be made from a slate submitted by the Nominating Committee in accordance with subsection (b) pertaining to initial members, and shall have the qualifications for Trust membership set forth in subsection (a) above. The foregoing notwithstanding, an incoming District Commissioner or Mayor may elect to re-appoint his or her predecessor's currently serving appointee, in which case there shall be no need for the Nominating Committee to submit a slate of candidates for such vacancy. The term of any Trust member appointed or re-appointed pursuant to this subsection after the initial terms set forth in (c) above shall be for a term of four years, and in the case of Commissioner or Mayor appointees shall be subject to automatic expiration as provided in subsection (c) of Section 2-11.38.2 of this Code provided however, a District Commissioner or Mayor appointed Trust member may continue to serve until the appointment and ratification of the succeeding District Commissioner's or Mayor's selection. Members may be re-appointed. If an appointment is not made by the District Commissioner (or the League or Mayor where applicable) within thirty (30) days from the date on which the Nominating Committee submits the required slate of candidates, the County Commission may appoint the successor.
- (e) *Leave of absence for CITT members on active military duty.* Any Trust member who as a result of being called into active duty of any of the branches of the United States Armed Services is unable to continue serving on the CITT may request a leave of absence from the CITT for a period not to exceed ninety (90) days. Said leave of absence may be renewed so long as the Trust member remains in active duty of the United Services Armed Services, but may only extend until the expiration of the term for that Trust member. Upon a Trust member's leave of absence, the applicable District Commissioner, Mayor, or League of Cities may directly appoint an interim Trust member who shall serve on the CITT until the expiration of the term of the Trust member on leave of absence or the return of the Trust member from leave of absence, whichever is sooner.
- (f) *Attendance and quorum requirements.* Any Trust or Nominating Committee member shall be automatically removed if, in a given fiscal year: (i) he or she is absent from two (2) consecutive meetings without an acceptable excuse; or, (ii) if he or she is absent from three (3) of the Trust's or Nominating Committee's meetings without an acceptable excuse. A member of the Trust or Nominating Committee shall be deemed absent from a meeting when he or she is not present at the meeting at least seventy-five (75) percent of the time. An "acceptable excuse" is defined as an absence for medical reasons, business reasons, personal reasons, or any other reason which the Trust or Nominating Committee, by two-thirds (2/3) vote of its membership, deems appropriate. The requirements of this section may be waived by two-thirds (2/3) vote of the members of the full Board of County Commissioners. A quorum of the Trust or Nominating Committee shall consist of a majority of those persons duly appointed to the Trust or Nominating Committee, provided that at least one-half (1/2) of the full Trust or Nominating Committee membership has been appointed.
- (g) *Powers and duties.* The Trust shall have the following duties, functions, powers, responsibilities and jurisdiction with regard to use and expenditure of proceeds of any Charter County Transit System Surtax that is levied by the County under authority of Section 212.055(1), Florida Statutes:
 - (1) To monitor, oversee, review, audit, and investigate implementation of the transportation and transit projects listed in any levy of the Surtax, and all other projects funded in whole or in part with Surtax proceeds;

- (2) To assure compliance with any limitations imposed in the levy on the expenditure of Surtax proceeds, including but not limited to:
 - (a) Any limitation that Surtax proceeds only be expended for the transportation and transit purposes specified Section 212.055(1)(d)1—4, Fla. Stats., as may be amended from time to time;
 - (b) Any limitation that no more than five (5) percent of Surtax proceeds be expended on administrative costs, exclusive of project management and oversight for projects funded by the Surtax;
 - (c) The limitation that the County Commission may not delete or materially change any County project listed in the approved Five Year Implementation Plan or on Exhibit 1 attached to the ordinance levying the Surtax nor add any project thereto except as provided in this subsection (c) and Section 29-124(d), (e). A proposed deletion, material change or addition of such a County project shall be initially reviewed by the Citizens' Independent Transportation Trust ("Trust"), which shall forward a recommendation thereon to the County Commission. The County Commission may either accept or reject the Trust's recommendation. If the County Commission rejects the recommendation, the matter shall be referred back to the Trust for its reconsideration and issuance of a reconsidered recommendation to the County Commission. The County Commission may approve, change or reject the Trust's reconsidered recommendation. A two-thirds ($\frac{2}{3}$) vote of the Commission membership shall be required to take action other than as contained in the reconsidered recommendation of the Trust. The foregoing notwithstanding, the list of County projects contained in said Exhibit 1 and the Five Year Implementation Plan may be changed as a result of the metropolitan planning organization process as mandated by federal and state law as applied to the Transportation Planning Organization ("TPO"); and
 - (d) Any requirement with regard to maintenance of effort of general fund support for Miami-Dade transit.
- (3) To assure compliance with federal and state requirements applicable thereto;
- (4) To require monthly reports from the Mayor, County agencies and instrumentalities regarding the implementation of the projects funded by Surtax proceeds (which reports shall be posted on-line, i.e., made publicly accessible on the Internet);
- (5) To file a report, including any recommendations, with the Mayor and the County Commission on a quarterly basis regarding the implementation of the projects funded by Surtax proceeds;
- (6) To monitor, oversee and periodically report to the County Commission on the level of participation by CSBEs and CBEs in contracts funded in whole or in part with Surtax proceeds, and to recommend ways to increase such participation; and
- (7) Notwithstanding any provision to the contrary, to retain the services of consultants the Trust deems necessary to assist in its monitoring functions without the need for action by the County Commission, so long as the retaining of such consultants does not result in the budget for the Trust exceeding the amount approved by the County Commission during the annual budget approval process.
- (8) Notwithstanding any provision to the contrary, until March 3, 2019 the Executive Director shall have authority to award contracts in an amount up to \$10,000 for goods and services for the Trust and its staff without the need for action by the County Commission, so long as the award of such contracts is first approved by the Trust and does not result in the budget for the Trust exceeding the amount approved by the County Commission during the annual budget approval process. The award of such contracts shall be reported to the County Commission on a quarterly basis. Following the expiration of the authority granted to the Executive Director in this paragraph, the Trust, in coordination with its staff, and the County Mayor or County Mayor's designee shall provide a report to the County Commission providing an audit of the contracts for goods and services that were awarded pursuant to this paragraph and provide an analysis on how the goods or services were procured. The County Mayor or County Mayor's designee shall place the report on the first available agenda of this Board pursuant to Ordinance No. 14-65.
- (h) *Staff support.* The County Attorney shall serve as legal counsel to the Trust. The Trust may by a majority vote of its membership hire an Executive Director. The Executive Director shall provide to the Trust adequate staff and support services to enable the Trust to carry out its duties and responsibilities. The Executive Director is authorized to hire and/or remove staff in order to provide adequate support for the Trust. The Executive Director may be removed by a two-thirds ($\frac{2}{3}$) vote of the Trust members present.
- (i) *Trust subject to Florida Open Government law, the Conflict of Interest and Code of Ethics Ordinance and the investigatory powers of the Inspector General.* The Trust shall at all times operate under the Florida Open Government Laws, including the "Sunshine" and Public Records laws, and shall be governed by the Conflict of Interest and Code of Ethics Ordinance, Section 2-11.1 of this Code providing, among other things, a proscription on transacting business with the County and on oral communications with bidders or their representatives during the bid process, and a

requirement for financial disclosure. The Trust and its actions shall be subject to the investigatory powers of the Inspector General provided in Section 2-1076 of this Code. Additionally, Trust members shall not lobby, directly or indirectly, the Mayor, any member of the County Commission or any member of County staff regarding a project funded in whole or in part by Surtax proceeds, or regarding any person or business bidding for or under contract for a project funded in whole or in part with Surtax proceeds. Trust members shall not have any interest, direct or indirect, in any contract with the County or in any corporation, partnership or other entity that has a contract with the County.

- (j) *Removal of Trust members.* A finding by the Ethics Commission that a person serving as a member of the Trust has in the course of his or her service willfully violated any provision of Section 2-11.1 of this Code (the Conflict of Interest and Code of Ethics Ordinance) shall constitute malfeasance in office and shall effect an automatic forfeiture of such person's position as a member of the Trust.

(Ord. No. 02-117, § 1, 7-9-02; Ord. No. 04-208, § 1, 12-2-04; Ord. No. 05-53, § 1, 3-15-05; Ord. No. 06-71, § 1, 5-9-06; Ord. No. 06-72, § 1, 5-9-06; Ord. No. 07-06, § 1, 1-25-07; Ord. No. 08-21, § 1, 2-7-08; Ord. No. 08-97, § 1, 9-2-08; Ord. No. 08-98, § 1, 9-2-08; Ord. No. 10-53, § 1, 9-21-10; Ord. No. 11-13, § 1, 3-15-11; Ord. No. 18-23, § 1, 2-21-18; Ord. No. 19-48, § 15, 6-4-19)

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