

Memorandum



Date: March 10, 2005

To: Honorable Chairman Carlos A. Gimenez,
and Members, Regional Transportation
Committee

From: George M. Burgess 
County Manager

Subject: March 2005 Monthly Progress Reports

RTC
Agenda Item No. 1(E)1

Attached please find the March 2005 Monthly Progress Reports for the Miami-Dade Transit department and Public Works Peoples' Transportation Plan (PTP) projects.

A handwritten signature in cursive script that reads "Bill Johnson".

Assistant County Manager

Public Works Department
PTP Goals Report

Goal 1: Implement the Public Works Department's Major PTP projects on-time and on-budget

Status:

- The \$5.5 million NW 62 Avenue project in Hialeah is 75% complete. The contractor is working on flatwork, asphalt, signalization, and electrical. Completion of the project is expected by July 2005.
- The following projects are under design:
 - Dist. 3 - NE 2nd Avenue from West Little River to NE 91 Street (Street and Traffic Operational Improvements) – 5% complete.
 - Dist. 6 – SW 62 Avenue from SW 24 Street to NW 7 Street (Street and Traffic Operational Improvements) – 5% complete.
 - Dist. 7 – SW 62 Avenue from SW 70 Street to SW 64 Street (Reduce from 5 to 2 lanes) – 5% complete.
 - Dist. 9 – SW 160 Street from SW 147 Avenue to SW 137 Avenue (New 4 lane road) – 5% complete.
 - Dist. 12 – New 5 lane bridge over the Miami River Canal at NW 138 Street – 5% complete.
 - Dist. 11 – New access to Country Walk from SW 136 Street – 50% complete.
 - Dist. 7 – SW 97 Avenue from SW 72 Street to SW 56 Street (Widen from 2 to 3 lanes) – 90% complete.
 - Dist. 10 – SW 97 Avenue from SW 56 Street to SW 40 Street (Widen from 2 to 3 lanes) – 90% complete.
 - Dist. 10 – SW 127 Avenue from SW 120 Street to SW 88 Street (Widen from 2 to 4 lanes) – 25% complete.
- Construction Grand Avenue Reconstruction Project is 50% complete. The contractor is working in phased construction on drainage, roadway and flatwork. The City of Miami is administering the construction contract. Completion of the project is expected in May 2005.
- The Scope of Services for the Miami River Tunnel Feasibility Study has been redrafted with active input from the City of Miami and FDOT. The City and the County have partnered on the project to utilize one of the City's active consultants and create JPA. After the JPA is considered by the CITT on March 30th, the City will give the consultant the notice to proceed.

Goal 2: Implement the Public Works Department's Neighborhood PTP projects on-time and on-budget

Status:

- Public Works has met with each County Commissioner to discuss the Neighborhood Improvement Projects. PWD will continue to reach out to the Commissioner's offices in an effort to prioritize projects in the Districts. Contracts to address these Neighborhood Improvements (Non-Site Specific Projects) are underway.

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- 11 PTP Construction Contracts (totaling \$10.0 Million) have been approved by the CITT and BCC. Each of these contracts have issued a Notice to Proceed and are issuing work orders for Neighborhood projects
 - Open Contracts for: Resurfacing, Sidewalks, Drainage, Striping, ADA Sidewalks, School Flashing Signals, Traffic Signals.
 - Over \$6.5 Million in work orders have been issued to date.
- New Contracts for Resurfacing will be presented to the BCC for approval in April 2005. Several other contracts for guardrail, drainage, sidewalks, and traffic signals are also forthcoming.

Goal 3: Picking the Low-Hanging PTP Fruit

Status:

- Street name signs are being replaced at a greater rate today. Crews are working overtime to replace faded signs with the new sign design. 15000 new street name signs have been replaced since December 2003.
- The first phase of the Illuminated street name sign pilot program is complete. The new, more visible signs were installed throughout the County in late 2004. These florescent signs will be evaluated for a period of 6 months, through May 2005. In addition, PWD is evaluating the implementation of a second phase of the pilot program to install LED signs at 12-24 more locations.

Goal 4: Begin Work on all PWD PTP Projects

Status:

- Each of the 44 Site-Specific Projects included in Exhibit 1 of the PTP are being addressed at this time.
 - 7 of the projects are under construction or set to commence construction very soon.
 - 9 of the projects are under design.
 - 3 of the projects will begin design early this year.
 - 6 of the projects will begin design under an agreement with the City of Miami this year.
 - 19 of the projects are completing scope development, and they will be advertised for design services this year.
- PWD is also moving forward on several other major projects through agreements with other agencies and departments.
 - PWD has partnered with FDOT for a JPA to begin design of a portion of the NW 74 Street connector project. This JPA will allow the FDOT to design a 3-lane section along NW 74 Street from NW 87 Av to NW 107 Av – a portion of the corridor which is not paved today. FDOT and PWD will continue to partner towards the final vision for the corridor – a six-lane

section from the Turnpike to the Palmetto. The JPA for the 3-lane section was approved by the BCC and CITT in December 2004. Design just began on this section and is approximately 5% complete.

- PWD is also coordinating with the Park and Recreation Department to advance the design and construction of SW 157 Avenue. A Park and Recreation Department contract will be used with PTP as a funding source, thus expediting the portion of SW 157 Av within the new park (SW 112 St to SW 120 St). Design just began on this section and is less than 5% complete.
- ATMS (Advanced Traffic Management System)
 - The Public Works Department has made significant advances in their effort to replace the County's 29-year-old Traffic Control System with a state-of-the-art Advanced Traffic Management System (ATMS). In mid 2004, the qualifications of fifteen firms that have previously installed such systems in the Western Hemisphere were studied by staff. In late 2004, field visits to ten metropolitan areas in the US that have recently installed systems were conducted to study those systems and to interview their operators. The systems and the companies that installed them were then ranked in order of suitability for MDC. Kimley-Horn and Assoc. (KHA) came out on top. TransCore, Siemens, and Naztec were also considered to be lesser ranked contenders.
 - At the February 1, 2005 BCC meeting, the Board authorized the Public Works Department to negotiate an ATMS installation contract with one of the top four firms. PWD is currently negotiating with the firms.
 - By May 2005, PWD will present an item to the BCC requesting approval for the award of a contract to one of the firms as System Manager. If the BCC approves this award recommendation, PWD expects the System Manager to begin transferring about 100 signals per month to the new system in early 2006.
 - The new ATMS is expected to enable the Public Works Department to increase the capacity of most County arterials by about 5%. Side-street delays will be decreased. Additionally, maintenance calls and response times will be reduced.

Miami- Dade Transit (MDT)

Goal #1: Implement goals of Peoples' Transportation Plan (PTP)

Transit Corridor Update:

Attached is a comprehensive report on the progress of Transit Corridors in the People's Transportation Plan (PTP) for February 2005. The following Transit Corridors are included:

- Miami Intermodal Center (MIC)-Earlington Heights Corridor
- North Corridor
- East-West Corridor (MIC to Florida International University FIU)
 - Baylink
 - South Dade
 - Kendall
 - Northeast

Goal #2: Recreate Department's image through futuristic designs and facilities integrated into the system

Status:

◦ **Metrorail Rehabilitation Update**

The Resolution authorizing issuance of the Request For Proposals (RFP 439) for the rehabilitation of the Metrorail vehicles was passed by the Transportation Committee on July 22, 2004 and by the Board of County Commissioners (BCC) at their meeting of September 9, 2004. The RFP solicitation package was available for distribution on October 1, 2004.

A third Industry Day is being planned for contractors and subcontractors to visually inspect railcars. The deadline for receipt of proposals is March 18, 2005. It is expected that the evaluation of proposals and the Best and Final Offer (BAFO) selection of a contractor will be completed by December 2005.

The first rehabilitated rail vehicles are expected to be available for revenue service by July 2007, with full project completion by October 2010.

◦ **Metromover Replacement Update**

Miami-Dade Transit (MDT) is presently conducting price negotiations with Bombardier Transportation for the purchase of twelve (12) new Mover vehicles.

◦ **Bus Passenger Shelter Installation**

To address recent isolated incidents of vandalism to Bus Shelters (broken glass panes), MDT has teamed with Miami-Dade Police in a special detail to arrest violators. This operation targeted areas where there has been recurring vandalism. Additionally, MDT worked with the contractor, Cemusa, Inc, to evaluate and test several protective materials that would withstand the force of objects thrown into the

glass pane. Cemusa recently completed testing of the application of a thin plastic safety shield for the tempered glass pane. The plastic safety shield was intended to prevent the glass from breaking and shattering. In the event the glass is broken, the plastic shield would hold the broken glass in place, preventing it from falling to the ground. The film does hold the glass in place upon breakage. However, the film does not prevent the glass from breaking. The use of plastic panes in place of glass is not permitted by the Florida Building Code.

Installation Update

The Cemusa contract calls for the installation of 3,000 new bus passenger shelters throughout unincorporated Miami-Dade County by October 2006. As of February 17, 2005, there were 707 shelters installed. MDT has been working very closely with the Miami-Dade Public Works Department to expedite the permitting and inspection of shelters. In response to concerns of some residents regarding bus shelters being built near their homes, MDT has developed a procedure to contact homeowners prior to erecting bus shelters providing them with notice and location of future bus shelter construction in their neighborhood.

- **Bus Stop Sign Installations**

1,860 of the new state-of-the-art bus stop signs have been installed throughout Miami-Dade County to date. The new signs offer a square green post with a map panel. Each panel shows the individual route maps for that stop and the scheduled arrival times for the time points closest to that stop. The remaining 7,000 existing signs throughout the County are expected to be completed by the end of the year.

Goal #3: Improve the system's reliability

The Comprehensive Bus Operational Analysis (CBOA) is final. Before the CBOA, MDT had not analyzed its bus service in nearly 20 years. In November 2004, MDT completed, with the assistance of the Center for Urban Transportation Research (CUTR), a major analysis of the entire bus network. The recommendations from this analysis have already begun to help the County match transit service with citizens' needs and travel patterns. The CBOA has provided information that will provide the planning and monitoring of baseline data from which planned PTP improvements can be fine tuned, new improvements can be determined, and implemented improvements can be monitored. The CBOA's recommendation will enable MDT to provide bus service that is efficient, effective and fiscally sound.

Goal #4: Improve the courtesy and customer service provided

○ **Customer Service Training**

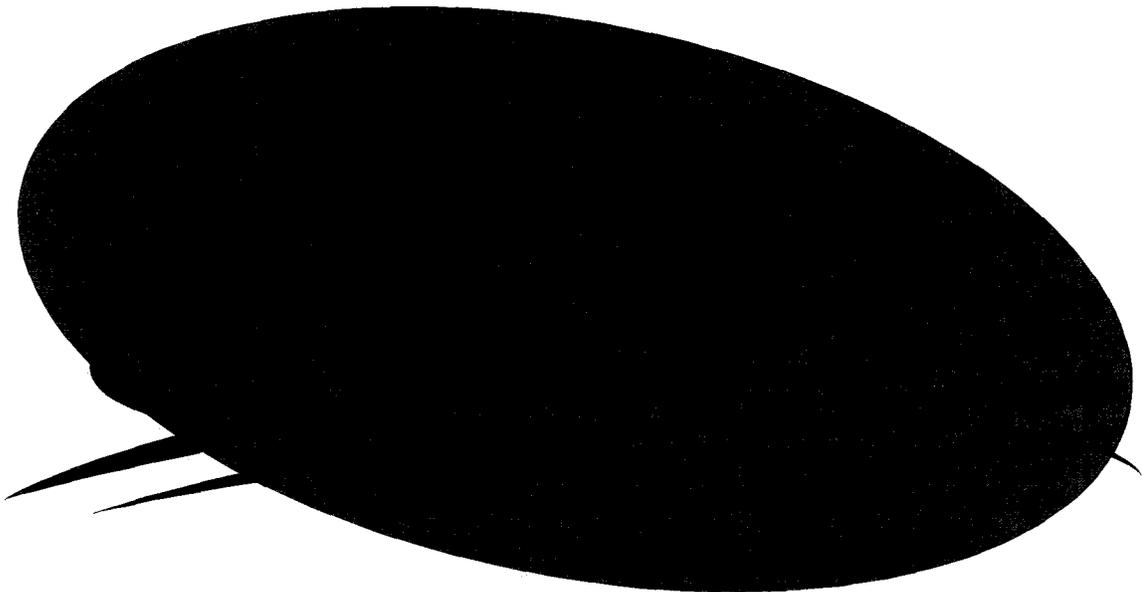
Service in Excellence training began on October 5, 2004 for the entire department. As of February 26, 2005, 2,817 employees have been trained. Service in Excellence training for MDT will be completed by April 2005. A special module has been developed to focus primarily on customer service delivery from the operational personnel's perspective.

MDT has also begun increased Customer Service training of newly hired Bus Operators through a recently acquired video based product called the Ergometrics Start Program. This very effective program, specifically designed for Transit Bus Operators, will also be administered to all MDT Bus Operators and is expected that all operators will have undergone this training by July 2006.

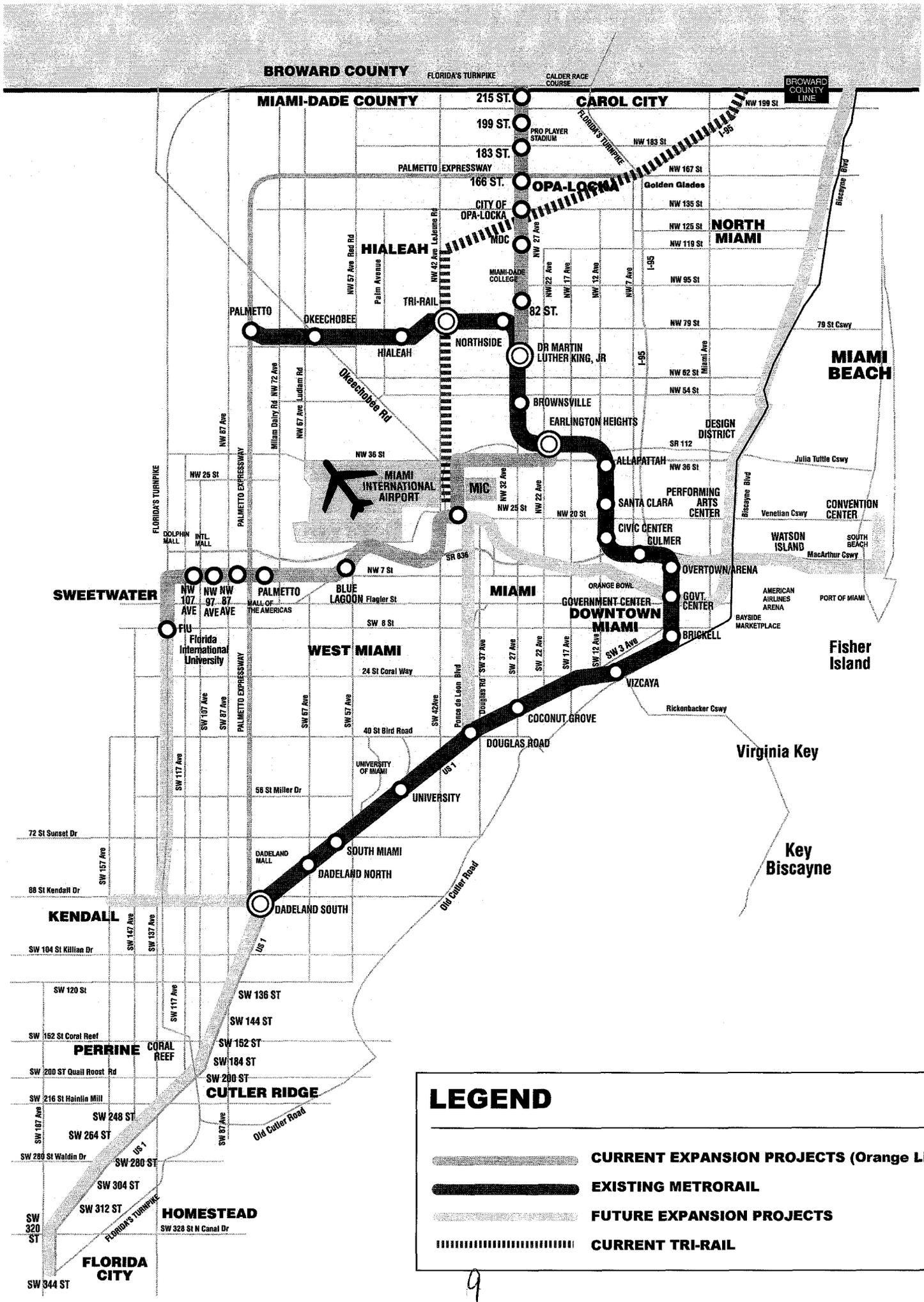


*Delivering Excellence
Every Day*

MIAMI-DADE TRANSIT



**PEOPLE'S TRANSPORTATION PLAN
TRANSIT CORRIDOR DEVELOPMENT
MONTHLY PROGRESS REPORT
February 2005**



LEGEND

- CURRENT EXPANSION PROJECTS (Orange Line)**
- EXISTING METRORAIL**
- FUTURE EXPANSION PROJECTS**
- CURRENT TRI-RAIL**

NORTH CORRIDOR

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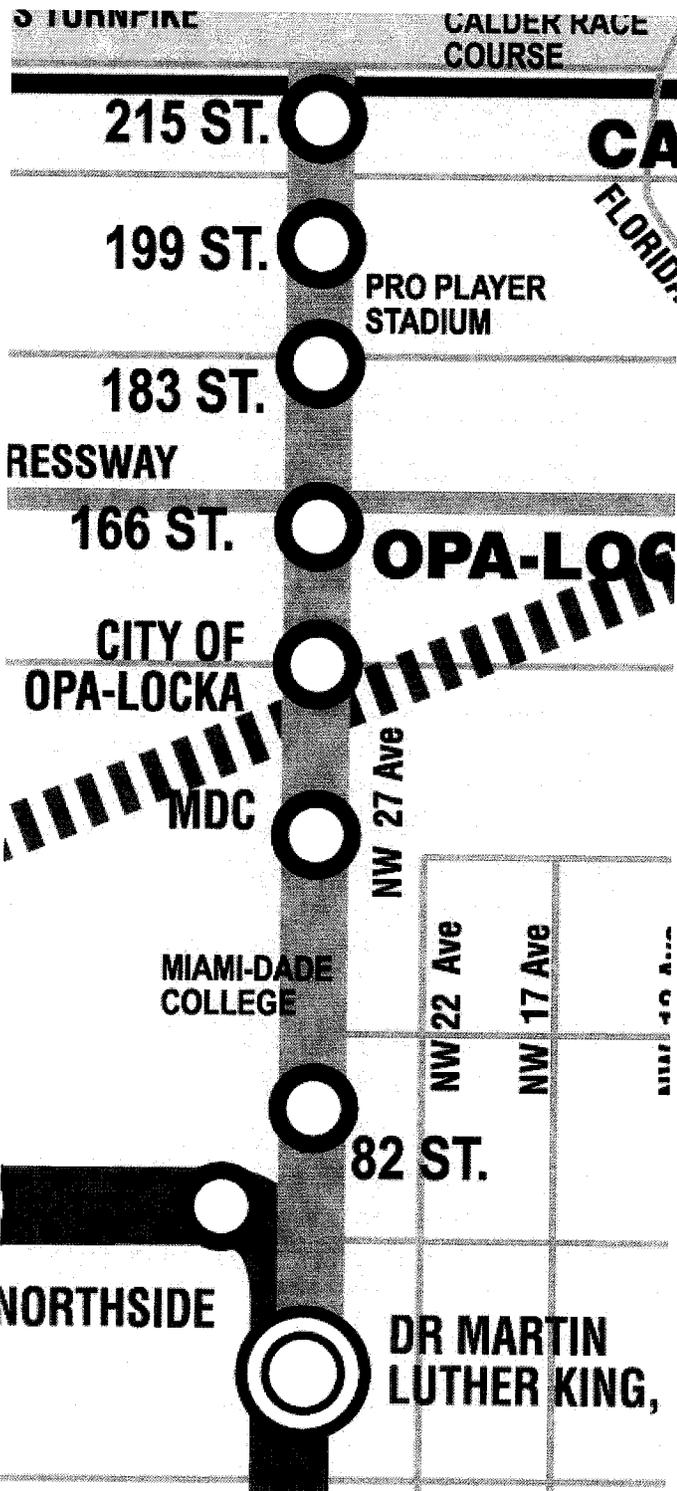
NORTH CORRIDOR

DESCRIPTION

- The North Corridor is a 9.5-mile heavy rail extension of Metrorail that will extend along N.W. 27th Avenue from the existing Dr. Martin Luther King, Jr. Metrorail Station to the Broward/Miami-Dade County Line.
- The project includes seven (7) stations and four multilevel parking garages.
- The estimated cost of this project is \$843 million in Year-of-Expenditure (YOE) dollars.

STATUS

- MDT has completed the process of hiring a consultant to perform preliminary engineering (approximately 30% design level) for this project. The contract for this consultant in the amount of \$12.9 million was awarded by the Board of County Commissioners on January 27th, 2005. Citizens' Independent Transportation Trust (CITT) approval was granted on February 23rd, 2005. Notice-to-Proceed is scheduled for March 2005.
- Concurrent with this effort, MDT is also finalizing the planning phase for the project required by the Federal Transit Administration (FTA) in order to obtain the required Federal funds necessary to complete this project. MDT is confident that the planning effort will be advanced sufficiently by the summer of this year for the North Corridor to receive a recommended rating from the Federal Transit Administration thus enabling MDT to qualify and apply for the required Federal funds necessary to complete this project.
- MDT anticipates the completion of the planning effort early next year, and that the North Corridor will receive a Record of Decision (ROD) from the Federal Transit Administration, thus enabling MDT to request permission to start Final Design and commence the acquisition of right-of-way.
- The current draft schedule update for this project reflects a completion date of December 2012.



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NORTH CORRIDOR

BACKGROUND/STUDIES PERFORMED/COST OF STUDIES

- The Alternatives Analysis (AA) for the North Corridor was started in March 1994 and completed in May 1996. This study identified Metrorail as the Locally Preferred Alternative (LPA) for the North Corridor and this LPA was approved by the Metropolitan Planning Organization (MPO) in 1996. The cost of the Alternatives Analysis was \$1,621,964;
- On August 27th, 1996, the Federal Transit Administration (FTA) granted approval to Miami-Dade Transit to begin preparation of the Draft Environmental Impact Statement (DEIS) and to initiate preliminary engineering (PE) for the North Corridor;
- As a result of the successful completion of the Alternatives Analysis and the approval of the Metrorail LPA by the MPO, the Draft Environmental Impact Statement (DEIS) for the North Corridor was started in May 1996 and completed in late-1997. The DEIS was approved by FTA in January 1998. The cost of the DEIS was \$1,855,713;
- In July 1998, preparation of the Final Environmental Impact Statement (FEIS) for the North Corridor Locally Preferred Alternative (Metrorail) began. The FEIS was completed in June 1999. The cost for this original FEIS was \$634,564;
- In July 1999, a referendum for a one-cent sales tax increase for transit was presented to voters. Unfortunately, this initiative was not successful. As a result, the June 1999 Metrorail FEIS was never submitted to FTA.
- In October 1999, the MPO directed Miami-Dade Transit to evaluate lower cost transit alternatives that would be financially feasible for the North Corridor such as Bus Rapid Transit (BRT). As a result of the failed one-cent sales tax increase in July 1999, the MPO revised the original North Corridor Locally Preferred Alternative (LPA) in October 1999 from a Metrorail extension to a lower cost Bus Rapid Transit (BRT) due to lack of funding;
- In December 2000, an RFP was issued for the performance of a BRT study on the North Corridor. After selection of a consultant and

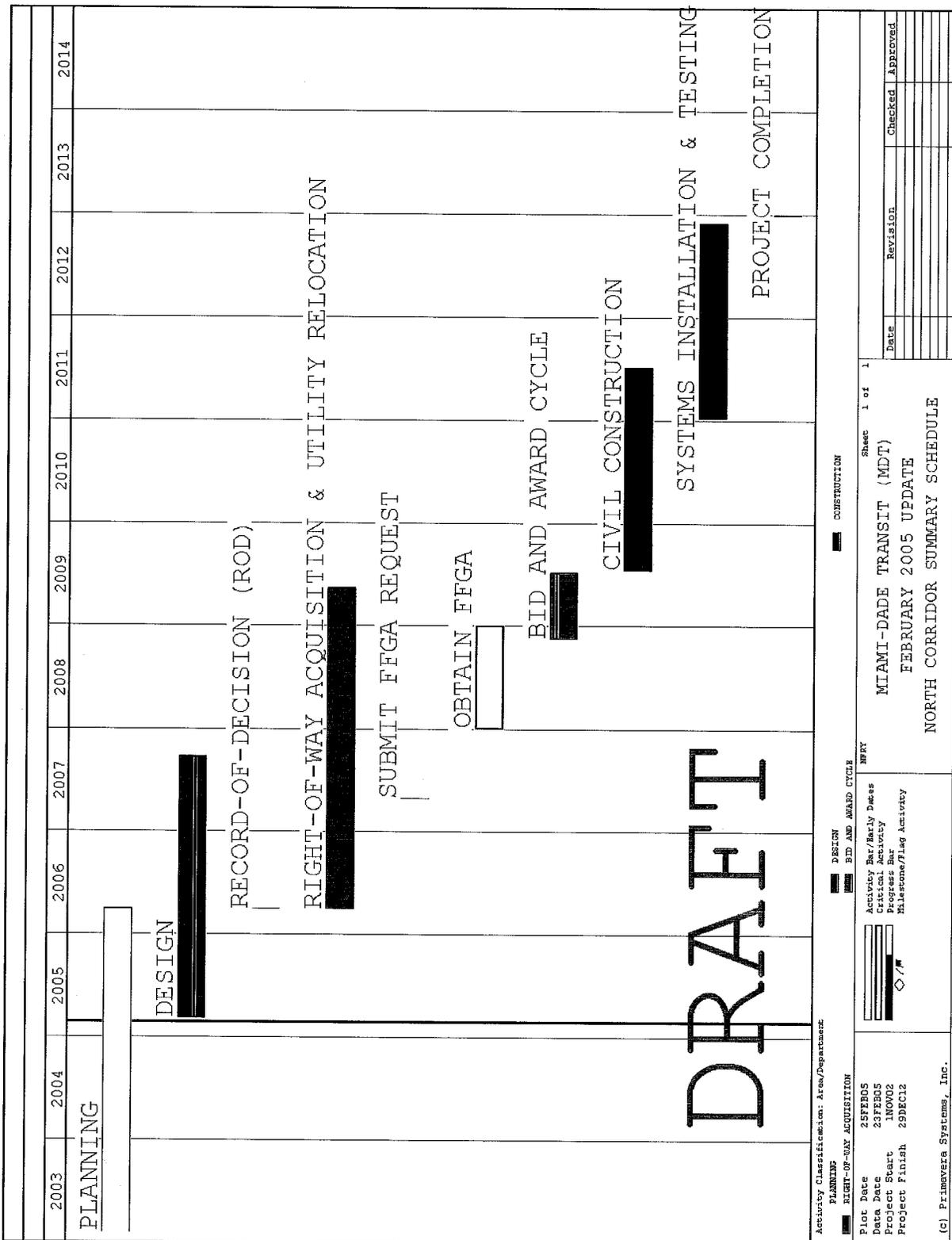
negotiations, the BRT study contract in the amount of \$700,000 was approved by the County Manager on August 17, 2001. Notice to Proceed (NTP) to the consultant was issued on September 17, 2001. The two-year contract expired on August 17, 2003.

- On July 9th, 2002, Miami-Dade County Ordinance No. 02-116 was approved by the Board of County Commissioners. This ordinance, contingent on voter approval on November 5th, 2002, levies and imposes a one half of one percent Charter County Transit System Surtax authorized by section 212.055(1), Florida Statutes (2001). During consideration of this ordinance, an amendment was made to make the North Corridor the priority corridor. This amendment was moved by Commissioner Ferguson and seconded by Commissioner Rolle. It directed inclusion of the following language at the end of the description of the North Corridor project contained in the first page of Exhibit I: "The North Corridor (part of the original Rapid Transit Plan) will receive top priority to go into the final design and construction phase."
- In October 2002, the MPO approved utilizing funds identified for the BRT project towards a Metrorail extension project, contingent on voter approval of the half-cent transit sales tax referendum in November 2002.
- In November, 2002, the People's Transportation Plan (PTP), a half-cent sales tax increase for transit, was presented to voters. This referendum was approved by a 2 to 1 margin. Based on the approval of the People's Transportation Plan, the decision was made to re-evaluate the 1999 FEIS Metrorail study.
- In December 2002, the MPO approved the re-evaluation of the 1999 Metrorail FEIS as well as the original 1999 Metrorail extension as the Locally Preferred Alternative. The BRT study was discontinued and remaining monies (approximately \$390,500) in the consultant's contract were applied to re-evaluate the Metrorail extension alternative.
- On February 5, 2003, Notice to Proceed (NTP) was issued to the consultant for the FEIS Re-evaluation of the Metrorail alternative using the remaining funds in the BRT consultant contract (\$390,500). However, this amount did not cover the entire cost for the Scope of Work thereby requiring a Supplemental Agreement to cover the shortage.

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- In March 2003, responding to community concerns, the County requested that the consultant revisit the route alignment because of right-of-way issues and other impacts. In April 2003 the consultant and staff negotiated the additional scope of work required to include the re-alignment-related effort. This additional work required a contract time extension of one year to August 2004. The First Supplemental Agreement for the FEIS Re-evaluation in the amount of \$431,519 was approved by the BCC on December 4, 2003. On January 23, 2004 a work order was issued to the consultant for \$431,519 to cover the re-alignment work. The contract was now valued at \$1,131,519.
- In February 2004, the consultant and staff negotiated a second Supplemental Agreement to cover the cost of additional work requested by the County in the amount of \$87,394. The Second Supplemental Agreement was approved by the BCC on June 23, 2004. The additional work consisted of additional transportation modeling, transit analysis and public involvement meetings required as part of the re-evaluation of the Metrorail alternative and route alignment. A work order was issued to the consultant on July 1, 2004, for \$87,394 to cover the additional work required. The contract was now valued at \$1,218,913.
- In August 2004, the Re-evaluated FEIS was submitted to FTA. Comments were received back from FTA along with a request that MDT perform a Supplemental Draft Environmental Impact Statement (SDEIS) based on the fact that the original FEIS was more than three years old.
- The Third Supplemental Agreement was approved by the County Manager on November 16, 2004, for a time extension of 120 days to allow for additional time for staff to negotiate the Fourth Supplemental Agreement (See below). This Third Supplemental Agreement had no monetary impact.
- In November 2004, the consultant and staff negotiated a Fourth Supplemental Agreement in the amount of \$815,547 to cover the cost of additional work requested by the Federal Transit Administration (FTA). This Fourth Supplemental Agreement was approved by the BCC on January 27th, 2005. This Fourth Supplemental Agreement is scheduled to be presented to the Citizens' Independent Transportation Trust (CITT) on February 23rd, 2005. The additional work consists of preparing a Supplemental Draft Environmental Impact Statement (SDEIS) and

finalizing the (FEIS) based on the previously approved Metrorail Locally Preferred Alternative (LPA) as required by (FTA). A new DEIS and a re-evaluation of the FEIS is necessary to conform to Federal Transit Administration (FTA) and Environmental Protection Agency (EPA) procedures for continued project funding. The SDEIS is expected to be submitted to FTA in February 2005 with the FEIS scheduled to be submitted in June/July 2005. A Record-of-Decision (ROD) from FTA is anticipated before the end of 2005. The contract is now valued at \$2,115,460.



DRAFT

Activity Classification: Area/Department
PLANNING
 RIGHT-OF-WAY ACQUISITION

Plot Date 25FEB05
 Data Date 23FEB05
 Project Start 1NOV02
 Project Finish 29DEC12

(c) Primavera Systems, Inc.

DESIGN
 BID AND AWARD CYCLE

Activity Bar/Early Dates
 Critical Activity
 Progress Bar
 Milestone/Flag Activity

MIAMI-DADE TRANSIT (MDT)
 FEBRUARY 2005 UPDATE
 NORTH CORRIDOR SUMMARY SCHEDULE

Sheet 1 of 1

Date	Revision	Checked	Approved

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MIC-EARLINGTON HEIGHTS

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MIC-EARLINGTON HEIGHTS CORRIDOR

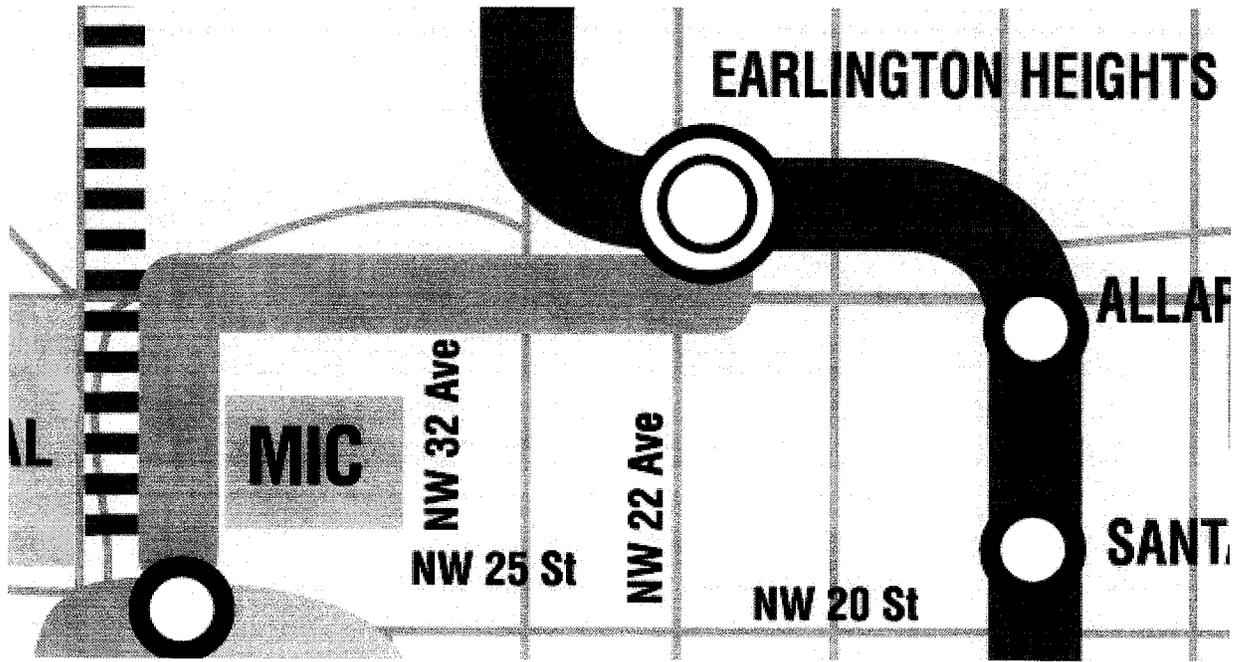
DESCRIPTION

- The MIC-Earlington Heights Corridor is a 2.6-mile heavy rail extension of Metrorail that will extend from the Miami Intermodal Center (MIC), located north of NW 21 Street and east of NW 42 Avenue, to the existing Earlington Heights Metrorail Station at NW 22 Avenue.
- The project includes one station at the MIC;
- The estimated cost of the project is \$340 million in Year-of-Expenditure (YOE) dollars.

STATUS

- In October 2004, the decision was made to implement this project with 100% local funds. A letter officially notifying the Federal Transit Administration (FTA) of this decision was sent to FTA on February 14th, 2005.
- MDT has completed negotiations with the consultant who will perform the final design and preparation of bid documents for this project. The contract for this consultant in the amount of \$18 million is scheduled to be awarded by the Board of County Commissioners in March 2005 and approved by the CITT also in March 2005. Notice-to-Proceed is scheduled to be issued in April 2005.
- The consultant is scheduled to begin final design for the project in April 2005.
- The Florida Department of Transportation has committed a contribution of \$100 million for the MIC-Earlington Heights project.
- The balance of the project's estimated \$340 million cost (an estimated \$240 million) will be paid for using proceeds from the half-penny surtax.
- The current projected completion date for this project is August 2010.

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MIC-EARLINGTON HEIGHTS CORRIDOR

STUDIES PERFORMED

- The Draft Environmental Impact Statement (DEIS) for the MIC-Earlington Heights was completed in early-2003 and approved by FTA on May 2nd, 2003;
- The Locally Preferred Alternative (LPA) for the MIC-Earlington Heights was approved by the Metropolitan Planning Organization (MPO) on September 25th, 2003;

COST OF PREVIOUS STUDIES PERFORMED

- The cost of the DEIS study was approximately \$1.29 million.
- The Final Environmental Impact Statement (FEIS) for this corridor was put on-hold after the decision was made to implement the project with 100% local funds.
- A State Environmental Impact Report (SEIR) and an Environmental Assessment (EA) will need to be performed for the Miami River Crossing element of the project. This work is required by the State of Florida and the United States Coast Guard and is currently being negotiated.

COST OF FINAL DESIGN WORK TO BEGIN IN APRIL 2005

- MDT has completed negotiations with the consultant who will perform the final design and preparation of bid documents for this project. The contract for this consultant is approximately \$18 million.

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2005		2006		2007		2008		2009		2010		2011																	
J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
RIGHT-OF-WAY ACQUISITION & UTILITY RELOCATION																													
DESIGN																													
BID AND AWARD CYCLE																													
CONSTRUCTION																													
SYSTEMS INSTALLATION & TESTING																													
PROJECT COMPLETION																													

Activity Classification: ARB/DEPARTMENT
 BIDA
 DESI

Activity Bar/Early Dates
 Critical Activity
 Progress Bar
 Milestone/Flag Activity

MIAMI-DADE TRANSIT (MDT)
 EARLINGTON HEIGHTS TO MIC CONNECTOR
 SUMMARY SCHEDULE

Date	Revision	Checked	Approved

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EAST-WEST (MIC TO FIU)

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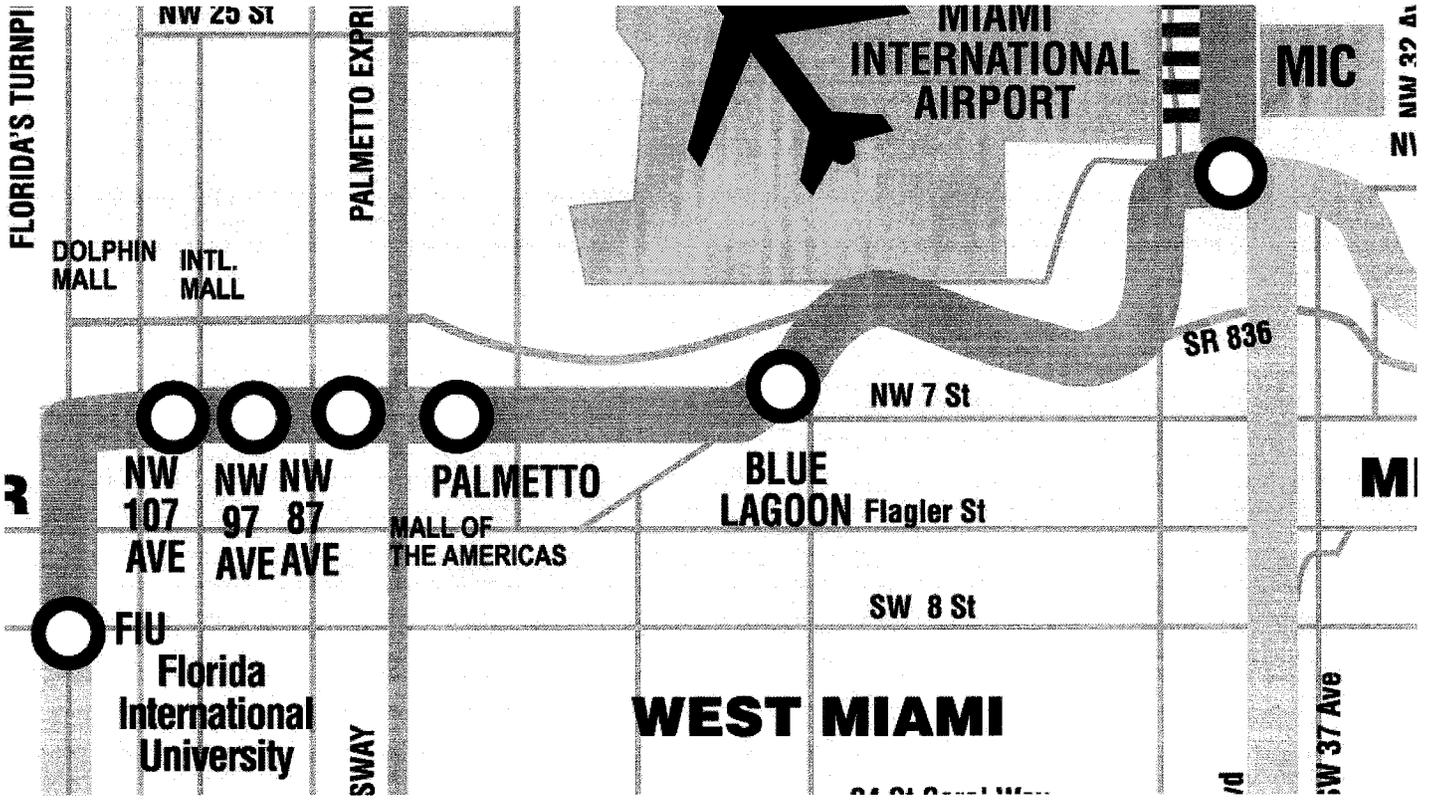
EAST-WEST CORRIDOR (MIC TO FIU)

DESCRIPTION

- The East-West Corridor is a 16.8 mile rail extension that is divided into several segments. This segment (MIC to FIU) of the East-West will extend 10.1 miles from the Miami Intermodal Center (MIC) to Florida International University (FIU) and includes a total of seven (7) stations.
- The estimated cost of this project (MIC to FIU) is \$1.38 billion in Year-of-Expenditure (YOE) dollars.

STATUS

- MDT has hired a consultant to perform the planning work and preliminary engineering (approximately 30% design level) required by the Federal Transit Administration for this project. Notice-to-Proceed to this consultant to perform the planning work required by the Federal Transit Administration in order to obtain the required Federal funds necessary to complete this project in was issued on January 18th, 2005. The contract amount for this work is \$29 million.
- MDT will be meeting with FTA in February to develop an expedited plan of action for this corridor that makes maximum use of prior planning work done by FDOT in the mid to late-1990's.
- MDT is confident that, upon completion of this planning effort, the project will receive a recommended rating from the Federal Transit Administration thus enabling MDT to qualify and apply for the required Federal funds necessary to complete this project.
- The current projected completion date for this project is September 2014.



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EAST-WEST CORRIDOR

BACKGROUND

During the 1990's, the Florida Department of Transportation (FDOT) funded various planning studies for the East-West Corridor. These studies were performed in order to comply with the Federally-required National Environmental Policy Act (NEPA) process for potential New Start funding requests.

In 1993, FDOT completed a Transit Corridors Transitional Analysis which analyzed, in broad terms, the feasibility of various proposed transit corridors in Miami-Dade County including the North and East-West Corridors. The cost for this study was less than \$500,000.

Also in 1993, the East-West Multimodal Corridor Study was initiated by the Florida Department of Transportation to study highway and rail transit alternatives in the corridor roughly bounded by the Florida Turnpike on the west, the Port Miami on the east, NW 36th Street on the North and Flagler Street on the south. The study was conducted in cooperation with six other agencies including the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA) and Miami-Dade Transit (MDT). The full length of the corridor was 22 miles, and it was estimated to cost in excess of \$2.1 billion, including approximately \$130 million in highway improvements. During the course of the study, more than 35 alternatives, representing more than 200 miles of rail alignments and 50 miles of highway improvements were evaluated. The original scope of work identified 7 alternatives to be studied that included:

- No Build - What would the future conditions be if the project was not implemented;
- Transportation System Management (TSM) - The maximum improvements that can be realized without a major capital investment;
- Expressway Widening along SR 836;
- Elevated Express Lanes along SR 836;
- Heavy Rail (Metrorail) along SR 836;
- Light Rail along SW 8th Street;
- Light Rail along Flagler Street;

The scope of the study included the conceptual engineering of the alternatives, environmental analysis, traffic modeling, transit ridership projections, train operations simulations, cost estimates, financial planning, an extensive public involvement effort, aerial mapping of the corridor, ground survey of SR 836, and geotechnical investigations. This Alternatives Analysis (AA) effort culminated in the development of a Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS) document that was completed in 1995. The cost of this AA/MIS/DEIS effort was \$6,322,000. The Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS) identified the following improvements:

- Heavy rail transit from FIU to the Port of Miami. This alignment was mostly on elevated guideway from FIU to just east of the Orange Bowl and a tunnel from that point east of the Orange Bowl to the Port of Miami;
- A short branch to Miami International Airport to provide an Airport/Seaport service for cruise passengers;
- An at-grade light rail line connecting downtown Miami and Miami Beach (currently referred to as the Baylink). The line originated at Flagler Street, proceeded north along Biscayne Boulevard, crossed over the MacArthur Causeway and followed Washington Avenue to the Miami Beach Convention Center;
- Highway improvements to SR-836 between the Turnpike and NW 17th Avenue, including additional lanes, interchange improvements, connections to the proposed SR-836/SR-112 Interconnector, a new and refined toll facility, and High-Occupancy Vehicle (HOV) lanes from NW 107th Avenue to the Miami Intermodal Center (MIC).

Based on the 11.2-mile segment identified as the Minimum Operable Segment (MOS) for the East-West Corridor and selected as the Locally Preferred Alternative (LPA) by the MPO in March 1996, a Final Environmental Impact Statement (FEIS) was initiated for this 11.2-mile segment of the corridor. This segment, referred to as the Palmetto to Port, extended from the Palmetto Expressway east to the Port of Miami and included a tunnel from approximately N.W. 17th Avenue to the Port of Miami. The FEIS included refinement of the selected alternative, development of preliminary engineering design and a plan set of the highway and rail elements of the project (approximately 15% level of design), a Preliminary Engineering Report, a Technology Assessment

Report, additional traffic analyses, and detailed capital and operational cost estimates.

The Final Environmental Impact Statement (FEIS) for the 11.2-mile Palmetto to Port Segment of the East West was completed in August 1998. The cost of the FEIS effort, including preliminary engineering, was \$4,966,000. A joint Record-of-Decision was issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on September 28th, 1998 for this segment of the project. At that time, federal legislation (Section 3030 [a] [44] of the Transportation Equity Act for the 21st Century [TEA-21]) authorized the East-West project for final design and construction.

The AA/MIS/DEIS and FEIS efforts both included support tasks such as public involvement, traffic and patronage modeling, geotechnical investigations, right-of-way appraisals, station area development, surveying and mapping. The cost of these support tasks was \$4,540,000.

The total cost of the entire East-West study effort conducted by FDOT from 1993 to 1998 was \$15,800,000.

In June of 1999, the project was ready to move forward into final design and construction. Unfortunately, Miami-Dade County did not have a dedicated source of revenue for transit. A proposed one-cent sales tax was presented to voters in July 1999 and was defeated. As a result, Miami-Dade was unable to secure federal funding for the project and no further work was performed on rail components of the corridor. Consequently, little has been done for the transit portion of the project since 1999. Furthermore, there have been a number of conflicts created by the planning and/or construction of adjacent projects. These conflicts must be resolved and the environmental studies previously completed in 1995 and 1998 need to be updated. However, as long as the preferred alternative continues to be a rail line along the same corridor, most of the analyses and conclusions of the previous work may be valid and usable in the subsequent phases of the project subject to FTA concurrence.

Regarding the highway portion of the East-West Corridor, more than \$130 million in SR-836 highway construction improvements identified as part of the MIS/DEIS study *are* under way as part of the Miami-Dade Expressway Authority's (MDX) program of improvements. This highway construction includes the construction of the new toll plaza and highway widening on SR

836 between NW 17th Avenue and NW 27th Avenue and also the widening of SR 836 west of the Palmetto Expressway to NW 107th Avenue.

In November 2002, the People's Transportation Plan (PTP), a half-cent sales tax increase for transit, was approved by Miami-Dade voters by a 2 to 1 margin. Due to the time that has elapsed since the approval of the original 1998 FEIS and the changes that have occurred in the corridor over the last seven years, the corridor must be re-evaluated.

The East-West Corridor is one of the priority corridors approved as part of the PTP. The East-West (MIC to FIU) is currently scheduled to be completed in 2014.

SUMMARY OF PREVIOUS STUDIES PERFORMED

- 1993-Transit Corridors Transitional Analysis;
- 1995-East-West Multimodal Corridor Major Investment Study (MIS) and Draft Environmental Impact Statement (DEIS);
- 1998-East-West Multimodal Corridor Final Environmental Impact Statement (FEIS).

2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
PLANNING									
		DESIGN							
			RECORD-OF-DECISION (ROD)						
			RIGHT-OF-WAY ACQUISITION & UTILITY RELOCATION						
			OBTAIN FFGA						
			BID AND AWARD CYCLE						
					CONSTRUCTION				
							SYSTEMS INSTALLATION & TESTING		
									PROJECT COMPLETION

Activity Classification: AREA/DEPARTMENT
 BID AND AWARD
 RIGHT-OF-WAY ACQUISITION
 CONSTRUCTION & SYSTEMS INSTALLATION
 PLANNING
 DESIGN

Plot Date 25FEB05
 Data Date 24FEB05
 Project Start 15JAN06
 Project Finish 25SEP14

Activity Bar/Early Dates
 Critical Activity
 Progress Bar
 Milestone/Flag activity

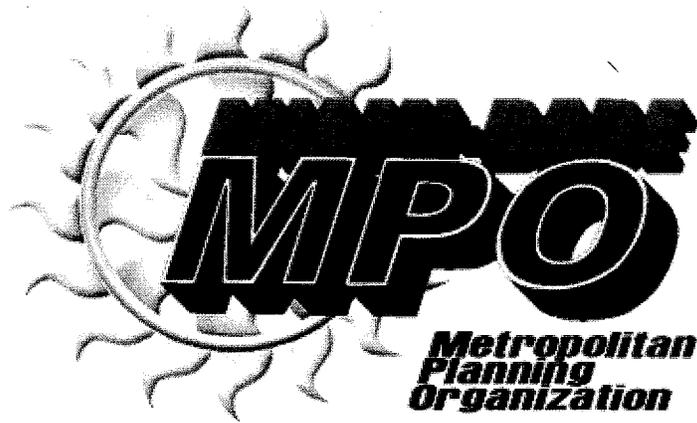
Sheet 1 of 1
 MTAMI-DADE TRANSIT (MDT)
 EAST/WEST PROJECT-MIC TO FIU
 SUMMARY SCHEDULE

Date Revision Checked Approved

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**OTHER PTP CORRIDORS (BAYLINK,
SOUTH DADE, KENDALL AND
NORTHEAST)**



MPO Premium Transit Corridors

Corridor	Background	MPO Award	Budgeted Amount	Amount Expended to Date	Source
Miami-Miami Beach (Bay Link)	A Supplemental Draft Environmental Impact Statement (DEIS) was completed and a locally preferred alternative (LPA) was adopted by the MPO Board in September 2003. Subsequently, a Preliminary Engineering (PE) request package for FTA was completed but not submitted due to lack of MPO Board support to program PE/FEIS activities in the TIP. The LPA consisted of a light rail/street-car system operating from Downtown Miami to South Miami Beach.	July 2001 March 2004	\$1,500,000 \$400,000 (Additional)	\$1,790,089 (final invoice pending)	100% State 88% State 12% Federal
South	An Alternatives Analysis (AA) is underway to define new premium transit improvements from the Dadeland area to Florida City, in addition to the current Busway project. The intent is to provide both short, mid and long term transit investment strategies for this rapidly growing region of Miami-Dade County. Completion is scheduled for January 2006.	September 2004	\$1,500,000	\$169,800 (in progress)	100% Federal
Kendall	This planning study is intended to re-evaluate the existing LPA consisting of bus rapid transit (BRT) improvements along the corridor, including a 4-mile reversible and exclusive bus lane. A plan will be prepared to advance transit investments from the Dadeland area to SW 157 Avenue and a north-south connection to the East-West premium transit corridor.	April 2005* (Currently being negotiated for award.)	To Be Determined	N/A	100% Federal

* Anticipated Award Dates

Corridor	Background	MPO Award	Budgeted Amount	Amount Expended to Date	Source
Northeast (FEC)	<p>Miami-Dade County had initiated a consultant selection process for the performance an Alternatives Analysis (AA) in 2002. During this process, the SFRTA requested Miami-Dade to join in a regional AA effort along with Broward and Palm Beach Counties. All parties agreed FDOT-District IV will be the lead agency including for the study, and will award the contract. The study limits extend from Downtown Miami to Jupiter, and the study is scheduled to begin in March 2005.</p>	<p>March 2005* (Proposed TIP Amendment on MPO agenda for 2/24/05)</p>	<p>\$2,400,000</p>	<p>N/A</p>	<p>100% State</p>

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