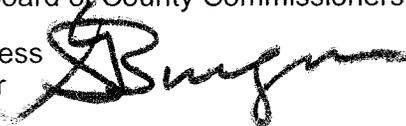


Memorandum



Date: April 14, 2005

To: Honorable Chairman Joe A. Martinez
and Members, Board of County Commissioners

From: George M. Burgess 
County Manager

Subject: Supplemental Information to Agenda Item 1E1

RTC
Supplement to
Agenda Item No. 1(E)1

Attached please find the April 2005 Monthly Progress Reports for the Aviation and Transit Departments People's Transportation Projects.



Deputy County Manager

Miami- Dade Transit (MDT)
Regional Transportation Committee April 14, 2005
Goals reported for March 2005

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 March 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.

The deadline for the receipt of proposals for the Rehabilitation of the Heavy Rail Vehicles was March 18, 2005. Miami-Dade Transit (MDT) received proposals from Bombardier Transportation, Alstom, Breda and CAF which is being reviewed and evaluated by a Selection and Technical Committee established by the County Manager. The kick-off meeting for the evaluation of proposals was held on March 22, 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**

The Cemusa contract calls for the installation of 3,000 new bus passenger shelters throughout unincorporated Miami-Dade County by October 2006. As of March 31, 2005, there were **823** 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**

2,229 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

Miami-Dade Transit (MDT) has already begun to implement the recommendations from the Comprehensive Bus Operational Analysis (CBOA) that was completed in November 2004.

The April 24th lineup includes nine (9) routes with adjustments based on CBOA recommendations. Primarily, the CBOA recommendations assisted MDT in improving the on-time performance of these routes. MDT will continue to implement the CBOA's recommendations through the next set of lineups scheduled for July and November 2005, to ensure that MDT is providing bus service that is efficient, effective and fiscally sound. The nine (9) routes are as follows:

Route 8; Route 27; Route 36; Airport West (Route 41); Route 72; Route J; Bird Road Max (Route 240); Coconut Grove Circulator (Route 249); Kendall Kat (Route 288)

Goal #4: Improve the courtesy and customer service provided

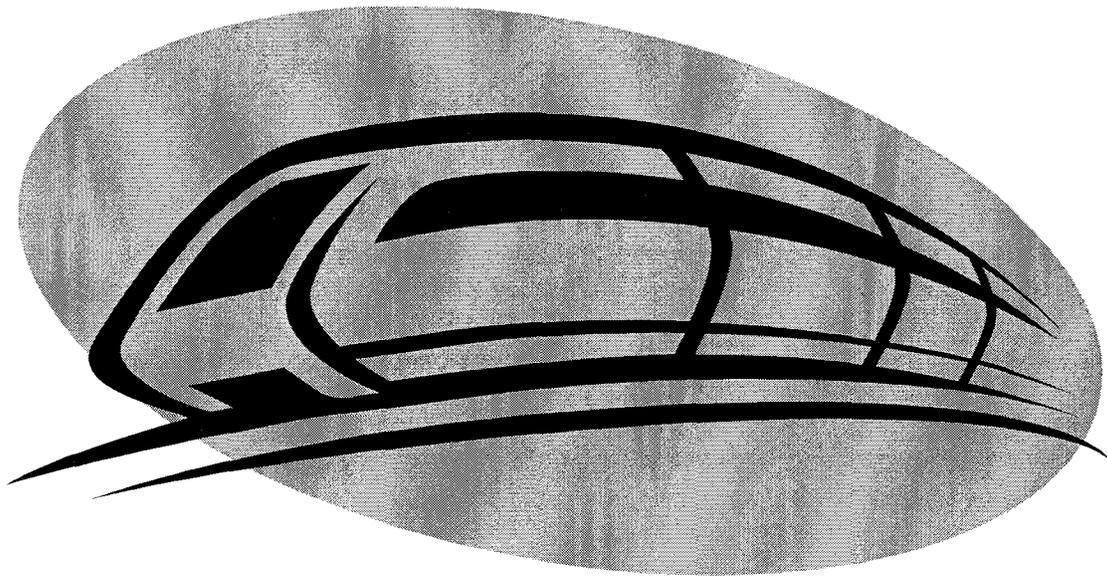
- **Customer Service Training**

Service in Excellence training began on October 5, 2004 for the entire department. As of April 7, 2005, 3,685 employees have been trained. Service in Excellence training for MDT will be completed by April 31, 2005. A special module has been developed to focus primarily on customer service delivery from the operational personnel's perspective.



*Delivering Excellence
Every Day*

MIAMI-DADE TRANSIT



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



LEGEND

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

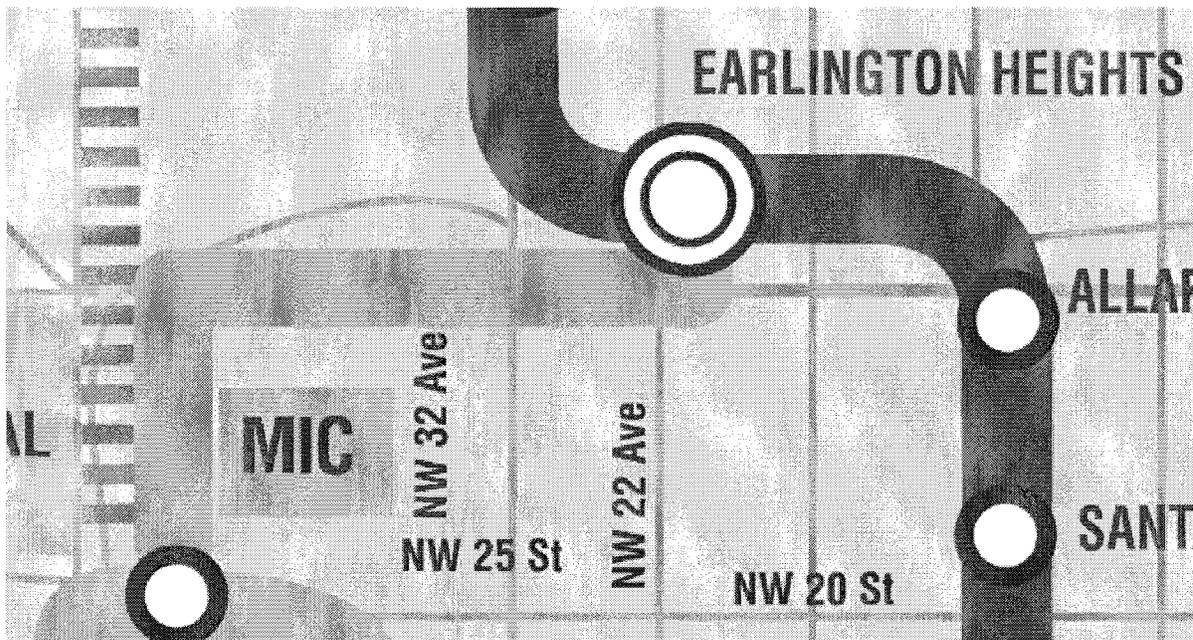
MIC-EARLINGTON HEIGHTS

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% state and local funds. A letter officially notifying the Federal Transit Administration (FTA) of this decision was sent to FTA on February 14th, 2005.
- MDT has negotiated a Professional Services Agreement (PSA) with URS Southern Corp. to perform the final design and preparation of bid documents for this project. The contract for these services, in the amount of \$18 million, was awarded by the Board of County Commissioners on March 3rd, 2005 and by the CITT on March 30th, 2005. Notice-to-Proceed is scheduled to be issued in mid-April 2005.
- The consultant is scheduled to begin final design for the project on April 13, 2005.
- Staff is currently evaluating several alignment alternatives that would move the MIC-EHT station closer to the proposed MIC-MIA People Mover Station.
- MDT and Miami-Dade Public Works met on March 30, 2005 with the owner of the Island Shipping Lines property on South River Drive. The property includes two of the 43 folios currently identified as required for the project right-of-way. The property is listed for sale, and may be acquired from the willing seller.
- The Miami Dade Expressway Authority (MDX) has acquired already even (7) of the folios within the project alignment.
- The Florida Department of Transportation has committed to 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.



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.
- 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.

COST OF PREVIOUS STUDIES PERFORMED

- The cost of the DEIS study was approximately \$1.29 million.
- 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. These reports are required by the State of Florida and the United States Coast Guard, respectively, and the scope of the work is currently being addressed with the agencies.

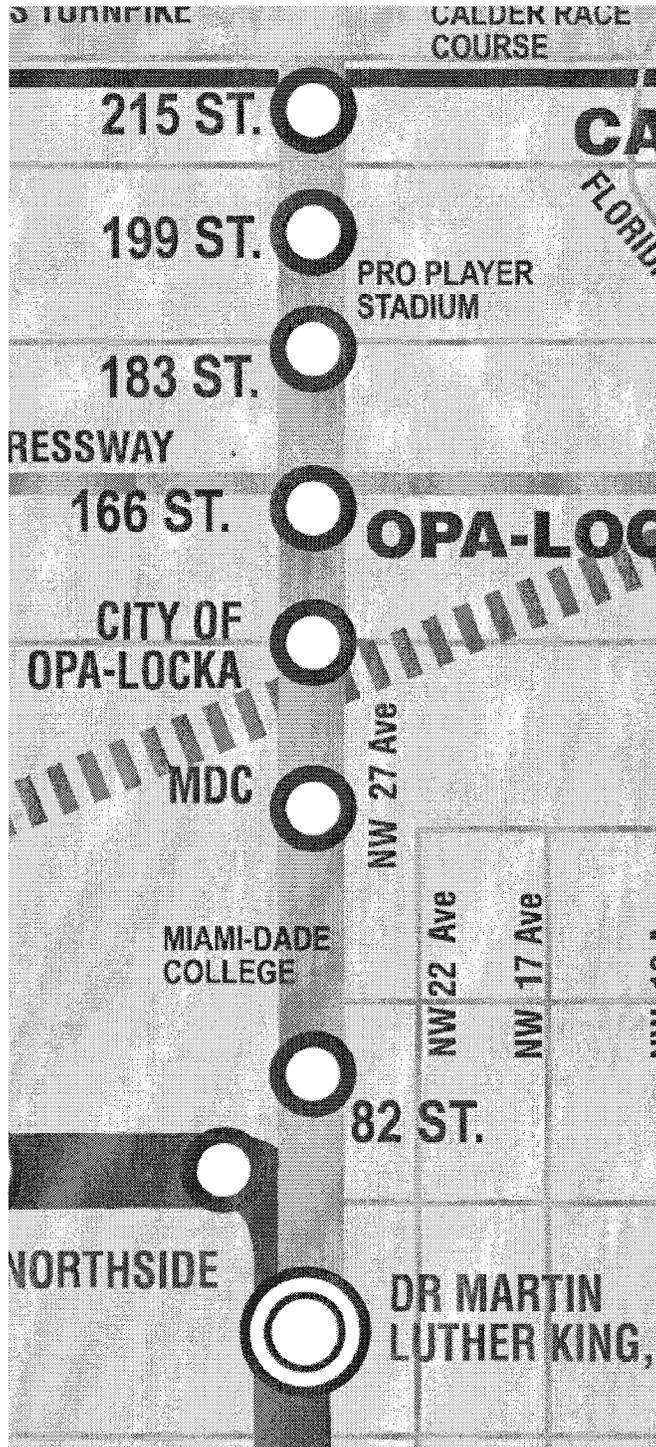
NORTH CORRIDOR

DESCRIPTION

- The North Corridor is a 9.5-mile heavy rail extension of Metrorail that will extend along N.W. 27th Avenue from just north of 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 contracting with Parsons Transportation Group (PTG) to perform preliminary engineering (approximately 30% design level) for this project. The Professional Services Agreement (PSA) for this consultant, in the amount of \$12.9 million, was awarded by the Board of County Commissioners on January 27th, 2005, and by the Citizens' Independent Transportation Trust (CITT) on February 23rd, 2005. Notice-to-Proceed was issued on March 9th, 2005. Preliminary engineering is scheduled to be completed in December 2005.
- Concurrent with this effort, MDT is also finalizing the planning phase under the National Environmental Policy Act (NEPA) for the project, as required by the Federal Transit Administration (FTA). 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.



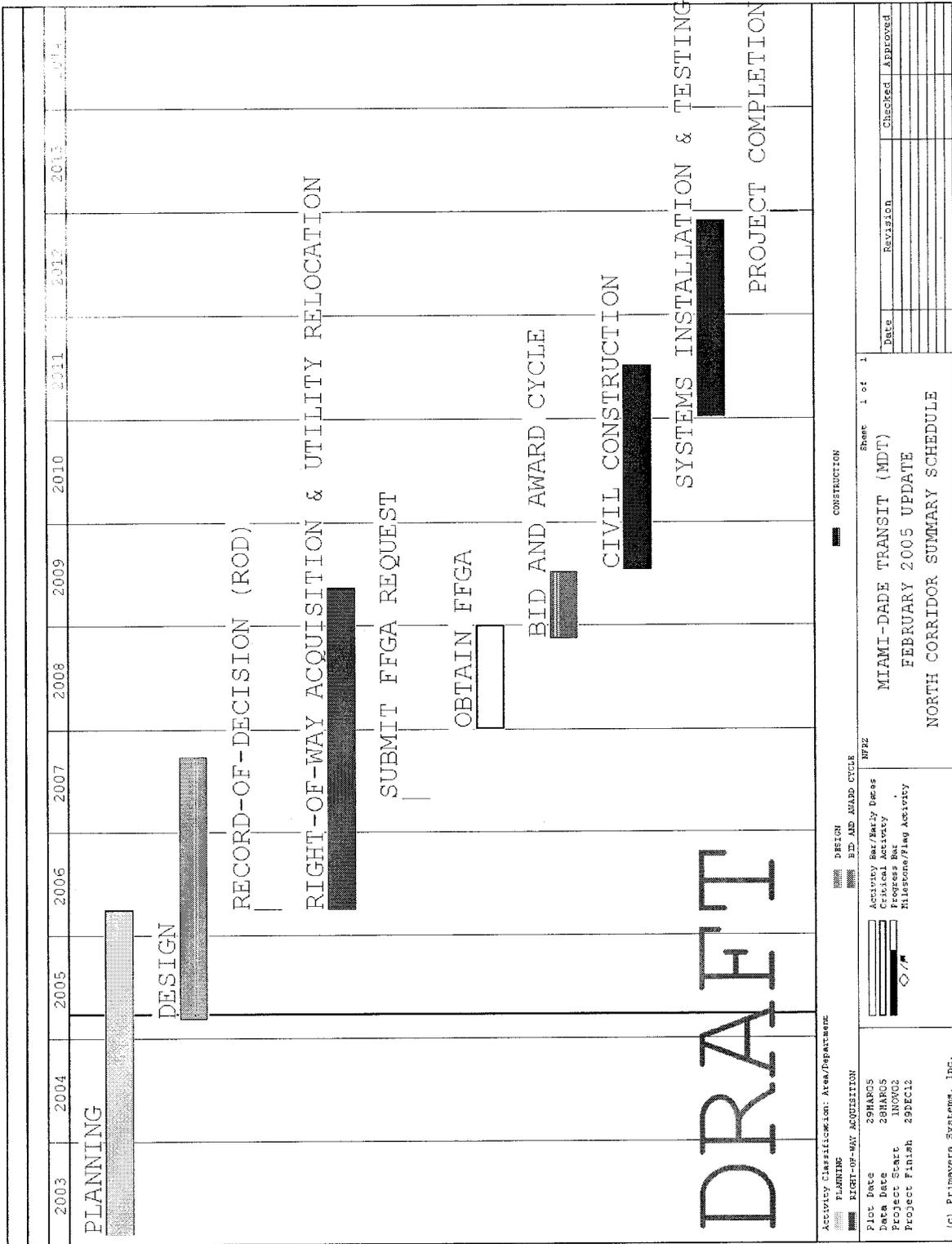
BACKGROUND/STUDIES PERFORMED/COST OF STUDIES

- 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 November 1995. 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 in November 1995, 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 (Transit Not Tolls) was presented to voters. Unfortunately, this initiative was not successful. As a result, the local commitment of funding necessary to advance the project was not available, and 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 Metrorail extension to a lower-cost Bus Rapid Transit (BRT) alternative.
- 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 (Peoples' Transportation Plan), 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.
- 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, and by 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 National Environmental Policy Act (NEPA) procedures for continued project funding. The SDEIS is expected to be submitted to the FTA in August 2005 with the FEIS scheduled to be submitted in January 2006. A Record-of-Decision (ROD) from FTA is anticipated in June 2006. The contract is now valued at \$2,115,460.



EAST-WEST (MIC TO FIU)

DESCRIPTION

- The MIC to FIU segment of the East-West Corridor 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 HNTB, Inc. to perform the planning work and preliminary engineering (approximately 30% design level) under the National Environmental Policy Act (NEPA) for the project, as required by the Federal Transit Administration (FTA) to obtain the necessary Federal funds to undertake the project. Notice-to-Proceed to this consultant was issued on January 18th, 2005. The contract amount for this work is \$29 million.
- MDT and the consultant met with FTA on March 14th, 2005 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 (see Background). The FTA has agreed to accept a Supplemental Draft Environmental Impact Statement (SDEIS) for the MIC-FIU alignment, accepting the previous Alternatives Analysis (AA) and not requiring that it be performed again.
- The schedule for planning activities is presently under review in light of the determination by the FTA.
- 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.



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 Homestead Extension of the Florida Turnpike on the west, the Port of 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 Homestead Extension of the Florida 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).

An 11.2-mile segment was identified as the Minimum Operable Segment (MOS) for the East-West Corridor, and was selected as the Locally Preferred Alternative (LPA) by the Metropolitan Planning Organization (MPO) in March 1996. Therefore, a Final Environmental Impact Statement (FEIS) was initiated for this 11.2-mile segment of the corridor. The segment, referred to as the Palmetto to Port, extended from the Palmetto Expressway (SR 826) 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 Corridor 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 planning, 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 (Transit Not Tolls) was presented to voters in July 1999, but was defeated. As a result, Miami-Dade County 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 are valid and usable in the subsequent phases of the project, as conceptually concurred to by the FTA.

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).

PROGRAM MANAGEMENT CONSULTANT (PMC)

DESCRIPTION

- Miami-Dade Transit will engage the services of a Program Management Consultant (PMC) to assist generally with the development of the People's Transportation Plan (PTP) capital program, and specifically with the transit corridor development program.
- The initial contract duration will be seven (7) years, with extension by three one-year terms at the option of the County.
- The current estimated cost of program management services is \$44 million in Year-of-Expenditure (YOE) dollars. The scope of services supported by the initial budget is the full development of the Miami Intermodal Center (MIC)-Earlington Heights Connector, and development of the North Corridor and East-West Corridor projects until receipt of Federal Transit Administration (FTA) approval to enter the next stage of project development (permission to enter final design for the North Corridor and permission to enter preliminary engineering for the East-West Corridor).

STATUS

- A Professional Services Agreement (PSA) has been negotiated with Parsons Brinckerhoff Quade & Douglas (PBQD), and it is scheduled to be presented to the Regional Transportation Committee (RTC) on April 14, 2005. Award by the BCC is expected on May 12, 2005 and by the Citizens' Independent Transportation Trust (CITT) on May 25, 2005.
- Notice to Proceed (NTP) for the PMC is scheduled to be issued on June 8, 2005.

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



Bay Link (Light Rail to Miami Beach)

STATUS

- 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 the Federal Transit Administration (FTA) was completed, but was not submitted due funding limitations within the 2005-2009 Transportation Improvement Program (TIP) and the MDT *Pro Forma*. The LPA consists of a light rail/street-car system operating from Downtown Miami to South Miami Beach.

STUDIES PERFORMED

- The Miami-Miami Beach Corridor was studied as a component of the East-West Corridor during the FDOT studies of the 1990's.
- The Metropolitan Planning Organization (MPO) awarded a Professional Services Agreement (PSA) for the preparation of a Supplemental Draft Environmental Impact Statement (DEIS) in July 2001.
- The Draft Environmental Impact Statement was approved on October 15, 2002 and the MPO authorized the preparation of a Request to Enter Preliminary Engineering for the project.
- The Locally Preferred Alternative (LPA) for Bay Link, consisting of a light rail/street-car system operating from Downtown Miami to South Miami Beach, was approved by the MPO on September 25th, 2003;
- The Request to Enter Preliminary Engineering was not submitted to the FTA because the preparation of Preliminary Engineering documents and a Final Environmental Impact Statement (FEIS) was not included in the Transportation Improvement Program (TIP).
- The cost of the Draft Environmental Impact Statement (DEIS) study and the preparation of a Request to Enter Preliminary Engineering was approximately \$1.9 million. The DEIS was funded primarily with state funding. Federal funding, totaling \$48,000, was used in the latter stage of the study.

South Dade Corridor

STATUS

- An Alternatives Analysis (AA) commenced in November 2004 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 of the Alternatives Analysis is scheduled for January 2006.
- The public involvement program is presently ongoing.
- The cost of this study is \$1.5 million. The study is being conducted with federal funds.

STUDIES PERFORMED

- A Project Development and Environment (PD&E) study of the South Dade Corridor was completed in 1997 by FDOT associated with the design of the Busway Extension to Florida City.

Kendall Corridor

STATUS

- An Alternatives Analysis (AA) is expected to commence in the near future to re-evaluate the existing Locally Preferred Alternative (LPA) of bus rapid transit (BRT) improvements along the corridor including a 4-mile reversible and exclusive bus lane. A plan will be prepared to evaluate transit investments from the Dadeland area to SW 157 Avenue and also a north-south connection to the East-West premium transit corridor improvements.
- The value of this study is presently under negotiation. The study will be conducted with federal funds.
- The award of a Professional Services Agreement for the Alternatives Analysis is on the Preliminary Agenda of the MPO Governing Board meeting of April 21, 2005.

STUDIES PERFORMED

- A Major Investment Study (MIS) was conducted on the Kendall Corridor commencing in 1998.

- The Locally Preferred Alternative (LPA) for the Kendall Corridor, consisting of additional bus services provided as early and mid-range actions, was approved by the Metropolitan Planning Organization (MPO) on June 22nd, 2000.
- The Major Investment Study was extended beyond the approval of the Locally Preferred Alternative to additionally study transit and pedestrian access to the Dadeland North and South Metrorail Stations in conjunction with the Downtown Kendall Urban Center District Plan. The Final Report for the Major Investment Study was issued in June 2001.
- The cost of the MIS was approximately \$1.47 million. The study was funded with state funds.

Northeast Corridor

STATUS

- Miami-Dade County had initiated a consultant selection process for the performance of an Alternatives Analysis (AA) in 2002. During this process, the South Florida Regional Transportation Authority (SFRTA) requested that Miami-Dade join in a regional AA effort along with Broward and Palm Beach Counties. All parties agreed that FDOT-District IV would be the lead agency for this project, including contract award. The study limits extend from Downtown Miami to Jupiter, a corridor length of 81 miles. The Miami-Dade County segment is 13.6 miles in length. The study is scheduled to begin in the spring of 2005.
- The Amendment of the 2005-2009 Transportation Improvement Program (TIP) to provide funding for the South Florida East Coast Corridor Transit Analysis is on the Preliminary Agenda of the MPO Governing Board meeting of April 21, 2005.
- The MPO expects to allocate \$2.4 million of state funding to the regional study.

Other Traffic/Transportation Improvement Initiatives

- The following additional PTP initiatives in traffic and transportation improvement and premium transit will be reported upon in next month's report:
 - Grade Separation Study;
 - Bus Rapid Transit (BRT) Study;
 - Special Use Lanes.

AVIATION DEPARTMENT APRIL 2005 MONTHLY PROGRESS REPORT

GOALS AND OBJECTIVES

1. Maximize General Aviation (GA) Activities and Development Potential

The annual appraisal for General Aviation Airport rental rates has been completed, presented to the tenants of the General Aviation Airports, and a resolution for Board approval of the rates is on the April Regional Transportation Committee agenda.

Staff is working with Commissioners Jordan and Seijas to develop and forward to the County Manager a slate of candidates for Opa-locka Development Task Force. Staff has also drafted a plan outlining potential topics to be addressed and input to be received while preparing the preliminary study due in June.

Staff is preparing the Strategic Plan for our General Aviation Airports as requested at the last Regional Transportation Committee. The plan, to be completed no later than April 25th, provides a general overview of general aviation, describes emerging trends in general aviation, and delineates the vision and potential operational uses for each of the airports.

Staff has met with Renaissance Airpark Corporation (RAC) and several prospective developers who are interested in acquiring a portion of RAC's interest in its development lease for the western portion of Opa-locka Airport and commencing development of warehouses and light industrial on their sites.

The Department has prepared an amendment to the development lease with Opa-locka Aviation Group (OAG) and tendered such amendment to OAG. The purpose of the amendment is to make the lease compliant with the guidance of the FAA as it pertains to the County's grant assurances and deed restrictions. OAG has disputed the application of such required changes and has requested that the County terminate the non-aviation development provisions of any leases at any of the airports within the airport system. OAG has also sent notices contending that the Aviation Department has acted in bad faith in repeatedly violating the terms and conditions of its development lease at Opa-locka Airport, demanding that the Aviation Department cease and desist from certain leasing activities, and stating that OAG intends to commence legal proceedings against the County.

Representatives from the FAA and the US DOT Office of Inspector General will be visiting from April 12-14, to conduct a compliance audit of Opa-locka Airport to determine if the Aviation Department is meeting its responsibilities under federal grant assurances and the Federal Surplus Act deed requirements.

At Opa-locka Airport, a briefing and tour for Chairman Gimenez was conducted on March 31. The Chair received a briefing on current statistics and plans for future development. The Chairman also had the opportunity to meet with several tenants on his tour.

2. Improve MIA's Competitiveness

All Assistant and Associate Directors have reviewed their processes and internal structure, and have prepared revised operating expense budgets for FY2006. These budgets will be reviewed with the MAAC airline committee on April 27th and presented to the Regional Transportation Committee on May 6th.

Reductions in airline activity, as has been occurring during the first half of FY2005, pose additional increases in expected rates and charges for FY2006. Staff continues to work with the Department's financial advisor to explore financing methods that might reduce rates and charges.

Staff is also establishing a system for detailed monitoring of activities by individual airlines for early identification of emerging trends and vulnerabilities. The initial analysis of recent trends will be presented at the Regional Transportation Committee Briefing in May.

3. Improve Customer Service

As reported last month, our airport-wide customer service initiative programs continue with great success. As to our retail and concession programs, Requests for Proposals have been issued for North/South Retail, Duty-Free, and North/South Food & Beverage concessions with proposals due on April 15th, April 22nd, and May 20th, respectively. The design and construction of the Central Terminal retail locations continues with new stores opening throughout the summer and fall. Three bids were received on April 8th for the pre-paid phone card concession.

4. Expedite Completion of Capital Improvement Program (CIP)

The \$4.8 billion CIP includes expanding the airfield, the terminal and landside facilities to provide additional capacity and enhance the efficiency of existing facilities. Of the \$4.8 billion total CIP, slightly over \$2.7 has been paid for work in place. Approximately \$1.5 billion in completed projects are in use. Construction is progressing on \$2.8 billion worth of contracts and \$0.5 billion worth of projects are in planning, design, bidding and award phases.

The South Terminal Development (\$850 million), North Terminal development (\$1.5 billion) and Total Airport Management Systems (TAMS) (\$97 million) are three major programs currently under construction in addition to many smaller projects. South Terminal Program with one thousand (1,000) workers on site is progressing at a pace of approximately \$1 million in construction every working day. The project opening is projected for spring of 2006. North Terminal opened 9 new gates in 2004 but the schedule for the remainder of the program has slipped and is projecting a budget overrun. The County and American Airlines (AA) are engaged in a continuing dialogue to determine and implement new project delivery methods, bid packaging and management structure. Publicly advertised negotiations are underway with POJV, the only bidder for the North Terminal Consolidation Program.

The Total Airport Management System (TAMS) encompasses replacement of obsolete computer and network based IT systems including the following important components: Common Use Terminal

Equipment (CUTE), Airport Operation Information System (AOIS), Building Management System (BMS), Public Address System Infrastructure (PASI), and Premise Distribution System (PDS).

The MIA Mover consists of an Automated People Mover (APM) system connecting the terminal building to the new Rental Car Facility (RCF) and Miami Intermodal Center (MIC). The project was advertised as a Design-Build-Operate-Maintain (DBOM) contract on December 16, 2004. In response to bidders' request, the RFP proposal due date was extended to May 25, 2005. Accordingly the contract award is now scheduled for February 24, 2006 with the project completion scheduled for April 8, 2009.

During FY 2003-04, over \$425 million was paid out for completed construction, design, QA/QC inspections and related work.

5. Make MIA and General Aviation Airports Environmentally Friendly

As reported to the Committee last month, MDAD continues its efforts on many fronts to reduce noise impacts in the residential areas that surround our airports. The only new information to report at this time is that the Opa-locka Noise Abatement Task Force held a meeting on March 29 at the American High School. The meeting was well attended including Commissioners Seijas and Jordan. The Committee voted to hold their meetings on a quarterly basis.

6. Increase MIA's Passenger Traffic

Our domestic and international air service efforts continue as reported last month. Additionally, listed on today's agenda for the Committee's consideration is the Air Services Incentives Program (ASIP). This program is designed to provide an incentive for air carriers to establish domestic and international passenger flights at MIA by offering credits on landing fees for a period of 12 months. The intent of the ASIP is to also enhance MIA's competitive position, generate incremental business revenues and offer increased choices for the traveling public.