

Memorandum



Date: May 12, 2005

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

From: George M. Burgess
County Manager

Subject: May 2005 Monthly Progress Reports

A large, stylized handwritten signature in black ink, appearing to read "Burgess".

RTC
Agenda Item No. 1(E)1

Attached please find the May 2005 Monthly Progress Reports for the for the Aviation, Transit and the Public Works Departments Peoples' Transportation Plan (PTP) projects.

A smaller, stylized handwritten signature in black ink, appearing to read "Burgess".

Deputy County Manager

Public Works Department (PWD)
People's Transportation Plan (PTP) Goals Report
Regional Transportation Committee (RTC)
May 12, 2005

Goal #1: Implement PWD's Major PTP Projects

Project	Limits	Comm. Dist	Design Status	Construction Status	Start Const.	End Const.	Const. Estimate	Comments
- District 1 Resurfacing	Sections: 5-52-41, 8-52-41, 9-52-41, 14-52-41, 16-52-41, 18-52-41	1	100%	25% Complete*	02/2004	06/2005*	\$5.09 M	*4 out of the 6 sections are on hold due to CMO negotiations with Miami Gardens over PTP fund usage
- NW 22 Ave Resurfacing	NW 135 St to State Road 9	1	100%	98% Complete	2/16/05	4/30/05	\$ 233 K	Substantially Complete
- NW 22 Ave Resurfacing	NW 135 St to NW 62 St	2	100%	70% Complete	2/1/05	06/05	\$ 1.5 M	Under construction
- NW 62 St Resurfacing & Traffic Improvements	NW 37 Ave to I-95	2	*	0%	Start dates dependent upon City of Miami who is managing Design.		\$ 1.4 M	*Will be designed by City of Miami and constructed by PTP
- NE 2 Ave Street & Traffic Improvements	NE 20 St to West Little River Canal	3	*	0%	Start dates dependent upon City of Miami who is managing Design.		\$ 21.4 M	*Will be designed by City of Miami and constructed by PTP
- NE 2 Ave Street & Traffic Improvement	West Little River Canal to NE 91 St	3	15%	0%	Fall 2006	Fall 2007	\$ 4.0 M	Under design. To be completed Dec. '05
- SW 62 Ave Street Improvements	SW 24 St to NW 7 St	6	15%	0%	Fall 2006	Fall 2007	\$ 7.7 M	Under design. To be completed Dec. '05
- NW 82 Ave / NW 8 St Roadway Reconstruction	NW 7 to 10 St/NW 87 to 79 Ave	6	100%	0%	08/2005	08/2006	\$ 2 M	Designed by DERM. Awaiting Construction Contract.

Project	Limits	Dist	Design Status	Construction Status	Start Const.	End Const.	Const. Estimate	Comments
- District 7 Resurfacing	Sections: 27-54-40, 28-54-40, 29-54-40	7	100%	98% Complete	11/2004	04/2005	\$ 1.7 M	Substantially complete.
- Grand Ave 4 to 2 lanes	SW 37 Ave to SW 32 Ave	7	100%	60% Complete	10/17/04	7/20/05	\$ 2 M	Under Construction – ahead of schedule.
- South Miami Av Traffic calming, curbs & sidewalks	SW 25 Road to SW 15 Road	7	*	0%	Start dates dependent upon City of Miami who is managing Design.		\$ 840 K	*Will be designed by City of Miami and constructed by PTP
- SW 62 Ave 5 to 2 lanes	SW 70 St to SW 64 Rd	7	15%	0%	Fall 2006	Fall 2007	\$ 2.3 M	Under design. To be completed Dec.'05
- SW 97 Ave 2 to 3 lanes	SW 72 St to SW 40 St	7, 10	100%	0%	*Start dates dependent upon request from WASD to relocate 12" Water Main.		\$4.7 M	Design Complete – preparing to advertise for Construction. *WASD estimated completion for Water Main Project is March 2006.
- SW 160 St New 4 lane road	SW 147 Ave to SW 137 Ave	9	15%	0%	Fall 2006	Fall 2007	\$ 6 M	Under design. To be completed Dec.'05
- SW 127 Ave Widen to 4 lanes with median, swales and frontage road	SW 120 St to SW 88 St	10	30%	0%	Fall 2006	Fall 2007	\$ 7.4 M	Under design with RIF funding. Estimated completion date 12/05.
- New Access to Country Walk Land acquisition and road extension	SW 143 Terr from Railroad tracks to SW 136 St	11	90%	0%	Fall 2005	Spring 2006	\$ 450 K	Land acquired. Under design. RR Crossing being designed by CSX.

3

Project	Limits	Dist	Design Status	Construction Status	Start Const.	End Const.	Const. Estimate	Comments
- SW 157 Ave New 4 lane road	SW 120 - 136 St	9,11	0%	0%	Summer 2007	Summer 2008	\$ 5.4 M	RTA for Design under review.
	SW 112 -120St	11	10%	0%	Summer 2006	Summer 2007	\$ 3.5 M	Under design with PRD contract.
- NW 138 St New 5 lane bridge	Over Miami River Canal	12	15%	0%	Fall 2006	Fall 2007	\$ 4.7 M	Under design. To be completed Dec. '05
- NW 74 St New 3 lane road	NW 87 Ave to NW 107 Ave	12	10%	0%	Fall 2006	Fall 2007	\$ 6 M	Under design, JPA with FDOT. Design will be complete in 12/05.
- NW 62 Ave (W 8 Ave) 2 to 3 lanes	NW 138 St to NW 105 St	13	100%	80% Complete	05/04	07/05	\$ 5.55 M	Under construction
- NW 87 Ave 2 to 4 lanes	NW 186 St to NW 154 St	13	0%	0%	Early 2007	Early 2008	\$ 8.355 M	Project advertised for design. Undergoing Selection / Negotiation with consultant.

Goal #2: Implement PWD's Neighborhood PTP Projects

- 11 PTP Construction Contracts (totaling \$10.0 Million) are actively addressing the following projects:
 - Open Contracts for: Resurfacing, Sidewalks, Drainage, Striping, ADA Sidewalks, School Flashing Signals, Traffic Signals.
 - Over \$7.0 Million in work orders have been issued to date.
- New Open Contracts for Resurfacing (4) and Guardrail are before the CITT this month for approval. Additional contracts for Intersection Improvements, Traffic Signals, Street Lighting Retrofit, Drainage, Striping, ADA Sidewalk, and School Flashing Signals are forthcoming.
- PWD continues to work with each Commission District Office to prioritize projects for Neighborhood Improvements.



Goal #3: Picking the "Low-Hanging" PTP Fruit

- Faded and damaged street name signs are still being replaced with the newer sign design throughout the County. Over 19,000 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. Phase II of the illuminated street name sign program will employ the new LED technology. Approval of the signs was recently received from the FDOT. PWD will be installing the new LED signs at 24 locations throughout the County within the next 6-8 weeks.

Goal #4: Commence Work on all PWD PTP Projects

Number of Site Specific Projects	Under Design	Under Construction	Begin Design in 2005 by City of Miami	Design Complete. Begin Construction in 2005	Design Complete. Begin Construction in 2006	Completed Scope Development / Will be Advertised for Consultant Design this Year.	Undergoing further Scope Development. Projects will begin design after 2005.
44	9	6	6	2	2	12	7

- Miami River Tunnel Feasibility JPA:
The JPA was approved by the CITT on March 30, 2005. The study feasibility study is underway and being managed by the City of Miami. Completion of the study is expected before the end of the year.
- Advanced Traffic Management System (ATMS):
Since receiving approval from the BCC in early 2005, PWD has continued to finalize contract negotiations with the top ranked firm for the new ATMS system integrator. Currently, PWD expects the final contract to be considered at the May 17, 2005, BCC meeting. Due to the extreme complexity of the contract, it is possible that the terms may not be complete prior to the meeting deadline. Consequently, the contract would then be presented before the BCC in June. If approved, the firm could begin the alpha test on 16-18 signals in December 2005, and begin moving all of the County's signals into the new system from 2006 through 2008. 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.

Aviation Department Goals and Objectives

Status Report – May 2005

GOALS AND OBJECTIVES

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

With input from Commissioners Jordan and Seijas, the County Manager has appointed the 9 members of the Opa-locka Development Task Force (attachment A). The initial meeting of the Task Force is scheduled for May 11th. Attached are the proposed topics for the three meetings leading to the completion of the preliminary study by June 10th.

The General Aviation Airports Strategic Plan is attached to this report. The Plan 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.

As requested by the Committee, the major development leases at Opa-locka Airport have been reviewed by the County Attorney's Office for compliance. Notices have been prepared in connection with two of those leases.

Representatives from the FAA and the US DOT Office of Inspector General visited 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. A report is expected to be released in 60 – 90 days.

2. Improve MIA's Competitiveness

Staff is compiling information regarding rates and charges methodologies and leasing policies used at other airports to evaluate alternative methods that could enhance the affordability of MIA for high-volume air carriers.

Senior management and union representatives have formed an efficiency committee to evaluate new ways to structure the organization and its processes to increase efficiencies and reduce costs, while attempting to maximize the employment of current Department employees.

3. Improve Customer Service

MDAD's Customer Service Division and its pool of volunteer trainers have trained more than 1,000 MDAD employees on Service Excellence. Each session includes a training module delivered through an interactive Powerpoint presentation of 30 minutes followed by an assessment of the course and a review of the presentation. These training sessions last one hour.

This effort has been achieved through the cooperation of all MDAD divisions and did not result on any unanticipated overtime. By the end of June, all 1,700 MDAD employees will have received the County mandated Service Excellence Training.

Following this effort, the Aviation Department will initiate its own Customer Service Quality Care Training Program. This training program will be made available to all airport employees on a voluntary basis and will be mandated to all MDAD employees and employee management companies. This training will supplement the county-mandated Service Excellence Training and will consist of a module containing several topics pertaining to Customer Service, including Attitude, Cultural Differences, Knowing Your Job Environment, How to Deal with Irate Passengers, Service Recovery, Moment of Truth, etc... This training will be specifically geared to all employees who are interacting with airport users.

Our VIP Volunteer Corps continues to showcase our destination and provide information to airport users. They are stationed at information counters throughout the Terminal and their bright orange polo shirts are easily spotted. During the heavy summer months, some of our most senior and seasoned volunteers will be assigned to assist passengers at our Concourses at heavy peak times, thus alleviating their inconvenience.

In addition to these efforts, several constructive initiatives address the issues brought by our customers in our bi-annual Passenger Terminal Survey, conducted in May and October of every year. Some of the concerns warranted strong consideration and, as a result, an MDAD Passenger Service Improvement Task Force was formed to implement immediate remedies. As a result of this initiative, we implemented a 10-minute grace period for the users of our parking garages, we reviewed our Way-Finding program, and implemented some immediate changes in our signage system. Other items are still being evaluated.

Airport employees continue to strive to deliver great service to our customers. This is evidenced by the number of nominations submitted by our users through our Airport-Wide Customer Service Reward and Recognition Program established in April 2004 with the objective of recognizing the efforts of our employees in the delivery of excellence. Up to this date, more than 100 nominations have been submitted and more than 35 winners have received the praises from our community for performing service actions demonstrating their resolve. This program has invigorated our workforce and has created a renewed dedication to their commitment to work place.

Soon, our website will showcase a full section on all Customer Service initiatives being taken by the Aviation Department to inform customers on services that are available and the programs that have been implemented in order to enhance their experience at MIA. Exceptional Service is one of our four guiding principles and we want to make sure that all of our users are fully aware of our mission.

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 June 15 2005. Substantial Completion and start operations is scheduled for May 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

In April MDAD took delivery of a computer program called RealContours. This program will allow MDAD to generate noise contours based on actual operations instead of the FAA estimates. This program will provide MDAD with a great tool for assessing and monitoring aircraft noise activity in the surrounding environs of MIA.

The Environmental Assessment for Operational Changes at MIA is currently being reviewed by the FAA in New York. This much awaited environmental study will, when approved by the FAA, allow the FAA to modify arrival and departure procedures to decrease the amount of aircraft noise in communities surrounding MIA .

Both of these projects have been discussed with, and supported by, MDAD's MIA- Noise Abatement Task Force .

OPA-LOCKA AIRPORT DEVELOPMENT TASK FORCE PLAN OUTLINE

Purpose and Duties

To advise the Board of County Commissioners on issues relating to the development of Opa-locka Airport and the surrounding areas

Study and make recommendations to the Board of County Commissioners regarding the best alternatives for the successful continued development of Opa-locka Airport, with a view toward achieving environmentally sound, compatible, financially feasible development that maximizes the best potential of Opa-locka Airport and the surrounding areas.

The Task Force shall provide a preliminary report to the Board of County Commissioners through the Regional Transportation Committee and the Community Empowerment and Economic Revitalization Committee, within 90 days after the effective date of this resolution, and a final report with specific recommendations for Opa-locka Airports, future development within one year after the effective date.

Tentative Agendas

Meeting	Proposed Focus/Topics For Meeting
Meeting 1 May 12, 2005	<p>Kick-off Meeting</p> <ul style="list-style-type: none">• Introductions and Points of Order• Review of Task Force Duties• Overview and History of OPF<ul style="list-style-type: none">○ Historical Operations Levels○ Recertification & Historic Preservation Issues• Development Plans from 1999 & Current Status• Current Tenants Issues• Noise Task Force• Tour of OPF
Meeting 2 May 25, 2005	<p>Nature of Successful General Aviation and Reliever Airports</p> <ul style="list-style-type: none">• Community Capability<ul style="list-style-type: none">○ Overview of Surrounding Communities○ Review of Past and Current Activities Relating to Community Compatible Development○ Community Input• Presentation of GA Strategic Plan & Opportunities for OPF Growth• Traits of Other Successful GA Airports<ul style="list-style-type: none">○ Industry Standards for Facilities and Minimum Business Standards
Meeting 3 June 8, 2005	<p>Preliminary Report Completion</p> <ul style="list-style-type: none">• Definition of Vision for Opa-locka Airport and Compatible Development Parameters• Translate Trends/Opportunities into Facilities Needed• Outline Plans for Developing Final Study

Attachment A

OPF Development Task Force Members

Denise Mendez 700 Glen Eagle Drive Miami Lakes, FL 33014	786-586-2190 ph 954-723-4784 fx call first
Hialeah Councilman Steve Bovo 756 W. 76 th St. Hialeah, FL 33014	305-885-8000 x237 305-887-8006 fx
John Riley 2963 NW 135 th St. Opa-locka, FL 33054-4859	786-256-7868 cell 305-769-1009 home/fx call first
Dr. Raymond Cain 8420 NW 7 th St. Pembroke Pines, FL 33024-6638	305-623-4277 305-623-4226 fx
Lawrence Waterman 15489 Miami Lakeway N.#105 Miami Lakes, FL 33014	305-698-1369 305-698-1590 fx
Susan Montie 203 Sunrise Drive #207 Key Biscayne, FL 33149	305-215-4622 305-442-0010 needs cover ltr
Otis Pitts, President Peninsula Developers Tacolcy Economic Development Corp. 6161 NW 9 th Ave. Miami, FL 33127	305-375-0390 305-375-8220 fx
Aviv Tsur 3420 NW 53 rd St. Ft. Lauderdale, FL 33309	305-466-7775 954-486-7244 fx
City of Opa-locka Mayor Kelly 777 Sharazad Blvd. Opa-locka, FL 33054	305-688-4611 305-953-2834 fx

Miami- Dade Transit (MDT)
Regional Transportation Committee May 12, 2005
Goals reported for April 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 Technical Committee completed its review of both the Bombardier Transportation and Breda proposals and submitted their presentation of each contractor to the Selection Committee for rating evaluation. The remaining proposals (CAF and Alstom) are under review and will be presented to the Selection Committee by May 26, 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 April 27, 2005, there were 869 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**
As of April 30, 2005, 2,595 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

Automated Fare Collection System

Miami-Dade Transit (MDT) drafted technical specifications which were provided to the South Florida Regional Transportation Authority (SFRTA). The next step is to finalize specifications and seek approval from the SFRTA Board. The SFRTA has advised that they will submit the solicitation package to their Board for approval on May 27, 2005 to go out to bid.

Comprehensive Bus Operational Analysis (CBOA)

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 included 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)

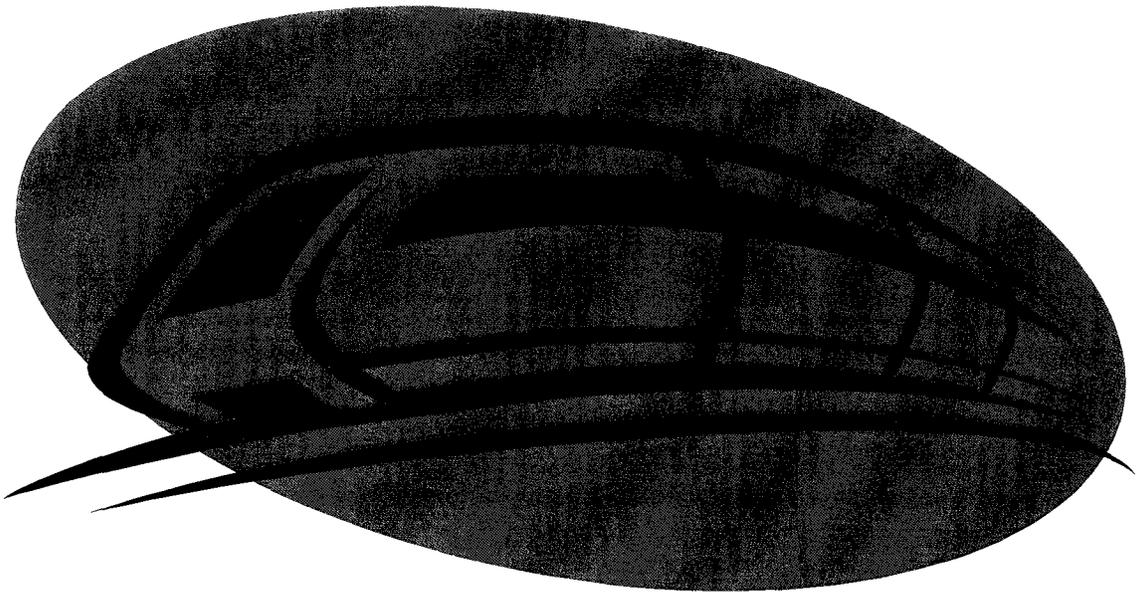
Goal #4: Improve the courtesy and customer service provided

- **Customer Service Training**
Service in Excellence training began on October 5, 2004 for the entire department. As of April 27, 2005, over 95% of all MDT employees have been trained. Employees unable to attend training are required to make-up sessions by May 27, 2005.



*Delivering Excellence
Every Day*

MIAMI-DADE TRANSIT



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

BROWARD COUNTY

FLORIDA'S TURNPIKE

CALDER RACE COURSE

BROWARD COUNTY LINE

MIAMI-DADE COUNTY

215 ST.

CAROL CITY

NW 193 St

199 ST.

PRO PLAYER STADIUM

NW 183 St

183 ST.

PALMETTO EXPRESSWAY

166 ST.

Golden Glades

NW 135 St

CITY OF OPA-LOCKA

MDC

NW 125 St

NORTH MIAMI

NW 119 St

NW 95 St

HIALEAH

MIAMI-DADE COLLEGE

82 ST.

NORTHSIDE

DR MARTIN LUTHER KING, JR

BROWNSVILLE

EARLINGTON HEIGHTS

SR 112

NW 79 St

NW 62 St

NW 54 St

MIAMI BEACH

79 St Cswy

SR 112

NW 36 St

Julia Tuttle Cswy

Venetian Cswy

CONVENTION CENTER

WATSON ISLAND

MacArthur Cswy

SOUTH BEACH

PORT OF MIAMI

Fisher Island

AMERICAN AIRLINES ARENA

BAYSIDE MARKETPLACE

BRICKELL

Rickenbacker Cswy

OverTOWN ARENA

GOVT. CENTER

PERFORMING ARTS CENTER

SANTA CLARA

CIVIC CENTER

CULMER

ORANGE BOWL

GOVERNMENT CENTER

MIAMI

SW 3 Ave

SW 12 Ave

SW 17 Ave

SW 22 Ave

SW 27 Ave

SW 32 Ave

SW 37 Ave

SW 42 Ave

Ponce de Leon Blvd

Douglas Rd

US 1

DOUGLAS ROAD

COCONUT GROVE

UNIVERSITY

UNIVERSITY OF MIAMI

56 St Miller Dr

DADELAND MALL

SOUTH MIAMI

DADELAND NORTH

DADELAND SOUTH

US 1

Old Cutler Road

SW 117 Ave

SW 111 Ave

SW 105 Ave

SW 99 Ave

SW 93 Ave

SW 87 Ave

SW 81 Ave

SW 75 Ave

SW 69 Ave

SW 63 Ave

SW 57 Ave

SW 51 Ave

SW 45 Ave

SW 39 Ave

SW 33 Ave

SW 27 Ave

SW 21 Ave

SW 15 Ave

SW 9 Ave

SW 3 Ave

SW 1 Ave

SW 117 Ave

SW 111 Ave

SW 105 Ave

SW 99 Ave

SW 93 Ave

SW 87 Ave

SW 81 Ave

SW 75 Ave

SW 69 Ave

SW 63 Ave

SW 57 Ave

SW 51 Ave

SW 45 Ave

SW 39 Ave

SW 33 Ave

SW 27 Ave

SW 21 Ave

SW 15 Ave

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SW 3 Ave

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SW 117 Ave

SW 111 Ave

SW 105 Ave

SW 99 Ave

SW 93 Ave

SW 87 Ave

SW 81 Ave

SW 75 Ave

SW 69 Ave

SW 63 Ave

SW 57 Ave

SW 51 Ave

SW 45 Ave

SW 39 Ave

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SW 3 Ave

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SW 111 Ave

SW 105 Ave

SW 99 Ave

SW 93 Ave

SW 87 Ave

SW 81 Ave

SW 75 Ave

SW 69 Ave

SW 63 Ave

SW 57 Ave

SW 51 Ave

SW 45 Ave

SW 39 Ave

SW 33 Ave

SW 27 Ave

SW 21 Ave

SW 15 Ave

SW 9 Ave

SW 3 Ave

SW 1 Ave

SW 117 Ave

SW 111 Ave

SW 105 Ave

SW 99 Ave

SW 93 Ave

SW 87 Ave

SW 81 Ave

SW 75 Ave

SW 69 Ave

SW 63 Ave

SW 57 Ave

SW 51 Ave

SW 45 Ave

SW 39 Ave

SW 33 Ave

SW 27 Ave

SW 21 Ave

SW 15 Ave

SW 9 Ave

SW 3 Ave

SW 1 Ave

SW 117 Ave

SW 111 Ave

SW 105 Ave

SW 99 Ave

SW 93 Ave

SW 87 Ave

SW 81 Ave

SW 75 Ave

SW 69 Ave

SW 63 Ave

SW 57 Ave

SW 51 Ave

SW 45 Ave

SW 39 Ave

SW 33 Ave

SW 27 Ave

SW 21 Ave

SW 15 Ave

SW 9 Ave

SW 3 Ave

SW 1 Ave

SW 117 Ave

SW 111 Ave

SW 105 Ave

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SW 93 Ave

SW 87 Ave

SW 81 Ave

SW 75 Ave

SW 69 Ave

SW 63 Ave

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SW 45 Ave

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SW 117 Ave

SW 111 Ave

SW 105 Ave

SW 99 Ave

SW 93 Ave

SW 87 Ave

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SW 75 Ave

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SW 63 Ave

SW 57 Ave

SW 51 Ave

SW 45 Ave

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SW 33 Ave

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SW 105 Ave

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SW 93 Ave

SW 87 Ave

SW 81 Ave

SW 75 Ave

SW 69 Ave

SW 63 Ave

SW 57 Ave

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SW 39 Ave

SW 33 Ave

SW 27 Ave

SW 21 Ave

SW 15 Ave

SW 9 Ave

SW 3 Ave

SW 1 Ave

SW 117 Ave

SW 111 Ave

SW 105 Ave

SW 99 Ave

SW 93 Ave

SW 87 Ave

SW 81 Ave

SW 75 Ave

SW 69 Ave

SW 63 Ave

SW 57 Ave

SW 51 Ave

SW 45 Ave

SW 39 Ave

SW 33 Ave

SW 27 Ave

MIC-EARLINGTON HEIGHTS

DESCRIPTION

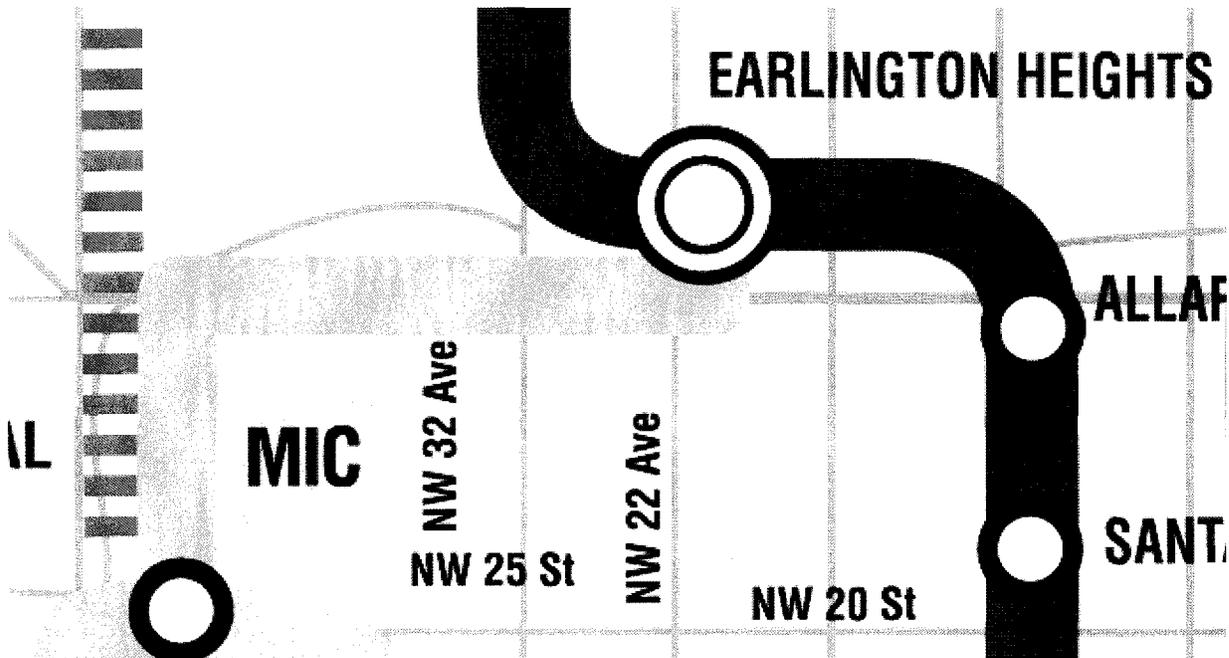
- The MIC-Earlington Heights Corridor is a 2.6-mile heavy rail extension of Metrorail that will extend from the Miami Intermodal Center (MIC), located north of NW 21 Street and east of NW 42 Avenue, to the existing Earlington Heights Metrorail Station at NW 22 Avenue.
- The project includes one station 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 early-May, backdated to mid-April 2005.
- Staff is currently evaluating several alignment alternatives that would move the MIC Metrorail station closer to the proposed MIC-MIA People Mover Station, as directed by the BCC at their meeting of March 3, 2005. The consultant is assisting in development of alignment alternatives.
- The consultant will commence final design for the project upon definition of the alignment.
- MDT, supported by Miami-Dade Public Works, has negotiated a price for the purchase of the Island Shipping Lines property on South River Drive, and a contract is being prepared for approval by the BCC and CITT. The property includes two of the 43 folios currently identified as required for the project right-of-way.
- The Miami Dade Expressway Authority (MDX) has already acquired seven (7) of the folios within the present project alignment.
- The Florida Department of Transportation has committed to a contribution of \$100 million for the MIC-Earlington Heights project. The Joint Participation Agreement (JPA) between FDOT and Miami-Dade County was recommended for approval by the Regional Transportation Committee (RTC) at its April 14, 2005 meeting.

Approval by the BCC is expected on May 3, 2005 and by the Citizens' Independent Transportation Trust (CITT) on May 25, 2005

- 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.

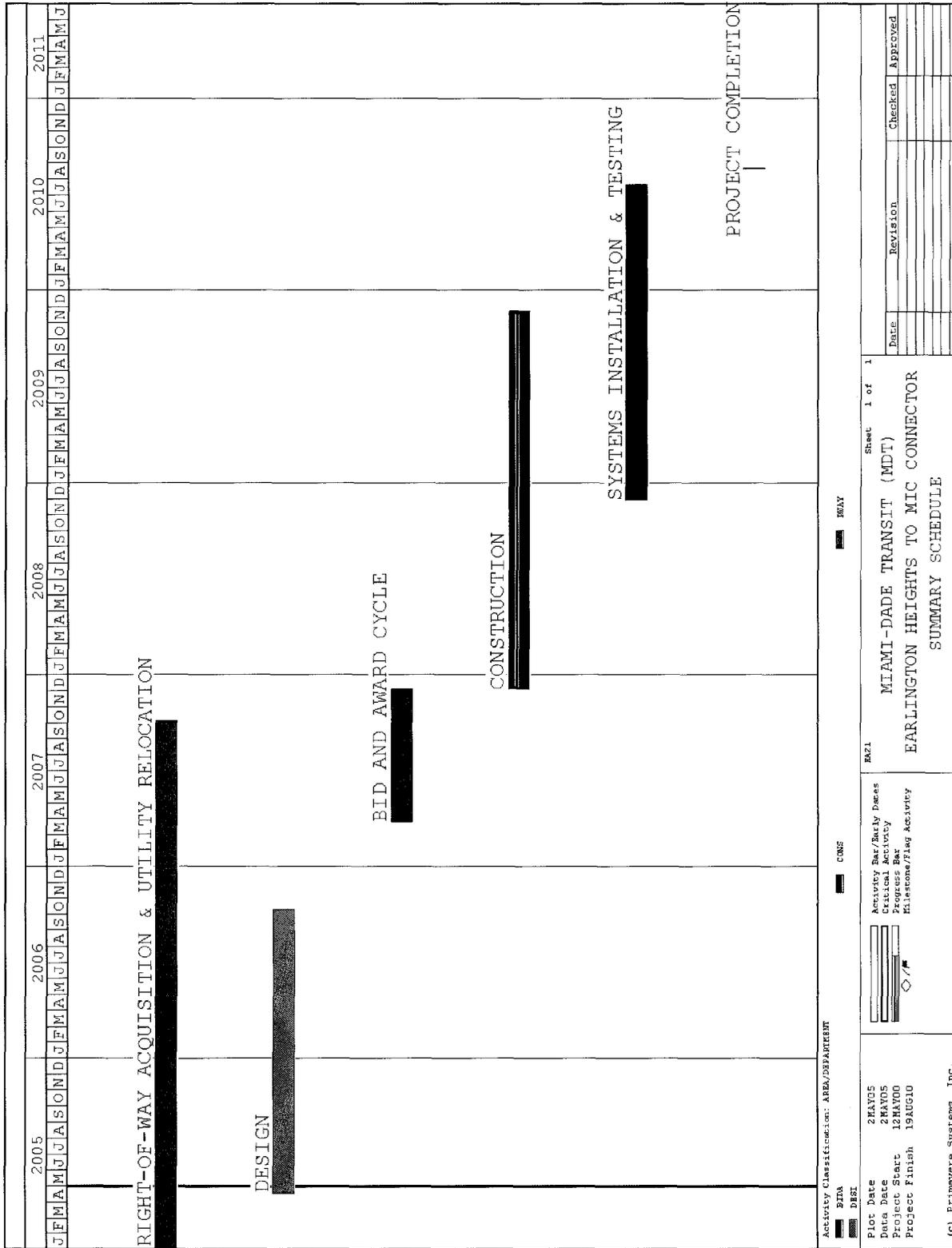


STUDIES PERFORMED

- 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.



Activity Classification: AREA/DEPARTMENT
 BIDA DESI
 Plot Date 2MAY05
 Data Date 2MAY05
 Project Start 12MAY00
 Project Finish 19AUG10
 (C) Primavera Systems, Inc.

Activity Bar/Barly Dates
 Color/Barly
 Progress Bar
 Milestone/Flag Activity

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

Date	Revision	Checked	Approved

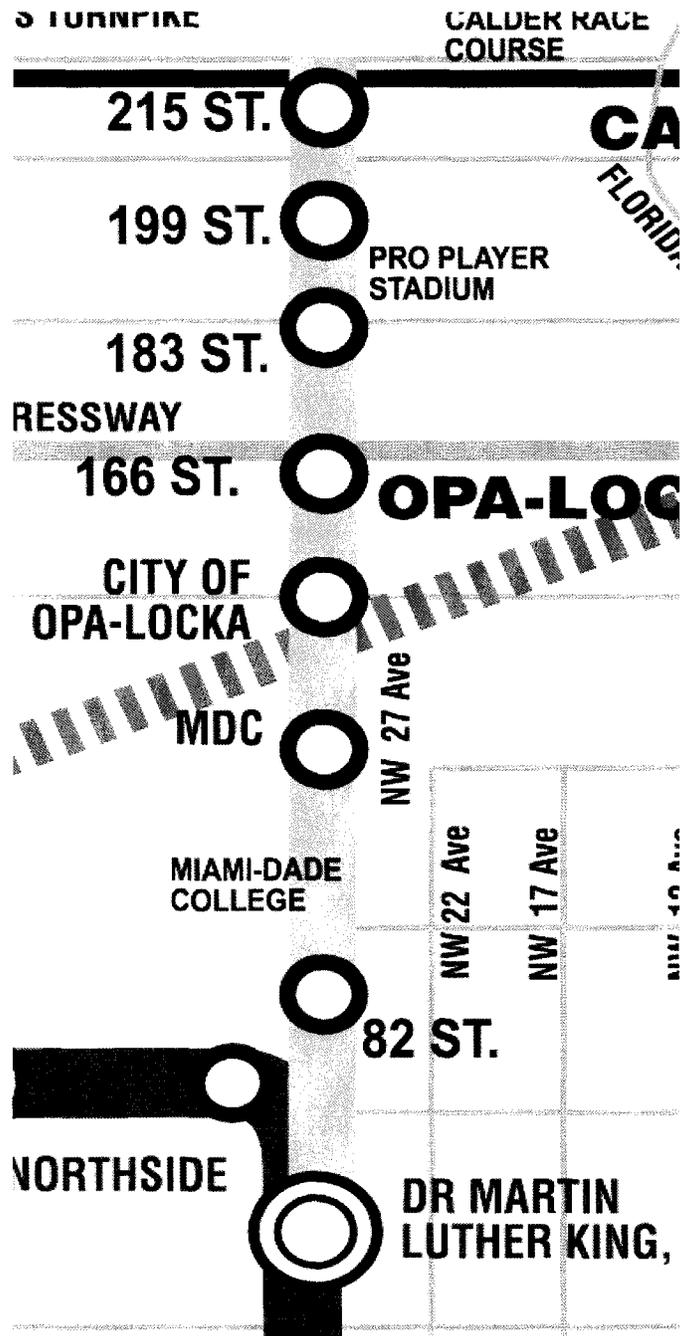
NORTH CORRIDOR

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

- Notice-to-Proceed was issued to Parsons Transportation Group (PTG) on March 9th, 2005. Preliminary engineering in progress and is scheduled to be completed in December 2005. The 30% completion of the preliminary engineering is scheduled to be delivered on May 20, 2005.
- Concurrent with the preliminary engineering 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). A rider survey has been completed, and the data therefrom will be incorporated into the ridership model. The output from the Summit model, required for completion of the Supplemental Environmental Impact Statement (SDEIS), is expected in June 2005. The SDEIS is scheduled to be submitted to FTA in July 2005. Draft chapters of the SDEIS not requiring ridership data have been presented to FTA for review and comment.
- 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 January 2013.



BACKGROUND/STUDIES PERFORMED/COST OF STUDIES

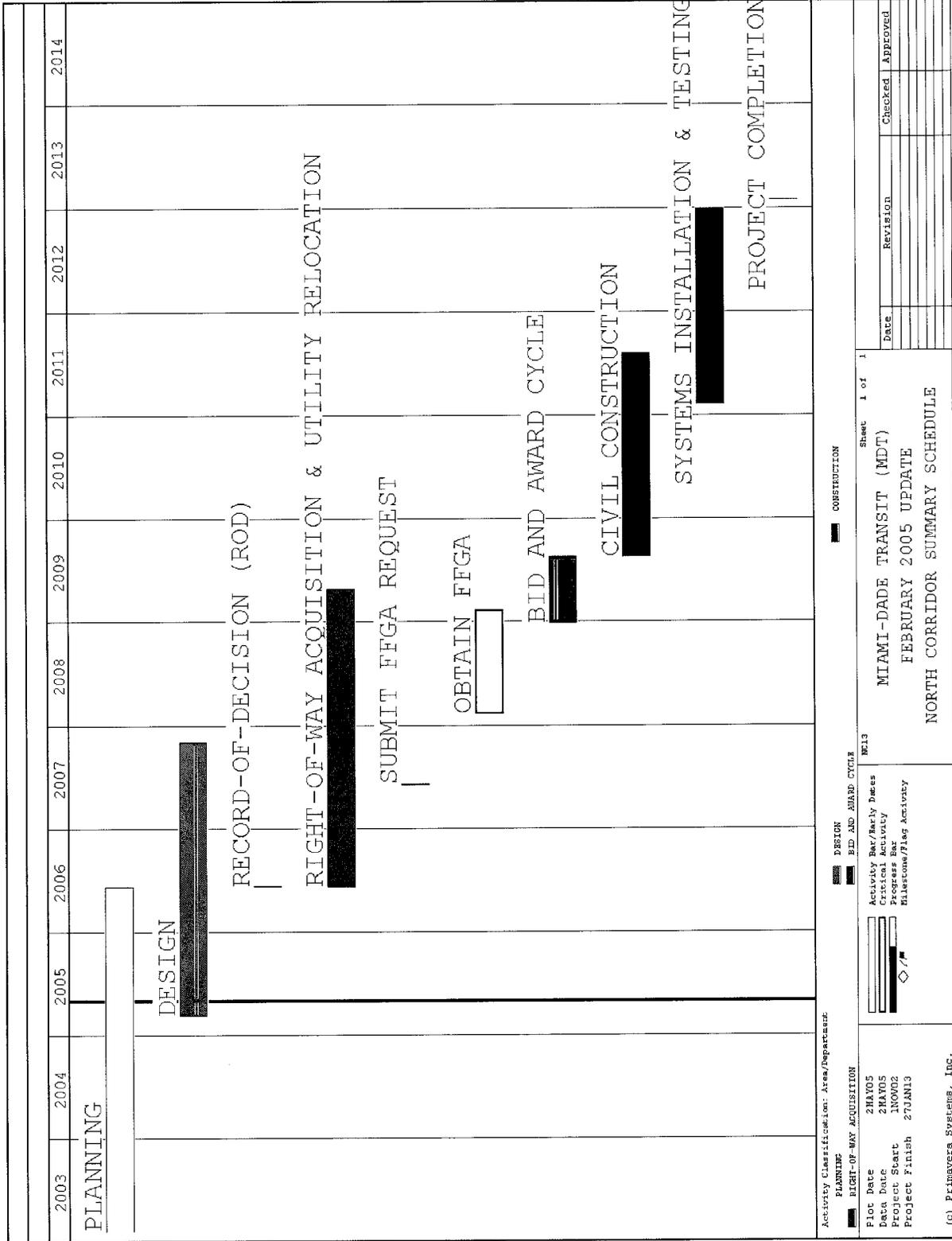
- The Alternatives Analysis (AA) for the North Corridor was started in March 1994 and completed in May 1996. This study identified Metrorail as the Locally Preferred Alternative (LPA) for the North Corridor and this LPA was approved by the Metropolitan Planning Organization (MPO) in November 1995. The 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.



Activity Classification: Area/Department
PLANNING
 PLANNING
 Plot Date 2MAY05
 Data Date 2MAY05
 Project Start 1NOV02
 Project Finish 27JAN13
 (c) Primavera Systems, Inc.

DESIGN
 DESIGN
 BID AND AWARD CYCLE
 Activity Bar/Early Dates
 Critical Activity
 Progress Bar
 Milestone/Flag Activity
 M13

CONSTRUCTION
 CONSTRUCTION
 Sheet 1 of 1
 MIAMI-DADE TRANSIT (MDT)
 FEBRUARY 2005 UPDATE
 NORTH CORRIDOR SUMMARY SCHEDULE

Date	Revision	Checked	Approved

24

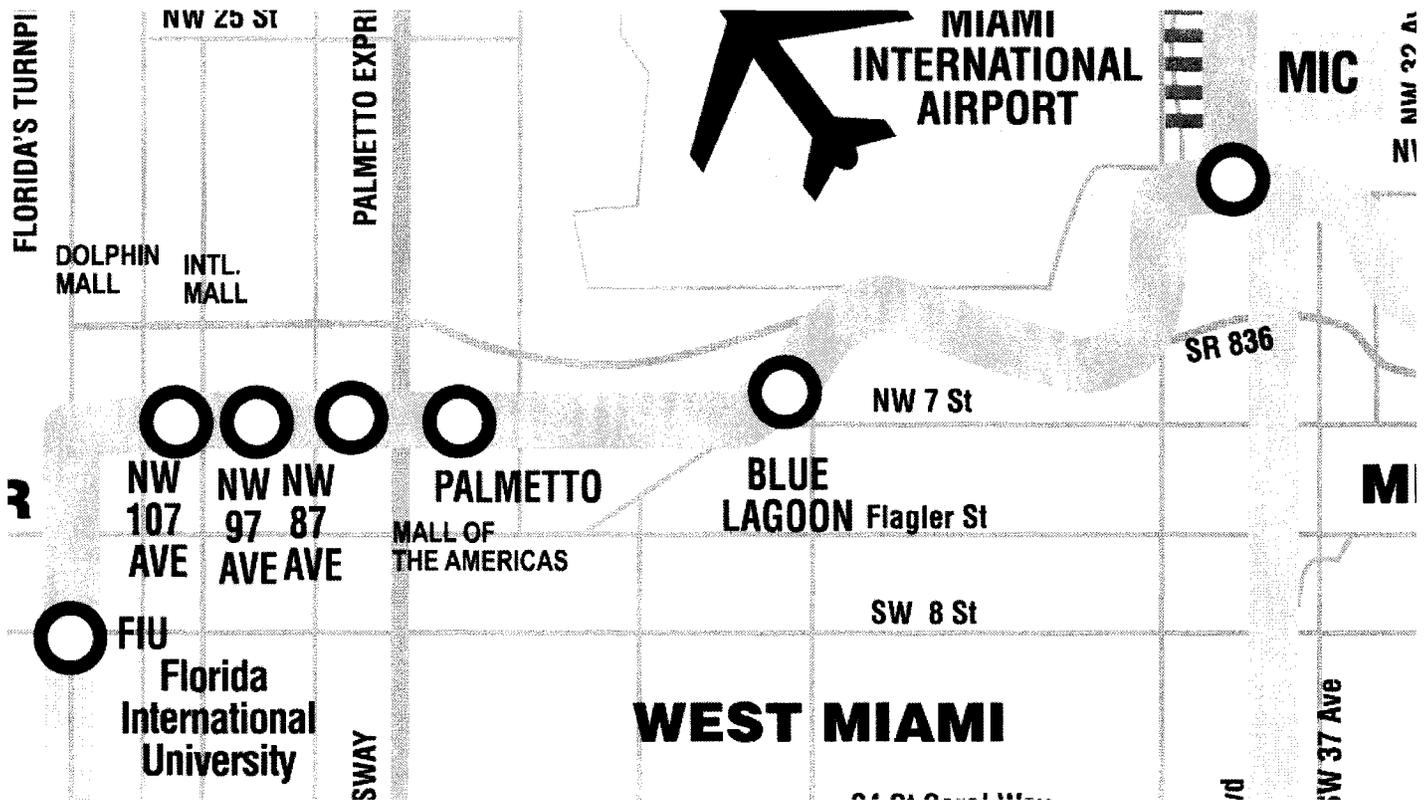
EAST-WEST (MIC TO FIU)

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. Within the SDEIS, MDT will evaluate a No-Build Alternative, a Transportation System Management (TSM)/Baseline Alternative, and a Heavy Rail/Metrorail Alternative.
- A work plan is under development, and will be reviewed with the FTA. A meeting is expected to be conducted in May 2005 for that review. The schedule for planning activities will be finalized following the meeting with 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 November 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:

26

- 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 was recommended for approval by the Regional Transportation Committee (RTC) at its April 14, 2005 meeting. Award by the BCC is expected on May 3, 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)
& TRANSPORTATION IMPROVEMENT
INITIATIVES**



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.
- Initial concepts and alternatives have been developed. Those concepts and alternatives will be evaluated in the study's "Tier 1" screening analysis, to be conducted during the summer of 2005.
- The initial public outreach program has been completed, and the Citizens' Advisory Committee has held its second meeting.
- 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.
- Due to commitment of federal grant funding initially committed to this study to other projects, the study is expected to be funded from the People's Transportation Plan. The study has been negotiated for \$735,000, and an Interlocal Agreement will be prepared whereby the

MPO can award the contract utilizing PTP funds. The Interlocal Agreement is expected to be approved by the BCC and the CITT in June 2005 and the MPO Governing Board in August 2005.

- The award of the Professional Services Agreement for the Alternatives Analysis is expected in September 2005. The study is scheduled to be completed in fourteen (14) months.

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 was approved by the MPO Governing Board on April 21, 2005.
- The MPO allocated \$2.0 million of state funding to the regional study.

Other Traffic/Transportation Improvement Initiatives

The following additional initiatives in traffic and transportation improvement and premium transit are under study:

GRADE SEPARATION STUDY

- Grade separation modifies high-traffic intersections by elevating or depressing one thoroughfare so that both thoroughfares proceed without stop, similar to an expressway interchange. An example in Miami-Dade County is the intersection of Biscayne Blvd. and NE 203rd Street.
- The members of the Transportation Planning Council (TPC) and municipalities with populations over 10,000 were solicited for intersections to be studied. Fifteen (15) intersections were subjected to a Tier I evaluation using the following criteria: average crashes and resulting injuries; total traffic volume; main road traffic volume; right of way; land use impacts; and impacts on local streets.
- Seven (7) intersections were advanced to a Tier II evaluation, and a draft report has been prepared. A new intersection has been added to the project list, due to a request from the Public Works Department, and will be advanced through the Tier II evaluation. The final report is expected to be issued during the spring/summer of 2005.
- The results of the study will be presented to the MPO Governing Board for further direction.

SPECIAL USE LANES

- Special use lanes provide a lane or system of lanes designated and operated to provide improved vehicle flow during peak periods. A study completed in 2004 recommended two short-term alternatives: an Expressway Core System permitting transit buses to operate on the shoulders of the expressways; and an Arterial Core

System of bus rapid transit (BRT) along Flagler Street, Biscayne Boulevard and Kendall Drive.

- A second study, presently in progress and scheduled for completion in June 2005, is advancing the Expressway Core System. A permanent program of use of expressway shoulders for transit buses would require state legislation. Such legislation is not expected during the present session of the legislature. However, FDOT has determined that a pilot program may be undertaken and a Letter of Understanding between Miami-Dade Transit and FDOT has been drafted by the MPO to authorize the pilot program. MDT, Public Works, MDX, FDOT-District 6 and the Turnpike are working closely with the MPO in the development of the second phase of the Special Use Lane Study. Upon completion of the present study, and based upon recommendations for implementation policies and infrastructure (including signage), a request will be made to FDOT-District 6 and MDX for authorization to implement the project. The pilot program for use of shoulders is expected to be in place by the end of 2005.
- MDT has proposed four express routes to initiate this service: a Southwest Broward/Northwest Miami-Dade Express from the Pembroke Lakes Mall to the Palmetto Metrorail Station (shoulder operation on SR 826); two Turnpike/836 Express routes originating at the West Kendall Terminal, and terminating at the Central Business District (CBD) Terminal and Miami International Airport-MIC, respectively; and an 826 Express between the Dadeland South Station and the Westland Mall in Hialeah. The first of the routes is scheduled to commence revenue service with the July 31st, 2005 line-up (prior to the shoulder lane). The other routes are not yet scheduled, with the 826 Express not contemplated during the ongoing construction on the expressway.

BUS RAPID TRANSIT (BRT) OPPORTUNITIES STUDY

- A Bus Rapid Transit (BRT) Opportunities Study is being conducted with the Center for Urban Transportation Research (CUTR). To date, two technical memoranda have been issued: BRT Corridor Selection Methodology and Results (August 2004); and Literature Review/Recommended BRT Elements (February 2005). The first memorandum identified eleven corridors for further study.
- A draft third technical memorandum, BRT System Opportunities, has been released for review during the week of May 2, 2005. The final report, based upon the three memoranda, is expected to be completed and presented to the Transportation Planning Council (TPC) in June 2005. The report will provide recommendations of possible BRT improvements for each of the eleven corridors analyzed.