

Memorandum

MIAMI-DADE
COUNTY

Date: August 18, 2005

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

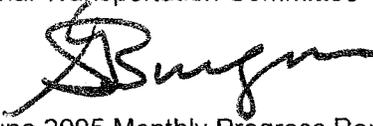
From: George M. Burgess
County Manager

Subject: Supplement to the June 2005 Monthly Progress Reports

RTC

Agenda Item No. 7(L)

Attached please find the June 2005 Monthly Progress Reports for Aviation and Transit Departments Peoples' Transportation Projects.



Deputy County Manager

Miami- Dade Transit (MDT)
Regional Transportation Committee June 8, 2005
Goals reported for May 2005

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

○ **Transportation Bill**

On May 17, 2005, MDT was informed by Senator Mel Martinez that the recently passed Senate version of the transportation bill – the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2005 (SAFETEA) – includes language that will allow the Florida Department of Transportation's (FDOT) commitment of \$100 million for the Miami Intermodal Center (MIC) to Earlington Heights Station Metrorail Corridor to be counted as the state and local match on future Metrorail projects, specifically the North and East-West Corridors.

○ **Transit Corridor Update**

Attached is a comprehensive report on the progress of Transit Corridors in the People's Transportation Plan (PTP) for May 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

The following Corridors are being administered by the Metropolitan Planning Organization (MPO)

- South Dade
- Kendall
- Northeast

○ **Go.miamidade.gov**

MDT launched the county's new Unified Transportation Web Portal on May 12, 2005. The website, a partnership of 11 travel-related agencies, serves as a gateway to all transportation information and services, including Metrobus and Metrorail routes, Metropass and Sunpass sales, live traffic reports, cruise information, flight updates and accessible services.

○ **Golden Passport Discount Booklet Program**

MDT has introduced a booklet of reusable coupons that Golden Passport holders can present along with their Golden Passport for discounts at over 40 participating merchants. The program was successfully launched on May 17th in the lobby of the Stephen P. Clark Center where over 500 seniors participated. The total number of Golden Passport patrons as of May 18, 2005 is 124,803.

2

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. The Technical Committee has reviewed and evaluated all proposals and submitted their presentation to the Selection Committee for rating. Informational interviews with each car builder will begin on June 20th through August 5th.

The first rehabilitated rail vehicles are expected to be available for revenue service by May 2008, with full project completion by March 2011

○ **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 May 27, 2005, there were 890 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 May 27, 2005, 2,699 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 6,000 existing signs throughout the County are expected to be completed by the end of the year.

Goal #3: Improve the system's reliability

Busway and Metrorail Circulator Analysis

Due to increased ridership on Metrorail, MDT's parking garages and park and ride facilities are at capacity before 9:00 a.m., particularly in the South Dade area. At the May 12, 2005 RTC meeting, Commissioner Sorenson requested that an analysis be conducted to evaluate the impact of improved and new neighborhood circulators on attracting riders to the Busway and Metrorail stations and the potential reduction in single occupant automobile trips.

MDT is currently working with the Center for Urban Transportation Research at the University of South Florida (CUTR) to conduct this study under an existing interlocal agreement. This study effort will begin immediately and may include, but is not limited to the following tasks:

- Parking capacity review – monitor park and rides serving the Busway for usage by time of day.
- License Plate survey of those currently using the lots to determine potential circulator service
- Stated preference survey of those using the Busway service to determine potential market for circulators
- Analysis of demographic data along the corridor to profile of likely transit riders
- Inventory and analysis of all exiting data on feeder service
- Assessing potential for coordination with agencies providing parallel surface options, such as the Florida Department of Transportation and Florida Turnpike.
- GIS mapping and screening of data to establish potential markets and routes
- Development and reporting of findings and recommendations

Comprehensive Bus Operational Analysis (CBOA)

The Comprehensive Bus Operational Analysis (CBOA) is final. Before the CBOA, MDT had not analyzed its bus service in nearly 20 years. In November 2004, MDT completed, with the assistance of the Center for Urban Transportation Research (CUTR), a major analysis of the entire bus network. The recommendations of this analysis have already been incorporated into Metrobus service. Starting in July 2004 and ending in April 2006, those recommendations for schedule and alignment changes will be phased in. The phasing is being coordinated with the purchase of buses. By implementing the CBOA's recommendations, MDT will be able to provide bus service that is efficient, effective and fiscally sound.

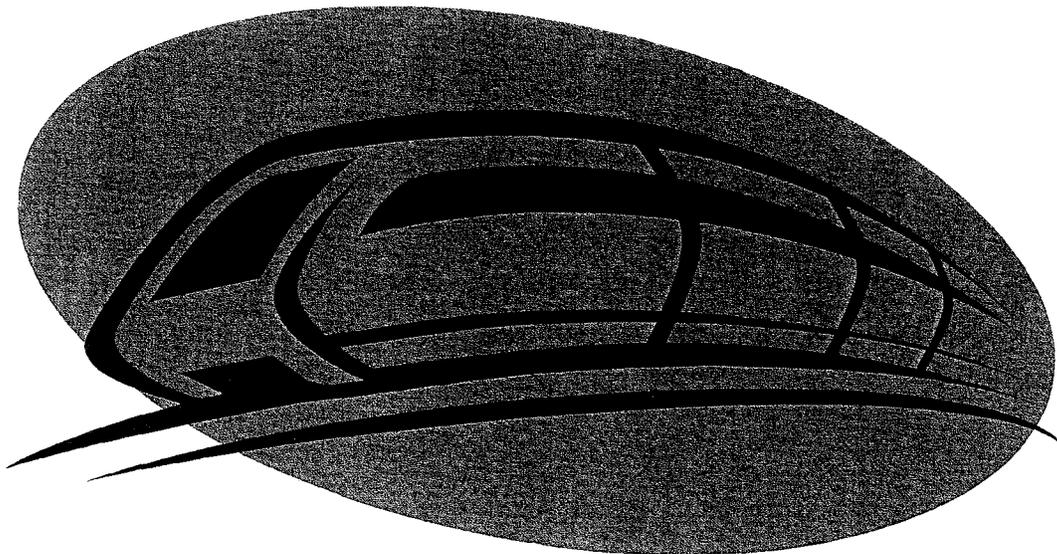
Goal #4: Improve the courtesy and customer service provided

- **Customer Service Training**
Service in Excellence training began on October 5, 2004 for the entire department. As of May 27, 2005, 98% of MDT employees have been trained.



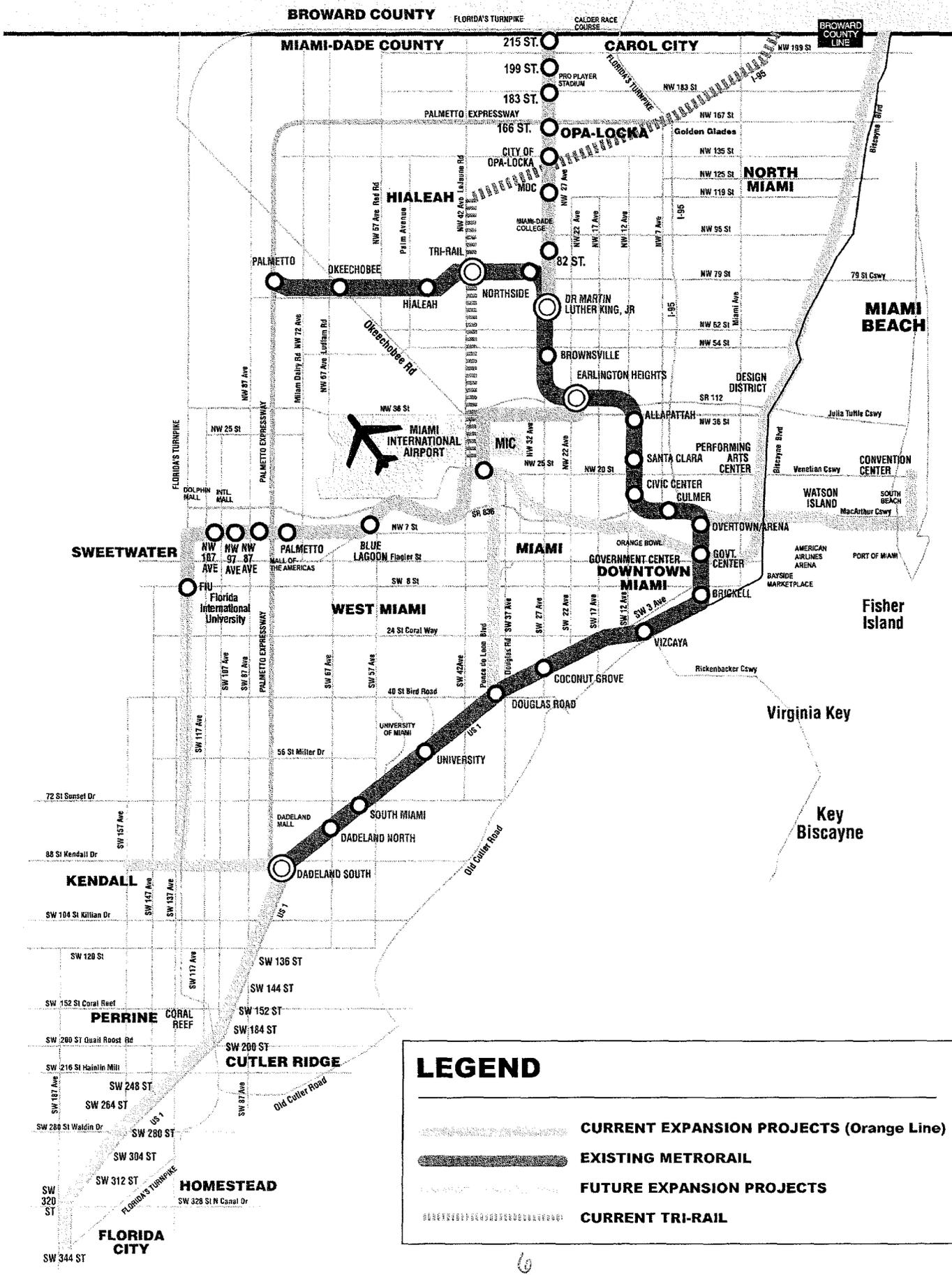
*Delivering Excellence
Every Day*

MIAMI-DADE TRANSIT



PEOPLE'S TRANSPORTATION PLAN TRANSIT CORRIDOR DEVELOPMENT MONTHLY PROGRESS REPORT

May 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 an approximately 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.

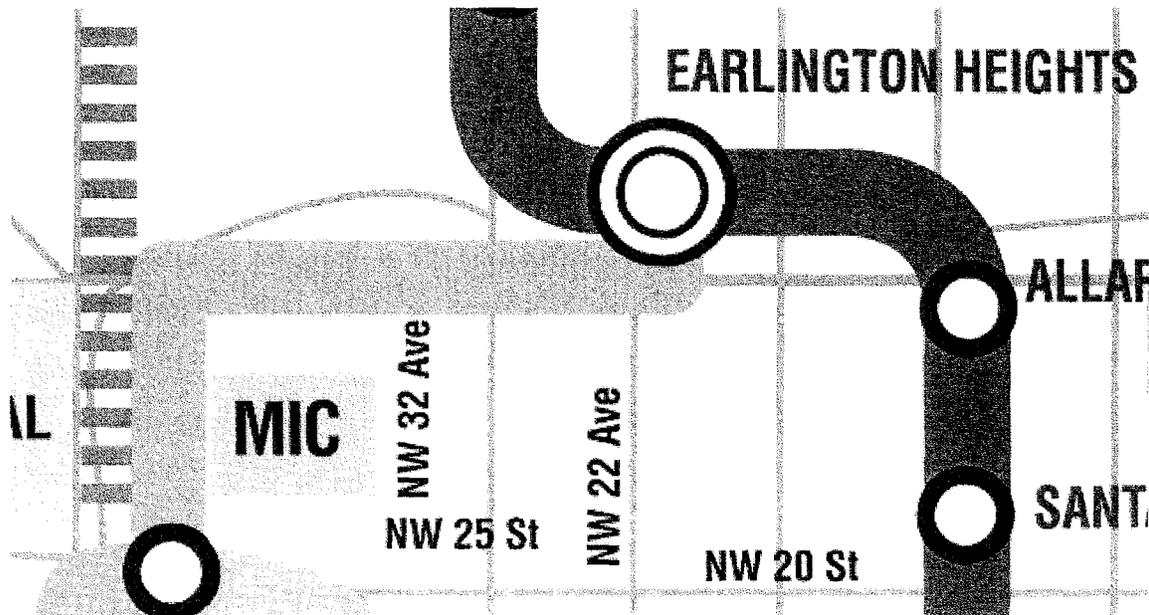
STATUS

- In October 2004, the decision was made to implement this project with 100% state and local funds. Therefore the planning process, advanced through the Draft Environmental Impact Statement (DEIS) under the National Environmental Policy Act (NEPA) framework, was shifted to the state framework. A State Environmental Impact Report (SEIR) will be prepared for the Florida Department of Transportation, as lead agency. The SEIR is expected to satisfy the requirements of the United States Coast Guard for the issuance of the permit to cross navigable waters at the Miami River, and MDT will coordinate the preparation of the SEIR with the Coast Guard.
- URS Corporation Southern has been engaged 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 in March 2005. Notice-to-Proceed was issued effective on April 18, 2005.
- Reconfiguration of the transportation elements of the Miami Intermodal Center (Metrorail, TriRail and the Miami International Airport Automated People Mover) has been proposed, with consent by all parties (FDOT, the MIC Steering Committee, the South Florida Regional Transportation Authority, Miami-Dade Aviation and MDT), to collocate the stations within the MIC Core. The proposal was presented to the Miami-Dade Regional Transportation Committee on May 12, the BCC on May 17 and on May 25 to the Citizens' Independent Transportation Trust. The revised Metrorail alignment is expected to be presented to the Transportation Planning Council on June 6, 2005 and the Metropolitan Planning Organization Governing Board on June 23, 2005.
- The consultant has commenced final design activities that are independent of the alignment. The full final design effort will commence upon approval of the revised alignment.

- The right-of-way requirements for the project are being refined based upon the revised alignment. Several of the parcels required have already been acquired by the Miami Dade Expressway Authority (MDX) associated with the State Road 112 Interconnector with the MIC.
- 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 folios currently identified as required for the project right-of-way.
- 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 approved by the BCC on May 3, 2005, and by the Citizens' Independent Transportation Trust on May 25, 2005. The full commitment of funding from FDOT is contingent upon federal authorization to credit the MIC-Earlington Heights Connector as a local overmatch for the balance of the Orange Line.
- 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.

PLANNED PROGRESS FOR JUNE 2005

- Present the revised alignment to the Metropolitan Planning Organization Governing Board on June 23, 2005.
- Present the contract for purchase of the Island Shipping Lines property to the Regional Transportation Committee on June 8, 2005.



STUDIES PERFORMED

- The Draft Environmental Impact Statement (DEIS) for the MIC-Earlington Heights was completed in early-2003 and approved by FTA on May 2, 2003.
- The Locally Preferred Alternative (LPA) for the MIC-Earlington Heights was approved by the Metropolitan Planning Organization (MPO) on September 25, 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.
- The cost of the DEIS study was approximately \$1.29 million.

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.
- The estimated cost of this project is \$843 million in Year-of-Expenditure (YOE) dollars.

STATUS

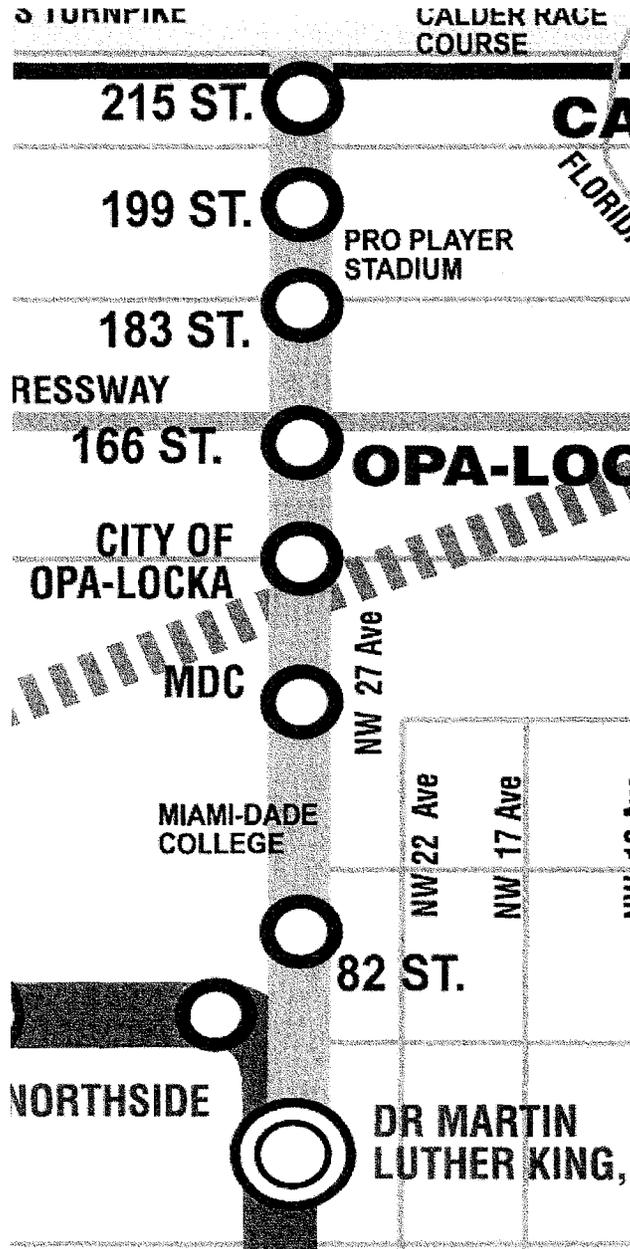
- Notice-to-Proceed was issued to Parsons Transportation Group (PTG) on March 9, 2005 to conduct preliminary engineering (PE) for the corridor. PE is in progress and is scheduled to be completed in December 2005.
- On May 20, 2005 PTG delivered the 30% preliminary engineering submission. The submission is presently under review.
- The following Station Urban Design Public Involvement Program (PIP) meetings were conducted: 82nd Street (April 27); Citizens Advisory Committee (CAC) (May 3); and 119th Street (May 5).
- Concurrent with the preliminary engineering effort, MDT is also finalizing the project planning phase under the National Environmental Policy Act (NEPA), as required by the Federal Transit Administration (FTA). A rider survey has been completed, and the data therefrom is being incorporated into the travel demand model. The output from the travel demand model and the user benefit measure derived by the SUMMIT software is expected in late-June 2005. The output is required for completion of the Supplemental Draft Environmental Impact Statement (SDEIS), which is scheduled to be submitted to the FTA in August 2005.
- Draft chapters of the SDEIS not requiring ridership data continue to be presented to FTA for review and comment. The *Transportation Impacts* and *Financial Analysis* chapters, which require model data for completion, will be completed and submitted in draft form for FTA review in July 2005.
- 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 next year, and that the North Corridor will receive a Record of Decision (ROD) from the Federal Transit Administration in June 2006, 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.

PLANNED PROGRESS FOR JUNE 2005

- The following preliminary engineering submissions are expected from PTG during June 2005: subsurface profiles, geotechnical data report, the geotechnical design report, the work plan for final design services, and the urban design report
- The following Station Urban Design Public Involvement Program (PIP) meetings are planned during June 2005: 199th & 215th Streets (June 2); 183rd Street (June 6); Opa-locka (June 8); and 163rd Street (TBD).
- The modeling effort will be completed in late-June and the incorporation of the output data into the SDEIS will commence.
- The following table reflects the planned dates for preparation and submission of the New Starts, SDEIS and FEIS documents.

<u>EVENT</u>	<u>ACTION</u>
<u>NEW STARTS</u>	
➤ Complete Modeling: Late-June 2005;	PB
➤ Submit Modeling to MDT: June 27th, 2005;	PB
➤ Draft New Starts Package to FTA: July 11th, 2005;	PB
➤ Final New Starts Package to FTA: August 8th, 2005;	PB
➤ FTA New Starts Deadline: August 15th, 2005;	FTA
➤ FTA New Starts Submittal Window: August-November	FTA
➤ Annual New Starts Report Issued by FTA (indicates ratings): Jan-Feb 2006;	FTA
<u>SDEIS</u>	
➤ Submit Draft SDEIS Chapters 7,8,9,10, 11 and 12 to FTA	HNTB
➤ Submit Draft SDEIS Chapters 1,2,3,4 to FTA – May 31st, 2005	HNTB
Teleconference with FTA - June 3rd, 2005	MDT
➤ Complete Modeling: Late-June 2005;	PB
➤ Submit Modeling to HNTB: June 27th, 2005;	PB
➤ Submit Draft Chapters 5 & 6 to FTA- July 18th, 2005	HNTB
➤ Full Draft Final SDEIS (including ridership data) to FTA (HNTB): August 12th, 2005;	HNTB
➤ Final SDEIS (incorporating final FTA comments) to FTA: October 21st, 2005;	HNTB
<u>FEIS</u>	
➤ Final FEIS to FTA: January 13th, 2006;	
➤ FTA Approval of FEIS: April 7th, 2006;	HNTB
➤ Complete Federal Register 30-day Circulation Period: May 12th, 2006;	FTA
➤ Record-of-Decision (ROD): June 10th, 2006;	FTA
	FTA



BACKGROUND/STUDIES PERFORMED/COST OF STUDIES

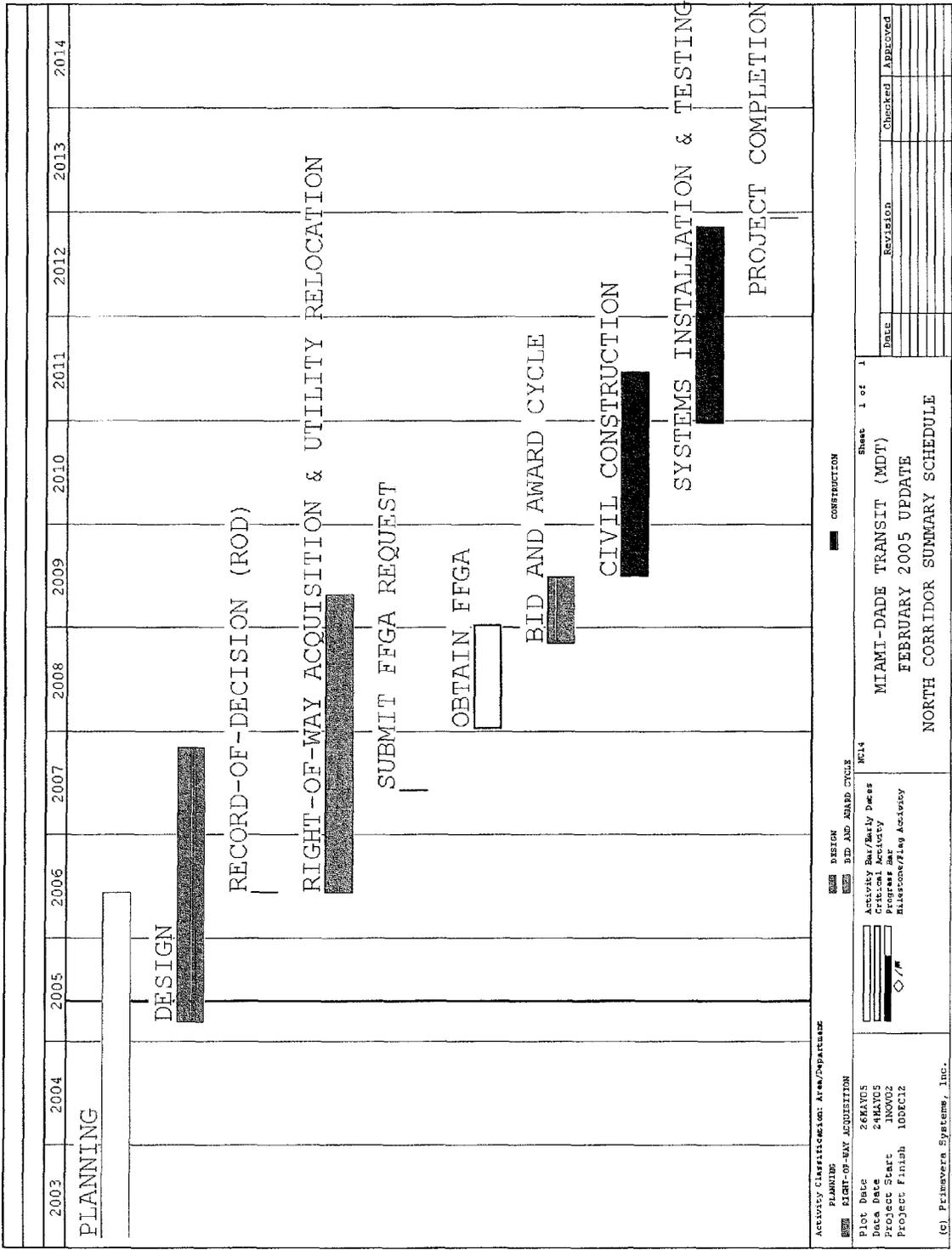
- The Alternatives Analysis (AA) for the North Corridor was started in March 1994 and completed in May 1996. This study identified Metrorail as the Locally Preferred Alternative (LPA) for the North Corridor and this LPA was approved by the Metropolitan Planning Organization (MPO) in November 1995. The cost of the Alternatives Analysis was \$1,621,964.

14

- On August 27, 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 9, 2002, Miami-Dade County Ordinance No. 02-116 was approved by the Board of County Commissioners. This ordinance, contingent on voter approval on November 5, 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).
- 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 27, 2005, and by the Citizens' Independent Transportation Trust (CITT) on February 23, 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: ARA/MP/PA/RA/ZE	
PLANNING	DESIGN
RIGHT-OF-WAY ACQUISITION	BID AND AWARD CYCLE
Plot Date 26MAY05	Activity Bar/Ready Dates
Data Date 24MAY05	Critical Activity
Project Start 10NOV02	Progress Bar
Project Finish 10DEC12	Milestone/Flag Activity
	RC14
MIAMI-DADE TRANSIT (MDT)	
FEBRUARY 2005 UPDATE	
NORTH CORRIDOR SUMMARY SCHEDULE	
Sheet 1 of 1	CONSTRUCTION
Date	Checked
Revision	Approved

EAST-WEST (MIC TO FIU)

DESCRIPTION

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

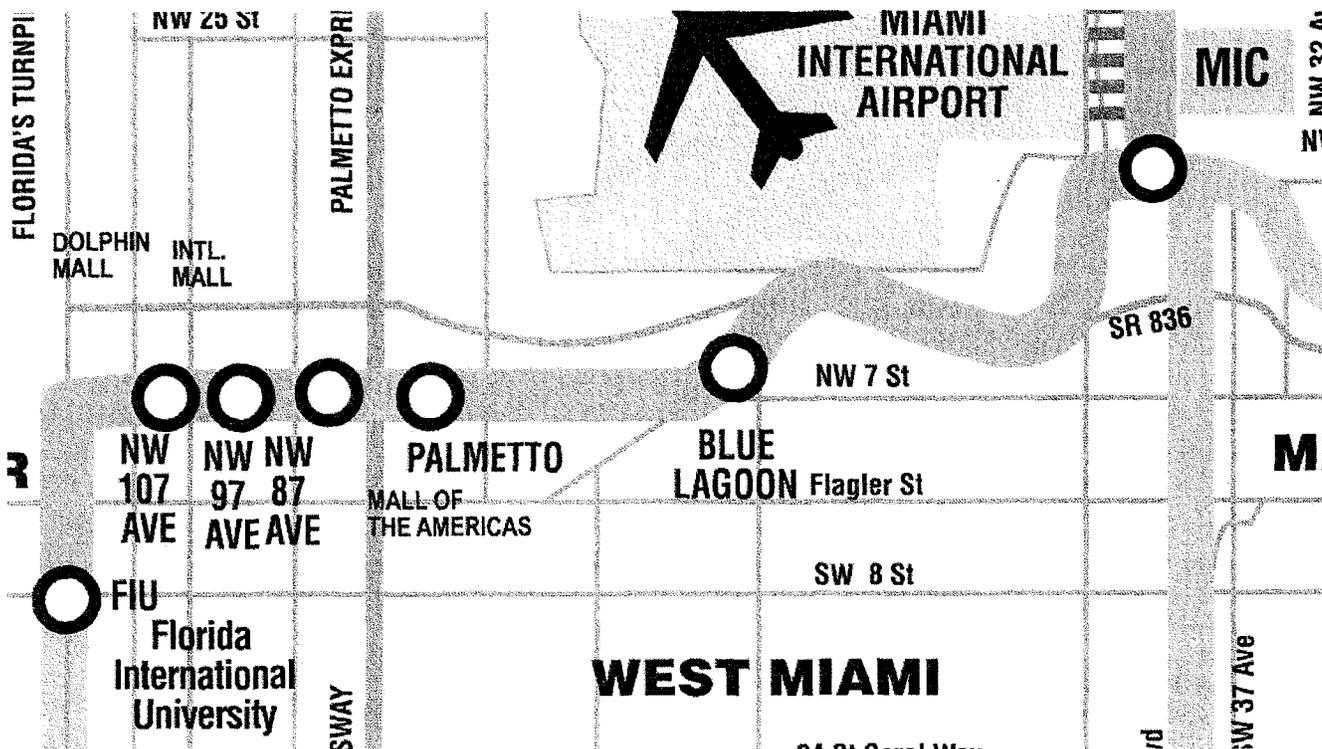
STATUS

- MDT has retained the services of 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 18, 2005. The contract amount for this work is \$29 million.
- MDT and the consultant met with FTA on March 14, 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 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 in development for completion on June 6, 2005, and will be reviewed with the FTA. A meeting is expected to be conducted in mid-June 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.

PLANNED PROGRESS FOR JUNE 2005

- The proposed work plan for preparation of the Supplemental Draft Environmental Impact Statement will be finalized and reviewed with the FTA at a meeting tentatively scheduled for mid-June.
- Upon acceptance of the work plan by the FTA, the preparation of the SDEIS will commence. That effort is expected to take 18-months.



20

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 FDOT 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 28, 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

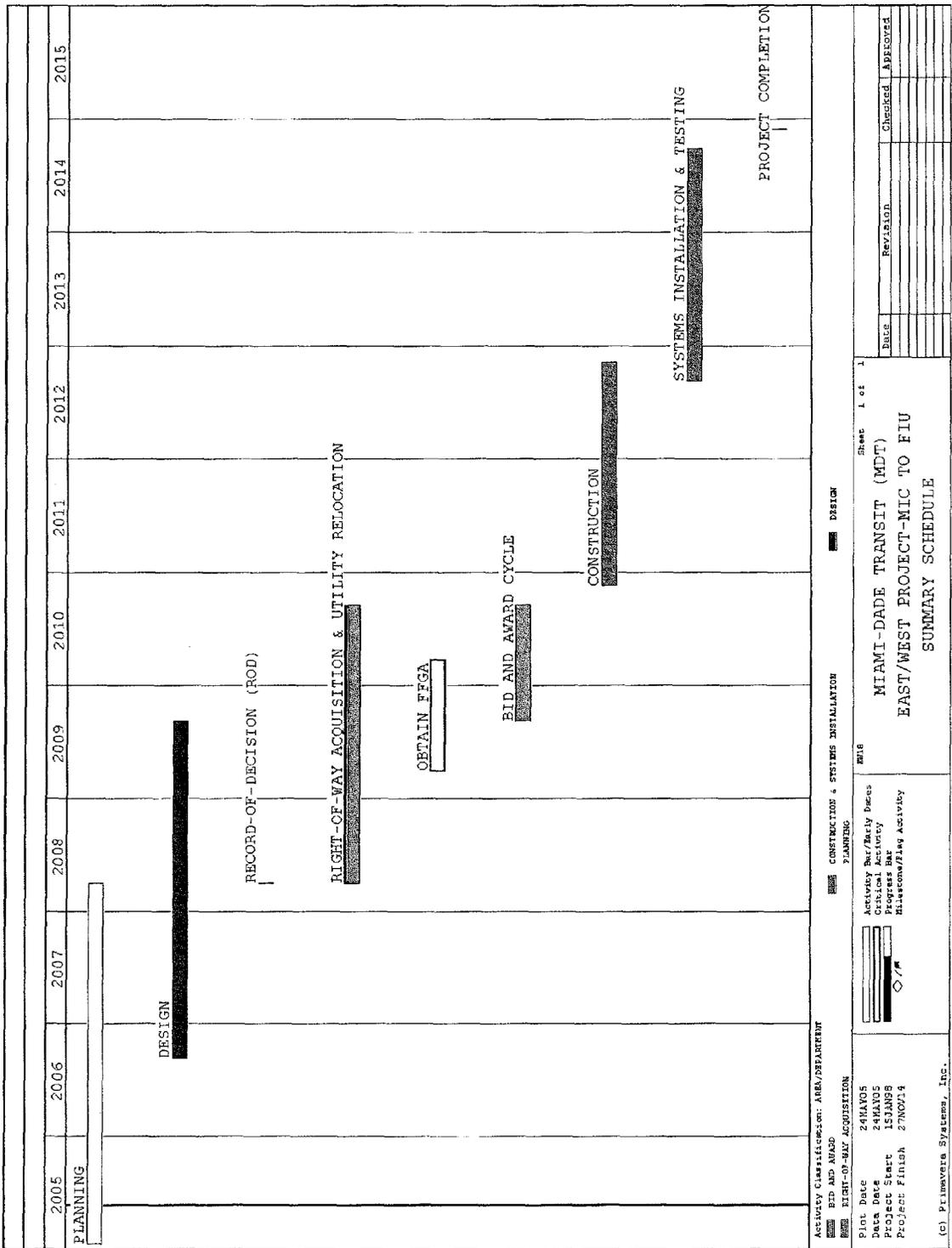
the project since 1999. Furthermore, there have been a number of conflicts created by the planning and/or construction of adjacent projects. These conflicts must be resolved and the environmental studies previously completed in 1995 and 1998 need to be updated. However, as long as the preferred alternative 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.

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).



Activity Classification: AREA/DEPARTMENT	
■	BID AND AWARD
■	RIGHT-OF-WAY ACQUISITION
■	CONSTRUCTION & SYSTEMS INSTALLATION
■	DESIGN
■	PLANNING
■	Activity Bar/Barly Dates
■	Critical Activity
■	Progress Bar
■	Milestones/Flag Activity
◇/▲	
MIAMI-DADE TRANSIT (MDT) EAST/WEST PROJECT-MIC TO FIU SUMMARY SCHEDULE	
Page	1 of 1
Rev./Rev. ID	CHECKED
APPROVED	

24

PROGRESS AND COORDINATION MEETING

The Monthly Progress and Coordination Meeting for the People's Transportation Plan (PTP) Corridors was conducted on Monday, May 9, 2005 at 9:30 a.m. The June meeting will be conducted on Friday, June 10, 2005 at 9:30 a.m. in Conference Room 18-3 of the Stephen P. Clark Government Center, 111 NW 1st Street, Miami, Florida.

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 (MIC-FIU) 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 (MIC-FIU)). MDT must receive approval from the Board of County Commissioners prior to expending more than \$25 million.

STATUS

- A Professional Services Agreement (PSA) with Parsons Brinckerhoff Quade & Douglas (PBQD) was awarded by the Board of County Commissioners (BCC) 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.
- MDT and PBQD have conducted preliminary discussions on developing the work plan for the period from NTP through the end of 2005. PBQD submitted a formal proposal for the initial work plan (first 100 days) during the week ending May 27, 2005. The work plan is under review by MDT staff.

**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), consisting of a light rail/street-car system operating from Downtown Miami to South Miami Beach, was approved by the MPO on September 25, 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.
- Work on the corridor is on hold. The corridor will be evaluated for development with funding expected to be available commencing in 2016.

PRIOR 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) initiated the preparation of a Supplemental Draft Environmental Impact Statement (DEIS) in July 2001. The DEIS was approved on October 15, 2002.
- 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 Extension to Florida City project. The intent is to provide 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:
 - No-Build – assumes implementation of all PTP bus service improvements and completion of priority PTP corridors.
 - Transportation System Management (TSM)/Baseline – reorients feeder routes to access the Metrorail system at the Dadeland South Station, thus eliminating the need to transfer along much of the Busway

- Light-Rail – assumes LRT service from Dadeland South Metrorail Station to Florida City with stops at all existing and planned Busway stations
- Metrorail Extension to the Southland Mall – assumes six Metrorail stations with station spacing of approximately 1.5-miles, and TSM/Baseline bus improvements for the Corridor area south of Southland Mall
- Metrorail Extension to Florida City – assumes 11 Metrorail stations with station spacing of approximately 2-miles south of Southland Mall
- Metrorail Extension to SW 104th Street – one Metrorail station, Busway BRT enhancements including grade separation at seven selected intersections along the corridor
- Diesel Multi-Unit (DMU) along CSX Corridor/Kendall Drive – a single-track, nine station system operating with hourly headways from the Dadeland South Metrorail Station to Florida City. Busway operations would consist of those improvements identified in the No-Build alternative
- The 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.
- The cost of this study is \$1.5 million. The study is being conducted with federal funds.

PRIOR STUDY 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 scheduled to commence in September 2005 to re-evaluate the existing Locally Preferred Alternative (LPA). The LPA provides bus rapid transit (BRT) improvements along the corridor, including a 4-mile reversible and exclusive bus lane. The study will evaluate transit investments from the Dadeland area to SW 157 Avenue and also a north-south connection to the East-West (MIC-FIU) premium transit corridor improvements.
- A Professional Services Agreement has been negotiated with Edwards and Kelcey, in the amount of \$735,000. The study will be funded from the People's Transportation Plan. Under an Interlocal Agreement the MPO will contract for the study. That Interlocal Agreement, was recommended for approval by the Regional

Transportation Committee on May 12, 2005 and will be presented to 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.

PRIOR STUDY 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 22, 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 MPO allocated \$2.0 million of state funding for the South Florida East Coast Corridor Transit Analysis by amendment to the 2005-2009 Transportation Improvement Program (TIP).

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 summer of 2005.
- The results of the study will be presented to the MPO Governing Board for further direction.
- Information on the study may be found at <http://www.miamidade.gov/mpo/mpo7-study-gsf.htm>.

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, is advancing the Expressway Core System. A permanent program of using expressway shoulders for transit buses would require state legislation. 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 Authority 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.
- During May 2005 MDT requested that the study be expanded to include evaluation of the SR 878/SR 874 corridor. The inclusion of the corridor in the study is under consideration. If included, the completion of the study would be extended to late-July 2005.
- The first of the routes is scheduled to commence revenue service with the July 31, 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.
- Information on the study may be found at <http://www.miamidade.gov/mpo/mpo7-study-sul.htm>.

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.
- Information on the study, including links to the technical memoranda, may be found at <http://www.miamidade.gov/mpo/mpo7-study-brto.htm>.

Aviation Goals and Objectives – June 2005

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

The Opa-locka Airport (OPF) Development Task Force held its third meeting on May 25. The Task Force viewed a presentation on the Department's General Aviation Airports Strategic Plan including current and emerging trends in General Aviation. The Task Force adopted "a full-service domestic and international corporate and General Aviation Airport reliever with supporting aircraft maintenance, repair, and overhaul operations" as its initial working vision. The Task Force will hear presentations by OPF tenants and developers at a future Task Force meeting.

2. Improve MIA's Competitiveness

Staff has reviewed rates and charges methodologies and leasing policies used at other international gateway airports. The Department is forming a working group to develop alternative methods that could enhance the affordability of MIA for high-volume air carriers. The working group will consist of MDAD Business Management, Business Development and Operations staff, the Airport's financial feasibility consultant, the air service development consultant, MAAC liaison consultant, and representatives from various categories of airlines serving MIA.

The Marketing Division is two-and-one-half years into a three-year campaign to increase air service, both international and domestic, to MIA. Marketing works in collaboration with the Department's air service development consultant, SH&E, a globally recognized international air transport consultancy.

During the first half of 2005, five international air carriers received an air service feasibility study for new service to MIA. By the end of 2005, the goal of presenting such studies to twenty-six targeted international carriers will have been achieved. The carriers selected are from Europe, Africa, Asia and the Middle East, and are strategically selected as part of the plan to expand MIA's east/west international route network to supplement the strong north/south routes in place. New international route development can take a period of two to five years for fruition, from time of route analysis presentation to commencement of new flight. The ultimate attainment of service from one to two carriers from each region would validate the overall campaign as successful.

For domestic air service development, during 2005, Marketing has met with one Low Cost Carrier (LCC) and is anticipating meeting with a second LCC during the latter half of the year. At the end of the campaign, a total of six LCC's will have received service analysis studies recommending US destinations that can be viably served by the carrier to/from MIA. It is conceivable that one LCC will commence service to MIA during the latter part of 2005, with another LCC targeting an early 2006 start-up.

An Air Service Incentive Program (ASIP) has been developed for MIA. The program was presented to the MIA majority-in-interest carriers for recommendation and was subsequently approved by the Miami-Dade County Regional Transportation Committee, followed by approval by the full Miami-Dade Board of County Commissioners on May 17, 2005. The program will now enter a marketing/promotional phase and will be implemented during the summer of 2005. The MIA ASIP has two basic components, qualifying an airline for one year of abated landing fees under the following options:

1. Any new or incumbent carrier adding passenger service to **any US or Canadian city**.
2. Any new or incumbent carrier adding a new **international passenger route not** presently served from MIA.

The MIA ASIP will be in effect for two years, to be evaluated at that point for its effectiveness. The ASIP's intent is to make MIA more competitive in its efforts to attain additional passenger service and is in direct response to incentives being offered by competing airports.

Also, an "I Fly MIA" campaign, a community awareness program highlighting MIA's affordable fares, was launched in April 2005.

3. Improve Customer Service

The Customer Service Division in partnership with the Johnson & Wales University conducted a full train-the-trainer program for several MDAD and other airport employees who were selected by the division to become potential volunteer trainers in the field of customer service and hospitality.

Following an extensive training, eleven candidates were selected to become active members of the MDAD/ Airport Employees Volunteer Corps, created to conduct the Service Excellence Program (designed to enhance customer service amongst MDAD employees) and Quality Care Customer Service Training Program (developed for all employees airport-wide).

The Customer Service Division and its pool of professionally trained volunteer trainers have conducted more than 60 training sessions in several locations at MIA over the past two months. They have trained more than 1,150 MDAD employees and will complete this training by mid June 2005. At this time, all 1,700 MDAD employees will receive the county mandated training. This effort was undertaken internally without the incurrence of overtime and disruption in the operational sectors of the airport.

During the course of the last six months, the Customer Service Division has undertaken the final creative stages of a customer service training program specifically tailored to meet the training needs of all airport employees in the field of customer service. This

training course includes specific topics that are pertinent to the field of service in a major international airport. They are: Attitude, Understanding Cultural Differences, ADA, Knowing your Job Environment, Dealing with Difficult Customers, Effective Listening Skills, Moment of Truth and Service Recovery.

This training program is presently at its review phase and will be completed by the end of June 2005. Currently, the program's modules are being adapted on a PowerPoint presentation. Its content is being enhanced with quizzes, interactive exercises, games and pictures.

Once this program is launched, MIA will be the only airport in the nation with a Customer Service Training Program specifically dedicated to the training of all airport employees.

4. Expedite Completion of Capital Improvement Program (CIP)

The Miami-Dade Aviation Department's multi-billion dollar CIP includes expanding the airfield, the terminal and landside facilities to provide additional capacity and enhance the efficiency of existing facilities. More than \$2.796 billion has been paid for work in place, and approximately \$1.64 billion in completed projects are in use. Construction is progressing on \$2.58 billion of contracts and \$530 million 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) have reached an understanding to transfer the management of the North Terminal Program to the County. AA has also agreed to contribute \$105 million toward the completion of the program. The County will be considering its options for the construction contract award over the next few weeks and develop a firm schedule and budget for the completion of the 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 Inter-modal 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. A substantial Completion and start of operation is scheduled for May 2009.

During FY 2003-04, more than \$425 million was paid for completed construction, design, QA/QC inspections and related work. During the first six months of the current FY, MDAD completed construction, design, QA/QC inspections and related work valued at \$233 million, a noteworthy achievement despite the complex issues confronting the North Terminal Program.

5. Make MIA and General Aviation Airports Environmentally Friendly

In April, MDAD took delivery of a computer program called Real Contours. This program allows MDAD to generate noise contours based on actual operations instead of the FAA estimates and provides 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.