

Memorandum

MIAMI-DADE
COUNTY

Date: October 15, 2008

To: Honorable Chairman Dorrin D. Rolle
and Members, Transit Committee

From: George M. Burgess
County Manager

Subject: Monthly Orange Line Update

TC
Agenda Item No. 5(C)

Attached is the Monthly Orange Line Update Report as requested during the February 7, 2008, Board meeting. This synopsis on the status of the three phases of the Orange Line will continue to be provided on a monthly basis in accordance with the Board's request.


Assistant County Manager

**MIAMI-DADE TRANSIT
MONTHLY BRIEFING REPORT
SEPTEMBER 2008**

ORANGE LINE PHASE 1: MIC-EARLINGTON HEIGHTS CONNECTOR

PROJECT PHASE: Alternatives Analysis Preliminary Engineering Final Design Bid & Award for Construction Construction

MDT PROJECT DIRECTOR: Ahmed Rasheed, P.E.
PROJECT ENGINEER: Eva Kunath.

CORRIDOR CONSULTANT: URS Corporation Southern
COMMISSION DISTRICTS: 2, 3, 5 & 6

SCOPE

- ◆ The Orange Line Phase 1: MIC-Earlington Heights Connector Metrorail Extension consists of a 2.4-mile elevated heavy rail extension of the existing Metrorail System;
- ◆ It will extend from the existing Earlington Heights Metrorail Station to the proposed Miami Intermodal Center (MIC);
- ◆ The Project includes one station at the Miami Intermodal Center (MIC); and
- ◆ In October 2004, the decision was made to implement this Project with State and Local funds only.

SCHEDULE

◆ Board of County Commissioners (BCC) Approval for Construction Engineering & Inspection (CE&I) Consultant Selection	September 2008
◆ Obtain Titles for All Parcels	October 2008
◆ Notice-to-Proceed (NTP) Construction Contract	Spring 2009
◆ Revenue Operation Date	1 st Qtr CY* 2012

* **Calendar Year (CY)**

BUDGET

	2006	YEAR-OF-EXPENDITURE
Project Cost**	\$440,000,000	\$526,000,000

FOUR (4) FDOT MIC COMPONENTS BUDGET

	2007
Project Cost**	\$33,000,000

** **Excluding Finance Charges**

CURRENT STATUS: The Project is in the bid & award for construction phase. The bid opening was held on August 04, 2008. There were four bids. The Project is scheduled for revenue service during the first quarter of Calendar Year 2012.

ISSUES/HIGHLIGHT DURING THE MONTH OF SEPTEMBER 2008

- ◆ MDT held a meeting with the apparent low bidder on September 3, 2008;
- ◆ Design Criteria variances under review by MDT and PMC;
- ◆ The 3rd Demolition Contract (parcel 312) demolition in progress: NTP for the 4th Demolition Contract (Parcels 197, 198 and 311) was issued September 15, 2008; Parcel 132 demolition is completed;
- ◆ The MDX/MDT Joint Use Agreement (JUA): The JUA was approved by the Transit Committee (TC) on September 16, 2008 and is scheduled for the BCC on October 7, 2008;
- ◆ MDT is awaiting FDOT's approval of State fund for the West Concourse and Vestibule;
- ◆ The Construction Engineering & Inspection (CE&I) consultant selection was approved by the BCC on September 2, 2008 and by the CITT Full Trust on September 23, 2008;
- ◆ Utility relocation continued;
- ◆ CSXT Flagging Agreement approval is scheduled as follows: TC-October 15, 2008; CITT Project and Financial Review Committee-October 16, 2008; BCC-November 18, 2008; and CITT Full Trust-December 17, 2008;
- ◆ Parcel 501: The County Attorney's Office (CAO) will present the Negotiated Settlement agreement to the BCC on October 21, 2008; Parcel 155: CAO will present the Negotiated Settlement to the BCC on October 7, 2008.
- ◆ The 2nd supplemental agreement to the URS contract for Post-Design Services was approved by the TC on September 10, 2008 and is scheduled for approval by BCC on October 7, 2008, CITT Project and Finance Review Committee approval on October 16, 2008 and CITT Full Trust on October 29, 2008.

UPCOMING ACTIVITIES IN THE MONTH OF OCTOBER 2008

- ◆ Continue Right-of-Way (ROW) acquisition and relocation;
- ◆ Continue County approval process for the Joint Use Agreement (JUA) with MDX;
- ◆ Continue County approval process for the CSXT agreement;
- ◆ Staff will finalize the determination of the apparent low bid and proceed with Award Recommendation;
- ◆ Continue County approval process for the second supplemental to the URS contract for Post-Design Services;
- ◆ Continue Design Criteria variance process; and
- ◆ Continue utility relocation.

**MIAMI-DADE TRANSIT
MONTHLY BRIEFING REPORT
SEPTEMBER 2008**

ORANGE LINE PHASE 2: NORTH CORRIDOR METRO RAIL EXTENSION

PROJECT PHASE: Alternatives Analysis Preliminary Engineering Final Design Construction

MDT PROJECT DIRECTOR: Richard Pereira, P.E.
PMC PROJECT MANAGER: Jaime Lopez, P.E.

CORRIDOR CONSULTANT: PTG
COMMISSION DISTRICTS: 1 & 2

SCOPE

- ◆ The proposed North Corridor Metrorail Extension consists of a 9.2-mile elevated fixed guideway extension of the existing Metrorail System from north of the existing Dr. Martin Luther King Jr. Station at N.W. 62nd Street to a terminus at NW 215th St. just south of Florida's Turnpike;
- ◆ There are seven (7) stations within the Project and seven (7) park-ride lots proposed for this Project.

SCHEDULE*

◆ New Starts Preliminary Engineering Design (Control Point No. 1) Submittal	November 2007
◆ Begin FTA Risk Assessment	April 2008
◆ Approval to Enter Final Design (FD)	4th Qtr CY 2009
◆ Full Funding Grant Agreement (FFGA)	4th Qtr CY 2010
◆ Complete Final Design	4th Qtr CY 2011
◆ Notice-to-Proceed (NTP) Construction Engineering & Inspection Consultant	4th Qtr CY 2012
◆ Right-of-Way Acquisition Completion	2nd Qtr CY 2013
◆ Begin Construction	2nd Qtr CY 2013
◆ Revenue Operations Date	4th Qtr CY 2017

* **Calendar Year (CY) - These dates represent a working timeline that will very likely be affected by the resolution of the financial plan and policy/administrative decisions made by BCC and FTA.**

BUDGET

	2008	YEAR-OF-EXPENDITURES
Project Cost**	\$1,106,379,000	\$1,340,977,000

**Based on FY2010 New Starts Criteria Report Submittal to FTA; excludes Finance Charges.

CURRENT STATUS: The New Starts Preliminary Engineering plans were submitted to FTA for Risk Assessment in April 2008. Right-of-Way (ROW) survey and engineering documents are substantially complete to allow the ROW acquisition phase to commence. On-going Preliminary Engineering (PE) design effort is focused on maintaining the Project's cost effectiveness and supporting the FTA Risk Assessment currently underway. In February 2008, project received a Medium-Low New Starts rating from the FTA based on a budgetary shortfall identified in the financial plan. The FTA considered the financial plan assumptions optimistic with regard to sales tax revenue, fare increases and growth in operating and maintenance costs and questioned the existing infrastructure renewal costs. MDT submitted the FY2010 New Starts Criteria Report & Financial Plan to FTA on September 19th.

ISSUES/HIGHLIGHTS DURING THE MONTH OF SEPTEMBER 2008

- ◆ Submitted FY2010 New Starts Criteria Report and Financial Plan to FTA;
- ◆ Continued coordination with and transmitted remaining deliverables to FTA Project Management Oversight Consultant (PMOC) in support of the on-going Risk Assessment;
- ◆ Continued development of design components subjected to cost reduction measures in the New Starts PE/Systems Plans;
- ◆ Published draft of final Supplemental Environmental Assessment (SEA). Held public hearing on September 3rd and concluded public comment period;
- ◆ PMOC recommended acceptance by FTA of Right-of-Way Acquisition Management Plan (RAMP), Safety and Security Management Plan (SSMP) and Quality Assurance Project Plan (QAPP) for Entry into FD. Project Management Plan (PMP) and Rail Fleet Management Plan (RFMP) are under review;
- ◆ FTA advised in Sept. 8th teleconference that Project will not enter FD in 2008 and the Financial Capacity Assessment will not be conducted until the financial planning issues are resolved;
- ◆ Issued Stop Work Order to PE design consultant, utilities and railroads noting that further work tasks will be authorized on a case-by-case basis until approval is received from FTA to allow initiation of Final Design;
- ◆ Continued negotiations with property owners to gain access to remainder of Phase II Environmental Site Assessments (ESA) for remaining locations;
- ◆ Met with FDOT to discuss resolution of outstanding issues associated with approval of the typical section package;
- ◆ Finalized spreadsheet that depicts Typical Characteristics and Pros and Cons of different Technologies such as Bus Rapid Transit (BRT), BRT "Lite", Lite Rail Transit (LRT), and Heavy Rail Transit (HRT);

UPCOMING ACTIVITIES IN THE MONTH OF OCTOBER 2008

- ◆ Respond to FTA review comments and questions on FY2010 New Starts Criteria Report and Financial Plan;
- ◆ Receive FTA review comments on final SEA and draft FONSI and prepare final FONSI for execution by FTA;
- ◆ Receive draft findings of risk assessment by PMOC and hold second round of workshops/meetings with FTA and PMOC to review findings and discuss Risk Mitigation and Contingency Management measures;
- ◆ Work with PE design consultant to authorize those work tasks necessary to continue to support federal funding process;
- ◆ Continue working on signing Joint Letter with Miami-Dade College on the transit station location and alignment within the College;
- ◆ Meet with Miami-Dade County Public Schools (MDCPS) to resolve issues related to Project alignment at the John H. Schee Maintenance Facility;
- ◆ Continue to work with FDOT to resolve outstanding issues associated with approval of the typical section package;

**MIAMI-DADE TRANSIT
MONTHLY BRIEFING REPORT
SEPTEMBER 2008
ORANGE LINE PHASE 3: EAST-WEST CORRIDOR**

PROJECT PHASE: Alternatives Analysis Preliminary Engineering Final Design Construction

MDT PROJECT DIRECTOR: Ernesto Polo, P.E.
PMC PROJECT MANAGER: Monica D. Cejas, P.E.

CORRIDOR CONSULTANT: HNTB Corporation
COMMISSION DISTRICTS: 6, 10, 11 & 12

SCOPE

- ◆ The proposed East-West Corridor Project consists of a 10 to 13 mile fixed guideway extension of the existing Metrorail System from the Miami Intermodal Center (MIC) at the Miami International Airport (MIA) to Florida International University (FIU) and points west to SW 137th Avenue;
- ◆ There are a maximum of 10 stations within the Project;
- ◆ In addition to the stations there are park-ride lots proposed for this Project.

SCHEDULE *

◆ Locally Preferred Alternative (LPA) selection	1st Qtr 2012
◆ New Starts Application/Request to enter Preliminary Engineering (PE)	1st Qtr 2013
◆ PE completion	4th Qtr 2014
◆ Record of Decision (ROD)	4th Qtr 2014
◆ Final Design (FD) complete	3rd Qtr 2017
◆ Obtain Full Funding Grant Agreement (FFGA)	3rd Qtr 2017
◆ R/W Acquisition complete	2nd Qtr 2019
◆ Project Completion (Calendar Year)	4th Qtr 2023

* *Calendar Year (CY) -- These dates represent a working timeline that will very likely be affected by the resolution of the financial plan and policy/administrative decisions made by the BCC and the Federal Transit Administration (FTA).*

BUDGET

	2007	YEAR-OF-EXPENDITURE
Project Cost**	\$1.5 Billion	\$2.5 Billion

**Excluding Finance Charges

CURRENT STATUS: A Supplemental DEIS is underway to update the 1998 FEIS, along with development of an alignment for MPO endorsement as the Locally Preferred Alternative (LPA). MDT is currently studying various alignment options. The Project schedule will be revised to reflect the updated financial plan once it has been adopted. A stop work order was issued to the PE Consultant, HNTB Corporation, on September 10th to preserve contract resources. Any additional work, such as responding to FTA comments, shall be authorized by MDT on a case by case basis.

ISSUES/HIGHLIGHT IN THE MONTH OF SEPTEMBER 2008

- ◆ Finalized Spreadsheet that depicts Typical Characteristics as well as Pros and Cons of different Technologies such as Bus Rapid Transit (BRT), BRT Lite, Lite Rail Transit (LRT), and Heavy Rail Transit (HRT);
- ◆ Attended coordination meeting with FDOT to discuss SR 826/SR 836 Interchange Project as it relates to the East-West Corridor's heavy rail alignment;

UPCOMING ACTIVITIES IN THE MONTH OF OCTOBER 2008

- ◆ Set up a follow-up meeting with South Florida Water Management District (SFWMD's) Palm Beach Office;
- ◆ Follow-up with FDOT regarding SR 826/836 Interchange;

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