



MEMORANDUM
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RTC
Agenda Item No. 5 (A)

TO: Honorable Chairman Bruno A. Barreiro
and Members, Regional Transportation Committee

DATE: June 11, 2011

FROM: Christopher Agrippa
Division Chief, Clerk of the Board Division

SUBJECT: Approval of Commission
Committee Minutes

The Clerk of the Board's office is submitting the following Clerk's Summary of Minutes for approval by the Regional Transportation Committee:

May 7, 2011

CA/fr
Attachment



Stephen P. Clark
Government Center
111 N.W. 1st Street
Miami, FL 33128

CLERK'S SUMMARY OF Meeting Minutes

Regional Transportation Committee

Bruno A. Barreiro (5) Chair; Xavier L. Suarez (7) Vice Chair; Commissioners Audrey M. Edmonson (3), Sally A. Heyman (4), Dennis C. Moss (9), and Javier D. Souto (10)

Monday, May 7, 2012

10:30 AM 2ND FL E. MEZZANINE TRAINING CTR

Members Present: Bruno A. Barreiro, Audrey M. Edmonson, Sally A. Heyman, Dennis C. Moss.

Members Absent: Xavier L. Suarez.

Members Late: None.

Members Excused: Javier D. Souto.

Members Absent County Business: None.

1 MINUTES PREPARED BY:

Report: *Alan Eisenberg, Commission Reporter*
305-375-2510

1A MOMENT OF SILENCE

Report: *The Committee convened in a moment of silence.*

1B PLEDGE OF ALLEGIANCE

1C **ROLL CALL**

Report: *Chairman Barreiro welcomed everyone to the Regional Transportation Committee (RTC) Transit Tour and Committee Meeting. He explained that there would be a brief presentation followed by a tour of the William Lehman Operations and Maintenance Center (Lehman Center) and the RTC meeting would commence upon completion of the tour.*

Chairman Barreiro called the Regional Transportation Committee meeting to order at 10:45 a.m.

The following staff members were present: Deputy Mayor/County Manager Alina Hudak; Assistant County Attorney Bruce Libhaber; and Deputy Clerk Alan Eisenberg.

Assistant County Attorney Libhaber announced that Item 1F1 was requested to be deferred to the June 11, 2012 Committee meeting by the Prime Sponsor Commissioner Jose "Pepe" Diaz; and that Items 3D and 6D were to be added to the Agenda.

It was moved by Commissioner Heyman that the May 7, 2012 Regional Transportation Committee Agenda be approved, along with the County Commission Chairman's Memorandum entitled "Requested Changes to the Regional Transportation Committee Agenda," and the changes noted by Assistant County Attorney Libhaber. This motion was seconded by Commissioner Moss and upon being put to a vote, passed by a vote of 4-0 (Commissioners Souto and Suarez were absent).

1D **SPECIAL PRESENTATIONS****Report:** *WILLIAM LEHMAN CENTER TOUR OF MIAMI-DADE TRANSIT OPERATIONS*

Ms. Ysela Llort, Director, Miami-Dade Transit Department, noted Metrorail passengers experienced good service, nice stations and good security; however, they were unaware of what made this possible at the Lehman Center. She said the purpose of today's tour was to gain an insight into the behind the scenes operations and the need for rail and vehicle improvements. Ms. Llort noted the proposed resolution authorizing issuance of revenue bonds being considered in today's (5/7) Regional Transportation Committee meeting would provide the Department with the opportunity to proceed with these needed changes.

Mr. Hugh Chen, Deputy Director of Operations, Transit Department, presented a Power Point presentation. He explained the Metrorail system was the 14th largest in the United States, with 24.2 miles of elevated track, 136 heavy rail cars, 23 stations, 166 daily trips, and over 1.5 million annual riders. Mr. Chen noted the Rail Services Organization consisted of Rail Transportation, Rail Maintenance, Track & Guideway Maintenance, Mover Operations & Maintenance, Train Control and Traction Power. He indicated that most of the operations employees worked evening shifts and the majority of morning shift personnel were now in the field ensuring efficient services.

Mr. Chen noted the Lehman Center Test Track, Storage Tracks, Palmetto Traction Power Sub-Station, Rail Car Replacement and Central Control Upgrade were considered future projects. He said that the Test Track was a \$14 million project; that the concept for a Test Track was included in the original Metrorail design; and that the Power and Traction Room was already built with sufficient capacity to accommodate the Test Track. He explained that trains were taken onto the main line for testing after repairs were completed with up to a two day delay and then returned to the yard if additional repairs were needed. Mr. Chen said that a Test Track would provide for immediate testing and an Inspection Building would facilitate adjustments and further repairs without requiring trains returning to the main building.

Mr. Chen noted the Test Track would provide operational efficiencies, including expanded daytime operations and labor cost reductions. He said the Test Track would include a Psuedo Station which was a simulated transit station to test items such as door openings as well as Communications and Control Equipment. Mr. Chen explained that the Test Track tested signals sent from the Train Control Room and that the Control Equipment used by Miami-Dade Transit was unique to our system, with the exception of Baltimore. He said that new trains needed to be tested on our rails and communicate with the Control Equipment to ensure proper operations. Mr. Chen indicated that an increase in Storage Tracks would allow more rail cars to be parked at the Lehman Center. He noted that the Lehman Center could only park 76 out of the 136 rail cars and that the remaining cars needed to park at locations throughout the system which was not efficient when trying to locate and gain access to specific trains.

Mr. Chen noted that scheduling issues arose between testing trains and repairing the tracks. He also noted that more trains would be using the tracks once the AirportLink became operational. Mr. Chen said that the Test Track would allow 24/7 testing, reduced downtime, repairs and adjustments completed during testing, and trains placed into service faster. Mr. Chen noted lower operating costs and no impact to revenue service when using the Test Track versus the Mainline where regular service and test trains could not be operational at the same time.

Mr. Chen explained that even though Washington Metropolitan Area Transit Authority (WMATA) had multiple lines, they used the end of a line for their testing and also considered building a test track. He said Los Angeles was also considering installing a test track. In comparison, Miami-Dade Transit had a single rail line and experienced an approximate one hour delay by using this line for both rail operations and testing purposes.

Mr. Chen indicated the tour would begin at the Yard Tower where visitors would see a panoramic view of the tracks. The tour would continue on the first floor where repairs were performed and would then proceed to the proposed Test Track and Storage Track sites as well as the Traction and Power Sub-Station.

Chairman Barreiro questioned the basis of Miami-Dade Transit being the 14th largest public transit system in the United States. He also inquired whether the 539 full time employees was a total for the system or only rail operations.

Ms. Llort responded to Chairman Barreiro that the reported figure was based upon total ridership and it included all transit services. Mr. Chen responded that the number of employees included both Rail and Mover operations.

Commissioner Moss inquired about the number of other rail systems that had test tracks.

Mr. Chen responded that he would provide this information to Commissioner Moss before the end of today's meeting.

Commissioner Moss commented that a test track would allow daytime testing and a reallocation of workers from the evening shift to the daytime shift. He questioned the similarity between the systems operated by the County and Baltimore.

Mr. Chen responded that Baltimore operated the same trains and control equipment.

Commissioner Moss questioned the speed capability of the Test Track, and whether labor costs would be reduced if trains were returned to service quicker.

Mr. Chen responded that the track would allow testing at 38 miles per hour on a straight line track, and that labor costs would be reduced, noting that the Test Track would facilitate immediate repairs.

Commissioner Moss inquired how long WMATA had their test track and whether any information was available pertaining to whether test tracks elsewhere had improved efficiencies or operations.

Mr. Chen responded that WMATA was currently in the process of test track development.

Mr. Jerry Blackman, Acting Assistant Director, Transit Department, explained that approximately 10-15 transit systems throughout the United States already had test tracks; however, efficiency data was not available. He noted he believed the test track would improve efficiency locally based upon his understanding of the system and its operations.

Ms. Llort noted WMATA was replacing a fleet of 748 cars and even with a multi-line system was considering a test track. She said that Miami-Dade Transit was replacing its entire 136 vehicle fleet.

Mr. Lee Emard, General Superintendent of Track and Guideway, presented a safety briefing for tour participants.

Mr. Gregory Robinson, General Superintendent of Operations, explained that all yard operations were controlled in the Yard Tower and the main rail line was controlled in the Stephen P. Clark Government Center (SPCGC). He noted the Yard Tower provided views of the yard and storage tracks. Mr. Robinson introduced Ms. Pamela Andrews, Rail Yardmaster who monitors the location of 136 cars in the yard and their movement on the main line. He noted that the archaic system currently used worked and was safe, despite the fact that 24 year old equipment was being used.

Commissioner Moss questioned upgrade plans for this obsolete equipment.

Mr. Robinson responded that the goal was to renovate and upgrade the entire Yard Tower; however, the immediate plan was to complete the Test Track and to purchase new rail vehicles.

Chairman Barreiro questioned whether the renovation of the SPCGC Control Center could include improvements for the Yard Tower as well.

Mr. Robinson responded that some upgrades would be incorporated into the Yard Tower as a result of that project.

Mr. Blackman noted the Transit Department envisioned replacing the existing archaic equipment with a back-up control system similar to the one in the SPCGC that would be used in the event the main system was out of service.

Commissioner Moss expressed his desire that any new equipment conform to the most updated technology available.

An unidentified speaker noted the software was not proprietary and the County would be provided the source code, allowing them the flexibility to make changes or modifications to the programs

and the option to obtain services from more than one vendor.

Mr. Blackman explained that rail cars were sitting in front of the maintenance building due to the lack of storage space.

In response to Chairman Barreiro's question whether rail vehicles were self-propelled; Mr. Blackman confirmed that all vehicles were self-propelled.

Mr. Blackman pointed out the proposed area where the proposed five new storage tracks would be added, noting they would accommodate 32 additional rail cars.

Commissioner Moss inquired and Mr. Blackman confirmed that the current facility contained sufficient property to accommodate future growth.

Mr. Emard explained that the new storage and maintenance tracks would be constructed on land where tracks were supposed to have been completed in 1982. He noted that the storage tracks would accommodate 108 trains; that two tracks needed to remain open in order to facilitate the movement of trains; and that these tracks could be used for additional storage when all operations were stopped such as during a hurricane.

Commissioner Moss questioned whether other rail systems stored their vehicles at one facility or spread them out amongst various locations, similar to what was done here.

Mr. Blackman responded that most systems had the capacity to store vehicles at one location; however, continued to store them at various yards and at the end of the rail lines. He noted that two-six car trains were stored overnight at Dadeland South.

Mr. Blackman pointed out the proposed Test Track start point, noting that rail cars could be tested at 38 miles per hour. He said there would be a pseudo station along the track allowing complete train control operations. Mr. Blackman then pointed out the end point, noting it would contain a two car inspection building where additional repairs and adjustments could be performed. He reiterated that this would be a 24/7 operation.

Mr. Emard noted the Test Track would be 2,900

feet long.

Chairman Barreiro inquired about the rail car wrapping initiative to which Mr. Blackman responded that American Airlines was the last program.

Commissioner Heyman noted that County recreational facilities could be promoted through future rail car wrapping programs.

Mr. Blackman explained the next stop was the Traction Power Sub Station. He noted the Power Sub Station was similar to the one being built at the Palmetto Metrorail Station in order to increase the voltage needed to operate trains more efficiently. Mr. Blackman said that train speeds were reduced in that area in order to prevent blown motors and fuses.

Mr. Chen added that it was important to resume normal speeds once the AirportLink opened to accommodate the increased number of trains.

Mr. Armin Reimer, Traction Power Supervisor, explained that both AC and DC power distribution began at the Traction Power Sub Station for the rail system. He noted incoming power was received from Florida Power and Light and that power was then converted to meet the power demands of facilities and train operations. Mr. Reimer said that the current was sufficient to accommodate the proposed Test Track power requirements.

Mr. Blackman proceeded to lead the tour through the maintenance facility, noting that rail vehicle maintenance was performed 24/7 in this facility.

1E DISCUSSION ITEM

1F PUBLIC HEARING

1F1

120731 Ordinance

Sen. Javier D. Souto,

Jose "Pepe" Diaz

ORDINANCE AMENDING SECTION 30B-3(2) AND CREATING SECTION 30B-4(24) IN CHAPTER 30B OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA PROHIBITING CAMPING AND/OR LYING ACROSS BUS PASSENGER BENCHES OR WITHIN BUS PASSENGER SHELTERS SERVING MIAMI-DADE TRANSIT; PROVIDING FOR PENALTIES FOR VIOLATIONS; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE

Deferred to no date certain

Mover: Heyman

Secunder: Moss

Vote: 4-0

Absent: Souto, Suarez

Report: *During consideration of the changes to today's (5/07) agenda, the foregoing proposed ordinance was deferred as requested by the Prime Sponsor Commissioner Jose "Pepe" Diaz.*

2 COUNTY COMMISSION

3 DEPARTMENTS

3A

120744 Resolution

RESOLUTION AUTHORIZING ISSUANCE OF NOT TO EXCEED \$600,000,000 MIAMI-DADE COUNTY, FLORIDA TRANSIT SYSTEM SALES SURTAX REVENUE BONDS, SERIES 2012, IN ONE OR MORE SERIES, PURSUANT TO SECTIONS 201 AND 208 OF ORDINANCE NO. 05-48, AS AMENDED AND SUPPLEMENTED, FOR REFINANCING CERTAIN BOND ANTICIPATION NOTES AND PAYING COSTS OF CERTAIN TRANSPORTATION AND TRANSIT PROJECTS FOR THE PUBLIC WORKS AND WASTE MANAGEMENT AND TRANSIT DEPARTMENTS; AUTHORIZING USE OF CHARTER COUNTY TRANSPORTATION SURTAX FUNDS; PROVIDING CERTAIN DETAILS OF BONDS AND SALE BY NEGOTIATION; AUTHORIZING COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE, WITHIN CERTAIN LIMITATIONS AND RESTRICTIONS, TO FINALIZE DETAILS, TERMS AND OTHER PROVISIONS OF BONDS; APPROVING FORMS AND AUTHORIZING EXECUTION OF CERTAIN DOCUMENTS; PROVIDING CERTAIN COVENANTS; AUTHORIZING COUNTY OFFICIALS TO DO ALL THINGS DEEMED NECESSARY IN CONNECTION WITH ISSUANCE, SALE, EXECUTION AND DELIVERY OF BONDS; AND PROVIDING SEVERABILITY (Finance Department)

Forwarded to BCC with a favorable recommendation

Mover: Heyman

Seconder: Moss

Vote: 4-0

Absent: Suarez, Souto

Report: *Assistant County Attorney Bruce Libhaber read the foregoing proposed resolution into the record.*

Hearing no questions or comments, the Committee proceeded to vote on this proposed resolution as presented.

3B

120811 Resolution

RESOLUTION AUTHORIZING THE COUNTY MAYOR OR THE COUNTY MAYOR'S DESIGNEE, TO EXECUTE THE ATTACHED CONTRACT AWARD FOR DESIGN BUILD SERVICES FOR THE PALMETTO STATION TRACTION POWER SUB-STATION - PROJECT NO: DB09-MDT-01 ARRA, R 2; CONTRACT NO: CIP023-CT1-TR09-R2 BETWEEN MIAMI-DADE COUNTY ND L. K. COMSTOCK NATIONAL TRANSIT, INC. IN THE AMOUNT OF \$8,180,824.00 (Miami-Dade Transit)

Forwarded to BCC with a favorable recommendation

Mover: Heyman

Seconder: Moss

Vote: 4-0

Absent: Souto, Suarez

Report: *Assistant County Attorney Bruce Libhaber read the foregoing proposed resolution into the record.*

Hearing no questions or comments, the Committee proceeded to vote on this proposed resolution as presented.

Assistant County Attorney Libhaber announced that Administration was requesting that this proposed resolution be waived to the May 15, 2012 Board of County Commissioners meeting.

Chairman Barreiro asked Deputy Mayor/County Manager Alina Hudak to prepare an appropriate memorandum asking Chairman Martinez to waive the Board's Rules of Procedure to allow this proposed resolution to be heard at the May 15, 2012 Board of County Commissioners meeting.

3C

120850 Resolution

RESOLUTION AUTHORIZING EXECUTION OF A SUPPLEMENTAL JOINT PARTICIPATION AGREEMENT (SJPA) WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) TO PROVIDE ADDITIONAL STATE FUNDING IN THE AMOUNT OF \$850,000 FROM ITS COMMUTER ASSISTANCE PROGRAM FOR THE CONTINUED OPERATION OF THE DADE-MONROE EXPRESS SERVICE; AUTHORIZING THE RECEIPT AND EXPENDITURE OF FUNDS AS SPECIFIED IN THE SJPA; AUTHORIZING RECEIPT AND EXPENDITURE OF ANY ADDITIONAL FUNDS SHOULD THEY BECOME AVAILABLE AS SPECIFIED IN THE SJPA; AND AUTHORIZING USE OF CHARTER COUNTY TRANSPORTATION SYSTEM SURTAX FUNDS (Miami-Dade Transit)

Forwarded to BCC with a favorable recommendation

Mover: Moss

Secunder: Heyman

Vote: 4-0

Absent: Souto, Suarez

Report: *Assistant County Attorney Bruce Libhaber read the foregoing proposed resolution into the record.*

Hearing no questions or comments, the Committee proceeded to vote on this proposed resolution as presented.

3D

120786 Resolution

RESOLUTION AUTHORIZING THE COUNTY MAYOR OR THE COUNTY MAYOR'S DESIGNEE, TO EXECUTE THE ATTACHED CONTRACT AWARD FOR DESIGN-BUILD SERVICES FOR THE LEHMAN CENTER TEST TRACK/LEHMAN YARD REHABILITATION - EXPANSION PHASE 1 - PROJECT NO: DB10-MDT-01 PTP; CONTRACT NO: CIP028-CT1-TR09, BETWEEN MIAMI DADE COUNTY AND MUNILLA CONSTRUCTION MANAGEMENT LLC - MCM IN THE AMOUNT OF \$25,147,257.00; AND AUTHORIZING THE USE OF CHARTER COUNTY TRANSPORTATION SURTAX FUNDS (Miami-Dade Transit)

Forwarded to BCC with a favorable recommendation

Mover: Heyman

Seconder: Moss

Vote: 4-0

Absent: Suarez, Souto

Report: *Assistant County Attorney Bruce Libhaber read the foregoing proposed resolution into the record.*

Chairman Barreiro suggested the County could provide the use of its Test Track to other entities that had similar train systems as a method of generating additional revenue.

Assistant County Attorney Libhaber responded that the County would enter into an Interlocal Agreement or a Joint Participation Agreement with another transit agency for these services.

Ms. Ysela Llorca, Director, Transit Department, noted the department would explore this opportunity.

Hearing no further questions or comments, the Committee proceeded to vote on this proposed resolution as presented.

4 COUNTY ATTORNEY**5 CLERK OF THE BOARD**

5A

120869 Report

APPROVAL OF CLERK'S MEETING MINUTES FOR THE
APRIL 9, 2012 REGIONAL TRANSPORTATION
COMMITTEE MEETING (Clerk of the Board)

Approved

Mover: Heyman

Seconder: Edmonson

Vote: 4-0

Absent: Souto, Suarez

Report: *Assistant County Attorney Bruce Libhaber read
the foregoing-proposed report into the record.*

*Hearing no questions or comments, the Committee
proceeded to vote on this proposed report as
presented.*

6 REPORTS

6A

120840 Report

REPORT: QUARTERLY AIRPORTLINK (MIAMI
INTERMODAL CENTER - EARLINGTON HEIGHTS)
UPDATE (Mayor)

Report Received
Mover: Moss
Seconder: Edmonson
Vote: 4-0
Absent: Suarez, Souto

Report: *Assistant County Attorney Bruce Libhaber read the foregoing proposed report into the record.*

Chairman Barreiro inquired about the date the AirportLink would be operational.

Ms. Ysela Llort, Director, Transit Department, responded that the opening of the AirportLink station was tentatively scheduled for July 28, 2012.

Chairman Barreiro encouraged Administration to offer free AirportLink service for a designated time period in order to encourage the community to use the new rail line.

Commissioner Moss acknowledged Ms. Llort and the Transit Department for today's tour, noting it presented a new perspective of Metrorail operations. He noted he now understood the need for the Test Track and how it would improve the system's operational efficiency.

Hearing no further questions or comments, the Committee proceeded to vote on this proposed report as presented.

Following the vote, Commissioner Moss noted his concern about the Control Tower and the need to upgrade the technology used in that facility.

Chairman Barreiro noted he shared Commissioner Moss' concern and would place this item on a future Regional Transportation Committee meeting agenda.

6B

120841 Report

MONTHLY REPORT FROM THE FLORIDA
DEPARTMENT OF TRANSPORTATION ON THE MIAMI
INTERMODAL CENTER (Mayor)

Report Received
Mover: Moss
Seconder: Edmonson
Vote: 4-0
Absent: Souto, Suarez

6C

120573 Report

ADOPT-A-ROAD REPORT AND RECOMMENDATIONS -
RESOLUTION NO. R-872-11 (Mayor)

Report Received

Mover: Moss

Seconder: Edmonson

Vote: 4-0

Absent: Souto, Suarez

6D

120918 Report

PEOPLE'S TRANSPORTATION PLAN 90-DAY REPORT
FOURTH QUARTER FISCAL YEAR 2010-2011 (Mayor)

Report Received

Mover: Moss

Seconder: Edmonson

Vote: 4-0

Absent: Souto, Suarez

7 ADJOURNMENT

Report: *There being no further business, the Regional
Transportation Committee meeting was adjourned
at 10:53 a.m.*