

Memorandum

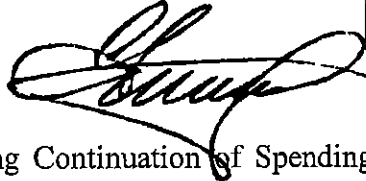
MIAMI-DADE
COUNTY

Date: March 3, 2020

To: Honorable Chairwoman Audrey M. Edmonson
and Members, Board of County Commissioners

Agenda Item No. 8(N)(1)

From: Carlos A. Gimenez
Mayor



Subject: Resolution Approving Continuation of Spending Authorities Beyond March 7, 2020 for an Additional Year for Work Orders Related to the Strategic Miami Area Rapid Transit (SMART) Plan through Three Existing Professional Services Agreements for the Department of Transportation and Public Works

Recommendation

It is recommended that the Board of County Commissioners (Board) approve continuation of spending authorities beyond March 7, 2020, for an additional year for work orders related to the Strategic Miami Area Rapid Transit (SMART) Plan through three existing Professional Services Agreements (PSA) for the Department of Transportation and Public Works (DTPW) – Contract No. CIP142-TR15-PE1 with WSP USA, Inc. (WSP), formerly known as Parsons Brinckerhoff, Inc., Contract No. CIP142-1-TPW16-PE1 (1) with Parsons Transportation Group, Inc. (PTG), and Contract No. CIP142-1-TPW16-PE1 (2) with AECOM Technical Services, Inc. (AECOM).

Scope

The impact of this item is countywide in nature. The SMART Plan includes six rapid transit corridors and a network of Bus Express Rapid Transit (BERT) Routes and is critical to improving transportation throughout Miami-Dade County (County) and South Florida.

Fiscal Impact/Funding Source

The recommended action will extend spending authority for three existing PSAs. Approval of the resolution will not increase the maximum spending authority amount approved for each contract. Therefore, the recommended action does not have a fiscal impact.

Track Record/Monitor

DTPW is the entity overseeing the SMART Plan related work orders and the person responsible is Jie Bian, Ph.D., Chief of Planning and System Development.

Delegated Authority

Pursuant to Section 2-8.3 of the County Code, there are no delegations of authority beyond those specified in the Resolution.

Background

On March 7, 2017, the Board passed Resolutions R-256-17, R-257-17 and R-258-17 to approve three PSAs: one with WSP, one with PTG and one with AECOM, respectively, to provide professional engineering services for DTPW's Capital Improvement Plan, in an amount not to exceed \$11 million for each contract and limit any spending authority for work orders related to

the SMART Plan to one year from the effective date of these Resolutions, unless additional time is approved by the Board; and authorize the use of Charter County Transportation Surtax Funds for such purposes.

At the time that the Resolutions were approved, the Board requested that these studies be completed within one year. DTPW explained that there were several factors out of the County's control that rested with the FTA regarding review times and the level of NEPA study that would be required. When the three studies commenced in Spring 2017, the County proposed to the FTA that abbreviated studies be performed with a Class of Action (COA) of Categorical Exclusion (Cat-Ex), which requires the lowest level of environmental documentation and can be completed in one year. Through coordination with FTA, it has become clear that any rail mode alternative will trigger a higher level of environmental documentation and that additional time will be needed to complete these studies.

Subsequently, on March 6, 2018, the Board passed Resolution R-226-18, approving continuation of spending authorities beyond March 7, 2018, for an additional year for work orders related to the SMART Plan, to complete all National Environmental Policy Act (NEPA) studies for the SMART Plan. These studies are also referred to as Project Development & Environment Studies (PD&E). Since the passing of this Resolution, DTPW started conducting NEPA studies for the SMART Plan Corridors.

As some of the SMART studies near completion and begin pursuit of Federal and State funding, on February 5, 2019, the Board passed Resolutions R-151-19, R-152-19 and R-153-19 to increase the contract amounts for each PSA; authorize the use of Charter County Transportation Surtax funds for such purposes; and authorize continuation of spending authorities for work orders related to the SMART Plan beyond March 7, 2019 for an additional year. The PSA with WSP received \$10.78 million in additional funding capacity, which increased the total contract amount (inclusive of contingency) to \$21.78 million; the PSA with PTG received \$9.13 million in additional funding capacity, which increased the total contract amount (inclusive of contingency) to \$20.13 million; and the PSA with AECOM received \$7.59 million in additional funding capacity, which increased the total contract amount (inclusive of contingency) to \$18.59 million. These additional funds allow for the work and documentation needed for the FTA Capital Investment Grant (CIG) program (Small Starts and New Starts).

Status of Corridors:

The East-West Corridor is an 11-mile long corridor connecting Florida International University to the Miami Intermodal Center at Miami International Airport. The East-West Corridor PD&E study team received NTP on April 13, 2017. Immediately after the NTP, the team started data collection and public engagement efforts. The team conducted public kick-off meetings in June 2017 at two different locations along the corridor. Two corridor public workshops were held in April 2018. Two alternatives public workshops were held in January 2019. Through the technical analysis and public input process, four viable build alternatives were identified as Bus Rapid Transit (BRT), Heavy Rail Transit (HRT), Commuter Rail Transit (CRT) and a hybrid combination of BRT and CRT. The project is expected to present the recommended alternative to the Miami-Dade Transportation Planning Organization (TPO) Governing Board in early 2020 for selection of a Locally Preferred Alternative (LPA). The

project team will coordinate with FTA the NEPA COA immediately after the selection of the LPA. The final NEPA document is expected to be completed in early 2021.

DTPW was awarded an FTA Pilot Program for Transit-Oriented Development (TOD) Planning grant in the amount of \$1.2 Million (\$960,000 FTA and \$240,000 PTP). The Master TOD Plan for East-West Corridor study received NTP in November 2018. The study will conduct two public design charettes in Spring 2020 following the LPA selection for the rapid transit corridor. The study is expected to be completed in Summer 2021 with a final TOD master plan for the corridor.

The South Corridor, also known as the South Dade Transitway, is a 20-mile long dedicated transit corridor connecting Florida City to the Dadeland South Metrorail Station. The South Corridor PD&E study team received Notice to Proceed (NTP) on April 13, 2017. Immediately after the NTP, the team started data collection and public engagement efforts. The team conducted a public kick-off meeting in May 2017, four (4) Project Advisory Group meeting between October 2017 and June 2018, three public corridor workshops in Fall 2017, and three public alternatives workshops in Spring 2018. Through continued coordination with FTA, in July 2017 this corridor received a Cat-Ex COA for BRT and an Environmental Assessment (EA) COA for any rail alternative. On August 30, 2018, the TPO selected BRT as the LPA.

Subsequently, the project began the FTA Small Starts Project Development phase in October 2018. The project team submitted a Small Starts Package to the FTA, requesting \$100 million FTA Capital Investment Grant Program funding in August 2019, and is expecting a grant agreement with FTA in April 2020. In the meantime, the County issued a request for design build services for the South Corridor Rapid Transit Project in June 2019. The contract is expected to be awarded in April 2020.

The Beach Corridor is an 11.5-mile long corridor connecting the Miami Design District through Downtown Miami along MacArthur Causeway to the Miami Beach Convention Center. This corridor is composed of a trunk line connecting the City of Miami Mainland and the City of Miami Beach, with one extension to the Midtown/Design District in the City of Miami and one extension to the Miami Beach Convention Center from the trunk line. The Beach Corridor PD&E study is funded by multiple agencies including the County, Florida Department of Transportation (FDOT), City of Miami and City of Miami Beach. The County must seek third party concurrence from FDOT before approving any PD&E work orders since FDOT is funding 50 percent of the study up to \$5 million. Because of this special process, the PD&E team received NTP on May 26, 2017. Immediately after the NTP, the team started data collection and public engagement efforts. The team conducted public kick-off meetings in July 2017 at two different locations along the corridor. Subsequent to the public kick-off meetings, the City of Miami Beach requested to extend the study limit to the Miami Beach Convention Center. Based on the comments received from public kick-off meetings and one-on-one meetings with the elected officials, the PD&E team also decided to broaden the study area to include additional alignment alternatives.

The project team conducted a public meeting in December 2018 for the new added study area, two public alternatives workshops were held in June 2019, two additional public alternatives workshops were held in September 2019 and three project advisory group meetings were held

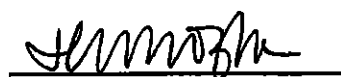
between May and November 2019. Through these numerous stakeholder meetings and several public meetings and workshops, the project team identified the recommended alternative in November 2019. The project team will present the recommended alternative to the TPO Governing Board in early 2020 for the Selection of an LPA. The project team will coordinate with FTA for the COA immediately after the selection of the LPA. The Final NEPA document is expected to be completed by the end of 2020.

The County received an unsolicited proposal from a consortium of firms in May 2019 to design, build, finance, operate and maintain a monorail system between the mainland (Downtown Miami) and Miami Beach along the MacArthur Causeway. In July 2019, the Board approved the County to publish a solicitation for the same project purpose as the unsolicited proposal for a rapid transit system for the Beach Corridor. The County issued a Request for Proposals (RFP) for a Rapid Mass Transit Solution for the Beach Corridor Trunk Line in September 2019. The County is expected to receive the proposals in March 2020. DTPW initiated the environmental, geotechnical and utility explorations to provide data to potential proposers.

The North Corridor is a 10-mile corridor connecting the Martin Luther King Metrorail Station to NW 215th Street along NW 27th Avenue. FDOT initiated the PD&E study in June 2016. In December 2018, the TPO Governing Board selected an Elevated Fixed Guideway transit system as the LPA for the North Corridor. In October 2019, the TPO Governing Board selected Heavy Rail Transit as the preferred transit technology, with a directive for the TPO Executive Director to coordinate with FDOT and County staff to further refine the analysis for the various technological modes to include localized financial, operations and maintenance data and to report the revised analysis to the TPO Governing Board at its March 2020 meeting. In addition, County staff was directed by the BCC to issue an RFP to design, build, operate and maintain an elevated fixed guideway transit system for the North Corridor.

Bus Express Rapid Transit (BERT) Network is a component of the SMART Plan. The BERT Network connects the SMART rapid transit corridors on limited access facilities. The BERT Network includes the following routes: Flagler Corridor, the South Miami-Dade Express, NW Miami-Dade Express, SW Miami-Dade Express, Florida's Turnpike Express North, Florida's Turnpike Express South, Beach Express North, Beach Express Central, and Beach Express South. DTPW is the lead on the NEPA study and infrastructure for the BERT network. The BERT network PD&E study received an NTP in March 2019. Three public meetings are scheduled for early 2020. The BERT study is scheduled to be completed by the end of 2020.

To complete the above projects and studies, continuation of spending authority beyond March 7, 2020 for an additional year for work orders related to the SMART Plan through existing PSAs is recommended.



Jennifer Moon
Deputy Mayor



MEMORANDUM
(Revised)

TO: Honorable Chairwoman Audrey M. Edmonson
and Members, Board of County Commissioners

DATE: March 3, 2020

FROM: Abigail Price-Williams
County Attorney

SUBJECT: Agenda Item No. 8(N)(1)

Please note any items checked.

- "3-Day Rule" for committees applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Statement of social equity required
- Ordinance creating a new board requires detailed County Mayor's report for public hearing
- No committee review
- Applicable legislation requires more than a majority vote (i.e., 2/3's present ____, 2/3 membership ____, 3/5's ____, unanimous ____, CDMP 7 vote requirement per 2-116.1(3)(h) or (4)(c) ____, CDMP 2/3 vote requirement per 2-116.1(3)(h) or (4)(c) ____, or CDMP 9 vote requirement per 2-116.1(4)(c)(2) ____) to approve
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 8(N)(1)
3-3-20

RESOLUTION NO. _____

RESOLUTION APPROVING CONTINUATION OF SPENDING AUTHORITY BEYOND MARCH 7, 2020 FOR AN ADDITIONAL YEAR FOR WORK ORDERS RELATED TO THE STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN THROUGH THREE EXISTING PROFESSIONAL SERVICES AGREEMENTS FOR THE DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS: (1) CONTRACT NO. CIP142-TR15-PE1 WITH WSP USA, INC., FORMERLY KNOWN AS PARSONS BRINCKERHOFF, INC.; (2) CONTRACT NO. CIP142-1-TPW16-PE1(1) WITH PARSONS TRANSPORTATION GROUP, INC.; AND (3) CONTRACT NO. CIP142-1-TPW16-PE1(2) WITH AECOM TECHNICAL SERVICERS, INC. (AECOM)

WHEREAS, this Board desires to accomplish the purposes outlined in the accompanying memorandum, a copy of which is incorporated herein by reference,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board approves continuation of spending authorities beyond March 7, 2020 for an additional year for work orders related to the Strategic Miami Area Rapid Transit (SMART) Plan through three existing Professional Services Agreements (PSA) for the Department of Transportation and Public Works (DTPW): (1) Contract No. CIP142-TR15-PE1 with WSP USA, Inc., formerly known as Parsons Brinckerhoff, Inc.; (2) Contract No. CIP142-1-TPW16-PE1(1) with Parsons Transportation Group, Inc.; and (3) Contract No. CIP142-1-TPW16-PE1(2) with AECOM Technical Services, Inc. Copies of the three above referenced PSAs are on file with DTPW and available upon request.

The foregoing resolution was offered by Commissioner who moved its adoption. The motion was seconded by Commissioner and upon being put to a vote, the vote was as follows:

- | | |
|--------------------------------|----------------------|
| Audrey M. Edmonson, Chairwoman | |
| Rebeca Sosa, Vice Chairwoman | |
| Esteban L. Bovo, Jr. | Daniella Levine Cava |
| Jose "Pepe" Diaz | Sally A. Heyman |
| Eileen Higgins | Barbara J. Jordan |
| Joe A. Martinez | Jean Monestime |
| Dennis C. Moss | Sen. Javier D. Souto |
| Xavier L. Suarez | |

The Chairperson thereupon declared the resolution duly passed and adopted this 3rd day of March, 2020. This resolution shall become effective upon the earlier of (1) 10 days after the date of its adoption unless vetoed by the County Mayor, and if vetoed, shall become effective only upon an override by this Board, or (2) approval by the County Mayor of this Resolution and the filing of this approval with the Clerk of the Board.

MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By: _____
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.



Bruce Libhaber