

MPO RESOLUTION #14-08

RESOLUTION APPROVING THE SCOPE OF WORK AND BUDGET FOR THE FLORIDA EAST COAST (FEC) TRANSIT CONNECTION STUDY

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area requires that the MPO provide a structure to evaluate the adequacy of the transportation planning and programming process; and

WHEREAS, the Transportation Planning Council (TPC) has been established and charged with the responsibility and duty of fulfilling the aforementioned functions; and

WHEREAS, the MPO Governing Board approved resolution #36-07 selecting a preferred rapid transit strategy for the Kendall Corridor; and

WHEREAS, the evaluation of transit services along the FEC Corridor from Dadeland North Metrorail Station to the Miami International Airport was part of the selected strategy for the Kendall Corridor.

WHEREAS, the TPC has reviewed the scope of work and budget, made a part hereof, and finds it consistent with the goals and objectives of the Transportation Plan for the Miami Urbanized Area,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA, that the attached substitute scope of services and budget for the Florida East Coast (FEC) Transit Connection Study is hereby approved.

The adoption of the foregoing resolution was moved by Board Member Carlos A. Gimenez. The motion was seconded by Board Member Lynda Bell, and upon being put to a vote, the vote was as follows:

Chairman Bruno A. Barreiro-Aye
Vice Chairwoman Barbara J. Jordan-Absent

Board Member Lynda Bell	-Aye	Board Member Joe A. Martinez	-Absent
Board Member Kevin A. Burns	-Absent	Board Member Dennis C. Moss	-Absent
Board Member Jose "Pepe" Diaz	-Absent	Board Member Julio Robaina	-Aye
Board Member Audrey M. Edmonson	-Aye	Board Member Dorrin D. Rolle	-Aye
Board Member Shirley M. Gibson	-Aye	Board Member Marc D. Sarnoff	-Absent
Board Member Carlos A. Gimenez	-Aye	Board Member Natacha Seijas	-Absent
Board Member Perla T. Hantman	-Aye	Board Member Katy Sorenson	-Aye
Board Member Sally A. Heyman	-Aye	Board Member Rebeca Sosa	-Absent
Board Member William H. Kerdyk	-Absent	Board Member Javier D. Souto	-Aye
		Board Member Richard L. Steinberg	-Aye

The Chairperson thereupon declared the resolution duly passed and approved this 22nd day of May, 2008.

METROPOLITAN PLANNING ORGANIZATION
 M.P.O.

By Zainab Salim
 Zainab Salim, Clerk
 MPO Secretariat



**Miami-Dade County
Metropolitan Planning Organization (MPO)**

Work Order # GPC III - 30

**FLORIDA EAST COAST (FEC) TRANSIT CONNECTION
STUDY
FROM DADELAND NORTH METRORAIL STATION TO MIAMI
INTERNATIONAL AIRPORT (MIA)**

SCOPE OF SERVICES

I. OBJECTIVE

The study will provide a status report on recent developments and evaluate the feasibility of transit services along the FEC corridor from MIA to the Dadeland area. The study's purpose would be to assist the integration of a transit service component into future plans for this inactive rail corridor.

II. BACKGROUND

As part of the MPO Governing Board's resolution relating to the Kendall-Link Study, the MPO staff was directed to evaluate transit service along the FEC corridor from Dadeland North Metrorail station to MIA. Even though this segment did not form part of the Kendall-Link Study recommendations, it would conceptually tie into transit connections serving the West Kendall area. at a proposed light diesel multiple unit (DMU) operating from the Dadeland North Metrorail station to the Metrozoo area.

This corridor has been identified in the Long Range Transportation Plan as a bicycle path facility which is also known as the Ludlam Trail. The Department of Park and Recreation (DPR) has been the lead agency for the Ludlam Trail project. Transit service along this corridor has not been formally included in existing plans despite several previous studies which have addressed the issue to one extent or another.

III. PREVIOUS WORK

In recent years the DPR has conducted various planning and engineering tasks for the Ludlam Trail project. The last study to address transit services along this corridor was the Rail Convertibility Study (2004) which provided a specific set of recommendations intended to maximize the transportation benefits of existing and under-utilized rail corridors in Miami-Dade County. Prior studies included the Kendall-S.R.826 Major Investment Study (2000) and the Palmetto Light Rail Study (1995).

IV. METHODOLOGY

1. Task 1: Study Coordination

- a.** The Consultant, in cooperation with the MPO will form a Study Advisory Committee (SAC). The SAC will include representatives of the following agencies: Miami-Dade Transit (MDT), Miami-Dade Public Works (DPW), Miami-Dade Parks & Recreation (DPR) and Florida Department of Transportation (FDOT).
- b.** The consultant will hold meetings with the SAC to discuss relevant issues regarding the development of the study, as well as to review the progress of the study. These meetings will be held at the MPO or in a teleconference format, as appropriate.
- c.** The consultant will present the results and recommendations of this study to the SAC and MPO Board and its committees. A minimum of 6 presentations will be scheduled for this purpose.

2. Task 2: Literature Research

- a.** The consultant will complete a literature review of both local and other relevant studies pertaining to the study's objective.
- b.** As part of this research, the consultant will examine experience in other cities where transit services have been implemented along side a major bicycle trail facility in a former rail corridor.
- c.** The consultant will summarize the result of these findings in a technical memorandum.

3. Task 3: FEC Rail Corridor Status Report

- a.** The consultant shall update existing conditions and usage along the FEC rail corridor including adjacent developments. This task will primarily focus on updating information gathered from previous studies and conduct a field observation of conditions.
- b.** The consultant will provide a summary of proposed future uses along these corridors emanating from CDMP's, study recommendations and FEC plans.
- c.** Prepare a technical memorandum providing a detailed analysis of existing conditions and work related to the FEC rail corridor.

4. Task 4: Transit Service Evaluation

- a.** The consultant shall identify various concepts to provide premium transit services along this corridor that may co-exist and complement the Ludlam Trail project.
- b.** The consultant shall evaluate the feasibility of implementing these concepts and shall address the following issues, at a minimum:
 - Environmental Scan
 - Infrastructure Assessment
 - ROW Assessment
 - Land Use Patterns
 - Traffic Impacts

- c. Order-of-magnitude capital cost estimates shall be prepared for each concept.
- d. The renderings for the concepts shall be developed to assist the understanding and visualization of proposals.
- e. Prepare a technical memorandum summarizing the results of the FEC corridor transit service evaluation.

5. Task 5: Recommendations/Final Report

- a. Prepare shall develop an implementation plan for the specific study recommendations and conclusions.
- b. Consultant shall complete a Final Report and Executive Summary which will document the study evaluation, findings and recommendations of policies to advance the utilization of these rail corridors in Miami-Dade County.
- c. Twenty-five (25) copies of the Final Report (full color). Pictures, charts, diagrams, maps, and tables should be included to facilitate the reading and illustrate the results of the study.
- d. One hundred (100) copies of the Executive Final Report (full color in a newsletter format and no more than 4 pages is recommended).
- e. A Power Point Presentation with the highlights of the study.
- f. A copy of both the Final Report and Executive Summary will be also submitted in a production-ready format and in an electronic format (CD) to be posted in the MPO Website.

V. SCHEDULE

The Consultant should complete this work in seven (7) months.

VI. ESTIMATED COST

The estimated budget for this study is \$70,000 including 10% for contingencies.