

Memorandum



Date: March 2, 2021

To: Honorable Chairman Jose "Pepe" Diaz
and Members, Board of County Commissioners

Agenda Item No. 8(N)(8)

From: Daniella Levine Cava
Mayor

Daniella Levine Cava

Resolution No. R-120-21

Subject: Resolution Approving Continuation of Spending Authorities (without any increase in the maximum spending authority therein) Beyond March 7, 2021 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 (without any increase in the maximum spending authority therein) beyond March 7, 2021, 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).

Delegated Authority

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

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 authorities 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.

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 \$11,000,000 for each PSA, and limited 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 authorized the use of Charter County Transportation Surtax Funds for such purposes.

At the time that these PSAs were approved, the Board requested that everything possible be done to complete these studies within one year. At that time, it was advised that there were several factors out of the County's control that rested with the Federal Transit Administration (FTA) regarding review times and the level of National Environmental Policy Act (NEPA) study that they would require. When these 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 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 neared completion and DTPW began 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. Therefore, the PSA with WSP received \$10,780,000 in additional funding capacity, which increased the total contract amount (inclusive of contingency) to \$21,780,000.00; the PSA with PTG received \$9,130,000 in additional funding capacity, which increased the total contract amount (inclusive of contingency) to \$20,130,000.00 and the PSA with AECOM received \$7,590,000 in additional funding capacity, which increased the total contract amount (inclusive of contingency) to \$18,590,000.00. These additional funds allow for continuation of the work and documentation needed for the FTA Capital Investment Grant (CIG) program (Small Starts and New Starts).

On March 3, 2020, the Board passed Resolution R-249-20, approving continuation of spending authorities beyond March 7, 2020, for an additional year for work orders related to the SMART Plan.

Status of Corridors:

The East-West Corridor is an 11-mile long corridor connecting Tamiami Station to the Miami Intermodal Center at Miami International Airport. The East-West 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 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's recommended alternative was presented to the Miami-Dade Transportation Planning Organization (TPO) Governing Board in October 2020 for selection of a Locally Preferred Alternative (LPA) and approved. The project team will begin to coordinate with FTA, the NEPA Class of Action immediately and finalize the NEPA document, expected to be completed in mid 2021.

DTPW was awarded an FTA Pilot Program Grant for a Master Transit-Oriented Development (TOD) Plan for the East-West Corridor in the amount of \$1,200,000 (\$960,000 from FTA and \$240,000 from People's Transportation Plan Bond Program). The Master TOD Plan received NTP in November 2018. The study will conduct two public design charrettes in Fall 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 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 Project Advisory Group meetings 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 entered into 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. The County issued a Request for Design Build Services for the South Corridor (South Dade Transitway) Rapid Transit Project in June 2019. In September, the FTA executed the grant agreement with DTPW for the project development, design, and construction of the South Corridor (South Dade Transitway) Rapid Transit Project. The Design-Build Services Agreement was awarded in September 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 for any PD&E work orders since FDOT is funding 50% of the study, up to five million dollars. 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 the 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 newly added study area, two public alternatives workshops in June 2019, two additional public alternatives workshops in September 2019, and three project advisory group meetings between May and November 2019. Through these numerous stakeholder meetings, public meetings and workshops, the project team identified the recommended alternative in November 2019, and presented the recommended alternative to the TPO Governing Board in January 2020 for the selection of an LPA. The TPO Governing Board unanimously adopted the recommended alternative – elevated rubber tire technology (Automated People Mover or Monorail) for Trunkline; Metromover Extension for Design District Extension; and bus/trolley in dedicated lanes on Washington Avenue. The project received an EA as the NEPA COA from the United States Coast Guard, and is expecting to finalize NEPA documents in Spring 2021.

The County received an unsolicited proposal from a consortium of firms in May 2019, to design, build, finance, operate and maintain a Monorail system for the Beach Corridor Trunkline 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 Proposal (RFP) for a Rapid Mass Transit Solution for the Beach Corridor Trunk Line in September 2019, and received a proposal in March 2020. After recommended by the Selection Committee to proceed with negotiations, the County negotiated with the selected team for an Interim Agreement (IA). The IA was presented to the Board for approval in October 2020. The County is currently working with the selected team to complete pre-development work and negotiation of the Project Agreement within the next 18 months.

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 (EFG) transit system as the LPA for the North Corridor. In October 2019, the TPO Governing Board selected HRT 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. DTPW reported the findings of the analysis to the TPO Governing Board at its March 2020 meeting. In addition, per directives from the Board, County staff issued an RFP to design, build, operate and maintain an EFG transit system for the North Corridor. Proposals are expected to be due in early 2021.

The Northeast Corridor is a 13-mile corridor connecting Miami Central Station in Downtown Miami and West Aventura Station in City of Aventura. This corridor is the County's portion of the Tri-Rail Coastal Link. FDOT District 4 initiated the Tri-Rail Coastal Link study in mid 2000. The NEPA study for this corridor was about 30% completed before it was put on hold. In June 2020,

Honorable Chairman Jose "Pepe" Diaz
and Members, Board of County Commissioners
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the Board passed Resolution R-558-20, directing the County to start negotiations with Brightline on the implementation of commuter rail service for the Northeast Corridor. Since the adoption of the resolution, the County has started negotiations and is in the process of developing an IA with Brightline.

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 were completed in early 2020. The BERT study is scheduled to be completed by the end of 2021.

To complete the above projects and studies, continuation of spending authority (without any increase in the maximum spending authority therein) beyond March 7, 2021, for an additional year, for work orders related to the SMART Plan through existing PSAs is recommended.


Jimmy Morales
Chief Operations Officer



MEMORANDUM
(Revised)

TO: Honorable Chairman Jose "Pepe" Diaz
and Members, Board of County Commissioners

DATE: March 2, 2021

FROM: 
Gen Bonzon-Keenan
County Attorney

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

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 *Daniella Lencina* Mayor
Veto _____
Override _____

Agenda Item No. 8(N)(8)
3-2-21

RESOLUTION NO. R-120-21

RESOLUTION APPROVING CONTINUATION OF SPENDING AUTHORITY BEYOND MARCH 7, 2021 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 SERVICES, INC.

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 authority beyond March 7, 2021, 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 **Eileen Higgins**, who moved its adoption. The motion was seconded by Commissioner **Sally A. Heyman** and upon being put to a vote, the vote was as follows:

	Jose "Pepe" Diaz, Chairman	aye
	Oliver G. Gilbert, III, Vice Chairman	aye
Sen. René García	aye	Keon Hardemon aye
Sally A. Heyman	aye	Danielle Cohen Higgins aye
Eileen Higgins	aye	Joe A. Martinez aye
Kionne L. McGhee	aye	Jean Monestime aye
Raquel A. Regalado	aye	Rebeca Sosa aye
Sen. Javier D. Souto	aye	

The Chairperson thereupon declared this resolution duly passed and adopted this 2nd day of March, 2021. 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

Melissa Adames

By: _____
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

A handwritten signature in blue ink, appearing to read "B. Libhaber".

Bruce Libhaber