


# Memorandum



**Date:** March 1, 2022

**To:** Honorable Chairman Jose “Pepe” Diaz  
and Members, Board of County Commissioners

**From:** Daniella Levine Cava  
Mayor 

**Subject:** Resolution Approving Continuation of Spending Authority beyond March 7, 2022 for an Additional Year for Work Orders related to the Strategic Miami Area Rapid Transit Plan through Three Existing Professional Services Agreements for the Department of Transportation and Public Works

Agenda Item No. 8(N)(11)

Resolution No. R-216-22

## Executive Summary

The purpose of this item is to gain authorization by the Board of County Commissioners (Board) to continue spending for an additional year beyond March 7, 2022 for work orders related to the Strategic Miami Area Rapid Transit (SMART) Plan under existing Professional Services Agreements (PSAs) with WSP USA, Inc., Parsons Transportation Group, Inc., and AECOM Technical Services, Inc. The requested continuation of spending authority does not increase the maximum contract amounts under the PSAs. The resolutions establishing the PSAs limited spending authority for work orders related to the SMART Plan to one year unless additional time is approved by the Board. To complete rapid transit projects and studies, i.e., East-West Corridor, South Dade TransitWay, Beach Corridor, North Corridor, Northeast Corridor and the network of Bus Express Rapid Transit (BERT) routes, continuation of spending authority is needed for an additional year.

## Recommendation

It is recommended that the Board approve the continuation of spending authority beyond March 7, 2022 for an additional year for work orders related to the SMART Plan under three existing PSAs for the Department of Transportation and Public Works (DTPW) – (1) *Contract No. CIP142-TR15-PE1* with WSP USA, Inc. (WSP), formerly known as Parsons Brinckerhoff, Inc., (2) *Contract No. CIP142-1-TPW16-PE1(1)* with Parsons Transportation Group, Inc. (PTG), and (3) *Contract No. CIP142-1-TPW16-PE1(2)* with AECOM Technical Services, Inc. (AECOM). This item does not authorize an increase to the maximum contract amount for the PSAs. Continuation of spending authority beyond March 7, 2022 is necessary to continue the planning and engineering services required to complete SMART Plan related projects as DTPW finalizes the planning phase and transitions into the implementation phase with the existing work orders as outlined in Exhibit 1.

## Delegated Authority

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

**Scope**

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

**Fiscal Impact/Funding Source**

There is no fiscal impact as the item is solely authorizing a one-year extension of spending authority for established contract amounts under the three existing PSAs for work orders related to the SMART Plan.

**Track Record/Monitor**

DTPW oversees work orders related to the SMART Plan. Mrs. Maria Perdomo, P.E., Major Projects and Program Implementation Manager, is the staff person responsible for oversight.

**Background**

On March 7, 2017, the Board passed Resolution Nos. R-256-17, R-257-17, and R-258-17, approving PSAs with WSP, PTG and AECOM to provide professional engineering services for DTPW’s Capital Improvement Plan in an amount not to exceed \$11,000,000 for a five-year term with a five-year option to renew period. However, the resolutions prescribed that all National Environmental Policy Act (NEPA) studies related to the SMART Plan be completed within one year. Accordingly, the resolutions limited spending authority under the PSAs for work orders related to the SMART Plan to one year unless additional time is approved by the Board.

When the three studies under the individual PSAs commenced in Spring 2017, the County proposed to the Federal Transit Administration (FTA) that abbreviated work be performed with a Class of Action (COA) of Categorical Exclusion (Cat-Ex), which would require the lowest level of environmental documentation and could have been completed in one year. Through coordination with FTA, it was determined that any rail mode alternative would trigger a higher level of environmental documentation, necessitating additional time to complete the NEPA studies. Such heightened documentation extended the NEPA studies, and on March 6, 2018, the Board adopted Resolution No. R-226-18, approving continuation of spending authority beyond March 7, 2018 for an additional year for work orders related to the SMART Plan to complete the required studies.

Subsequently, on February 5, 2019, the Board adopted Resolution Nos. R-151-19, R-152-19, and R-153-19, increasing the contract amounts for each PSA and authorizing continuation of spending authority for work orders related to the SMART Plan beyond March 7, 2019 for an additional year. The PSA with WSP received \$10,780,000 in additional funding capacity, which increased the total contract amount, inclusive of the contingency, to \$21,780,000; the PSA with PTG received \$9,130,000 in additional funding capacity, which increased the total contract amount, inclusive of the contingency, to \$20,130,000; and the PSA with AECOM received \$7,590,000 in additional funding capacity, which increased the total contract amount, inclusive of the contingency, to \$18,590,000.

On March 3, 2020, the Board passed Resolution No. R-249-20, approving continuation of spending authority beyond March 7, 2020, for an additional year for work orders related to the SMART Plan. Subsequently, on March 2, 2021, the Board passed Resolution No. R-120-21, approving continuation of spending authority beyond March 7, 2021 for an additional year for work orders related to the SMART Plan.

Through Resolution No. R-731-21, adopted July 20, 2021, the Board approved an \$11,000,000 increase to the contract value under the PSA with WSP, resulting in a modified total contract amount of \$32,780,000, inclusive of the contingency. The resolution also approved exercise of the PSA’s five-year option to renew period. These actions were taken to support professional services for the East-West Corridor for entry into the FTA Small Starts Program.

Through Resolution No. R-933-21, adopted October 5, 2021, the Board approved an \$11,000,000 increase to the contract value under the PSA with PTG, resulting in a modified total contract amount of \$31,130,000, inclusive of the contingency. The resolution also approved exercise of the PSA’s five-year option to renew period. These actions were taken to support professional services for the Northeast Corridor for entry into the FTA New Starts Program.

At a later date, a separate resolution will be submitted for Board approval for AECOM to exercise its five-year option term, affording it time to complete the required studies and for work associated with entry into the FTA Small Starts project.

A summary of the status of each of the rapid transit projects is set forth below.

(1) **East-West Corridor**

The East-West Corridor is a 13.5-mile corridor connecting the Tamiami Terminal to the Miami Intermodal Center along SW 8th Street, SW 137th Ave, SR 836, and NW 7th Street. The Miami-Dade Transportation Planning Organization (TPO) Governing Board adopted Bus Rapid Transit (BRT) as the Locally Preferred Alternative (LPA) in October 2020. The East-West Corridor Project Team submitted the NEPA checklist to FTA in March 2021 and is currently working with FTA to obtain a NEPA COA. In August 2021, the County submitted to FTA a letter requesting entry into the Project Development (PD) phase under the FTA Capital Investment Grants (CIG) Program for the East-West Corridor Rapid Transit Phase 1 Project. The project was accepted into the PD phase by FTA on October 26, 2021. DTPW is currently working on finalizing the NEPA documents, design plans and the Small Starts Application process.

The East-West Corridor received FTA Fiscal Year (FY) 2016 Transit-Oriented Development (TOD) Planning Pilot Program funding. The East-West TOD study was initiated in 2018 and is estimated to be completed in early 2022.

(2) **South Corridor**

The South Corridor, also known as the South Dade TransitWay, is a 20-mile dedicated transit corridor connecting Florida City to the Dadeland South Metrorail Station. In August 2018, the TPO adopted BRT as the LPA for this corridor. Subsequently, the County entered the project

into the FTA CIG PD phase, submitted a Small Starts application, and was awarded the Small Starts grant in the amount of \$100,000,000 in May 2020. In February 2021, the County issued the Notice to Proceed to the Design-Build contract. The project is currently in the construction phase. The overall design is 90% complete and construction is 20% complete. The Design-Build project is anticipated to be completed in 2023.

The South Corridor received FTA FY 2019 TOD Planning Pilot Program funding. The South Corridor TOD study is anticipated to begin in 2022.

(3) **Beach Corridor**

The Beach Corridor is an 11.5-mile corridor connecting the Miami Design District, Downtown Miami, and Miami Beach Convention Center. In January 2020, the TPO Governing Board adopted the LPA for three sub-areas of the Beach Corridor:

- Trunkline: elevated rubber tire vehicles
- Design District Extension: Metromover extension
- Convention Center Extension: dedicated lanes for bus/trolley along Washington Ave.

Subsequently, the project received an Environmental Assessment (EA) as the NEPA COA for the Trunkline from the United States Coast Guard (USCG). A draft EA document was submitted to the USCG in October 2021. A final EA document is anticipated to be completed in Spring 2022.

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 publishing 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 Trunkline 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) phase. The IA was presented to the Board for approval in October 2020. DTPW is currently working with the selected team to complete pre-development work and negotiate the Project Agreement. The IA phase is anticipated to be completed Summer 2022.

The Beach Corridor received FTA FY 2020 TOD Planning Pilot Program funding. The Beach Corridor TOD study is anticipated to begin in 2022.

(4) **North Corridor**

The North Corridor is a 10-mile corridor connecting the Martin Luther King Metrorail Station to NW 215th Street along NW 27th Avenue. The Florida Department of Transportation (FDOT) District Six is taking the lead on the Project Development and Environment (PD&E) study. The TPO Governing Board selected Elevated Fixed Guideway transit system as the LPA in December 2018 and selected Heavy Rail Transit (HRT) as the preferred transit

technology in October 2019. The project received an EA as the NEPA COA in March 2019. In June 2020, the County advertised a P3 Request for Proposals seeking a concessionaire to design, permit, construct/build, finance, operate and maintain full turn-key services for rapid mass transit. Phase I submittals were received and shortlisted in Fall 2020. The solicitation is entering into its second phase. Phase II technical proposals are due Spring 2022 and Bid Opening and Selection are scheduled for Summer 2022.


(5) **Northeast Corridor**

The Northeast Corridor is a 13.5-mile corridor connecting Downtown Miami to the City of Aventura along the existing Florida East Coast railway. In March 2021, the TPO Governing Board adopted commuter/passenger rail as the LPA for the Northeast Corridor. The project team submitted a NEPA checklist for the corridor in May 2021 and is currently working with FTA to obtain a NEPA COA. In August 2021, the County submitted to FTA a letter requesting entry into the PD phase under the FTA CIG program for the Northeast Corridor Rapid Transit Project. The project was accepted into the PD phase by FTA on October 26, 2021.

(6) **BERT Network**

The BERT network consists of the Flagler BRT corridor and nine express bus routes. The purpose of the express bus routes is to connect the SMART rapid transit corridors on limited access facilities. FDOT District Six is leading the PD&E study for the Flagler Corridor BRT project. The County is leading the PD&E study for the BERT network express bus routes. The LPA for the Flagler Corridor BRT project is anticipated in early 2022. The County led PD&E study for the express bus routes is anticipated to be completed in 2022.

To complete the rapid transit projects and studies, continuation of spending authority is needed beyond March 7, 2022 for an additional year for work orders related to the SMART Plan through the existing PSAs with WSP, PTG and AECOM.



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Jimmy Morales  
Chief Operations Officer



**Department of Transportation and Public Works**

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WSP USA INC.

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Contract No. CIP142-TR15-PE1

**Exhibit 1 - Open SMART Plan Work Orders**

| Work Order No. | Work Order Title   | Encumbered To Date | Paid To Date    | Balance To Date |
|----------------|--|--------------------|-----------------|-----------------|
| WO-A-005.R0    | SMART Plan Strategic Financial Planning and Other Advisory Services                              | \$ 272,357.00      | \$ 128,911.69   | \$ 143,445.31   |
| WO-A-010.R0    | SMART Plan EAST-West Corridor Project Development and Environment (PD and E) Phase II            | \$ 7,260,572.22    | \$ 4,940,514.73 | \$ 2,320,057.49 |
| WO-A-012.R0    | SMART Plan Master TOD Plan for East-West SMART Corridor  | \$ 1,212,920.30    | \$ 419,671.23   | \$ 793,249.07   |
| WO-A-019.R0    | South Dade Transitway BRT Branding   | \$ 312,362.10      | \$ 100,197.12   | \$ 212,164.98   |
| WO-A-021.R0    | East-West Corridor Heavy Rail Transit (HRT) to Central Business District (CBD) Feasibility Study | \$ 408,535.17      | \$ 386,925.21   | \$ 21,609.96    |
| WO-A-025.R0    | Transit Review Services for Development Applications   | \$ 44,719.90       | \$ 22,181.39    | \$ 22,538.51    |
| WO-A-026.R0    | Owner's Representative Scope of Work for the Beach Corridor Trunk Line Design and Build Project  | \$ 66,886.23       | \$ -            | \$ 66,886.23    |
| WO-A-030.R0    | CIP154 East-West Corridor Rapid Transit (SMART Plan)-BRT Extension to CBD Analysis               | \$ 333,859.46      | \$ 309,589.99   | \$ 24,269.47    |
| WO-A-033.R0    | The South Miami Dade Bus Maintenance/Operations Facility Concept Development                     | \$ 227,917.90      | \$ -            | \$ 227,917.90   |
| WO-A-034.R0    | 2020 Build Grant Application   | \$ 60,933.53       | \$ 53,978.78    | \$ 6,954.75     |
| WO-A-035.R0    | Dadeland South Station-DCP Review  | \$ 113,575.00      | \$ 75,833.76    | \$ 37,741.24    |
| WO-A-037.R0    | Document Control for SMART Plan Program  | \$ 397,071.91      | \$ 62,208.00    | \$ 334,863.91   |
| WO-A-038.R0    | CIP154-East-West Corridor Rapid Transit (SMART Plan) - Transit Connections Analysis              | \$ 227,019.01      | \$ 180,422.80   | \$ 46,596.21    |
| WO-A-043.R0    | Beach Corridor Express Train Metromover Switch Insertion Analysis                                | \$ 36,279.55       | \$ -            | \$ 36,279.55    |
| WO-A-047.R0    | East-West Corridor Rapid Transit Phase 2 Bus Rapid Transit (BRT) LPA Phase 1 and Phase 2 Survey  | \$ 772,521.26      | \$ -            | \$ 772,521.26   |
| <b>Totals:</b> |  | \$ 11,747,530.54   | \$ 6,680,434.70 | \$ 5,067,095.84 |



**Department of Transportation and Public Works**

Parsons Transportation Group, Inc., d/b/a, Parsons

Contract No. CIP142-1-TPW16-PE1(1)

Exhibit 1 - Open SMART Plan Work Orders

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| Work Order No. | Work Order Title  | Encumbered To Date | Paid To Date     | Balance To Date |
|----------------|---|--------------------|------------------|-----------------|
| WO-B-011.R0    | SMART Plan Beach Corridor Project Development and Environment Phase III       | \$ 9,816,818.78    | \$ 8,535,932.07  | \$ 1,280,886.71 |
| WO-B-018.R0    | SMART Plan Document Review  | \$ 414,227.16      | \$ 375,842.80    | \$ 38,384.36    |
| WO-B-019.R0    | SMART Plan Bus Express Rapid Transit (BERT) Network Implementation            | \$ 1,934,129.79    | \$ 1,588,668.08  | \$ 345,461.71   |
| WO-B-022.R0    | SMART Plan Beach Corridor PD&E Study Phase III (36" Water Main)               | \$ 501,984.96      | \$ 182,577.46    | \$ 319,407.50   |
| WO-B-024.R0    | General In-House Support for SMART Plan Program                               | \$ 85,915.86       | \$ 39,681.78     | \$ 46,234.08    |
| WO-B-025.R0    | Planning Document Review for the Northeast Corridor                           | \$ 463,837.76      | \$ 113,557.79    | \$ 350,279.97   |
| WO-B-030.R0    | In-House Support Staff - Plans Review (Aventura Station Design Build Project) | \$ 142,058.99      | \$ -             | \$ 142,058.99   |
| WO-B-031.R0    | Owner's Representative for the Beach Corridor Trunk Line DBFOM P3 Project     | \$ 1,286,948.07    | \$ 142,767.16    | \$ 1,144,180.91 |
| WO-B-032.R0    | Beach Express South (SMART Plan)  | \$ 136,257.57      | \$ -             | \$ 136,257.57   |
| <b>Totals:</b> |   | \$ 14,782,178.94   | \$ 10,979,027.14 | \$ 3,803,151.80 |



**Department of Transportation and Public Works**

**AECOM Technical Services, Inc.  
 Contract No. CIP142-1-TPW16-PE1(2)  
 Exhibit 1 - Open SMART Plan Work Orders**

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| Work Order No. | Work Order Title  | Encumbered<br>To Date  | Paid<br>To Date        | Balance<br>To Date     |
|----------------|---|------------------------|------------------------|------------------------|
| WO-C-005.R0    | SMART Plan Develop Guidelines for the Design of Off-Street Bus Facilities   | \$ 297,356.00          | \$ 236,168.83          | \$ 61,187.17           |
| WO-C-011.R0    | SMART Plan South Corridor Project Development and Environment (PD and E) Study Phase II   | \$ 347,548.33          | \$ 258,548.68          | \$ 88,999.65           |
| WO-C-018.R0    | South Dade Transitway Project Development and Environment Roadway Survey and Utility Designates   | \$ 1,413,543.25        | \$ 1,413,329.75        | \$ 213.50              |
| WO-C-024.R0    | Design-Build Criteria Package for the South Corridor (South Dade Transitway) Rapid Transit  | \$ 3,090,716.89        | \$ 2,008,875.97        | \$ 1,081,840.92        |
| WO-C-038.R0    | Replacement of Escalators and Refurbishment of Elevators at Metrorail Stations - Support Services during Bid & Award and Support Services during Construction | \$ 492,000.00          | \$ -                   | \$ 492,000.00          |
| <b>Totals:</b> |   | <b>\$ 5,641,164.47</b> | <b>\$ 3,916,923.23</b> | <b>\$ 1,724,241.24</b> |





**MEMORANDUM**  
(Revised)

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

**DATE:** March 1, 2022

**FROM:**   
Gen Bonzon-Keenan  
County Attorney

**SUBJECT:** Agenda Item No. 8(N)(11)

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)(11)  
3-1-22

RESOLUTION NO. \_\_\_\_\_ R-216-22

RESOLUTION APPROVING CONTINUATION OF SPENDING AUTHORITY BEYOND MARCH 7, 2022 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, 2022, 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 **Rebeca Sosa**, who moved its adoption. The motion was seconded by Commissioner **Eileen Higgins** and upon being put to a vote, the vote was as follows:

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

The Chairperson thereupon declared this resolution duly passed and adopted this 1<sup>st</sup> day of March, 2022. 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: Basia Pruna  
Deputy Clerk

Approved by County Attorney as  
to form and legal sufficiency.

A handwritten signature in black ink, appearing to read "B. Libhaber", is written over a horizontal line.

Bruce Libhaber