

**Grantee Name:** Miami Dade Transit  
**Project:** Orange Line Phase 3: East-West Corridor

Project Phase:  Planning  PE  FD  Construction

FTA TOM: Dudley Whyte  
 FTA PMOC: Shaw Group

Grantee PM: Ernesto Polo, P.E.  
 PMC PM: Monica D. Cejas, P.E.  
 Corridor Consultant: HNTB Corporation

**Scope**

- ◆ The proposed Orange Line Phase 3: East-West Corridor project consists of a 10 to 13 miles elevated fixed guideway extension of the existing Metrorail System
- ◆ There are a maximum of 10 stations within the project
- ◆ In addition to the stations there are park-ride lots proposed for this project

**Schedule**

- ◆ LPA selection 3<sup>rd</sup> Quarter 2009
- ◆ FTA New Starts Application Review/FTA Approval to enter Preliminary Engineering (PE) 1<sup>st</sup> Quarter 2010
- ◆ PE completion 4<sup>th</sup> Quarter 2010
- ◆ Record of Decision (ROD) 4<sup>th</sup> Quarter 2010
- ◆ MDT request State funds from FDOT FDOT FY 2011
- ◆ Final Design (FD) complete 3<sup>rd</sup> Quarter 2013
- ◆ Obtain FFGA 3<sup>rd</sup> Quarter 2013
- ◆ R/W Acquisition complete 2<sup>nd</sup> Quarter 2015
- ◆ Project Completion (calendar year) 4<sup>th</sup> Quarter 2019\*

\*All dates are subject to FTA's Approval of the updated Financial Plan

**CURRENT STATUS:** A Supplemental DEIS is underway to update the 1998 FEIS, along with development of an alignment for MPO endorsement as the Locally Preferred Alternative (LPA). MDT is currently studying various alignment options; however, alternative 12C (S.W. 8<sup>th</sup> Street) appears to be the most cost effective alignment option. The Project schedule will be revised to reflect the updated financial plan once it is adopted.

**Budget**

<u>Cost Items</u>	<u>Baseline Cost Estimate(YOE)</u>	<u>Current Cost Estimate (YOE)</u>	<u>Expenditures to Date*</u>
Project Cost	\$2,281,009,723	\$2,281,009,723**	\$13,232,297
Federal Share	\$700,000,000	\$700,000,000	-
FDOT Share	\$790,504,682	\$790,504,682	-
PTP Share	\$790,504,682	\$790,504,682	\$13,406,519

\* as of April 1<sup>st</sup>, 2008  
 \*\*Excludes Finance Charges

**CURRENT STATUS:** Budget revision occurred in 4Q'06 based on planning estimates.

**Issues/Highlight Previous Quarter**

- ◆ Finalized Project Briefing Book and the "Synopsis of Development of Estimated Ridership" memo (printing of bound copies is on hold)
- ◆ PMC prepared memo to respond to supplementary comments made to MDT by the FTA on the "Final Baseline Alternative Development Report"
- ◆ MDT continued discussions on partnering opportunities with FDOT to give County First Right of Refusal on properties acquired in vicinity of project alignment
- ◆ Finalized Technical Memorandum for eight additional mode and alignment options; Report includes engineering/track alignment, graphics and cost estimates for the following eight options:
  - Option 1: Bus Rapid Transit (BRT)
  - Option 2: Diesel Multiple Unit (DMU)
  - Option 3: Minimum Operable Segment (MOS) for Heavy Rail Transit (HRT)
  - Option 4: Light Rail Transit (LRT)
  - Option 5: Heavy Rail Transit/Bus Rapid Transit (HRT-BRT)
  - Option 6: Heavy Rail Transit/Light Rail Transit (HRT-LRT)
  - Option 7: Heavy Rail/Dual Mode Vehicles (HRT-DMV)
  - Option 8: Heavy Rail Transit (HRT)
- ◆ Revised "working" project schedule that ties the Begin of the R/W Acquisition Process to the FFGA rather than to the ROD. Project completion date moved to 2019

- ◆ Continued cost effectiveness review and cost reduction measures
- ◆ Progressed development of LPA
- ◆ Environmental and engineering analysis continued

#### **Upcoming Activities in Next Quarter**

- ◆ Submittal of responses to FTA's comments on the Baseline Alternative Development Report
- ◆ FTA's Approval of the Baseline Alternative Development Report
- ◆ Update Scoping Approach and discuss with FTA
- ◆ Continue meetings with Public Officials and key stakeholders
- ◆ Working towards a Locally Preferred Alternative (LPA)