

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
 Period: April – June 2008

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⁽¹⁾

◆ Locally Preferred Alternative (LPA) selection	1 st Qtr 2012
◆ New Starts Application/Request to enter Preliminary Engineering (PE)	1 st Qtr 2013
◆ PE completion	4 th Qtr 2014
◆ Record of Decision (ROD)	4 th Qtr 2014
◆ Final Design (FD) complete	3 rd Qtr 2017
◆ Obtain Full Funding Grant Agreement (FFGA)	3 rd Qtr 2017
◆ R/W Acquisition complete	2 nd Qtr 2019
◆ Project Completion (Calendar Year)	4 th Qtr 2023

(1) 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, the S.W. 8th Street Alternative 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⁽²⁾</u>
Project Cost	\$2,463,058,000	\$2,463,058,000 ⁽³⁾	\$13,760,969
Federal Share	\$1,231,529,000	\$1,231,529,000	-
FDOT Share	\$615,764,500	\$615,764,500	-
PTP Share	\$615,764,500	\$615,764,500	\$13,760,969

(2) As of May 31st, 2008

(3) Excludes Finance Charges

CURRENT STATUS: Budget revision occurred in 1st Q 2008 based on planning estimates.

Issues/Highlight Previous Quarter (April – June 2008)

- ◆ MDT sent responses to FTA's supplementary comments on the "Final Baseline Alternative Development (Baseline) Report" on April 18th, 2008 & May 28th, 2008;
- ◆ FTA provided comments on May 8th, 2008 requesting additional information on the Baseline Report and to convene a technical meeting to further discuss Project;
- ◆ Provided a Project update to FDOT on May 15th, 2008. Discussed Efficient Transportation Decision Making (ETDM) format and timeline for loading Project in Planning and Programming Screens;
- ◆ Meeting held on June 2nd, 2008 with Commissioner Joe. A. Martinez to provide Project update;
- ◆ Package sent to Commissioner Martinez on June 4th, 2008 with additional Project information;
- ◆ Provided "Public Involvement" packages to the Mayor's office on June 13th, 2008 with additional Project information;
- ◆ Meeting held with the South Florida Water Management District (SFWMD) on June 26th, 2008 to discuss possible use of the canal's Right of Way for the SW 8th Street alignment option;
- ◆ Updated Capital Budget Cash Flows (utilizing the cost developed back in March 2008 of the latest SW 8th St Heavy Rail Alignment Option) for project opening in FY 2020, FY 2024, and FY 2025;
- ◆ Finalized development of conceptual implementation schedules for the

following scenarios:

- HRT Option; Traditional Design, Bid, Build; Design Build (one D/B team); Design Build (breaking project into 3 segments, 3 teams);
- ◆ Updated conceptual Capital Cost Estimates, Matrix, and Location Maps for the following modes on North and East-West Corridors:
 - Metro Rapid Bus Transit System (MRB)
 - Bus Rapid Transit System (BRT)
 - Light Rail Transit System (LRT)
 - Baseline Alternative
 - Heavy Rail Transit System (HRT);
- ◆ Continued cost effectiveness review and cost reduction measures;
- ◆ Progressed development of LPA;
- ◆ Environmental and engineering analysis continued.

Upcoming Activities in Next Quarter (July – September 2008)

- ◆ Set up technical meeting to further discuss Baseline Alternative Development Report and Project in general with FTA;
- ◆ FTA's Approval of the Baseline Alternative Development Report;
- ◆ Set up teleconference with FTA to discuss range of alternatives that will be loaded in Efficient Transportation Decision Making (ETDM). MDT will seek FTA's commitment to act as the lead agency in the review process;
- ◆ Continue developing Scoping Approach for most recent alternatives and discussion with FTA;
- ◆ Continue meetings with Public Officials and key stakeholders;
- ◆ Working towards a Locally Preferred Alternative (LPA).

