

**MIAMI-DADE TRANSIT  
MONTHLY BRIEFING REPORT  
MARCH 2008 (REVISED)  
ORANGE LINE PHASE 3: EAST-WEST CORRIDOR**

PROJECT PHASE:  Alternatives Analysis  Preliminary Engineering  Final Design  Construction

**MDT PROJECT DIRECTOR:** Ernesto Polo, P.E.  
**PMC PROJECT MANAGER:** Monica D. Cejas, P.E.

**CORRIDOR CONSULTANT:** HNTB Corporation  
**COMMISSION DISTRICTS:** 6, 10, 11 & 12

**SCOPE**

- ◆ The proposed East-West Corridor project consists of a 10 to 13 mile fixed guideway extension of the existing Metrorail System from the Miami Intermodal Center (MIC) at the Miami International Airport (MIA) to Florida International University (FIU) and points west to SW 137<sup>th</sup> Avenue;
- ◆ 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**

◆ Submittal of Final Baseline Alternative Report	4 <sup>th</sup> Qtr 2007
◆ Locally Preferred Alternative (LPA) selection	3 <sup>rd</sup> Qtr 2009
◆ New Starts Application/Request to enter Preliminary Engineering (PE)	2 <sup>nd</sup> Qtr 2009
◆ PE completion	4 <sup>th</sup> Qtr 2010
◆ Record of Decision (ROD)	4 <sup>th</sup> Qtr 2010
◆ Final Design (FD) complete	3 <sup>rd</sup> Qtr 2013
◆ Obtain Full Funding Grant Agreement (FFGA)	3 <sup>rd</sup> Qtr 2013
◆ RW Acquisition complete	2 <sup>nd</sup> Qtr 2015
◆ Project Completion	4 <sup>th</sup> Qtr 2019*

\* Calendar Year (CY)

*These dates represent a working timeline that will very likely be affected by the resolution of the financial plan and policy/administrative decisions made by the Federal Transit Administration (FTA).*

**BUDGET**

	2007	YEAR-OF-EXPENDITURE
Project Cost**	\$1.0 to \$1.8 Billion	\$1.4 to \$2.3 Billion

\*\* Excluding Finance Charges

**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 has been adopted.

**ISSUES/HIGHLIGHT IN THE MONTH OF MARCH 2008**

- ◆ Finalized Project Briefing Book and the "Synopsis of Development of Estimated Ridership" memo (printing of bound copies is on hold);
- ◆ COR approved HNTB's latest Labor Rate Roster;
- ◆ 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)
- ◆ Environmental and engineering analysis continued.

**UPCOMING ACTIVITIES IN THE MONTH OF APRIL 2008**

- ◆ Submittal of responses to FTA's comments on the "Baseline Alternative Development Report";
- ◆ FTA's approval of Baseline Alternative Development Report for most recent alternatives;
- ◆ 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).