

Office of School Facilities
Jaime G. Torrens, Chief Facilities Officer

SUBJECT:

- 1) RECEIVE UPDATE ON THE PROPOSED NORTH CORRIDOR METRORAIL EXTENSION, AS IT RELATES TO IMPACTS ON SCHOOL BOARD PROPERTIES;
- 2) REQUEST THAT THE SCHOOL BOARD REPRESENTATIVE TO THE METROPOLITAN PLANNING ORGANIZATION GOVERNING BOARD EXPRESS THE BOARD'S OVERALL SUPPORT FOR THIS PROJECT, BUT NOT ENDORSE THE PROPOSED NORTH CORRIDOR METRORAIL EXTENSION GUIDEWAY ALIGNMENT, DUE TO ITS NEGATIVE IMPACT ON SCHOOL BOARD PROPERTIES; AND
- 3) DIRECT THE SUPERINTENDENT TO NOTIFY MIAMI-DADE TRANSIT OF THE BOARD'S OBJECTION TO THE PROPOSED NORTH CORRIDOR METRORAIL EXTENSION GUIDEWAY ALIGNMENT, AND CONTINUE TO MONITOR THE PROJECT IN COORDINATION WITH THE DISTRICT'S EMINENT DOMAIN COUNSEL AND REPORT BACK TO THE BOARD AS THE PROJECT DEVELOPS

COMMITTEE: FACILITIES AND CONSTRUCTION REFORM

LINK TO

STRATEGIC PLAN: IMPROVE CONSTRUCTION SERVICES

Background

At its June 18, 2008 meeting, the Board authorized the Superintendent to request that Miami-Dade Transit (MDT) explore one or more options that realign the elevated guideway tracks of the proposed North Corridor Metrorail extension to areas outside of any Board-owned property, and report back to the Board once the viability of the additional options have been explored by MDT. The project proposes to extend Metrorail along a 9.2 mile corridor on NW 27 Avenue, from NW 79 Street to NW 215 Street; as now configured, a portion of the guideway will impact the Board-owned John H. Schee Transportation Facility (Transportation Facility) located at 2755 NW 122 Street, and the Facilities Operations and Maintenance Complex (Maintenance Complex) located at 12525 NW 28 Avenue.

**REVISED
REPLACEMENT**

Update

On June 23, 2008 and June 27, 2008, District staff met with representatives of MDT to investigate the possibility of modifying the elevated guideway alignment. MDT submitted a formal response advising that it had investigated the possibility of modifying its design to avoid impacts to Board properties, but that no feasible alternatives were found that would completely avoid these facilities while complying with the design requirements and corridor constraints of the Metrorail extension. These constraints are largely dictated by project cost saving measures that avoid major right-of-way acquisitions, and the decision by MDT to locate one of the new Metrorail stations within the Miami-Dade College campus.

MDT confirmed that placement of the guideway system within the Transportation Facility and the Maintenance Complex will impact ongoing District use during portions of the estimated two-year construction phase, but that it will coordinate with the District to maintain access to the facilities for bus and maintenance operations. Further, MDT indicated that the location of the guideway columns will permanently impact a total of seven existing parking spaces within the Transportation Facility and Maintenance Complex (three spaces for bus parking and four for staff parking). MDT advised that it will be responsible for making the necessary adjustments to the parking lot layout in order to mitigate this impact. MDT has also indicated that the District will have continued use of the area under the guideway, other than in the vicinity of the guideway columns, once construction is completed. However, the Board's outside eminent domain counsel has advised that the total portion of the Transportation Facility and the Maintenance Complex to be impacted, the number of bus and staff parking spaces to be eliminated, and whether or not the District will have continued use of the area under the guideway for District operations once the guideway is constructed can not be determined until such time as the nature of the "taking" of Board property by MDT is finalized.

In an attempt to provide the Board with basic information dealing with the potential impact to the Board properties as a result of the construction and ongoing operation of the guideway, a preliminary analysis, based in large part on data supplied by MDT, has been completed by the District, reflecting those issues that are apparent at this time; additional issues impacting District operations may be forthcoming as more comprehensive studies are completed. The results of the preliminary analysis indicate the following:

Temporary impacts during the construction phase of the project (approximately 2 years):

- Approximately 85 of the existing 403 parking spots within the Maintenance Complex used for Maintenance Department vehicles may be unavailable;
- Approximately 40 of the existing 100 school bus parking spaces in the Transportation Facility may be unavailable;
- A Hazardous Materials Storage Building located in the Maintenance Complex will not be available during construction and will require relocation prior to initiation of Metrorail service;

- Vehicular access (buses, staff, maintenance vehicles and deliveries) to the Transportation Facility and the Maintenance Complex will be significantly impacted;
- Possible construction related noise and vibration impacts to on-site structures; and
- Several on-site utilities (sewer and water main lines, overhead electrical lines and light poles) may be impacted and require relocation to avoid disruptions of crucial services.

Permanent impacts to ongoing District operations:

- Approximately 4 vehicle parking spots in the Maintenance Complex may be eliminated;
- Approximately 3 school bus parking spaces may be eliminated;
- Relocation of the Hazardous Materials Storage Building will be required;
- Potential ongoing noise and vibration impacts to the Maintenance building due to proximity of the guideway/Metrorail train to the structure; and
- Potential need for MDT to have unrestricted access on an as-needed basis for maintenance of Metrorail guideway.

MDT has advised that the Metrorail project requires achievement of a number of milestones through the third quarter of 2009. These include endorsement of the locally preferred alternative for the North Corridor Metrorail Extension at the Metropolitan Planning Organization Governing Board (MPO) meeting of September 4, 2008. Given the inability at this time for either MDT or the District to determine definitively the impact of guideway placement to the Transportation Facility and Maintenance Complex, the portion(s) of either site to be subject to a taking by MDT and the impact such a taking will have on ongoing District operations, staff is recommending that the Board representative to the MPO express the Board's overall support for this project, but not endorse the proposed guideway alignment due to its negative impact on Board properties. It is further recommended that District staff notify MDT of the Board's objection to the proposed guideway alignment, and continue to monitor the project in coordination with the Board's eminent domain counsel to ensure that the Board's interests are protected. Further updates will be provided to the Board as the project develops.

RECOMMENDED: That The School Board of Miami-Dade County, Florida:

ADDED

- 1) receive update on the proposed North Corridor Metrorail Extension, as it relates to impacts on School Board properties; and
- 2) request that the School Board representative to the Metropolitan Planning Organization Governing Board express the Board's overall support for this project, but not endorse the proposed North Corridor Metrorail Extension guideway alignment, due to its negative impact on School Board properties; and
- 3) direct the Superintendent to notify Miami-Dade County Transit of the Board's objection to the proposed North Corridor Metrorail extension guideway alignment, and continue to monitor the project in coordination with the District's eminent domain counsel and report back to the Board as the project develops.

VV:mo