



CITY OF FORT LAUDERDALE
City Commission Agenda Memo
CONFERENCE MEETING

#16-0222

TO: Honorable Mayor & Members of the
Fort Lauderdale City Commission

FROM: Lee R. Feldman, ICMA-CM, City Manager

DATE: February 16, 2016

TITLE: Wave Streetcar Agency Roles and Funding Discussion

This memo serves as an update on the Wave Streetcar project timeline, budget, funding, and potential agency role changes, and identifies additional City commitments needed.

As a recap, the Wave Streetcar is currently being advanced by the South Florida Regional Transportation Authority (SFRTA) as the project sponsor, designer, and implementer on behalf of the project partners including the Federal Transit Administration (FTA)/US Department of Transportation (DOT), the Florida Department of Transportation (FDOT), Broward County, the Broward Metropolitan Planning Organization (MPO), the Downtown Development Authority of Fort Lauderdale (DDA), and the City of Fort Lauderdale (City).

In September 2015, discussions started between the partner agencies regarding FDOT assume the project sponsor, designer, and implementer role on behalf of the partnership given their expertise in managing roadway construction projects and they are advancing the streetcar extensions to the Airport and Convention Center through the Central Broward East West project.

Over the past few months, significant review and evaluation has taken place by FDOT in terms of project delivery method, scope, budget, and timeline. After performing an extensive review, FDOT presented an updated timeline and budget to the partners for consideration if they were to take on this new role.

Under the FDOT led plan, a new project delivery method is being proposed. Instead of continuing with a design-bid-build (DBB) approach, FDOT is proposing to do a design-build (DB) procurement using the existing 75-90% project designs (and the 30% site plan design for the maintenance facility). FDOT is experienced in DB methods and feels very confident this is the appropriate method of procurement to deliver the project on time and on budget.

An updated timeline and budget have been developed as part of this process. It results in a schedule extension to late 2020 from late 2018 and increases the capital costs by \$22 million (based on today's dollars). FDOT has committed to paying 50% of the capital cost increases, if any, providing that the receiving 50% is matched locally. This applies to the known increases and the unknown future increases, if any.

Before the new role change can take place, FTA will need to approve the transfer from SFRTA to FDOT and agreements will need to be entered into to give FDOT confidence that the necessary funding is in place for the current budget shortfall and any future capital cost overruns, if any.

Based on the 50% commitment from FDOT of \$11.30 million of the identified shortfall, the City is being requested to come up with 25% of the local share, currently estimated at \$5.65 million. Water/Wastewater funds have been identified as a possible funding source to use, limited to portions of the project that involve the construction, reconstruction, repair, improvement and extension of water/wastewater systems. In addition, the City is being requested to commit to funding 25% of any capital cost overruns that may occur through project completion.

It should be noted that these budget numbers are just estimates and include required contingencies (approximately 15%) to deal with unknowns. In the end, there may or may not be a funding shortfall and this will be known once the DB bids are received, currently anticipated to occur in late 2016.

If this approach is acceptable, an agreement will be brought back for consideration within 60 days.

Resource Impact

There is no resource impact at this time. A separate funding agreement will be brought back to Commission within 60 days for consideration.

Strategic Connections

This item is a Commission Annual Action Plan priority, included within the Management Agenda, advancing the Wave Streetcar project.

This item is also a *Press Play Fort Lauderdale Strategic Plan 2018* initiative, included within the Infrastructure Cylinder of Excellence, specifically advancing:

- Goal 1: Be a pedestrian friendly, multi-modal City.
- Objective 1: Improve transportation options and reduce congestion by working with agency partners.
- Initiative 3: Work with partners to construct the Wave Streetcar, including the Transit-Oriented Development (TOD) ordinances and connections to airport, port, and rail stations.

This item advances the *Fast Forward Fort Lauderdale 2035 Vision Plan*: We are Connected.

Attachments

Exhibit 1 – Updated Timeline

Exhibit 2 – Project Cost Estimate

Prepared by: Elizabeth Van Zandt, Transportation and Mobility

Department Director: Diana Alarcon, Transportation and Mobility

WAVE MODERN STREETCAR																				
DESIGN-BUILD SCHEDULE																				
Key Project Tasks	2016				2017				2018				2019				2020			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
DESIGN-BUILD																				
Complete Design to Appropriate % for All Elements																				
Develop Design-Build RFP Package																				
Legal and Procurement Review																				
Advertisement																				
Shortlisting																				
Letting																				
NTP to DB Team																				
Complete 100% Design and Permitting																				
Delivery of Materials (Rail, Special Track, OCS, TPSS)																				
Construction Begin																				
TIGER Funds Substantially Complete																				
NTP to Operations & Maintenance Contractor																				
Substantial Completion of Construction																				
Testing & Commissioning																				
Rail Activation / Revenue Service																				Dec

Wave Modern Streetcar - Project Cost Estimate (1/27/2016)

CATEGORY	SFRTA Base Year Jul-15	SFRTA Base Year Jan-16	FDOT Base Year Jan-16
10-Guideway & Track	\$35,040	\$27,631	\$27,631
20-Stations & Stops	\$5,144	\$3,217	\$3,217
30-VMSF	\$11,011	\$15,655	\$15,655
40-Sitework	\$12,958	\$21,411	\$21,411
50-Systems	\$25,701	\$23,393	\$23,393
60-Right-of-Way	\$2,075	\$2,075	\$2,075
70-Vehicles	\$31,174	\$32,348	\$32,348
80-Professional Services	\$31,593	\$46,561	\$41,219
Subtotal	\$154,696	\$172,291	\$166,949
Un Allocated Contingency	\$12,161	\$7,788	\$7,546 *
BASE COST	\$166,857	\$180,079	\$174,495
ADDITIONAL COSTS:	\$0	?	\$20,786
VMSF: Non-Revenue Equipment	\$0	?	\$2,000
Misc. Shop Tools	\$0	?	\$500
Upgrade-Type IV Bldg.	\$0	?	\$1,929 **
ROW: Poles/Cabinets/Borings	\$0	?	\$1,000
Design/Build: Design	\$0	\$0	\$6,391 ***
Risk			\$4,565 ****
Stipends	\$0	\$0	\$1,400
Incentives/Bonus	\$0	?	\$3,000
TOTAL	\$166,857	\$180,079	\$195,281

NOTE: Does not include any potential bid price or construction cost overruns for any scenario

Total Committed:	\$172.7M
Project Cost:	\$195.3M
Difference:	\$22.6M

Notes:

- * 7.861% for SFRTA July 2015, 4.52% for SFRTA and FDOT Jan 2016
- ** Does not include wheel truing machine and not complete upgrade
- *** 7% of 10-50 for FDOT Jan 2016
- **** 5% of 10-50 for FDOT Jan 2016