



Miami-Dade County Board of County Commissioners

Office of the Commission Auditor

Board of County Commissioners Meeting

April 5, 2016

9:30 A.M.

Commission Chamber

Research Division

Charles Anderson, CPA
Commission Auditor
111 NW First Street, Suite 1030
Miami, Florida 33128
305-375-4354

Board of County Commissioners
April 5, 2016 Meeting
Research Notes

Item No.	Research Notes		
4A 160570	ORDINANCE RELATING TO IMPACT FEES; AMENDING REPORTING REQUIREMENTS FOR IMPACT FEE TRUST FUNDS AND REQUIRING REPORT OF IMPACT FEE COLLECTIONS AND EXPENDITURES IN EACH COMMISSION DISTRICT; AMENDING SECTIONS 33E-11, 33H-11, 33I-10, 33J-11, AND 33K-10 OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA; PROVIDING SEVERABILITY, INCLUSION IN THE CODE AND AN EFFECTIVE DATE		
Notes	The proposed ordinance relating to impact fees, amends reporting requirements for impact fee trust funds and requires reporting of impact fee collections and expenditures in each commission district.		
	Code Comparison Chart Miami-Dade County Code Sections 33E-11, 33H-11, 33I-10, 33J-11, and 33K-10		
	<i>Section</i>	<i>Current</i>	<i>Proposed</i>
	Sec. 33E-11 (c) <i>Impact fee benefit districts and trust accounts.</i>	(c) A financial and management report on the impact fee trust funds shall be prepared annually by the County Public Works Director and submitted to the County Mayor within one hundred twenty (120) days of the end of the County's fiscal year.	(c) A financial and management report outlining expenditures and unexpended funds within each impact fee benefit district shall be prepared annually by the County Mayor or the Mayor's designee and shall be submitted to the Board of County Commissioners within one hundred twenty (120) days of the end of the County's fiscal year. The County Mayor or Mayor's designee shall also prepare and submit to the Board of County Commissioners a quarterly report providing information regarding impact fee collections and expenditures within each commission district.
	Sec. 33H-11 (e) <i>Impact fee benefit districts and trust accounts.</i>	N/A	(e) A financial and management report outlining expenditures and unexpended funds within each impact fee benefit zone shall be prepared annually by the County Mayor or Mayor's designee and shall be submitted to the Board of County Commissioners within one hundred twenty (120) days of the end of the County's fiscal year. The County Mayor or Mayor's designee shall also prepare and submit to the Board of County Commissioners a quarterly report providing information regarding impact fee collections and expenditures within each commission district.
	Sec. 33I-10 (d) <i>Benefit zones and trust funds.</i>	(d) A financial report outlining expenditures and unexpended funds within impact fee benefit zones shall be prepared annually by the Miami-Dade Police Department and submitted to the County Mayor within one hundred twenty (120) days of the end of the County's fiscal year.	(d) A financial report outlining expenditures and unexpended funds within impact fee benefit zones shall be prepared annually by the County Mayor or the Mayor's designee and shall be submitted to the Board of County Commissioners within one hundred twenty (120) days of the end of the County's fiscal year. The County Mayor or Mayor's designee shall also prepare and submit to the Board of County Commissioners a quarterly report providing information regarding impact fee collections and expenditures within each commission district.
	Sec. 33J-11 (d) <i>Benefits, zones and trust funds.</i>	(d) A financial and management report on the impact fee trust funds shall be provided annually by the Fire Director to the County Mayor within one hundred twenty (120) days of the end of the County's fiscal year.	(d) A financial and management report outlining expenditures and unexpended funds within each benefit zone shall be prepared annually by the County Mayor or the Mayor's designee and shall be submitted to the Board of County Commissioners within one hundred twenty (120) days of the end of the County's fiscal year. The County Mayor or Mayor's designee shall also prepare and submit to the Board of County Commissioners a quarterly report providing information regarding impact fee collections and expenditures within each commission district.
	Sec. 33K-10 (d) <i>Benefit districts and trust funds.</i>	N/A	(d) A financial and management report outlining expenditures and unexpended funds within each impact fee benefit district shall be prepared annually by the County Mayor or Mayor's designee, in consultation with the School Board, and shall be submitted to the Board of County Commissioners within one hundred twenty (120) days of the end of the County's fiscal year. The County Mayor or Mayor's designee shall also prepare and submit to the Board of County Commissioners a quarterly report providing information regarding impact fee collections and expenditures within each commission district.
4B 160571	ORDINANCE PROVIDING FOR REMOVAL OF DISEASED TREES AND FOR ENFORCEMENT OF NOTICE TO PROPERTY OWNERS TO REMOVE DISEASED TREES; AMENDING CHAPTER 11D OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA; DECLARING LAUREL WILT DISEASE AND		

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	LETHAL YELLOWING DISEASE TO BE PUBLIC NUISANCES; PROVIDING FOR ENFORCEMENT BY CIVIL PENALTY; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE; PROVIDING FOR SUNSET OF DISEASE DESIGNATIONS												
Notes	<p>The proposed ordinance amends chapter 11D of the Miami-Dade County Code to provide for the following:</p> <ul style="list-style-type: none"> • Removal of diseased trees and for enforcement of notice to property owners to remove diseased trees; • Declaring laurel wilt disease and lethal yellowing disease to be public nuisances; and • Enforcement by civil penalty. <p>Additional Information – Relevant Legislation: On October 6, 2015, the BCC, through Resolution No. R-880-15, directed the County Mayor or County Mayor’s Designee to develop a program, with input from the Miami-Dade Agricultural Practices Advisory Board, to protect the County’s avocado industry by:</p> <ul style="list-style-type: none"> • Encouraging property owners to remove trees infected by laurel wilt through educating property owners on the importance of removal of trees infected by laurel wilt and on spotting the signs of laurel wilt in their trees; and • Making recommendations for enforcement mechanisms and other means for encouraging the removal of trees infected with laurel wilt, including but not limited to recommending changes to the Code of Miami-Dade County. <p>The County Mayor or County Mayor’s Designee was to provide a report on the program to the BCC within 90 days of the effective date of the resolution and place such report on an agenda pursuant to Ordinance 14-65.</p>												
4C 160657	ORDINANCE AMENDING SECTIONS 25A-4 AND 25A-5 OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA; AMENDING PROVISIONS RELATED TO PUBLIC HEALTH TRUST COMPLIANCE WITH HEALTH CARE POLICIES ESTABLISHED BY THE BOARD OF COUNTY COMMISSIONERS; AND AMENDING PROVISIONS RELATED TO NET INCOME OF THE PUBLIC HEALTH TRUST; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE												
Notes	<p>The proposed ordinance amends Section 25A-4 and 25A-5 of the Miami-Dade County Code relating to Public Health Trust (PHT) compliance with health care policies established by the BCC and amends provisions relating to net income of the PHT.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">Code Comparison Chart Miami-Dade County Code Section 25A-4 and 25A-5</th> </tr> <tr> <th style="width: 20%;"><i>Section</i></th> <th style="width: 40%;"><i>Current</i></th> <th style="width: 40%;"><i>Proposed</i></th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;">Sec. 25A-4 (b)(4) <i>Powers and duties of the Trust.</i></td> <td style="vertical-align: top;">(4) Compliance. The Trust shall comply with the health care policies established by the Board of County Commissioners. When the Commission establishes or changes policies relating to hospital admissions or medical indigency, it shall, in order to avoid the promulgation of unfunded mandates, through the County Manager and Chief Executive Officer of the Trust, identify in consultation with the Trust, an appropriate source of funding necessary to carry out such policies.</td> <td style="vertical-align: top;">(4) Compliance with policies and directives; avoidance of unfunded mandates impacting Trust. The Trust shall comply with the health care policies and directives established by the Board of County Commissioners. If any such policy or directive will result in a financial impact to the Trust, then the Commission shall provide County funding to the Trust for implementation of and compliance with the policy or directive for the period of time necessary for implementation or compliance.</td> </tr> <tr> <td style="vertical-align: top;">Sec. 25A-5 (c) <i>Financial support for the Public Health Trust.</i></td> <td style="vertical-align: top;">(c) General financial provisions. The County shall convey to the Trust all accounts receivable pertaining to the designated facilities, and the Trust shall be subject to, assume the liability for, and be authorized to pay all accounts payable pertaining to the designated facilities. The Trust shall have the authority to establish necessary banking accounts in its own name and to make cash disbursements. The Trust shall make an annual report and an audited accounting to Miami-Dade County for all receipts and disbursements of money during each fiscal year, which accounting shall be submitted to the Board of County Commissioners no later than ninety (90) days subsequent to the close of such fiscal year and which accounting shall be in a manner consistent with and in a format pursuant to that prescribed by the County Manager. The Board of County Commissioners shall, after examining the Trust’s annual report and accounting, determine whether there is net income, exclusive of County payments for services rendered, at the end of the fiscal year. 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	Trust, the Commissioners may shall still retain the right to withdraw such income at any future time.	dedicate any additional surplus in excess of such cash reserves that has been contributed by the County through maintenance of effort, as set forth under Section 212.055(5)(d), Fla. Stat., as such may be amended from time to time, to increase the provision of high-quality health care services in other segments of the County through innovative means to improve health care access, quality and outcomes and to report such innovations at the annual joint meeting called by the Chairperson of the Commission under Section 25A-4(b)(3).
4D 160654	ORDINANCE AMENDING SECTION 2-8.1 OF THE CODE CREATING A PROCEEDURE FOR SINGLE VEHICLE LEASES AND EXCLUDING SUCH LEASES FROM THE CONE OF SILENCE AND THE USER ACCESS PROGRAM AND INSPECTOR GENERAL FEES; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE	
Notes	<p>The proposed ordinance amends Section 2-8.1 of the Miami-Dade County Code creating a procedure for single vehicle leases and excluding some leases from the cone of silence and the user access program and Inspector General fees.</p> <p><i>(4) Procedures for single vehicle leases. Formal sealed bids shall not be required for the lease of a vehicle by the County for an individual entitled to such vehicle from the County by law, rule or contract where the total value of such lease shall not exceed fifty thousand dollars (\$50,000.00). For such procurements, the County Mayor or County Mayor's designee is authorized to enter into direct negotiations with potential vendors upon completion of market research to ensure that the County obtains the best value for the requested lease. The "Cone of Silence," as set forth in Section 2-11.1(t) of the Code, and the User Access Program and Inspector General fees as set forth in Sections 2-8.10 and 2-1076(6) of the Code respectively, shall not apply to car leases under this Subsection. An award of a single vehicle lease under this Subsection shall not be subject to the competitive bidding and protest procedures set forth in Sections 2-8.1 and 2-8.4 of the Code. The County Mayor or County Mayor's designee is hereby delegated the authority to award such leases without the need for further action by the Board.</i></p>	
4E 160074	ORDINANCE REPEALING SECTION 2-10.6 OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA RELATED TO UNDERWRITERS; CREATING A NEW SECTION 2-10.6 OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA RELATED TO UNDERWRITERS; REQUIRING SALE OF BONDS THROUGH COMPETITIVE BID, UNLESS WAIVED; ESTABLISHING MAYOR'S FINANCE COMMITTEE AND RELATED FUNCTIONS; ESTABLISHING AND SETTING FORTH CRITERIA OF UNDERWRITING POOL; PROVIDING MECHANISM FOR ASSIGNMENT OF UNDERWRITING FIRMS TO NEGOTIATED BOND TRANSACTIONS; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE	
Notes	<p>The proposed ordinance repeals Section 2-10.6 of the Code of Miami-Dade County, Florida (Section 2-10.6) and provides for the following:</p> <ul style="list-style-type: none"> • That all County bonds be sold by competitive bid, unless waived; • Re-establishes the Mayor's Finance Committee (MFC); • Replaces the current provisions pertaining to the selection of underwriting firms for negotiated bond transactions with new provisions, creating an underwriting pool based on each firm's capital strength and ability to underwrite bonds; and • Provides a mechanism for assignment of underwriting firms to negotiated bond transactions. <p>The proposed Ordinance further authorizes the County Mayor to prepare and issue a new Request for Qualifications for the selection of underwriting firms; sets forth new criteria for the assignment by the MFC of underwriting firms to negotiated transactions; establishes terms and provisions for a new pool; and authorizes the MFC to continue to make assignments on negotiated transactions until the initial Pool is established under this Ordinance.</p> <p>Specifically, the proposed Ordinance repeals Section 2-10.6 but continues to provide that:</p> <ul style="list-style-type: none"> • All general obligation, special obligation, and revenue bonds of the County be sold at a competitive public sale; • The sale of bonds by competitive bid may be waived upon the written recommendations of the County Mayor and the County's financial advisors by a majority vote of the BCC or without such recommendation by an affirmative two-thirds vote of the entire BCC, provided the BCC makes specific finding in favor of the waiver; • The MFC will be maintained; • Staff will prepare a new RFQ for underwriter solicitation; • The senior manager position for unsolicited proposals accepted by the County will be assigned to the underwriting firm submitting the proposal whether a member of the Underwriting Pool or not, provided that the firm meets the Net Capital Before Haircut requirement of the Ordinance; and • The provisions of the accompanying Ordinance will not apply to the County's peripheral authorities. <p><i>Net Capital Before Haircuts is defined in the Securities Exchange Commission's Focus Report, Form II, Line 3640, filed by underwriters, as net unencumbered capital available for, among other things, to underwrite municipal bond transactions.</i></p> <p>Additionally, proposed Ordinance changes the underwriter selection process by providing that:</p> <ul style="list-style-type: none"> • A new Underwriting Pool will be established consisting of three (3) segments (Segment) of underwriting firms categorized by their Net Capital Before Haircuts. <ul style="list-style-type: none"> ○ Segment 1 (Wall Street Firms) will consist of up to 12 underwriting firms with a Net Capital Before Haircuts greater than or equal to \$35 million; 	

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	<ul style="list-style-type: none"> ○ Segment 2 (Regional Firms) will consist of up to six (6) underwriting firms with a Net Capital Before Haircuts greater than or equal to \$5 million and less than \$35 million; ○ Segment 3 (Small Business Firms) will consist of up to six (6) underwriting firms with a Net Capital Before Haircuts greater than or equal to \$ million and less than \$5 million; ○ <i>Any underwriting firm with Net Capital Before Haircuts between \$5 million and \$10 million may apply for either Segment 2 or Segment 3.</i> <ul style="list-style-type: none"> ● Any firm not selected to the Underwriting Pool shall be placed in the “batter’s box” for the purpose of filing any vacancy; ● All underwriting firms selected to the Underwriting Pool will be assigned to one (1) of three (3) teams (Team) based on their RFQ rank; ● Segment 1 and 2 firms may be named as a Senior Manager but must have 15 times their Net Capital Before Haircuts (Eligible Amount) greater than or equal to 60 percent of the par amount of the transaction; while a Segment 3 firm may be named as a Senior Manager on a County bond transaction with a par amount equal to or less than \$125 million, or if the firm has an Eligible Amount equal to 60 percent of the par amount of the bond transaction. This change will permit smaller firms to serve as Senior Manager on larger transactions; ● The MFC will assign a Team for negotiated transactions based on the par amount of the transaction with the intent of equalizing the par amount assigned to each of the three (3) Teams; and ● All assignments will be subject to an award resolution. <p><u>Fiscal Impact/Funding Source:</u> There is no fiscal impact associated with the enactment of this Ordinance.</p> <p><u>Background:</u> On June 22, 1999, the BCC enacted Ordinance No. 99-73 providing that all general obligation, special obligation, and revenue bonds of the County be sold at a competitive public sale, unless waived; establishing the MFC and its composition; and creating a new Underwriting Pool divided into two (2) divisions: one division for firms with a minimum of \$250,000.00 and a maximum of \$5 million of “Net Capital Before Haircuts” and the second division for firms with more than \$5 million of “Net Capital Before Haircuts.”</p> <p>Ordinance No. 99-73 was further amended by the BCC on November 30, 2004, with the enactment of Ordinance No. 04-202 that provided for an increase in the representatives to the MFC and a new provision for suspension or removal of firms from the Underwriting Pool.</p>
5B 160270	<p>ORDINANCE EXEMPTING ANY CLASSIFICATION IN THE PROPERTY APPRAISER’S OFFICE WITH ACCESS TO TAXPAYER’S CONFIDENTIAL INFORMATION FROM THE EMPLOYMENT SCREENING PRACTICES OUTLINED IN SECTION 2-31(B) OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA; AMENDING SECTION 2-31 OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE</p>
Notes	<p>The proposed ordinance amends Section 2-31 of the Code of Miami-Dade County (Code) relating to the consideration of criminal records in the recruitment process prior to a conditional offer of employment being extended to prospective employees. This amendment would exempt any position in the Property Appraiser’s (PA) Office with access to taxpayers’ confidential information from the employment screening practices defined in Section 2-31 of the Code.</p> <p><u>Fiscal Impact/Funding Source:</u> Amendment of this Ordinance will not have a fiscal impact on the County.</p> <p><u>Background:</u> On June 2, 2015, the BCC adopted Ordinance No. 15-118, which eliminated questions regarding criminal history from applications for County employment and required that an applicant’s arrest record not be considered in the hiring process unless there is an actual prior criminal conviction. Section 2-31(c) of the Ordinance, Limiting provisions, included language that exempted the hiring of law enforcement officers, police complaint officers, police dispatchers, fire fighters, correctional officers, correctional technicians, and correctional labor supervisors from these requirements.</p> <p>The PA’s Office is required to maintain the confidentiality of certain property owner information pursuant to Florida law (see Section 192.0105, Florida Statutes). PA staff has access to over 600,000 property owner social security numbers and annually reviews over 325,000 tax returns and 2,000 personal trusts. Because certain positions within the PA’s Office have access to such confidential information, it is important for the PA’s Office to conduct a criminal background check when hiring new employees and consider a prospective candidate’s criminal record prior to offering him or her a position.</p> <p><u>Additional Information – Ordinance No. 15-118 Committee Discussion:</u> During the August 27, 2015 Economic Prosperity Committee meeting, Ordinance No. 15-118 was discussed as follows:</p> <ul style="list-style-type: none"> ● <i>The Assistant County Attorney advised that the proposed amendment would add a new Subsection c(2) on handwritten page 8, with the following language: “any of the practices outlined in Subsection b shall not apply to the hiring of fire fighters, law enforcement officers, police complaint officers, police dispatchers, correctional officers, correctional technicians, and correctional labor supervisors,” additionally all of the provisions that follow shall be renumbered accordingly.</i> ● <i>The Commission expressed a concern because the BCC had a responsibility as a governing body for many things across the board due to the sensitivity of certain positions that have access to sensitive information and special assignments based on which department employed the applicant.</i>

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	<ul style="list-style-type: none"> • <i>The Commission expressed concern for other departments within the County having access to sensitive information, certain categories, and timing.</i> • <i>Discussion ensued among BCC members regarding statistics on convictions and arrests and the rationale for this ordinance. It was suggested that the employment application should include a question to disclose conviction of a crime; and if the application indicated a conviction, it should be followed up.</i> • <i>Discussion ensued among BCC members the Deputy Director of the Miami-Dade Police Department (MDPD), and the Human Resources Director, regarding whether the employment application should disclose convictions</i>
5C 160413	<p>ORDINANCE AUTHORIZING ISSUANCE OF MIAMI-DADE COUNTY, FLORIDA JUNIOR LIEN SPECIAL OBLIGATION BONDS, SERIES 2016A, IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED \$48,000,000.00 FOR PURPOSE OF PROVIDING FUNDS FOR SCIENCE MUSEUM PROJECT; PROVIDING FOR ISSUANCE OF ADDITIONAL BONDS; PROVIDING FOR PAYMENT OF BONDS FROM PORTION OF CONVENTION DEVELOPMENT TAX REVENUES AND, IF NECESSARY, AVAILABLE SALES TAX; PROVIDING CERTAIN DETAILS OF SERIES 2016A BONDS AND THEIR SALE BY NEGOTIATION THROUGH DIRECT PURCHASE; AUTHORIZING MAYOR OR MAYOR'S DESIGNEE TO FINALIZE DETAILS, TERMS AND OTHER PROVISIONS OF SERIES 2016A BONDS WITHIN CERTAIN LIMITATIONS AND RESTRICTIONS; APPROVING FORM OF CONTINUING COVENANTS AGREEMENT; MAKING CERTAIN COVENANTS AND AGREEMENTS; AUTHORIZING COUNTY OFFICIALS TO TAKE ALL NECESSARY ACTIONS IN CONNECTION WITH SERIES 2016A BONDS; WAIVING PROVISIONS OF RESOLUTION NO. R-130-06; AND PROVIDING FOR SEVERABILITY</p>
Notes	<p>The proposed resolution provides for the following:</p> <ul style="list-style-type: none"> • Approves the issuance of up to \$48,000,000 of Miami-Dade County, Florida Junior Lien Special Obligation Bonds, Series 2016A (2016A Bonds) to fund a capital grant to the Museum of Science, Inc. (Museum) in order to allow its construction to be completed and the facility to be opened to the public; • Authorizes proceeds from the 2016A Bonds to: <ul style="list-style-type: none"> ○ Fund a capital grant to the Museum in the amount of \$45,000,000; ○ Fund a Debt Service Reserve Fund for the benefit of the holders of the 2016A Bonds; and ○ Pay the cost of issuance of the 2016A Bonds. • Restricts the 2016A Bonds to a maximum principal amount of \$48,000,000, a maximum interest rate of 3.5 percent, and a final maturity of October 1, 2035; • Based on the recommendation of the County's Financial Advisor, the negotiated sale of the 2016 Bonds is in the best interest of the County due to the complexity of the junior lien structure of the bonds and the expedited funding needs of the Museum; • Authorizes the Mayor or Mayor's Designee to finalize the transaction subject to the restrictions noted; and • That the terms, maturities, interest rates and other bond-related details for future bonds (e.g. refunding bonds) issued under the Ordinance, if any, will be established in a separate Series Resolution to be approved by the BCC prior to the issuance of each such series. <p>The issuance of the 2016A Bonds will only occur if the BCC approves a cultural facilities grant to the Museum which is the subject of a companion item to this current recommendation. The 2016A Bonds will be repaid by CDT revenues that were projected to be used to partially subsidize the operations of the Museum upon opening.</p> <p><u>Fiscal Impact/Funding Source:</u> The 2016A Bonds will be repaid by Convention Development Tax (CDT) revenues on a subordinated "junior lien" basis after payments have been made on previously issued bonds, which are paid for by CDT revenues and secondarily backed by the County's share of local government half-cent sales tax (Available Sales Taxes) and other contractual obligations funded by CDT revenues. Generally speaking, these "senior" CDT obligations include payments on bonds supported by CDT revenues such as bonds issued to construct Marlins Stadium, the Adrienne Arsht Center for the Performing Arts, and other cultural facilities; payments under the American Airlines Arena Management and other agreements; payments made to the City of Miami Beach and the City of Miami pursuant to interlocal agreements; and payments in support of the operations of theaters managed by the Department of Cultural Affairs, the Adrienne Arsht Center for the Performing Arts, the Pérez Art Museum Miami, and other cultural facilities. Similar to all prior bond issues that are paid for by CDT revenues, the 2016A Bonds will also be secondarily backed by Available Sales Taxes.</p> <p><u>Background:</u> CDT revenues, when supported by a secondary pledge of Available Sales Taxes, have been used to pay the debt service on several bond issues that supported the construction or rehabilitation of the Miami Beach Convention Center, the Adrienne Arsht Center for the Performing Arts, the Marlins Stadium, the South Miami-Dade Cultural Arts Center, the Lyric Theatre, and several other cultural and tourist-related facilities. Since its inception, CDT revenues have also funded operational subsidies to several venues such as the American Airlines Arena, Crandon Tennis Center, Fairchild Tropical Botanic Garden, several museums (i.e. the Pérez Art Museum Miami, Museum of Science, Vizcaya Museum and Gardens, History Miami, and the Miami Children's Museum) and other cultural and tourist-related facilities. On a prospective basis, the Board also provided for the future funding of the currently subsidized operations when it contractually "carved out" CDT revenues prior to any payments pursuant to a Performance-Based Marquee Event Grant Agreement between the County and the Miami Dolphins organization.</p> <p>One of these carved-out operating subsidies was a \$4,000,000 annual contribution to the Museum which, as noted earlier, will now be redirected to pay for the 2016A Bonds which will generate the funds to provide a \$45,000,000 capital grant to the Museum so that the facility can be completed and successfully opened to the public. A memorandum seeking bonding proposals was distributed to a number of financial institutions and the County subsequently received responses from BankUnited N.A., BBVA Compass Bank, Morgan Stanley, PNC Financial Service Group, SunTrust Bank, and Wells Fargo Securities. After a thorough evaluation of the proposals, BankUnited was selected as</p>

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	the institution that offered the most viable and cost effective solution. A copy of the BankUnited negotiated term sheet is attached to this memorandum for reference.										
7A 152886	ORDINANCE AMENDING SECTION 8A-1.2 OF THE CODE OF MIAMI-DADE COUNTY; REQUIRING RENTAL CAR COMPANIES TO PROVIDE NOTICE TO THEIR CUSTOMERS OF ADMINISTRATIVE FEES ASSOCIATED WITH ANY TOLL CHARGES OR TOLL VIOLATIONS INCURRED BY THE CUSTOMERS; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE										
Notes	<p>The proposed ordinance amends Section 8A-1.2 of the Miami-Dade County Code requiring rental car companies located throughout Miami-Dade County to provide notice to their customers of administrative fees associated with any toll charges or toll violations incurred by the customers.</p> <p><u>Fiscal Impact/Funding Source:</u> The cost incurred by the County to notify national rental car companies of this change is negligible. Enforcement would be conducted on a complaint driven basis and incorporated into existing field enforcement activities. It is anticipated that civil violation penalties would cover enforcement costs such that adoption of the proposed ordinance would have no fiscal impact to the County.</p> <p><u>Social Equity Statement:</u> While the proposed change will specifically benefit rental car company customers by requiring notice of all toll charges, administrative fees and costs, the anticipated benefit cannot be determined at this time. The rental car companies will incur any costs related to the posting of such information.</p> <p><u>Background:</u> On November 15, 2011, the BCC, through Ordinance No. 11-89, required car rental companies to provide posted notice to their customers of any administrative fees that a customer must pay for a customer's use of Sunpass equipment and for processing tolls through such equipment at their rental car facility.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="background-color: #d9ead3; text-align: center;">Code Comparison <i>Miami-Dade County Code Sec. 8A-1.2.</i></th> </tr> <tr> <th style="background-color: #d9ead3; text-align: center;">Section</th> <th style="background-color: #d9ead3; text-align: center;">Current</th> <th style="background-color: #d9ead3; text-align: center;">Proposed</th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;"> Sec. 8A-1.2. <i>Public Notices To Be Provided At Car Rental Facilities.</i> </td> <td style="vertical-align: top;"> (a) Definitions. (1) Rental Car Facility shall mean any physical location where cars, trucks, automobiles, motorcycles, or other vehicles suitable for travel on public highways are rented or leased to members of the public, if such Facility has three or more such vehicles customarily available for rent or lease. (2) Equipment Fees shall mean any surcharge, levy, extraction, tariff, or other monetary obligation imposed by a car rental company on any customer of a rental car facility for use of any Sunpass equipment provided with any rental vehicle, and for the administrative costs of processing tolls through such equipment. For the purposes of the Section, a fee shall not be construed to mean toll payments made through any such Sunpass equipment. (b) Posting of Equipment Fee. If the owner or operator of a Rental Car Facility imposes an Equipment Fee on customers renting cars, notice of all such fee must be provided at such Rental Car Facility. This notice shall be posted conspicuously in the public area of the Rental Car Facility in such location as to provide notice to customers prior to their entering into any contract for the leasing or renting of any vehicle, and written in a legible manner in English, Spanish and Creole. (c) Provisions Cumulative. The provisions of this section shall be cumulative and in addition to </td> <td style="vertical-align: top;"> (a) Definitions. (1) Rental Car Facility shall mean any physical location where cars, trucks, automobiles, motorcycles, or other vehicles suitable for travel on public highways are rented or leased to members of the public, if such Facility has three or more such vehicles customarily available for rent or lease. (2) Toll Fees shall mean any surcharge, levy, extraction, tariff, or other monetary obligation imposed by a car rental company on any customer of a rental car facility for (i) use of any Sunpass equipment provided with any rental vehicle, (ii) any administrative costs of processing tolls through such equipment, and (iii) all administrative costs associated with the car rental company's payment of toll charges or toll violations that are registered directly to the vehicle by way of photographic license plate imaging or other process. For the purposes of the Section, a fee shall not be construed to mean toll payments made through any such Sunpass equipment or toll charges or toll violations that are registered directly to the vehicle. (b) Posting of Toll Fees and Policy. (1) If the owner or operator of a Rental Car Facility imposes Toll Fees on customers renting cars, notice of all such fees, including identification of the amount, must be provided at such Rental Car Facility. 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	<p>and not in derogation of any and all other provisions or laws prohibiting discrimination or regarding notification of tipping polices.</p> <p>(d) Applicability. The provisions of this ordinance shall apply throughout the incorporated and unincorporated area of Miami-Dade County, Florida.</p>	<p>(3) This notice shall be posted conspicuously in the public area of the Rental Car Facility in such location as to provide notice to customers prior to their entering into any contract for the leasing or renting of any vehicle, and written in a legible manner in English, Spanish and Creole.</p> <p>(c) Provisions Cumulative. The provisions of this section shall be cumulative and in addition to and not in derogation of any and all other provisions or laws prohibiting discrimination or regarding notification of tipping polices.</p> <p>(d) Applicability. The provisions of this ordinance shall apply throughout the incorporated and unincorporated area of Miami-Dade County, Florida.</p>												
7B 160716	ORDINANCE RELATING TO THE LIVING WAGE ORDINANCE; AMENDING SECTION 2-8.9 OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA, TO UPDATE WAGE AND HEALTH BENEFIT RATES; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE [SEE ORIGINAL ITEM UNDER FILE NO. 160295]													
Notes	<p>The proposed ordinance pertaining to the Living Wage rate for County service contracts, amends Section 2-8.9 of the Miami-Dade County Code updating wage and health benefits rates by utilizing the consumer price index for medical costs when adjusting compensation for health benefits.</p> <p>The proposed ordinance modifies the existing ordinance by changing the methodology by which the living wage is calculated. Currently, the living wage is adjusted based on the Consumer Price Index for all items. The proposed ordinance uses the Consumer Price Index for medical care as a separate factor when calculating the adjusted living wage. Medical care costs have generally grown at a faster rate than other costs. As a result, the living wage should grow at a faster rate.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="background-color: #d9ead3;">Code Comparison Chart</th> </tr> <tr> <th colspan="3" style="background-color: #d9ead3;">Section 2-8.9 of the Miami-Dade County Code</th> </tr> <tr> <th style="background-color: #d9ead3;">Section</th> <th style="background-color: #d9ead3;">Current</th> <th style="background-color: #d9ead3;">Proposed</th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;"> <p>Sec. 2-8.9. <i>Living Wage Ordinance for County Service Contracts and County Employees.</i></p> </td> <td style="vertical-align: top;"> <p>Living Wage. (A) Living wage paid.</p> <p>(1) Service contractors. All service contractors as defined by this Chapter, performing covered services shall pay to all of its employees providing covered services, the current Living Wage rate, applicable to the time when the covered service is performed as that rate is adjusted each fiscal year in the manner provided for herein for the adjustment of the Living Wage rate.</p> <p>(B) Health Benefit Plan.</p> <p>(1) For a covered employer or the County to comply with the Living Wage provision by choosing to pay the lower wage scale when a covered employer also provides a Health Benefit Plan, such Health Benefit Plan shall consist of payment of the current rate applicable to the time when the covered service is performed as that rate is adjusted each budget year in the manner provided for herein for the adjustment of the Living Wage rate towards the provision of a Health Benefit Plan for employees and, if applicable, their dependents. The minimum amount of payment by a Service Contractor for the provision of a Health Benefit Plan on a per-hour basis will be calculated based on a maximum of a 40-hour work week. Overtime hours will not require additional payments towards the provision of a Health Benefit Plan. If the Service Contractor pays less than the required amount for providing a Health Benefit Plan provided in this section, then the Service Contractor may comply with the Living Wage requirements by paying the covered employee the</p> </td> <td style="vertical-align: top;"> <p>Living Wage. (A) Living wage paid.</p> <p>(1) Service contractors. 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	<p>difference between the premium it pays for the Health Benefit Plan of the Covered Employee and the minimum amount required by this section for a qualifying Health Benefit Plan. The Service Contractor may require that all employees enroll in a Health Benefit Plan offered by the Service Contractor, provided that the employee is not required to pay a premium contribution for employee-only coverage. Proof of the provision of a Health Benefit Plan must be submitted to the County to qualify to pay the applicable wage rate for employees with a qualifying Health Benefit Plan. Health Benefit Plan for purposes of complying with this section shall qualify if it includes the benefits contained in a standard health benefit plan meeting the requirements set forth in § 627.6699(12)(a), Florida Statutes.</p> <p>(C) Indexing. The living wage will be annually indexed to inflation as defined by the Consumer Price Index calculated by the U.S. Department of Commerce as applied to the County of Miami-Dade. The first indexing adjustment shall occur for the 2001-2002 County budget year using the Consumer Price Index figures provided for the calendar year ended December 31, 2000, and thereafter on an annual basis.</p>	<p>covered employee the difference between the premium it pays for the Health Benefit Plan of the Covered Employee and the minimum amount required by this section for a qualifying Health Benefit Plan. The Service Contractor may require that all employees enroll in a Health Benefit Plan offered by the Service Contractor, provided that the employee is not required to pay a premium contribution for employee-only coverage. Proof of the provision of a Health Benefit Plan must be submitted to the County to qualify to pay the applicable wage rate for employees with a qualifying Health Benefit Plan. Health Benefit Plan for purposes of complying with this section shall qualify if it includes the benefits contained in a standard health benefit plan meeting the requirements set forth in § 627.6699(12)(a), Florida Statutes.</p> <p>(C) Indexing. The living wage will be annually indexed to inflation as defined by the Consumer Price Index calculated by the U.S. Department of Commerce as applied to the County of Miami-Dade. The first indexing adjustment shall occur for the 2001-2002 County budget year using the Consumer Price Index figures provided for the calendar year ended December 31, 2000, and thereafter on an annual basis. Commencing October 1, 2017, the \$2.89 cost for a qualifying health benefit plan shall be adjusted based on the consumer price index for medical care for the Miami-Ft. Lauderdale area and that indexed cost shall be added to the existing Living Wage rate when a qualifying Health Benefit Plan is provided to determine the newly adjusted Living Wage rate without qualifying health benefits.</p>
<p>Background:</p> <p>In 1999, the BCC adopted Ordinance 99-44, the Living Wage Ordinance because the County recognized that it has a responsibility when spending public funds to set a community standard that permits full-time workers to live above the poverty line. In adopting the Living Wage Ordinance, the County found that sub-poverty level wages do not serve the public purpose because such wages place an undue burden on taxpayers and the community to subsidize employers paying inadequate wages by providing their employees social services such as health care, housing, nutrition, and energy assistance.</p> <p>The Living Wage Ordinance in 1999 established a Living Wage of no less than \$8.56 per hour with health benefits or a wage rate of \$9.81 per hour without health benefits which meant that the cost of qualifying health benefits was set at \$1.24 per hour. Since 1999, the wage rate and health benefit differential of the Living Wage Ordinance has been adjusted annually utilizing the Consumer Price Index calculated by the U.S. Department of Commerce as applied to the County of Miami-Dade. The indexed wage rate has effectively kept pace with inflation, ensuring wages are sufficient to permit workers to live about the poverty line.</p> <p>In a 2014 health benefits survey, the Kaiser Family Foundation found that “the average annual premiums for employer-sponsored health insurance are \$6,025 for single coverage and \$16,834 for family coverage.” Assuming a 40 hour workweek, this translates to a minimum of \$2.89 per hour for a health benefit plan.</p> <p>Additional Information - Living Wage Rate Reports¹:</p> <p>Contracts awarded pursuant to the provisions of Miami-Dade County’s Living Wage Ordinances Section 2-8-9 of the Code of Miami-Dade County stipulate that all covered employees providing service pursuant to the service contractor’s contract will be paid a living wage of no less than a stipulated dollar amount per hour inclusive of a stipulated dollar amount per hour for health benefits, such health benefits will consist of a set dollar value per hour towards the provisions of health care benefits for employees and their dependents.</p> <p>In the event of any underpayment of the required wage rates, the contractor will be liable to the underpaid employee for the amount of such underpayment. Underpayment by a service contractor or subcontractor to the stipulated wages constitutes a wage violation under the provisions of the Living Wage.</p> <p>On May 7, 2014, the Internal Services Department Small Business Development Division issued a notice for living wage rates for FY 2014-2015. According to notice, effective October 1, 2014 through September 30, 2015 the Living Wage rate required was to be no less than</p>		

¹ <http://www.miamidade.gov/smallbusiness/living-wage-reports.asp>

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	<p>\$12.46 per hour with qualifying Health Benefits Plan (HBP) valued at no less than \$1.81 per hour, or \$14.27 per hour if no qualifying HBP is provided by the Service Contractor to its covered employees.</p> <p>Additional Information – Relevant Legislation: On November 3, 2015, the BCC, through Resolution NO. R-1022-15, opposed Senate Bill 598 and House Bill 181, or similar legislation that would: (a) preempt local governments from requiring contractors on public works projects where state funds are involved to pay employees a predetermined amount of wages or wage rate, provide employees a specified type or amount of employee benefits, control or limit staffing, or recruit, train, or hire employees from a designated or restricted source; or (b) preempt local governments from restricting qualified bidders from submitting bids, being awarded any bid or contract, or performing work on public works projects.</p> <p>However, SB 598 and HB 181 did not pass during the 2016 legislative session.</p>																				
7C 160328	<p>ORDINANCE CREATING SECTION 2-8.2.15 OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA; CREATING A PROCESS TO EXPEDITE CERTAIN CAPITAL DEVELOPMENT PROJECTS FOR THE SEAPORT DEPARTMENT IDENTIFIED BY THE BOARD OF COUNTY COMMISSIONERS THROUGH RESOLUTION; AUTHORIZING THE MAYOR OR THE MAYOR’S DESIGNEE TO ADVERTISE FOR BIDS AND/OR PROPOSALS, RECEIVE AND AWARD BIDS, APPOINT PROFESSIONAL SELECTION COMMITTEES AND AWARD CONTRACTS SUBJECT TO RATIFICATION BY THE BOARD OF COUNTY COMMISSIONERS; AUTHORIZING THE MAYOR OR THE MAYOR’S DESIGNEE TO EXTEND CONTRACT DURATION, TO EXECUTE CHANGE ORDERS WHICH DO NOT EXCEED SPECIFIED AMOUNTS AND TO SETTLE CLAIMS; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE</p>																				
Notes	<p>The proposed ordinance creates Section 2-8.2.15 of the Miami-Dade County Code, Miami-Dade Seaport Department Capital Improvement Programs Expedite and Acceleration Ordinance, creating a process to expedite certain capital development projects for PortMiami (Port) identified by the Board of County Commissioners (BCC) through resolution. The BCC may, by subsequent resolution, add or delete projects from the list of Capital Improvement Projects to which this Section applies.</p> <p>All Capital Improvement Projects must have been either approved as part of the Annual Proposed Resource Allocation and Multi-Year Capital Plan or be Capital Improvement Projects required to be completed by a revenue generating contract previously approved by the BCC.</p> <p>The proposed ordinance will not exempt the Seaport Department from any requirement of the Miami-Dade County Code including but not limited to community, small business, or workforce legislative requirements.</p> <p>All actions will be subject to review by the Office of Management and Budget (OMB) to ensure adequate funding for each project and to review by the Internal Services Department (ISD) to ensure compliance with contract documents.</p> <p>The proposed ordinance authorizes the County Mayor to advertise for bids and/or proposals, receive and award bids, appoint professional selection committees and award contracts subject to ratification by the BCC. The BCC has previously approved expedite ordinances with similar delegated authorities, including ratification requirements, for the Water and Sewer Department, Miami International Airport, and the Economic Stimulus program.</p>																				
7D 141306 Withdrawal Requested	<p>ORDINANCE RELATING TO FOR-HIRE MOTOR VEHICLES; AMENDING CHAPTER 31, ARTICLE II OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA, REGARDING DEFINITIONS OF CHAUFFEUR, COMPENSATION, FOR-HIRE MOTOR VEHICLE AND TAXICAB; DEFINING FOR-HIRE SERVICES; AMENDING PROHIBITIONS AGAINST UNAUTHORIZED FOR-HIRE SERVICES; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE</p>																				
Notes	<p>The proposed ordinance, relating to for-hire motor vehicles, amends Chapter 31, Article II of the Code of Miami-Dade County (Code) regarding definitions of chauffeur, compensation, for-hire motor vehicle and taxicab. The proposed ordinance also defines for-hire services and amends prohibitions against unauthorized for-hire services.</p> <p>Implementation of this ordinance will not have a fiscal impact to the County.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4" style="text-align: center;">Comparison of Current Code and the Proposed Amendments</th> </tr> <tr> <th colspan="4" style="text-align: center;"><i>Chapter 31, Article II - Licensing and Regulation of For-Hire Motor Vehicles.</i></th> </tr> <tr> <th style="text-align: center;"><u>Section of Code</u></th> <th style="text-align: center;"><u>Current Code</u></th> <th style="text-align: center;"><u>Proposed Amendments</u></th> <th style="text-align: center;"><u>Notes</u></th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;">Sec. 31-81(d) Definitions.</td> <td style="vertical-align: top;"><i>Chauffeur</i> means a duly licensed driver registered with and authorized by the Consumer Services Department to operate a for-hire passenger motor vehicle.</td> <td style="vertical-align: top;"><i>Chauffeur</i> means a duly licensed driver registered with and authorized by the Regulatory and Economic Resources Department to operate a for-hire passenger motor vehicle. Only drivers who have been issued a Miami-Dade County chauffeur’s registration may operate a for-hire passenger motor vehicle.</td> <td style="vertical-align: top;"><i>Amends the definition of Chauffeur.</i></td> </tr> <tr> <td style="vertical-align: top;">Sec. 31-81(p) Definitions.</td> <td style="vertical-align: top;"><i>For compensation or compensation</i> means for money, property, service or anything of value, including tips and commissions.</td> <td style="vertical-align: top;">For compensation or compensation means for money, property, service or anything of value, including, but not limited to, tips, donations and commissions received by the driver from</td> <td style="vertical-align: top;"><i>Amends the definition of Compensation.</i></td> </tr> </tbody> </table>	Comparison of Current Code and the Proposed Amendments				<i>Chapter 31, Article II - Licensing and Regulation of For-Hire Motor Vehicles.</i>				<u>Section of Code</u>	<u>Current Code</u>	<u>Proposed Amendments</u>	<u>Notes</u>	Sec. 31-81(d) Definitions.	<i>Chauffeur</i> means a duly licensed driver registered with and authorized by the Consumer Services Department to operate a for-hire passenger motor vehicle.	<i>Chauffeur</i> means a duly licensed driver registered with and authorized by the Regulatory and Economic Resources Department to operate a for-hire passenger motor vehicle. Only drivers who have been issued a Miami-Dade County chauffeur’s registration may operate a for-hire passenger motor vehicle.	<i>Amends the definition of Chauffeur.</i>	Sec. 31-81(p) Definitions.	<i>For compensation or compensation</i> means for money, property, service or anything of value, including tips and commissions.	For compensation or compensation means for money, property, service or anything of value, including, but not limited to , tips, donations and commissions received by the driver from	<i>Amends the definition of Compensation.</i>
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			any person or entity including, but not limited to, the passenger.	
	Sec. 31-81(u) Definitions.	<i>For-hire passenger motor vehicle or for-hire motor vehicle</i> means any chauffeur-driven taxicab as defined herein which engages in the casual and nonrecurring transportation of persons and their accompanying property for compensation over the public streets, but excluding ambulances and nonemergency medical transportation of decedents and persons participating in funeral services, vehicles used solely to provide free transportation services for customers of the business establishment owning said vehicles, vehicles used solely to provide special transportation services for the Metro-Miami-Dade Transit Agency pursuant to a contract with Miami-Dade County, and rental or leased vehicles which rental or lease does not include a chauffeur; provided, however, that no vehicles excluded under this definition shall be used on a for-hire basis except as authorized by this article. Vehicles used to provide Metro-Miami-Dade Transit Agency special transportation services pursuant to a contract with Miami-Dade County are subject to the regulations contained in Article IV of this chapter.	<i>For-hire passenger motor vehicle or for-hire motor vehicle</i> means any motor vehicle which is driven by another person and engages in the transportation of persons and their accompanying property for compensation over the public streets, but excluding ambulances and nonemergency medical transportation of decedents and persons participating in funeral services, vehicles used solely to provide free transportation services for customers of the business establishment owning said vehicles, vehicles used solely to provide special transportation services for Miami-Dade Transit pursuant to a contract with Miami-Dade County, and rental or leased vehicles which rental or lease does not include a chauffeur; provided, however, that no vehicles excluded under this definition shall be used on a for-hire basis except as authorized by this article. Vehicles used to provide Miami-Dade Transit special transportation services pursuant to a contract with Miami-Dade County are subject to the regulations contained in Article IV of this chapter.	<i>Amends the definition of For-Hire Passenger Motor Vehicle.</i>
	Sec. 31-81(pp) Definitions.	<i>Reserved.</i>	Taxicab means an eight (8) passenger or less, exclusive of chauffeur, for-hire passenger motor vehicle, which is not a limousine, with at least three (3) doors, which is equipped with a taximeter, unless authorized to exclusively operate at a flat rate, and provides either street hail or prearranged for hire service for compensation where the route and destination are controlled by the passenger. With the exception of limousines, which are regulated by Article VI, any for hire passenger motor vehicle as defined in subsection (u) shall be deemed to be a taxicab, and shall comply with all of the requirements of this article applicable to taxicabs.	<i>Moves up and amends the definition of Taxicab from subsection (qq) to (pp).</i>
	Sec. 31-81(qq) Definitions.	<i>Taxicab means an eight (8) passenger or less, exclusive of chauffeur, for-hire passenger motor vehicle, which is not a limousine, with at least three (3) doors, designed, constructed, reconstructed and equipped as required in this chapter to provide either street hail or prearranged taxicab service, which is equipped with a taximeter, unless authorized to exclusively operate at a flat rate, and where the route and destination are controlled by the passenger.</i>	<i>For-hire services</i> means the transportation of a person utilizing a for-hire passenger motor vehicle.	<i>Adds a new definition: For-hire services.</i>
	Sec. 31-82(a) For-hire Licenses	Prohibition against unauthorized operations. It shall be unlawful for any person to use, drive or operate, or to advertise in any newspaper, airwave transmission, telephone directory or other medium accessible to the public that it offers for-hire services, or to cause or permit any other person to use, drive or operate any for-hire motor vehicle upon the streets of Miami-Dade County without first obtaining a Miami-Dade County for-hire license and	Prohibition against unauthorized operations. It shall be unlawful for any person to use, drive or operate, or to advertise in any newspaper, airwave transmission, telephone directory or other medium accessible to the public that it offers for-hire services, or to cause or permit any other person to use, drive or operate any for-hire motor vehicle upon the streets of Miami-Dade County without first obtaining a Miami-Dade County for-hire license and	<i>Adds language mandating compliance with all of the requirements of this Article in order to provide for-hire services in Miami-Dade County.</i>

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		maintaining it current and valid pursuant to the provisions of this article.	maintaining it current and valid pursuant to the provisions of this article. With the exception of limousines, which are regulated by Article VI, only taxicabs and drivers who are in compliance with all of the requirements of this Article shall be authorized to provide for-hire services in Miami-Dade County.
	<p><u>Additional Information - Transportation and Aviation Committee Meeting Discussion:</u> During the Transportation and Aviation Committee meeting on July 9, 2014, the following was discussed:</p> <ul style="list-style-type: none"> • <i>The Assistant County Attorney explained that the proposed ordinance would not change current enforcement policy, but was intended to augment, enhance and reinforce the existing policy. The CAO further explained that the foregoing proposed ordinance sought to clarify specific terms such as chauffeur, compensation and what would be considered a taxi-cab.</i> • <i>The Assistant County Attorney noted there was nothing in the proposed ordinance that would preclude the County from developing a new regulatory system to accommodate new forms of public transportation such as ride sharing.</i> 		
8A1 160600	RESOLUTION APPROVING SETTLEMENT LETTER AGREEMENT AMONG MIAMI-DADE COUNTY AND LYNX GLOBAL CORP. F/K/A UNO HANDLING, INC., (LYNX), JW ACQUISITION, INC., (JW), AND CENTURION AIR CARGO, INC. (CENTURION) PROVIDING FOR PAYMENT OF \$1,488,500.00 PLUS INTEREST TO THE COUNTY FROM LYNX, CONFIRMING PAYMENT OF \$213,617.00 FOR MONTHLY RAMP MANAGEMENT TO THE COUNTY FROM JW, AND THE RETURN OF \$108,659.73 OF SECURITY DEPOSITS FROM THE COUNTY TO CENTURION TO RESOLVE MATTERS ARISING UNDER LEASES AT MIAMI INTERNATIONAL AIRPORT AND AN AUDIT REPORT ISSUED BY THE COUNTY'S AUDIT AND MANAGEMENT SERVICES DEPARTMENT		
Notes	<p>The proposed resolution approves the Settlement Letter Agreement among Miami-Dade County through its Aviation Department, and Lynx Global Corp. (Lynx), formerly known as Uno Handling, Inc. (Uno), JW Acquisition, Inc. (JW), and Centurion Air Cargo, Inc. (Centurion) resolving matters arising under leases at Miami International Airport (MIA) as determined by the Audit and Management Services (AMS) Department Report for Lynx.</p> <p>The Agreement also:</p> <ul style="list-style-type: none"> • Confirms that MDAD will return to Centurion a security deposit in the amount of \$108,659.73; • Confirms that no delay damages are due to Centurion arising out of Centurion's construction of its new Building 906 on N.W. 36th Street; • Confirms that Centurion is not entitled to an offset of its 7 percent opportunity fees against \$6.4 million paid to the developer of Building 906; • Waives JW's claim to aircraft parking credits arising out of the Building 711 lease, but JW may raise the issue if the County sues JW or Lynx under the Building 711 ground lease; and • Confirms that MDAD will determine how the north portion of Miami International Airport on N.W. 36th Street will be developed, if at all. <p><u>Fiscal Impact/Funding Source</u> The Agreement requires Lynx to pay to the Miami-Dade Aviation Department (MDAD) \$1,488,500.00 plus interest over a 48-month period beginning March 2015. The Agreement also confirms JW's payment of monthly ramp management fees arising under the separate ground lease with JW Acquisitions in the amount of \$213,617.00. Finally, MDAD will return Centurion's security deposits of \$108,659.73 for a separate building that Centurion previously vacated.</p> <p><u>Background</u> Lynx is a cargo handling company at MIA under a lease agreement that called for Lynx to pay the County an opportunity fee of 7 percent of its gross revenues. Over the years covered by the Audit Report 2005-2012, Lynx was to collect from its customers payment for the shipment of goods handled by Lynx, which were supposed to include the cost of the air freight provided by air carriers. Lynx, however, excluded from its gross revenue reports the costs of the air freight component on the basis that, because Lynx passed this cost through to the airlines that do not have to pay opportunity fees on their aviation activities, the air freight component should not be a part of Lynx's gross revenues. AMS disagreed with this position and determined that Lynx owed the 7 percent opportunity fee on the totality of the amount received by Lynx from its customers.</p> <p>Lynx formerly operated as Uno, a cargo handling company renting space in Building 701 until it ceased doing business in 2007. Uno was an affiliate of Centurion, Inc., and when Uno ceased doing business Centurion stepped in to operate in Building 701. Records were not available for the gross revenues generated within Building 701 from 2007 to 2009 when Centurion occupied the building. Accordingly, AMS imputed to Centurion for the two-year period gross revenues in an amount that was consistent with Uno's prior level of activities.</p> <p>Finally, AMS determined that various other deductions made by Lynx from its gross revenues were not consistent with the terms of the lease.</p> <p>Lynx and Centurion vigorously contested AMS's Audit Report. Ultimately, MDAD, Lynx and Centurion agreed to settle the claim of \$2,465,912.00 for the amount of \$1,488,500.00, payable with interest over 48 months, provided that Alfonso Rey, the owner of Centurion, Lynx, and JW, guaranteed this payment.</p>		

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	<p>Separately, Arrow Air and Fine Air had a ground lease agreement with MDAD for Building 711, the terms of which required the tenants to pay a monthly fee for their allocated share of the ramp maintenance and repair charges for the paved ramp adjacent to Building 711 and other buildings in the complex known as the "Eastern U." JW Acquisition, an affiliate of Centurion, purchased the ground leasehold rights from Arrow Air and Fine Air in their combined bankruptcy proceedings. MDAD looked to JW for continued payment of the ramp management fee, and the Agreement calls for JW to bring the ramp management fee account current in the amount of \$213,617.00, plus payment of monthly payments thereafter.</p>
	Additional Information- First and Second Amendments
<p>June 30, 2009 R-807-09</p>	<p>The Resolution approved the First Amendment to the Development Lease Agreement between Miami-Dade County and Centurion Air Cargo, Inc. and its assignee Aero Miami III, LLC at Miami International Airport. The First Amendment modified the lease's Commencement Date from September 4, 2007 to January 1, 2010, and extended the option date for deleting Phase II and /or Building 5A to December 31, 2012 of the development lease as well as the requirements of insurance and the leasing of the second floor of Building 5A at MIA to a private party.</p> <p><u>Fiscal Impact/Funding Source</u> This is a revenue generating item. The annual rent associated with Phase I of the development was estimated at \$3.0 million. Additional annual revenue under Phase II of the lease agreement was estimated at \$500,000 for combined estimated total annual revenue of \$3.5 million. The lease of the second floor of Building 5A would generate approximately \$860,000 in short-term rental revenue to the Aviation Department over the three year term based on a current rental yield of approximately \$287,000 per year. The rental rate would be adjusted annually over the term of the lease in accordance with fair market value appraisals.</p> <p><u>Background</u> Centurion and its affiliates Cielos and UNO Handling (the Group) have collectively operated at MIA since 1997 and rank among the top three cargo airline operating at MIA, with monthly payments in rent and landing fees approximating \$374,000 (\$311,000 in rent and \$63,000 in landing fees). The group has had a history of outstanding balances but always eventually pays its bills, including late fees. This nonetheless prompted in July 2007, before this subject Development Lease Agreement was placed before the BCC for approval, a demand from MDAD for a personal guarantee by the Group's principal, Alfonso Rey. Cargo traffic has fallen nearly 30% over the last several months and the Group's delinquency has risen in tandem, approximating \$1.1 million, \$600,000 of which originates from an ongoing dispute of parking charges associated with a damaged aircraft that was eventually demolished. Remaining undisputed charges therefore are approximately \$401,000. The aforementioned personal guarantee remains in force and the Department is satisfied that its exposure is adequately secured by the security deposit of the Group (equal to twice its monthly rent, and the personal guarantee of Mr. Rey). Moreover, developer AeroTerm, to whom the Centurion development lease agreement is also assigned, leases the cargo area known as the "Eastern U" (the Lan Chile facility) as well as the new FedEx facility which it developed at MIA, has an excellent payment history.</p> <p>During the June 30, 2009 BCC meeting, the following was discussed:</p> <ul style="list-style-type: none"> • <i>Miami-Dade Aviation Department, responded to Commissioners that Centurion's outstanding obligation of one million dollars was comprised of approximately six hundred thousand dollars related to an aircraft that was damaged two years ago. He noted that the only collateral was a personal financial statement and an affidavit stating that the verified bank assets could be acquired if necessary.</i> • <i>Assistant County Attorney noted a legally binding personal guarantee from Mr. Alfonso Rey, Principal Corporate Officer of Centurion Air Cargo, Inc. was in force. Commissioners pointed out that a history of outstanding balances along with a cycle of late payments had necessitated this personal guarantee to which Assistant County Attorney advised that the County would lose its ability to collect outstanding obligations if Mr. Rey were to file for bankruptcy and lacked personal assets.</i> • <i>Aviation Director, noted that although Centurion's business had a 40 percent decline, they were the number two cargo provider at Miami International Airport and that despite Centurion's history of late payments, they always paid their bills; however, they were currently disputing charges and requesting a waiver of late fees which was not allowed by airport regulations.</i>
<p>May 6, 2014 R-405-14</p>	<p>This Resolution approved the Second Amendment to the Development Lease Agreement between Miami-Dade County and Centurion Air Cargo, Inc. (Centurion) and Aero Miami III, LLC (Aero Miami), as co-lessees under the Agreement. The Second Amendment finalized the Agreement's commencement and other dates, confirmed the amounts to be reimbursed by way of rental credits to Aero Miami, and clarified other matters.</p> <p>The Second Amendment was primarily directed to resolve the work done and costs expended by Aero Miami on the project, but the Second Amendment would also legally apply to Centurion as the co-lessee. Aero Miami has been a tenant at Miami International Airport (Airport) since 2004. During this time, Aero Miami has been a responsible tenant meeting all of its financial commitments in a timely manner.</p> <p>However, the owner of Centurion, Alfonso Rey, is the owner of other Centurion affiliated companies at the Airport that are in arrears to the Aviation Department. The Centurion arrearages arise from claims by the Aviation Department that are typical of claims asserted against tenants that are disputed but ultimately worked out between the parties.</p>

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	<p>Delaying this second amendment because of Centurion's arrearages would therefore unfairly penalize Aero Miami, as Aero Miami wishes to utilize its development lease as security for financing and is unable to do so without favorable BCC action on the Second Amendment.</p> <p>Centurion, the other co-lessee, is a company wholly owned by Alfonso Rey, who also owns affiliates by the name of Alpha Cargo (formerly known as JW Acquisitions) and Lynx. Section 2-8.1(h)(ii) of the Code prevents the County from entering into this Second Amendment with Centurion based on certain outstanding obligations that are owed by Mr. Rey's companies to the Aviation Department.</p> <p>The outstanding arrearages are as follows:</p> <ul style="list-style-type: none"> • Lynx was a tenant in Building 701 and was required by the lease to leave the premises in a certain condition. MDAD's Consulting Engineer determined that Lynx needed to spend \$671,680.00 to correct conditions in Building 701. Lynx is making corrections to Building 701 with approximately \$100,000 worth of work remaining. • Under the lease agreement, Lynx was required to pay MDAD 7% of its gross revenues, but Lynx objects to MDAD's interpretation of the lease term that would require Lynx to pay 7% on what are called "pass through" revenues. The 7% in dispute represents \$3.1 million. • Alpha Cargo as a tenant in Building 711 is disputing its obligation to pay \$63,119.00 in Ramp Management Fees, and both parties are discussing that obligation. <p><i>MDAD, Audit and Management Services, (AMS) and these companies are actively reviewing and negotiating these disputes. Because of this on-going dialogue, the Mayor has determined that it would be unfair to Aero Miami III not to enter into the Second Amendment while the dispute process with Centurion and its affiliates works its way to a conclusion.</i></p> <p>Fiscal Impact There is no direct outlay of funds from the Miami-Dade Aviation Department (MDAD) to Aero Miami; rather, MDAD will waive rental payments until the \$6,607,321.25 owed by the Aviation Department to Aero Miami is paid.</p>

Additional Information- Research Notes

Pursuant to the Miami-Dade County Clerk of Courts public records search, on April 6, 2015 a Notice of Federal Tax Lien was filed for Alfonso C. Rey, in the amount of \$3,392,825.41.

² **Skylease Cargo freighter seized by Brazilian court- November 20, 2015**

- There is more trouble for Centurion Air Cargo and its sister carrier, Skylease Cargo. On Nov. 16, the Brazilian Regional Labor Court ordered the seizure of a Skylease 747-400F after it landed at Viracopos Airport in São Paulo. According to a report in ch-aviation, disgruntled creditors said Skylease had amassed outstanding debts of US\$3.93 million.
- The aircraft was impounded by Brazilian law enforcement shortly after its arrival from Miami International Airport. Pilots and ground staff filed the claim against Skylease, Centurion Cargo, Brazilian carrier Master Top Linhas Aéreas (no longer in service), and Peru's Cielos Airline – a group of companies owned by Alfonso Rey – for unpaid overtime and contract termination payouts dating back over a four-year period.
- In January of this year, Centurion settled a 2014 lawsuit with aircraft lessor AWAS, which had claimed that Centurion and Skylease Cargo were delinquent on more than \$10 million in lease payments to AWAS subsidiary Pegasus Aviation Finance Co., and were trying to repossess five aircraft operated by the two carriers. The lawsuit was settled out of court, and Centurion retained the aircraft. At that same time, Aero Miami, Centurion's landlord at MIA, sued for outstanding rent payments on its facility at the airport. In short, the group has been plagued with financial problems.

³ **Centurion Air Cargo keeps planes but faces eviction lawsuit- January 29, 2015**

- Centurion Air Cargo resolved a lawsuit with a creditor that sought to seize five of its planes, but now the company is dealing with an eviction lawsuit over its massive facility at Miami International Airport.
- Aero Miami III, which has a large lease from the county at MIA, filed a lawsuit on Jan. 15 seeking to evict Centurion from its 800,000-square-foot facility, the largest for a cargo airline at the airport.
- This isn't the first time Centurion has locked horns with its landlord. In 2013, the cargo airline filed a lawsuit against Aero Miami claiming that it improperly charged it monthly management fees in addition to its rent and the property Aero Miami delivered for the airline had \$9 million in construction defects. That lawsuit remains pending. "In a purely defensive move, Aero Miami filed an eviction action against Centurion even though Centurion has paid its rent every month since January 2013," said Becker & Poliakoff attorney Allen Levine, who represents the air carrier. "Centurion is vigorously defending the action and continues to prosecute its over \$9 million claim. Centurion is a 30-year old air cargo business that has added four wide-body aircraft [Boeing 747-400's] to its fleet in the past 10 months and plans to add two more within the next six months."

² <http://aircargoworld.com/skylease-cargo-freighter-seized-by-brazilian-court/>

³ <http://www.bizjournals.com/southflorida/news/2015/01/29/centurion-air-cargo-keeps-planes-but-faces.html>

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Item No.	Research Notes
<p>8A2 152774</p> <p>11A12 160505</p>	<p>RESOLUTION APPROVING THE THIRD AMENDMENT TO THE NON-EXCLUSIVE FOOD AND BEVERAGE LEASE AGREEMENT WITH CONCESSIONS MIAMI LLC, FOR PREMISES AT MIAMI INTERNATIONAL AIRPORT, STANDARDIZING THE CONTRACT METHODOLOGY FOR RECALCULATION OF THE MINIMUM ANNUAL GUARANTEE TO THAT UTILIZED IN SIMILAR LEASE AGREEMENTS; ALTERING THE LEASE EXPIRATION DATE TO PROVIDE SIMILAR EXPIRATION DATES FOR ALL SOUTH TERMINAL FOOD AND BEVERAGE CONCESSION CONTRACTS; AND AUTHORIZING THE MAYOR OR MAYOR'S DESIGNEE TO EXERCISE ALL PROVISIONS THEREIN</p> <p>RESOLUTION DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO NEGOTIATE AMENDMENT THREE TO THE LEASE AND CONCESSION AGREEMENT BETWEEN MIAMI-DADE COUNTY AND CONCESSIONS MIAMI LLC, AND TO PRESENT SUCH AMENDMENT TO THE BOARD OF COUNTY COMMISSIONERS FOR APPROVAL WITHIN 30 DAYS; AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXTEND TIME PERIODS IF REASONABLY NECESSARY TO FINALIZE NEGOTIATIONS UPON WRITTEN REPORT TO THE BOARD OF COUNTY COMMISSIONERS PRIOR TO EXPIRATION OF 30 DAYS</p>
<p>Notes</p>	<p><u>8A2- 152774</u> The proposed resolution approves the Third Amendment to the Lease and Concession Agreement with Concessions Miami, LLC at Miami International Airport (MIA) extending the Agreement's expiration date and altering the recalculation of the Minimum Annual Guarantee (MAG). The Third Amendment extends the Agreement's expiration date to February 14, 2021 to synchronize the South Terminal food and beverage lease expiration dates. The amendment also changes the basis of the recalculation of the MAG from enplaned passengers to an annual Consumer Price Index (CPI) calculation, as used in other concession agreements, to provide parity among all parties.</p> <p><u>Fiscal Impact</u> There is no associated negative fiscal impact to Miami-Dade County with the approval of this amendment. Concessions Miami pays the Miami-Dade Aviation Department (MDAD) a MAG of \$1,351,920.00.</p> <p><u>Background</u> Pursuant to Resolution No. R-195-06, the BCC approved the award of the Foodservice Concessions RFP to Concessions Miami, LLC for food service concessions in the North and South Terminals. On January 21, 2010, the BCC adopted Resolution No. R-13-10, which adjusted the MAG and rent to offset decreased passenger volume beyond the control of the concessionaire. The Second Amendment under Resolution No. R-96-14, on May 3, 2011, revised the term commencement dates for all impacted North Terminal concessionaires to September 14, 2014 to compensate for losses stemming from construction delays.</p> <p><u>11A12- 160505</u> The proposed resolution directs the County Mayor or designee to negotiate Amendment Three to the Lease and Concession Agreement with Concessions Miami LLC, and to present it to the BCC for approval within 30 days of the effective date of this resolution. The Amendment will set the Lease Effective Date as September 14, 2014, the date Concessions Miami LLC achieved beneficial occupancy of its last North Terminal location.</p> <p><u>Background</u> Concessions Miami LLC won Package One of RFP MDAD 01-05, which was a competitive procurement to operate various retail, food and beverage locations at Miami International Airport in both North and South Terminals, and was awarded a Lease and Concession Agreement by this Board via Resolution No. R-196-06.</p> <p>Areas USA Inc. won Package Two of RFP MDAD 01-05, which was a competitive procurement to operate various retail, food and beverage locations at Miami International Airport in both North and South Terminals, and was awarded a Lease and Concession Agreement by this Board via Resolution No. R-195-06.</p> <p>Delays in the construction of North Terminal did not allow either Concessions Miami LLC or Areas USA Inc. to open their North Terminal concessions within the timeframes anticipated at the time proposals were solicited. To ensure that the concessionaires were allowed a full contract term to amortize their investment, the Miami-Dade Aviation Department represented to both Concessions Miami LLC and Areas USA Inc. that the term of their leases would start on the date they achieved beneficial occupancy of their last North Terminal locations.</p>
<p>8A3 160389</p>	<p>RESOLUTION APPROVING AWARD OF A PROFESSIONAL SERVICES AGREEMENT TO NOVA CONSULTING, INC., FOR INSPECTION SERVICES AND ENVIRONMENTAL OVERSIGHT FOR THE MIAMI-DADE AVIATION DEPARTMENT, PROJECT NO. E14-MDAD-02; IN AN AMOUNT NOT TO EXCEED \$1,428,438.00 AND FOR A TERM OF SIX YEARS; AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXECUTE THE AGREEMENT AND TO EXERCISE THE PROVISIONS CONTAINED THEREIN</p>
<p>Notes</p>	<p>The proposed resolution approves the award of the Professional Services Agreement (PSA) for Inspection Services and Environmental Oversight for the Miami-Dade Aviation Department (MDAD) with Nova Consulting, Inc. (Nova) in the amount of \$1,428,438.00.</p> <p>Miami-Dade Aviation Department is required by the Florida Department of Environmental Protection under rules 62-761 to 762, and by the Miami-Dade County Regulatory and Economic Resources' Environmental Resources Management Division (RER-DERM), to perform monthly inspection of all aboveground and underground storage tanks and associated monitoring wells at all Miami-Dade Aviation Department airports.</p> <p>The Consultant will conduct monthly environmental inspections, oversight, and applicable sampling of the following MDAD facilities for compliance with Federal and local regulatory requirements: Underground and aboveground fuel storage tanks at Miami International Airport (MIA), Miami-Opa locka Executive Airport (OPF), Miami-Homestead General Aviation Airport (X51), Miami Executive Airport (TMB), and Dade-Collier Training and Transition Airport (TNT); MIA drinking water sampling; elapsed time meter readings at MIA sewage pump stations; MIA orphan drum and hazardous inspections; and any other required inspection/investigation or testing/sampling.</p>

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8A4 160415	RESOLUTION REJECTING ALL PROPOSALS RECEIVED IN CONNECTION WITH THE NON-EXCLUSIVE MANAGEMENT AGREEMENT FOR THE OPERATION OF THE HOTEL MIA AND RELATED AMENITIES AT MIAMI INTERNATIONAL AIRPORT, RFP NO. MDAD-06-14
Notes	<p>The proposed resolution rejects the four (4) proposals received by the Miami-Dade Aviation Department (MDAD) for Request for Proposals (RFP) No. MDAD-06-14 from the following firms for the Operation of the MIA Hotel and Related Amenities:</p> <ul style="list-style-type: none"> • Pyramid Advisors LP (d/b/a Pyramid Hotel Group) (Pyramid); • Driftwood Hospitality Management II, LLC (Driftwood); • MIA Hotel Partners, LLC; and • Fincord, LLC <p>Background The RFP for the subject project was advertised on October 3, 2014 for a qualified firm to manage, operate, and maintain a first-class, full-service hotel and related amenities at MIA.</p> <p>On November 24, 2014, proposals were received from the four (4) firms listed above. Three (3) of the four (4) firms were found non-responsive by the County Attorney's Office. The Evaluation/Selection Committee met on April 14, 2015, to review the sole remaining responsive proposal submitted by Pyramid, and again for an oral presentation on April 30, 2015. The Committee recommended award of the agreement to Pyramid and reminded Pyramid of the obligation to provide, as a condition of award, the required labor peace agreement. Since that time, there have been numerous communications between Pyramid and the labor union Unite Here in attempts to achieve a labor peace agreement, without success. Accordingly, MDAD is presenting this recommendation to reject and will evaluate options moving forward.</p> <p>H.I. Development remains as the current MIA Hotel operator.</p> <p>There are no plans to rebid at this time.</p> <ul style="list-style-type: none"> • According to MDAD, they are reviewing other options that might be available.
Additional Information- Research Notes	
July 9, 2012 File No. 121256	At the July 9, 2012, Regional Transportation Committee meeting, the Mayor's recommendation to waive competitive bid procedures and award of a Management Agreement to TB MIA LLC for the operation of the Hotel MIA, RFP No. MDAD-02-11 was rejected by the Committee. The Committee rejected all bids and directed that a new Request for Proposals be developed and re-bid within 90 days (Legistar #121256)
September 6, 2012 R-720-12	On September 6, 2012, the BCC adopted R-720-12 rejecting all proposals received in connection with RFP MDAD 02-11.
December 4, 2012 R-1003-12	On December 4, 2012, the BCC adopted R-1003-12 authorizing the issuance and advertising of RFP MDAD-08-12 for Non- Exclusive Management Agreement for the operation of the Hotel MIA.
July 2, 2013 R-507-13	<p>On July 2, 2013, the BCC, through Resolution No. R-507-13, rejected three (3) proposals for the non-exclusive Management Agreement for the operation of the Hotel MIA, RFP No. MDAD-08-12:</p> <ul style="list-style-type: none"> • NEF & JM Associates Incorporated dba EFM Hospitality Solutions (EFM) • Driftwood Hospitality Management II, LLC (Driftwood) • Menin Hotels, LLC (Menin) <p>The Request For Proposals (RFP) for the subject project was advertised on January 11, 2013 for a qualified firm to manage, operate, and maintain a full service hotel, related amenities and food and beverage facilities at Miami International Airport in a first class manner. The term for the Management Agreement (Agreement) is seven (7) years. This Agreement may be extended at the sole discretion of the Department for a maximum of three (3) one-year extensions.</p> <p>On February 27, 2013, proposals were received from the three (3) firms listed above. One of the firms, Menin, was subsequently found non-responsive by the County Attorney's Office. The Committee met on May 7, 2013 to review the remaining two (2) responsive proposals submitted in response to the RFP and again for oral presentations on May 30, 2013.</p> <p>However, as a result of the May 24, 2013 MDAD letter recommending rejection of all proposals, the oral presentations were cancelled and the public hearing meeting was rescheduled as a Selection Committee public meeting. At this meeting, the Committee discussed the May 24, 2013 MDAD letter addressed to the Committee recommending rejection and the provisions of RFP Section 2.12 entitled "RFP/Postponement/Rejection/Cancellation". The letter addressed concerns regarding the lack of interest from the industry in the RFP. After a brief discussion, the Committee unanimously voted to reject the three (3) proposals received.</p>
January 2, 2013 OIG Memo	<i>The Office of the Inspector General (OIG) Memo, offered the OIG's observations concerning a letter dated December 12, 2012, addressed to the Miami-Dade Aviation Department, and circulated to members of the Regional Transportation Committee, from the President of H.I. Development Corporation. The letter refers to the OIG's investigation of H. I. Development's employees and their involvement in fraudulent billing. It is clear, from</i>

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	<p>the tone and content of the letter, that H. I. Development seeks to diminish the seriousness of the OIG's criminal investigation.</p> <p><u>Background</u> In 1989, H.I. Development Corp. entered into a management agreement with the Miami-Dade Aviation Department (MDAD) to operate the 263-room Miami International Airport Hotel (MIA Hotel). Under a separate management agreement, H.I. Development agreed to operate the conference center and the Top of the Port restaurant located at the hotel. The management agreement between MDAD and H.I. Development to operate the MIA Hotel has been extended many times, and since 2002, H.I. Development has been operating the MIA Hotel on a month-to-month basis. The OIG has consistently held the position that to ensure the County's best interests are being met, whenever possible, County contracts should be periodically re-evaluated to ensure that their terms and conditions are fair to the County. County contracts should also be open to competition and contract durations well-defined.</p>
February 21, 2013 OIG Memo	<p>On February 21, 2013, the Office of the Inspector General (OIG) issued a Memo stating the surrender and guilty plea in connection with the MIA Hotel Investigation. The former Chief Engineer and Maintenance Supervisor for the MIA Hotel, an employee of H.I. Development Corp., was charged with one count of Organized Scheme to Defraud, a first degree felony, in connection with a fraudulent billing scheme by MIA Hotel vendors. The employee entered into a plea agreement with the State Attorney's Office (SAO) to cooperate with the SAO and the OIG in their continuing criminal investigation.</p>
July 15, 2013 OIG Memo	<p>According to the Memo, a former employee of the Miami International Airport (MIA) Hotel and her husband, a hotel vendor, were arrested today on felony charges for an alleged scheme to defraud Miami-Dade County out of over \$215,000 associated with purported purchases paid for by the hotel. The joint investigation by the Miami-Dade County Office of the Inspector General (OIG) and the State Attorney's Office (SAO) culminated in the arrests of Ivy Evans-Maquilon, (Evans-Maquilon) and her husband Jorge Maquilon (Maquilon). Evans-Maquilon was the former Administrative Assistant to the MIA Hotel's former General Manager. Her husband, Maquilon, purportedly sold goods to the MIA Hotel through his two companies, Decomax Corporation (Decomax) and Emporium Supplies Corporation (Emporium). The couple was charged with one count each of Organized Scheme to Defraud, a first degree felony; Grand Theft first degree; and Grand Theft second degree.</p> <p>The 263 room MIA Hotel, a county asset, is operated by H.I. Development Corporation (H.I.D.) pursuant to a management agreement with Miami-Dade County. Under the agreement, H.I.D. operates the hotel and pays all of the operating costs from the Imprest Operating and Payroll Accounts (accounts established and funded by MDAD pursuant to the management agreement). All revenues generated by the MIA Hotel belong to the County. To replenish the Imprest accounts, the MIA Hotel submits replenishment requests to MDAD supported by documentation justifying past expenditures out of the accounts. The scheme, as uncovered by the OIG investigation, involved the phony requisitions of MIA Hotel maintenance supplies from Decomax and Emporium. The fraudulent invoices were paid from the MDAD-funded Imprest Operating Account.</p>
July 23, 2014 OIG Final Report	<p>According to the Memo, the OIG investigation, revealed serious discrepancies involving purchases and expenditures and the failure to safeguard hotel assets. The Aviation Director requested that the OIG document these non-criminal findings in a report.</p> <p>The OIG initiated an investigation into the allegation and in addition to discovering criminal law violations, the OIG found concerns with H.I. Development Corporations overall management of the MIA Hotel. These concerns include:</p> <ul style="list-style-type: none"> • HI employees' personal use of goods and services purchased with County funds; • HI's failure to comply with contractual provisions of the MIA Hotel's Management Agreement; • HI employees' submissions of phony bids with replenishment requests to MDAD Finance; and • HI employees engaging in other questionable kickback schemes. <p>In addition, the OIG has concerns with MDAD's oversight of HI's compliance with MIA Hotel's Management Agreement. These concerns include MDAD's lack of knowledge regarding the MIA Hotel's procurements and expenditures, the absence of a clear chain of authorization for replenishment requests, and HI's commingling of MDAD revenues with HI's revenues- in an account owned and controlled by HI.</p> <p>The OIG substantiated the allegation in the initial complaint, which resulted in multiple arrests of former HI employees. The report highlights contractual violations and HI's failure to adequately oversee the MIA Hotel's daily operations, as well as MDAD's failure to adequately monitor the Management Agreement and failure to enforce key provisions of the agreement.</p>
December 17, 2014 OIG Memo	<p>According to the OIG Memo, the OIG received the MDAD's status reports dated November 26, 2014 and October 28, 2014. The OIG, in our final report, had requested that MDAD provide such a status report detailing its actions in implementing our recommendations.</p>

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	<p><i>We have reviewed the two status reports and are pleased that MDAD has adopted and is implementing all thirteen of the OIG recommendations. The OIG is particularly encouraged that MDAD, among the various reforms that it is implementing, is now (1) requiring that any modifications/deviations from a Management Agreement be supported in writing, with a clear approval chain, (2) modifying forms used in the procurement process to increase transparency of persons in the approval chain and (3) requiring that all vendors contracting with MDAD—even when indirectly through a management agreement—register as a County vendor and execute affidavits of conflicts of interest. It is hoped that between the increased training of both MDAD employees and vendors and strengthened internal controls, the likelihood of any future reoccurrence of the type of fraud detected in this case will be minimized.</i></p> <p><i>The OIG recognizes that MDAD began taking important proactive steps to strengthen its internal controls even before issuance of the OIG's report. These steps included hiring a certified fraud examiner to review accounts payable, reconsidering the efficacy of management agreements in future endeavors, and increasing the training of its employees in spotting red flags which might indicate fraud is present.</i></p> <p><i>The OIG considers the investigation and the resulting above-captioned administrative report closed. We appreciate MDAD staff's continuing cooperation and we look forward to working together in the future.</i></p>
8A5 160422	RESOLUTION APPROVING RETROACTIVELY THE FIRST AMENDMENT TO THE LEASE AGREEMENT WITH BRINK'S INCORPORATED TO PROVIDE FOR BRINK'S EXTENDED RENOVATION PERIOD TO NOT LATER THAN JULY 1, 2016, BRINK'S PAYMENT OF RENT COMMENCING ON DECEMBER 1, 2015, AND REIMBURSEMENT OF BRINK'S RENOVATION COSTS THROUGH MONTHLY RENTAL CREDITS IN A TOTAL NOT-TO-EXCEED AMOUNT OF \$237,433.00 PROVIDED THAT BRINK'S COMPLETES THE RENOVATION WORK BY JULY 1, 2016; AUTHORIZING MAYOR OR DESIGNEE TO EXERCISE THE PROVISIONS OF SUCH LEASE, INCLUDING TERMINATION
Notes	<p>The proposed resolution retroactively provides for the following:</p> <ul style="list-style-type: none"> • Approves the First Amendment to the Lease Agreement with Brink's Incorporated (Brink's) to extend Brink's renovation period for its office space in Building 845 at Miami International Airport (MIA) to July 1, 2016; • Require Brink's to pay rent as of December 1, 2015; and • Provide for the County's reimbursement to Brink's of its renovation costs up to \$237,433.00 upon Brink's compliance with stated conditions. <p><u>Fiscal Impact/Funding Source</u></p> <p>Under the First Amendment, Brink's must complete the renovation work by July 1, 2016 and must start paying monthly rent in the amount of \$7,691.08 as of December 1, 2015 (not inclusive of sales tax or parking spaces) until the earlier of completion of the renovation work or July 1, 2016. Upon the earlier completion of the renovation or July 1, 2016, Brink's must pay a higher monthly rent in the amount of \$7,771.08 (inclusive of parking spaces but not sales tax). Once the renovation costs are determined following the completion of the work, Brink's will be entitled to deduct an amount equal to the renovation costs (which may not exceed \$237,433.00) amortized over a 60-month period from the monthly rent, for a total potential monthly rent credit of \$3,957.22. If Brink's fails to complete the renovation work by July 1, 2016, it will not be reimbursed for its costs through rent credits.</p> <p><u>Background</u></p> <p>Brink's has been a long-time permittee at MIA, using the Airside Operating Area for transportation of cash and valuables to and from aircraft. In order to centralize its operations and develop its Latin American market, Brink's entered into a lease with the County for renovation and use of office space in Building 845. Pursuant to Resolution No. R-709-15, the BCC approved the lease, requiring Brink's to complete renovation work and begin paying rent by December 1, 2015. Under the terms of the lease, Brink's was entitled to reimbursement for its renovation costs through monthly rent credits over a 60-month period. Brink's has encountered construction and permit delays and has requested an extension for payment of rent.</p> <p><u>Additional Information</u></p> <p>On September 1, 2015, the BCC through Resolution No. R-709-15, approved the seven-year lease agreement with Brink's, Inc. for renovation and subsequent use of office and storage space in Building 845 at Miami International Airport (MIA) effective June 1, 2015, with rent payments commencing on December 1, 2015, at the conclusion of the renovation period, in the initial annual rent amount of \$91,314.96 less \$47,486.64 in renovation credits over a five-year amortization period.</p> <p>During the July 9, 2015 Trade and Tourism committee meeting, the following was discussed:</p> <ul style="list-style-type: none"> • <i>In response to Commissioner's question regarding why this company had a seven year term lease agreement; Assistant Director of Business Retention and Development at Miami-Dade Aviation Department (MDAD) stated most leases have a standard five year term, but in this case Brinks Incorporated requested an additional two years after the standard term to continue operations. He noted over a five year period their investment would be amortized and the remaining two years would be the standard lease agreement.</i> • <i>Commissioner asked if all of the lease agreements go through a competitive bid process and what determines whether there will be a competitive process. In response to Commissioner's questions, MDAD stated that all leases do not go through a competitive process and it was usually reserved for limited space, but if there was any availability without demand, then we enter into an agreement with the interested party, without the need for a bid process. He noted this applies to the terminal at Miami</i>

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	<p><i>International Airport (MIA) with the exception of concessions, which normally bid out as well, but there were also exceptions in those instances.</i></p> <ul style="list-style-type: none"> • <i>Commissioner asked how the determination was made on whether or not to use the competitive bid process; if an innovative concept was brought to MIA and they were searching for space. MDAD stated it was viewed from an iconic and historical standpoint and based on the influence it has on the community, he used the Miami Heat as an example.</i> • <i>Commissioner asked the Deputy Mayor along with staff to provide a list of all concessions that were not a part of the competitive bid process and requested the information to be included on the next committee meeting agenda.</i> 								
8A6 160477	<p>RESOLUTION WAIVING COMPETITIVE BIDDING BY A TWO-THIRDS VOTE OF THE BOARD MEMBERS PRESENT PURSUANT TO SECTION 5.03(D) OF THE HOME RULE CHARTER AND SECTION 2-8.1 OF THE COUNTY CODE; APPROVING THE SIXTH COUNTY AMENDMENT TO THE CONSULTANT AGREEMENT FOR PROJECT SUPPORT SERVICES FOR THE NORTH TERMINAL DEVELOPMENT PROGRAM FOR MIAMI-DADE AVIATION DEPARTMENT BETWEEN SEQUEIRA & GAVARRETE, INC. AND MIAMI-DADE COUNTY, INCREASING THE CONTRACT VALUE BY \$3,300,000.00; AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXECUTE SAME AND TO EXERCISE ALL RIGHTS PROVIDED FOR IN THE AMENDMENT</p>								
Notes	<p>The proposed resolution approves the Sixth Amendment to the Consultant Agreement for Project Support Services at Miami International Airport (MIA) with Sequeira & Gavarrete, Inc. (S&G) to add \$3.3 million to the agreement. This amendment allocates additional funds to the consultant agreement to continue the administration of contracts for the design, construction and installation of goods and materials relating to the completion and close out of the Concourse E program and to assist MDAD with other areas of the MIA Terminal Complex, as may be necessary within the terms of the existing agreement.</p> <p><i>The original Agreement amount was \$60,784,902.00. The previously adjusted Agreement amount \$108,434,902.00</i></p> <p>There is a solicitation being advertised for the selection of the new professional consultant to assume and continue providing similar support services to complete the MIA Terminal Optimization Program (TOP).</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Additional Information- Research Notes</th> </tr> </thead> <tbody> <tr> <td style="width: 25%; vertical-align: top;"> <p>December 2, 2014 R-1042-14</p> </td> <td> <p>This Resolution waived Section 5.03(d) of the Miami-Dade County Home Rule Charter and Section 2-8.1 of the Code of Miami-Dade County, and approved the Fifth County Amendment to the Consultant Agreement for Project Support Services for the North Terminal Development Program with Sequeira & Gavarrete, Inc. This amendment extended the term to January 31, 2018 and expanded the scope to authorize work at areas of the Miami International Airport complex other than North Terminal but did not allocate additional funds. This amendment extended the agreement term to continue the administration of contracts for the design, construction and installation of goods and materials relating to the completion and close out of the NTDP and to assist the Department with other consulting services in other areas of the MIA Terminal Complex, as may be necessary within the terms of the existing agreement.</p> <p>The following was discussed during the December 2, 2014 BCC meeting:</p> <ul style="list-style-type: none"> • <i>Commissioner expressed concern that the proposed resolution requested the BCC to approve a fifth amendment to the contract; however, the BCC already approved three previous amendments and there was a fourth amendment extending the contract term through January 31, 2015 pending approval.</i> • <i>MDAD, clarified that three amendments were previously approved by the BCC; that Amendment No. 4 was being processed through an expedite ordinance and would be submitted for BCC approval in the January 31, 2015 North Terminal change order report; and that Amendment No. 5 was being submitted now because of the urgency of the work.</i> • <i>Commissioner asked MDAD and the Mayor to provide a complete analysis of the timelines associated with Amendments No. 4 and No. 5 to the Consultant Agreement, as well as the purpose of those amendments.</i> • <i>Mayor pointed out that the proposed resolution was necessary in order to expedite the design services required to expedite construction work previously approved in Agenda Item 8A4 on the (12/02/14) meeting agenda which was adopted as R-1041-14.</i> • <i>MDAD noted the urgency was related to fulfilling the needs recently identified by American Airlines and that this would not have otherwise been a concern at this time.</i> • <i>Commissioner pointed out that Amendment No. 4 would just be for ratification purposes when received because its term ended on January 31, 2015.</i> • <i>Mayor said that Amendment No. 4 was part of an expedited ordinance allowing rapid work to be completed at Miami International Airport's (MIA) North Terminal and was going through the normal process. He noted Amendment No. 5 was an emergency request to extend the time and to complete the \$65 million improvements that were approved earlier.</i> </td> </tr> <tr> <td style="vertical-align: top;"> <p>Approved/Ratified by BCC on _____</p> </td> <td> <p>The Fourth Amendment extended the term through January 31, 2015.</p> </td> </tr> <tr> <td style="vertical-align: top;"> <p>July 16, 2013 R-606-13</p> </td> <td> <p>This Resolution approved the Third Amendment extending the term to September 30, 2014.</p> </td> </tr> </tbody> </table>	Additional Information- Research Notes		<p>December 2, 2014 R-1042-14</p>	<p>This Resolution waived Section 5.03(d) of the Miami-Dade County Home Rule Charter and Section 2-8.1 of the Code of Miami-Dade County, and approved the Fifth County Amendment to the Consultant Agreement for Project Support Services for the North Terminal Development Program with Sequeira & Gavarrete, Inc. 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He noted Amendment No. 5 was an emergency request to extend the time and to complete the \$65 million improvements that were approved earlier.</i> 	<p>Approved/Ratified by BCC on _____</p>	<p>The Fourth Amendment extended the term through January 31, 2015.</p>	<p>July 16, 2013 R-606-13</p>	<p>This Resolution approved the Third Amendment extending the term to September 30, 2014.</p>
Additional Information- Research Notes									
<p>December 2, 2014 R-1042-14</p>	<p>This Resolution waived Section 5.03(d) of the Miami-Dade County Home Rule Charter and Section 2-8.1 of the Code of Miami-Dade County, and approved the Fifth County Amendment to the Consultant Agreement for Project Support Services for the North Terminal Development Program with Sequeira & Gavarrete, Inc. This amendment extended the term to January 31, 2018 and expanded the scope to authorize work at areas of the Miami International Airport complex other than North Terminal but did not allocate additional funds. This amendment extended the agreement term to continue the administration of contracts for the design, construction and installation of goods and materials relating to the completion and close out of the NTDP and to assist the Department with other consulting services in other areas of the MIA Terminal Complex, as may be necessary within the terms of the existing agreement.</p> <p>The following was discussed during the December 2, 2014 BCC meeting:</p> <ul style="list-style-type: none"> • <i>Commissioner expressed concern that the proposed resolution requested the BCC to approve a fifth amendment to the contract; however, the BCC already approved three previous amendments and there was a fourth amendment extending the contract term through January 31, 2015 pending approval.</i> • <i>MDAD, clarified that three amendments were previously approved by the BCC; that Amendment No. 4 was being processed through an expedite ordinance and would be submitted for BCC approval in the January 31, 2015 North Terminal change order report; and that Amendment No. 5 was being submitted now because of the urgency of the work.</i> • <i>Commissioner asked MDAD and the Mayor to provide a complete analysis of the timelines associated with Amendments No. 4 and No. 5 to the Consultant Agreement, as well as the purpose of those amendments.</i> • <i>Mayor pointed out that the proposed resolution was necessary in order to expedite the design services required to expedite construction work previously approved in Agenda Item 8A4 on the (12/02/14) meeting agenda which was adopted as R-1041-14.</i> • <i>MDAD noted the urgency was related to fulfilling the needs recently identified by American Airlines and that this would not have otherwise been a concern at this time.</i> • <i>Commissioner pointed out that Amendment No. 4 would just be for ratification purposes when received because its term ended on January 31, 2015.</i> • <i>Mayor said that Amendment No. 4 was part of an expedited ordinance allowing rapid work to be completed at Miami International Airport's (MIA) North Terminal and was going through the normal process. He noted Amendment No. 5 was an emergency request to extend the time and to complete the \$65 million improvements that were approved earlier.</i> 								
<p>Approved/Ratified by BCC on _____</p>	<p>The Fourth Amendment extended the term through January 31, 2015.</p>								
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	<p>September 1, 2011 R-649-11</p>	<p>This Resolution approved the Second Amendment which modified the terms to allow utilization of the available balance in Basic Services to fund work authorized as Dedicated Services or Reimbursable Expenses, as long as the funds were used in a manner consistent with the described intent of the service category scope to which the funds are being transferred. Resolution No. R-649-14 also exercised the third and final one (1) year renewal option for \$15,050,000.00, to extend the term of through September 30, 2013.</p>
	<p>May 4, 2010 R-469-10</p>	<p>This Resolution approved the First Amendment for \$2,500,000.00 (November 17, 2009, under the NTD Expedite Ordinance 08-87) for cost estimating, code research for Life Safety Master Plan, and additional support staff for baggage system; and exercised two (2) of the three (3) available one-year renewal options for \$30,100,000.00.</p>
	<p>July 6, 2006 R-807-06</p>	<p>This Resolution waived formal bid procedures and approved a Consulting Agreement with Sequeira & Gavarette, P.A. for project support services to include management, cost, and schedule control services for the North Terminal Development Program (NTDP).</p>
8C1 160425	<p>RESOLUTION APPROVING TERMS OF AND AUTHORIZING THE COUNTY MAYOR OR MAYOR'S DESIGNEE TO EXECUTE A GRANT AGREEMENT WITH THE MUSEUM OF SCIENCE, INC. IN THE AMOUNT OF \$45,000,000.00 TO BE FUNDED WITH PROCEEDS FROM THE SALE OF BONDS SECURED BY CONVENTION DEVELOPMENT TAX REVENUES TO BE USED FOR THE COMPLETION OF THE NEW SCIENCE MUSEUM AT MUSEUM PARK; AUTHORIZING THE COUNTY MAYOR OR MAYOR'S DESIGNEE TO EXERCISE ALL RIGHTS CONFERRED THEREIN; AND WAIVING PROVISIONS OF RESOLUTION NO. R-130-06</p>	
Notes	<p>The proposed resolution approves the grant agreement with the Museum of Science, Inc. (Museum) in the amount of \$45 million to be funded with proceeds from the sale of bonds secured by Convention Development Tax (CDT) revenues for the completion of the new Museum.</p> <p><u>Fiscal Impact/Funding Source</u> This grant agreement is to be funded with proceeds from the issuance of 2016A Bonds, which bond ordinance is a companion item on this agenda, that will be repaid by CDT revenues on a subordinated "junior lien" basis after payments have been made on (a) previously issued bonds, which are paid for by CDT revenues, and (b) other contractual obligations funded by CDT revenues. Similar to all prior bond issues that are paid for by CDT revenues, the 2016A Bonds also will be secondarily backed by Available Sales Taxes.</p> <p><u>Delegation of Authority</u> The authority for executing the grant agreement resides with the County Mayor or his designee. The authority for exercising all provisions contained in the grant agreement is delegated to the Director of the Department of Cultural Affairs (Department), except where otherwise indicated in the grant agreement. <i>In particular, the Director of the Department has been delegated the authority to allow the Museum to make minor revisions to the project description, grant a time extension on the project completion date by up to one (1) year, monitor the Museum for compliance with the grant agreement and take any and all actions necessary (including suspending or rescinding the grant) for non-compliance, approve the Museum's requests for advance payments of the grant funds, and review and request records from the Museum and undertake audits.</i></p> <p>The grant agreement includes prerequisites and additional accountability necessary for the use of the grant funds including but not limited to:</p> <ul style="list-style-type: none"> • The Museum's Capital Project Manager's confirmation that the plan for completing the capital project is feasible; • A written commitment from one or more key donors, including Patricia and Phillip Frost, to establish a project reserve of \$4.25 million to assist in the funding of any unanticipated cost overruns beyond the project's established contingency of \$3.5 million; • A written bank commitment from Northern Trust for the financing of not less than \$38,346,223.00 supported by the secured private pledges; • A resolution passed by the Museum's Board of Trustees approving the amendments to the bylaws of the Museum's Board of Trustees to restructure its governance and include County and City of Miami representation and oversight on its Board of Trustees and Executive Committee and appointments by each County Commissioner to the Museum's Community Leadership Board; • A resolution from the Museum's Board of Trustees affirming that it will cover capital and operational expenditures from the end of the last reimbursement from the County's Building Better Communities General Obligation Bond Program funds (approximately November 2015) to the County's bond closing (anticipated to be April 18, 2016); • A resolution passed by the Museum's Board of Trustees representing and covenanting that it will not seek County operational subsidies or financial support until the County CDT financing is retired, and that it will operate the Museum with a balanced budget; and • A resolution by the Museum's Board of Trustees committing to dedicate both the proceeds from future naming rights, in excess of secured, existing donation pledges, and the settlements of existing cases in arbitration/litigation, other than what may need to be conveyed from these proceeds for the bank loan against the secured pledges (including the funding of a debt reserve) and for repayment of the loans made by the principal donors for the project reserve to a restricted Museum endowment dedicated to the Museum's operations and programming (this commitment recognizes that future naming rights gifts that are given for other specific restricted uses can be used for those specified purposes). <p><u>Background</u></p>	

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	<p>In 2004, the voters of Miami-Dade County passed the Building Better Communities – General Obligation Bond (BBC-GOB) Program. Included in the list of projects to be undertaken was an allocation of BBC-GOB funding in the amount of \$165,000,000.00 for the Museum (along with another \$10,000,000.00 for HistoryMiami).</p> <p>On January 20, 2011, the Board passed Resolution R-06-11, amending the BBC-GOB Program Museum project to consist of “a new 250,000 sq. ft. science and technology museum and planetarium offering participatory exhibits educational programs and collections; and a 4-acre outdoor science park and wildlife center. The science museum project includes all on-site and off-site improvements as required by regulatory agencies and any mitigation required for Pump Station #2. Also, renovation and expansion of HistoryMiami which will provide approximately 30,000 sq. ft. of new indoor and outdoor exhibition space, to include the redesign and construction of the Miami-Dade County Cultural Center and adaptation of the current Miami Art Museum building for use by HistoryMiami.”</p> <p>The effect of this significant modification was to designate \$165 million for the Museum and \$10 million for the renovation and expansion of HistoryMiami at its current location and the Miami-Dade County Cultural Center.</p> <p>The original Museum project had a project budget of \$272,000,000.00, inclusive of the County’s \$165,000,000 from BBC-GOB Program funds. Complementing the \$165 million of BBC-GOB Program funds, the Museum covenanted and warranted to the County in its BBC-GOB Program grant agreements that it had obtained by private fundraising the \$107 million necessary to complete the capital project, and to cover moving and staff transition costs, bringing the total project cost to \$272 million.</p> <p>The Museum continued fundraising throughout the development of the project and updated the County on its progress. The following summarizes the Museum’s private fundraising to date:</p> <ul style="list-style-type: none"> • Approximately \$32.6 million in cash from the Museum’s fundraising has been expended on the project to date; • Approximately \$23 million in cash from Museum fundraising will be available before project completion for remaining construction expenses from pledges scheduled to be paid before the end of construction and from cash on hand that is contractually restricted to specific uses (e.g., for the design and fabrication of exhibits); and • \$40 million has been raised in secured pledges which will not be available before project completion but are serving as collateral for the Northern Trust financing to generate approximately \$38.3 million (there is another approximately \$10 million in pledges that are scheduled to come due at a much later date and that cannot be collateralized at this time). <p>In addition, Patricia and Phillip Frost have pledged \$4.25 million to serve as a reserve to assist in the funding of any unanticipated cost overruns beyond the project’s established contingency of \$3.5 million.</p> <p>In early 2015, the Museum reported that due to the nature of private sector pledges, it was pursuing a financing plan to convert pledges due after the completion of construction into the balance of cash now needed for construction. Private pledges typically are committed over a multi-year basis, given the cash flow requirements of and tax incentive benefits planned by donors; also, in some cases, donations are in the form of bequests. Consequently, approximately \$40 million in secured pledges were not scheduled to be received in time to meet capital project expenses and were to serve as the collateral for the part of the Museum’s planned bank financing.</p> <p><u>The Proposed Plan</u></p> <p>The Proposed Plan has the new project budget at \$304 million by reducing elements of the scope of the work to complete the project. In summary, the project budget reduction from \$325 million to \$304 million has been achieved by scaling down some of the exhibition features, including the elimination of the external planetarium projector, the reduction of exhibitions in the Innovation Center, the elimination of planned exhibitions on both indoor and outdoor terraces, roof and plazas (with only basic plantings only on the roof) and the elimination of a major travelling exhibition booked for the Museum’s opening.</p> <p>The new Museum will be a green, Leadership in Energy and Environmental Design (LEED) certified building with 250,000 square feet of internal and external program on an approximately 4-acre site leased from the City of Miami for 99 years. The new building will house a 250-seat planetarium, an aquarium, participatory exhibits, educational programs and collections, and a learning center accompanied by external areas with interactive exhibits and rooftop gardens.</p> <p>The Museum’s staff has worked with ConsultEcon, Inc., a firm specializing in economic, planning, and management consulting for private, non-profit organizations and governmental clients, to develop an operational business plan for the new Museum. This plan has been updated to reflect the Museum’s commitment not to seek County operational support and to operate the Museum on a balanced budget.</p>
8D1 160466	RESOLUTION DESIGNATING MIAMI DAILY BUSINESS REVIEW AS THE NEWSPAPER FOR PUBLICATION OF DELINQUENT TAX LISTS IN 2016 FOR 2015 TAX YEAR IN ACCORDANCE WITH FLORIDA STATUTES §197.402, AND FOR THE PUBLICATION OF DELINQUENT IMPROVEMENT LIENS AND SPECIAL ASSESSMENT LIENS PURSUANT TO SECTION 18-14(8) OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA AND FLORIDA STATUTES §197.363 AND §197.3632 IN AN AMOUNT NOT TO EXCEED \$35,000.00
Notes	The proposed resolution designates Miami Daily Business Review as the newspaper for publication of the 2016 lists of delinquent tangible personal property taxes, delinquent real property taxes, and non-ad valorem assessments such as improvement liens and special assessments pertaining to the 2015 tax roll in accordance with Section 197.402 of the Florida Statutes and Rule 12D-13.036 of the Florida Administrative Code.
	<u>Fiscal Impact/Funding Source:</u>

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	<p>Approval of this resolution does not create a negative fiscal impact to the County. The cost of the advertising delinquent property taxes is paid by the Tax Collector at the time of advertising and is recovered from the delinquent taxpayers at the time taxes are paid or from investors when tax certificates are sold.</p> <p>Background: The collection of the 2015 real property and tangible personal property taxes began on November 1, 2015 and taxes become delinquent on April 1, 2016. Florida Statutes require the Tax Collector to issue warrants and sell tax certificates to ensure the continued funding of essential governmental services provided by the various government taxing authorities authorized to levy and impose taxes. If taxes are not paid by May 31, 2016, tax certificates for real property taxes will be sold starting June 1, 2016 and tax warrants may be issued for tangible personal property at any time after delinquency.</p> <p>Sub-Section 197.402(3) of the Florida Statutes provides that the list of delinquent tangible personal property tax payers and the amount due by each will be published once within 45 days of the taxes becoming delinquent and that the list for delinquent real property taxes will be advertised once each week for three (3) consecutive weeks prior to the Tax Certificate Sale. In addition, Section 18-14 of the Miami-Dade County Code, Section 197.363 of the Florida Statutes and Section 197.3632 of the Florida Statutes require the advertisement of delinquent non-ad valorem assessments and improvement liens collected on the tax bill in the same manner as delinquent real property taxes.</p> <ul style="list-style-type: none"> • Section 50.011 of the Florida Statutes requires the delinquent tangible personal property tax and delinquent real property tax advertisements be placed in a newspaper that is published at least once a week, contains at least 25 percent of its words in English, is available for sale to the public, and is generally available to the public for the publication of official or other notices. Newspapers that meet these statutory requirements were identified, invited to bid and are listed below: <ul style="list-style-type: none"> ○ Miami Today ○ Miami Daily Business Review ○ Miami New Times ○ The Miami Herald ○ The Miami Times <p>Miami Daily Business Review, Miami New Times, Miami Today and The Miami Times responded. The lowest responsive bidder for the project was Miami Daily Business Review. Its bid is as follows:</p> <ul style="list-style-type: none"> • Delinquent tangible personal property taxes - \$1,695.00 • Delinquent real property taxes - \$29,500.00 • TOTAL - \$31,195.00 <p>Miami Daily Business Review has experience in legal advertising, having published the County's delinquent tangible personal property tax and delinquent real property tax advertisements in 2013 and 2015. Miami Daily Business Review also has data processing capabilities that provide efficient and reliable interfaces with the County data processing systems, thereby enabling last-minute additions and deletions to the advertisement. These capabilities, coupled with Miami Daily Business Review's experience, will help avoid delays that could result in the invalidation of the annual Tax Certificate Sale, which generated \$150 million of revenues for the local taxing authorities last year. The cost of advertising delinquent real property taxes is recovered at the time the tax certificates are sold and are ultimately borne by the delinquent taxpayers. Having previously published the voluminous delinquent tax listings (more than 300 newspaper pages), Miami Daily Business Review has demonstrated its ability to successfully complete this undertaking.</p> <p>In addition to required legal advertising, the Tax Collector's Office will continue its public awareness efforts by placing courtesy ads in The Miami Herald, The Miami Times, El Nuevo Herald, Diario De Las Americas and Haiti En Marche. The Tax Collector's Office may also take full advantage of local periodicals in an attempt to capture further segments of the community that do not read the more circulated publications listed above. These courtesy advertisements are placed in March and April prior to the legally required advertisement in Miami Daily Business Review. The estimated cost of the additional courtesy advertising will cost the Tax Collector's Office approximately \$15,000.</p> <p>The 311 Answer Center will be alerted to the Tax Collector's public awareness efforts and will be ready for the increased call volume. Answer Center staff will be receiving refresher training on the delinquent tax process and Tax Collector staff will be onsite to provide technical support. The County's web portal and the Tax Collector's Webpage will be updated to provide the most up-to-date information, including the published list of delinquent properties.</p> <p>Potential investors will be directed to the Tax Collector's auction website and will have a direct buyers line and e-mail address to answer technical questions. In addition, Tax Collector representatives regularly speak at community and homeowner meetings as requested regarding the taxing process.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Additional Information on previous legislation relating to newspapers for publication of delinquent tax lists:</th> </tr> <tr> <th style="text-align: center;">Legislation</th> <th style="text-align: center;">Summary</th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;"> R-334-09 4/7/2009 </td> <td style="vertical-align: top;"> Designated the Miami Daily Business Review as the newspaper for publication of the 2009 lists of delinquent tangible personal property taxes, delinquent real property taxes and non-ad valorem assessments such as improvement liens and special assessments pertaining to the 2008 tax roll in accordance with §197.402, Florida Statutes (FS) and Rule 12D-13.036, Florida Administrative Code. <ul style="list-style-type: none"> • <i>The following newspapers that met the statutory requirements were identified and invited to bid:</i> <ul style="list-style-type: none"> ○ Miami Today </td> </tr> </tbody> </table>	Additional Information on previous legislation relating to newspapers for publication of delinquent tax lists:		Legislation	Summary	R-334-09 4/7/2009	Designated the Miami Daily Business Review as the newspaper for publication of the 2009 lists of delinquent tangible personal property taxes, delinquent real property taxes and non-ad valorem assessments such as improvement liens and special assessments pertaining to the 2008 tax roll in accordance with §197.402, Florida Statutes (FS) and Rule 12D-13.036, Florida Administrative Code. <ul style="list-style-type: none"> • <i>The following newspapers that met the statutory requirements were identified and invited to bid:</i> <ul style="list-style-type: none"> ○ Miami Today
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	<ul style="list-style-type: none"> ○ <i>Miami Daily Business Review</i> ○ <i>New Times</i> ○ <i>The Miami Herald</i> ○ <i>The Miami Times</i> ● <i>Only the Miami Daily Business Review responded. Thus the lowest responsive bidder for the project was the Miami Daily Business Review whose bid was as follows:</i> <ul style="list-style-type: none"> ○ <i>Delinquent real property taxes - \$240,766.00</i> ○ <i>Delinquent real tangible personal property taxes - \$15,362.00</i> ○ TOTAL - \$256,128.00
R-438-10 4/20/2010	<p>Designated The Miami Times as the newspaper for publication of the 2010 lists of delinquent tangible personal property taxes, delinquent real property taxes and non-ad valorem assessments such as improvement liens and special assessments pertaining to the 2009 tax roll in accordance with §197.402, Florida Statutes (FS) and Rule 12D-13.036, Florida Administrative Code.</p> <ul style="list-style-type: none"> ● <i>The following newspapers that met the statutory requirements were identified and invited to bid:</i> <ul style="list-style-type: none"> ○ <i>Miami Today</i> ○ <i>Miami Daily Business Review</i> ○ <i>New Times</i> ○ <i>The Miami Herald</i> ○ <i>The Miami Times</i> ● <i>The Miami Daily Business Review, New Times, Miami Today and The Miami Times responded. The lowest responsive bidder for the project was The Miami Times whose bid was as follows:</i> <ul style="list-style-type: none"> ○ <i>Delinquent tangible personal property taxes - \$38,262.62</i> ○ <i>Delinquent real property taxes - \$135,658.38</i> ○ TOTAL - \$173,921.00
R-233-11 4/4/2011	<p>Designated the Miami Daily Business Review as the newspaper for publication of the 2011 list of delinquent tangible personal property taxes, delinquent real property taxes and non-ad valorem assessments pertaining to the 2010 tax roll as required by Florida Statutes §197.402 and Rule 12D-13.036 of the Florida Administrative Code.</p> <ul style="list-style-type: none"> ● <i>The following newspapers that met the statutory requirements were identified and invited to bid:</i> <ul style="list-style-type: none"> ○ <i>Miami Today</i> ○ <i>Miami Daily Business Review</i> ○ <i>New Times</i> ○ <i>The Miami Herald</i> ○ <i>The Miami Times</i> ● <i>The County received responses from Miami Daily Business Review, New Times and Miami Today. The lowest responsive bidder was the Miami Daily Business Review whose bid was as follows:</i> <ul style="list-style-type: none"> ○ <i>Delinquent tangible personal property taxes - \$4,000</i> ○ <i>Delinquent real property taxes - \$105,000</i> ○ TOTAL - \$109,000
R-276-12 4/3/2012	<p>Designated The Miami Times as the newspaper for publication of the 2012 lists of delinquent tangible personal property taxes, delinquent real property taxes, and non-ad valorem assessments such as improvement liens and special assessments pertaining to the 2011 tax roll in accordance with §197.402, Florida Statutes and Rule 12D-13.036, Florida Administrative Code.</p> <ul style="list-style-type: none"> ● <i>The following newspapers that met the statutory requirements were identified and invited to bid:</i> <ul style="list-style-type: none"> ○ <i>Miami Today</i> ○ <i>The Miami Herald</i> ○ <i>Miami Daily Business Review</i> ○ <i>The Miami Times</i> ○ <i>The New Times</i> ● <i>The Miami Daily Business Review, The Miami Times and Miami Today responded. The lowest responsive bidder for the project was The Miami Times whose bid was as follows:</i> <ul style="list-style-type: none"> ○ <i>Delinquent tangible personal property taxes - \$16,729.60</i> ○ <i>Delinquent real property taxes - \$66,918.40</i> ○ TOTAL - \$83,648.00
R-225-13 4/2/2013	<p>Designated Miami Daily Business Review as the newspaper for publication of the 2013 lists of delinquent tangible personal property taxes, delinquent real property taxes and non-ad valorem assessments such as improvement liens and special assessments pertaining to the 2012 tax roll in accordance with §197.402, Florida Statutes (FS) and Rule 12D-13.036, Florida Administrative Code.</p> <ul style="list-style-type: none"> ● <i>The following newspapers that met the statutory requirements were identified and invited to bid:</i> <ul style="list-style-type: none"> ○ <i>Miami Today</i> ○ <i>Miami Daily Business Review</i> ○ <i>New Times</i> ○ <i>The Miami Herald</i> ○ <i>The Miami Times</i>

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	<ul style="list-style-type: none"> • <i>The Miami Daily Business Review, The Miami Times and Miami Today responded. The lowest responsive bidder for the project was Miami Daily Business Review whose bid was as follows:</i> <ul style="list-style-type: none"> ○ <i>Delinquent tangible personal property taxes - \$3,500.00</i> ○ <i>Delinquent real property taxes - \$61,500.00</i> ○ TOTAL - \$65,000.00
R-322-14 4/8/2014	<p>Designated The Miami Times as the newspaper for publication of the 2014 lists of delinquent tangible personal property taxes, delinquent real property taxes and non-ad valorem assessments such as improvement liens and special assessments pertaining to the 2013 tax roll in accordance with §197.402, Florida Statutes (FS) and Rule 12D-13.036, Florida Administrative Code.</p> <ul style="list-style-type: none"> • <i>The following newspapers that meet these statutory requirements were identified invited to bid and are listed below:</i> <ul style="list-style-type: none"> ○ <i>Miami Today</i> ○ <i>Miami Daily Business Review</i> ○ <i>New Times</i> ○ <i>The Miami Herald</i> ○ <i>The Miami Times</i> • <i>The Miami Daily Business Review and The Miami Times responded. The lowest responsive bidder for the project was The Miami Times whose bid is as follows:</i> <ul style="list-style-type: none"> ○ <i>Delinquent tangible personal property taxes - \$10,822.46</i> ○ <i>Delinquent real property taxes - \$38,370.54</i> ○ TOTAL - \$49,193.00
R-296-15 4/21/2015	<p>Designated the Miami Daily Business Review as the newspaper for publication of the 2015 lists of delinquent tangible personal property taxes, delinquent real property taxes and non-ad valorem assessments, such as improvement liens and special assessments, pertaining to the 2014 tax roll in accordance with Florida Statute 197.402 and Rule 12D-13.036 of the Florida Administrative Code.</p> <ul style="list-style-type: none"> • <i>The following newspapers meet these statutory requirements and were invited to bid:</i> <ul style="list-style-type: none"> ○ <i>Miami Today</i> ○ <i>Miami Daily Business Review</i> ○ <i>New Times</i> ○ <i>The Miami Herald</i> ○ <i>The Miami Times</i> • <i>The Miami Daily Business Review, Miami Today and The Miami Times responded. The lowest responsive bidder for the project was the Miami Daily Business Review.</i> <ul style="list-style-type: none"> ○ <i>Delinquent tangible personal property taxes - \$1,695.00</i> ○ <i>Delinquent real property taxes - \$30,780.00</i> ○ TOTAL - \$32,475.00
8D2 160618	<p>RESOLUTION AUTHORIZING ISSUANCE OF MIAMI-DADE COUNTY, FLORIDA, GENERAL OBLIGATION REFUNDING BONDS (BUILDING BETTER COMMUNITIES PROGRAM), SERIES 2016A, PURSUANT TO ORDINANCE NO. 05 47 AND RESOLUTION NO. R-576-05, IN PRINCIPAL AMOUNT NOT TO EXCEED \$400,000,000.00, FOR PURPOSE OF REFUNDING ALL OR A PORTION OF THE OUTSTANDING MIAMI-DADE COUNTY, FLORIDA, GENERAL OBLIGATION BONDS (BUILDING BETTER COMMUNITIES PROGRAM), SERIES 2008A, SERIES 2008B AND SERIES 2008B-1; MAKING CERTAIN FINDINGS TO SUPPORT SUCH REFUNDING WITH ESTIMATED NET PRESENT VALUE SAVINGS OF 13.91%, ESTIMATED COSTS OF ISSUANCE OF \$3,736,000.00 AND FINAL MATURITY OF JULY 1, 2038; AUTHORIZING PUBLIC SALE OF BONDS BY COMPETITIVE BID; PROVIDING CERTAIN DETAILS OF SUCH BONDS; AUTHORIZING COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE, WITHIN CERTAIN LIMITATIONS AND RESTRICTIONS, TO FINALIZE TERMS AND OTHER PROVISIONS OF BONDS, INCLUDING ACCEPTANCE OF BID, SELECT BOND REGISTRAR, PAYING AGENT, ESCROW AGENT AND VERIFICATION AGENT, AND APPROVE FORM OF SUMMARY NOTICE OF SALE, OFFICIAL NOTICE OF SALE, PRELIMINARY OFFICIAL STATEMENT, OFFICIAL STATEMENT, BOND FORM, AND ESCROW DEPOSIT AGREEMENT; PROVIDING CERTAIN COVENANTS; AUTHORIZING COUNTY OFFICIALS TO TAKE ALL ACTION NECESSARY IN CONNECTION WITH SALE, EXECUTION, ISSUANCE AND DELIVERY OF BONDS; WAIVING PROVISIONS OF RESOLUTION NO. R-130-06, AS AMENDED; PROVIDING SEVERABILITY AND EFFECTIVE DATE</p>
Notes	<p>The proposed resolution adopts the Series 2016 Resolution which authorizes the following:</p> <ul style="list-style-type: none"> • Issuance of General Obligation Refunding Bonds (Building Better Communities Program), Series 2016A (Series 2016A Refunding Bonds) in an aggregate principal amount not to exceed \$400 million; • Public sale of the Series 2016A Refunding Bonds through a competitive sale; • County Mayor or the County Mayor's designee to effectuate issuance of the Series 2016A Refunding Bonds, as refunding bonds, pursuant to the County's refunding policy, provide for paying cost of issuance; and • Waiver of Resolution No. R-130-06, which provides that any County contract with a third party be finalized and executed prior to its placement on a BCC agenda. <p>The Series 2016A Refunding Bonds are being issued for the purpose of refunding, defeasing and redeeming all or a portion of the currently outstanding General Obligation Bonds (Building Better Communities Program), Series 2008A, Series 2008B and Series 2008B-1.</p> <p>Fiscal Impact/Funding Source:</p>

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	<p>Based on market conditions as of February 24, 2016, the proposed refunding generates a debt service savings of approximately \$65 million over the life of the Series 2016A Refunding Bonds, representing a net present value savings of \$51.3 million or 13.9 percent of the amount of the Refunded Bonds. Consistent with the County's refunding policy established by Resolution No. R-1313-09, the net present value savings that will be achieved by issuing the Series 2016A Refunding Bonds exceed a five (5) percent threshold and the final maturity of the Series 2016A Refunding Bonds is not greater than the final maturity of the Refunded Bonds, which is July 1, 2038.</p> <p>Background: On July 20, 2004, the BCC adopted eight (8) resolutions (Authorizing Resolutions) that approved a special bond election for the Building Better Communities General Obligation Bond Program. All eight (8) questions were approved by the electorate on November 2, 2004.</p> <p>The following eight (8) resolutions are referred to in the Series Resolution (Series 2016A Resolution) collectively as the Authorizing Resolutions:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">The following eight (8) resolutions are referred to in the Series Resolution (Series 2016A Resolution) collectively as the Authorizing Resolutions:</th> </tr> <tr> <th style="text-align: center;"><i>Legislation</i></th> <th style="text-align: center;"><i>Summary</i></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">R-912-04 7/20/2004</td> <td>Authorized, and the citizens by special election approved on November 2, 2004, the issuance of general obligations bonds of the County in an amount not to exceed \$378,183,000.00 to construct and improve water and sewer projects.</td> </tr> <tr> <td style="text-align: center;">R-913-04 7/20/2004</td> <td>Authorized, and the citizens by special election approved on November 2, 2004, the issuance of General Obligation Bonds of the County in an amount not to exceed \$680,258,000.00 to construct and improve parks and recreational facilities.</td> </tr> <tr> <td style="text-align: center;">R-914-04 7/20/2004</td> <td>Authorized, and the citizens by special election approved on November 2, 2004, the issuance of General Obligation Bonds of the County in an amount not to exceed \$352,182,000.00 to construct and improve bridges, public infrastructure and neighborhood improvements.</td> </tr> <tr> <td style="text-align: center;">R-915-04 7/20/2004</td> <td>Authorized, and the citizens by special election approved on November 2, 2004, the issuance of General Obligation Bonds of the County in an amount not to exceed \$341,087,000.00 to construct and improve public safety facilities.</td> </tr> <tr> <td style="text-align: center;">R-916-04 7/20/2004</td> <td>Authorized, and the citizens by special election approved on November 2, 2004, the issuance of General Obligation Bonds of the County in an amount not to exceed \$171,281,000.00 to construct and improve emergency and healthcare facilities.</td> </tr> <tr> <td style="text-align: center;">R-917-04 7/20/2004</td> <td>Authorized, and the citizens by special election approved on November 2, 2004, the issuance of General Obligation Bonds of the County in an amount not to exceed \$255,070,000.00 to construct and improve public services and outreach facilities.</td> </tr> <tr> <td style="text-align: center;">R-918-04 7/20/2004</td> <td>Authorized, and the citizens by special election approved on November 2, 2004, the issuance of General Obligation Bonds of the County in an amount not to exceed \$194,997,000.00 to construct and improve housing for the elderly and working families.</td> </tr> <tr> <td style="text-align: center;">R-919-04 7/20/2004</td> <td>Authorized, and the citizens by special election approved on November 2, 2004, the issuance of General Obligation Bonds of the County in an amount not to exceed \$552,692,000.00 to construct and improve cultural, library and multicultural educational facilities.</td> </tr> </tbody> </table> <p>On March 1, 2005, the BCC enacted Ordinance No. 05-47 (Ordinance) that authorized the issuance of \$2,925,750,000.00 general obligation bonds pursuant to the Authorizing Resolutions. On May 17, 2005, the BCC adopted Resolution No. R-576-05 (Master Resolution), which is supplemented each time a series of bonds is issued. As of March 4, 2016, the County has issued \$1,622,285,000.00 of Building Better Communities Program General Obligation Bonds and approximately \$1,303,465,000.00 are to be issued.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Pursuant to the Ordinance and the Master Resolution, General Obligation Bond funds were issued per the following resolutions:</th> </tr> <tr> <th style="text-align: center;"><i>Legislation</i></th> <th style="text-align: center;"><i>Summary</i></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">R-577-05 5/17/2005</td> <td>Issued the \$250,000,000.00 Miami-Dade County, Florida General Obligation Bonds (Building Better Communities Program), Series 2005 (Series 2005 Bonds), to fund various Community Projects.</td> </tr> <tr> <td style="text-align: center;">R-395-08 4/8/2008</td> <td>Issued the \$99,600,000.00 Miami-Dade County, Florida General Obligation Bonds (Building Better Communities Program), Series 2008A (Series 2008A Bonds), to fund a Community Project consisting of a tunnel project to improve access to the Port of Miami and/or other infrastructure projects, as designated from time to time by the BCC.</td> </tr> <tr> <td style="text-align: center;">R-1154-08 11/20/2008</td> <td>Issued the \$146,200,000.00 Miami-Dade County, Florida General Obligation Bonds (Building Better Communities Program), Series 2008B (2008 B Bonds), and the \$203,800,000.00 Miami-Dade County, Florida General Obligation Bonds (Building Better Communities Program), Series 2008B-1 (2008B-1 Bonds), to fund various Community Projects.</td> </tr> <tr> <td style="text-align: center;">R-337-09 4/7/2009</td> <td>Issued the \$50,980,000.00 Miami-Dade County, Florida General Obligation Bonds (Building Better Communities Program), Series 2010A, to fund a Community Project consisting of a new County owned professional baseball stadium at the Orange Bowl site to be used by the Florida Marlins.</td> </tr> <tr> <td style="text-align: center;">R-134-11 3/1/2011</td> <td>Issued the \$196,705,000.00 Miami-Dade County, Florida General Obligation Bonds (Building Better Communities Program), Series 2011A, to fund various Community Projects.</td> </tr> <tr> <td style="text-align: center;">R-1071-12 12/8/2012</td> <td>Issued the \$200,000,000.00 Miami-Dade County, Florida General Obligation Bonds (Building Better Communities Program), Series 2013-A, the \$200,000,000.00 Miami-Dade County, Florida General Obligation Bonds (Building Better Communities Program), Series 2014-A, and the \$273,730,000.00 Miami-Dade County, Florida General Obligation Bonds (Building Better Communities Program), Series 2015-D, all to fund various Community Projects.</td> </tr> </tbody> </table>	The following eight (8) resolutions are referred to in the Series Resolution (Series 2016A Resolution) collectively as the Authorizing Resolutions:		<i>Legislation</i>	<i>Summary</i>	R-912-04 7/20/2004	Authorized, and the citizens by special election approved on November 2, 2004, the issuance of general obligations bonds of the County in an amount not to exceed \$378,183,000.00 to construct and improve water and sewer projects.	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	<p>R-870-14 10/7/2014</p> <p>Issued the \$230,215,000.00 Miami-Dade County, Florida General Obligation Refunding Bonds (Building Better Communities Program), Series 2015B, to refund, defease and redeem the then outstanding Series 2005 Bonds.</p>
8F3 160369	<p>RESOLUTION AUTHORIZING DESIGNATED PURCHASE PURSUANT TO SECTION 2-8.1(B)(3) OF THE COUNTY CODE BY A TWO-THIRDS VOTE OF THE BOARD MEMBERS PRESENT; AUTHORIZING AWARD OF ADDITIONAL TIME UP TO SIX MONTHS AND AN ADDITIONAL AMOUNT OF UP TO \$11,600.00 FOR CONTRACT NO. RFQ97-2(2) FOR PURCHASE OF TOWING SERVICES FOR THE POLICE DEPARTMENT; AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXECUTE ALL DOCUMENTS NECESSARY TO ACCOMPLISH THE EXTENSION AND CONTINUE TO EXERCISE ALL RIGHTS UNDER THE CONTRACT PURSUANT TO SECTION 2-8.1 OF THE COUNTY CODE AND IMPLEMENTING ORDER 3-38</p>
Notes	<p>The proposed resolution approves a request for a designated purchase under Contract No. RFQ97-2(2) for the towing and storage of towed or impounded vehicles for the Miami-Dade Police Department. Approval of a designated purchase is being requested, pursuant to Section 2-8.1(b)(3) of the Miami-Dade County Code, to authorize the extension of the current contract term by six (6) months and increase expenditure authority by \$11,600 to ensure continuity of services while the competitive selection process for the replacement solicitation is finalized and a contract is awarded.</p> <p>Background: This contract was established in August 2007 for the Police Department to facilitate the towing and storage of towed or impounded vehicles. The contract's method of award was up to two (2) vendors per district on a 24-hour rotating basis. The services are administered in accordance with applicable law governing the towing and impoundment of vehicles by the Police Department. The maximum non-consent towing fees that may be charged are set by the BCC. The County receives an administrative fee of \$15 for each vehicle that is recovered, towed, removed, or stored at the request of the Police Department, excluding law enforcement tows. Law enforcement tows include any vehicle or property placed on hold or extended hold for an investigation, trial, evidence or forfeiture case, paid by the County at a reduced rate.</p> <ul style="list-style-type: none"> • According to the Internal Services Department, this contract was originally awarded by the County Manager's office on September 7, 2007. <p>The current term was extended administratively by six (6) months under the County Mayor's delegated authority to afford sufficient time to develop a replacement solicitation that best meets the County's needs. The County anticipates awarding contracts to up to two (2) vendors per district. The replacement solicitation was advertised under full and open competition on December 7, 2015 and responses were due on January 29, 2016. It is anticipated that a contract award recommendation will be made by May 2016.</p> <p>This item is presented for BCC approval as a designated purchase because the Administration has exhausted its authority to extend the contract. Competition is not practicable at this time as the replacement solicitation has been advertised.</p> <p>Fiscal Impact/Funding Source: This contract, which is in its final option to renew term, expires March 31, 2016 and has an existing allocation of \$50,000. The additional time requested will extend the contract's expiration date to September 30, 2016. The requested additional allocation of \$11,600 is prorated based on the current allocation and results in a total modified contract allocation of \$61,600.</p> <p>Delegated Authority The County Mayor or County Mayor's designee will have the authority to exercise all provisions of the contract pursuant to Section 2-8.1 of the County Code and Implementing Order 3-38.</p> <p>Awarded Vendors</p> <ul style="list-style-type: none"> • Downtown Towing Company 1451 NW 20 Street Miami, FL • Molina Towing, Inc. 2151 NW 7 Avenue Miami, FL • Excalibur Towing Service Corp. (SBE) 14294 SW 142 Avenue Miami, FL • Kauff's of Miami, Inc. 2435 Ali Baba Avenue Opa Locka, FL • A-1 Redland Economy Towing of Homestead, Inc. 111 SW 2 Street, Homestead, FL • Magic Towing & Recovery, Inc. 7851 W 22 Avenue Hialeah, FL <p>Applicable Ordinances and Contract Measures</p> <ul style="list-style-type: none"> • The two (2) percent User Access Program provision applies where permitted by funding source. • The Small Business Enterprise Bid Preference and Local Preference ordinances applied to the original award. • The Living Wage Ordinance does not apply.
8F4 160460	<p>RESOLUTION APPROVING CHANGE ORDER NO. 2 TO THE CONSTRUCTION CONTRACT BETWEEN MIAMI-DADE COUNTY AND TGSV ENTERPRISES, INC. FOR THE PRE-TRIAL DETENTION CENTER RENOVATION AND EXPANSION, ISD PROJECT NO. Z00018 GOB ESP, ISD CONTRACT NO. Z00018-C GOB, IN THE AMOUNT OF \$873,665.00 FUNDED FROM THE BUILDING BETTER COMMUNITIES GENERAL OBLIGATION BOND FUNDS AND INCREASING THE CONTRACT TIME BY 465 CALENDAR DAYS; AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXECUTE SAME</p>
Notes	<p>The proposed resolution authorizes Change Order No. 2 to the construction contract between Miami-Dade County and TGSV Enterprises, Inc. (TGSV) for the Pre-Trial Detention Center Renovation and Expansion, a multi-phase project which includes various components such as crawl space cleanup, the relocation and renovation of the existing east kitchen unit, and options for building structural envelope improvements.</p>

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	<p>This change order in the amount of \$873,665 will increase the contract amount from \$7,293,892 to \$8,167,557 and addresses the following issues:</p> <ul style="list-style-type: none"> • Provides a time extension of 465 calendar days, which is comprised of 243 compensable days in the amount of \$275,805 and 222 non-compensable days, of which 73 days replenish the contingency time allowance. This results in an overall extension of the original contract time from 798 to 1,263 calendar days, from August 7, 2015 to November 14, 2016. • Provides \$597,860 to fully replenish the contract's contingency allowance account, which has been depleted as a result of numerous unforeseen conditions found at the project site since construction activities started in August 2013. <p>This project was added to the County's Economic Stimulus Plan (ESP) approved projects list on April 2, 2013 through Resolution No. R-196-13. As such, this change order does not require committee review.</p> <p><i>The Pre-Trial Detention Center Renovation and Expansion project was originally projected to be completed by August 7, 2015. However, due to the above-mentioned delays impacting the critical path contract delivery schedule, the estimated completion date is now November 14, 2016.</i></p> <p><u>Fiscal Impact/Funding Source:</u> This change order will not increase the overall budgeted project amount of \$47 million for the Pre-Trial Detention Center Renovation and Expansion, Project #387680, as shown in Volume 2, page 37, of the FY 2015-16 Adopted Budget and Multi-Year Capital Plan. The \$873,665 being requested for Change Order No. 2 will be funded through the reallocation of expenses between current and future project phases using existing Building Better Communities General Obligation Bond Program proceeds.</p> <p>Per Resolution No. R-1001-15, the contract work performed to date meets at least 85 percent of the small business goal assigned to this project, which is a 20 percent Small Business Enterprise-Construction Services goal.</p> <p><u>Background:</u> On April 30, 2013, the County approved the construction contract for the renovation of the Pre-Trial Detention Center, which includes various project tasks, e.g., the cleanup of the existing crawl space; the renovation of the existing dormitory space into a temporary food processing area; and the renovation of the existing kitchen and its merger with the temporary food processing area into one (1) large re-heating kitchen.</p> <p>The project has unique complexities, as this is a large renovation within a secured correctional facility that must remain operational during construction. The ability to conduct an in-depth investigation of pre-existing conditions was limited and, therefore, challenges arose after construction activities started in August 2013. Some unforeseen conditions, mainly related to electrical, structural, and civil design elements were resolved with the approval of Change Order No. 1 through Resolution No. R-719-15 in September 2015.</p> <ul style="list-style-type: none"> • <i>Resolution No. R-719-15, adopted on September 1, 2015, authorized Change Order No. 1 in the amount of \$597,860 which increased the contract amount from \$6,696,032 to \$7,293,892 and brought the project's contingency reserve back to 100 percent of its original amount.</i> <p>As construction continued to progress, additional unforeseen conditions developed during recent months that led TGSV to perform extra work outside the scope of the original construction contract. The compensable time extension included in the proposed Change Order No. 2 is required to install additional security doors and hardware resulting from security and safety features requested by the Corrections and Rehabilitation Department as well as renovation work performed at Corridor No. 100 in order to maintain all required kitchen/delivery functions operational during construction. Additional funding is required to address environmental concerns that were identified recently, such as soil underneath the concrete slab that is contaminated and water and sewer pipes that are currently being assessed for repairs.</p>
8F5 160461	<p>RESOLUTION APPROVING AMENDMENT NO. 1 TO THE PROFESSIONAL SERVICES AGREEMENT BETWEEN MIAMI-DADE COUNTY AND URS CORPORATION FOR ARCHITECTURAL AND ENGINEERING SERVICES FOR THE PRE-TRIAL DETENTION CENTER RENOVATION AND EXPANSION, ISD PROJECT NO. A05-GSA-01 GOB ESP, ISD CONTRACT NO. Z00018 GOB ESP, IN THE AMOUNT OF \$1,401,652.00 FUNDED FROM THE BUILDING BETTER COMMUNITIES GENERAL OBLIGATION BOND FUNDS AND INCREASING THE CONTRACT TIME BY 1,831 CALENDAR DAYS; AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXECUTE SAME</p>
Notes	<p>The proposed resolution authorizes Amendment No. 1 to the Professional Services Agreement (PSA) between Miami-Dade County and URS Corporation (URS) for architectural and engineering consulting services for the Pre-Trial Detention Center Renovation and Expansion, a multi-task project which includes various components such as crawl space cleanup, the relocation and renovation of the existing east kitchen unit, and options for building structural envelope improvements.</p> <p>This amendment increases the value of the PSA by \$1,401,652, from \$2,260,012 to \$3,661,664, to cover the cost of unforeseen additional tasks that will require consulting services. More specifically, this amendment does the following:</p> <ul style="list-style-type: none"> • Adds \$341,398 for additional design not within the original scope to include a boundary survey, energy modeling, a new electrical feeder, a closed-circuit television (CCTV) system, main entrance reconfiguration, and a new exhaust hood; • Adds \$676,918, retroactively applied starting August 2013, for URS's on-site representative assigned to project Tasks 1, 2, and 4 for the duration of the term of the PSA; • Adds \$200,644 for additional unforeseen construction administration services during the period of this amendment, which extends the original PSA term by 1,466 calendar days through November 14, 2016 to align the term of the PSA with that of the General Contractor's construction contract;

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	<ul style="list-style-type: none"> • Extends the contract term to include 365 calendar days for warranty administration services for oversight in the event the Contractor must return to perform repair or replacement of items covered by warranty; and • Adds \$182,692 to replenish the PSA's original contingency allowance account. <p>The amendment to this PSA will cover the costs of the design, on-site representation, and contract oversight required to address the additional construction work delineated in TGSV's Change Order Nos. 1 and 2, as well as replenish the PSA's original contingency allowance account.</p> <p>The on-site representation and contract oversight services during this extension period of the PSA are necessary to continue to address unforeseen conditions; ensure the Contractor, TGSV Enterprises, Inc. (TGSV), adheres to all contract requirements including correctional facility life safety and security policies and procedures; mitigate design and construction conflicts; and minimize disruptions to the facility operations during construction. The original contract with URS did not include on-site contract oversight services. As the project has unfolded with many unforeseen events, the work has become more technical in nature and has required the services of URS to ensure timely decisions by the Contractor. Some on-site services that have been required to date have been paid through the design contingency allowance.</p> <p>These tasks are critical to the Corrections and Rehabilitation Department due to a consent decree order from the U.S. Department of Justice to improve the kitchen facilities.</p> <p>This project was added to the County's Economic Stimulus Plan (ESP) approved projects list on April 2, 2013 through Resolution No. R-196-13. As such, this amendment does not require committee review.</p> <p><u>Fiscal Impact/Funding Source:</u> This amendment will not increase the project's overall budgeted amount of \$47 million, as shown in Volume 2, page 37, of the FY 2015-16 Adopted Budget and Multi-Year Capital Plan. The \$1,401,652 being requested for Amendment No. 1 will be funded through the reallocation of expenses between current and future project phases using existing Building Better Communities General Obligation Bond Program proceeds.</p> <p><u>Background:</u> On May 6, 2008, through Resolution No. R-480-08, the County approved an award of a Professional Services Agreement (PSA) between URS Corporation and Miami-Dade County, in the amount of \$2,260,012, for ISD Project No. A05-GSA-01 GOB ESP, ISD Contract No. Z00018-195D, for design services for the Pre-Trial Detention Center Renovation and Expansion, which included the following various components:</p> <ul style="list-style-type: none"> • The cleanup of the existing crawl space (Task 1); • The renovation of the existing dormitory space into a temporary food processing area (Task 2); • Future improvements to the building's structural envelope (Task 3); • The renovation of the existing kitchen and its merger with the temporary food processing area into one (1) large re-heating kitchen (Task 4); and • The update to the 40-year re-certification report (Task 5).
811 160566	<p>RESOLUTION APPROVING AND AUTHORIZING THE COUNTY MAYOR OR THE COUNTY MAYOR'S DESIGNEE TO EXECUTE THE SECOND AMENDMENT TO THE 1080 BUILDING LEASE BETWEEN ROYAL CARIBBEAN CRUISES LTD. AND MIAMI-DADE COUNTY ALLOWING ROYAL CARIBBEAN CRUISES LTD. TO CONSTRUCT, AT ITS EXPENSE, A 20,000 SQUARE FOOT ADDITION TO THE 1080 BUILDING IN ORDER TO HOUSE AN INNOVATION CENTER FOR CRUISE VESSEL CONSTRUCTION AND RENOVATION DESIGN; AUTHORIZING THE COUNTY MAYOR OR THE COUNTY MAYOR'S DESIGNEE TO EXERCISE ANY ALL TERMINATION, CANCELLATION, RENEWAL, AND ALL OTHER COUNTY RIGHTS THEREIN; AND DELEGATING TO THE COUNTY MAYOR OR THE COUNTY MAYOR'S DESIGNEE THE AUTHORITY TO DETERMINE THE VALUE OF ALTERNATIVE FORM OF SECURITY IN LIEU OF PAYMENT AND PERFORMANCE BOND TO BE PROVIDED TO THE COUNTY BY ROYAL CARIBBEAN CRUISES, LTD. SUBJECT TO CERTAIN PARAMETERS SET FORTH IN THIS RESOLUTION</p>
Notes	<p>The proposed resolution approves and authorizes the execution of a Second Amendment (Second Amendment) to the 1080 Office Building Lease Agreement located at 1080 Caribbean Way between Miami-Dade County (County) and Royal Caribbean Cruises, Ltd. (1080 Building Lease) providing for an expansion of the 1080 Building for the purpose of Royal Caribbean Cruises, Ltd. constructing an Innovation Lab.</p> <p>At this time, RCCL desires to construct an Innovation Lab at the Port to facilitate its leadership team in continuing to build industry leading, innovative vessels. The Innovation Lab will be contained in a new two-story, 20,000 square foot building (New Premises) attached to the 1080 building.</p> <p>The timeline to complete this project is aggressive with an operational completion target date of January 31, 2017. To meet this timeline, RCCL is currently finalizing its designs to enable permitting the new premises to meet a break-ground date in May 2016. RCCL will comply with all requirements relating to the design and construction of property owned by the County. Among other things, RCCL will abide by the County's Small Business Enterprise Program, as well as with applicable Workforce sections of the County Code of Ordinances (Residents First, Workforce Requirements, and Responsible Wages), County's Sustainable Building Program, and Art in Public Places.</p> <p><u>Fiscal Impact/Funding Source</u> This item has no fiscal impact to the County as Royal Caribbean Cruises, Ltd. (RCCL) will pay for the design and construction of the building expansion at a cost of approximately \$10,000,000. Once complete, RCCL will reimburse the County for all Cost of Services including electricity, water and sewer, and maintenance associated with the proposed building expansion.</p>

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	<p>As RCCL will finance and construct the full project, Miami-Dade County will not charge any additional annual rent for the New Premises for the remainder of the term or any exercisable extension. Notwithstanding the foregoing sentence, RCCL will be responsible to pay the County Cost of Services for the New Premises to include electricity, water and sewer, and maintenance of wiring systems, plumbing systems, and structural components.</p> <p>Background On January 18, 1994, the BCC approved Resolution R-98-94, which authorized the execution of the original 1080 Building Lease and a Master Agreement between the County and RCCL for the construction of the building to be constructed at 1080 Caribbean Way (Master Agreement). The 1080 Building Lease and the Master Agreement provided for the construction by RCCL for the County and subsequent lease by the County to RCCL of a building of approximately 150,000 square feet of office space, parking spaces and ancillary building facilities. The 1080 Building Lease had an initial term of 20 years with extension options and provided for rental terms.</p> <p>Subsequently, on July 19, 2011, the BCC approved Resolution R-632-11, which authorized a First Amendment to the 1080 Building Lease. This First Amendment provided a lease extension through March 31, 2021 with two (2) additional terms of five (5) years each at RCCL's option.</p>
811 160327	RESOLUTION APPROVING AN INTERLOCAL AGREEMENT BETWEEN THE CITY OF HIALEAH GARDENS AND MIAMI-DADE COUNTY TO PROVIDE FILM PERMITTING SERVICES FOR A FIVE-YEAR TERM WITH OPTION TO RENEW FOR ONE ADDITIONAL FIVE-YEAR TERM; AND AUTHORIZING THE MAYOR OR MAYOR'S DESIGNEE TO EXECUTE SAME AND EXERCISE THE PROVISIONS CONTAINED THEREIN, INCLUDING RENEWAL AND TERMINATION
Notes	<p>The proposed resolution approves and authorizes the execution of an Interlocal Agreement (Agreement) with the City of Hialeah Gardens (City) by the County Mayor or County Mayor's designee to allow the Miami-Dade Office of Film and Entertainment to issue permits to film, television, and still photography production companies desiring to use the City's facilities. The term of the Agreement will be for a five years with option to renew for one additional five-year term.</p> <p>The Agreement applies to any film, television, and still photography production using facilities in the City, which is located in Commission District 12.</p> <p>Fiscal Impact/Funding Source: Under the proposed Agreement, the Miami-Dade Office of Film and Entertainment in the Department of Regulatory and Economic Resources will receive a \$100.00 application fee for each film permit processed on behalf of the City of Hialeah Gardens, which will supplement the cost of staff time.</p> <p>Background: Ordinance No. 91-50 authorizes the Miami-Dade Film and Entertainment Office to provide one-stop film, television and still photography permitting services for all of the County's municipalities, creating a film-friendly environment which encourages more local production. Without these interlocal agreements, film, television and still photography companies would face obstacles at each municipal boundary with additional permitting, paperwork, further man-hours and additional fees.</p> <p>Currently, Miami-Dade County provides these services under agreements with 17 municipalities, allowing efficient processing of permits for most filming locations.</p>
812 160382	RESOLUTION AUTHORIZING THE DISBURSEMENT OF UP TO \$98,000.00 FROM THE BISCAYNE BAY ENVIRONMENTAL ENHANCEMENT TRUST FUND FOR BAYNANZA 2016; APPROVING AGREEMENT WITH THE FLORIDA INLAND NAVIGATION DISTRICT TO PROVIDE FUNDING TO MIAMI-DADE COUNTY FOR BAYNANZA 2016; AND AUTHORIZING MAYOR OR MAYOR'S DESIGNEE TO EXECUTE THE AGREEMENT AND EXERCISE THE PROVISIONS CONTAINED THEREIN
Notes	<p>The proposed resolution:</p> <ul style="list-style-type: none"> • Authorizes the disbursement of \$98,000.00 from the Biscayne Bay Environmental Enhancement Trust Fund (Trust Fund) for Baynanza 2016; and • Authorizes the execution of a related agreement with the Florida Inland Navigation District so that the Florida Inland Navigation District can provide up to \$10,000.00 toward Baynanza 2016 expenses. <p>The Baynanza 2016 events will benefit waterways and coastal areas of Commission Districts 3, 4, 5, 7, 8 and 9. Volunteers from all 13 Commission districts, particularly school and community groups, participate in Baynanza every year.</p> <p>Fiscal Impact/Funding Source: Pursuant to Section 7-22.1 of the Code of Miami-Dade County (Code), funds generated by local boat registration fees and deposited into the Trust Fund may be used for water body maintenance and enhancement activities such as Baynanza 2016. The available balance of the Trust Fund is \$2.9 million as of September 30, 2015.</p> <p>Funding in the amount of \$98,000 from the Trust Fund is needed for costs related to education, public awareness, and environmental enhancement activities that are part of Baynanza 2016, particularly Biscayne Bay Cleanup Day. More specifically, costs include event staffing, safety and sanitation equipment, supplies and services, trash collection and disposal, commemorative t-shirts for volunteers, equipment rental, and marketing. Additionally, the Florida Inland Navigation District Agreement will provide up to \$10,000.00 towards Baynanza t-shirts.</p>

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	<p>The Department of Regulatory and Economic Resources' Division of Environmental Resources Management will seek additional funds and in-kind services through sponsorships from local organizations. Additional costs for the planning and implementation of this event which exceed the funding amounts shown above will be paid from the Division of Environmental Resources Management's operating budget.</p> <p>Background: Baynanza is part of the County's longstanding commitment to enhance public awareness of Biscayne Bay as a recreational, aesthetic, economic, historic, scientific, and environmental resource. Baynanza is a cooperative effort among several County departments, environmental groups in Miami-Dade County, and the community at large. The main event, Biscayne Bay Cleanup Day, will take place on April 16, 2016 and will include a shoreline cleanup at 23 sites along Biscayne Bay. This event typically attracts approximately 6,000 volunteers, who each receive a Baynanza t-shirt.</p> <p>A variety of other events related to Biscayne Bay will be scheduled from March through April 2016, including nature walks, kayaking tours, and other similar educational activities. A special outreach event is planned for the VIP cleanup site located at Morningside Park, 750 NE 55 Terrace, Miami, Florida, in 2016 to mark the 34th anniversary of Biscayne Bay Cleanup Day.</p> <p>Additional Information on Relevant Legislation: On February 3, 2015, the BCC, through Resolution No. R-113-15, authorized the disbursement of up to \$98,000.00 from the Biscayne Bay Environmental Enhancement Trust Fund for Baynanza 2015 and authorized the execution of a related agreement with the Florida Inland Navigation District. Under this Agreement, the Florida Inland Navigation District was to provide up to \$10,000 toward Baynanza 2015 expenses.</p> <p>The main event, Biscayne Bay Cleanup Day, took place on April 25, 2015 and included shoreline cleanup at 23 sites along Biscayne Bay.</p>
8N3 160345	RESOLUTION APPROVING AGREEMENTS FOR THE COORDINATION OF TRANSPORTATION DISADVANTAGED SERVICES IN MIAMI-DADE COUNTY WITH CERTAIN AGENCIES; AUTHORIZING THE COUNTY MAYOR, MAYOR'S DESIGNEE, OR MIAMI-DADE TRANSPORTATION AND PUBLIC WORKS DIRECTOR TO EXECUTE SAME FOR AND ON BEHALF OF MIAMI-DADE COUNTY, TO EXECUTE ANY ADDITIONAL AGREEMENTS FOR 2016-17 PROGRAM TERM WITH ENTITIES MEETING PROGRAM ELIGIBILITY REQUIREMENTS FOR TRANSPORTATION DISADVANTAGED SERVICES, AND TO EXERCISE ALL PROVISIONS CONTAINED THEREIN
Notes	<p>The proposed resolution:</p> <ul style="list-style-type: none"> • Approves agreements for the coordination of transportation disadvantaged services in Miami-Dade County with certain agencies; and • Authorizes the County Mayor, or Mayor's designee, or Miami-Dade Transportation and Public Works Director, to execute any additional agreements for the 2016-17 program year with entities meeting program eligibility requirements for transportation disadvantaged services. <p>The impact of the services provided by 53 agencies/entities is countywide.</p> <p>The effective dates of these Agreements are July 1, 2016 through June 30, 2017 and must be approved by the BCC no later than June 30, 2016.</p> <p>Fiscal Impact: There is a minimal fiscal impact for the County. Staff time is limited to coordinating with the social service agencies in obtaining and reviewing the signed Agreements and collecting required agency operating data.</p> <p>Background: Through Chapter 427 of the Florida Statutes and Rule 41-2 of the Florida Administrative Code, the MPO designates the BCC as the Community Transportation Coordinator (CTC) for the County for a five-year period. The BCC has assigned Transportation and Public Works Department (TPW) to carry out the requirements of the CTC for the County's Transportation Disadvantaged Program, which services the elderly, disabled, children-at-risk, and economically disadvantaged.</p> <p>The LCB is the advisory body to the Florida Commission for the Transportation Disadvantaged, the state agency that implements Chapter 427 of the Florida Statutes and Rule 41-2. The Agreements have been submitted and reviewed by the LCB, which advises and evaluates the CTC.</p> <p>The CTC is required to enter into agreements with other agencies/operators that transport the disadvantaged. In addition, the Federal Transit Administration Section 49 U.S.C. 5310 Grant Program requires that recipients of vehicles administered by FDOT, through the Section 5310 Grant program, be part of a coordinated transportation system by entering into an agreement with the CTC. In the County, private not-for-profit agencies receiving these vehicles transport their clients at no cost to the County. This service reduces the need for the County to provide paratransit trips for the transportation disadvantaged population.</p> <p>The Agreements include the cost per trip, and service requirements and standards that must be adhered to by all transportation service providers who transport disadvantaged individuals as part of a coordinated transportation system. Ultimately, the agencies work together to coordinate, utilize, and maximize the use of existing transportation resources to provide transportation to disadvantaged populations in a cost-effective manner.</p>
8N4 160368	RESOLUTION APPROVING NON-EXCLUSIVE PROFESSIONAL SERVICES AGREEMENT WITH T. Y. LIN INTERNATIONAL, INC. FOR \$352,000.00 FOR FLORIDA DEPARTMENT OF TRANSPORTATION LOCAL AGENCY PROGRAM COMPLIANCE SERVICES FOR IMPROVEMENTS TO OLD CUTLER

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	TRAIL BICYCLE ROUTE & BRIDGE REHABILITATION AT SW 328 STREET OVER LEEVE L-31-E; AUTHORIZING THE MAYOR OR MAYOR'S DESIGNEE TO EXECUTE THE AGREEMENT; AND AUTHORIZING THE USE OF CHARTER COUNTY TRANSPORTATION SURTAX FUNDS FOR SUCH PURPOSES
Notes	<p>The proposed resolution:</p> <ul style="list-style-type: none"> • Approves the award of a non-exclusive Professional Services Agreement for \$352,000.00 with T. Y. Lin International, Inc. for Florida Department of Transportation Local Agency Program Compliance Services for Improvements to Old Cutler Trail Bicycle Route & Bridge Rehabilitation at SW 328 Street over Levee L-31-E; • Authorizes the Mayor or Mayor's designee to execute the agreement; and • Authorizes the use of Charter County Transportation Surtax Funds for such purposes. <p>The Project consists of reconstructing the bike path to a minimum eight (8) inches wide and relocation further away from the traffic lanes where possible, constructing curb and gutter where needed, installing remedial drainage as necessary, resurfacing segments of the path that are to remain, pruning tree roots and placing root barriers to minimize future damage to the path's structure, and installing regulatory signage for bicycles and pedestrians.</p> <p>The scope of work includes but is not limited to milling the existing asphalt on the bridge and replacing it with a five (5) inch reinforced concrete deck in order to distribute the traffic loads and ensure that all sonovoid slabs are sharing these loads. Safety improvements such as the replacement of the existing railings and guardrails will also be performed. Additional work will include new slope protection in the area of the bridge and the replacement of bridge joints and the repairs of existing structural cracks on the bridge.</p> <p>Project Location 1) Old Cutler Trail from SW 136 Street and SW 63 Avenue to Cartagena Plaza 2) SW 328 Street over Levee L-31-E</p> <p>Contract Period The contract period is for 570 calendar days, which excludes warranty administration period.</p> <p>Life Expectancy The life expectancy of the completed project is approximately 25 years.</p> <p>Fiscal Impact/Funding Source: The total fiscal impact will be approximately \$352,000.00. The work is to be paid by the People's Transportation Plan (PTP) and Road Impact Fee (RIF) District 6 funds and is to be partially reimbursed by FDOT up to the limits established in Local Agency Program (LAP) Agreements:</p> <ul style="list-style-type: none"> • Project 20130278 is being funded by Charter County Transportation System Surtax Bond Sale Proceeds. Construction is to be partially reimbursed by FDOT; and • Project 20140142 is being funded by Road Impact Fee District 6 funds, and is to be fully reimbursed by FDOT. <p>This agreement is for LAP compliance and laboratory testing services. Once the project is constructed, the estimated annual operation and maintenance costs are approximately \$0.00 and \$4,400.00, respectively. The anticipated funding source is General Fund.</p> <p>On October 21, 2010, the Metropolitan Planning Organization approved Resolution No. 41-10, which included an application for Transportation Enhancement Program funding for the Old Cutler Bicycle Trail.</p> <p>Additionally, funding for Transportation Enhancement Program projects is provided by the Federal Highway Administration through the Safe, Accountable, Flexible, Efficient Transportation Act. The Public Lands Highway Discretionary Program is administered by the Federal Highway Administration's Federal Lands Highway Office, with funds available for transportation projects within, adjacent to, or which provide access to Federal lands or facilities. The rehabilitation of this bridge will preserve an existing facility that provides the only vehicular access to Biscayne National Park's Visitor Center and Park Headquarters.</p> <p>Selection Process On May 18, 2015, a Notice to Professional Consultants (NTPC) was issued under a full and open competition. A project briefing meeting was conducted on June 9, 2015, that was open to all interested parties. On May 19, 2015, Addendum 1 was issued to replace the A/E Consultant Selection Coordinator. On June 5, 2015, Addendum 2 was issued to modify Section 1.6 and 2.1 of the NTPC and answer one question. On June 11, 2015, Addendum 3 was issued to answer another question. On July 9, 2015, Addendum 4 was issued to extend the submittal deadline since only two proposals were received. No additional proposals were received.</p> <p>At the First Tier meeting held on September 15, 2015, the Competitive Selection Committee (CSC) reviewed the two (2) proposals. At this meeting, it was determined that T. Y. Lin International, Inc. met the minimum qualifications, and demonstrated its relevant experience as required by the NTPC. The CSC evaluated and ranked the firm first, and decided by unanimous vote to recommend the selection of T. Y. Lin International, Inc. to the Mayor for approval to negotiate a contract. The negotiation with the firm occurred on November 12, 2015.</p> <p>Additional Information - Project is located on SW 328 Street over Levee L-31-E: On April 16, 2013, the BCC, through Resolution No. R-287-13, authorized the execution of a Local Agency Program (LAP) Agreement between Miami-Dade County (County) and the Florida Department of Transportation (FDOT). The LAP Agreement provided the County with up to</p>

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	<p>\$567,020.00 in Public Lands Highway Discretionary Program funds for the rehabilitation of Sonovoid Bridge Number 874476 (Project). The Project is located on SW 328 Street over Levee L-31-E.</p> <p>On May 8, 2015 a construction contract was awarded to Anzac Contractors, Inc. for a total of \$471,965.32 under the Mayor’s delegated authority through the County’s MCC 7360 Program.</p> <p><u>Additional Information – Old Cutler Trail bicycle route, from SW 136th Street/SW 63rd Avenue to Cartagena Plaza:</u> On October 2, 2012, the BCC, through Resolution No. R-791-12, authorized the execution of a Local Agency Program (LAP) Agreement between Miami-Dade County (County) and the Florida Department of Transportation (FDOT). The Agreement provided the County with up to \$1,319,213 in Transportation Enhancement Program Funds to be paid through FDOT, for the construction of the Old Cutler Trail Bicycle Route from SW 136 Street/SW 63 Avenue to Cartagena Plaza (Project).</p> <p>The LAP Agreement did require that a local funding source provide upfront funding for the Project, which would be reimbursed by FDOT. Public Works and Waste Management proposed providing a balance of construction funds and the initial funds from proceeds of the Charter County Transportation Surtax. Additionally, annual maintenance costs for improvements were estimated to be \$4,610.00 and would be funded through PWWM’s General Fund allocation. There were no operational costs associated with this contract. The bicycle path had a life expectancy of approximately 20 years.</p> <p>On February 3, 2015, the BCC, through Resolution No. R-107-15, approved a contract award of \$1,475,725.10 to Acre Engineering and Construction, Inc. for the People’s Transportation Plan (PTP) Project, Improvements to Old Cutler Trail Bicycle Route – Phase II, FM No. 251265-6 (Project MCC 7360 Plan – CICC 7360-0/08, RPQ No. 20130278) and authorized the use of the Charter County Transportation Surtax System to fund this project. The work performed under this contract included improvements to Old Cutler Trail bicycle route, from SW 136th Street/SW 63rd Avenue to Cartagena Plaza.</p> <p><u>Additional Information on Mayoral Report Assessing Current Efforts to Identify and Promote Existing Bike Paths and Greenways and Offer Recommendations for Future Efforts:</u> On September 17, 2013, the BCC adopted Resolution R-768-13 which directed the Mayor to prepare a report that compiles information as well as an outlined vision for the future of bicycle transportation in Miami-Dade County. The BCC requested that the report:</p> <ul style="list-style-type: none"> • Identify the location of bike paths and greenways within Miami-Dade County, describe the ownership, identification and markings of various bike paths and greenways including branding and color schemes; • identify shared bicycle rental programs and pilot programs within the various municipalities; and • Describe the County’s plan for promotion and future development of bike paths and greenways within Miami-Dade County including coordination with state and municipal efforts. <p>On April 30, 2014, the Mayor issued a report in response to Resolution R-768-13. The report identified and promoted existing bike paths and greenways as well as set forth future plans for bicycle transportation within Miami-Dade County. Specifically the report addressed the following items:</p> <ol style="list-style-type: none"> 1. Identification of existing facilities; 2. Location of bike paths and greenways within Miami-Dade County; 3. Ownership, identification and markings of various bike paths and greenways, including branding and color schemes; 4. Description of shared bicycle rental programs and pilot programs within the various municipalities; and 5. Description of the County’s plan for promotion and future development of bike paths and greenways (vision) within Miami-Dade County. <p>Identification of Existing Facilities According to the report, there are more than 450 miles of bicycle facilities in Miami- Dade County, including bicycle lanes, shared-use or multiuse trails, paved shoulders, and unpaved trails, representing an extensive transportation infrastructure that caters to non-motorized modes of travel. Bicycle facility projects under design by the Parks, Recreation and Open Spaces (PROS)Department include:</p> <ul style="list-style-type: none"> ○ Biscayne Trail Segment C ○ Biscayne Trail Segment D ○ Ludlam Trail Trailhead Improvements at A.D. Barnes Park – Phase 1 ○ Ludlam Trail Trailhead Improvements at A.D. Barnes Park – Phase 2 ○ Amelia Earhart Park Mountain Bike Trail Improvements <p>Location of Paths and Greenways within Miami-Dade County The construction of bike lanes and other on-road facilities are required by Miami-Dade County policy and state law that require “the creation of a countywide system of interconnected designated bicycle ways.” Five County agencies are responsible for planning bike facilities: (1) the Miami-Dade Metropolitan Planning Organization (MPO); (2) Regulatory and Economic Resources (RER); (3) Public Works and Waste Management (PWWM); (4) PROS; and (5) Miami-Dade Transit (MDT). The office of Sustainability is tracking and promoting bike-related initiatives that are included in the GreenPrint. Non-County agencies facilitating bicycle facilities include the Florida Department of Transportation (FDOT), the Miami-Dade Expressway Authority, the Department of Environmental Protection and the National Park Service.</p> <p>The Ownership, Identification and Markings of Various Bike Paths and Greenways</p>

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	<p>To help convey which jurisdictions own the various facilities, the report provided maps that reflect existing facilities categorized by ownership (MPO, RER, PWWM, PROS, and MDT).</p> <p>The color schemes and “branding” for on-road bike signs is dictated by the Federal Highway Administration’s Manual on Uniform Traffic Calming Devices (MUTCD). According to the report, Miami-Dade County has installed MUTCD approved signs or painted on the roadway to inform the motorists about the location of bike facilities. In other parts of the county, jurisdictions have begun installing bike signals and have created “bike boxes” which are bike only spaces for cyclists at intersections. The FDOT has begun the use of green painted bike lanes to highlight conflict points between cyclists and motorists. PWWM has recently obtained permission from the FHWA and will begin using green painted bike lanes in a similar manner. <i>A pilot project featuring a green lane can be found near the Alton Road ramp to Julia Tuttle Causeway.</i></p> <p>PROS has also coordinated with PWWM to develop a wayfinding and signage implementation manual for use in parks, marinas and trails that can be seen throughout the County. <i>The signs have become so popular that four municipalities have already entered into a financial agreement with PROS to design, fabricate and install the sign on their shared use trails.</i></p> <p>Shared Bicycle and Rental Programs and Pilot Programs Within Various Municipalities In early 2011, the City of Miami Beach debuted a bike share program. After two years of operation, the program touted 1.8 million rides and expanded to the City of Surfside. Last year, the City of Miami decided to build upon the successful bike share program and pursue its own DecoBike program, featuring at least 70 docking stations and 700 bikes in and nearby downtown, targeting major destinations and transit stations.</p> <p>PROS also contracts with vendors to offer bike rentals in heavily traveled areas. The private sector provides bike rentals near major visitor destinations such as Bayfront Park. Recently, the Miami Downtown Development Authority has partners with the MPO to assess potential locations for bike parking and a bike commuter station, which is a facility for cyclists who commute to work on their bikes and is equipped with showers, lockers and bike storage.</p> <p>Plan for Promotion and Future Development of Bike Paths and Greenways</p> <p>Promotion/Education In March of 2013, the Mayor’s new Bike305 collaborative initiative was kicked off and aimed to promote health and wellness through cycling, and proclaimed March as “Bike305 Month.” The initiative’s website serves as a one-stop shop for all things related to biking in Miami-Dade County that allows municipalities and non-profit organizations to post bike-related event or points of interest for cyclists.</p> <p>MPO has worked with Florida International University to develop an online bike route planner mapping tool named Bike Knowledge Explorer (BiKE) to help plan a bike trip depending on a cyclist’s goals. <i>Similar systems have been created for Broward and Palm Beach Counties which could be integrated into a regional bike route planner that crosses county lines and includes transit options.</i></p> <p>Additionally, the National Safe Routes to School program encourages youth and their parents to consider biking as an alternative to getting to school. On a local level, the University of Miami BikeSafe program was developed to decrease the number of children injured as cyclists; improve pediatric bicycle safety; increase physical activity levels of children through encouraging children to bike to and from schools; and improve the ability to bike in and around middle schools.</p> <p>Partnerships PROS has been coordinating an interdisciplinary group of key members of various advocacy groups to educate, support and raise awareness of the implementation and use of biking, walking and running facilities and programs throughout the County. Additionally, PROS coordinates quarterly meetings for the Mayor’s Bike Walk Run 30 Work Group which is involved with the planning, design, construction and maintenance of bicycle facilities. Both the MPO and PROS have helped secure recreational trail grants and are involved in the statewide plans.</p> <p>In its Open Space Master Plan, PROS incorporated public feedback to create a Miami-Dade Greenways, Trails and Water Trails Vision - “and interconnected system that provides transportation alternatives and reduces traffic congestion, creates new recreational opportunities, increases property values, protect natural resources and encourages tourism and business developments.</p> <p>As a reference for trail, greenway and linear park design and planning, PROS, along with the MPO, RER Development Services Division, PWWM and MDT, developed The Miami-Dade County Trail Design Guidelines and Standards: The Ludlam Trail Case Study. This document develops the methodology to estimate quantifiable potential social, environmental and economic benefits of shared-use trails.</p> <p>Several other organizations, such as the Green Mobility Network, South Florida Bicycle Coalition, Critical Mass, Everglades Bicycle Club and the University of Miami’s BikeSafe program, exist to promote bicycling in Miami-Dade County. Bike305 has reached out to these groups to request their partnership for future activities.</p>

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	<p>Municipal Efforts In addition to these countywide plans, municipalities are embarking upon local biking and walking plans to make their public right-of-ways more convenient, accessible and safe for cyclists and pedestrians. <i>The City of Miami requires that private residential and commercial developers in the central business district along the waterfront construct sections of the Miami River Greenway and Baywalk.</i></p> <p>Recommended Next Steps: Plans, Signage, Promotions/Education:</p> <p>Plans The Mayor’s Office will continue to host “The Mayor’s Greenway and Bicycle Facilities Coordinating Workgroup,” which facilitates coordination among the PROS, MPO, PWWM, RER, MDT, the City of Miami and FDOT, to ensure that all departments are considering how to incorporate bike facilities into their capital improvement plans. PROS will also work with the MPO to coordinate future maps and visual guides to reflect their joint priorities, strategies and implementation plans. PWWM has implemented several Complete Streets projects throughout the County to ensure public right-of-ways are being planned, designed, constructed, operated and maintained for all modes.</p> <p>It is recommended that the MPO implement the action steps from its Transit System Bicycle Master Plan and explore a grant program that funds those connections within a mile of a transit hub that will result in shifting the greatest number of individuals out of their cars.</p> <p>To increase awareness regarding the bike opportunities in Miami-Dade, it is recommended that the County emulate national best practices at the local level by expanding the MPO’s efforts to realize Safe Routes to School, develop Safe Routes to Parks and build upon the ThinkBike model.</p> <p>The County is also recommended to fund research and report the economic benefits of investing in bike infrastructure to residents, employers and visitors.</p> <p>Finally, the County will seek funds for the construction of a pilot trail project that fills an existing gap and exemplifies the network that can be created through investments in a bike infrastructure.</p> <p>Signage By engaging in the Community Image Advisory Board (CIAB) and the South Florida Parks Coalition, the County can expand the PROS shared-use trail signage program. Additionally, the County will pursue funding for signage along unpaved trails to extend its existing trail system, connect people to resources and offer users enhanced bicycling opportunities.</p> <p>Promotions/Education The County will build upon existing plans and promotions and execute the recommendations put forth in the planning documents to propel itself into the nation’s list of bike-friendly communities. These investments will better position the County to accommodate population growth, grow economic development, attract and retain a skilled workforce and address safety issues.</p>
8N5 160392	<p>RESOLUTION APPROVING TERMS OF AND AUTHORIZING THE COUNTY MAYOR, COUNTY MAYOR’S DESIGNEE OR MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS DIRECTOR TO EXECUTE AND FILE THREE GRANT APPLICATIONS WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION FEDERAL TRANSIT ADMINISTRATION FOR UP TO \$87,500,000.00 OF FISCAL YEAR 2016 SECTION 5307 URBANIZED AREA FORMULA, SECTION 5337 STATE OF GOOD REPAIR FORMULA AND SECTION 5339 BUS AND BUS FACILITIES FORMULA PROGRAM FUNDING AND AUTHORIZING RECEIPT AND EXPENDITURE OF FUNDS PURSUANT TO SUCH APPLICATIONS AND AGREEMENTS AND OF ANY ADDITIONAL FUNDS AS SPECIFIED IN THE AGREEMENTS SHOULD THEY BECOME AVAILABLE</p>
Notes	<p>The proposed resolution approves the terms of and authorizes the County Mayor, County Mayor’s Designee, or the Miami-Dade County (County) Department of Transportation and Public Works (DTPW) Director to execute and file three (3) grant applications on behalf of the County with the United States Department of Transportation’s (USDOT) Federal Transit Administration (FTA) for up to \$87,500,000.00 in Fiscal Year (FY) 2016 Section 5307 Urbanized Area Formula program, Section 5337 State of Good Repair Formula program, and Section 5339 Bus and Bus Facilities Formula program funding.</p> <p>The total estimated amount includes up to \$56,500,000.00 in Section 5307; \$25,000,000.00 in Section 5337; and \$6,000,000.00 in Section 5339 formula programs funding. It is further recommended that the Board authorize these grant applications pursuant to the agreements, as well as the receipt and expenditure of funds as specified in the agreements.</p> <p>A public hearing is required in accordance with Federal regulations.</p> <p>These funds will provide support for multiple bus and rail projects, vanpool, and paratransit services and planning activities; therefore, the impact of these grants is countywide.</p> <p>Fiscal Impact/Funding Source: This item represents a positive fiscal impact to the County since it provides funding to DTPW with the required local match up to \$21,875,000.00, which is being provided in full by the Florida Department of Transportation through the use of State Transportation Development Credits as a “soft match” for these grants.</p>

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	<p>Under Public Law 114-94, the Fixing America’s Surface Transportation ACT (FAST Act), authorization is continued for State Transportation departments to make the use of transportation development credits on selected federally assisted public transit capital projects available to public transit agencies. By using the credits to substitute for the required non-Federal share on a new Federal-Aid Project, the Federal share can effectively be increased to 100 percent.</p> <p>Background: On December 4, 2015, President Obama signed into law the FAST Act, which provides long-term funding for the 21st century transportation system. There were no changes to the current FTA formula grant programs, which include the Section 5307 Urbanized Area Formula, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities.</p> <p>The FTA annually publishes the funds appropriated by law for these formula grant programs. The Miami Urbanized Metropolitan Area expects to receive approximately \$171,050,000.00 in Federal FY 2016 formula funds to be divided among the Miami Urbanized Metropolitan Area Miami-Dade, Broward, and Palm Beach counties, as well as the South Florida Regional Transportation Authority (SFRTA). The amount of funding each agency receives is based upon the apportioned funds, information from the National Transit Database (NTD), and the appropriate formula established by the FTA. The agency directors within the Urbanized Metropolitan Area mutually agree on the split amount for the 5307, 5337, and 5339 formula grant programs, and then the SFRTA distributes written notification of the final apportionment to each agency.</p> <p>Section 5307 Urbanized Area Formula The Section 5307 Formula program makes Federal funding available to urbanized areas for public transportation capital, planning, job access, and reverse commute projects, as well as the use of certain expenditures by vanpool operators and operating assistance in areas with populations greater than 200,000 operating a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded). For urbanized areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue miles, and fixed guideway route miles, as well as population, population density, and number of low-income individuals. The proposed projects expected to be funded up to \$56,500,000.00 under the FY 2016 Section 5307 program for DTPW include:</p> <ul style="list-style-type: none"> • Capitalization of bus preventative maintenance; • Associated transportation improvement project (use of 1 percent program allocation required by FTA); • Public transportation security project (use of 1 percent program allocation required by FTA); • Capital planning (general development/comprehensive planning and short-range transportation planning); • Paratransit (Special Transportation Services) using capital cost of contracting; • DTPW South Florida Vanpool Program Services using capital cost of contracting; • Metrorail/Metromover train control and cable replacement equipment; and • Load ratings and structural assessment (guideways, pedestrian bridges and parking garages). <p>Section 5337 State of Good Repair Formula Projects funded under the Section 5337 State of Good Repair Formula program are limited to replacement and rehabilitation of existing fixed guideway systems, or capital projects required to maintain public transportation systems in a state of good repair. Funds are apportioned to urbanized areas with fixed guideway systems in operation for at least seven (7) years and a new modified formula. The proposed DTPW projects expected to be funded up to \$25,000,000.00 under the FY 2016 Section 5337 program includes capitalization of rail preventative maintenance.</p> <p>Section 5339 Bus and Bus Facilities Formula The Section 5339 Bus and Bus Facilities Formula program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities and use of certain expenditures by vanpool operators. The formula is based upon population, vehicle revenue miles, and passenger miles. The proposed DTPW projects expected to be funded up to \$6,000,000.00 under the FY 2016 Section 5339 program include:</p> <ul style="list-style-type: none"> • DTPW South Florida Vanpool Services using capital cost of contracting; • Forty-foot buses (purchase or lease electric buses); • Service truck replacement; and • MV-1 lift equipped supervisor vehicles (designed for wheelchair access) <p>The combined formula grants funding (\$87,500,000.00) reflects an estimated amount that the County will receive from the FY 2016 appropriation. Upon approval by the BCC, DTPW as an eligible designated recipient of federal funding will submit separate grant applications to the FTA for each formula program.</p>
11A1 160469	RESOLUTION APPROVING A MEMORANDUM OF UNDERSTANDING BETWEEN MIAMI-DADE COUNTY, FLORIDA DEPARTMENT OF TRANSPORTATION, CITY OF MIAMI AND CITY OF MIAMI BEACH FOR THE DEVELOPMENT OF THE BEACH CORRIDOR DIRECT CONNECTION PROJECT IN SUBSTANTIALLY THE FORM ATTACHED
Notes	The proposed resolution approves a Memorandum of Understanding between Miami-Dade County, Florida Department of Transportation, City of Miami, and City of Miami Beach for the development of the Beach Corridor Direct Connection Project. The Beach Corridor Direct Connection Project would provide transportation alternatives for a mass transit connection between Downtown Miami, Midtown Miami, and Miami Beach.
	Background:

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	<p>Miami Beach, downtown Miami, and Midtown Miami are commercial and residential communities and are among the most congested areas of Miami-Dade County.</p> <p>On February 4, 2016, the Metropolitan Planning Organization's Policy Executive Committee, consisting of the Mayors of Miami-Dade County, Miami, and Miami Beach and the County Commissioners representing Districts 5 and 7 unanimously supported a Memorandum of understanding for the Beach Corridor Direct Connection Project.</p>
11A2 160481	RESOLUTION DIRECTING THE COUNTY MAYOR OR MAYOR'S DESIGNEE TO PREPARE AND SUBMIT A REPORT REGARDING FUNDING FOR INDIGENT HEALTH CARE IN MIAMI-DADE COUNTY
Notes	<p>The proposed resolution directs the County Mayor or designee to prepare and submit a comprehensive report regarding funding for indigent health care in Miami-Dade County that includes, but is not limited to, consideration of issues relating to:</p> <ul style="list-style-type: none"> • The amount of funding the County presently spends on indigent health care; • The various sources of funds presently used for indigent health care services, such as LIP, DSH and other governmental or charity programs; • The likelihood that indigent health care funding sources will continue into the future; • Whether the County's indigent health care services can remain the same or will need to be reduced; • Whether the County can retain and reallocate IGT funds previously used for LIP or DSH for other health care needs; and • Recommendations to maximize the County's funding of indigent care. <p>Additionally, the proposed resolution directs the County Mayor or designee to provide the report, including findings, results and recommendations to the BCC within 60 days of the effective date of this resolution.</p>
11A4 160476	RESOLUTION DECLARING SURPLUS ONE COUNTY-OWNED PROPERTY LOCATED AT 770 NW 58 STREET, UNIT 101, MIAMI, FLORIDA 33127; WAIVING ADMINISTRATIVE ORDER 8-4 AS IT RELATES TO REVIEW BY THE PLANNING ADVISORY BOARD; AUTHORIZING THE CONVEYANCE OF THE PROPERTY, PURSUANT TO SECTION 125.38, FLORIDA STATUTES, AT A PRICE OF \$10.00 TO DOWNTOWN HOUSING IMPROVEMENT, INC., FLORIDA A NOT-FOR PROFIT CORPORATION, FOR THE PURPOSE OF DEVELOPING SUCH PROPERTY AS AFFORDABLE HOUSING TO BE SOLD TO A QUALIFIED HOMEBUYER; AUTHORIZING THE CHAIRPERSON OR VICE-CHAIRPERSON OF THE BOARD OF COUNTY COMMISSIONERS TO EXECUTE COUNTY DEED; DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO ENSURE PLACEMENT OF APPROPRIATE SIGNAGE; AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO TAKE ALL ACTION NECESSARY TO ENFORCE THE PROVISIONS SET FORTH IN THE COUNTY DEED
Notes	<p>The proposed resolution provides for the following:</p> <ul style="list-style-type: none"> • Declares one County owned property as surplus, located at 770 NW 58th Street, Unit 101, Miami, Florida; • Waives the requirements of Administrative Order 8-4 as it relates to review by the Planning Advisory Board; and • Approves the conveyance of the Property to Downtown Housing Improvement, Inc. at a price of \$10.00 pursuant to Section 125.38, Florida Statutes, for the purpose of developing and selling the Affordable Housing Project to a qualified homebuyer. <p>The Office of the Property Appraiser 2015 market value for this property is \$22,150.00.</p>
11A5 160280	RESOLUTION DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO PREPARE A FEASIBILITY STUDY REGARDING THE IMPLEMENTATION OF A MOBILE APPLICATION BASED TICKETING SYSTEM FOR MIAMI-DADE TRANSIT AND DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO SUBMIT TO THE BOARD A REPORT REGARDING THE FEASIBILITY STUDY
Notes	<p>The proposed resolution directs the County Mayor or County Mayor's designee to prepare a feasibility study regarding the implementation of a mobile application based ticketing system for Miami-Dade Transit. The County Mayor or County Mayor's designee will provide a report to the BCC regarding the feasibility study and implementation plan within 90 days of the effective date of this resolution and will place the completed report on an agenda of the BCC pursuant to Ordinance No. 14-65.</p> <p><u>Additional Information - Chicago Transit Authority (CTA) Transit Pass Purchases:</u></p> <p>In Person Ventra Cards and disposable Single-Ride or 1-Day Ventra Tickets can be purchased or reloaded from every Ventra Vending Machine (Cash, coins and cards accepted).</p> <p>Ventra Vending Machines (VVMs) are available at all 'L' (train) stations and at CTA's general offices at 567 W. Lake Street, Chicago. VVMs are also located at these five sites:</p> <ul style="list-style-type: none"> • Chicago Union Station (Metra, Amtrak) • Ogilvie Transportation Center (Metra) • Millennium Station (Metra, South Shore Line) • Navy Pier • Museum of Science & Industry <p>New Ventra Cards can be bought or loaded with transit value (for regular fares) or passes onto right over the counter at over 1,000 retail locations, including drug stores and Currency Exchanges, around town. Payment types accepted vary by retailer.</p> <p>Mobile Application The Ventra application lets you manage your Ventra account, add transit value or passes on Ventra Card and buy and use Metra mobile tickets. Also, get notifications for account balance and upcoming expirations of passes or tickets. Plus, see real-time arrivals for CTA, Pace and Metra.</p>

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	<p>Metra mobile tickets can be bought and used from the smartphone application. Tickets bought through the application can be activated upon being boarded and showing the conductors when they come by.</p> <p>If a Ventra account is created, tickets are protected if lost. Real-time information for CTA, Pace and Metra, balance alerts, autoload and pass and ticket expiration information are also available on the application.</p> <p><u>Additional Information – Transit and Mobility Services Committee Meeting Discussion:</u> During the Transit and Mobility Services committee meeting on March 16, 2016, the following was discussed:</p> <ul style="list-style-type: none"> • <i>The Committee asked if they had any shuttles running in the unincorporated Dade to which the Director of the Department of Transportation and Public Works replied they had the Westchester circulator and that was in unincorporated Dade.</i> • <i>In response to a question regarding how the circulator was paid for, the Director replied that it was part of their transit budget.</i> • <i>The Committee suggested that the Director have a Transit plan in place as soon as possible so that everyone could get a better understanding of the transit scenario.</i>
11A8 160721	<p>RESOLUTION DIRECTING THE COUNTY MAYOR OR THE COUNTY MAYOR'S DESIGNEE TO DEVELOP AND SUBMIT A 10-YEAR PLAN TO DESIGNATE COUNTY-OWNED VACANT LAND WITHIN A ONE MILE RADIUS OF METRORAIL STATIONS AND A QUARTER MILE OF HIGH FREQUENCY METROBUS CORRIDORS FOR THE DEVELOPMENT OF WORKFORCE AND AFFORDABLE HOUSING, AND TO PREPARE AND SUBMIT A FEASIBILITY STUDY RELATED TO THE ACQUISITION OF PRIVATELY OWNED PROPERTIES WITHIN A ONE MILE RADIUS OF METRORAIL STATIONS AND A QUARTER MILE OF HIGH FREQUENCY METROBUS CORRIDORS FOR THESE PURPOSES [SEE ORIGINAL ITEM UNDER FILE NO. 160340]</p>
Notes	<p>The proposed resolution directs the County Mayor or the County Mayor's designee to develop a 10-year plan that addresses the steps the County should take to increase the number of affordable and workforce housing units along the transit corridor over a 10 year period, including the designation of County-owned vacant properties located within a one mile radius of Metrorail stations and a quarter mile of high frequency Metrobus corridors, which are suitable for the development of workforce and affordable housing (Plan).</p> <p>The Plan will include, but is not limited to the following:</p> <ul style="list-style-type: none"> • Identifying information of the properties, including address and folio numbers; • The County Commission districts in which the properties are located; • The size of the properties; and • Whether the properties have been surplus or are required to be surplus by the BCC for inclusion on the County's list of real property, which have been identified as suitable for the development of affordable housing pursuant to Section 125.379, Florida Statutes. <p>The Plan will be submitted to the BCC within 90 days of the effective date of this resolution. The County Mayor or the County Mayor's designee will provide the Plan to the BCC within 120 days of the effective date of this resolution and will place the completed Plan on an agenda of the BCC pursuant to Ordinance No. 14-65.</p> <p>The proposed resolution further directs the County Mayor or the County Mayor's designee to explore the feasibility of and to prepare a report on the possibility of the County acquiring vacant privately owned properties within a one mile radius of Metrorail stations and a quarter mile of high frequency Metrobus corridors for the development of workforce and affordable housing. The County Mayor or the County Mayor's designee will provide the report to the BCC within 90 days of the effective date of this resolution and will place the completed report on an agenda of the BCC pursuant to Ordinance No. 14-65.</p> <p><i>During the Transit and Mobility Services Committee meeting on March 16, 2016, the proposed resolution was amended to extend the time for the County Mayor or the County Mayor's designee to provide the report to the BCC from 90 days to 120 days.</i></p> <p><u>Background:</u> In a July 2013 policy paper titled Housing Hunters South Florida: Where Will Our Workers Live?, which was published by Florida International University Metropolitan Center (FIU Study), it was concluded that the "increasing levels of affordability for existing single-family homes and condominiums brought on by the collapse of the housing bubble has not improved overall housing affordability for existing owners and renters alike". The FIU Study further concluded that this lack of affordable and workforce housing is "due to a number of contributing factors including loss of equity, prolonged job loss, escalating rents and rising transportation costs". The FIU Study further concluded that "the percentage of cost burdened owner and renter households has continued to increase at the same rates as during the housing bubble".</p> <p>According to the FIU Study, while housing alone is traditionally considered affordable when a household consumes no more than 30 percent of its income, the Housing and Transportation Affordability Index, which combines the costs of housing and transportation, reflects that a household should only consume no more than 45 percent of its income however, although the Housing and Transportation Affordability Index shows that the median monthly housing costs in Miami-Dade County is 34.9 percent, when transportation costs are factored in, the average cost per household increases to 57.9 percent, which is far above the 45 percent Housing and Transportation Affordability Index threshold.</p> <p>On December 17, 2013, the BCC adopted Resolution No. R-1053-13, which adopted and approved the Comprehensive Housing Intervention and Master Plan (Plan) submitted to the BCC by the Community Affordable Housing Strategies Alliance which lists a number of objectives, strategies, and implementation measures for the BCC to consider, including but not limited to methods to increase wages and job opportunities to allow Miami-Dade County workforce greater access to private rental housing. The Plan recommends that the strategy the</p>

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	<p>County should undertake is to coordinate economic planning/development activities and land use development efforts that will generate affordable housing opportunities in urban centers, along major transit corridors or in urban infill areas that are transit-supported by implanting measures.</p> <p>The Plan further states that the implementation measures that the County should undertake to accomplish the above strategy include the creation of a subcommittee of the advisory board charged with oversight of the Plan and to delegate to such subcommittee the ability to develop joint economic and land use development strategies focused on creating affordable housing opportunities. Additionally, the plan states that the County should utilize "resources as incentives or development mechanisms to promote development of mixed-used, mixed-income affordable housing primarily in Urban Centers, transit-oriented corridors and transit-supported infill development areas (e.g. LU-12E), providing concentration of employment opportunities, mass transportation and neighborhood amenities and services resulting from density".</p> <p>Additional Information – Transit and Mobility Services Committee Meeting Discussion: During the Transit and Mobility Services committee meeting on March 16, 2016, the following was discussed:</p> <ul style="list-style-type: none"> • <i>The Committee noted that the income from the community was absorbed with having to buy a car, so they needed affordable housing close to the public transportation.</i> • <i>The Deputy Mayor asked for additional time for the ninety day directive. In response to a question if 120 days was sufficient, the Director of the Department of Transportation and Public Works said they could start with 120 days, and if they needed more time, they would request it.</i>
11A9 160406	RESOLUTION DECLARING THE MONTH OF APRIL 2016 AS WATER CONSERVATION MONTH IN MIAMI-DADE COUNTY
Notes	<p>The proposed resolution designates the month of April 2016 as Water Conservation Month in Miami-Dade County and urges all water users to take action by increasing their water use efficiency and take appropriate measures to conserve and protect our State's most vital natural resource.</p> <p>Background: The State of Florida, the South Florida Water Management District and Miami-Dade County have worked together to develop and implement a Comprehensive Water Conservation Program that instills a lasting culture of conservation in our communities. Miami-Dade County, through the implementation of goal-based water conservation practices, has saved an estimated 14.1 million gallons of water per day since executing the 20-Year Water Use Efficiency Plan in 2007.</p> <p>Additional Information on Water Use Efficiency Plan⁴: Through the Water Use Efficiency Plan, Miami-Dade County is implementing various programs to make water use more efficient, through alternative water supplies, reuse water projects and the water conservation program. Water availability is crucial to keep up with the County's current and future residents.</p> <p>In April 2006, the BCC adopted the Miami-Dade Water Use Efficiency Plan through Resolution No. R-468-06. The plan is part of a bigger effort to improve management of traditional water supplies while encouraging the development of alternative water supplies and improving the efficiency of our current water use.</p> <p>Several incentive programs have been implemented to encourage the efficient use of water and help residents save money. They include: plumbing retrofits, landscape irrigation evaluations and residential and commercial water use evaluations and rebates.</p> <p>Miami-Dade residents have responded to the call to be more efficient in their water use contributing to an unprecedented drop in consumption. The current demand for finished water is 44 million gallons per day lower than what was projected in November 2007.</p> <p>The lower demand is the result of lower-than-projected population growth, permanent landscape irrigation restrictions, water loss reduction and the success of the water conservation initiatives and best management practices that have been implemented.</p> <p>As a result of the lower-than-projected demand, the Miami-Dade Water & Sewer Department re-evaluated the County's water use projections and has adjusted the schedule of capital water supply projects. This collective awareness has allowed for the per capita use to drop from 158 to 134 gallons per person per day during the same period of time.</p>
11A10 160723	RESOLUTION AMENDING IMPLEMENTING ORDER NO. 4-133 RELATED TO THE SCHEDULE OF TRANSIT FARES, RATES, AND CHARGES BY PROVIDING FOR A REDUCED FARE FOR EMPLOYED INDIVIDUALS WHO MAKE BETWEEN 150 PERCENT AND 200 PERCENT OF THE FEDERAL POVERTY LEVEL AS DEFINED BY THE UNITED STATES DEPARTMENT OF HEALTH AND HUMAN SERVICES [SEE ORIGINAL ITEM UNDER FILE NO. 160502]
Notes	<p>The proposed resolution approves the amendment of Miami-Dade County Implementing Order No. 4-133, relating to the Schedule of Transit Fares, Rates, and Charges, for providing a reduced fare for employed individuals who make between 150 percent and 200 percent of the Federal Poverty Level as defined by the United States Department of Health and Human Services, effective on July 1, 2016.</p> <p><i>A monthly transit pass from Miami-Dade Transit, without parking, costs an individual \$112.50.</i></p>

⁴ <http://www.miamidade.gov/waterconservation/plans-initiatives.asp>

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	<p><i>During the Transit and Mobility Services Committee meeting on March 16, 2016, the proposed resolution was amended to provide reduced transit far for those individuals earning between 150 percent and 200 percent of the federal poverty level as defined by the United States Department of Health and Human Services. The title of the resolution was also modified to reflect this change.</i></p> <p>Background: The American Automobile Association (AAA) estimates that the annual cost in 2015 to own and operate a vehicle was \$8,698.00 in the United States and that the costs for drivers who commute using a private vehicle is 58 cents for each mile driven.</p> <p>The 2016 federal poverty guidelines reflect that an individual earning \$23,760.00 annually would be considered at 200 percent of the federal poverty level.</p> <p>Additional Information – Transit and Mobility Services Committee Meeting Discussion: During the Transit and Mobility Services Committee meeting on March 16, 2016, the following was discussed:</p> <ul style="list-style-type: none"> • <i>The Committee asked how the County would determine the income levels for enrolling citizens in this program to which the Assistant County Attorney answered that the individual upon applying would bring proof of income; if they met the criteria they would be enroll for a period of up to two years.</i> • <i>The Committee asked what type of documentation they would have to bring to which the Assistant County Attorney replied the type of documentation they would have to bring was not addressed in this item.</i> • <i>The Committee asked what would be the cost of this program to the transit department to which a representative of the Office of Management Services in the Department of Transportation and Public Works said they currently have a Transportation Disadvantage Trust Fund program in place subsidized by the state at the 150% of the poverty line and the proposal was to raise it to 200%. He indicated if this item was approved they could lose the state program; the impact would be eight and a half million dollars. Secondly, the reduced fare impact would be three million dollars.</i> • <i>The Committee asked if they could do a separate proposal to cover from 150% to 200% not to lose the state program, and what would be the impact of the reduce fare to which the Transit representative replied yes you could do an amended proposal to cover from 150% to 200%, and the reduce fare impact would be \$630,000 a year.</i> • <i>In response to a question regarding if there are additional funding sources, the Transit representative answered they were no additional funding sources, but they could continue to search for them. He stated that they would have to do a Title 6 because of the change in the fare structures.</i> • <i>The Assistant County Attorney explained that the title 6 had to be done when you were reducing fares.</i> • <i>The Transit representative said that there was also administrative cost of \$80,000 a year, and he stated that he didn't know what would be the impact in regards to Title 6.</i> • <i>The Transit representative clarified that the numbers provided were for the population that was in the workforce. The Director of Department of Transportation and Public Works concluded that they wanted to promote the use of transit, but they had some budgetary concerns, so they needed to make an informed decision.</i> <p>Additional Information – Miami-Dade County Transit Reduced Fare Options:</p> <p>Golden Passport If you are a senior citizen 65 years and over, or a Social Security beneficiary and are a permanent Miami-Dade resident, you may be eligible to ride transit free with a Golden Passport EASY Card.</p> <p>Patriot Passport (Military veterans) Honorably discharged veterans who are permanent residents of Miami-Dade and whose annual income is \$27,994 or less may be eligible to ride transit free with the Patriot Passport EASY Card. The Patriot Passport expires annually.</p> <p>Medicare Recipients Medicare recipients can apply for the Discount Fare EASY Card on the first level of the Government Center Metrorail station. The discounted fare passes can be purchased for \$56.25 for a 1-Month Pass, \$14.60 for a 7-Day Pass or \$2.80 for a 1-Day Pass. Other fares and rates include Metrobus & Metrorail for \$1.10, Metrobus Express/ Special for \$1.30 and Metrobus Shuttle for \$0.10.</p> <p>Pre-schoolers Pre-schoolers taller than 42 inches can obtain a pre-school identification. Parents or guardians of pre-schoolers must provide child's birth certificate and proof of guardianship, and a picture identification of the parent or guardian. Those children less than 42 inches tall ride for FREE when accompanied by an adult.</p> <p>People with Disabilities People with disabilities may also able to ride Metrobus and Metrorail at the discounted fare with a Discount Fare EASY Card. The discounted fare passes can be purchased for \$56.25 for a 1-Month Pass, \$14.60 for a 7-Day Pass or \$2.80 for a 1-Day Pass. Other fares and rates include Metrobus & Metrorail for \$1.10, Metrobus Express/ Special for \$1.30 and Metrobus Shuttle for \$0.10.</p> <p>Senior Citizens Non-residents Senior citizens (those who are 65 years old and over) who do not reside in Miami-Dade County (MDC) may be also be eligible to ride on Metrobus and Metrorail at the discounted fare with a Discount Fare EASY Card. The discounted fare passes can be purchased for \$56.25 for</p>

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	<p>a 1-Month Pass, \$14.60 for a 7-Day Pass or \$2.80 for a 1-Day Pass. Other fares and rates include Metrobus & Metrorail for \$1.10, Metrobus Express/ Special for \$1.30 and Metrobus Shuttle for \$0.10.</p> <p><i>Students are able to purchase discounted transit passes through their academic institutions.</i></p> <p><u>Additional Information – King County, Seattle Reduced Transit Fares⁵:</u> The King County Council has approved Metro fare changes that will take effect March 1, 2015 for individual riders and employers that have "Choice" accounts. For businesses, schools and colleges that participate in Metro's Passport or U-Pass programs for their employees or students, the changes will take effect as contracts are renewed beginning March 1, 2015.</p> <p>The ORCA LIFT program will provide a reduced transit fare for qualified individuals whose household income is below 200 percent of the federal poverty level (as established by the U.S. Health and Human Services Department). The reduced fare must be paid with a valid ORCA LIFT card, which is registered and issued to each individual user. The ORCA LIFT reduced fare is good for 24 months. Currently Metro Transit, King County Water Taxi, Kitsap Transit, Seattle Streetcar and Sound Transit Link light rail offer a lower fare to those holding an ORCA LIFT card.</p> <p>Fares increased by 25¢ per trip in all current Metro fare categories — adults, youth, seniors and people with disabilities — for all regularly scheduled transit services. The fare increased by 50¢ per trip for Access paratransit service, which serves people with disabilities who can't use regular bus service. The fare changes were intended to strike a balance between generating revenue that will support Metro service and keeping bus trips affordable for people with low incomes. Fares are the second-largest source of revenue for Metro, after sales tax.</p>
11A11 160274	RESOLUTION DIRECTING THE MAYOR OR DESIGNEE TO ORGANIZE AND HOLD A "WINERY FAMILIARIZATION TOUR," IN CONJUNCTION WITH THE GREATER MIAMI CONVENTION AND VISITOR BUREAU, TO HIGHLIGHT OPPORTUNITIES, INCLUDING AGRITOURISM OPPORTUNITIES, THAT ARE AVAILABLE TO THE WINERY INDUSTRY IN MIAMI-DADE COUNTY, AND TO PROVIDE A REPORT
Notes	<p>The proposed resolution directs the Mayor or designee to organize and hold a "Winery Familiarization Tour" in conjunction with the Greater Miami Convention and Visitors Bureau to highlight opportunities, including agritourism opportunities, that are available to the winery industry in Miami-Dade County, and to provide a report detailing a plan of action. The Mayor or designee will provide the report to the BCC within 60 days of the effective date of this resolution and will place the completed report on an agenda of the BCC pursuant to Ordinance No. 14-65.</p> <p><u>Background:</u> In October of 2014, the BCC adopted a Comprehensive Development Master Plan (CDMP) amendment revising the policies pertaining to Agriculture in the CDMP's Land Use Element in order to, among other things, promote ecotourism and agritourism, as well as to allow wineries to utilize imported products for winemaking.</p> <p>On October 6, 2015, the BCC adopted Ordinance No. 15-115 amending the County's Zoning Code to reflect the October 2014 CDMP amendment and to promote and allow greater flexibility for ecotourism and agritourism in the AU Zoning District. Ordinance No. 15-115 eliminated and liberalized some of the County's zoning regulations related to bed and breakfast establishments in the AU District, as well as to farm-related wineries so that such establishments will have greater flexibility in how they operate.</p> <p>A "Familiarization Tour" typically involves hosting tour operators, travel agents, travel media, and other industry insiders in an effort to create awareness of opportunities and experiences surrounding an industry or location, or to increase product knowledge and/or destination knowledge.</p>
11A13 160464	RESOLUTION DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO CONSIDER THE PROSPECTIVE USE OF AUTONOMOUS VEHICLES IN PLANNING FUTURE TRANSPORTATION AND TRANSIT ROUTES AND PROJECTS AND REQUESTING THE METROPOLITAN PLANNING ORGANIZATION TO COORDINATE WITH THE COUNTY REGARDING FUTURE STUDIES OF AUTONOMOUS VEHICLES
Notes	<p>The proposed resolution directs the County Mayor or County Mayor's designee to consider the prospective use of autonomous vehicles in planning future transportation and transit routes and projects and further directs the County Mayor or County Mayor's designee to request the Metropolitan Planning Organization to coordinate with the County regarding future studies of autonomous vehicles.</p> <p><u>Additional Information – Autonomous Vehicles in Nevada⁶:</u> The Nevada Legislature and the Department of Motor Vehicles have enacted legislation and regulations to enable the testing and operation of autonomous vehicles in the state. Currently, the DMV is accepting applications for testing only. Autonomous vehicles are not available to the general public.</p> <p>Manufacturers, software developers and others interested in testing their vehicles in Nevada must submit an application to the Department along with proof that one or more of the autonomous vehicles have been driven for a combined minimum of at least 10,000 miles, a complete description of the autonomous technology, a detailed safety plan, and a plan for hiring and training the test drivers.</p> <p>Once an application is approved, the DMV will issue a testing license along with sets of red license plates for the vehicles. When autonomous vehicles are eventually made available for public use, motorists will be required to obtain a special driver license endorsement and the DMV will issue green license plates for the vehicles.</p>

⁵ <http://metro.kingcounty.gov/fares/fare-change-effective-03-01-15.html>

⁶ <http://www.dmvnv.com/autonomous.htm>

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	<p>Nevada to help driverless car industry – January 5, 2016⁷</p> <ul style="list-style-type: none"> • The state will dedicate resources through the Governor's Office of Economic Development toward the autonomous car industry in a bid to become the nation's leader in the testing and development of vehicles that drive themselves. • At a workshop meeting of transportation regulators and car manufacturers Tuesday, the Governor announced that within a month, a center for autonomous vehicles would be created within his economic development office. • The office would assist companies looking to test or build their vehicles in Nevada the same way that the state now helps companies with unmanned aerial vehicles. • The economic development office's executive director said the position would become a part of the Nevada Institute of Autonomous Systems and funded initially through the state's Knowledge Fund with several options under study for continued funding. Advertisements are expected to be posted to recruit a candidate for the post, who will work with the Nevada Department of Transportation, the Regional Transportation Commission of Southern Nevada and the Department of Motor Vehicles along with GOED. • The workshop, organized by the Nevada Department of Transportation, brought vehicle manufacturers and regulators together to establish early ground rules in autonomous vehicle operations. • The objective was to standardize as many regulations as possible across the country on insurance and operational issues. The meeting was jointly sponsored by the American Association of State Highway and Transportation Officials and the American Association of Motor Vehicle Administrators.
11A15 160538	RESOLUTION EXPRESSING CONCERNS TO THE UNITED STATES TREASURY SECRETARY REGARDING A JANUARY 13, 2016 GEOGRAPHIC TARGETING ORDER ISSUED BY THE TREASURY DEPARTMENT THAT TARGETS MIAMI-DADE COUNTY BY TEMPORARILY REQUIRING TITLE INSURANCE COMPANIES TO IDENTIFY THE NATURAL PERSONS BEHIND COMPANIES THAT PAY MORE THAN ONE MILLION IN CASH FOR RESIDENTIAL REAL ESTATE IN MIAMI-DADE COUNTY
Notes	<p>The proposed resolution expresses concerns to the United States Treasury Secretary regarding the targeting of Miami-Dade County and the potential negative impact on legitimate real estate purchases in Miami-Dade County by a January 13, 2016 Geographic Targeting Order issued by the Treasury Department that temporarily requires title insurance companies to identify the natural persons behind companies that pay more than \$1 million in cash for residential real estate in Miami-Dade County.</p> <p>The proposed resolution further directs the Clerk of the Board to transmit a certified copy of this resolution to the members of the Miami-Dade Congressional Delegation, the United States Treasury Secretary, the United States Attorney for the Southern District of Florida and the Manhattan Borough President.</p> <p>Background: On January 13, 2016, the Financial Crimes Enforcement Network (FinCEN), a bureau of the United States Department of the Treasury, issued Geographic Targeting Orders (Orders) temporarily requiring title insurance companies to identify the natural persons behind companies that pay more than \$1 million in cash to purchase high-end residential real estate in Miami-Dade County, and more than \$3 million in cash to purchase high-end residential real estate in the Borough of Manhattan in New York City, New York. Specifically, the Orders require title insurance companies, from March 1, 2016 to August 27, 2016, to file a report with FinCEN identifying the individual or individuals who own the company used to purchase the property.</p> <p>Miami-Dade County and the Borough of Manhattan are the only two jurisdictions that have been targeted with such Orders. The purpose of the Orders, as explained by FinCEN, is to identify individuals who are laundering illicit money through the real estate market.</p> <p>The federal government already requires businesses and financial institutions to report whenever they receive more than \$10,000.00 cash in a trade or business transaction.</p>
11A16 160540	RESOLUTION SUPPORTING SENATE BILL 524, A FEDERAL BILL BEFORE THE UNITED STATES CONGRESS, ALSO KNOWN AS THE COMPREHENSIVE ADDICTION RECOVERY ACT OF 2015 OR SIMILAR LEGISLATION THAT WOULD CONVENE A PAIN MANAGEMENT BEST PRACTICES INTER-AGENCY TASK FORCE AND AUTHORIZE THE ATTORNEY GENERAL TO MAKE GRANTS TO STATES, NON-PROFIT ORGANIZATIONS AND LOCAL GOVERNMENTS AND AGENCIES
Notes	<p>The proposed resolution:</p> <ul style="list-style-type: none"> • Supports Senate Bill (SB) 524, or similar legislation before the United States Congress that would direct the Department of Health and Human Services (HHS) to convene a Pain Management Best Practices Inter-Agency Task Force and amend the Omnibus Crime Control and Safe Streets Act of 1968 to authorize the Attorney General to make grants to states, non-profit organizations, local governments and agencies for the purpose of preventing substance abuse, educating the community about addiction and promoting treatment and recovery from substance abuse; • Directs the Clerk of the Board to transmit certified copies of this resolution to United States Senator Sheldon Whitehouse and the Chair and Members of the Florida Congressional Delegation; and • Directs the County's federal lobbyists to advocate for passage of legislation and authorizes and directs the Office of Intergovernmental Affairs to include this item in the 2016 Federal Legislative Package when it is presented to the BCC. <p>Background: On February 12, 2015, United States Senator Sheldon Whitehouse (D – Rhode Island) introduced Senate Bill 524 (SB 524), entitled the Comprehensive Addiction Recovery Act of 2015, for consideration by the 114th United States Congress. The Comprehensive Addiction</p>

⁷ <http://www.reviewjournal.com/business/economic-development/nevada-help-driverless-car-industry>

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	<p>Recovery Act of 2015 directs the Department of Health and Human Services (HHS) to convene a Pain Management Best Practices Inter-Agency Task Force to develop: (1) best practices for pain management and prescribing pain medication, and (2) a strategy for disseminating such best practices.</p> <p>The Comprehensive Addiction Recovery Act of 2015 also amends the Omnibus Crime Control and Safe Streets Act of 1968 to authorize the Attorney General to make grants to states, non-profit organizations, local governments and agencies for the purpose of preventing substance abuse, educating the community about addiction and promoting treatment and recovery from substance abuse. The grants authorized by the Comprehensive Addiction Recovery Act of 2015 could be utilized to fund programs that would assist in combating the County's current battle with heroin addiction.</p>
11A17 160458	<p>RESOLUTION AUTHORIZING THE COUNTY MAYOR OR MAYOR'S DESIGNEE TO EXECUTE THE SECOND AMENDMENT TO THE INTERLOCAL AGREEMENT WITH BROWARD AND MONROE COUNTIES CREATING THE SOUTH FLORIDA REGIONAL PLANNING COUNCIL, TO RENAME THE SOUTH FLORIDA REGIONAL PLANNING COUNCIL AS THE SOUTH FLORIDA REGIONAL COUNCIL; ADOPTING AMENDMENT BY THREE-FOURTHS VOTE AS REQUIRED BY INTERLOCAL AGREEMENT</p>
Notes	<p>The proposed resolution authorizes the County Mayor or Mayor's designee to execute the Second Amendment to the Interlocal Agreement with Broward and Monroe Counties creating the South Florida Regional Planning Council.</p> <p><u>Background:</u> On July 1, 1974, the counties of Broward, Miami-Dade, and Monroe entered into an "Interlocal Agreement Creating a South Florida Regional Planning Council" (Agreement) and in 1993, the parties approved a First Amendment to the Agreement, updating and ratifying the relationship among the parties and establishing additional terms, conditions, and provisions to guide the South Florida Regional Planning Council (Council) in the performance of its functions. At the present time, the Council provides many services, in addition to planning services and in recognition of the expanded services provided by the Council, the proposed Second Amendment renames the Council as the "South Florida Regional Council". Broward County and Monroe County have approved the Second Amendment to the Agreement and upon approval by all three counties, the Second Amendment will become effective when recorded in the public records of each county, as required by Section 163.01(11), Florida Statutes. The Agreement requires that any amendments thereto be approved by a three-fourths vote of the BCC.</p> <p><u>Additional Information - The South Florida Regional Council⁸:</u> The South Florida Regional Council (Council) is one of Florida's eleven regional planning councils. It was formed in 1969 as the Tri-County Jetport Council to address issues related to the proposed development of the "Everglades Jetport" in Big Cypress.</p> <p>The Council serves three counties: Monroe, Miami-Dade, and Broward; 71 municipalities; and 4.3 million residents. Over the next 20 years, the Region is expected to grow to an increasingly diverse estimated population of more than 4.9 million residents.</p> <p>Specific rights, responsibilities, and powers of the Regional Planning Councils are defined in Florida Statutes. The Legislature has recognized the Councils as Florida's "only multipurpose regional entity that is in position to plan for and coordinate intergovernmental solutions to growth-related problems on greater-than local issues, provide technical assistance to local governments, and meet other needs of the communities in each region." In addition, over time the Councils have evolved and developed unique areas of expertise in response to the needs of their regions.</p> <p>The Region's Strategic Plan The Strategic Regional Policy Plan for South Florida (SRPP) guides the Council in all of its activities. Created with broad public input and adopted into administrative rule, the SRPP focuses on 22 goals that reflect the priority issues of the Region. The SRPP contains regional policies and strategies for improvement in each goal area with targets and indicators to measure progress.</p> <p>Planning & Review Responsibilities The Council has statutory responsibilities related to local government comprehensive plans, developments of regional impact, and intergovernmental permits and grant application review. The Strategic Regional Policy Plan (SRPP) is focused on 22 goals that reflect priority issues of the Region that are likely to impact South Florida over the next 20 – 25 years. Mandated by statute and adopted by rule into the Florida Administrative Code, this Plan was created through a regional process in which key public, private, and non-profit stakeholders participated in the identification of key issues and development of regional goals and policies. The SRPP guides the Council's activities and serves as the policy document used in our review of local government comprehensive plans and amendments.</p>

⁸ <http://sfregionalcouncil.org/overview/about/>