

Memorandum



Date: May 15, 2012

To: Jack Osterholt, Deputy Mayor/Director
Sustainability, Planning and Economic Enhancement Department and
Permitting, Environment and Regulatory Affairs Department

From: Bill Johnson, Director
Seaport Department *Bill Johnson*

Subject: Recommendation for Non-exclusive Professional Services Agreement for Cargo Gate Modifications and Improvements, Contract No. E12-SEA-01, Project No. 2011-045

Your assistance in reviewing this request and forwarding the attached recommendation to the Division of Small Business Development (SBD) for consideration is respectfully requested.

It is recommended that SBD review the attached request for Community Business Enterprise (CBE) measures for this project, in order to proceed with the advertisement and subsequent bidding of the project.

Professional Services Agreement (PSA) for Cargo Gate Modifications and Improvements: The Consultant shall provide analysis; design; design/system criteria; system integration and construction phase services for the Cargo Gate Modifications study, starting with a study validation and implementation programming phase. Design, construction and system integration phases will follow for the necessary infrastructure improvements required for relocating the cargo gate system functionality to other on-Port location(s) as well as the necessary facility design, terminal operations, gate configurations and terminal operating systems.

The initial phase will provide the framework for the program of improvements in support of the cargo gate modifications. In addition, this phase will validate the location of the cargo gate systems as well as develop an implementation, construction phasing, and sequencing plan for the necessary infrastructure improvements as an outcome of the study. Other facets taken into consideration during the validation and programming phase include: ability of the gate to meet increased future cargo volume demands; gate area layout and geometry including road network modifications; system and security requirements; rail and intermodal cargo operational needs; terminal operation requirements; and technical operations descriptions and terminal operating system capabilities.

Following the validation and implementation phase, the scope will consist of the design phase services in support of the construction document development for the program of improvements. This may also include the design and system criteria development for the necessary front and back office cargo gate system functionality as well as the system integration and construction phase support to implement the program of improvements to final state and acceptance. This will include all project meetings; field investigations and data collection support; document review; drawings; technical specifications; special conditions; construction phasing plans (as needed); construction staging areas; calculations; detailed construction cost estimates; project schedules; design/system criteria;

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bidding/procurement; post-design services and any supportive ancillary tasks to the primary scope of services. All work shall be conducted to meet or exceed professional standards and comply with Port of Miami Security requirements.

A/E Technical Certification Categories required:

TC No.	Description	Percentage	Amount
1.04	Transportation Planning – Port and Waterway Systems Planning (Prime)	10%	\$ 247,500.00
5.05	Port & Waterway Systems – Cargo Terminal Design (Prime)	20%	\$ 495,000.00
5.10	Port & Waterway Systems – Transportation Systems Design (Prime)	45%	\$ 1,113,750.00
3.02	Highway Systems – Highway Design	5%	\$ 123,750.00
3.08	Highway Systems – ITS Analysis, Design and Implementation	5%	\$ 123,750.00
3.09	Highway Systems – Signing, Pavement Marking and Channelization	5%	\$ 123,750.00
3.10	Highway Systems – Lighting	5%	\$ 123,750.00
17.00	Engineering Construction Management	5%	\$ 123,750.00
Total Estimated Design Fees		100%	\$ 2,475,000.00

The prime consultant must hold Technical Certifications 1.04 - Transportation Planning – Port and Waterway Systems Planning, 5.05 – Port & Waterway Systems – Cargo Terminal Design, and 5.10 - Port & Waterway Systems – Transportation Systems Design. Interested Professional Engineering Firms must have experience in three (3) projects over the past five (5) years for similar work as described above. This expertise must be met by qualified individual(s) of the prime consultant’s team. Interested Professional Firms (Consultants) shall be certified by Miami-Dade County at the time of qualifications submittal in the Technical Certification Categories identified above.

The CBE Goal recommendation is 25.00%. The Agreement will be in the approximate amount of \$2,475,000.00, which includes the 10% contingency, and shall remain in effect for a total of four (4) years with two (2), one-year options to extend.

Should you have any questions, please feel free to contact Mr. Dorian K. Valdes, P.E., Assistant Port Director of Capital Development at (305) 347-4802.

Attachment

**DEPARTMENTAL INPUT
CONTRACT/PROJECT MEASURE ANALYSIS AND
RECOMMENDATION**

Contract/Project Title Cargo Gate Modifications and Improvements
 Contract/Project No. E12-SEA-01 / 2011-045
 Description See attached Scope of Work
 Department Seaport Contact Patrick Shortal, P.E. Phone (305) 347-4034
 Estimated Cost 1 Agreement for \$2,475,000.00 Funding Source Seaport Loans

ANALYSIS

Commodity/Service No. _____ SIC _____

Trade/Commodity/Service Opportunities

Contract/Project History of Previous Purchases for Previous Three (3) years

Check Here if this is a New Contract/Purchase with Previous History

	<u>Existing</u>	<u>2nd Year</u>	<u>1st Year</u>
Contractor _____	_____	_____	_____
Ethnicity/Race _____	_____	_____	_____
Gender _____	_____	_____	_____
Contract Value _____	_____	_____	_____
Comments _____	_____	_____	_____

RECOMMENDATIONS

<u>CBE GOAL</u>	<u>BID PREFERENCE</u>	<u>NO MEASURE</u>
<u>25.00%</u>	<u>N/A</u>	_____

Analysis for Goal Recommendation

<u>Sub-Trade</u>	<u>Est. Cost</u>	<u>% of Item to Base Bid</u>	<u>Availability</u>
<u>1.04 Transportation Planning – Port & Waterway Systems Planning (Prime)</u>	<u>\$ 247,500.00</u>	<u>10%</u>	_____
<u>5.05 Port & Waterway Systems - Cargo Terminal Design (Prime)</u>	<u>\$ 495,000.00</u>	<u>20%</u>	_____
<u>5.10 Port & Waterway Systems - Transportation Systems Design (Prime)</u>	<u>\$1,113,750.00</u>	<u>45%</u>	_____
<u>3.02 Highway Systems – Highway Design</u>	<u>\$ 123,750.00</u>	<u>5%</u>	<u>>3</u>
<u>3.08 Highway Systems – ITS Analysis, Design and Implementation</u>	<u>\$ 123,750.00</u>	<u>5%</u>	<u>>3</u>
<u>3.09 Highway Systems – Signing Pavement Marking and Channelization</u>	<u>\$ 123,750.00</u>	<u>5%</u>	<u>>3</u>
<u>3.10 Highway Systems – Lightning</u>	<u>\$ 123,750.00</u>	<u>5%</u>	<u>>3</u>
<u>17.00 Engineering Construction Management</u>	<u>\$ 123,750.00</u>	<u>5%</u>	<u>>3</u>
<u>Total</u>	<u>\$2,475,000.00</u>	<u>100%</u>	_____

Basis for Recommendation _____

By: Seaport Department

Date to SBA/DPM _____

MIAMI-DADE COUNTY, FLORIDA

MIAMI-DADE SEAPORT DEPARTMENT (SEA)

PROFESSIONAL SERVICES AGREEMENT (PSA)

FOR CARGO GATE MODIFICATIONS AND IMPROVEMENT

OCI PROJECT NO. E12-SEA-01

GENERAL OVERVIEW OF SERVICES

With the on-going implementation of the Port of Miami Tunnel and Access Improvements project in partnership between the Florida Department of Transportation (FDOT) and Miami-Dade County, the tunnel's portal and project limits extend further east on PortMiami up to the influence area of the Seaport's current inbound and outbound Cargo Gate Complex.

Although the current Cargo Gate Complex is located on Port Boulevard within the Seaport's roadway system, access and egress to the cargo gate is directly adjacent to the terminus of the tunnel project. The Port of Miami Tunnel, which directly links Dodge Island to Interstate 395, has been designated a part of the State Highway System (SR 887). Therefore, it is important to ensure that cargo gate modifications avoid, or minimally minimize, traffic congestion on the State Highway System. Additionally, with the re-activation of on-Port rail and intermodal container facility, the current Cargo Gate Complex location sits in close proximity to the intermodal yard's container lay down area.

The Seaport endeavors for a planned, engineered solution for future cargo flow and the inbound and outbound gates are being studied by the Seaport to accommodate the additional traffic coming through the tunnel and rail with the goals of allowing for better ingress/egress, avoiding the potential queuing in the eastbound tunnel of cargo traffic, and mitigating safety concerns due to the proximity of the proposed cargo bridge to the outbound gate and the Customs and Border Protection (CBP) secondary inspection area. To ensure the safe operation of the inbound and outbound cargo lanes and avoid truck traffic congestion in the tunnel, various infrastructure improvements need to be implemented concurrently with the tunnel and rail implementation programs (anticipated completion in 2014) while also ensuring that the security and business terms of the Seaport's terminal operations are not compromised.

SCOPE OF SERVICES

The scope of work requires an analysis, design, design/system criteria, system integration and construction phase services for the Cargo Gate Modifications study starting with a study validation and implementation programming phase. Design, construction and system integration phases will follow for the necessary infrastructure improvements required for relocating the cargo gate system functionality to other on-Port location(s) as well as the necessary facility design, terminal operations, gate configurations and terminal operating systems.

The initial phase will provide the framework for the program of improvements in support of the cargo gate modifications. Additionally, this phase will validate the location of the cargo gate systems as well as developing an implementation plan – construction phasing and sequencing plan – for the necessary infrastructure improvements as an outcome of the study. Other facets taken into consideration during the validation and programming phase include:

- Ability of the gate to meet increased future cargo volume demands
- Gate area layout and geometry including road network modifications
- System and security requirements
- Rail and intermodal cargo operational needs
- Terminal operations requirements
- Technical operations descriptions and terminal operating system capabilities

Following the validation and implementation phase, the scope will consist of the design phase services in support of the construction document development for the program of improvements. This may also include the design and system criteria development for the necessary front and back office cargo gate system functionality as well as the system integration and construction phase support to implement the program of improvements to final state and acceptance. This will include all project meetings, field investigations and data collection support, document review, drawings, technical specifications, special conditions, construction phasing plans (as needed), construction staging areas, calculations, detailed construction cost estimates, project schedules, design/system criteria, bidding/procurement and post-design services. All work shall be conducted to meet or exceed professional standards, comply with Port of Miami Security requirements.

Experience and Qualification(s):

The experience and qualification(s) denoted below:

- 1) Interested Professional Engineering Firms must have experience in three (3) projects over past five (5) years for similar work as described above. This expertise must be met by qualified individual(s) of the prime consultant's team.
- 2) Interested professional engineering firms shall be certified by Miami-Dade County at the time of qualifications submittal in the Technical Certification Categories identified above.

AE TECHNICAL CERTIFICATION REQUIREMENTS

Firms interested in this PSA need to be technically certified in the following categories:

<i>1.04 Transportation Planning – Port and Waterway Systems Planning (PRIME)</i>	<i>10%</i>
<i>5.05 Port & Waterway Systems – Cargo Terminal Design (PRIME)</i>	<i>20%</i>
<i>5.10 Port & Waterway Systems – Transportation Systems Design (PRIME)</i>	<i>45%</i>
<i>3.02 Highway Systems – Highway Design</i>	<i>5%</i>
<i>3.08 Highway Systems – ITS Analysis, Design and Implementation</i>	<i>5%</i>
<i>3.09 Highway Systems – Signing, Pavement Marking and Channelization</i>	<i>5%</i>
<i>3.10 Highway Systems – Lighting</i>	<i>5%</i>
<i>17.00 Engineering Construction Management</i>	<i>5%</i>
<i>\$2,475,000.00 Total Fees (\$2.25M base + 10% Contingency)</i>	<i>100%</i>

CONTRACT MEASURE(S)

The Agreement will remain in effect for a total of four (4) years with two (2), one-year options to extend.

The Miami-Dade County Community Business Enterprises (CBE) contract participation provisions (Exhibit A) are as follows: Agreement – 25% CBE Sub-Consultant Goal