

Memorandum



Date: July 20, 2010

To: Honorable Chairman Dennis C. Moss
and Members, Board of County Commissioners

Agenda Item No. 14(A)(18)

From: George M. Burgess
County Manager

A handwritten signature in black ink, appearing to read "G. Burgess", written over the printed name of the County Manager.

Resolution No. R-835-10

Subject: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program Grant Application in the amount of \$1,507,157 with a local contribution in the amount of \$677,796

Recommendation

It is recommended that the Board of County Commissioners (Board) ratify the Mayor or the Mayor's designee's action in applying for the EPA National Clean Diesel Funding Assistance program in the amount of \$1,507,157. It is further recommended that the Board authorize the Mayor or the Mayor's designee to receive and expend grant funds, and to execute such contracts, agreements, Memoranda of Understanding (MOU), and amendments, after approval by the County Attorney, as required by program guidelines. It is also recommended that the Board authorize the Mayor or the Mayor's designee to apply for, receive, and expend additional funds that may become available during the term of the grant; to file and execute any amendments to the application for and on behalf of the County, and to exercise amendments, modifications, renewal, cancellation, and termination clauses of any contracts and agreements, subject to the approval by the County Attorney's Office.

Scope

The Port of Miami ("Port") is located within District 5. The impact of this agenda item is countywide as the Port is a regional asset and generates employment for residents throughout Miami-Dade County. The project includes two components, and the work will take place at the Seaport: electrification of four (4) gantry cranes 7, 8, 9 and 10; and retrofitting of twelve (12) cargo container handler equipment by installing diesel particulate filters. The project is to be completed in 17 months after grant execution.

Fiscal Impact/Funding Source

This grant will provide \$1,507,157 to implement Port green initiative projects as part of National Programmatic priorities of the EPA and "Green Goals" of the Port. These projects are part of the Port's commitment to continue reducing diesel emissions.

Federal participation on the gantry crane electrification project is \$1,246,783. The required local match is 25%, or \$677,796, and will be funded with Capital Asset Acquisition Special Obligation Bonds, Series 2009. This project is included in the adopted FY09-10 Capital Budget. It is 90% designed and is scheduled to move forward as part of the original crane electrification project that started in 2003, in which cranes 4, 5, and 6 were successfully converted to electrical power. Thus, this federal grant has a positive fiscal impact by reducing the local participation.

The Federal participation on the retrofit project is \$260,374, or 100%; thus, no matching funds are required.

There is a favorable impact to future operating budgets associated with savings in fuel costs.

Track Record/Monitor

The Seaport Department will implement and manage both of these projects. The Department will handle the disbursement and expenditure of grant funds, as well as manage programmatic and fiscal reporting in accordance with the EPA project reporting and auditing procedures stipulated by the grant application.

The Seaport Department staff member responsible for the implementation of this project is Dorian K. Valdes, P.E. Assistant Director of Capital Development. The Seaport staff member responsible for the monitoring of the grant is Mr. Felix Pereira, R.A. Chief of Planning and Grants.

Background

Reducing emissions from diesel engines is an important air quality challenge facing the country. The Port of Miami is committed to implementing these two projects as part of the National Programmatic priorities of the EPA through this competitive grant. Both of these projects will reduce fuel consumption and emissions. These projects will maximize health benefits in this densely populated area in conjunction with the County's ongoing initiatives to promote a greener community.



Assistant County Manager



MEMORANDUM

(Revised)

TO: Honorable Chairman Dennis C. Moss
and Members, Board of County Commissioners

DATE: July 20, 2010

FROM: R. A. Cuevas, Jr.
County Attorney

SUBJECT: Agenda Item No. 14(A)(18)

Please note any items checked.

- "3-Day Rule" for committees applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Ordinance creating a new board requires detailed County Manager's report for public hearing
- No committee review
- Applicable legislation requires more than a majority vote (i.e., 2/3's ____, 3/5's ____, unanimous ____) to approve
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved  Mayor
Veto _____
Override _____

Agenda Item No. 14(A)(18)
7-20-10

RESOLUTION NO. R-835-10

RESOLUTION RATIFYING THE MAYOR OR THE MAYOR'S DESIGNEE'S ACTION IN APPLYING FOR NATIONAL CLEAN DIESEL FUNDING ASSISTANCE PROGRAM UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (EPA) FUNDS IN THE AMOUNT OF \$1,507,157 WITH A LOCAL CONTRIBUTION IN THE AMOUNT OF \$677,796; AUTHORIZING THE MAYOR OR THE MAYOR'S DESIGNEE TO RECEIVE, EXPEND, AND EXECUTE SUCH CONTRACTS, AGREEMENTS, AND MEMORANDA OF UNDERSTANDING, AND AMENDMENTS AFTER APPROVAL BY THE COUNTY ATTORNEY'S OFFICE; AUTHORIZING THE MAYOR OR THE MAYOR'S DESIGNEE TO APPLY FOR, RECEIVE AND EXPEND ANY ADDITIONAL FUNDS THAT MAY BECOME AVAILABLE

WHEREAS, this Board desires to accomplish the purposes outlined in the accompanying memorandum, a copy of which is incorporated herein by reference,

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board ratifies the Mayor or the Mayor's designee's action in applying for National Clean Diesel Funding Assistance Program in Fiscal Year (FY) 2009/2010 United States Environmental Protection Agency (EPA) funds in the amount of \$1,507,157 with a local contribution in the amount of \$677, 796; authorizing the Mayor or the Mayor's designee to receive and expend grant funds, and execute such contracts, agreements, Memoranda of Understanding (MOU), and amendments, after approval by the County Attorney's Office, as required by grant guidelines. It is further recommended that the Board authorize the Mayor or the Mayor's designee to apply for, receive, and expend additional funds that may become available during the term of the grant; to

file and execute any amendments to the application; and to exercise amendments, modifications, renewal, cancellation, and termination clauses of any contracts and agreements, subject to the approval by the County Attorney's Office.

The foregoing resolution was offered by Commissioner **Katy Sorenson**, who moved its adoption. The motion was seconded by Commissioner **Dennis C. Moss** and upon being put to a vote, the vote was as follows:

	Dennis C. Moss, Chairman	aye	
	Jose "Pepe" Diaz, Vice-Chairman	absent	
Bruno A. Barreiro	aye	Audrey M. Edmonson	aye
Carlos A. Gimenez	aye	Sally A. Heyman	absent
Barbara J. Jordan	aye	Joe A. Martinez	aye
Dorrian D. Rolle	aye	Natacha Seijas	aye
Katy Sorenson	aye	Rebeca Sosa	absent
Sen. Javier D. Souto	aye		

The Chairperson thereupon declared the resolution duly passed and adopted this 20th day of July, 2010. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.



MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF COUNTY
COMMISSIONERS

HARVEY RUVIN, CLERK

By: **DIANE COLLINS**
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

Richard Seavey

Application for Federal Assistance SF-424

Version 02

*1. Type of Submission <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		*2. Type of Application <input type="checkbox"/> New <input type="checkbox"/> Continuation <input checked="" type="checkbox"/> Revision		*If Revision, select appropriate letter(s): * Other (Specify)	
*3. Date Received:			4. Application Identifier:		
5a. Federal Entity Identifier:			*5b. Federal Award Identifier:		
State Use Only:					
6. Date Received by State:			7. State Application Identifier:		
8. APPLICANT INFORMATION:					
* a. Legal Name: Miami-Dade County					
* b. Employer/Taxpayer Identification Number (EIN/TIN): 596000573			*c. Organizational DUNS: 004148202		
d. Address:					
*Street1: 111 NW First Street Street 2: 29th floor *City: Miami County: Dade *State: Florida Province: Country: USA *Zip/ Postal Code: 33128					
e. Organizational Unit:					
Department Name: Miami-Dade Seaport Department			Division Name: Capital Development		
f. Name and contact information of person to be contacted on matters involving this application:					
Prefix: Mr.		First Name: Dorian			
*Last Name: Valdes		Suffix:			
Title: Assistant Director, Capital Development					
Organizational Affiliation: Miami-Dade Seaport Department					
*Telephone Number: (305) 347-4970			Fax Number: (305) 329-4055		
*Email: valded@miamidadegov					

Application for Federal Assistance SF-424

Version 02

9. Type of Applicant 1: Select Applicant Type: **B. County Government**

Type of Applicant 2: Select Applicant Type:
- Select One -

Type of Applicant 3: Select Applicant Type:
- Select One -

*Other (specify):

*10. Name of Federal Agency:
Environmental Protection Agency (EPA)

11. Catalog of Federal Domestic Assistance Number:

66.039

CFDA Title:

National Clean Diesel Funding Assistance Program

*12. Funding Opportunity Number: **EPA-OAR-OTAQ-09-10**

*Title: **National Clean Diesel Funding Assistance Program FY2009/2010**

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Port of Miami is an island located east of the City of Miami, a major metropolitan business area of Miami-Dade County. The air quality benefits will be realized by County wide.

*15. Descriptive Title of Applicant's Project:

Port of Miami repowering of cranes/retrofit cargo container equipment.

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of: 18

*a. Applicant

*b. Program/Project:

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

*a. Start Date: April 1, 2010

*b. End Date: September 30, 2011

18. Estimated Funding (\$):

*a. Federal	\$1,507,157.00	*d. Local	
*b. Applicant	\$677,796.00	*e. Other	
*c. State		*f. Program Income	
*d. Local		*g. TOTAL	\$2,184,953.00

***19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372

***20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

- Yes
- No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

**I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

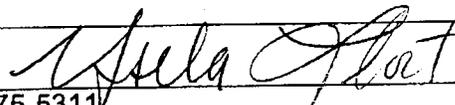
Prefix: Mr. *First Name: George

Middle Name: M

*Last Name: Burgess

Suffix:

*Title: County Manager



*Telephone Number: (305) 375-5311

Fax Number: (305) 375-1262

*Email: gburgess@miamidade.gov

*Signature of Authorized Representative:

Date Signed:

4/30/2010

BUDGET INFORMATION - Non-Construction Programs

SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		Total (g)
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	
1. National Clear	66,039	\$	\$	\$ 1,507,157.00	\$ 677,796.00	\$ 2,184,953.00
2.						
3.						
4.						
5. Totals		\$	\$	\$ 1,507,157.00	\$ 677,796.00	\$ 2,184,953.00

SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1)	(2)	(3)	(4)	
a. Personnel				10,192.00	10,192.00
b. Fringe Benefits				3,057.00	3,057.00
c. Travel				0.00	
d. Equipment			444,125.00	148,042.00	592,167
e. Supplies					
f. Contractual			802,658.00	515,416.00	1,318,074
g. Construction					
h. Other			260,374.00	1,089.00	261,463
i. Total Direct Charges (sum of 6a-6h)					
j. Indirect Charges					
k. TOTALS (sum of 6i and 6j)	\$	\$	\$ 1,507,157.000	\$ 677,796.00	\$ 2,184,953.00
7. Program Income	\$	\$	\$	\$	\$

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Standard Form 424A (Rev. 4-2012)
Prescribed by OMB Circular A-102



SECTION C - NON-FEDERAL RESOURCES

(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS
8.			677,796.00	\$677,796.00
9.				\$
10.				\$
11.				\$
12. Total (SUM OF LINES 8-11)			677,796.00	\$677,796.00

SECTION D - FORECASTED CASH NEEDS

	SECTION D - FORECASTED CASH NEEDS				
	Total for 1 st Year	1 st Quarter	2 nd Quarter	3 rd Quarter	4 th Quarter
13. Federal	\$1,507,157.00	\$100,000.00	\$200,000.00	\$750,000.00	\$457,157.00
14. Non-Federal	\$ 677,796.00	\$ 35,000.00	\$ 65,000.00	\$ 250,000.00	\$327,796.00
15. TOTAL (sum of lines 13 and 14)	\$ 2,184,953.00	\$135,000.00	\$265,000.00	\$1,000,000.00	\$ 784,953.00

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT

(a) Grant Program	FUTURE FUNDING PERIODS (years)				
	(b) First	(c) Second	(d) Third	(e) Fourth	
16.	\$	\$	\$	\$	
17.					
18.					
19.					
20. TOTAL (sum of lines 16-19)	\$	\$	\$	\$	

SECTION F - OTHER BUDGET INFORMATION

21. Direct Charges:	22. Indirect Charges:
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23. Remarks:

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United States Environmental Protection Agency
Washington, DC 20460

**Preaward Compliance Review Report for
All Applicants and Recipients Requesting EPA Financial Assistance**

Note: Read instructions on other side before completing form.

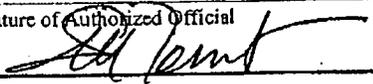
I. Applicant/Recipient (Name, Address, State, Zip Code). Miami-Dade County, 111 NW 1 Street, Miami, Florida 33128	DUNS No. 004148292
II. Is the applicant currently receiving EPA assistance? Yes	
III. List all civil rights lawsuits and administrative complaints pending against the applicant/recipient that allege discrimination based on race, color, national origin, sex, age, or disability. (Do not include employment complaints not covered by 40 C.F.R. Parts 5 and 7. See instructions on reverse side.) None	
IV. List all civil rights lawsuits and administrative complaints decided against the applicant/recipient within the last year that allege discrimination based on race, color, national origin, sex, age, or disability and enclose a copy of all decisions. Please describe all corrective action taken. (Do not include employment complaints not covered by 40 C.F.R. Parts 5 and 7. See instructions on reverse side.) None	
V. List all civil rights compliance reviews of the applicant/recipient conducted by any agency within the last two years and enclose a copy of the review and any decisions, orders, or agreements based on the review. Please describe any corrective action taken. (40 C.F.R. § 7.80(c)(3)) None	
VI. Is the applicant requesting EPA assistance for new construction? If no, proceed to VII; if yes, answer (a) and/or (b) below. a. If the grant is for new construction, will all new facilities or alterations to existing facilities be designed and constructed to be readily accessible to and usable by persons with disabilities? Yes If yes, proceed to VII; if no, proceed to VI(b). b. If the grant is for new construction and the new facilities or alterations to existing facilities will not be readily accessible to and usable by persons with disabilities, explain how a regulatory exception (40 C.F.R. § 7.70) applies.	
VII.* Does the applicant/recipient provide initial and continuing notice that it does not discriminate on the basis of race, color, national origin, sex, age, or disability in its programs or activities? (40 C.F.R. § 5.140 and § 7.95) Do the methods of notice accommodate those with impaired vision or hearing? Yes a. Is the notice posted in a prominent place in the applicant's offices or facilities or, for education programs and activities, in appropriate periodicals and other written communications? Yes b. Does the notice identify a designated civil rights coordinator? Yes Notification of County policy against discrimination is continuing and is disseminated in a manner accommodating of the hearing and vision impaired. Notice is posted in Miami-Dade County workplaces, on website, policy and procedure manuals, administrative orders, recruitment and hiring applications. County publications identify contact through the Office of Fair Employment Practices	
VIII.* Does the applicant/recipient maintain demographic data on the race, color, national origin, sex, age, or handicap of the population it serves? (40 C.F.R. § 7.85(a)) Miami-Dade County maintains and updates demographic data on county population and its workforce	
IX.* Does the applicant/recipient have a policy/procedure for providing access to services for persons with limited English proficiency? (40 C.F.R. Part 7, E.O. 13166) Miami-Dade County services are provided in English, Spanish and Creole to accommodate its diverse population.	
X.* If the applicant/recipient is an education program or activity, or has 15 or more employees, has it designated an employee to coordinate its compliance with 40 C.F.R. Parts 5 and 7? Provide the name, title, position, mailing address, e-mail address, fax number, and telephone number of the designated coordinator. Lucia Davis-Raiford, Director Office of Fair Employment Practices; Miami-Dade County; 111 NW 1 Street, Suite 2220, Miami, Florida 33128 davisra@miamidade.gov Fax: (305) 375-2114 Phone: (305) 375-2784	

X1* If the applicant/recipient is an education program or activity, or has 15 or more employees, has it adopted grievance procedures that assure the prompt and fair resolution of complaints that allege a violation of 40 C.F.R. Parts 5 and 7? Provide a legal citation or Internet address for, or a copy of, the procedures.

Miami-Dade County has policy against discrimination and procedures for resolution of complaints. The policy and procedures are disseminated to every employee through posters, brochures, procedures manual, classroom training and web-based training program available 24 hours, 7 days a week. Copy of Procedures Manual is attached.

For the Applicant/Recipient

I certify that the statements I have made on this form and all attachments thereto are true, accurate and complete. I acknowledge that any knowingly false or misleading statement may be punishable by fine or imprisonment or both under applicable law. I assure that I will fully comply with all applicable civil rights statutes and EPA regulations.

A. Signature of Authorized Official 	B. Title of Authorized Official ASSISTANT COUNTY MANAGER	C. Date 4-23-09
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For the U.S. Environmental Protection Agency

I have reviewed the information provided by the applicant/recipient and hereby certify that the applicant/recipient has submitted all preaward compliance information required by 40 C.F.R. Parts 5 and 7; that based on the information submitted, this application satisfies the preaward provisions of 40 C.F.R. Parts 5 and 7; and that the applicant has given assurance that it will fully comply with all applicable civil rights statutes and EPA regulations.

A. Signature of Authorized EPA Official	B. Title of Authorized EPA Official	C. Date
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See ** note on reverse side.

EPA Form 4700-4 (Rev. 03/2008). Previous editions are obsolete.

FILING DISCRIMINATION COMPLAINT

SUMMARY

All employees or applicants for County employment, who believe they have been discriminated against in the terms, conditions, or benefits of employment, including but not limited to recruitment, hiring, promotion, training, compensation or discipline because of race, color, national origin, ancestry, sex, pregnancy, religion, disability, age, marital or familial status, or sexual orientation may file a complaint through the Office of Fair Employment Practices, a part of the County Manager's Office.

PROCEDURES

1. A complainant (employee or applicant) should contact the Office of Fair Employment Practices or the Department's Affirmative Action Officer (DAAO), and state the nature of his/her claim.
2. Resolution to a complaint may be addressed through alternative dispute resolution (mediation), informal inquiry or a formal fact-finding investigation.
3. The Office of Fair Employment Practices shall have the discretion as to whether to notify the DAAO upon receipt of any formal complaint filed directly with the Office. The DAAO will notify the Office of Fair Employment Practices of any complaint filed directly with the department.
4. If the complaint is filed directly with the department, the DAAO has ten (10) working days to resolve the complaint internally within the department. If the DAAO is unable to resolve the complaint, then the complaint is referred to the Office of Fair Employment Practices. The Office of Fair Employment Practices will seek a solution to the complaint either through an informal inquiry or formal fact-finding investigation. The completion of the fact-finding investigation should occur within 21 working days of the last witness interview. As appropriate, the Department Director or designee will be officially advised as to the nature of the complaint and the fact-finding process. The DAAO is required to participate in the investigative process, except when the DAAO is the subject of the investigation.
5. The Office of Fair Employment Practices will conduct a timely investigation and make a determination if there is "reasonable cause" or "no cause" to believe discrimination has occurred. Opportunity is provided for an informal conciliation of the complaint.
6. If a determination is made that "reasonable cause" exists, then the Office of Fair Employment Practices will try to conciliate the complaint. This may include employee counseling, supervisory/sensitivity training, or other recommendations. If a determination of "no cause" is made, the Office of Fair Employment Practices may still recommend employee counseling or supervisory/sensitivity training to improve the work environment.
7. The complainant may review and discuss the entire investigative file with the case investigator five (5) days after the final disposition of the case.
8. Upon completion of the investigation, the Office of Fair Employment Practices will provide the complainant with a written report of the investigation.
9. The Director of Fair Employment Practices shall, as appropriate, make recommendations to the Department Director and shall follow-up with the Department Director within a reasonable time to determine if the recommendations have been implemented.

Procedure Number: 414
Effective Date: 01/09

10. The complainant does not have the right to appeal the findings of the Office of Fair Employment Practices. However, the Office of Fair Employment Practices shall have the discretion to conduct further fact-finding if the complainant learns of additional documents or information that was not known at the time of the initial investigation.

Note

The aggrieved person is advised of other redress mechanisms, including the Equal Employment Opportunity Commission, the Florida Human Rights Commission or a private attorney.

CONTACT(S):

Department/Division
Office of Fair Employment Practices



KEY CONTACTS FORM

Authorized Representative: *Original awards and amendments will be sent to this individual for review and acceptance, unless otherwise indicated.*

Name: George M. Burgess _____
 Title: County Manager _____
 Complete Address: 111 N.W. 1 Street 29th Floor _____
 Miami, Florida 33128 _____
 Phone Number: 305-375-5311 _____

Payee: *Individual authorized to accept payments.*

Name: George M. Burgess _____
 Title: County Manager _____
 Mail Address: 111 N.W. 1 Street 29th Floor _____
 Miami, Florida 33128 _____
 Phone Number: 305-375-5311 _____

Administrative Contact: *Individual from Sponsored Program Office to contact concerning administrative matters (i.e., indirect cost rate computation, rebudgeting requests etc.)*

Name: Andrea Chao _____
 Title: Grants Administrator _____
 Mailing Address: 1007 North America Way 3rd Floor Suite 301 _____
 Miami, Florida 33132 _____
 Phone Number: 305-347-4805 _____
 FAX Number: 305-329-4055 _____
 E-Mail Address: achao@miamidade.gov _____

Principal Investigator: *Individual responsible for the technical completion of the proposed work.*

Name: Dorian K. Valdes, P.E. _____
 Title: Assistant Director, Capital Development _____
 Mailing Address: 1007 North America Way 3rd Floor Suite 303 _____
 Miami, Florida 33132 _____
 Phone Number: 305-347-4970 _____
 FAX Number: 305-329-4055 _____
 E-Mail Address: valded@miamidade.gov _____
 Web URL: _____

ASSURANCES - NON-CONSTRUCTION PROGRAMS

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0040), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

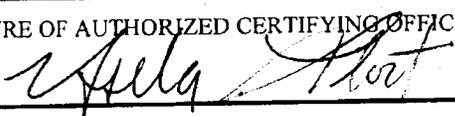
NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
4. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. 4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), which prohibits discrimination on the

- basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VII of the Civil Rights Act of 1968 (42 U.S.C. 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.
7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. 1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

<p>9. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. 276a to 276a-7), the Copeland Act (40 U.S.C. 276c and 18 U.S.C. 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. 327-333), regarding labor standards for federally-assisted construction subagreement.</p> <p>10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.</p> <p>11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in flood plains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. 1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. 7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).</p>	<p>12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. 1271 et seq.) Related to protecting components or potential components of the national wild and scenic rivers system.</p> <p>13. Will assist the awarding agency in assuring compliance will Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. 469a-1 et seq.).</p> <p>14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.</p> <p>15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. 2131 et seq.) Pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.</p> <p>16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. 4801 et seq.) Which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.</p> <p>17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."</p> <p>18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.</p>
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SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL 	TITLE Assistant County Manager
APPLICANT ORGANIZATION Miami-Dade County	DATE SUBMITTED 4/30/2010

Miami-Dade County Seaport Department
Port of Miami
EPA National Clean Diesel Funding Assistance Program
RFP Number: EPA-OAR-OTAQ-09-10



Delivering Excellence Every Day



**MIAMI-DADE COUNTY PORT OF MIAMI
EPA NATIONAL CLEAN DIESEL FUNDING ASSISTANCE PROGRAM
RFP Number: EPA-OAR-OTAQ-09-10**

**Project Titles: Repowering of Gantry Cranes
Retrofit Cargo Container Handlers**

Organization Name: MIAMI-DADE COUNTY

Address: 1015 North America Way Miami, Florida 33132

Contact Person: Dorian K. Valdes, P.E.

Phone Number: 305-347-4970

Fax Number: 305-329-4055

E-mail Address: valded@miamidade.gov

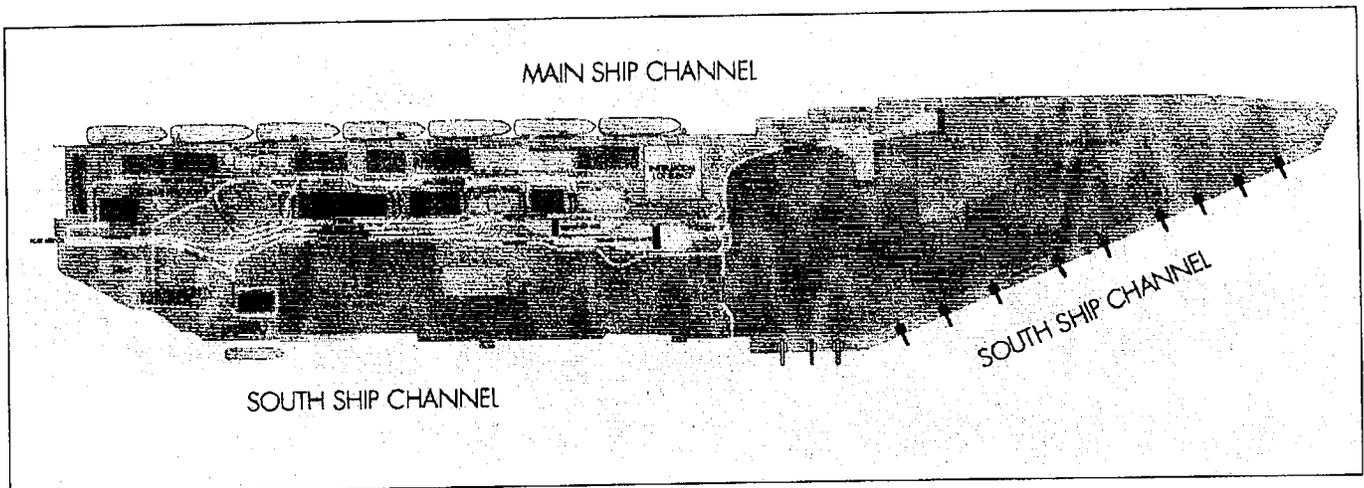
DUNS Number: 004148202

Applicant Eligibility: County Government

Funding Requested From EPA: \$1,507,157

Total Project Cost: \$2,184,953

**Target Fleet: Four (4) Gantry Cranes and
Twelve (12) Cargo Container Handlers**



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1. Project Summary/Approach

Project Summary of the Work Plan – The Port of Miami (Port) is a 518 acre island under the operational management of Miami-Dade County (MDC) Government, located east of the City of Miami, a major metropolitan urban center. The Port of Miami is among America’s busiest ports and recognized throughout the world with the dual distinction of being the Cruise Capital of the World and the Cargo Gateway of the Americas.

Miami-Dade County is proposing two projects at the Port of Miami to continue its commitment to reducing emissions from diesel consumption. These projects are designed to reduce a significant amount of emissions through a project to repower four (4) container handling gantry cranes for use with electricity, and a community partnership project to retrofit (12) cargo handling units with EPA or CARB-verified emission reduction technologies. The following projects were developed by conducting a deliberate and thorough evaluation of diesel emissions sources at the port and determining which of those would achieve the most emissions reductions in a cost-effective manner.

Project Strategy and Anticipated Results – Repower 4 Gantry Cranes. This project will repower the system to supply electricity to four (4) of the Port’s existing container handling gantry cranes. Miami-Dade County owns and operates the cranes 24 hours a day, 7 days a week. Repowering the units with electricity was chosen for several reasons. In addition to avoiding 100% of the emissions associated with the unit through the displacement of diesel fuel with electricity, electric power is a safe, dependable energy source that provides health benefits through exposure reduction as well as noise reduction and reduces maintenance costs associated with diesel fuel operation. Additionally, and probably most importantly, the Port has electrified gantry cranes and has first-hand experience with the process and benefits of this type of project. The cargo gantry cranes purchased in 1995 have a service life expectancy of at least 35 years and are therefore expected to remain in operation for another 20 years. The cranes are owned by the Port of Miami (Miami-Dade County) and are managed, serviced, and maintained by Port of Miami Crane Management, Inc., (PMCM, AKA "Crane Management"), which has been responsible for the management and maintenance of the Port of Miami gantry cranes and since 2002. Crane Management’s goal is to increase crane efficiency and reduce downtime by continuously enhancing the maintenance program, establishing new procedures and implementing cost effective maintenance measures (See Attachment A-1 for Gantry Crane Location Map). Upon electrification of the cranes, the existing diesel engines will be removed and disposed of according to the methods outlined in RFP EPA-OAR-OTAQ-09-10.

It is anticipated that the following activities are part of the estimated project costs to complete the repowering project: cable trenches, cable trench drainage systems, electrical pits, pavement restoration, electrical panel modifications, electrical boxes, electrical cabling, and wiring both in-ground and as part of the four cranes; as well as the testing and commissioning of the crane repowering work. The estimated cost to undertake and complete the gantry crane repowering project is approximately \$1.9 million dollars. The following is the timeline for the project including milestones for specific tasks:

Repowering of Cranes

Task/Activity	Start	End
*Design	December 2009	April 2010
Permitting	April 2010	June 2010
Competitive Bid Process (advertise)	June 2010	August 2010
Award	September 2010	September 2010
Project Implementation	October 2010	March 2011
Testing and Commissioning	April 2011	September 30 th 2011
Financial and Status Progress Reports	Quarterly Reports and within 90 days following the close of the project	

*Design work is being performed outside the scope of work of this grant with Port funds and not included as match.

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The proposed repowering of the four (4) gantry cranes would result in a reduction of approximately 238,000 gallons of diesel fuel a year, significantly reducing diesel emissions tonnage as follows:

DIESEL EMISSIONS REDUCTION TABLE

Repowering Four Gantry Cranes	NOx (TPY)	PM (TPY)	HC (TPY)	CO (TPY)	CO2 (TPY)	Diesel Reduced (gal/year)
Reductions (TPY)	88.9	5.23	7.48	12.8	1,592	238,240
Reductions (%)	98%	91%	99%	98%	60%	100%

Retrofit 12 Cargo Container Handlers – To expand further upon the Port’s diesel emission reduction program, the Port is proposing to partner with two (2) cargo tenants to install diesel particulate filters on cargo container handlers. This project will install a diesel particulate filter (DPF) which is a device designed to remove diesel particulate matter (DPM) from the exhaust. The DPF must have controls to constantly monitor the filter’s functions to precisely measure DPM’s and contain an active regeneration system. These filters usually remove 85% or more of the soot and sometimes can remove up to 100%.

The Port has received letters from its partners identifying twelve (12) cargo container handler engines for retrofit to achieve emission reductions beyond what is currently required by EPA regulations. The 2009 estimated cost to undertake and complete the retrofit of twelve (12) cargo container handlers (fleet) is approximately \$260,374 dollars for labor and equipment. The Port’s cargo tenants have recommended the use of Diesel particulate filters (DPF) System, certified by California’s Air Resources Board (CARB) as BAT Level 3+. They were chosen for this retrofit project (over less effective filters) since they are estimated to achieve 85% reduction in particulate matter, are highly reliable, and require no maintenance. The Port will ensure that the federal dollars are spent based on competitive bids for this equipment. The Port will manage the retrofit of the twelve (12) cargo container handlers, and it will communicate with its tenants the requirements to begin and complete this project. The Port will provide technical specifications for exhaust control equipment in accordance with EPA standards; a description of the work to be performed; and a certification acknowledging the verified retrofit technology for the equipment prior to any payment being released. The tenants will be required to make a competitive bid award; invoice the Port for labor and equipment costs; and provided cancelled checks as proof of payment for work completed, in accordance with federal requirements and the cooperative agreement guidelines. Additionally, as part of this program, a designated Project Manager and Port staff will provided on-site monitoring to ensure project compliance with project specification and federal requirements.

The cargo handler equipment was purchased between 2000 through 2006. This equipment would have a range of remaining service life between 11 and 17 years, after the retrofits are installed. Funds awarded under this grant program will not be used to fund the costs of emissions reductions that are mandated under Federal, State or local law. The emissions reductions measures to be achieved by this program are solely voluntary and elective on the part of the Port and its cargo tenants.

Project Timeline/Schedule

Retrofit Cargo Container Handlers

Task/Activity	Start	End
Competitive Bid Process (advertise)	May 2010	July 2010
Award and Purchase	July 2010	August 2010

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Installation	September 2010	December 2010
Testing and Commissioning	December 2010	September 30 th , 2011
Financial and Status Progress Reports	Quarterly Reports and within 90 days following the close of the project	

The proposed engine retrofit of the cargo container handlers would reduce diesel emissions as follows:

DIESEL EMISSIONS RESULTS TABLE

Annual	NOx (tons/year)	PM (tons/year)	HC (tons/year)	CO (tons/year)	CO2 (tons/year)	Diesel-Equivalent (gallons/year)
Baseline of Engines Retrofitted	14.5445	1.0366	1.1038	4.2430	932.4000	336,000.0000
Percent Reduced (%)	0.0%	85.0%	90.0%	90.0%	0.0%	0.0%
Amount Reduced Per Year	0.0000	0.8811	0.9934	3.8187	0.0000	0.0000
Daily	NOx (kg/day)	PM (kg/day)	HC (kg/day)	CO (kg/day)	CO2 (kg/day)	Fuel (gal/day)
Kilograms Reduced Per Day (kg/day)	0.0000	2.2030	2.4838	9.5478	0.0000	0.0000

Project Management – This grant project will be managed by the Port’s Capital Development Division. The division will assign a Project Manager who will manage and coordinate the day-to-day operations of the project. In addition, an Advisory Board will be established to assist in the implementation, and the evaluation of achievement, of the project’s goals and objectives. The Advisory Board will consist of the project partners representing the County; Port tenants and Port client organizations; the contracted equipment vendor; the contracted party providing installation services; and the Project Manager. The Port will track the performance of this award based on three phases. These phases include the Pre-award Phase, Award Phase, and the Close-Out Phase. Each phase is critical to the successful completion of the scope of work for this award; therefore, the award will be closely monitored by the Port’s Planning and Grants Office to ensure compliance with the timeline, performance, project reporting, and goal attainment.

Project Partners – Port partners in support of the two projects include Port of Miami Crane Management Inc.; South Florida Container Terminal (SFCT); SEABOARD Marine; Port of Miami Terminal Operating Company, L.C.; Eller-ITO Stevedoring Company, L.L.C.; and Florida Stevedoring Inc. These project partners have provided letters of support for both the Crane Repowering Project and the Retrofit of Cargo Container Handlers (See Attachment A-2 Support Letters).

Section 2. Environmental Results

Project Outputs and Outcomes – The following table represents a summary of the Outputs and Outcomes for both projects.

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ANTICIPATED OUTPUTS AND OUTCOMES TABLE

Activities	Outputs	Outcomes
Repowering of four diesel gantry cranes to electric power	Eliminate diesel engines	Electric Power System Eliminates fuel spills
	Emission free power.....	100% Emissions Free Environment
	Diesel fuel reduction.....	2,238,240 gallons of diesel fuel reduction per year.TPY reduce by 1,726.36 per year NOx: 90.6 TPY / PM: 5.78 TPY / HC: 7.50 TPY / CO: 33.4 TPY / CO2: 2,644 TPY / Gal: 238,240 gal/yr
	Environmental benefits.....	Reduction in air quality pollutants
	Noise reduction.....	Acceptable noise levels
	Health benefits.....	Reduces cardiopulmonary disease Reduces risk of carcinogen
Retrofit cargo container handlers	Reduction of diesel particulate matter	Reduces 85% or more of soot from working atmosphere

The following is to further quantify the results of the Inputs and Outputs for the Diesel Emission Quantifier (DEQ):

Repowering of Cranes 7, 8, 9, and 10

Inputs: Non Road; Ports; Cranes; Quantity: 4; Model Year: 1995; Retrofit Year: 2009; Horsepower: 1200; Regular Diesel (LSD), 500 ppm; Fuel Volume: 238, 240 gal/yr for group of four; and Usage Rate: 5,212 hr/crane/yr (See Attachment A-4 Equipment Inventory).

Outputs:

Diesel Emissions Quantifier

Action	NOx (TPY)	PM (TPY)	HC (TPY)	CO (TPY)	CO2 (TPY)	Diesel Consumed (gal)
Removal of Diesel Engines from Gantry Cranes	90.6	5.78	7.5	33.4	2,644	238,240
Electricity Consumed by Cranes	1.70	0.549	0.071	0.631	1,052	0
Reductions (TPY)	88.9	5.23	7.43	32.8	1,592	238,240
Reductions (%)	98%	91%	99%	98%	60%	100%

Results: With the cranes powered by electricity, emissions resulting from the combustion of diesel fuel associated with the cranes will be eliminated. The effective reductions in emissions resulting from diesel combustion are projected at 100%. These emissions were evaluated using ICLEI – Local Governments for Sustainability’s Clean Air and Climate Protection (CACP) software. Each crane, on average, consumes 35,560 kWh of electricity per month. This results in an estimated total of 1,706,880 kWh per year for the four cranes. Entering this total value into the CACP software yields the following:

Outputs: NOx: 1.70TPY / PM: 0.549 TPY / HC: 0.0710 TPY / CO: 0.631 TPY / CO2: 1,052TPY

Therefore, the net reductions in emissions resulting from the electrification of the four cranes are presented in the above table.

The lifetime emissions reductions values for the gantry crane repower project are presented in the following table:

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Nox	PM	HC	CO	CO2
(tons)	(tons)	(tons)	(tons)	(tons)
1,778	105	149	656	31,840

Retrofit Cargo Container Handlers

Inputs: The following information was provided for the software analysis: All entries were under Non-Road, Ports and Airports, Other General Industrial Equipment, Retrofit Year of 2010, Horsepower at 300 hp, a Fuel Type of Ultra Low Sulfur Diesel, and the following entries with the respective constraints (See Attachment A-4 Equipment Inventory).

Outputs: Once annual emissions reductions were obtained for each model year, they were multiplied by the estimated remaining useful life to obtain a lifetime emissions reductions value for the entire group of twelve (12). The estimated cost per ton reduction was calculated based on a per-unit cost of \$21,697. The lifetime emissions reductions values are presented in the following table:

PM	HC	CO
(tons)	(tons)	(tons)
11.14	13.06	50.36

Plan for Tracking and Measuring Progress Toward Achieving Expected Project Outputs and Outcomes – The plan for Repowering of Cranes and the Retrofit of Cargo Container Handlers includes monitoring and measuring fuel reductions reflected in overall fuel consumption inventory for the port monthly and annually. This fuel consumption data is collected and reported as part of commitment to reductions through membership in the Chicago Climate Exchange. All will be reported in quarterly progress reports. One of the tasks of the Advisory Board, stated on page #4, will be to measure progress towards procuring and scheduling installation of retrofits. The number of engine retrofits will be tracked closely by this board. The number of vehicle retrofit will be reported in the quarterly progress report.

Section 3. National Programmatic Priorities

The proposed community-based, multi-stakeholder collaborative project meets each of the following National Programmatic Priorities as follows:

Cost Effective of Approach and Results – The cost effectiveness of the engine repowering of four cranes and the verified retrofit technologies/exhaust controls is significant, with projected reductions of 83.16 tons of pollutants.

The lifetime emissions reductions values and associated cost-effectiveness values for the gantry crane repower project are presented in the following table, based on 20 years useful life remaining:

	Nox	PM	HC	CO	CO2
	(tons)	(tons)	(tons)	(tons)	(tons)
	1,778	105	149	656	31,840
\$/Ton reduced	\$701	\$11,874	\$8,368	\$1,901	\$39

The lifetime emissions reductions values and associated cost effectiveness values, based on a range of remaining service life between 11 and 17 years are presented in the following table:

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PM (tons)	HC (tons)	CO (tons)
11.14	13.06	50.36
\$8,096	\$6,890	\$1,787

Priority Project Areas Selected – According to the U.S. Census of 2008, Miami-Dade County is the 8th largest County in the nation, with a population of 2.4 million. The ever increasing population has resulted in a steady increase of emissions from different sources. This project will serve to reduce disproportionate exposure to air pollution from diesel fleets, not only because as a port it receives disproportionate quantity of air pollution from diesel fleets, but also because of its proximity to many neighborhoods and activity centers. The Port is on an island, separated only by water from nearby residential areas and commercial facilities. The Port is less than one mile east, across the Intracoastal Waterway from a major sports arena and open area market place; a new state-of-the-art performing arts center; and the Miami Central Business District. The Port has residential areas within a mile across the channels to the north and south, and high-rise condominiums and a low-income senior citizen housing facility is located to the west within 600 feet of Port property, an environmental justice consideration.

The Port is the only deepwater Port in Miami-Dade County, and is the world's top cruise port and the State of Florida's top containerized cargo port. As such there is a potential to reduce exposure to a significant amount of people. In 2008, the Port processed over 4 million cruise passengers and berthed approximately 1,625 containerized cargo vessels. Over 575,000 vehicles and 410,000 trucks transferred passengers and goods at the Port in 2008. As such, the Port has also become an island with a potential disproportional concentration of air pollution, and an area of high population density.

Furthermore, while air monitoring data reveals that ambient concentrations of ozone are nearing the National Ambient Air Quality Standard (NAAQS) for ozone, which were strengthened in 2007. The further strengthening of the standard expected by the end of the year will likely result in exceeding these health-based standards in the near future.

Proposed Conservation of Diesel Fuel – (Repowering of Cranes 7, 8, 9, and 10) The proposed crane repowering will address the National Programmatic Priority by eliminating the usage of diesel fuel (at 100%) for the Port's gantry cranes, as all future gantry cranes will be powered by electricity.

Maximize Public Health Benefits – Emissions reductions realized through the implementation of this project will improve:

1. Working conditions for the Port's work crews of 714 employees, and driver making over 1million vehicle-trips annually to the port;
2. Air quality for cruise passengers that arrived on the Port totaling 18,000 per day;
3. Air quality for the heavily urbanized area in Downtown Miami (residential community located within a quarter mile); and
4. Reduction in haze and other environmental impacts associated with air emissions from diesel engines.

Diesel exhaust contains toxic air pollutants in addition to particulates. A Miami-Dade County Air Toxics Risk Analysis, based on local air toxics monitoring data, revealed that air toxics are also of concern. Aside from direct exposure to air toxics from diesel exhaust, it is prudent to reduce contaminant exposure to particulate emissions as hazardous air pollutants as these are causes for related respiratory illnesses, including asthma and emphysema.

The proposed verified retrofit/exhaust control for the cargo container handling equipment will utilize verified technologies and the units will use ultra low sulfur diesel fuel (15 parts per million of sulfur content) ahead of the EPA mandate.

Additionally, the exposure to diesel exhaust is of specific concern because it has been determined to pose a lung cancer hazard for humans as well as from non-cancer respiratory effects such as pulmonary inflammation. The proposed repower

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of the crane electrification project and the cargo container handler retrofit project provides a unique opportunity to reduce the exposure to diesel exhaust emissions in this highly urbanized area.

Section 4. Regional Significance

Proposed Project Advancement of Goals and Priorities of the EPA Regional Office – This project directly addresses the following relevant sector-specific Region 4 priority: Clean Ports – Clean diesel operations at water ports and airports to include all aspects of passenger and/or freight passing through the port. As described in the National Programmatic Priorities Section, the project is designed to have maximum reduction of fuel consumption and emissions from the implementation of repowering and retrofit projects that reduce thousands of tons of emissions over the lifetime of the subject equipment. The project is also designed to maximize health benefits.

Section 5. Past Performance-Programmatic Capability and Reporting on Results

Past Performance in Successfully Completing and Managing Similar Federally Funded Assistance Agreements within the Last 3 Years – Miami-Dade County has been the recipient of federal funding awards from the U.S. Environmental Protection Agency, U.S. Department of Transportation, and the U.S. Department of Homeland Security. Many departments within the County have received awards from the EPA. Most recently, Miami-Dade County's Office of the Agricultural Manager received an ARRA EPA National Clean Diesel grant for a Rebate Program for local farmers, for the repowering of engines in irrigation sets. Miami-Dade County's Transit Department was awarded an ARRA Hybrid Bus Project grant funded through the SEDC Program, to add more hybrid bus vehicles to the fleet.

Miami-Dade County's Department of Environmental Resource Management (DERM) has received federal funding for air pollution and ambient air monitoring programs from the EPA for more than 30 years. The County has also been the recipient of the following project grant awards: Energy Star Power Management; Air Toxics Demonstration; EPA Communities in Motion; and EPA Voluntary Diesel Retrofit Grant Project. Additional Port grant experience comes from receiving awards from the Department of Homeland Security (DHS) FEMA, for security projects, and from the U.S. Department of Commerce under the EDA for a sewer main line (See Attachment A-3 Port Grants Listing Summary).

History of Meeting Reporting Requirements on Federally Funded Assistance Agreements within the Last 3 Years – DERM and Port staff have extensive experience in managing and complying with federal programmatic and fiscal requirements of the EPA. All grant projects are implemented within the respective County department, with a project manager/coordinator, the appropriate complement of staff, and project resources. The County's Finance Department supports each grant project by end-processing the fiscal component of each project in accordance with grant agreements and federal guidelines, which includes, but is not limited to establishing; a project account; assigning a grant project index code; tracking the project using FAMIS; the Count's Financial Accounting Management Information System; processing expenditures; handling project close-outs; and audits.

Past Performance in Documenting and/or Reporting on Progress Towards Achieving the Expected Outcomes and Outputs Under Federally Funded Assistance Agreements within the Last 3 Years – Documentation including technical and financial reports, and documentation achieving the expected outcomes and outputs of those projects was submitted on a timely basis. ARRA-based grant projects referenced above have been implemented, the first Quarterly Reports were submitted in October 2009, and project performance goals are being met.

Other Related Experience

The Port's goal to provide sustainable services by carefully balancing environmental, social, and economic factors has led to its Green Ports Program. A series of initiatives have been accomplished that include: 1) Phase 1 Cargo Gantry Crane Electrification project; 2) installation of new electronic security gates which reduce truck idling times; 3) energy efficient upgrades throughout the Port; and 4) usage of B-5 biodiesel fuel with sulfur content of 15ppm (well ahead of EPA's mandate). To continue with the Port's Green Program, the Port proposes to embark on Phase 2 of the Cargo Gantry Crane Electrification repower project; along with the installation of exhaust controls on off-road port equipment in partnership with our cargo tenants.

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The Port's Green Program infrastructure is in place for the gantry crane electrification repower project, as a complement to the Port's effort to move freight diesel-free. The installation of exhaust controls on the Port's cargo-handling equipment compliments the repower project, and will promote a large reduction in emissions from diesel engines in a densely populated community.

Miami-Dade County has embarked on many programs contributing towards Greener Environment Initiatives, which are of regional significance. Here are some of the most recent undertaken within the County:

- 1) **Chicago Climate Exchange:** MDC in 2007 joined the Chicago Climate Exchange (CCX) and is in the process of establishing and verifying its baseline (Calendar Year 2000) emissions with CCX. For each year of its membership, the County is required to reduce emissions related to County Fuel consumption to levels progressively lower than its baseline. If the County is unable to meet its emission reduction goals, the County will be required to purchase emission credits. MDC is still in the process of establishing its baseline emission levels and so actual targets have not been set.
- 2) **CO2 Reduction /Climate Action Plans:** MDC in 1993 joined the ICLEI's for Climate Protection campaign (CPP) Program. As a member of ICLEI's CCP program, MDC's efforts to reduce greenhouse gas emissions through its long-term Urban CO2 Reduction Plan successfully enabled the reduction of over 34 million tons of carbon from 1993 to 2005 through a broad range of measures. The County is currently working on establishing its 2007 baseline emissions inventory.
- 3) **Hybrid Fleet and Biofuels:** MDC's General Services Administration (GSA) only purchases hybrid sedans when operationally feasible. The County has the third largest public hybrid fleet in the nation, behind New York City and California according to the U.S. Department of Energy. Miami-Dade County owns 457 hybrids, approximately 10% of the fleet. Fuel efficiency is now incorporated into vehicle bids and purchase evaluations. Amongst other county departments, Miami-Dade Transit is also purchasing hybrid buses and is planning to continue with this effort through 2010. The diesel/electric hybrid buses are expected to improve not only fuel efficiency, vehicle performance, and durability; but also reduce diesel emissions.
- 4) **Off-Road Equipment at Port of Miami:** The proposed Port projects targets one of the Region 4 priorities for reducing air emissions at ports through the diesel emission reduction solutions of non-road engines with the handling of cargo equipment along with the repowering of the cranes. As the second economic engine in Miami-Dade County, the Port's green program is regionally significant for the South Florida community. The Port has partnered with its cargo container tenants to reduce potential disproportional concentrations of air pollution within our community.
- 5) **Fuel Initiative:** The Port is currently using B-5 Biodiesel with a sulfur content of 15 ppm well ahead of EPA's mandate.

Section 6. Staff Expertise and Qualifications

Organizational Experience, Staff Expertise/Qualifications – The personnel directly involved with the management of the proposed crane repowering and verified engine retrofit projects, as well as the Port's Planning and Grants Division includes a team of experienced professionals. The Capital Division at the Port is lead by Dorian K. Valdes, Acting Director, Capital Development, a professional engineer with more than 30 years of experience, and has responsibility for managing large-scale capital development (construction) projects (See Attachment A-5 Resume). In addition, Mr. Valdes has spent a vast majority of his work with DERM, and in 15 years has acquired a wealth of experience in construction-based projects, FEMA projects, numerous EPA environmental and air quality projects and initiatives; hence his professional experience with EPA projects is vital to the development of this proposed project initiative. Dorian will serve as the Project Manager.

The Port of Miami Crane Management Company and staff from the South Florida Container Terminal (SFCT) will bring its extensive experience to the project in the form of identifying candidate vehicles, planning, preparation, and consultation throughout the project period.

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EPA National Clean Diesel Funding Assistance Program
RFP Number: EPA-OAR-OTAQ-09-10**

Project Resources to Successfully Achieve the Goals of the Project – The Port of Miami has successfully orchestrated its resources to complete the electrification, repower, engine retrofit, and upgrades to numerous vehicles in the past. The Port will use this experience to administer this project in a timely, cost-effective, resourceful, efficient manner. Staff resources from the County's Procurement and Finance Departments will be provided in support of this project. Project staff has extensive experience with the County's bidding and procurement process to accomplish the steps for electrification. The partners to this project have pledge to provide staff support, consultation, and in-kind support as required. Finally, the project's local cost share of \$677,796 is included as financial resources that will be used to successfully complete, and achieve the goals of the project.

Section 7. Budget/Resources

Budget Narrative Detail

Repowering of Cranes	EPA Funding	Cost Share
Personal		
(1) Project Manager @ \$34/hr X 2 hrs/week X 52 wks		\$ 3,536.00
(1) Construction Manager @ \$32/hr X 4 hrs/week X 52 wks		\$ 6,656.00
SUBTOTAL PERSONAL		\$ 10,192.00
Fringe Benefits		
30% of Salary and Wages		30%(10192)
- Retirement, Health Benefits, FICA, SUI		\$3,057.60
SUBTOTAL FRINGE BENEFITS		\$3,057.60
Travel		
SUBTOTAL TRAVEL		
Equipment		
Landside Work Equipment	\$ 247,096.63	\$82,365.54
Crane Work Equipment	\$ 197,028.00	\$65,676.00
SUBTOTAL EQUIPMENT	\$ 444,124.63	\$148,041.54
Supplies		
SUBTOTAL SUPPLIES		
Contractual		
Architect/Engineer Design Services		\$147,863.00
Architect/Engineer Construction Administration Services		\$100,000.00
Landside Work Labor	\$ 512,838.10	\$170,946.03
Crane Work Labor	\$ 289,819.73	\$96,606.57
SUBTOTAL CONTRACTURAL	\$ 802,657.83	\$515,415.60
Other		
Generator Rental for Inspection Services		\$1,089.00
SUBTOTAL OTHER		\$1,089.00
Indirect Charges		
SUBTOTAL INDIRECT		
Total Crane Repowering Cost	\$1,246,782.45	\$677,795.74
Retrofit Cargo Container Handler		
Diesel Particulate Filter \$17,846.88 per unit (12 units)	\$ 214,162.56	
Back pressure monitor/logger \$2,206 per unit	\$ 26,472.00	
SUBTOTAL OTHER	\$ 240,634.56	
Labor/installation		
Mounting saddle/shield \$1,645 per unit	\$ 19,740.00	
SUBTOTAL OTHER	\$ 19,740.00	
Total Retrofit Cargo Container Handler Cost	\$ 260,374.56	
TOTAL FUNDING	\$ 1,507,157.01	\$677,795.74
TOTAL PROJECT COST	\$ 2,184,952.75	

**Miami-Dade County Seaport Department
Port of Miami
EPA National Clean Diesel Funding Assistance Program
RFP Number: EPA-OAR-OTAQ-09-10**

APPENDIX

Attachment A1
POM Gantry Crane Electrification Project Location Map

Attachment A2
Project Partner's Commitment and Support Letters

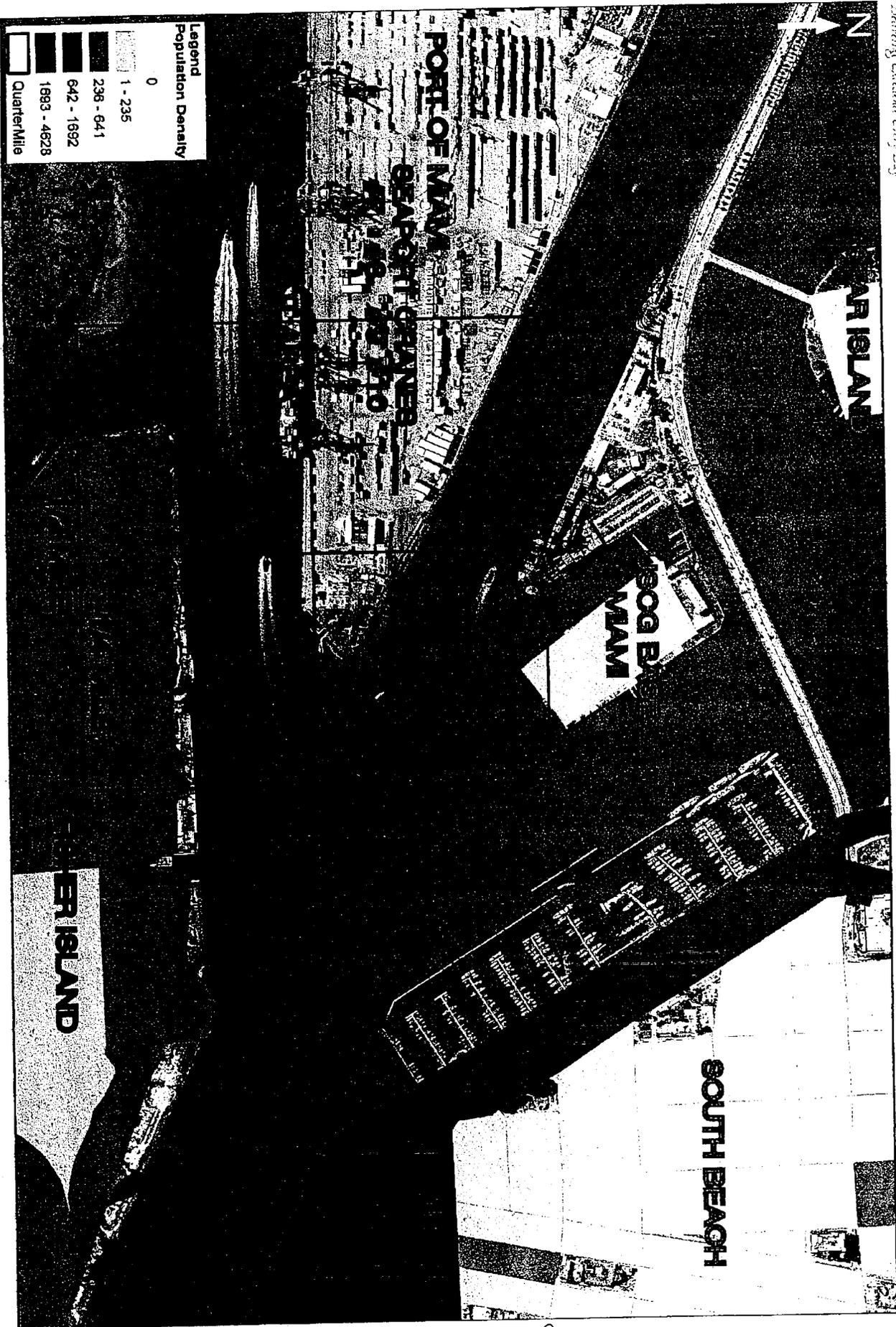
Attachment A3
Port Grants Summary

Attachment A4
Gantry Crane and Cargo Container Handler Inventory

Attachment A5
Resume of Dorian Valdes, Project Manager

Attachment A6
Miami-Dade County 2009 Signature Authority Document

ATTACHMENT A1
PORT OF MIAMI GANTRY CRANE ELECTRIFICATION PROJECT
1/4 MILE DENSITY DIAGRAM



ATTACHMENT A2



November 24, 2009

Mr. Scott Davis
Chief, Air Quality
Modeling and Transportation Section
U.S. Environmental Protection Agency-Region 4
Atlanta, Georgia

Re: Environmental Protection Agency, Region 4, Southeast Diesel Program
Miami-Dade County's EPA Clean Diesel Project
Verified Retrofit Technologies

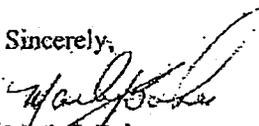
Dear Mr. Davis:

On behalf of South Florida Container Terminal (SFCT), one of the three cargo operators on the port, we are supporting the Miami-Dade County's Seaport Department's application for the Environmental Protection Agency, Region 4, for the Southeast Diesel Program.

As stated in my letter of March 18, 2009 we are 100% behind the Electrification of the Ports Gantry Cranes to reduce the diesel emissions in the Biscayne Bay area. We would also like to pledge our support of the Verified Retrofit Technologies program to be added to the grant. SFCT would be willing to include certain heavy equipment of ours that would benefit by the grant of the VRT. If included in the grant we are willing to retrofit our heavy equipment with technologies that would reduce the diesel emissions of said equipment.

SFCT is committed to the environment and is please to see the port completing their electrification project.

Sincerely,


Mark J. Baker
Director, SFCT

SEABOARD

M A R I N E

November 19, 2009

Mr. Scott Davis
Chief, Air Quality
Modeling & Transportation Section
U.S. Environmental Protection Agency – Region 4
Atlanta, Georgia

Re: Environmental Protection Agency, Region 4, Southeast Diesel Program
Miami-Dade County's EPA Clean Diesel Project
Verified Retrofit Technologies

Dear Mr. Davis:

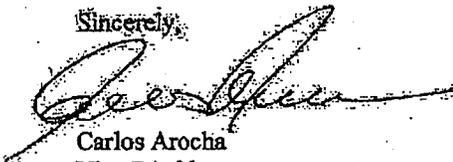
On behalf of Seaboard Marine, Ltd. which handles more cargo through the Port of Miami than any other shipping line, I am pleased to express our support for Miami-Dade County's Seaport Department's application to the Environmental Protection Agency, Region 4, for the Southeast Diesel Program.

We know that Miami-Dade County is committed to programs that support diesel emission reductions, including new technologies, use of cleaner fuels, vehicle upgrades and replacements, and community education and outreach. As such the proposed Verified Retrofit Technology project will achieve significant reduction in diesel emission in terms of tons of pollution produced and reduction of diesel emission exposure.

In addition to the environmental and health benefits that will be attained by completing this project, EPA funding of this project initiative will serve to retain hundreds of jobs in the industry related to this projects operation. As such, without reservation, we recommend funding of this important project that will benefit the environment of Biscayne Bay and its residents as well as those persons that work in the area.

Should you have any questions or require additional information, please do not hesitate to contact me at your convenience.

Sincerely,



Carlos Arocha
Vice President

8001 N.W. 79th Avenue
Miami, Florida 33166-2154
PHONE: (305) 863-4444
FAX: (305) 863-4400

1630 Port Boulevard
Miami, Florida 33132
PHONE: (305) 530-5757
FAX: (305) 579-9162

100 Circle 75 Parkway, Suite 245
Atlanta, Georgia 30339
PHONE: (770) 859-9050
FAX: (770) 859-0933

77 Brant Avenue, Ste 300
Clark, New Jersey 07066
PHONE: (732) 574-3555
FAX: (732) 574-1114

16398 Jacintoport Boulevard
Houston, Texas 77015
PHONE: (713) 821-7400
FAX: (713) 821-7478

ELLER-ITO Stevedoring Company, L.L.C.

899 South America Way, Miami, Florida 33132
Telephone: (305) 379-3700 / Facsimile: (305) 371-9969

March 31, 2009

Scott Davis, Chief, Air Quality
Modeling & Transportation Section
U.S. Environmental Protection
Agency - Region 4
Atlanta, Georgia

Re: Miami-Dade County's EPA Clean Diesel Project - Seaport Crane Electrification Initiatives

Dear Mr. Davis:

As proud tenants and stakeholders of the Seaport, we at Eller-ITO Stevedoring Co., are pleased to express support for Miami Dade County Seaport Department's application to the Environmental Protection Agency, Region 4 for the Southeast Diesel Program. As a leader in the Maritime Industry, we are continually fostering ways to create a safer living / work environment. Cooperation and vigilance to protecting the environment through best management practices is the safest return on investment a company can make. It is for this reason we believe the Seaport Crane Electrification Project is good for the environment, and will certainly benefit Miami-Dade County's 2.4 million residents.

The Seaport Crane Electrification Project is a win-win for the environment. We recognize Miami Dade County's commitment to programs that support diesel emission reduction, including new technologies, use of cleaner fuels, vehicle upgrades and replacements, and community education and outreach. To that end, the Crane Electrification Project meets the requirements delineated in the Diesel Emissions Reduction National Program and EPA's National Clean Diesel Campaign.

Now more than ever, our elected officials have asked Americas to take more responsibility for their own wellness. Then it is certainly incumbent upon us to do our part and help reduce their exposure to lethal pollutants. EPA funding of this project will also reduce congestion at the port and improve the quality of air. The Miami-Dade County Seaport is an integral player in both domestic and international commerce. Without reservation, we recommend funding of this crucial and important project. Thank you for your consideration in this matter. Please don't hesitate to contact me should you require additional information.

Sincerely,



Al Johnson
Risk Manager
Eller-ITO Stevedoring Co., LLC



March 18, 2009

Mr. Scott Davis
Chief, Air Quality
Modeling & Transportation Section
U.S. Environmental Protection Agency – Region 4
Atlanta, Georgia

RE: Environmental Protection Agency, Region 4, Southeast Diesel Program
Miami-Dade County's EPA Clean Diesel Project
Seaport Gantry Crane Electrification

Dear Mr. Davis:

On behalf of South Florida Container Terminal, LLC, I am pleased to express my support for Miami-Dade County's Seaport Department's application to the Environmental Protection Agency, Region 4, for the Southeast Diesel Program. We strongly believe that the Seaport's Gantry Crane Electrification project is an excellent candidate for the program as it eliminates the remaining diesel engine powered gantry cranes to electric power so the cranes operate cleaner, emitting less noise and no air pollution. It also greatly improves the work environment of the crane operators which sit extremely close to the diesel engines' exhausts as well as other workers on the dock. It will also benefit the local Biscayne Bay environment as these cranes are directly across from Fisher Island, a private community adjacent to the Port of Miami. As such, this Seaport Gantry Crane Electrification project will benefit Miami-Dade County's 2.4 million residents, mostly those within Biscayne Bay.

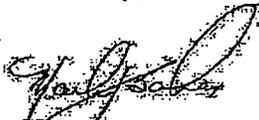
We know that Miami-Dade County is committed to programs that support diesel emission reductions, including new technologies, use of cleaner fuels, vehicle upgrades and replacements, and community education and outreach. As such, the proposed Seaport Gantry Crane Electrification project is one of the programs that support the Diesel Emissions Reduction National Program and EPA's National Clean Diesel Campaign.

In addition to the environmental and health benefits that will be attained by completing this project, EPA funding of this project initiative will serve to retain hundred's of jobs in the industry related to this projects operation. As such, without reservation, we recommend funding of this important project that will benefit the environment of Biscayne Bay and its resident as well as those persons that work in the area.

March 18, 2009
Environmental Protection Agency, Region 4, Southeast Diesel Program
Miami-Dade County's EPA Clean Diesel Project
Seaport Gantry Crane Electrification
Page 2 of 2

Should you have any questions or require additional information, please do not hesitate to contact me at your convenience.

Sincerely,



Mark J. Baker
Director, South Florida Operations
South Florida Container Terminal

Cc: Board of Directors, Port of Miami Crane Management, Inc.
Andrea M. Chao, Miami-Dade County Seaport Department



FLORIDA STEVEDORING INC.

Miami - Port Everglades

March 9, 2009

Mr. Scott Davis
Chief, Air Quality
Modeling & Transportation Section
U. S. Environmental Protection Agency - Region 4
Atlanta, Georgia

RE: Environmental Protection Agency, Region 4, Southeast Diesel Program
Miami-Dade County's EPA Clean Diesel Project
Seaport Gantry Crane Electrification

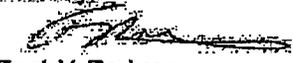
Dear Mr. Davis:

On behalf of FLORIDA STEVEDORING, INC., I am pleased to express my support for Miami-Dade County's Seaport Department's application to the Environmental Protection Agency, Region 4, for the Southeast Diesel Program. We strongly believe that the Seaport's Gantry Crane Electrification project is an excellent candidate for this program as it eliminates the remaining diesel engine emissions being generated by the gantry crane operations at the Port of Miami. This Seaport electrification project is designed to convert the remaining diesel engine powered gantry cranes to electric power so the cranes operate cleaner, emitting less noise and no air pollution. It also greatly improves the work environment of the crane operators which sit extremely close to the diesel engines' exhausts as well as other workers on the dock. It will also benefit the local Biscayne Bay environment as these cranes are directly across from Fisher Island, a private community adjacent to the Port of Miami. As such, this Seaport Gantry Crane Electrification project will benefit Miami-Dade County's 2.4 million residents, mostly those within Biscayne Bay.

We know that Miami-Dade County is committed to programs that support diesel emission reductions, including new technologies, use of cleaner fuels, vehicle upgrades and replacements, and community education and outreach. As such, the proposed Seaport Gantry Crane Electrification project is one of the programs that support the Diesel Emissions Reduction National Program and EPA's National Clean Diesel Campaign.

In addition to the environmental and health benefits that will be attained by completing this project, EPA funding of this project initiative will serve to retain hundreds of jobs in the industry related to this project's operation. As such, without reservation, we recommend funding of this important project that will benefit the environment of Biscayne Bay and its resident as well as those persons that work in the area. Should you have any questions or require additional information, please do not hesitate to contact me at your convenience.

Sincerely,


Frank V. Rovkosa
Vice President Operations

125 N.E. 9th Street, Miami, Florida 33132 • Telephone: 305-373-4765 • Fax: 305-374-7231

E-mail: flastev@farovl.com

Mailing Address: P.O. Box 011309, Miami, Florida 33101

ATTACHMENT A3

Past Performance -Programmatic Capability

Port Security Grants Summary

Federal Agency	Department of Homeland Security (DHS)	Department of Homeland Security (DHS)
Award #	2006-GB-T6-0083	2007-GB-T7-0313
Award Period	10/01/06-9/30/09 ([pending favorable approval of time extension)	10/01/07-09/30/10
Grant Amount	\$2,250,000	\$1,998,489
Project Title	Waterside Surveillance Ph 2	Access Control Upgrades + TWIC Plus
Project Scope	The project consists of the purchasing, permitting and the installation of new cameras. It also, includes CCTV and peripherals, video monitoring center, mounting equipment conduit and fiber. Provide software upgrades to integrate camera feeds to existing security system. Project includes the off-port cameras to interface with the Waterside Surveillance I virtual radar barrier to enable security to track all vessels approaching the Port from the waterside.	The implementation of this project will make the remaining access control points TWIC compliant. This project includes access control upgrades to five cruise terminals, hardening of wharf security gates, and the installation and upgrade of TWIC-compatible readers and devices through the terminal areas.
Financial Status Report	Quarterly (Mar-Jun-Sep-Dec)	Quarterly (Mar-Jun-Sep-Dec)
Progress Status Report	Semi-annual (Jun-Dec)	Semi-annual (Jun-Dec)
Drawdown Amount	\$104,944	\$104,555
Grant Balance	\$2,145,056	\$1,893,934

ATTACHMENT A4

Gantry Crane Inventory

- Model Year of each crane:
 - Crane #7: 1995 ZPMC Miami-02, Post-Panamax 50LT STS Gantry Crane, 151.5 ft Outreach, 100 ft Hoist Height above rail
 - Crane #8: 1995 ZPMC Miami-01, Post-Panamax 50LT STS Gantry Crane, 151.5 ft Outreach, 100 ft Hoist Height above rail
 - Crane #9: 1995 ZPMC Miami-04, Post-Panamax 50LT STS Gantry Crane, 151.5 ft Outreach, 100 ft Hoist Height above rail
 - Crane #10: 1995 ZPMC Miami-03, Post-Panamax 50LT STS Gantry Crane, 151.5 ft Outreach, 100 ft Hoist Height above rail

- Horsepower of each crane: each crane has one diesel motor (Cummings) with a generator (Marathon) and two main hoist electric motors
 - Crane #7: one (1) Cummings KTA50-G3 1,800 hp Diesel Motor, two (2) ABB DMG280SL 292 hp Main Hoist Electric Motors
 - Crane #8: one (1) Cummings KTA50-G9 2,000 hp Diesel Motor, two (2) ABB DMG280SL 292 hp Main Hoist Electric Motors
 - Crane #9: one (1) Cummings KTA50-G3 1,800 hp Diesel Motor, two (2) ABB DMG280SL 292 hp Main Hoist Electric Motors
 - Crane #10: one (1) Cummings KTA50-G3 1,800 hp Diesel Motor, two (2) ABB DMG280SL 292 hp Main Hoist Electric Motors

Cargo Container Handlers

- Quantity: 12; Model Year: 2001; Fuel Volume (gal/yr for the group): 1119,000,000; Usage Rate (hours/vehicle/year): 1,800, Horsepower at 300 hp

ATTACHMENT A5

Dorian K. Valdés, P. E.
FL P.E. Number: 49365
HOME: (305) 444-7904
CELL: (305) 772-7019
1210 Columbus Blvd.
Coral Gables, Florida 33134

ENGINEERING MANAGEMENT EXPERIENCE

Miami-Dade County Department of Environmental Resources Management
701 NW 1st Court, 4th Floor
Miami, Florida 33139
(March/87 – July/09)

Assistant Director
(May /06 – July/09)

This position oversees three Divisions and two Offices of the Department. Those divisions and offices are Environmental Resources Regulations, Ecosystem Restoration and Planning, Water Management, and the Computer Services and Sustainable Environment and Education, respectively. The Division of Environmental Resources Regulation enforces Chapter 24 requirements for permitting within coastal, mangroves, marinas, freshwater wetlands, and stormwater regulations for the protection of our South Florida fisheries, Everglades ecosystems, and surface and ground waters affected by stormwater discharges. The Division of Ecosystem Restoration and Planning protects our living resources, natural areas, ground, surface and ground waters by water quality and biological monitoring of our vital natural resources. Some of its programs are the Manatee Protection Plan, coral reef restoration and monitoring, Biscayne Bay restoration and enhancement, and providing important local input to the Comprehensive Everglades Restoration Plan (CERP). The Division of Water Management administers the Miami-Dade County Stormwater Utility that is responsible for the planning, design, construction, operating, and maintaining of the stormwater management system of the County. These stormwater utility fees are used for the stormwater master planning efforts, performing stormwater runoff evaluations, preparing water resources maps, and funding the department of Public Works for the design, construction, and maintenance of the County's stormwater management systems. In addition, this division administers the U. S. Department of Agriculture Natural Resources Conservation Service federal funding for the debris removal from the County's secondary canal systems as a result of Hurricanes Katrina and Wilma. The Office of Computer Services provides systems and network administration, information systems development, programming administration and maintenance, user technical support and training, department data processing, GIS development, and database administration. Finally, the Office of Sustainable Environment and Education (OSEE) promotes increased environmental awareness, nontoxic and less wasteful behavior among the citizens of the County and businesses. The Adopt-a-Tree program that has given out over 120,000 trees is administered through the OSEE. In addition, the OSEE administers the annual Baynanza program.

Dorian K. Valdés, P. E.
RESUME, Page 2

This year DERM will be celebrating Baynanza's 25th Year Anniversary. This position manages over \$24 million and 204 people annually. It also oversees the expenditures of over \$16 million provided to the County's Public Works Department for various services from drainage infrastructure cleaning to maintenance of the secondary canal systems in the County. In addition, presently active with two major construction projects; the Miami River Dredging and the Beach Restoration Programs with an obligation of \$87 million and \$20 million, respectively. These projects require the direct interaction with federal and State regulatory agencies for permitting and cost sharing.

Division of Recovery and Mitigation (DORM)

Division Chief

(September/01 – May/06)

As a result of the flooding associated with Hurricane Irene and the "No-Name Storm", the Federal Emergency Management Agency (FEMA) approved projects totaling approximately \$740 million. On August 17, 2001, the County Manager created the DORM for the purpose of managing the design and construction activities of the projects by of FEMA, the Department of Community Affairs (DCA), and Miami-Dade County (County). These large public works type projects are identified as roadway restoration including resurfacing, drainage replacement, three major neighborhood improvements including two pump stations, canal dredging, and drainage system cleaning.

Furthermore, as a result of the September 11, 2001 tragedy, the Mayor instituted his "Economics Stimulus Package" along with the County Manager's "Emergency Expedite Process", and used these programs to establish the initial contracting of consultants and contractors to be used in the FEMA Program. The responsibilities of the oversight and management of the FEMA Program, consultants, and contractors was handled by the DORM Division Supervisor. This position manages and directs a County staff of 38 with consultants' support of 141 firms, along with 57 contractors, and 21 sediment-hauling firms.

The DORM was successful in accomplishing all construction repairs and mitigations at under \$500 million and in doing so was able to save approximately \$240 million of the amount allocated. The FEMA Program has completed the construction of over 2600 sites in a very short time period, less than two years while under the Division Supervisor's management.

Water Management Division

Division Chief

(August/93 – September/01)

The duties and responsibilities are to manage within a large county government, three Sections employing sixty-five people. The sections are the Water Control, Stormwater Utility, and Stormwater Planning and Design Section. The Water Control Section is responsible for plat reviews, right-of-ways requests, drainage permitting, and managing data collection and reporting as a requirement of the National Pollutant Discharge Elimination System (NPDES) permitting of the U.S. Environmental Protection Agency. The Stormwater Utility Section (Utility) is responsible for accounting of the revenue and expenditure by the Division. The Utility manages over 400,000 accounts, and is one of the largest in the United States and the largest in the southeastern United States. The revenues of the Utility are at \$21 million per year. These funds on the average have maintained an operational budget of \$16 million per year and a construction budget of over \$5 million per year, since June 1991. The Stormwater Planning and Design Section is responsible for the design and construction of major drainage improvement projects. In addition, this section is responsible for the stormwater drainage master plan countywide.

In April 1999, the Quality Neighborhoods Improvement Program recommended the sale of Series 1999 Bonds to accelerate the construction of stormwater drainage projects. The bonds sold for 40.5 million dollars and along with the 27.5 million dollars from the Utility as Pay-As-You-Go are funding an aggressive three to four year drainage improvement construction program. The total program consists of approximately \$70 million dollars in capital drainage improvement projects.

Furthermore, the two catastrophic storm events of Hurricane Irene of 1999 and the No Name Storm of 2000 that impacted Miami-Dade County has brought Federal Emergency Management Agency (FEMA) funds in the sum of approximately \$337 million to the County. These funds will be used for the restoration of roadways with its associated drainage, cleaning of storm drains countywide, design and construction of three major neighborhood projects, and the dredging of 186 miles of secondary canals under the County's jurisdiction. The above-mentioned efforts will require the addition of some twenty-six staff members throughout the three sections of the Division. The latter two efforts of the FEMA program is scheduled for completion within the next three years and will be managed and coordinated by this Division, approximately \$297 million of the total allocation.

Dorian K. Valdés, P. E.
RESUME, Page 4

Stormwater Monitoring and Evaluation Section

Section Head

(August/91-August/93)

The duties and responsible were for the implementation of the EPA NPDES Stormwater discharge permit for a large county government. The successful negotiation with twenty municipalities and the FDOT District VI in jointing the county in the cost sharing of the implementation of the EPA-NPDES MS4 permit. This permit was the third issued in the state of Florida.

Environmental Resources Projects Supervisor

(March/90-August/91)

This position was re-classed later into the position above with essentially the same responsibilities.

Restoration and Enhancement Section

Engineer I

(July/1988-March/90)

The duties and responsibilities were in shoreline stabilization, dredge and fill, sedimentation studies, mangrove planting, outfall monitoring program, including bay monitoring and diving for reef monitoring.

Compliance Section Inspector

(December/87-July/88)

The position required responsibilities for a geographic area of Dade County conducting surveillance and inspections of permitted and non-permitted sources of air and water pollution, and hazardous waste generators.

Genuine Bearing Babbiting Service, Inc.

Medley, Florida

(October/85-December/87)

General Manager

Responsible for all business aspects of the reconditioning of babbitt-lined bearing activities related to the ELECTRIC UTILITIES, CEMENT, MINING, and MARINE industries.

Dorian K. Valdés, P. E.
RESUME, Page 5

Department of Environmental Resources Management

(December/84-October/85)

Engineer II

Air Section responsibilities were for the development and implementation of a mobile source monitoring and enforcement program. Supervising and training of mechanics for automobile computer exhaust analyzers and inspections.

Refractarios Venezolana, S.A. /C.E. Basic Chem.

Caracas and Pt. Ordaz, Venezuela, S.A.

(July/83-December/84)

Division Manager

Responsible for the spearheading of a "Grass Roots Project" for the development and distribution of "LiquimagTM", a fuel oil additive dispersion throughout the country. This included the construction of a batch mixing plant for the manufacturing of this product line.

Tratamientos Tecnológico de Combustión/Martin Marietta Chem.

Caracas, Maracaibo and Valencia, Venezuela, S.A.

(1979-1983)

Executive Vice-President

Responsible for the development and distribution nationwide of "CH-22TM", a fuel oil additive. This venture resulted in the construction of two batch-mixing operations in opposite ends of the country.

Tampa Electric Company (TECO)

Tampa, Florida

(1975-1979)

Plant Chemical Engineer/Performance

Assigned to Gannon Station with a total generation capacity of 1150MW. Major responsibilities were to supervise, develop and maintain tight chemical controls required for steam, water and fuel circuits of the plant. In addition, effectively performed testing, accumulated data and reported all environmental findings to demonstrate compliance of the construction/operation permits submitted to the appropriate governmental agencies. Coordinated with maintenance and operations during all outages for inspection of boilers and turbines. Assisted in the ultrasonic testing of said equipment.

Dorian K. Valdés, P. E.
RESUME, Page 6

Dept. of Environmental Regulation, West Central Region
St. Petersburg, Florida
(1974-1975)

Environmental Specialist III

Responsibilities were supervising a four county monitoring and inspection program, which included the design, construction and management of both a chemistry and biology laboratory for the evaluation of the water quality in said region. In addition, all review and inspection of seawalls, docks, piers and artificial reefs related to permit applications.

Hillsborough County Environmental Protection Commission
Tampa, Florida
(1968-1974)

Environmental Engineer II

Responsibilities were to supervise the evaluation, permitting and monitoring of all air pollution stationary sources in Hillsborough County. In addition, this position supervised the maintenance and operation of an air-monitoring network in the county. The findings were used to generate an annual air quality report of the effects and concentrations of the various pollutants measured.

EDUCATION

University of South Florida, Tampa, Florida
Miami-Dade Community College, Miami, Florida
Miami Military Academy (High School), Miami, Florida

PERSONAL

Computer and Communication Skills
English with reading and speaking skills in Spanish
Willing to Travel and Relocate
Married with no children
Enjoy: Golf, Racquet Ball, Tennis, Scuba, and Fishing

ATTACHMENT A6

Memorandum



Date: November 9, 2009
To: Assistant County Managers
Special Assistants
From: George M. Burgess
County Manager
Subject: 2009 Signature Authority

A handwritten signature in black ink, appearing to be "G. Burgess", written over the "From:" field and extending into the "Subject:" field.

Effective immediately, you are authorized to sign the following items for your respective departments on my behalf:

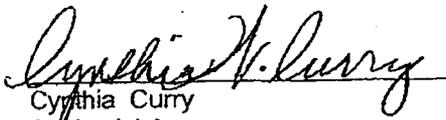
- Permits
- Senior Management Performance Appraisal Forms
- Leave slips (your departments and your immediate staff)
- Travel requests except for international and legislative-related travels, as well as trips with multiple travelers (unless grant funded)
- Telecommunications Device and Service Requests

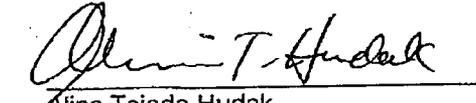
Please use your judgment when reviewing items for signature. If an item is controversial, sensitive or otherwise significant, please forward it to my attention or discuss it with me personally.

Continue to process all correspondence for my signature, and for the Mayor's signature, through Jennifer Glazer-Moon.

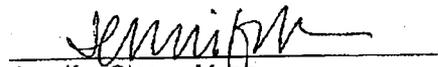
Thank you for your cooperation.

c: Honorable Carlos Alvarez, Mayor
Denis Morales, Chief of Staff, Office of the Mayor

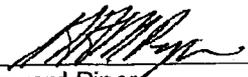

Cynthia Curry
Senior Advisor

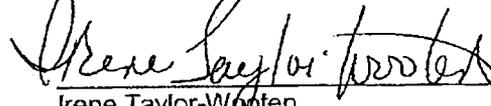

Alina Tejada Hudak
Assistant County Manager


Ysela Llort
Assistant County Manager


Jennifer Glazer-Mooh
Special Assistant/Director
Office of Strategic Business Management


Alex Munoz
Assistant County Manager


Howard Piper
Special Assistant, Management &
Performance Assessment


Irene Taylor-Wooten
Special Assistant, Social Services