Miami Dade County

Stephen P. Clark Government Center
111 N.W. 1st Street
Miami, Fl. 33128

LEGISLATIVE ANALYSIS

Thursday March 11, 2004
2:00 PM
Commission Chambers

Board of County Commissioners

Transportation Committee

Transportation ITEM 1(F)(2)
March 11, 2004

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

RESOLUTION APPROVING AN AMENDMENT TO THE PEOPLE'S TRANSPORTATION PLAN DISCONTINUING OVERNIGHT METRORAIL AND METROMOVER SERVICE AND IMPLEMENTING A REPLACEMENT METROBUS ROUTE

Miami-Dade Transit Agency

I. SUMMARY

This resolution seeks to amend the People's Transportation Plan (PTP), as recommended by the Citizens Independent Transportation Trust (CITT) with regards to the provisions of overnight Metrorail and Metrobus Services.

The amendment would authorize Miami-Dade Transit (MDT) to discontinue Metrorail and Metromover service between the hours of 1:00 a.m. to 5 a.m.

MDT proposes to accommodate riders affected by the discontinuance of service by establishing a new overnight bus route along the Metrorail route.

II. PRESENT SITUATION

MDT has been operating 24 hour Metrorail service as part of the PTP since May 25, 2003.

Ridership on Metrorail between the hours of 1:00 and 5:00 a.m. is approximately 250 passengers per evening and approximately 15 passengers on Metromover.

III. POLICY CHANGE AND IMPLICATION

This resolution would amend one of the first changes implemented under the PTP.

MDT would realize a significant savings as a result of this amendment.

In accordance with the provisions of the PTP, all changes to the plan require approval from the CITT. These changes were approved by the CITT at their meeting on February 25, 2004.

IV. ECONOMIC IMPACT

MDT estimates the cost of operating Metrorail between the hours of 1:00 and 5:00 a.m. at approximately $3.3 million annually as well as an additional cost of $145,973 annually for additional security officers on the Metromover.

MDT anticipates the cost of providing expanded overnight bus service along the Metrorail corridor at to accommodate the ridership at $350,000.

Net savings for County associated with these amendments $3.1 million annually.

V. COMMENTS AND QUESTIONS

None

TRANSPORTATION COMMITTEE ITEM 3(A)
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LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

RESOLUTION AUTHORIZING COUNTY MANAGER TO ADVERTISE REQUEST FOR PROPOSALS FOR GENERAL AERONAUTICAL SERVICE PERMITS AT MIAMI INTERNATIONAL AIRPORT; APPROVING REVISED LOCAL DEVELOPING BUSINESS PROGRAM FOR GENERAL AERONAUTICAL SERVICE PERMITS; AND APPROVING CONTRACT MEASURES APPLICABLE TO SUCH PERMITS

Aviation Department

I. SUMMARY

This resolution would authorize issuance of a Request for Proposals (RFP) for five 5-year nonexclusive general aeronautical service permits (GASP) to provide general aviation services at Miami International Airport (MIA) effective November 1, 2004. The proposal includes options for renewal for up to five additional years. Minimum qualifications for proposers include having performed at least three of the six listed GASP services for three of the last five years at a large hub airport (as defined by the FAA).

II. PRESENT SITUATION

The present GASP permit holders at MIA are operating under permits that have been extended multiple times since their originally scheduled expiration date, October 31, 2002.

III. POLICY CHANGE AND IMPLICATION

The existing GASP permits may need to again be extended if the November 1, 2004 effective date as proposed in this Item is not be achievable.

IV. ECONOMIC IMPACT

This proposed RFP includes implementation of the Miami-Dade County Living Wage Ordinance and a 15% Local Developing Business (LDB) measure.

Potential Aviation Department Revenues:

- Minimum Annual Guarantee (MAG): $1.4 million ($280,000 per permit)
- Additional Compensation: 7% of each permittee's gross receipts that exceed the permittee's MAG

V. COMMENTS AND QUESTIONS

The LDP Program was adopted by the BCC for MIA GASP permit RFPs on November 19, 2002 (R-1302-02.) The program is a FAA approved, race and gender-neutral program to benefit small businesses. Firms must be certified by the Department of Business Development (DBD) based on size standards that take into account only the local activities in Miami-Dade County.

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LDB Program Size Standards:

- Seventeen million dollars (17,000,000.00) in annual gross revenues averaged over the preceding three (3) years, and
- Individual(s) in ownership and control (51%+) of the LDP must have a person net worth of $750,000 or less (excluding equity/debt in primary personal residence up to $500,000 and ownership interest in the applicant firm.)

RFP Evaluation Criteria:

	Criteria	Maximum Points
1.	Overall relevant experience & industry reputation	20
2.	Ability to perform scope of services	20
3.	General Manager & key personnel's relevant experience and human resources & programs	10
4.	Financial viability	10
5.	Security, safety, and quality assurance programs	10
6.	Equipment availability, age, condition and technical state	10
7.	Price proposal	20
	Total	100

(Note: See handwritten pp. 41-43 of the Item for more detailed descriptions.)

TRANSPORTATION COMMITTEE ITEM 3(B)
March 11, 2004

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

RESOLUTION AUTHORIZING ADVERTISEMENT FOR COMPETITIVE BIDS FOR LEASE OF APPROXIMATELY 430 ACRES OF LAND FOR FARMING AT HOMESTEAD GENERAL AVIATION AIRPORT WITH A MINIMUM ACCEPTABLE BID OF THREE HUNDRED DOLLARS PER ACRE, AND FURTHER AUTHORIZING COUNTY MANAGER TO EXECUTE LEASE WITHOUT FURTHER BOARD CONSIDERATION

Aviation Department

I. SUMMARY

This resolution would authorize advertisement for competitive bids and for subsequent award by the County Manager (without further Board consideration) for a new 5-year lease to farm 430 acres at Homestead General Aviation Airport.

II. PRESENT SITUATION

This property has been farmed for a number of years and such use is consistent with the surrounding area.

When this Item was initially discussed at the February 12, 2004 Transportation Committee meeting, the present leaseholder objected to the advertisement because of his perception of the impact it may have on: (a) ongoing litigation between a previous leaseholder and the County; (b) the present leaseholders investment; and (c) an ongoing agricultural study. The Item was then deferred by Transportation Committee.

III. POLICY CHANGE AND IMPLICATION

At the February 12, 2004 Transportation Committee meeting, there was a difference of opinion between the present leaseholder and the County Attorney as to whether or not this advertisement and subsequent lease would impact the ongoing litigation.

IV. ECONOMIC IMPACT

At least $129,000 revenue per year at the proposed minimum acceptable bid of $300 per acre would accrue to the Aviation Department.

V. COMMENTS AND QUESTIONS

The County Manager's memorandum recommending this Item did not inform the Board of the pending litigation concerning this matter.

Transportation ITEM 3(E)
March 11, 2004

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

RESOLUTION DECLARING COUNTY-OWNED PROPERTY LOCATED AT SW 14 STREET AND SW 1 COURT, SURPLUS; AUTHORIZING THE PRIVATE SALE OF THE PROPERTY TO THE ADJACENT PROPERTY OWNER, CORAL STATION LTD., AND AUTHORIZING EXECUTION OF COUNTY DEED FOR SUCH PURPOSE

General Services Administration Department

I. SUMMARY

This resolution seeks to declare four parcels of land, adjacent to the Brickell Metrorail Station, surplus and authorize the sale of the parcels to Coral Stations. Ltd. For private use and development.

II. PRESENT SITUATION

In 1995 the Board of County Commissioners entered into a 90 lease agreement with Coral Stations, Ltd. At a monthly rental rate of $2,281.25.

III. POLICY CHANGE AND IMPLICATION

Coral Stations, Ltd. Is seeking to develop a mixed-use housing and retail project on the adjacent properties and requires ownership of these properties to secure financing.

IV. ECONOMIC IMPACT

The appraised value of the four parcels identified totals $202,150.

V. COMMENTS AND QUESTIONS

In accordance with the terms of the original lease entered into in 1995, Coral Stations limited would have paid an amount equal to the appraised value for sale after 7 ½ years.

However, the overall economic impact of developing this parcel is projected to exceed the total derived from the lease payments alone.

Transportation ITEM 3(D)
March 11, 2004

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

RESOLUTION AUTHORIZING EXECUTION OF TWO NON-EXCLUSIVE PROFESSIONAL SERVICES AGREEMENTS TO PROVIDE GROUNDWATER, SURFACE WATER AND SOIL CONTAMINATION CLEANUP SERVICES, PROJECT NO. E03-DERM-01, AND AUTHORIZING THE COUNTY MANAGER TO EXERCISE EXTENSION AND CANCELLATION PROVISIONS CONTAINED THEREIN; AUTHORIZING EXECUTION OF TWO ADDITIONAL AGREEMENTS UNDER CERTAIN CONDITIONS; AND AUTHORIZING THE MANAGER TO INCREASE THE AMOUNT OF THE AGREEMENTS ON CERTAIN CONDITIONS

Department of Environmental Resource Management

I. SUMMARY

This resolution seeks to execute two (2) non-exclusive Professional Service Agreements (PSA) with **Cherokee Enterprises, Inc.** and **Peer Consultants, P.C.** for Groundwater, Surface Water, and Soil Contamination Cleanup Services at various non-specific sites.

The Miami-Dade Transit Agency wishes to utilize this contract, established by the Department of Environmental Resources (DERM), for the evaluation, study, and/or design work associated with the cleanup and remediation of sites contaminated by underground petroleum storage facilities.

II. PRESENT SITUATION

On January 23, 2003, the Board of County Commissioners (BCC) approved the rejection of current proposals and the re-advertisement of a replacement contract for two PSAs with at contract capacity of $5 million per agreement for a total of up to $10 million worth of services.

III. POLICY CHANGE AND IMPLICATION

Upon successful negotiations with the two (2) firms listed in this resolution it was realized that County Code Sec. 2-10.4(1)(e) 2 prohibited the County from awarding Architectural & Engineering service agreements at an amount greater than $500,000.

Essentially, the County advertised for proposals based on an amount that was up to 10 times greater than the County Code would allow.

The amount listed in this award approval reflects the adjusted amount of $500,000 rather than the original amount of $5,000,000.

The Scope of Work is also reduced from actual cleanup and remediation to study and/or design work.

However, this resolution also gives the County Manger the ability to increase the award amount up to the original $5million if the County Code is amended to allow for a larger dollar amount for these types of projects.

IV. ECONOMIC IMPACT

As written these two contracts would be for up to $500,000 each for a total of $1million.

However, if the Code is amended, these awards could be increased up to $5 million each for a total of $10 million.

Miami-Dade Transit list Federal, State, and Local Funds as the funding source for these services, including the possibility of utilizing PTP funds.

V. COMMENTS AND QUESTIONS

This resolution is the result of unintended consequences associated with the County's Equitable Distribution Program (EDP). The program was established to provide work to different firms. However, in this case, the parameters of the EDP are a hindrance to a large scope project getting done.

However, the County should be more diligent in realizing the parameters of a proposed contract before negotiating with a prospective firm. The possibility exists that the firms submitted proposals and dollar amounts based on unit prices related to a larger scope of work and may not be able to realize these tasks for the amount agreed to if the scope of work is decreased.

Transportation ITEM 3(F)
March 11, 2004

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

RESOLUTION AMENDING INSTALLMENT SALES AGREEMENT BETWEEN COUNTY AND BAC FUNDING CORPORATION WITH RESPECT TO CONSTRUCTION AND PURCHASE OF NEW OFFICE BUILDING AND RELATED PARKING GARAGE RENOVATIONS AT THE MLK METRORAIL STATION TO PROVIDE FOR EARLIER PAYMENT BY COUNTY AND OTHER TECHNICAL REVISIONS; AND COUNTY MANAGER IS AUTHORIZED TO EXECUTE AND DELIVER AMENDMENT

General Services Administration Department

I. SUMMARY

This resolution seeks approval to amend the Installment Sales Agreement between Miami-Dade County and the Business Assistance Center Funding Corporation (BAC).

The agreement outlines the responsibilities of the County and BAC with regards to the construction and operations of the Martin Luther King (MLK) Office Building located at the MLK Metrorail Station.

II. PRESENT SITUATION

The current agreement provides that the County is not responsible to provide Debt Service, Differential Payments, or Operating Costs to BAC until BAC obtains a Certificate of Occupancy (CO).

However, a CO cannot be obtained until the build out on each individual floor within the building is completed. The build out, however, is the responsibility of the County.

III. POLICY CHANGE AND IMPLICATION

The County and BAC are seeking to amend the original agreement to provide for payments to BAC prior to the issuance of the Certificate of Occupancy.

IV. ECONOMIC IMPACT

The estimated payments from the County to BAC are $243,667 per month. The build out is expected to take approximately four (4) months for an estimated total payment to BAC $974,000 prior to the issuance of the CO.

V. COMMENTS AND QUESTIONS

None

Transportation ITEM 3(H)
March 11, 2004

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

RESOLUTION AUTHORIZING EXECUTION OF THE SECOND AMENDMENT TO THE INTERLOCAL AGREEMENT BETWEEN MIAMI-DADE COUNTY AND THE CITY OF HIALEAH, FLORIDA, FOR THE PROVISION OF PUBLIC TRANSPORTATION SERVICES, AND AUTHORIZING THE COUNTY MANAGER TO EXERCISE THE PROVISIONS CONTAINED THEREIN

Miami-Dade Transit Agency

I. SUMMARY

This resolution seeks approval for an amendment (NO. 2) to an Interlocal Agreement entered into between Miami-Dade County and the City of Hialeah. The agreement allows for the City to provide limited circulator bus routes to residents. The City has requested that they be able to reconfigure the current four (4) route circulator system into a two (2) route system and expand service into the City of Hialeah Gardens.

II. PRESENT SITUATION

The current agreement allows for four (4) routes. The original agreement was approved on September 7, 200 and was for two (2) years with three (3) one-year options to renew.

In 2002 the original agreement was amended to provide an extended term through March 24, 2007.

III. POLICY CHANGE AND IMPLICATION

This amendment would allow for the circulator buses to expand beyond the borders of the City of Hialeah. The current agreement allows for expansion beyond municipal boundaries as long as at 70% of the service route is contained within the originating municipality.

If amended, the route would still meet this requirement.

IV. ECONOMIC IMPACT

None. The City would provide its own buses, drivers, and maintenance.

V. COMMENTS AND QUESTIONS

The Miami-Dade County Home Rule Charter authorizes the County to enter into an agreement with any municipality that wishes to provide services to County residents living within its municipal boundaries. The County Manager shall maintain supervisory control over these services.