



Miami-Dade County Board of County Commissioners

Office of the Commission Auditor

**Chairmans Policy Council Meeting**

February 9, 2017  
9:30 A.M.  
Commission Chamber

**Research Division**

Office of the Commission Auditor  
111 NW First Street, Suite 1030  
Miami, Florida 33128  
305-375-4354

**Chairmans Policy Council  
February 9, 2017 Meeting  
Research Notes**

Item No.	Research Notes								
<b>3A 162918</b>	<p>RESOLUTION APPROVING AWARD OF A PROFESSIONAL SERVICES AGREEMENT TO PEREZ AND PEREZ ARCHITECTS PLANNERS, INC. FOR REVISIONS TO THE 2008 ELEVENTH JUDICIAL CIRCUIT-WIDE COURTS AND THE 2008 CORRECTIONAL FACILITIES MASTER PLANS, ISD PROJECT NO. A16-ISD-01 GOB, ISD CONTRACT NO. Z000149, IN AN AMOUNT NOT TO EXCEED \$1,507,500.00, FUNDED FROM THE BUILDING BETTER COMMUNITIES GENERAL OBLIGATION BOND FUNDS, FOR A TERM OF TWO YEARS; AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXECUTE SAME</p>								
<b>Notes</b>	<p>The proposed resolution approves the award of a Non-Exclusive Professional Services Agreement (PSA) with Perez and Perez Architects Planners, Inc. for Revisions to the 2008 Eleventh Judicial Circuit –Wide Courts and the 2008 Correctional Facilities Master Plans in the amount of \$1,507,500.00.</p> <p>Professional services are required to provide a study updating the:</p> <ul style="list-style-type: none"> <li>• 2008 Eleventh Judicial Circuit-wide Courts Master Plan in order to assess future needs and provide design standards for the expansion of Court Facilities in Miami-Dade County's Eleventh Judicial Circuit Court; and <ul style="list-style-type: none"> <li>○ <i>The services will include planning, analysis, master planning, feasibility studies, programming, site development analysis, scheduling and cost estimating. The scope of services will apply to all criminal courts, including the Public Defender's Office and the State Attorney's Office.</i></li> </ul> </li> <li>• 2008 Correctional Facilities Master Plan in order to assess the future needs and provide correctional design standards for the Master Plan in its entirety. <ul style="list-style-type: none"> <li>○ <i>The services will include planning, analysis, master planning, feasibility studies, programming, site development analysis, scheduling and cost estimating for all existing facilities, as well as a feasibility study for a new Krome Detention Center and the programming and site development of a Criminal Justice Complex.</i></li> </ul> </li> </ul> <p><b><u>Fiscal Impact/Funding Source</u></b></p> <p>The portion of the work resulting from updating the 2008 Eleventh Judicial Circuit-wide Courts Master Plan- \$738,675.00 will be funded through Building Better Communities - General Obligation Bond (BBC-GOB) proceeds, GOB Project No. 180 "Additional Courtrooms and Administration Facilities."</p> <p>Similarly, the portion of the work resulting from updating the 2008 Correctional Facilities Master Plans- \$768,825.00 will be funded through BCC-GOB proceeds, GOB Project No. 194 "Construction of the new Krome Detention Center."</p> <table border="1" data-bbox="337 1314 1131 1455"> <tr> <td>Base Estimate</td><td>\$1,250,000</td></tr> <tr> <td>Contingency Allowance- 10%</td><td>\$132,500</td></tr> <tr> <td>Reimbursable Expenses- 3.78%</td><td>\$50,000</td></tr> <tr> <td><b>Total</b></td><td><b>\$1,507,500</b></td></tr> </table> <p><b><u>Additional Services</u></b></p> <p>At the discretion of the County, the Consultant may be authorized to perform Additional Services. The fee for Additional Services will be compensated either as an Agreed Fixed Sum or based on Multiple of Direct Salary.</p> <ul style="list-style-type: none"> <li>• <b><i>Multiple of Direct Salary Expense:</i></b> <i>Fees calculated on an hourly basis will be a multiple of 2.90 times the salary rate of the personnel directly engaged on the Project and in no case will the maximum billable hourly (including multipliers) exceed \$160/hour for prime and sub-consultants and \$190/hour (flat rate) for principals of prime consultant. Should a full-time project Field Representative be required, the multiple will be a multiple of 2.20 times the salary rate.</i></li> </ul> <p><b><u>Estimated Original Contract Period</u></b></p> <p>730 calendar days, after execution of the Agreement by the parties. The total time to complete the three phases is 270 calendar days.</p>	Base Estimate	\$1,250,000	Contingency Allowance- 10%	\$132,500	Reimbursable Expenses- 3.78%	\$50,000	<b>Total</b>	<b>\$1,507,500</b>
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	<p>The remaining 460 calendar days are being allotted to allow the County the option to retain the consultant's services at no additional cost, to assist the County as we move forward with the various construction projects.</p> <p>The County Mayor may extend the Agreement on a year-to-year basis until completion and acceptance of the work.</p> <p><b><u>Contract Measures</u></b> SBE-A&amp;E: 10.00%- \$145,750</p> <p><b><u>Sub-consultants</u></b> Dan L. Wiley &amp; Associates, Inc.- Court Operations and Judicial Facilities Planning Pulitzer, Bogard &amp; Associates, LLC- Criminal Courts/Corrections Facilities Planning CPM North America, PLLC- Costing, Project Scheduling</p> <table border="1" data-bbox="269 669 1489 1869"> <thead> <tr> <th colspan="2" data-bbox="269 669 1489 701">Additional Information- Previous Legislation</th></tr> </thead> <tbody> <tr> <td data-bbox="269 701 456 1869"> <p><b>R-562-16</b></p> <p>6/21/2016</p> </td><td data-bbox="456 701 1489 1869"> <p>Created the Second Miami-Dade Court Capital Infrastructure Task Force. The purpose of the Second Miami-Dade Court Capital Infrastructure Task Force was to conduct a more detailed, in-depth analysis of the recommendations of the first Miami-Dade Court Capital Infrastructure Task Force, consult with local universities such as the University of Miami and Florida International University, and create a detailed report recommending the best way to address courthouse capital needs including, but not limited to, both the civil and criminal divisions of the Court and the best funding and delivery methodology to achieve those recommendations.</p> <p>The Second Miami-Dade Court Capital Infrastructure Task Force would provide its report to the BCC.</p> <ul style="list-style-type: none"> <li>• The report submitted would consist of a more detailed analysis of the recommendations of the first Miami-Dade Court Capital Infrastructure Task Force, the recommendations of local universities such as the University of Miami and Florida International University, a detailed recommendation of the best way to address courthouse capital needs, including, but not limited to, both the civil and criminal divisions of the Court, and the best funding and delivery methodology to achieve those recommendations;</li> <li>• This report would be placed on an agenda of the BCC pursuant to Ordinance No. 14-65 for consideration by the BCC;</li> <li>• The BCC would then request such further work of the Second Miami-Dade Court Capital Infrastructure Task force as may be in the public interest.</li> </ul> <p>The Second Miami-Dade Court Capital Infrastructure Task Force would sunset within 100 days from the effective date of this resolution.</p> <p><b><u>Additional Information – Miami-Dade Court Capital Infrastructure Task Force Report</u></b> On February 11, 2016, the Miami-Dade Court Capital Infrastructure Task Force Report was issued. The Task Force held nine (9) meetings: July 17, 2015; August 10, 2015; August 17, 2015; August 24, 2015; September 15, 2015; October 5, 2015; November 19, 2015; December 10, 2015; and December 17, 2015. During the course of these meetings, numerous presentations were made, at the request of the Task Force members. In addition to these presentations, a number of other County Departments were available to answer questions of the Task Force members, including the Office of management and Budget, the Eleventh Judicial Circuit, and Internal Services' Facilities and Construction Management staff.</p> <p>After hearing and deliberating the testimony and information provided, the Task Force established the following priorities based on the needs of the courts system:</p> </td></tr> </tbody> </table>	Additional Information- Previous Legislation		<p><b>R-562-16</b></p> <p>6/21/2016</p>	<p>Created the Second Miami-Dade Court Capital Infrastructure Task Force. 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	<ul style="list-style-type: none"> <li>• The historic Dade County Courthouse is no longer able to support the operational and spatial needs of the civil court and related functions in an environment that is functional, flexible, secure, accessible, dignified and technologically current;</li> <li>• The civil court should be accommodated in a purposely built facility that embodies the characteristics of a 21<sup>st</sup> century civil courthouse, serves the public and the efficient administration of justice, accommodates growth and change, and continues to represent the community's commitment to the rule of law and equal access to justice under that law;</li> <li>• The estimated size of the recommended facility and/or facilities through 2035 should provide 53 courtrooms to accommodate 53 judicial officers (Circuit Civil, Probate and County Civil Courts) and the associated operations of the Administrative Office of the Courts and the Clerk of Courts as well as the appropriate jury assembly, grand jury space, law enforcement area, law library/community space, security and building management functions. On December 8, the Task Force was provided with the Draft Master Plan, which determined the final number of civil courtrooms through 2035 is 50; and</li> <li>• This facility should be located in the downtown area, close to related courts and as close as possible to a major transportation hub with adequate parking.</li> </ul> <p><b>R-790-15</b> 9/16/2015</p> <p>Extended the sunset deadline for an additional 100 days, of the Miami-Dade County Court Capital Infrastructure Task Force, which was established by Resolution Number R-144-15 and enacted on June 30, 2015, since the task force had been unable to complete its work pursuant to the resolution. <i>The Task Force was set to sunset on September 25, 2015.</i></p> <p><b>R-82-15</b> 2/3/2015</p> <p>The proposed resolution provided for the following:</p> <ul style="list-style-type: none"> <li>• Approved the significant modification of Building Better Communities General Obligation Bond (BBC GOB) Program No. 180- Additional Courtrooms and Administration Facilities- to reduce its original allocation from \$90,000,000 to \$60,000,000;</li> <li>• Declared \$30,000,000 as surplus funds and waives the requirements of IO 3-47 regarding the addition of a new project to the Bond Program using surplus funds, including the requirements that surplus funds may fund a new project (a) only after all projects have been completed or necessary funding for completion of all projects has been identified to the satisfaction of the BCC and (b) the new project is ready to proceed;</li> <li>• Approved the addition of Project No. 351- Emergency Capital Repairs to the Miami-Dade County Courthouse; and</li> <li>• Added Project No. 351- with a project description that provides "emergency capital repairs to the Miami-Dade County Courthouse to correct or repair hazardous conditions that may affect the life, health and safety of judges, employees, visitors or users of the courthouse", 73 West Flagler Street, and an allocation equal to \$30,000,000.</li> </ul> <p>This item was considered by the Citizens' Advisory Committee at its meeting of December 12, 2014 and it received a favorable recommendation from the Committee,</p> <p><b><u>Additional Information</u></b></p> <p>On December 2, 2014, the BCC through R-1084-14, provided that if the County Mayor in consultation with the County Building Official determines that evidence of a condition exists that creates a hazard to the life, health, or safety of the judges, employees or visitors at the 1928 Courthouse, the Mayor or designee will immediately close all or portion of the 1928 Courthouse and correct or repair the hazardous condition using Bond Program funds, if such funds are available for such use, such funds will be used only to the extent necessary to repair the identified hazardous conditions and only to meet current operational needs.</p> <p>Additionally, R-1084-14 provided for the following:</p>

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	<p>include, but are not limited to, fire pump inspections, sprinkler system inspection, and life safety inspections. Further identification of water leaks and stained ceiling tiles, both produced by condensation lines or broken lines, are routinely addressed by the County Building Management staff. The 40 year recertification process is another existing, more comprehensive process that already exists in the County Code for the purposes of identifying any building deficiencies or hazardous conditions. Any conditions noted in the engineer's report will be completed immediately upon appropriation approval in order to obtain a recertification of the DCC.</p> <p><b><u>Relocation Plan for Court Operations:</u></b></p> <ul style="list-style-type: none"> <li>• In the event that an emergency requires part or all of the DCC court operations to be relocated to other facilities, the County has identified County-owned assets and other private space, which, through renovation, can be tailored to meet the Court's operational requirements. The time for this type of relocation depends on type (Type 1 or Type 2) and availability of space, but could require up to four (4) months. While these assets and related spaces are not always ideal in location or design and infrastructure, they can be converted into functional office and court spaces on a temporary basis; and</li> <li>• A Type 1, or simple renovation, is relatively quick and cost effective, at approximately \$60 per square foot. A Type 2 renovation is more extensive and costly, at approximately \$200 per square foot. This type of renovation is more comprehensive and permanent in nature and will specifically address the occupant's operational needs and requirements. The time required for this type of renovation can take anywhere from nine (9) months for a small space to 18 months, depending on square footage and condition of the selected building and space.</li> </ul> <p><b><u>Relocation Costs:</u></b></p> <ul style="list-style-type: none"> <li>• If part or all of the existing courthouse functions need to be relocated, numerous elements must be reviewed prior to developing an overall cost. Factors that must be considered include: (1) the location to be used is a leased space or County-owned; (2) the type of expenses related to the change of use and occupancy of the new design; (3) the type of retrofit desired (Type 1 or Type 2); and (4) the type of infrastructure improvements needed by the new occupants.</li> <li>• <i>Examples are provided ranging from \$1.3 million for 17,500 sq ft; \$13 million for 52,000 sq ft; to \$28 million for 300,000 sq ft.</i></li> </ul> <p><b><u>Funding Sources:</u></b></p> <ul style="list-style-type: none"> <li>• Costs required for relocation are not currently funded, and would have to come from the GOB Program Project No. 180 currently designated for the expansion of court facilities in accordance with the master plan. The balance of funds available in GOB Project No. 180 is currently \$78 million. Additional information is forthcoming as required per Resolution R-1084-14.</li> </ul>
<p><b>R-144-15</b>  2/3/2015</p>	<p>Created the Miami-Dade Court Capital Infrastructure Task Force (Task Force). The purpose of the Task Force was to review the County trial court infrastructure needs and identify any needed repairs to existing facilities as well as any current or future infrastructure expansion needs. The Task Force would recommend mechanisms to finance the repairs and/or expansion of court facilities in the most efficient manner possible. However, the Task Force is advisory only and would not have the power or authority to commit Miami-Dade County or any of its agencies or instrumentalities to any policies, or to incur any financial obligations or to create any liability, contractual or otherwise, on behalf of Miami-Dade County or any of its agencies or instrumentalities.</p>



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	<p>The Task Force would meet within 15 days of the appointment of its members, and no less than every 30 days from the date of the initial meeting. The Task Force would provide its initial report setting forth its initial findings and recommendations to the BCC within 90 days from the date of the Task Force's first meeting. The report would consist of a comprehensive assessment of the County trial court infrastructure including repairing existing facilities and acquiring or constructing additional court facilities, proposals for addressing the identified needs, and recommendations for financing such proposals.</p> <p>The Task Force would sunset and stand dissolved on the 220th day from the effective date of this resolution unless the BCC extends the term of service by majority vote.</p> <p><b><u>Additional Information</u></b> At the February 3, 2015 BCC meeting, the BCC amended this resolution as follows: to include the language: "...<i>The Miami-Dade Court Capital Infrastructure Task Force shall also review the existing court infrastructure master plan and recommend amendments to such master plan as needed in the public interest...</i>"</p>
<p><b>R-150-15</b>  2/3/2015</p>	<p>Created the Miami-Dade County Public Private Partnership (P3) Task Force; Sets forth P3 Task Force purpose, powers, duties, membership composition and qualifications, organization and procedures, regulations, reporting requirements, staff support and sunset provision.</p> <p><b><u>Additional Information-Public Private Partnership Prior Legislation:</u></b> On December 6, 2007, the BCC adopted R-1368-07, requesting that the Mayor or his designee prepare a written status report regarding all Public Private Partnerships or other business arrangements between the County and/or County agencies and private entities, including non-profit corporations and to recommend a procedure for evaluation and implementation regarding capital projects in order to maximize the County's investment and development of such County projects. The initial submission of the report was to be within ninety (90) days of the effective date of the resolution and quarterly thereafter.</p> <p>On July 2, 2013, the BCC adopted Ordinance 13-72 and R-1022-13, creating Section 2-8.1.7 of the Code of Miami-Dade County, the Miami-Dade County Public Private Partnership Program, for the purpose of infrastructure needs in Miami-Dade County and provides for the following:</p> <p>Ordinance 13-72 requires the Preparation and Periodic Update of a Plan The Mayor will develop, and deliver to the Board of County Commissioners (BCC) within ninety (90) days following the effective date of this Section a written plan to maximize the use of public private partnerships in County projects (the "Plan"). The Plan will be subject to BCC approval and will be updated and reported to the BCC, through its Infrastructure Committee, every six months. The Plan will contain, at a minimum the following:</p> <ul style="list-style-type: none"> <li>• List of projects considered suitable for public private partnerships arrangements;</li> <li>• Timeline for their completion, and an identification of potential advantages and disadvantages of the delivery method in connection with each project;</li> <li>• Proposed legislative recommendations to simplify the County processes utilized to identify, solicit, evaluate, and contract for private investment opportunities consistent with applicable law;</li> <li>• Propose an amendment to the provisions of this Code governing unsolicited proposals, to simplify them, conform them to additional authorizations that may have resulted from amendments to the State law, and make them more effective; and</li> <li>• A description of similar projects in other communities in the United States which may be used as a model.</li> </ul>
<p><b>R-151-15</b></p>	<p>Directed the Mayor or designee, to solicit proposals for a public private partnership to design, build, finance, operate and maintain County Civil and Criminal Court Facilities and Jail</p>

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	<p>2/3/2015</p> <p>Facilities and for the retention of financial consultants and special counsel to advise the County regarding proposed Court and Jail Facilities public private partnership, and, if approved by the BCC, other public private partnership arrangements.</p> <p>This substitute differs from the original in the following respects:</p> <ul style="list-style-type: none"> <li>• The maximum number of RFQ participants to be shortlisted was eliminated;</li> <li>• The requirements of the RFQ were clarified to require that proposers demonstrate their qualifications and capabilities to perform the project that they offer and the evaluation was clarified to related to those qualifications;</li> <li>• The County states the expectation, with respect to the Proposer, the financial consultant, and the special counsel, that they have demonstrated experience in multiple public private partnership engagements exceeding \$250 million in cost; <ul style="list-style-type: none"> <li>○ <i>The RFQ and solicitation documents would provide for evaluation and ranking in accordance with those criteria.</i></li> </ul> </li> <li>• Clarified that the RFQ would provide for building operation and management, but not for the privatization of functions of the users, including the Courts and the Corrections and Rehabilitation Department;</li> <li>• Required that the proposed RFP to be approved by the BCC include a description of the site or sites where the County would permit the development; and</li> <li>• Provided that the issuance of the RFP would be subject to the completion of the statutorily mandated independent analysis showing the cost-effectiveness and overall public benefit of the proposed public private partnership. <ul style="list-style-type: none"> <li>○ <i>The analysis would be transmitted to the BCC together with the request for approval of the RFP.</i></li> </ul> </li> </ul>
<p><b>3B 170130</b></p>	<p>RESOLUTION AWARDING A PROFESSIONAL SERVICES AGREEMENT WITH AECOM TECHNICAL SERVICES, INC. TO PROVIDE PROFESSIONAL ENGINEERING SERVICES FOR DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS' CAPITAL IMPROVEMENT PLAN (2), CONTRACT NO.: CIP142-1-TPW16-PE1 (2), IN AN AMOUNT NOT TO EXCEED \$11,000,000.00, INCLUSIVE OF CONTINGENCY ALLOWANCE ACCOUNT, AND AUTHORIZING THE USE OF CHARTER COUNTY TRANSPORTATION SURTAX FUNDS FOR SUCH PURPOSES</p>
<p><b>Notes</b></p>	<p>The proposed resolution awards a Professional Services Agreement (PSA) Contract No: CIP142-1-TPW16-PE1 (2) to AECOM Technical Services, Inc. in the amount of \$11,000,000 for a five year term.</p> <p>The Department of Transportation and Public Works (DTPW) requires professional services for General Consultants for a wide range of planning, engineering, survey, architectural, landscaping, technical, management and administrative services as needed to assist in executing projects in the DTPW Capital Improvement Plan and in implementing the Strategic Miami Area Rapid Transit (SMART) Plan that also includes the Bus Express Rapid Transit Network and emerging technologies such as autonomous vehicle implementation.</p> <ul style="list-style-type: none"> <li>• DTPW, at its option, may elect to have any of the services performed by other Consultant (s) or DTPW staff.</li> <li>• DTPW intends to retain two (2) consultants under separate, but identical non-exclusive PSA's.</li> </ul> <p>DTPW will work with the Federal Transit Administration (FTA) and The Florida Department of Transportation (FDOT) to complete all National Environmental Policy Act (NEPA) studies related to the SMART plan within one year of the effective date of this resolution.</p> <p><b><u>Funding Sources</u></b> Federal Transit Administration 5307 Formula Grant, Florida Department of Transportation Funds, and People's Transportation Plan Bond Program.</p> <p><b>Total Contract Period:</b> 1825 Calendar Days and will remain in full force and effect for five years after its date of execution, or until depletion of the funds allocated to pay for the cost of the services described in the PSA. The contingency period is 182 calendar days.</p>



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	<p><b>Option to Renew Period:</b> Five (5) Year Option to Renew</p> <p><b>Awarded Firm:</b> AECOM Technical Services, Inc., 800 Douglas Road, North Tower, 2<sup>nd</sup> Floor, Miami, FL</p> <p><b>DBE Goal:</b> 22%</p> <p><b><u>Additional Information on Awarded Firm</u></b> On December 4, 2008, Earth Tech Consulting, Inc. changed its name to AECOM Technical Services, Inc.</p>
<p><b>3C 170133</b></p>	<p>RESOLUTION AWARDING A PROFESSIONAL SERVICES AGREEMENT WITH PARSONS BRINCKERHOFF, INC. TO PROVIDE PROFESSIONAL ENGINEERING SERVICES FOR DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS' CAPITAL IMPROVEMENT PLAN, CONTRACT NO.: CIP142-1-TR15-PE1, IN AN AMOUNT NOT TO EXCEED \$11,000,000.00, INCLUSIVE OF CONTINGENCY ALLOWANCE ACCOUNT, AND AUTHORIZING THE USE OF CHARTER COUNTY TRANSPORTATION SURTAX FUNDS FOR SUCH PURPOSES</p>
<p><b>Notes</b></p>	<p>The proposed resolution awards a Professional Services Agreement Contract No: CIP142-TR15-PE1, to Parsons Brinckerhoff, Inc. in the amount of \$11,000,000.00 for a five year term.</p> <p>Department of Transportation and Public Works (DTPW) requires the professional services of a General Consultant (Consultant) for a wide range of planning, engineering, survey, architectural, landscaping, technical, management and administrative services as needed to assist in executing projects in the DTPW Capital Improvement Plan and in studying and implementing Future Corridor Work Program projects to include emerging technologies such as autonomous vehicle implementation.</p> <ul style="list-style-type: none"> <li>DTPW, at its option, may elect to have any of the services set forth herein performed by other consultants or DTPW staff.</li> </ul> <p>DTPW will work with the Federal Transit Administration (FTA) and The Florida Department of Transportation (FDOT) to complete all National Environmental Policy Act (NEPA) studies related to the SMART plan within one year of the effective date of this resolution.</p> <p><b><u>Funding Source</u></b> The Federal Transit Administration (FTA), State of Florida Department of Transportation (FDOT), and local sources, including PTP funds, on a project-by-project basis and in accordance with negotiated fees and tasks described in each work order.</p> <p><b>Total Contract Period:</b> 1825 calendar days and the contingency period is 182 calendar days.</p> <p><b>Option to Renew Period:</b> Five (5) Year Option to Renew</p> <p><b>Awarded Firm:</b> Parsons Brinckerhoff, Inc., 7650 Corporate Center Drive, Suite 300, Miami, FL</p> <p><b>DBE Goal:</b> 22%</p> <p><b><u>Additional Information on Awarded Firm</u></b> On November 20, 2006, Parsons, Brinckerhoff, Quade &amp; Douglas, Inc. changed its name to PB Americas, Inc. On November 3, 2011, PB Americas, Inc. changed its name to Parsons Brinckerhoff, Inc.</p>
<p><b>3D 170134</b></p>	<p>RESOLUTION AWARDING A PROFESSIONAL SERVICES AGREEMENT WITH PARSONS TRANSPORTATION GROUP, INC. TO PROVIDE PROFESSIONAL ENGINEERING SERVICES FOR DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS' CAPITAL IMPROVEMENT PLAN (2), CONTRACT NO.: CIP142-1-TPW16-PE1 (1), IN AN AMOUNT NOT TO EXCEED \$11,000,000.00, INCLUSIVE OF CONTINGENCY ALLOWANCE ACCOUNT, AND AUTHORIZING THE USE OF CHARTER COUNTY TRANSPORTATION SURTAX FUNDS FOR SUCH PURPOSES</p>
<p><b>Notes</b></p>	<p>The proposed resolution approves an award for a Professional Services Agreement Contract No: CIP142-1-TPW16-PE1 (1) to Parsons Transportation Group, Inc. in the amount of \$11,000,000 for a five year term.</p>

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	<p>The Department of Transportation and Public Works (DTPW) requires professional services for General Consultants for a wide range of planning, engineering, survey, architectural, landscaping, technical, management and administrative services as needed to assist in executing projects in the DTPW Capital Improvement Plan and in implementing the Strategic Miami Area Rapid Transit (SMART) Plan that also includes the Bus Express Rapid Transit Network and emerging technologies such as autonomous vehicle implementation.</p> <ul style="list-style-type: none"><li>DTPW, at its option, may elect to have any of the services performed by other Consultant (s) or DTPW staff.</li><li>DTPW intends to retain two (2) consultants under separate, but identical non-exclusive PSA’s.</li></ul> <p>DTPW will work with the Federal Transit Administration (FTA) and The Florida Department of Transportation (FDOT) to complete all National Environmental Policy Act (NEPA) studies related to the SMART plan within one year of the effective date of this resolution.</p> <p><b><u>Funding Sources</u></b> Federal Transit Administration 5307 Formula Grant, Florida Department of Transportation Funds, and People's Transportation Plan Bond Program.</p> <p><b>Total Contract Period:</b> 1825 Calendar Days and will remain in full force and effect for five years after its date of execution, or until depletion of the funds allocated to pay for the cost of the services described in the PSA. The contingency period is 182 calendar days.</p> <p><b>Option to Renew Period:</b> Five (5) Year Option to Renew</p> <p><b>Awarded Firm:</b> Parsons Transportation Group, Inc., 7600 Corporate Center Drive, Suite 104, Miami, FL</p> <p><b>DBE Goal:</b> 22%</p> <p><b><u>Additional Information on Awarded Firm</u></b> On January 8, 1999, De Lew, Cather &amp; Company changed its name to Parsons Transportation Group Inc.</p>			
<b>Additional Information on SMART Plan and Autonomous Vehicles</b>				
<b>Additional Information on Rapid Transit Corridors to be advanced through the SMART Plan:<sup>1</sup></b>				
<b>Corridor</b>	<b>From</b>	<b>To</b>	<b>Lead Agency</b>	<b>Additional Information<sup>2</sup></b>
<b>Beach Corridor</b>	Midtown Miami	Miami Beach Convention Center	DTPW	<ul style="list-style-type: none"><li>PD&amp;E to start in 2016</li><li>Estimated Cost<ul style="list-style-type: none"><li>Environmental Document – \$10 million</li><li>SMART Plan Implementation Activities - \$2 million</li></ul></li><li>MPO Resolutoin #40-16 authorized the development of the PD&amp;E</li><li>Funding Source:<ul style="list-style-type: none"><li>FDOT District 6 - \$5 million</li><li>CITT - \$3.75 million</li><li>Miami-Dade County - \$417,000</li><li>City of Miami - \$417,000</li><li>City of Miami Beach - \$417,000</li></ul></li></ul>

<sup>1</sup> <http://miamidademppo.org/smartplan.asp>

<sup>2</sup> <http://miamidademppo.org/library/reports/upwp-task-5-15-implementation-of-the-smart-plan-2016-07-22-updated.pdf>

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					<ul style="list-style-type: none"><li>City of Miami Beach started the environmental study from the Convention Center to Alton Road and 5<sup>th</sup> Street</li></ul>
	East-West Corridor (SR-836)	Miami Intermodal Center	Florida International University	DTPW	<ul style="list-style-type: none"><li>Planning Phase</li><li>Estimated Cost<ul style="list-style-type: none"><li>Environmental Document – \$9 million</li><li>SMART Plan Implementation Activities - \$1.2 million</li></ul></li><li>MPO Resolution #34-16 authorized the development of the PD&amp;E</li><li>Funding Source: 100% Local</li></ul>
	Kendall Corridor	Dadeland area Metrorail Stations	SW 167 <sup>th</sup> Ave	FDOT District 6	<ul style="list-style-type: none"><li>PD&amp;E in progress</li><li>Estimated Cost<ul style="list-style-type: none"><li>Environmental Document – \$4 million</li><li>SMART Plan Implementation Activities - \$800, 000</li></ul></li><li>Funding Source: 100% State</li><li>Start Date: June 2016</li><li>Completion Date: May 2018</li></ul>
	North Corridor	Martin Luther King, Jr. Metrorail Station	NW 215 <sup>th</sup> Street	FDOT District 6	<ul style="list-style-type: none"><li>PD&amp;E in progress</li><li>Estimated Cost<ul style="list-style-type: none"><li>Environmental Document – \$4.2 million</li><li>SMART Plan Implementation Activities - \$840, 000</li></ul></li><li>MPO Resolution #01-15 authorized the development of the PD&amp;E</li><li>Funding Source: 100% State</li><li>Start Date: March 2016</li><li>Completion Date: February 2018</li></ul>
	Northeast Corridor (Tri-Rail Coastal Link)	Downtown Miami	City of Aventura	FDOT District 4	<ul style="list-style-type: none"><li>PD&amp;E in progress</li><li>Estimated Cost<ul style="list-style-type: none"><li>Environmental Document – \$5.7 million</li><li>SMART Plan Implementation Activities - \$1.14 million</li></ul></li></ul>
	South Dade TransitWay	Dadeland South Metrorail Station	Florida City	DTPW	<ul style="list-style-type: none"><li>PD&amp;E to start in 2016</li><li>Estimated Cost<ul style="list-style-type: none"><li>Environmental Document – \$7 million</li><li>SMART Plan Implementation Activities - \$1.2 million</li></ul></li><li>MPO Resolution #35-16 authorized the development of the PD&amp;E</li><li>Funding Source: 100% Local</li></ul>
Total					<ul style="list-style-type: none"><li>Environmental Document – \$39.9 million</li><li>SMART Plan Implementation Activities - \$7.18 million</li></ul>
Bus Express Rapid Transit (BERT) Complimentary Network					

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	<b>BERTs</b>	<b>Description</b>
	<b>Beach Express</b>	<ul style="list-style-type: none"> <li>• North – Miami Beach Convention Center to Golden Glades via I-95</li> <li>• Central – Miami Beach Convention Center to Civic Center via Julia Tuttle Causeway</li> <li>• South – Miami Beach Convention Center to Downtown Miami via MacAurthur Causeway</li> </ul>
	<b>Flagler Limited Express</b>	Downtown Miami to West Dade via Flagler Street
	<b>Florida's Turnpike Express</b>	Doral area to South Miami-Dade via the Florida's Turnpike
	<b>Northwest Express</b>	Palmetto Metrorail Station to Miami Gardens Drive Park-n-Ride via Palmetto Expressway and I-75
	<b>South Express</b>	Dadeland North Metrorail Station to southern Miami-Dade County via SR-878, SR-874, and Florida's Turnpike
	<b>Southwest Express</b>	Dadeland North Metrorail Station to Miami Executive Airport via SR-878 and SR-874

On April 5, 2016, the BCC, through Resolution No. R-296-16, directed the County Mayor or County Mayor's designee to consider the prospective use of autonomous vehicles in planning future transportation and transit routes and projects and further directed the County Mayor or County Mayor's designee to request the Metropolitan Planning Organization to coordinate with the County regarding future studies of autonomous vehicles.

The MPO Governing Board Chairman's Report issued on December 8, 2016, states that in March of 2016, the MPO created the Connected and Autonomous Vehicle (CAV) Working Group.<sup>3</sup>

The CAV Working Group provided information on the 5 levels of automation as identified by the National Highway and Transportation Safety Administration.

- **Level 0** is no automation. The driver is in full control of all the features in the vehicle.
- **Level 1** is function specific automation which consist of two or more features that work separately to assist the driver. Examples include such features as anti-lock brakes and electronic stability control.
- **Level 2** is combined function automation which involves two or more features working together to assist the driver in avoiding unsafe situations. An example of this includes vehicle proximity warning sensors and automatic braking.
- **Level 3** is limited self-driving automation which allows the driver to give full control under certain conditions. An examples of this includes an auto-pilot feature that allows the vehicle to drive itself even in mixed traffic but would restore control to the driver in unusual or emergency situations.
- **Level 4** is full self-driving automation also referred to as a "driver-less car". The driver provides destination information or travel route and the vehicle handles all driving while monitoring weather and traffic conditions.

#### **Legislation**

Starting in 2011, many states began to devise legislation to govern over automat-ed vehicles (AV) on public roadways. Nevada, Florida, California, Washington D.C., Michigan, North Dakota, Utah, and Tennessee have enacted AV legislation. Arizona has an Executive Order to provide support for AV pilot programs and testing on public roads. While Texas, Oklahoma, Colorado, and Oregon have either failed to pass or postponed such legislation.

#### **Autonomous Freight**

The freight industry is a significant contributor to Miami-Dade's economy, with local trips to and from MIA and PortMiami operating almost 365 days per year. FDOT has initiated an Autonomous Freight Pilot Program in Miami-Dade County called "AV/CV/ITS Freight Applications" that is attempting to demonstrate that automated vehicle (AV) technologies can offer increased safety and efficiency for freight operations between MIA and the warehouse district in Doral. AV technologies will be tested on repetitious freight routes in hopes to increase travel time reliability for localized fleet vehicles. Efforts are

<sup>3</sup> <http://miamidadempo.org/connected-autonomous-vehicle-program.asp>

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	currently underway to coordinate with public partners, engage private stakeholders, identify repetitive delivery routes, and understand existing system operations.