



Miami-Dade County Board of County Commissioners

Office of the Commission Auditor

Transportation and Public Works Committee
Meeting

March 16, 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

Transportation and Public Works Committee
March 16, 2017 Meeting
Research Notes

Item No.	Research Notes
2A 170580	RESOLUTION DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR’S DESIGNEE TO PREPARE A FEASIBILITY REPORT RELATING TO THE ESTABLISHMENT OF A COMPREHENSIVE PLAN TO REDUCE PEDESTRIAN FATALITIES BY INCORPORATING COMPONENTS OF LOS ANGELES’ VISION ZERO CAMPAIGN AND PRESENT SAID REPORT TO THE COUNTY COMMISSION PURSUANT TO ORDINANCE NO. 14-65
Notes	<p>The proposed resolution:</p> <ul style="list-style-type: none"> • Directs the County Mayor or County Mayor’s designee to prepare a feasibility report relating to the establishment of a comprehensive plan to reduce pedestrian fatalities by incorporating components of Los Angeles’ Vision Zero campaign; • Directs the County Mayor or County Mayor’s designee to provide the requested feasibility report to the BCC within 90 days of the effective date of this resolution, which will be placed on a BCC agenda. <p><u>Additional Information on Relevant Legislation</u></p> <p>On June 7, 2016, the BCC, through Resolution No. R-529-16, provided for the following:</p> <ul style="list-style-type: none"> • Adopted the Miami-Dade Safer People, Safer Streets Local Action Plan and directed the County Mayor or County Mayor’s designee to work with the Safer People, Safer Streets Local Action Team and coordinate quarterly meetings to ensure implementation of the Miami-Dade Safer People, Safer Streets Local Action Plan and provide an annual report of the progress of the Safer People, Safer Streets Local Action Plan to the BCC; • Directed the County Mayor or County Mayor’s designee to assign the Transportation and Public Works Department to lead the implementation and support of the Safer People, Safer Streets Local Action Plan in coordination with the Parks, Recreation and Open Spaces Department, Miami-Dade Police Department and Miami-Dade Regulatory and Economic Resources Department; • Directed the County Mayor or County Mayor’s designee to work with the Miami-Dade Metropolitan Planning Organization to coordinate its programs and resources with the Safer People, Safer Streets Local Action Plan; and • Directed the County Mayor or County Mayor’s designee to pursue funds and evaluate programs that can further the Safer People, Safer Streets Local Action Plan vision of providing a more livable Miami-Dade through the realization of healthier, safer streets accommodating all modes of transportation. <p><u>Additional Information on Los Angeles’ Vision Zero Campaign¹</u></p> <p>Vision Zero Los Angeles is the city’s commitment to eliminate all traffic deaths by 2025. As directed by Mayor Garcetti, this citywide effort brings together transportation engineers, police officers, advocates, and policymakers to work together towards creating safer streets. The focus will be protecting the most vulnerable road users, including children, older adults, and people walking and bicycling.</p> <p>The Los Angeles Department of Transportation has identified a network of streets, the High Injury Network (HIN), where strategic investments will have the biggest impact in reducing deaths and severe injuries. Despite making up only six percent of city streets, nearly two-thirds of all deaths and severe injuries involving people walking occur on the HIN.</p> <p>Giving Pedestrians a Head Start</p> <p>Twenty-two new Leading Pedestrian Intervals (LPIs) were installed at signals throughout the City, giving people walking a head start when crossing the street against turning vehicles. LPIs have been shown to reduce collisions between people walking and driving by as much as 60 percent at treated intersections.</p> <p>Hollywood & Highland Pedestrian Scramble</p> <p>The City installed a pedestrian scramble at the intersection of Hollywood and Highland, increasing safety for people walking by stopping vehicle traffic in all four directions during the crossing period. In the first 11 months of 2015, before installing the pedestrian scramble, there were 19 collisions and 13 injuries. In the six months after the installation, our first evaluation using provisional data revealed only one non-injury collision.</p>

¹ <http://visionzero.lacity.org/what-is-vision-zero-la/>

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	<p>Cesar E. Chavez Avenue Curb Extensions The City installed curb extensions on many corners along Cesar E. Chavez Avenue, reducing the crossing distance for people walking and increasing the visibility for people driving. By “tightening” the intersection, these improvements will also reduce the speed of turning vehicles. Cesar E. Chavez Avenue, one of the 15 Great Streets, is part of the High Injury Network, the 6 percent of City streets that account for 65 percent of deaths and serious injuries for people walking.</p> <p>Vision Zero Los Angeles releases RFQ for Community-Based Organizations and Artists The Los Angeles Department of Transportation (LADOT) has received approximately \$250,000 in funding from the California Office of Transportation Safety (OTS) to work directly with community based organizations to implement innovative, creative and engaging, site-specific interventions, outreach, and education along 10 specific corridors suffering from some of the highest rates of traffic deaths and serious injuries in Los Angeles.</p>
<p>2B 170548</p>	<p>RESOLUTION DIRECTING COUNTY MAYOR OR COUNTY MAYOR’S DESIGNEE TO PARTNER WITH THE MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION AND FLORIDA POWER AND LIGHT (“FPL”) TO EXAMINE THE FEASIBILITY OF CONNECTING FPL OWNED PROPERTY AND/OR COUNTY RIGHT-OF-WAY WHERE FPL UTILITY EASEMENTS EXIST TO CREATE BICYCLE AND WALKING TRAILS THROUGHOUT THE COUNTY; FURTHER DIRECTING COUNTY MAYOR OR COUNTY MAYOR’S DESIGNEE TO PREPARE A REPORT</p>
<p>Notes</p>	<p>The proposed resolution:</p> <ul style="list-style-type: none"> • Directs the County Mayor or County Mayor’s designee to partner with the Miami-Dade Transportation Planning Organization and Florida Power and Light (FPL) to examine the feasibility of connecting FPL owned property and/or County right-of-way where FPL utility easements exist to create bicycle and walking trails throughout the County; • Directs the County Mayor or County Mayor’s designee to provide the report to the BCC within 120 days of the effective date of this resolution and place the completed report on a BCC agenda; and • Directs the Clerk of this Board to send a certified copy of this resolution to the Executive Director of the Miami-Dade Transportation Planning Organization.
<p>3A 170156</p>	<p>RESOLUTION AUTHORIZING ADDITIONAL EXPENDITURE AUTHORITY IN A TOTAL AMOUNT UP TO \$514,000.00 FOR PREQUALIFICATION POOL NO. 1233-5/19-2 FOR PURCHASE OF ELEVATOR MAINTENANCE, REPAIR, AND MODERNIZATION SERVICES FOR THE DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS</p>
<p>Notes</p>	<p>The proposed resolution authorizes increased expenditure authority of \$514,000 to Contract Number 1233-5/19-2, Elevator Maintenance, Repair, and Modernization Services, for the Department of Transportation and Public Works.</p> <p>The original contract awarded Groups 1 to 6 to provide scheduled maintenance and repair services for elevators, escalators and related equipment. The groups were divided by departments. In addition, Group 7 established a pre-qualification pool used for modernization services. The contract allows for additional departments and facilities to be added as needed.</p> <p>The Transportation and Public Works Department’s current allocation has been depleted as a result of increased routine maintenance and the replacement of miscellaneous parts required to comply with the existing elevator safety codes. Elevators serviced under this contract are over 32 years old and have worn down components, which limits the availability of elevators as well as increases the cost of repairs and replacement parts. The requested increase in expenditure authority will provide for an increased maintenance schedule as well as the purchase of five (5) replacement jack heads, new elevator cab glass for several locations, replacement door sills at the Dadeland South and Dadeland North Metrorail Stations, and hall stations and car panel replacements at the Coconut Grove Metrorail Station.</p> <p><u>Fiscal Impact/Funding Source</u> This contract was established by the BCC in May 2010 for a five-year term with five (5), one-year option to renew terms. The contract is currently in its second option to renew term, which expires on May 31, 2017, and has an existing cumulative allocation of \$8,989,000. The contract has been modified multiple times for additional</p>

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	<p>expenditure authority. If the requested modification is approved, the contract will have a modified value of \$9,503,000.</p> <p>Awarded Vendor ThyssenKrupp Elevator Corporation</p> <ul style="list-style-type: none"> • 11605 Haynes Bridge Road, Suite 650, Alpharetta, GA • 7481 NW 66 Street, Miami, FL <p>There are no current performance issues with the awarded vendor on this contract. However, previous performance issues and contractual disagreements were addressed with the vendor, pursuant to the terms and conditions of the contract. Those issues were amicably resolved. Additionally, the County removed this vendor from a contract for elevator services at public housing facilities for failure to perform and, since then, their performance on this subject contract and others has been satisfactory.</p> <ul style="list-style-type: none"> • <i>What were the performance issues and contractual disagreements?</i> • <i>What were the issues regarding failure to perform?</i> • <i>Did the company commit any violations?</i> • <i>How were they resolved?</i> • <i>Which public housing facilities?</i> <p><u>Additional Information on Current Contract No. 1233-5/19</u> On May 4, 2010, the BCC, through Resolution No. R-498-10, approved an award of Contract No. 1233-5/19 for elevator maintenance services and modernization of elevator equipment for various County departments. The amount requested was \$3,474,000 for five years with five, one-year OTR periods.</p> <p>According to R-498-10, the purpose of the solicitation was to establish a contract for purchase of elevator maintenance services for six County departments and planned modernization of elevator equipment for specific departments. The contract was divided into groups by departments as follows:</p> <ul style="list-style-type: none"> • Group 1 – Miami-Dade Aviation Department • Group 2 – General Services Administration • Group 3 – Miami-Dade Public Housing Agency • Group 4 – Miami-Dade Police Department • Group 5 – Miami-Dade Public Library • Group 6 – Miami-Dade Water and Sewer Department • Group 7 established a pool of vendors to perform future modernization of elevator equipment for all County departments using work order competitions. <p>R-498-10 states that Oracle Corporation was declared non-responsible for Groups 1 through 7 for failure to have an electrical and mechanical engineer on staff, as required by the contract.</p> <ul style="list-style-type: none"> • <i>Did other companies submit bids?</i> <p>On October 2, 2012, the BCC, through Resolution No. R-841-12, modified Contract No. 1233-5/19 for an additional \$633,000 in spending authority to allow the Public Housing and Community Development Department to purchase elevator modernization services. These elevators were located at the following public housing projects:</p> <ul style="list-style-type: none"> • Lemon City (2 elevators) • Edison Plaza (2 elevators) • Smathers Plaza High Rise (2 elevators) • Smathers Plaza Apartments Low Rise (2 elevators) <p><i>According to the proposed resolution, the County removed ThyssenKrupp Elevator Corporation from a contract for elevator services at public housing facilities for failure to perform and, since then, their performance on this subject contract and others has been satisfactory.</i></p>

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	<p>On March 5, 2013, the BCC, through Resolution No. R-158-13, modified the prequalification pool for Contract NO. 1233-5/19 for an additional \$1,127,000 in spending authority so Miami-Dade Transit can purchase elevator maintenance, services and modernization services.</p> <ul style="list-style-type: none"> • Was Group 8 created for Miami-Dade Transit? • <i>R-158-13 states the pricing offered by this modification was approximately 49% lower than pricing on the existing Elevator Maintenance Services contract (0058-2/14-1), for which Miami-Dade Transit was the sole participating department.</i> <p><i>Have vendors been added to the pool since the original award?</i></p> <table border="1" data-bbox="537 554 1219 1860"> <thead> <tr> <th colspan="2">Additional Information on Contract No. 1233-5/19 According to the Bid Tracking System</th></tr> </thead> <tbody> <tr> <td>Original Term R-498-10 1233-5/19-2 6/1/2010-5/31/2015</td><td>\$3,474,000</td></tr> <tr> <td>Modification 1/8/2011</td><td>\$363,627.76</td></tr> <tr> <td>Modification 7/3/2012</td><td>\$189,000</td></tr> <tr> <td>Modification R-841-12 10/2/2012</td><td>\$633,000</td></tr> <tr> <td>Modification R-841-12 10/2/2012</td><td>\$3,372.24</td></tr> <tr> <td>Modification R-158-13 3/5/2013</td><td>\$1,127,000</td></tr> <tr> <td>Modification 4/4/2013</td><td>\$141,024</td></tr> <tr> <td>Modification 5/1/2013</td><td>\$20,000</td></tr> <tr> <td>Modification 5/21/2013</td><td>\$12,000</td></tr> <tr> <td>Modification 6/25/2014</td><td>\$250,000</td></tr> <tr> <td>Modification 7/22/2014</td><td>\$30,000</td></tr> <tr> <td>Total Amount for Original Term</td><td>\$6,243,024</td></tr> <tr> <td>First OTR 1233-5/19-1 6/1/2015-5/31/2016</td><td>\$1,247,979.25</td></tr> <tr> <td>Second OTR 1233-5/19-2 6/1/2016-5/31/2017</td><td>\$1,247,979.25</td></tr> <tr> <td>Modification 10/31/2016</td><td>\$241,755.20</td></tr> <tr> <td>Modification 11/1/2016</td><td>\$7,844.80</td></tr> <tr> <td>Total Amount for Second OTR</td><td>\$1,497,579.25</td></tr> <tr> <td>Cumulative Contract Total</td><td>\$8,988,582.50</td></tr> </tbody> </table> <p><u>Additional Information on Relevant Legislation</u></p>	Additional Information on Contract No. 1233-5/19 According to the Bid Tracking System		Original Term R-498-10 1233-5/19-2 6/1/2010-5/31/2015	\$3,474,000	Modification 1/8/2011	\$363,627.76	Modification 7/3/2012	\$189,000	Modification R-841-12 10/2/2012	\$633,000	Modification R-841-12 10/2/2012	\$3,372.24	Modification R-158-13 3/5/2013	\$1,127,000	Modification 4/4/2013	\$141,024	Modification 5/1/2013	\$20,000	Modification 5/21/2013	\$12,000	Modification 6/25/2014	\$250,000	Modification 7/22/2014	\$30,000	Total Amount for Original Term	\$6,243,024	First OTR 1233-5/19-1 6/1/2015-5/31/2016	\$1,247,979.25	Second OTR 1233-5/19-2 6/1/2016-5/31/2017	\$1,247,979.25	Modification 10/31/2016	\$241,755.20	Modification 11/1/2016	\$7,844.80	Total Amount for Second OTR	\$1,497,579.25	Cumulative Contract Total	\$8,988,582.50
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	<p>On July 7, 2005, the BCC, through Resolution No. R-864-05, established a replacement contract and awarded Otis Elevator Company Contract No. SS4416-15/25 in the amount of \$7,870,777 to provide maintenance services for the County's existing elevator and escalator equipment. According to R-864-05, Otis Elevator Company was the sole authorized equipment manufacturer representative and distributor for the original equipment manufacturer (OEM) parts, proprietary software and hardware for the Otis elevator and escalator equipment utilized by the County.</p> <ul style="list-style-type: none"> • R-864-05 states that proceeds from the Charter County Transit System Sales Surtax may be used to pay for part of the costs of this contract for Miami-Dade Transit only. <ul style="list-style-type: none"> ○ <i>How much was allocated from Surtax funds?</i> <p>On May 7, 2013, the BCC, through Resolution No. R-348-13, modified sole source Contract No. SS4416-15/25 for additional spending authority in the amount of \$510,000 for Miami-Dade Transit to upgrade three escalators, manufactured by Otis Elevator Co., at the Tri-Rail Station.</p> <ul style="list-style-type: none"> • R-348-13 authorized the use of Charter County Surtax Funds. <ul style="list-style-type: none"> ○ <i>How much was allocated from Surtax funds?</i> <p>On March 7, 2017, the BCC, through Resolution No. R- 225-17, authorized increased expenditure authority of \$3,600,000 to Contract No. SS4416-15/25-2, Elevator Maintenance Services for Otis Elevators, for the Internal Services Department to cover the cost of services at the Richard E. Gerstein Justice Building as follows:</p> <ul style="list-style-type: none"> • Modernization of three (3) passenger elevators and 10 escalators that were installed in 1959. <ul style="list-style-type: none"> ○ While routine maintenance has been performed on the escalators, including a step track retrofit replacement in the 1980s, the equipment has not been upgraded since installation; • Adding approximately 15 safety features that are standard requirements for new escalators; and • Elevator microprocessor computer-based controls with solid state drives to make the elevator group more efficient and better able to handle the foot traffic. <ul style="list-style-type: none"> • <i>Were surtax funds allocated for Resolution No. R-225-17?</i> <table border="1" data-bbox="477 1140 1279 1824"> <thead> <tr> <th colspan="2">Additional Information on Contract No. SS4416-15/25 <i>According to the Bid Tracking System</i></th></tr> </thead> <tbody> <tr> <td>SS4416-15/25 R-864-05 10/1/2005-9/30/2010</td><td>\$7,871,227</td></tr> <tr> <td>Modification 12/8/2008</td><td>\$36,000</td></tr> <tr> <td>Total Amount of Original Contract Term</td><td>\$7,907,227</td></tr> <tr> <td>First OTR SS4416-15/25-1 10/1/2010-9/30/2015</td><td>\$8,152,351.04</td></tr> <tr> <td>Modification R-348-13 5/7/2013</td><td>\$510,000</td></tr> <tr> <td>Modification R-348-13 5/7/2013</td><td>\$648.96</td></tr> <tr> <td>Total Amount of First OTR</td><td>\$8,663,000</td></tr> <tr> <td>Second OTR SS4416-15/25-2 10/1/2015-9/30/2020</td><td>\$8,663,000</td></tr> <tr> <td>Current Cumulative Contract Total</td><td>\$25,233,227</td></tr> </tbody> </table> <p>The OCA posed the following questions:</p>	Additional Information on Contract No. SS4416-15/25 <i>According to the Bid Tracking System</i>		SS4416-15/25 R-864-05 10/1/2005-9/30/2010	\$7,871,227	Modification 12/8/2008	\$36,000	Total Amount of Original Contract Term	\$7,907,227	First OTR SS4416-15/25-1 10/1/2010-9/30/2015	\$8,152,351.04	Modification R-348-13 5/7/2013	\$510,000	Modification R-348-13 5/7/2013	\$648.96	Total Amount of First OTR	\$8,663,000	Second OTR SS4416-15/25-2 10/1/2015-9/30/2020	\$8,663,000	Current Cumulative Contract Total	\$25,233,227
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	<p>Contract No. SS4416-15/25 and Contract No. 1233-5/19 both provide similar services for many of the same departments.</p> <ul style="list-style-type: none"> • <i>Can you explain why? Are departments using different companies for elevator replacement and repairs in different facilities?</i> • <i>Why not use one pool for all services?</i>
<p>3B 170499</p>	<p>RESOLUTION APPROVING REJECTION OF ALL BIDS RECEIVED IN RESPONSE TO INVITATION TO BID NO. FB-00176 FOR ACOUSTICAL PANELS, POSTS, BRACKETS AND ASSOCIATED HARDWARE FOR THE DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS</p>
<p>Notes</p>	<p>The proposed approve the rejection of all bids received under Invitation to Bid No. FB-00176, Acoustical Panels, Posts, Brackets and Associated Hardware, for the Department of Transportation and Public Works.</p> <p>The County issued a solicitation under full and open competition for the purchase and delivery of acoustical panels, posts, brackets and associated hardware to support transit operations. The acoustical panels purchased under the contract would have been used along the elevated sections of the Metrorail tracks for repair purposes.</p> <p>Three (3) bids were received in response to the solicitation, including one (1) “No Bid.” The bid from Atlantic Industries, Ltd. was deemed non-responsive by the County Attorney’s Office as the bidder conditioned its bid which conflicted with the requirement for bid prices to be held for 180 days (see attached opinion). The bid from Eastern Rail Corp. was non-responsive as the bidder failed to meet several of the minimum requirements for the acoustical panels, such as warranty, corrosion protection systems, material safety and noise reduction. Department of Transportation and Public Works intends to re-solicit this contract in the near future.</p> <ul style="list-style-type: none"> • On July 15, 2015, the CAO issued a memo regarding the responsiveness determination for Invitation to Bid (ITB) No. FB-00176: Acoustical Panels, Posts, Brackets and Associated Hardware. According to the memo, Atlantic Industries Ltd.’s bid submittal was non-responsive as the “Terms of Offer” in the bid submittal conflicted with the requirement that bid prices be held for 180 days. <ul style="list-style-type: none"> ○ Why did it take so long to request rejection of bids from the BCC? <ul style="list-style-type: none"> ▪ <i>According to the Internal Services Department (ISD), Eastern Rail was deemed non-responsive and thus the evaluation of its bid to remedy that responsibility determination continued well beyond July 2015, the date of the non-responsiveness determination for Atlantic Industries Ltd. Specifically, in an effort to cure the non-responsibility determination, an evaluation of Eastern’s technical specifications was conducted from May through September 2015; that evaluation included the following: (1) a review of whether its bid complied with Florida Building Code and noise reduction requirements; (2) verification of whether the required noise reduction tests were performed by an independent National Voluntary Laboratory Accredited Program; (3) review of design calculations; and (4) impact testing for wind-borne debris during hurricane events. Eastern was found non-responsive following this multi-step evaluation process which concluded in September 2015.</i> ▪ <i>Following that finding, in early 2016, ISD staff re-examined Atlantic Industries Ltd.’s submission to determine if a contract could be awarded to it as a designated purchase. The client department, DTPW, concluded that that wasn’t a viable option due to Atlantic’s warranty terms.</i>
<p>3C 170278</p>	<p>RESOLUTION APPROVING A MASTER AGREEMENT AND A MANAGEMENT AGREEMENT BETWEEN MIAMI-DADE COUNTY AND THE CITY OF CORAL GABLES, WHEREIN THE CITY OF CORAL GABLES WILL PAY MIAMI-DADE COUNTY \$158,686.73 IN BACK RENT AND QUARTERLY RENT OF 75 PERCENT GROSS REVENUE, LESS CERTAIN DEDUCTIONS, ON THE PARKING SPACES LOCATED WITHIN LOTS 42 AND 43, AND AUTHORIZING THE COUNTY MAYOR OR THE COUNTY MAYOR’S DESIGNEE TO EXECUTE SAME FOR AND ON BEHALF OF MIAMI-DADE COUNTY</p>
<p>Notes</p>	<p>The proposed resolution approves a Master Agreement revising an existing 1979 parking agreement and a Management Agreement between Miami-Dade County (County) and the City of Coral Gables (City) for two (2) municipal parking lots (Lots 42 and 43).</p> <p>The lots are partially located on Metrorail right-of-way owned by the County near University Station (approximately 75 percent) and on adjacent City right-of-way (approximately 25 percent).</p>

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	<p>Specifically, the Master Agreement contains the following provisions:</p> <ul style="list-style-type: none"> • Resolves non-compliance issues with the original 1979 agreement between the City and the County by eliminating the cap on the number of parking spaces between Red Road and LeJeune Road, and restricts parking adjacent to residential areas. • Allows the City to manage the parking lots within the applicable Metrorail right-of-way and to share the revenue generated by the parking lots with the County. • Formally authorizes access across Metrorail property by the City to its Fire Station #2. <p>Specifically, the Lot 42 and 43 Management Agreement contains the following provisions:</p> <ul style="list-style-type: none"> • Allows the City to manage, operate and maintain the Metrorail right-of-way on which Lots 42 and 43 were constructed; • Beginning on November 1, 2016, requires the City to pay to the County 75% of revenue generated, less certain deductions outlined in section 3(c) of the Management Agreement, by the use of the parking lots. <ul style="list-style-type: none"> • <i>According to Section 3(c) of the Management Agreement, only necessary and reasonable expenses in maintaining the parking lots and the necessary and reasonable expenses in administering parking lease(s) on the parking lots will be deducted from rent payments. In no event will the deduction for maintenance of the parking lots and administering such lease be great than 10% of the gross revenue under such lease. The City will be entitled to deduct expenses pertaining to major "state of good repair" capital projects upon verified receipt by the County of such expenditures and approval of such project and expenditures by the County Mayor or designee.</i> • For the five years prior to November 1, 2016, requires the City to pay, as back rent, 50% of the revenue generated by the parking lots (approximately \$158,686.73). <p>Both agreements have an initial term of 30 years with two automatic 30-year renewals and allow the County to terminate either agreement for various reasons including breach of the provisions by the City and the determination by the County that the property is needed for a transit related use.</p> <p>The County has obtained the approval of both agreements from the Federal Transit Administration (FTA).</p> <p><u>Fiscal Impact/Funding Source</u></p> <p>There will be no County or other governmental funding required for this project. There will be a positive fiscal impact to the County wherein the City will pay Back Rent equal to a 50 percent share of the total gross revenue acquired from the lease of Lots 42 and 43 for the past five (5) years preceding the effective date of the Management Agreement. Additionally, the City will commence paying the County quarterly rent of 75 percent gross revenue on the parking spaces located within Lots 42 and 43 with the first payment to be made on November 1, 2016.</p> <p><u>Background</u></p> <p>In 1979, the County purchased right-of-way from the Florida East Coast Railway (FEC) for the construction of the southern portion of the Metrorail System. Also in 1979, the County entered into an agreement with the City whereby the City agreed to convey to the County a portion of Ponce de Leon Boulevard right-of-way to allow for the construction of the University Metrorail Station and station parking area. As a part of this agreement, both the City and the County agreed to limit the number of parking spaces to 686 in the Metrorail corridor and adjacent City right-of-way between Red Road (SW 57 Avenue) and LeJeune Road (SW 42 Avenue). To date, there are a total of 856 spaces, 170 above the required agreement threshold.</p> <p>In addition, two (2) parking lots (Lots 42 and 43) constructed partially on Ponce de Leon Boulevard right-of-way (approximately 25 percent) and partially on Metrorail right-of-way (approximately 75 percent) between Red Road and Alhambra Circle had been improved by the City and are being subleased by the City to the University of Miami. Unaware of any agreement allowing for this use of Metrorail property, County staff contacted the City, which subsequently acknowledged that they were also unable to locate any such agreement.</p>

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	After discussions, the County and the City have negotiated two agreements to resolve issues arising out of mutual non-compliance with the 1979 agreement and the use of Metrorail right-of-way by the City: a Master Agreement and the Lot 42 and 43 Management Agreement.
3D 170022	RESOLUTION AUTHORIZING THE APPROVAL OF A RAILROAD CROSSING LICENSE AGREEMENT, BETWEEN MIAMI-DADE COUNTY AND FLORIDA EAST COAST RAILWAY, FOR THE RECONSTRUCTION OF A RAILROAD CROSSING AND TRAFFIC CONTROL DEVICES AT NE 16 AVENUE IN THE VICINITY OF NE 131 STREET IN THE AMOUNT ESTIMATED AT \$650,852.45; AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXECUTE THE AGREEMENT, TO TAKE ALL ACTIONS NECESSARY TO EFFECTUATE SAME, AND TO EXERCISE ALL PROVISIONS CONTAINED THEREIN
3E 170308	RESOLUTION AUTHORIZING THE EXECUTION OF A TRI-PARTY AGREEMENT BETWEEN MIAMI-DADE COUNTY, THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION AND SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY FOR THE INSTALLATION OF RAILROAD CROSSING TRAFFIC CONTROL DEVICES AT NORTH RIVER DRIVE IN THE VICINITY OF NW 38 AVENUE WITH YEARLY MAINTENANCE FEES PAID BY MIAMI-DADE COUNTY OF \$3,558.00
3F 170309	RESOLUTION AUTHORIZING THE EXECUTION OF A TRI-PARTY AGREEMENT BETWEEN MIAMI-DADE COUNTY, THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION AND SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY FOR THE INSTALLATION OF RAILROAD CROSSING TRAFFIC CONTROL DEVICES AT NW 46 STREET IN THE VICINITY OF NW 37 COURT WITH YEARLY MAINTENANCE FEES PAID BY MIAMI-DADE COUNTY OF \$4,465.00
3G 170311	RESOLUTION AUTHORIZING THE EXECUTION OF A TRI-PARTY AGREEMENT BETWEEN MIAMI-DADE COUNTY, THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION AND SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY FOR THE INSTALLATION OF RAILROAD CROSSING TRAFFIC CONTROL DEVICES AT NW 62 STREET IN THE VICINITY OF NW 37 AVENUE WITH YEARLY MAINTENANCE FEES PAID BY MIAMI-DADE COUNTY OF \$4,465.00
3H 170319	RESOLUTION AUTHORIZING THE EXECUTION OF A TRI-PARTY AGREEMENT BETWEEN MIAMI-DADE COUNTY, THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION AND SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY FOR THE INSTALLATION OF RAILROAD CROSSING TRAFFIC CONTROL DEVICES AT NW 22 AVENUE IN THE VICINITY OF ALI BABA AVENUE WITH YEARLY MAINTENANCE FEES PAID BY MIAMI-DADE COUNTY OF \$4,465.00
Notes	<p><u>3D – 170022</u> The proposed resolution authorizes the execution of a Railroad Crossing License Agreement (Agreement) between Miami-Dade County (County) and Florida East Coast Railway, LLC (FEC) for the reconstruction of the railroad crossing and traffic control devices at NE 16 Avenue in the vicinity of NE 131 Street, in the amount estimated at \$650,852.45.</p> <p><u>Fiscal Impact/Funding Source</u> The cost of construction is estimated at \$650,852.45 and is funded through RESURFACING IMPROVEMENTS COUNTY WIDE, (Project 2000000539), in the FY 2016-17 Multi-year Capital Plan. The annual maintenance fee for the crossing protective devices is \$1,800.00 and is funded through SAFETY IMPROVEMENTS COUNTYWIDE (Project 2000000541), in the FY 2016-17 Multi-Year Capital Plan.</p> <p><u>Background</u> The reconstruction includes widening of the railroad crossing and new traffic control devices. Once the crossing and devices are completed, the County will be responsible for the maintenance of the crossing surface on an as needed basis, and pay 50 percent or \$1,800.00 of the annual maintenance fee of the traffic control devices as established in the Agreement.</p> <p><u>3E – 170308</u> The proposed resolution authorizes the execution of a Tri-Party Agreement among Miami-Dade County (County), the State of Florida Department of Transportation (FDOT), and the South Florida Regional Transportation</p>

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	<p>Authority (SFRTA) for the installation of railroad crossing traffic control devices at North River Drive, in the vicinity of NW 38 Avenue.</p> <p>The yearly safety diagnostic review coordinated by FDOT revealed the need for crossing traffic control devices at the aforementioned railroad crossing.</p> <p><u>Fiscal Impact/Funding Source</u> The County will be responsible for yearly maintenance fees for the crossing traffic control devices in the amount of \$3,558.00, which is 50 percent of the total maintenance fee. SFRTA will cover the other 50 percent as stipulated by the cost sharing policy. SFRTA will install all the necessary facilities and FDOT will pay for the installation costs. The County is not responsible for the installation costs. The funding source to be used is Secondary Gas Tax under project: SAFETY IMPROVEMENTS COUNTYWIDE (2000000541)/Site 68855-RAILROAD CROSSING IMPROVEMENTS.</p> <ul style="list-style-type: none"> The cost sharing policy was approved by the BCC on October 5, 1976 under Resolution No. R-1090-76, which stipulates that the “County may participate in the cost of maintaining grade crossing protection devices in the amount of fifty percent (50%) of the cost”. <p><u>3F – 170309</u> The proposed resolution authorizes the execution of a Tri-Party Agreement among Miami-Dade County (County), the State of Florida Department of Transportation (FDOT), and the South Florida Regional Transportation Authority (SFRTA) for the installation of railroad crossing traffic control devices at NW 46 Street, in the vicinity of NW 37 Court.</p> <p>The yearly safety diagnostic review coordinated by FDOT revealed the need for crossing traffic control devices at the aforementioned railroad crossing.</p> <p><u>Fiscal Impact/Funding Source</u> The County will be responsible for yearly maintenance fees for the crossing traffic control devices in the amount of \$4,465.00, which is 50 percent of the total maintenance fee. SFRTA will cover the other 50 percent as stipulated by the cost sharing policy. SFRTA will install all the necessary facilities and FDOT will pay for the installation costs. The County is not responsible for the installation costs. The funding source to be used is Secondary Gas Tax under project: SAFETY IMPROVEMENTS COUNTYWIDE (2000000541)/Site 68855-RAILROAD CROSSING IMPROVEMENTS.</p> <ul style="list-style-type: none"> The cost sharing policy was approved by the BCC on October 5, 1976 under Resolution R-1090-76, which stipulates that the “County may participate in the cost of maintaining grade crossing protection devices in the amount of fifty percent (50%) of the cost”. <p><u>3G – 170311</u> The proposed resolution authorizes the execution of a Tri-Party Agreement among Miami-Dade County (County), the State of Florida Department of Transportation (FDOT), and the South Florida Regional Transportation Authority (SFRTA) for the installation of railroad crossing traffic control devices at NW 62 Street, in the vicinity of NW 37 Avenue.</p> <p>The yearly safety diagnostic review coordinated by FDOT revealed the need for crossing traffic control devices at the aforementioned railroad crossing.</p> <p><u>Fiscal Impact/Funding Source</u> The County will be responsible for yearly maintenance fees for the crossing traffic control devices in the amount of \$4,465.00, which is 50 percent of the total maintenance fee. SFRTA will cover the other 50 percent as stipulated by the cost sharing policy. SFRTA will install all the necessary facilities and FDOT will pay for the installation costs. The County is not responsible for the installation costs. The funding source to be used is Secondary Gas Tax under project: SAFETY IMPROVEMENTS COUNTYWIDE (2000000541)/Site 68855-RAILROAD CROSSING IMPROVEMENTS.</p>

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	<ul style="list-style-type: none"> The cost sharing policy was approved by the BCC on October 5, 1976 under Resolution R-1090-76, which stipulates that the “County may participate in the cost of maintaining grade crossing protection devices in the amount of fifty percent (50%) of the cost”. <p><u>3H – 170319</u></p> <p>The proposed resolution authorizes the execution of a Tri-Party Agreement among Miami-Dade County (County), the State of Florida Department of Transportation (FDOT), and the South Florida Regional Transportation Authority (SFRTA) for the installation of railroad crossing traffic control devices at NW 22 Avenue, in the vicinity of Ali Baba Avenue.</p> <p>The yearly safety diagnostic review coordinated by FDOT revealed the need for crossing traffic control devices at the aforementioned railroad crossing.</p> <p><u>Fiscal Impact/Funding Source</u></p> <p>The County will be responsible for yearly maintenance fees for the crossing traffic control devices in the amount of \$4,465.00, which is 50 percent of the total maintenance fee. SFRTA will cover the other 50 percent as stipulated by the cost sharing policy. SFRTA will install all the necessary facilities and FDOT will pay for the installation costs. The County is not responsible for the installation costs. The funding source to be used is Secondary Gas Tax under project: SAFETY IMPROVEMENTS COUNTYWIDE (2000000541)/Site 68855-RAILROAD CROSSING IMPROVEMENTS.</p> <ul style="list-style-type: none"> The cost sharing policy was approved by the BCC on October 5, 1976 under Resolution R-1090-76, which stipulates that the “County may participate in the cost of maintaining grade crossing protection devices in the amount of fifty percent (50%) of the cost”.
3I 170359	<p>RESOLUTION APPROVING A CONTRACT AWARD IN THE AMOUNT OF \$2,284,315.62 BETWEEN GANNETT FLEMING, INC. AND MIAMI-DADE COUNTY FOR DESIGN SERVICES FOR THE PROJECT ENTITLED ROADWAY IMPROVEMENTS TO NW 25 STREET FROM NW 117 AVENUE TO NW 87 AVENUE, LOCATED WITHIN COMMISSION DISTRICT 12 (PROJECT NO. E15-PWWM-11); CONTRACT NUMBER 20150080; AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR’S DESIGNEE TO EXECUTE SAME</p>
Notes	<p>The proposed resolution awards a Professional Services Agreement (PSA) in the amount of \$2,284,315.62 between Gannett Fleming, Inc. and Miami-Dade County for design services for the project entitled Roadway Improvements to NW 25 Street from NW 117 Avenue to NW 87 Avenue, Contract No. 20150080.</p> <p>DTPW needs to establish a non-exclusive Professional Services Agreement (PSA) to provide professional engineering design services and preparation of complete construction plans. The services are to include master planning and public involvement for the reconstruction of the existing roadway from a four (4) lane road to a six (6) lane road with raised medians, sidewalks on the south side, a bicycle/pedestrian path on the north side of the roadway with appropriate structural supporting system for the path, curb and gutters, stormwater drainage system, pavement marking and signage, traffic signalization, roadway lighting, environmental permitting, and construction administration services. The project length is approximately three (3) miles.</p> <p><u>Fiscal Impact/Funding Source</u></p> <p>The fiscal impact will be approximately \$2,284,315.62 for the design services of the roadway improvements. The work is to be funded through Road Impact Fee (RIF) District 1. Any other applicable funding source, except People’s Transportation Plan, may subsidize this contract subject to BCC approval.</p> <p>This agreement is for design services. Once the project is constructed, the fiscal impact on the estimated annual maintenance and operation costs are approximately \$19,861.69 and \$5,000.57, respectively. The anticipated funding source is general fund.</p> <p>The life expectancy of the completed project is approximately 25 years.</p> <p>Awarded Vendor Gannett Fleming, Inc., 7300 Corporate Center Dr., #701, Miami, FL 33126</p>

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	<p>Sub-consultants Marlin Engineering, Inc. HBC Engineering, Inc. Professional Service Industries, Inc.</p> <p>Background DTPW has commissioned the evaluation for the feasibility of expanding NW 25 Street from the existing four (4) lane divided roadway to a six (6) lane divided roadway. NW 25 Street services industrial areas from east of State Road 826 to west of the Homestead Extension of the Florida's Turnpike. Current and future development within these industrial zones depends on the project corridor to carry its cargo through the roadway network. This corridor is seen as a critical link that connects the commercial and warehouse areas within the City of Doral to Miami International Airport (MIA) via the NW 25 Street Viaduct recently completed by the Florida Department of Transportation. NW 25 Street also provides the most direct access to the cargo and maintenance facilities located on the west side of MIA. The purpose and need of this project is to provide an adequate facility that will serve the local traffic generated by the industrial neighborhood as well as the traffic accessing SR 826 and the NW 25 Street Viaduct connection to the cargo facilities at MIA. The proposed project improvements will take under consideration the feasibility study and recommended alternative prepared by RS&H, Inc. dated August 2015.</p>
<p>3J 170494</p>	<p>RESOLUTION APPROVING THE FIRST AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT BETWEEN HARDESTY & HANOVER, LLC, AND MIAMI-DADE COUNTY, IN THE AMOUNT OF \$350,875.00 FOR POST-DESIGN SERVICES FOR THE PROJECT ENTITLED REPLACEMENT OF THE TAMAMI SWING BRIDGE AT 2000 NW SOUTH RIVER DRIVE, CONTRACT NUMBER 20080236, AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXECUTE SAME</p>
<p>Notes</p>	<p>The proposed resolution approves the First Amendment to the Professional Services Agreement (PSA) with Hardesty & Hanover, LLC (H&H), entitled Replacement of the Tamiami Swing Bridge located at 2000 NW South River Drive, and increases the original PSA amount by \$350,875.00.</p> <p>Due to the complexity of the project, additional efforts have been required of H&H to include review over 300 requests for information, and shop drawings; as well as, weekly conferences, field visits, design changes, and plans revisions. Therefore, an additional \$350,875.00 is being requested through this Amendment to the PSA.</p> <p>H&H prepared the construction documents, has provided post design services to date, and is the Engineer of Record for the project. They are, therefore, uniquely qualified to provide these services.</p> <p>Fiscal Impact/Funding Source The fiscal impact is to Road Impact Fee District 2 in the amount of \$350,875.00 through FY 2016-17 Capital Budget Project number 604790.</p> <p>Background The BCC approved the award recommendation for the original PSA on March 2, 2010, under Resolution R-231-10. The original contract includes \$200,000.00 for Post-Design services that are needed after the design phase was complete. Since the existing bridge was determined to be a historical bridge structure and was required to be relocated to a new location where it will function only as a fixed/static pedestrian bridge, DTPW included the relocation and retrofit plan as part of the project design in order to facilitate the relocation of the bridge. Due to design issues, that were not anticipated at the time of award, as well as the need for additional survey services, geotechnical work, and permitting, the post-design monies were fully expended during design. Therefore, in order to not delay construction activities, a Special Request through the Equitable Distribution Program (EDP), in the amount of \$150,000.00, was approved on December 23, 2015 to provide the needed funds for the post-design services.</p> <p>Additional Information On March 2, 2010, the BCC, through Resolution No. R-231-10, awarded a Professional Services Agreement (PSA) to Hardesty & Hanover, LLP and Miami-Dade County for the General Obligation Bond (GOB) Project Entitled Design Services for the Replacement of the Tamiami Swing Bridge in the amount of \$1,969,457.74.</p>

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	<ul style="list-style-type: none"> • The PSA was for design services. One the project was constructed, the estimated annual operational cost would be approximately \$212,992 and was anticipated to be the General Fund. The estimated annual maintenance cost was approximately \$64,081 and was anticipated to be from the General Fund. • Contract measures: CBE – 15% (\$295,418.66) <ul style="list-style-type: none"> ○ <i>What is the status of the contract measures?</i> <p>On May 3, 2011, the BCC, through Resolution No. R-337-11, authorized the execution of a Memorandum of Agreement (MOA) among Miami-Dade County, the Florida Department of Transportation (FDOT) and the City of Miami (City). The Agreement established the understanding of the parties relative to the relocation of the existing Tamiami Canal/NW South River Drive Swing Bridge (bridge), as part of a permit condition for a future project to construct a new single leaf bascule bridge at the present site.</p> <p>On January 23, 2013, the BCC, through Resolution No. R-29-13, authorized the execution of a Local Agency Program (LAP) Agreement between Miami-Dade County (County) and the Florida Department of Transportation (FDOT). The Agreement provided the County with funding up to \$16,000,000 for the relocation of the existing Tamiami Canal/NW South River Drive Bridge, and the construction of a new single leaf bascule bridge at the present site (Project).</p> <p>On June 2, 2015, the BCC, through Resolution No. R-492-15, approved the contract for the project entitled Tamiami Canal Bridge Replacement, in the amount of \$35,053,422.13 to Archer Western Construction, LLC.</p> <ul style="list-style-type: none"> • The work to be performed under this Contract consisted of, but was not limited to, furnishing all supervision, labor, required materials, tools, and equipment; and performing all operations necessary to replace the swing bridge that currently spans the Tamiami Canal along NW South River Drive; and relocating the existing historic swing bridge to span the C-5 canal, also known as the Comfort Canal, west of NW 22 Avenue between the Miami Police Benevolent Association Park and Fern Isle Park. • The work also included providing pedestrian and bicycle access between the two (2) public facilities in the City of Miami. This project also included the widening and improvements to the approach roadways, dredging the Tamiami Canal, and relocating the existing 24-inch water main. The existing water main would be removed within canal dredging limits and a new 24-inch high density polyethylene water main would be installed under the Tamiami Canal using horizontal directional drilling. <p>On July 14, 2015, the BCC, through Resolution No. R-658-15, added the renovation of the Tamiami Swing Bridge located in District 5, to the County’s Economic Stimulus Plan approved list of projects.</p>