



**MIAMI-DADE COUNTY  
PROJECTS**

# **The P3 Pipeline:**

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**A FORUM FOR THE PRIVATE SECTOR**

**September 24-25, 2015**

**Florida International University's Kovens Center  
Miami, FL.**



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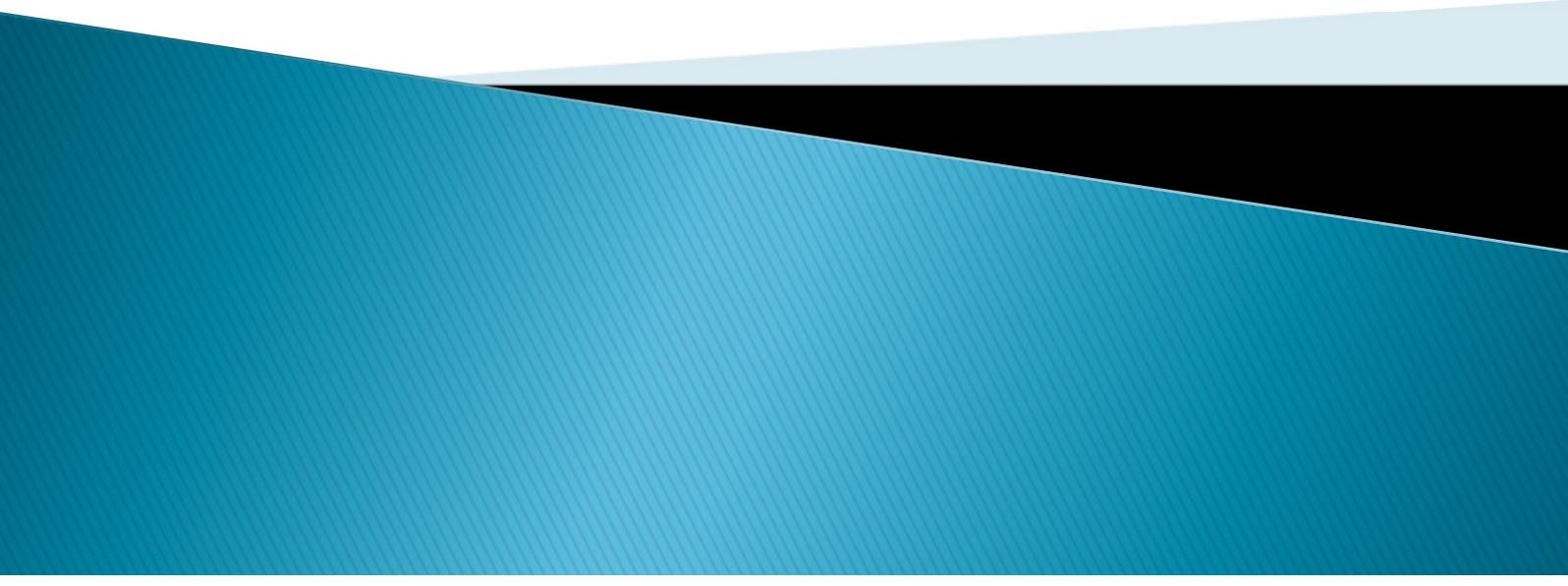
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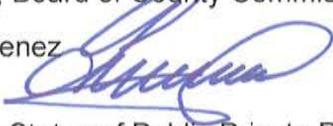


# **Message from Mayor Gimenez**



**Date:** August 12, 2015

**To:** Honorable Chairman Jean Monestime  
and Members, Board of County Commissioners

**From:** Carlos A. Gimenez  
Mayor 

**Subject:** Update on the Status of Public Private Partnership Program Plan

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## Introduction

On July 2, 2013, the Board of County Commissioners (Board) approved Resolution No. R-1022-13, which created the Miami-Dade County (County) Public Private Partnership (P3) Program. As the Board is aware, a P3 is a government service or private business venture funded and operated through a contractual agreement among government(s) and one or more private sector entity. More specifically, Resolution No. R-1022-13 required the P3 Program Plan to contain: (a) a list of projects suitable for public private partnerships and a timeline for their completion; (b) identification of potential advantages and disadvantages of delivery methods in connection with each project; (c) legislative recommendations to simplify County processes; (d) proposed amendments to the provision of the County Code governing unsolicited proposals; and (e) a description of similar projects in other communities in the United States.

## Legislation

At the national level, the Performance Based Building Coalition has been working with the Ways and Means Committee of the U.S. House of Representatives to encourage the creation of a new category of Private Activity Bonds for public buildings. Private Activity Bonds are tax-exempt bonds issued by, or on behalf of local or state governments to provide special financing benefits for qualified projects. Most often, such financing is intended for private use projects, where the government generally does not pledge its own credit. Many attribute the expanded use of P3s in transportation to the passage of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users in 2005, which added highway and freight transfer facilities to the types of privately developed and operated projects for which certain qualified Private Activity Bonds may be issued.

In 2013, the Florida Legislature passed and Governor Scott signed, House Bill 85, which authorizes local governments to utilize P3s when citing the public need to construct and upgrade facilities predominantly used for public purposes. The intent of House Bill 85 is to encourage greater private sector participation in the delivery and financing of public buildings and infrastructure projects.

In 2015, Florida State Representative Greg Steube presented House Bill 65, which did not pass, to exempt unsolicited proposals from the State Sunshine requirements. This legislation would have protected unsolicited proposals from becoming public record the moment the proposals were submitted to an agency, which would encourage firms to consider P3 frameworks to help address community needs.

At the local level, County staff is working to identify applicable County Code sections, procedures and policies to determine what amendments are necessary to move P3 projects forward. At the very least, modifications to the Cone of Silence legislation could allow: (a) closed meetings for discussions with proposers regarding their offers during the evaluation process, and (b) the submission of confidential information to be considered by a selection committee. These measures protect the interests of both the County and the participating competitors. Legislation is also necessary to allow more flexibility in regard to the County's traditional terms, conditions and limitations of liability as well as to include the use of the State of Florida model for Invitations to Negotiate as one of the contracting processes available to County staff.

### **County P3 Projects**

In response to Resolution No. R-151-15, which directed the County Mayor to issue solicitations for a financial consultant and legal services to provide specialized expertise regarding the P3 to design, build, finance, operate, and maintain the County's Court Facilities and Jail Facilities, the first two (2) solicitations referenced below are underway. Additional P3 related initiatives are also described below:

1. RFP-00198: Legal Services for Implementation of P3 to Develop County Civil and Criminal Court Facilities and Other Projects as Determined by the Board of County Commissioners

Following a two-week posting of the draft solicitation for industry comment, a Request for Proposals (RFP) was issued on April 29, 2015. A Pre-Proposal Conference was held and 15 proposals were received on May 29, 2015. Evaluations and negotiations will take place in June/July 2015 with a recommendation to award presented to the Board thereafter. The process remains under the Cone of Silence.

2. RFP-00199: Financial and P3 Advisory Services

Following a two-week posting of the draft solicitation for industry comment, the Request for Proposal (RFP) was issued on April 30, 2015. A Pre-Proposal Conference was held and nine (9) proposals were received on June 2, 2015. Evaluations and negotiations will take place in June/July 2015 with a recommendation to award presented to the Board thereafter. The process remains under the Cone of Silence.

3. RFQ-00241: Financial and P3 Advisory Support Services Pool for County Water and Sewer and Other County P3 Initiatives

The draft scope of services was placed for a two-week period on the Internal Services Department's website for industry comment on May 22, 2015. A Request for Qualifications will be issued following approval for legal sufficiency, and a review of insurance and small business requirements.

4. Request for Proposal-00085: Compressed Natural Gas Program
5. Request for Proposal-00096: Compressed Natural Gas Program for Miami-Dade Transit

The Board approved Resolution Nos. R-419-14 and R-420-14, which authorized the advertisement of two (2) solicitations seeking firms to design, finance, construct, maintain, and operate Compressed Natural Gas (CNG) compliant facilities and infrastructure, and offer CNG fuel for: 1) the Internal Services, Public Works and Waste Management, and the Water and Sewer departments, and 2) Miami-Dade Transit, respectively. The Miami-Dade Transit solicitation also includes the delivery of CNG buses. The objective of the solicitations and any resulting contracts is to provide energy and fuel savings solutions for the County's heavy vehicle fleet. The County intends to form a P3 with the selected proposer(s) to take advantage of the savings associated with the use of CNG for its fleet and generate revenue to the County through the sale of CNG to third parties. Three (3) proposals were received for each project. The proposals are currently under review by an Evaluation/Selection Committee and the process remains under the Cone of Silence.

6. South Miami Heights Water Treatment Plant

In 2006, an Interim Consumptive Use Authorization and Agreement was reached between the Water and Sewer Department and the South Florida Water Management District (SFWMD). As part of this Agreement, Water and Sewer Department agreed to incorporate the use of the Upper Floridian Aquifer raw water into Miami-Dade County's water supply portfolio. On July 16, 2012, SFWMD issued a modification to the Water and Sewer Department's Water Use Permit, which limits the raw

water withdrawal rate from the Biscayne Aquifer to three million gallons per day with the balance of the raw water being drawn from the Upper Floridian Aquifer.

The South Miami Heights Water Treatment Plant will improve reliability in water service and quality by allowing for the decommissioning of satellite plants that are over 40 years old into one (1) service sub-area. Construction of the plant will benefit the consumers in the south Miami-Dade area and will bolster water treatment production capacity. The Water and Sewer Department is looking for a partner to design, build, finance, operate, and maintain the plant located at 11800 SW 208 Street.

Currently, staff is performing a Value for Money analysis of this project. The preliminary project schedule has the solicitation being advertised by November 2015, with the plant operational by the end of 2019, at a total projected cost of \$150 million. Also over the last several months, staff from the Water and Sewer Department and Office of Management and Budget have been meeting with staff from the Florida Governmental Utility Authority for briefings on their experience and potential benefits to local governments in Florida.

The procurement process is being conducted pursuant to state law, Section 287.05712, Florida Statutes, Public-Private Partnerships, and is intended to conclude after an evaluation of proposals by a Competitive Selection Committee with a recommendation to award to be presented to the Board of an Interim Agreement (Phase 1) for certain planning, development, design, and financing services for the project. The company awarded the Interim Agreement would be required to submit certain cost, schedule, and other information for the negotiation and possible award of a Comprehensive Agreement (Phase 2) that may include the final design, permitting, construction, financing, operation, and maintenance of the project. The Interim and Comprehensive Agreements may include a Progressive Design-Build approach.

### **Potential P3 County Projects**

Exhibit A (attached) lists capital projects identified by various County departments that may benefit from a P3 delivery method. These departments continue to work on identifying opportunities and needs. The list includes 51 projects that need to be vetted for suitability for this methodology. At this time, County staff does not have a timeline for these projects. A Value for Money analysis for each project needs to be performed to determine if the project best fits the P3 delivery method, or if it should follow the County's traditional project delivery method. The analysis will assist in identifying the financial advantages and disadvantages of using the P3 delivery method.

### **Outreach**

My Office has scheduled an Industry Day to offer the private sector the opportunity to learn about upcoming projects and to discuss other available projects. The event is sponsored by The P3 Institute and will be held on September 24-25, 2015 at Florida International University's Biscayne Bay Campus. The Board will be invited to the event and provided program information beforehand.

### **P3 Task Forces**

On February 3, 2015, the Board approved Resolution No. R-144-15, which created the Miami-Dade Court Capital Infrastructure Task Force. The Court Capital Infrastructure Task Force is charged with providing a comprehensive assessment of the County trial court infrastructure, including repair of existing facilities and the acquisition or construction of additional court facilities, solicitation of proposals to address identified needs, and financing recommendations.

Also on February 3, 2015, the Board approved Resolution No. R-150-15, which created the Miami-Dade County P3 Task Force. An item recommending nominees for the P3 Task Force will be presented to the Board for approval. The P3 Task Force will serve in an advisory role to the Board and will

recommend changes to current County rules and procedures, evaluate and make recommendations regarding the P3 Program, and identify potential projects that would benefit from a P3 delivery method.

**Other Projects in the United States**

Exhibit B (attached) is a list of completed and ongoing P3 projects throughout the US. This list includes water and sewer, airport, seaport, judicial, and civic center projects.

**Next Update**

While roadway and bridge infrastructure projects have used the P3 delivery method for some time, vertical infrastructure projects have been slow in materializing. For example, the vertical construction projects underway such as the Long Beach Civic Center has taken over a year to procure and have experienced some delays due to budgetary and financial considerations and projections. The County continues to carefully identify appropriate projects that meet the County's operational needs and the available options to address those needs. While P3s have been used for years, the recent global economic slowdown has brought this type of project delivery method to the forefront. Our next update of the P3 Program Plan will take place in early 2016.

If you have any questions or concerns, please feel free to contact Deputy Mayor Edward Marquez at 305-375-1451, or me directly.

Attachments

c: Robert A. Cuevas, Jr., County Attorney  
Office of the Mayor Senior Staff  
Department Directors  
Charles Anderson, Commission Auditor

**Exhibit "A"**

**Potential P3 Projects in Miami-Dade County**

1	<b>WASD</b>	<b>Project Name:</b>	<b>SDWWTP-Class AA Biosolids Processing Plant</b>
		<b>Estimated Cost:</b>	\$200 Million
		<b>Project Description:</b>	New Facility to treat biosolids at the South District Wastewater Treatment Plant.
		<b>Other Information:</b>	Design Build Finance Operate and maintain (DBFOM) a New Facility to treat biosolids to Class AA level to improve quality biosolids disposed of and to increase the number of disposal sites available.
2	<b>WASD</b>	<b>Project Name:</b>	<b>Northwest Wellfield Water Treatment Plant - GWUDI</b>
		<b>Estimated Cost:</b>	\$450 Million
		<b>Project Description:</b>	New 50 MGD Water Treatment Plant.
		<b>Other Information:</b>	Design Build Finance Operate and Maintain (DBFOM) a new 50 MGD Water Treatment Plant to serve the Miami Dade Northwest area and replace the Hialeah Water Treatment Plant. 25 MGD of the plant will be nanofiltration treatment; and 25 MGD will be Reverse Osmosis (RO) membrane treatment.
3	<b>WASD</b>	<b>Project Name:</b>	<b>AMR/AMI Automatic Meter Reading (AMR) System</b>
		<b>Estimated Cost:</b>	\$150 Million
		<b>Project Description:</b>	Provide and Install AMR/AMI throughout Miami Dade County.
		<b>Other Information:</b>	Design Build Finance Operate and Maintain (DBFOM) in order to implement AMR, enabling meter readers to read meters remotely via wireless radio transmitters, and then transfers the data into the billing system that will enable the implementation of monthly billing and electronic monitoring.
4	<b>WASD</b>	<b>Project Name:</b>	<b>West District Wastewater Treatment Plant</b>
		<b>Estimated Cost:</b>	\$2.1 Billion
		<b>Project Description:</b>	New Wastewater Treatment Plant.
		<b>Other Information:</b>	Design Build Finance Operate and Maintain (DBFOM) the new wastewater treatment plant which is required to process future flows and provide reuse in accordance with the WASD Ocean Outfall Legislation Compliance Plan. Project also consists of biosolids project and the system to dispose of effluent into the Floridian Aquifer to meet reuse requirements in accordance with the WASD Ocean Outfall Legislation Compliance Plan.

**Exhibit "A"**

**Potential P3 Projects in Miami-Dade County**

5	<b>WASD</b>	<b>Project Name:</b>	<b>General Maintenance and Office Facilities</b>
		<b>Estimated Cost:</b>	\$120 Million
		<b>Project Description:</b>	New Maintenance and Office Facilities at the North, Central and South Districts.
		<b>Other Information:</b>	Design Build and Finance (DBF) of new maintenance and operations facilities in Miami Dade County, one each at the North, Central and South Districts.
6	<b>WASD</b>	<b>Project Name:</b>	<b>Peak Flow Management Facilities</b>
		<b>Estimated Cost:</b>	\$310 Million
		<b>Project Description:</b>	Six projects to properly assist and deal with peak flow management.
		<b>Other Information:</b>	Design Build and Finance (DBF) of new district-wide facilities and improvements for the wastewater transmission system based on the future flow allocations to existing wastewater treatment plants and the future district wastewater treatment plant's needs and demands.
7	<b>WASD</b>	<b>Project Name:</b>	<b>East/West 84 inch Force Main</b>
		<b>Estimated Cost:</b>	\$180 Million
		<b>Project Description:</b>	Installation of a new wastewater FM.
		<b>Other Information:</b>	Design Build Finance (DBF) a new wastewater influent force main from the Central District to the new West District Wastewater Treatment Plant. Includes the possibility of enhancing it to provide as storage to manage peak flows.
8	<b>WASD</b>	<b>Project Name:</b>	<b>Water Distribution System Storage Tank &amp; Main replacements</b>
		<b>Estimated Cost:</b>	\$70 Million
		<b>Project Description:</b>	Installation of a new 2.5 MG storage tank and related appurtenances.
		<b>Other Information:</b>	Design Build Finance (DBF) Replacement and renewal of treatment plant facilities, water and sewer pipelines, and pumps
9	<b>MDAD</b>	<b>Project Name:</b>	<b>Concourse D Extensions</b>
		<b>Estimated Cost:</b>	\$700 Million
		<b>Project Description:</b>	Extend Concourse D on the east and west side of the existing concourse with 20-27 aircraft gates and holdrooms (depending on configuration) along with the apron and fueling infrastructure required for these gates.
		<b>Other Information:</b>	American Airlines' future growth at MIA requires expansion of the concourse facilities in the North Terminal. American has stated that it is willing to construct and finance this project.

**Exhibit "A"**

**Potential P3 Projects in Miami-Dade County**

10	<b>MDAD</b>	<b>Project Name:</b>	<b>Cargo Buildings Development</b>
		<b>Estimated Cost:</b>	Varies
		<b>Project Description:</b>	Construct cargo buildings at MIA.
		<b>Other Information:</b>	Cargo facilities are leased based on appraisal rates, which may or may not be equal to cost recovery rates. Therefore, MDAD generally loses money on these facilities annually (or, at best, breaks even). Improving them using borrowed money would reduce debt capacity for more urgent capital projects involving the terminal, landside and airfield. Equity funding sources (such as grants or PFC revenues) are also not available. Private development would have a negligible impact on existing revenue streams.
11	<b>MDAD</b>	<b>Project Name:</b>	<b>General Aviation Facilities Development</b>
		<b>Estimated Cost:</b>	Varies
		<b>Project Description:</b>	Hangars and other aviation support facilities at the four MDAD general aviation airports.
		<b>Other Information:</b>	Demand for more, larger, modern facilities, especially hangars, at the general aviation airports is increasing. However, significant investment of Aviation Department funds (equity or borrowed) is not a current option. Private development at the general aviation airports would address this need and have a negligible impact on existing revenue streams.
12	<b>Cultural Affairs</b>	<b>Project:</b>	<b>African Heritage Cultural Arts Center</b>
		<b>Estimated Cost:</b>	\$20 million
		<b>Project Description:</b>	Construction of a new, "replacement" neighborhood cultural center in Liberty City.
		<b>Other Information:</b>	The African Heritage Cultural Arts Center will celebrate the fortieth anniversary of the building in 2015.
13	<b>Cultural Affairs</b>	<b>Project:</b>	<b>Coconut Grove Playhouse</b>
		<b>Estimated Cost:</b>	\$15 million
		<b>Description:</b>	Renovation and construction of a new theater facility.
		<b>Other Information:</b>	There is currently \$15 million available from the BBC-GOB program and \$5 million available from CDT funds.
14	<b>Cultural Affairs</b>	<b>Project:</b>	<b>HistoryMiami</b>
		<b>Estimated Cost:</b>	\$40 million
		<b>Description:</b>	Expansion of museum and reconfiguration of downtown cultural center complex to achieve greater pedestrian access.
		<b>Other Information:</b>	There is currently \$6 million available from the BBC-GOB program.

**Exhibit "A"**

**Potential P3 Projects in Miami-Dade County**

15	<b>Cultural Affairs</b>	<b>Project:</b>	<b>Improvements - South Miami-Dade Cultural Arts Center</b>
		<b>Estimated Cost:</b>	\$30 million
		<b>Description:</b>	Construction of a new parking garage and outdoor concert stage in southern Miami-Dade County.
		<b>Other Information:</b>	More comprehensive plans continue to be discussed regarding redevelopment of county properties adjacent to the center.
16	<b>Cultural Affairs</b>	<b>Project:</b>	<b>Miami-Dade County Auditorium</b>
		<b>Estimated Cost:</b>	\$40 million
		<b>Description:</b>	Building expansion and parking garage.
		<b>Other Information:</b>	There is currently \$9 million available from the BBC-GOB program.
17	<b>Cultural Affairs</b>	<b>Project:</b>	<b>Westchester Arts Center</b>
		<b>Estimated Cost:</b>	\$20 million
		<b>Description:</b>	Construction of a new cultural facility in Tropical Park.
		<b>Other Information:</b>	There is currently \$8 million from the BBC-GOB program available.
18	<b>PWWM</b>	<b>Project</b>	<b>Venetian Causeway</b>
		<b>Estimated Cost</b>	\$130 million
		<b>Description</b>	Project consists of the replacement of the existing bridges on the Venetian Causeway and the maintenance of the entire Causeway.
		<b>Other Information</b>	The Venetian Causeway is a tolled facility. The Florida Department of Transportation (FDOT) is currently conducting a Project Development and Environment Study which could potentially lead to Federal/State funding for the project. Additionally, the County is currently securing a design-build contract to effectuate the replacement of the westernmost 730' of the West Venetian Bascule Bridge. There are no funds currently assigned to the balance of the project.
19	<b>PWWM</b>	<b>Project</b>	<b>Rickenbacker Causeway</b>
		<b>Estimated Cost</b>	\$95 million
		<b>Description</b>	Project consists of replacing the existing Bear Cut and West Bridges along the Rickenbacker Causeway, and the maintenance of the entire Causeway excluding the East and West Fishing Pier as included below.
		<b>Other Information</b>	The Rickenbacker Causeway is a tolled facility. These bridges were recently rehabilitated by the County, providing a twenty year life span. There are no funds currently assigned to the Project.

Exhibit "A"

**Potential P3 Projects in Miami-Dade County**

20	<b>PWWM</b>	<b>Project</b>	<b>East Fishing Pier Replacement - Rickenbacker Causeway</b>
		<b>Estimated Cost</b>	\$5 to \$10 million
		<b>Description</b>	Project consists of demolishing the remaining old Bay Bridge on the Rickenbacker Causeway currently being used as a Fishing pier. Potential improvements could include additional amenities (i.e., restaurant).
		<b>Other Information</b>	The Rickenbacker Causeway is a tolled facility. These bridges were recently rehabilitated by the County, providing a twenty-year life span. There are no funds currently assigned to the Project.

21	<b>PWWM</b>	<b>Project</b>	<b>West Fishing Pier Replacement - Rickenbacker Causeway</b>
		<b>Estimated Cost</b>	\$5 to \$10 million
		<b>Description</b>	Project consists of the construction and operation of a public fishing pier with restaurant and bait shop facilities on the Rickenbacker Causeway to replace the fishing pier demolished in 2007.
		<b>Other Information</b>	The Department is interested in the private sector designing, building, and operating the project with annual royalties or fees going to the Rickenbacker Fund. This project is in an initial market research stage.

22	<b>PWWM</b>	<b>Project</b>	<b>Convert Toll Plaza Office to Restaurant or other use - Venetian Causeway</b>
		<b>Estimated Cost</b>	\$500,000 to \$1 million
		<b>Description</b>	Project consists of converting the existing surplus Venetian Toll Plaza Office to a restaurant or other facility.
		<b>Other Information</b>	With the conversion to SunPass, the toll plaza office has little usage and can be converted to a restaurant or other facility. The property is waterfront and offers views of the Miami skyline.

23	<b>PWWM</b>	<b>Project</b>	<b>Repair and/or replacement of County maintained Sonovoid Bridges</b>
		<b>Estimated Cost</b>	\$40 to \$100 million depending on a rehabilitation versus replacement option.
		<b>Description</b>	Project consists of 84 Sonovoid bridges throughout the County that are in need of structural repairs or replacement. Most are functionally obsolete and lack basic safety features.
		<b>Other Information</b>	The bridges are located throughout the County. Currently, there is only minimal funding available.

Exhibit "A"

**Potential P3 Projects in Miami-Dade County**

24	<b>PWWM</b>	<b>Project</b>	<b>New TSS Facility including new Traffic Control Center</b>
		<b>Estimated Cost</b>	\$45 million
		<b>Description</b>	Project consists of the purchasing of land, or developing existing County land (>5 Acres), to design and construct a new building and traffic control center. Project should include office furniture, warehouse, work areas, IT equipment, backup power, storage yard, fiber optic communication infrastructure, fueling facility and the relocation of the existing operations.
		<b>Other Information</b>	TSS is responsible for the operation and maintenance of all traffic control devices, traffic signs, and arterial roadway lights throughout the County. The Traffic Control Center monitors traffic operations and traffic signals on the surface roads throughout the County.
25	<b>PWWM</b>	<b>Project</b>	<b>Traffic Signal Support System Upgrades</b>
		<b>Estimated Cost</b>	\$73 million
		<b>Description</b>	Project consists of upgrading 274 traffic signals from spanwire support systems to mast arm support systems.
		<b>Other Information</b>	This project will require the surveying of the existing traffic signals, acquiring right-of-way, and the reconstruction of the intersection to meet all current and applicable standards.
26	<b>PWWM</b>	<b>Project</b>	<b>Upgrade of County Traffic Signage</b>
		<b>Estimated Cost</b>	\$100 million
		<b>Description</b>	Project consists of replacing all County maintained traffic signs with new decorative signage and hardware.
		<b>Other Information</b>	There is currently no complete inventory of the traffic signs maintained by Miami-Dade County. Estimates on the number of signs to be replaced are over 1 million signs.
27	<b>PWWM</b>	<b>Project</b>	<b>Upgrade of Roadway Lighting to LED Smart Grid Lighting</b>
		<b>Estimated Cost</b>	\$50 million
		<b>Description</b>	Project consists of replacing all 26,400 County maintained roadway lights with LED smart grid lighting fixtures.
		<b>Other Information</b>	The project would include the upgrade of any lighting electrical circuits to current standards, integration of the smart grid technology with the Traffic Control Center, and the development of as-built surveys for all installations.

**Exhibit "A"**

**Potential P3 Projects in Miami-Dade County**

28	<b>PWWM</b>	<b>Project</b>	<b>Secondary Canal Improvements</b>
		<b>Estimated Cost</b>	Approximately \$54 million of identified unfunded needs
		<b>Description</b>	Projects consist of improvements to canals throughout the County, to improve the flood protection level of service in areas with chronic flooding and service areas where future development is under way or anticipated.
		<b>Other Information</b>	The overall project list is a product of PWWM Stormwater Master Plan modeling and systematic field evaluations of the County's infrastructure. The actual need may be higher.
29	<b>MDCR</b>	<b>Project Name:</b>	<b>Krome Detention Center</b>
		<b>Estimated Cost:</b>	\$453.75 Million
		<b>Project Description:</b>	Low-rise detention facility, multi-use high to low level security, including segregation, dormitory and direct supervision. Project includes central support facility, providing laundry, commissary, maintenance, food service and warehouse space that nullifies private leases.
		<b>Other Information:</b>	70 buildable acres with 30 acres of lakes. Infrastructure (water/sewer) in place for 12,000 inmates. Site preparation completed in 1990's. 1,015,000 sq. ft.; 2,500 capacity.
30	<b>MDCR</b>	<b>Project Name:</b>	<b>Training and Treatment Center</b>
		<b>Estimated Cost:</b>	\$267.75 Million
		<b>Project Description:</b>	Mid-rise detention facility, multi-use high to low level security, including segregation, linear intermittent surveillance and direct supervision. A new facility would also serve as the centralized intake facility for all inmate booking in Miami-Dade County.
		<b>Other Information:</b>	Built in 1952. The department's oldest facility that has 14 buildings and sits on a 10 acre-site. Buildings are mid to low level security and use direct supervision and linear intermittent surveillance. Considered unconstitutional by DOJ standards, the facility has received its 40 year recertification by RER. The Boot Camp Program is colocated on this facilities grounds and would require consideration when decommissioning this facility. 595,000 Sq. Ft., 1,700 capacity.
31	<b>MDCR</b>	<b>Project Name:</b>	<b>Boot Camp</b>
		<b>Estimated Cost:</b>	\$39.4 Million
		<b>Project Description:</b>	Paramilitary program for young men and women offenders between the ages of 14 and 24, who have been adjudicated as an adult. Direct supervision surveillance is used in supervising this population.
		<b>Other Information:</b>	Repurposed building on Training & Treatment Center lot completed in 1995. This facility sits on the land plot adjacent to the Training and Treatment Center, which would require relocation if Training & Treatment Center were decommissioned. 87,050 sq. ft., 250 capacity.

**Exhibit "A"**

**Potential P3 Projects in Miami-Dade County**

32	<b>MDCR</b>	<b>Project Name:</b>	<b>Pretrial Detention Center</b>
		<b>Estimated Cost:</b>	\$78.75 Million
		<b>Project Description:</b>	Multi-use high to low level security, Direct supervision and linear intermittent surveillance,. Project to be incorporated into a Criminal Justice Complex. Parking would be required as part of the Criminal Justice Complex.
		<b>Other Information:</b>	Built in 1961. The department's second oldest facility. Containing a multi-year capital renovations plan not inclusive of a Forty Year Re- Certification. 175,000 sq. ft., 500 capacity.
33	<b>MDCR</b>	<b>Project Name:</b>	<b>Women's Detention Center</b>
		<b>Estimated Cost:</b>	\$39.4 Million
		<b>Project Description:</b>	The Women's Detention Center was built in 1982 with the intent of housing pretrial adult and juvenile female detainees in a podular intermittent setting.
		<b>Other Information:</b>	Currently this facility is being repurposed to provide office space for the Pretrial Service Bureau and the Monitored Release Unit as part of cost savings in lieu of a private lease. 87,050 sq. ft., 250 capacity.
34	<b>MDCR</b>	<b>Project Name:</b>	<b>Metrowest Detention Center</b>
		<b>Estimated Cost:</b>	\$351.9 Million
		<b>Project Description:</b>	MWDC is the department's largest facility and has the rated capacity of 2,234 inmates in a direct supervision setting.
		<b>Other Information:</b>	The first building was completed in 1991 and the second completed in 1993. MWDC is in good condition and has several capital replacement projects that are currently on-going. 781,900 sq. ft., 2,234 capacity.
35	<b>MDCR</b>	<b>Project Name:</b>	<b>Turner Guilford Knight Correctional Center</b>
		<b>Estimated Cost:</b>	\$157.5 Million
		<b>Project Description:</b>	Currently a multi-level security facility, intake center, medical housing, clinic and mental health housing, and video courts. Average population 800.
		<b>Other Information:</b>	Built in 1989. TGK is one the department's most advanced facilities. The facility is for the most part in good shape with several capital improvement items in progress. Current population is low due to ongoing construction and renovations. 350,000 sq. ft., 1,000 capacity.

Exhibit "A"

**Potential P3 Projects in Miami-Dade County**

36	<b>MDCR</b>	<b>Project Name:</b>	<b>North Dade Detention Center</b>
		<b>Estimated Cost:</b>	\$39.4 Million
		<b>Project Description:</b>	The NDDC facility is currently unoccupied, with a pending recommendation for demolition.
		<b>Other Information:</b>	Built in 1974. This facility sits on a 3-acre site. A 40-year recertification is pending for this facility, which is currently unfunded. 87,500 sq. ft., 250 capacity.
37	<b>PortMiami</b>	<b>Project Name:</b>	<b>New Cruise Terminal and Berth</b>
		<b>Estimated Cost:</b>	\$150 million
		<b>Project Description:</b>	Construction, operation and maintenance of a new cruise terminal, parking garage, and berth.
		<b>Other Information:</b>	DBOMT: Cruise terminals are traditionally financed by ports and backed by long-term cruise line guarantees. In recent years (though primarily overseas), some cruise lines have shown willingness to take a controlling roll in designing, building, operating, maintaining and transferring cruise facilities. In this instance, there would still likely be port involvement in the financing component.
38	<b>PortMiami</b>	<b>Project Name:</b>	<b>Port of Miami Gantry Cranes</b>
		<b>Estimated Cost:</b>	\$45 million
		<b>Project Description:</b>	Purchase of new cranes; operation and maintenance of new and existing cranes.
		<b>Other Information:</b>	POMT: Many models exist at ports for the ownership and operation of gantry cranes. Currently, PortMiami uses a fully-owned sub-entity to operate cranes, which requires PortMiami to finance all new crane purchases. This model would transfer operating risk and capital costs to a private entity in exchange for residual or guaranteed revenue stream.
39	<b>MDT</b>	<b>Project Name:</b>	<b>Beach Corridor</b>
		<b>Estimated Cost:</b>	\$529 Million - \$774 Million
		<b>Project Description:</b>	The proposed Beach Corridor transit service will interface with the exiting Metrorail, Metromover and Metrobus systems in downtown Miami. It will also provide a connection to the Miami Intermodal Center/Miami International Airport via Metrorail, to Broward and Palm Beach counties via Tri-Rail, and to the future All Aboard Florida train service that will connect Orlando to Miami via its station in downtown Miami. In Miami Beach, the proposed system will connect to the County's major convention center and provide improved transit service within a highly dense and transit-oriented area.
		<b>Other Information:</b>	\$1.5 Million has been identified for the planning phase between FDOT, County, City of Miami, and City of Miami Beach.

**Exhibit "A"**

**Potential P3 Projects in Miami-Dade County**

40	<b>MDT</b>	<b>Project Name:</b>	<b>State Road 836 (East / West)</b>
		<b>Estimated Cost:</b>	TBD
		<b>Project Description:</b>	Unfunded: Bus Rapid Transit, Light Rail, or Heavy Rail Upgrade.
		<b>Other Information:</b>	Funded: Purchase 60 foot buses to extend bus service along SR836 from SW 8 St and SW 147 Ave to the MIC at MIA, install Wi-Fi, bus real-time signs, transit signal priority and build new robust bus stations, Park and Ride/bus terminal \$26.9 Million.
41	<b>MDT</b>	<b>Project Name:</b>	<b>Northwest 27th Avenue</b>
		<b>Estimated Cost:</b>	TBD
		<b>Project Description:</b>	Unfunded: Bus Rapid Transit, Light Rail, or Heavy Rail Upgrade.
		<b>Other Information:</b>	Funded: Purchase 60 foot buses to extend bus service along NW 27 Ave from NW 215 St to the MIC; install Wi-Fi, bus real-time signs, transit signal priority; and build new robust bus stations, Park and Ride/bus terminal \$37 Million.
42	<b>MDT</b>	<b>Project Name:</b>	<b>Facilities Modernization</b>
		<b>Estimated Cost:</b>	\$44 Million
		<b>Project Description:</b>	Parking garage overhaul, MetroRail stations refurbishment and transit facilities roof replacement.
		<b>Other Information:</b>	\$12 M funded
43	<b>MDT</b>	<b>Project Name:</b>	<b>Douglas Road Extension to Miami Intermodal Center</b>
		<b>Estimated Cost:</b>	\$280 Million - \$1.5 Billion
		<b>Project Description:</b>	Enhanced Bus, Bus Rapid Transit, Light Rail, or Heavy Rail.
		<b>Other Information:</b>	Unfunded
44	<b>PROS</b>	<b>Project Name:</b>	<b>Amelia Earhart</b>
		<b>Estimated Cost:</b>	\$32 Million
		<b>Project Description:</b>	Aquatic Complex NTE \$12 Million; Recreation Center & Related Parking NTE \$12 Million; Soccer Complex Shortfall \$8 Million.
		<b>Other Information:</b>	Amelia Earhart Park is a 515-acre district park located at 401 E 65th Street in Miami-Dade County. The park serves as a regional sports facility as well as passive park for the region. The park currently provides venues for extreme sports activities including mountain biking and wakeboarding.  To further expand the opportunities for extreme sports, and in support of the other amenities in the park, PROS is contemplating the development of a large scale recreation center (+/- 100,000 safe) and a large scale aquatics facility. The location of these facilities is generally located along E 65th Street with the final location to be determined by a general plan update that is currently in process by the department.

Exhibit "A"

Potential P3 Projects in Miami-Dade County

45	<b>PROS</b>	<b>Project Name:</b>	<b>Camp Matecumbe Overnight Cabins</b>
		<b>Estimated Cost:</b>	\$1.3 Million
		<b>Project Description:</b>	Four Over Night Cabins (only a portion of the Master Plan).
		<b>Other Information:</b>	<p>Camp Matecumbe is located in the West Kendall area of unincorporated Miami-Dade County. This property is surrounded on two sides by the 78-acre Boystown Pineland managed by the Miami-Dade County EEL Program to the north and west and multi-family Kendall Breeze townhomes to the east. The southern edge of property is bordered by the Kendall-Tamiami Executive Airport.</p> <p>The project is for a small portion of the master plan, consisting of four typical overnight cabins, 1,050 sq. ft. each, to include:</p> <ul style="list-style-type: none"> <li>• Cabin</li> <li>• Ramp</li> <li>• Railing</li> <li>• Restoration of sod as needed.</li> </ul> <p>Camp Matecumbe includes 17.37 acres which is predominately developed or highly disturbed terrain, which contains camp facilities, a gymnasium, mess hall, and chapel. The latter 3 will remain on site to accommodate recreation and educational programs at the park that will focus on the environmental features of the rock pineland habitat and cultural significance of the site as it relates to Operation Pedro Pan.</p>

Exhibit "A"

**Potential P3 Projects in Miami-Dade County**

46	<b>PROS</b>	<b>Project Name:</b>	<b>Haulover Park</b>
		<b>Estimated Cost:</b>	TBD
		<b>Project Description:</b>	Beach Restaurant/Retail Facility, Pier, Marina Restaurant, and Public Restroom.
		<b>Other Information:</b>	<p>The <b>Beach Restaurant/retail site</b> is comprised of one acre at the southeastern most point of the park. This site formerly supported the old Lighthouse Restaurant which successfully operated at the park until the mid 1970's. The restaurant/retail facility is to be constructed at the intersection of the Promenade, Sunny Isles Beachwalk, and jetty. The premises will include indoor/outdoor food and beverage service, related retail, open recreational area, back of house support and perimeter buffer. Restaurant may range between 4,000 to 9,000 square feet inclusive of ancillary retail space. Outdoor and non-enclosed food, beverage and recreation activity areas may comprise the balance of the one acre (43,560 sq. ft.) footprint. All design and construction must be sea turtle compliant.</p> <p>The <b>Pier</b> must be designed and constructed as part of the restaurant and accessed from same parking area. Entirety cannot exceed 19,000+ sq. ft. along its 800+ linear foot length.</p> <p>The <b>Marina Restaurant and public restroom</b> must comply with Haulover Park Design Guidelines which set restrictions as to footprint area of restaurants and kitchen areas, ADA compliance, and location of facilities; approximately 11,900 sq. ft. including 5,500 sq. ft. restaurant, 2,500 sq. ft. kitchen, 3,000 sq. ft. covered outdoor dining, plus restroom.</p>
47	<b>PROS</b>	<b>Project Name:</b>	<b>Miami-Dade Regional Soccer</b>
		<b>Estimated Cost:</b>	\$58.4 Million
		<b>Project Description:</b>	Develop Single Purpose Regional Soccer Park.
		<b>Other Information:</b>	<p>The Miami-Dade Regional Soccer Park is a 47.33 acre site located at NW 87th Ave. / NW 62nd. St. in Doral. The property is intended to be developed into a world class soccer tournament facility. The park development will include protection of existing native trees.</p> <p>Program to include site work, utilities, lighted roadways and walkways, lighted parking, 8 natural turf soccer fields, 3,000-seat stadium with grandstand bleachers and press box, maintenance yard, access control chain-link fence w/windscreen and access gates, signage, and landscaping . Buildings to include restrooms, concessions and office, event space, academy building; and ticket booth. Fill and FF&amp;Es are excluded.</p>

**Exhibit "A"**

**Potential P3 Projects in Miami-Dade County**

48	<b>PROS</b>	<b>Project Name:</b>	<b>West Kendall District (WKD) - RFP</b>
		<b>Estimated Cost:</b>	TBD
		<b>Project Description:</b>	RFP for capital development, programming, and operation of a major regional sports park.
		<b>Other Information:</b>	<p>WKD is a 164 acre property located west of SW 157th Avenue and north of SW 120th Street, in the southwest portion of unincorporated Miami-Dade County. WKD is located immediately adjacent to the Kendall-Tamiami Regional Airport and a portion of the Southeast corner of the park is within the Outer Safety Zone (OSZ) of the airport.</p> <p>PROS is seeking information and ideas to partner with the County in capital development, programming, and operation of a major regional sports park. The County seeks to accomplish the following objectives:</p> <ul style="list-style-type: none"> <li>- Advance the development of the Park</li> <li>- Advance the play of sports within the County</li> <li>- Provide economic development</li> <li>- Provide revenue to PROS</li> </ul> <p>An RFP was sent to PROS Staff for review 11/13/14.</p>

49	<b>PROS</b>	<b>Project Name:</b>	<b>West Kendall District (WKD) - Soccer Fields</b>
		<b>Estimated Cost:</b>	\$64.5 Million
		<b>Project Description:</b>	Soccer Fields at WKD as part of the master plan for the larger 164-acre park.
		<b>Other Information:</b>	<p>Partial Park Development in Support of Soccer Fields, to include:</p> <ul style="list-style-type: none"> <li>- Underground Utilities, Drainage, Signage and FF&amp;Es</li> <li>- Lighted Access Road</li> <li>- Lighted Parking Lot</li> <li>- Synthetic Turf Athletic Fields (4 Large and 2 Small)</li> <li>- 6-Lighted Multipurpose Fields</li> <li>- 2-Stadium Fields, Lighted W/ Grandstand Bleacher and Press Box</li> <li>- Concession Field House</li> <li>- Maintenance Yard</li> </ul>

Exhibit "A"

**Potential P3 Projects in Miami-Dade County**

50	<b>PROS</b>	<b>Project Name:</b>	<b>West Kendall District (WKD) - 63 Acre Phase 1 Dev.</b>
		<b>Estimated Cost:</b>	\$22.5 Million
		<b>Project Description:</b>	63+/- Acre Phase 1 Development of the larger 164-acre Park
		<b>Other Information:</b>	Phase 1 Program at WKD is for a +/- 63 Acres Site, to include: - Excavation of proposed Lake - Use of excavated material to fill Phase 1 Area to a 3'H Elevation and proposed 12'W Lighted Greenway Trail to a 4'H elevation - Vehicle Access Road and 180 Ea. Lighted Parking Lot - Pavilion - Medium Restroom Building - Sod and Allowance for Shaded Picnic Area - Complete Site Fill & Grading, +/- 101 Acres, to include use of the balance of the excavated material from Phase 1, plus new additional fill, spread and compacted to obtain an average of 1 to 2 feet high as noted - Provide temporary protection and silt fence as needed, and complete Access Control Fence.

51	<b>PHCD</b>	<b>Project Name:</b>	<b>Public Housing</b>
		<b>Estimated Cost:</b>	TBD
		<b>Project Description:</b>	PHCD began using public/private partnerships to redevelop its public housing sites with the issuance of RFP #794 in 2011, and anticipates continuing public housing redevelopment through this program; the RFP was a joint effort between PHDC and ISD. Potential P3 outside of the current program could focus on the approach to providing new and substantially rehabilitated public housing on existing sites. The Collins Park Apartments acquisition and conversion to public housing may be of particular interest since it was a unique approach to redevelopment.  Over the past two years the current program has resulted in the completion of 810 public housing units; 240 new units (including 124 for Collins Park) and 570 rehabilitated units with a total development cost of \$125 million. Plans over the next 18 months include the completion of over 500 public housing and/or affordable units with over \$100 million in total development costs. Plans for the next 2-5 years are for redevelopment of over 4,000 public housing and/or affordable housing units with over \$700 million in total development costs.
		<b>Other Information:</b>	TBD

**Exhibit "B"**

**P3 Projects in the United States**

1	<b>Project Name</b>	<b>Long Beach Courthouse</b>
	<b>Project Status</b>	Completed
	<b>Project Description</b>	<p>531,000 sq.ft. Total for new Courthouse with 31 courtrooms and 115,000 sq.ft rented out for other government offices.</p> <p>Precedent to project was a 2007 project feasibility report by the Judicial Council of California (Judicial Council). The project was a first of its kind P3 in which the state had the private sector finance, design, construct, operate and maintain the courthouse facility. The project unfolded over a 6-year process from planning, to legislature to delivery of the courthouse, and allowed the Judicial Council to take advantage of private sector financing during the height of the financial crisis in 2010. The project was structured via an RFP setting a performance-based delivery and stringent design, operating, and performance standards. Implementation was via a 35-year operating agreement with Long Beach Judicial Partners (LBJP), a private team of architects, builders, financiers, and facility managers. The cost of the project was reported at \$490.57 million, for which financing was arranged with a Debt to Equity ratio of 90:10. Meridiam, the equity partner within LBJP, contributed \$49.06 million as an equity investment, and \$441.5 million was raised as a 7-year Mini Perm financing on a club loan basis. After the completion of construction, this loan was successfully refinanced with a \$518.5 million 34-year bond in November 2013.</p>

2	<b>Project Name</b>	<b>Allentown Water Concession</b>
	<b>Project Status</b>	Completed
	<b>Project Description</b>	<p>An agreement transferring Allentown's municipal water and wastewater systems to the Lehigh County Authority (LCA) in a public to public transaction took place in 2013. This is the first concession lease of public assets in the country to have been offered to both corporate and governmental bidding teams and to have then secured competitive final bids from both. The agreement calls for the LCA to create an independent special purpose entity to operate that city's water and wastewater systems on a 50 year-lease.</p> <p>The special purpose entity entered into a 50-year concession agreement with the City of Allentown for the exclusive right to operate, manage, maintain, improve, and collect revenues from their water and wastewater facilities. In return, the City of Allentown received an up-front payment of \$211.2 million which will be used by the City to defease all water and wastewater debt related to the systems, fund the City's pension plan, and set aside reserves. The City of Allentown will also receive annual payments from the system to offset current support of their general fund. In connection with the closing, LCA issued \$307.7 million in bonds to fund the payment to Allentown, operating and capital reserve accounts, five years of capital improvement projects, and the cost of issuance.</p>

**Exhibit "B"**

**P3 Projects in the United States**

3	<b>Project Name</b>	<b>Port Canaveral Container and Multi-Purpose Cargo Terminal Concession</b>
	<b>Project Status</b>	Completed
	<b>Project Description</b>	<p>GulfTainer, the Emirati operator, secured a 35-year concession from Port Canaveral for its container and multi-purpose cargo terminal, where it has committed to invest \$100 million in infrastructure, equipment and human capital.</p> <p>The Florida terminal is expected to contribute \$280 million in revenue to Port Canaveral, which granted the concession.</p> <p>GulfTainer, a subsidiary of Crescent Enterprises headquartered in Sharjah, operates four terminals in the United Arab Emirates (UAE), three in Saudi Arabia, three in Iraq, one in Lebanon and another one in Brazil.</p>
4	<b>Project Name</b>	<b>The Corpus Christi Harbor Bridge Replacement Project</b>
	<b>Project Status</b>	Ongoing
	<b>Project Description</b>	<p>The project includes the construction of a new, cable-stayed bridge over the Port of Corpus Christi Ship Channel. The design proposed by Flatiron/Dragados includes a mainspan of 1,655 feet, which, when completed, will be the longest cable-stayed span in the United States. In addition to the construction of the new Harbor Bridge, the project also includes the demolition of the existing Harbor Bridge, as well as improvements to US 181 and SH 286.</p> <p>The project will address structural deficiencies and navigational restrictions of the current bridge, and improve safety, connectivity, and level of service in the area. The purpose of the project is to correct these established needs and to promote, enhance and spur economic development in the area. The scope of the comprehensive maintenance agreement includes the design, construction, finance and 25-year maintenance of the project.</p>
5	<b>Project Name</b>	<b>Indianapolis Justice Complex</b>
	<b>Project Status</b>	Ongoing
	<b>Project Description</b>	<p>The Marion County Justice Complex will improve public safety and provide economic development opportunities across the city. The new facility will add 1,000 new jail beds to existing jail bed capacity for a total of 3,200 beds at the end of construction. The new facility will also include 1,000 community correction beds, a 500-bed increase from current capacity. Adequate space for criminal court facilities will also be added to ease overflow of courtrooms in the City-County Building. Final bid came in at \$408 Million.</p>

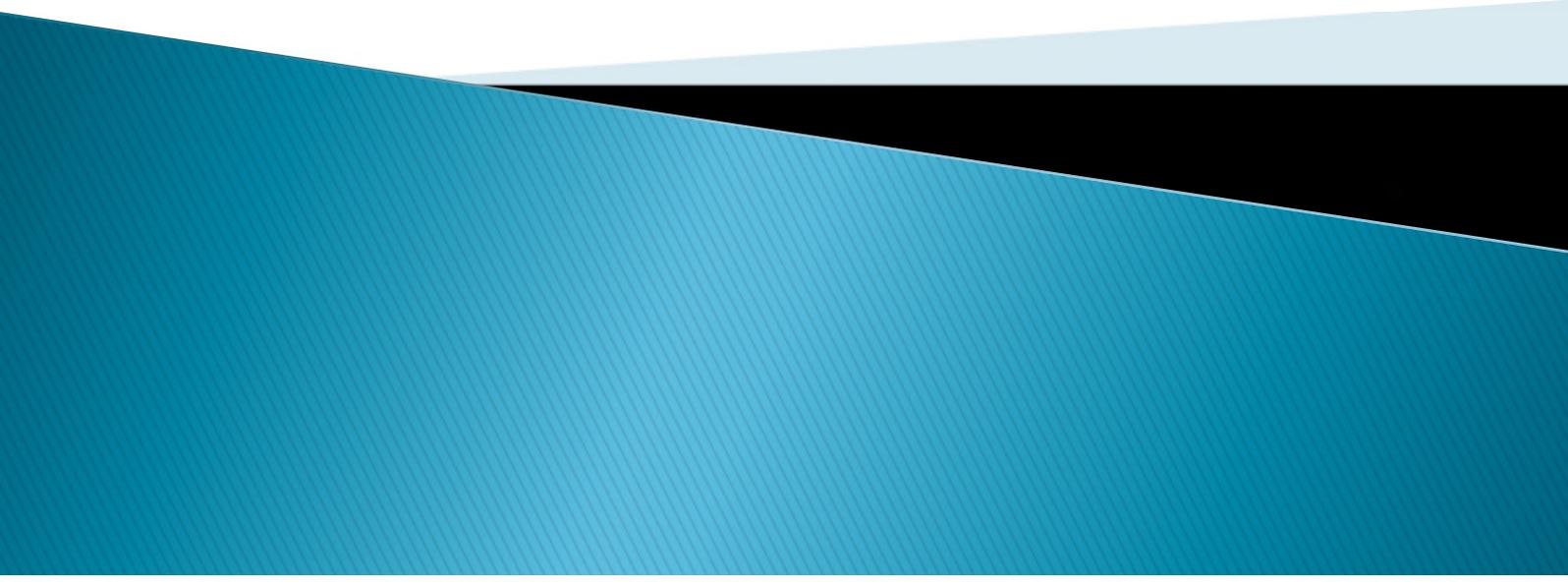
**Exhibit "B"**

**P3 Projects in the United States**

6	<b>Project Name</b>	<b>Long Beach New Civic Center Project</b>
	<b>Project Status</b>	Ongoing
	<b>Project Description</b>	The Long Beach Civic Center Project involves the financing, design, construction, operations and maintenance of a new City Hall, Main Library and a revitalized Lincoln Park. The Project will also incorporate a permanent headquarters building for the Port of Long Beach and private development components. The City Council has selected Plenary Edgemoor Civic Partners (PECP) as the developer, and is in the plan refinement state which will include a series of community meetings in each of the Council districts in the near future. PECP's proposal included a Civic Center with: 11-story city hall with 268,800 sq. ft., an 11-story port headquarters with 232,100 sq. ft., a 3-story main library with 93,500 square feet, and a 209,088 sq. ft. improvements at Lincoln Park. PECP's plan also allows for private development including mixed use residential with retail and hotel. \$12.6 Million Payment Budget from City for \$200 Million Project.
7	<b>Project Name</b>	<b>Denver International Airport Great Hall Redevelopment</b>
	<b>Project Status</b>	Ongoing
	<b>Project Description</b>	The City and County of Denver Department of Aviation, which operates Denver International Airport is seeking qualified teams to develop and deliver a project that will relocate and improve TSA screening, increase non-revenue opportunities in the Great Hall and optimize the capacity, efficiency, flexibility and useful life of the Jeppesen Terminal. Successful teams must have demonstrated experience in development financing, planning, designing, building, leasing, marketing and managing high-volume, sustainable, upscale retail and dining opportunities at airports.
8	<b>Project Name</b>	<b>LaGuardia Airport Central Terminal Building Replacement</b>
	<b>Project Status</b>	Ongoing
	<b>Project Description</b>	The Port Authority of New York/New Jersey (PANYNJ) has embarked on a Public-Private Partnership to replace the Central Terminal Building (CTB) at LaGuardia Airport (LGA). This is described as one of the most ambitious P3s ever undertaken in the New York/New Jersey region.  This project will see the current CTB removed with the P3 providing the design, construction, financing, maintenance and operation of a new terminal in its place.  The terminal, which was dedicated in 1964, serves most of the airport's scheduled domestic airlines.



# **Aviation**



**Miami-Dade County Aviation Department**  
**MDAD PROPOSED PUBLIC PRIVATE PARTNERSHIPS**

**Project: Concourse D Extensions**

**Estimated Cost: \$700 million**

**Description: Extend Concourse D on the east and west side of the existing concourse with 20-27 aircraft gates and holdrooms (depending on configuration) along with the apron and fueling infrastructure required for these gates.**

**Other Information: American Airlines' future growth at MIA requires expansion of the concourse facilities in the North Terminal. American has stated that it is willing to construct and finance this project.**

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**Project: Cargo Buildings Development**

**Estimated Cost: Varies**

**Description: Construct cargo buildings at MIA**

**Other Information: Cargo facilities are leased based on appraisal rates, which may or may not be equal to cost recovery rates. Therefore, MDAD generally loses money on these facilities annually (or, at best, breaks even). Improving them using borrowed money would reduce debt capacity for more urgent capital projects involving the terminal, landside and airfield. Equity funding sources (such as grants or PFC revenues) are also not available. Private development would have a negligible impact on existing revenue streams.**

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**Project: General Aviation Facilities Development**

**Estimated Cost: Varies**

**Description: Hangars and other aviation support facilities at the four MDAD general aviation airports.**

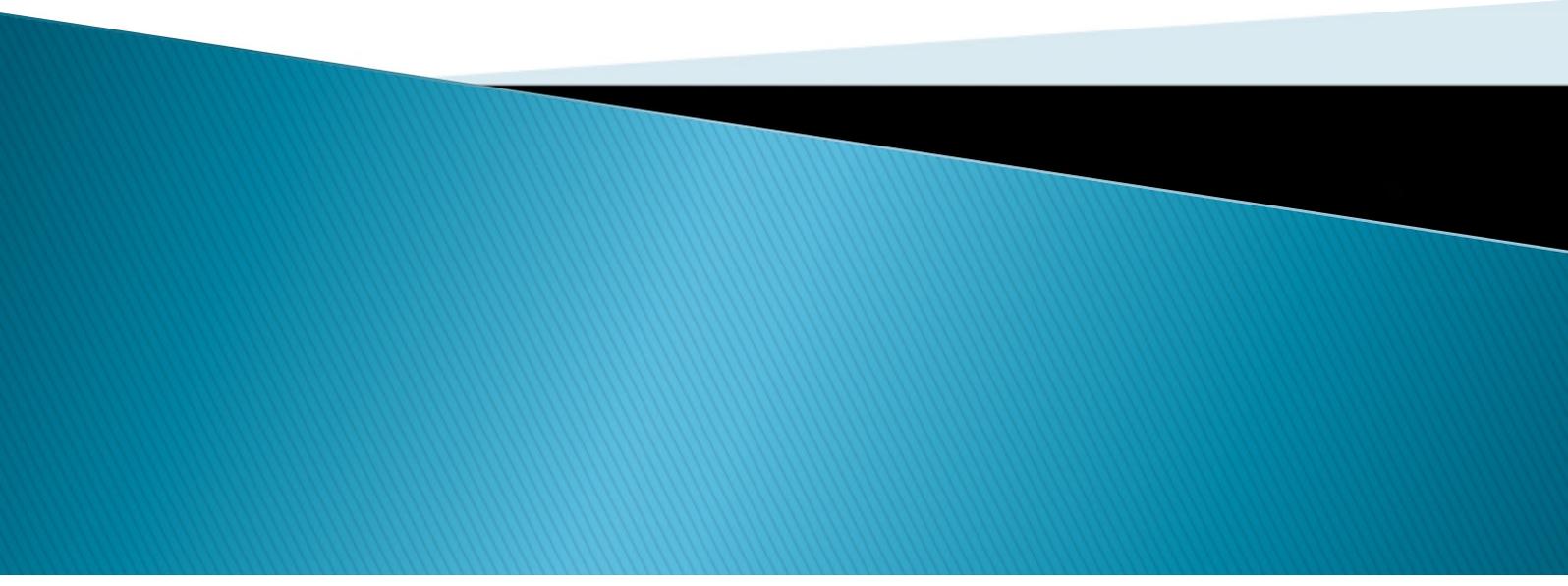
**Other Information: Demand for more, larger, modern facilities, especially hangars, at the general aviation airports is increasing. However, significant investment of Aviation Department funds (equity or borrowed) is not a current option. Private development at the general aviation airports would address this need and have a negligible impact on existing revenue streams.**

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**Additional projects will be discussed during the conference.**



**City of  
Miami Beach**





## Intelligent Transportation System and Smart Parking Systems

### Summary

The City of Miami Beach is one of the main centers of attraction for events in Florida due to its weather, restaurants, nightlife, beaches, and people. Most major events are heavily attended and increase traffic volumes on the roadway network in addition to tourism that directly impacts vehicle volumes utilizing our roadways and roadway closures as a result of construction projects.. These increases severely burdens traffic signals, thus negatively impacting level of service and driver experience.

In 2013, the City established an Event Traffic Monitoring and Management program that consists of portable travel time data collectors, temporary closed circuit television cameras for traffic and incident management, portable digital message signs to advise drivers of traffic and parking conditions, and traffic signal timing support during events. This project has been in effect for eight (8) special events and has been successful in reducing travel times and is anticipated to be extended for the next fiscal year, FY 2015/16.

The City Commission has supported taking this initiative to the next level by allocating funds for a comprehensive system to include the following elements at critical intersections and arterials and at parking garages:

- Travel Time Data Collectors: To measure travel times throughout the City's network
- Dynamic Message Signs: To advise drivers on Causeways, Arterials, and Collectors of real-time traffic and parking conditions, incidents, detours, and alternative routes.
- Closed Circuit Television Cameras (C.C.T.V.): To assist in monitoring traffic conditions and incidents at strategic locations.
- Digital Message Signs at Parking Facilities: To advise drivers of parking capacity at garages and key parking lots.
- Parking Detection at Parking Lots: To provide real-time parking capacity information via Dynamic Message Signs and mobile phone application.
- Transportation Management Center: A facility located within the City where all traffic monitoring occurs and real-time travel and parking information is disseminated to the public.

In addition, the use of Adaptive Traffic Signal Control technology responding to real-time traffic demand is being evaluated to improve traffic flow, driver information, signal progression, and incident response.

On March 11, 2015, the City Commission approved to issue the Request for Qualifications for, Program Management Services for an Intelligent Transportation System (ITS) and Smart Parking System (SPS) Project. The City is in the process of executing a contract for program management for the project. The program manager will be responsible for developing the planning documents, concept of operation documents, and serve as the City's representative in the management of the design, construction, operation, and maintenance of the project

### Estimated Value

\$10 million

### Next Steps

Procurement of the DBOM Contractor for the City's ITS/ SPS project is scheduled for early 2015.



## **P3...Expanding Parking in Miami Beach!**

### **Summary**

The Mayor's Blue Ribbon Task Force developed a Masterplan to revitalize Washington Avenue (5<sup>th</sup> Street to 17<sup>th</sup> Street), from a traffic perspective, a major north – south corridor. A key goal is to enhance mobility in the corridor as well as the rest of the city through transit, transportation, and parking.

To this end, the City Commission gave direction to pursue the removal of an on-street parking lane on Washington Avenue to make way for a transit alternative when replacement parking is in place. The replacement parking will be provided through the development of off-street parking with P3 playing a major role and in all three major geographic areas of the city (South, Middle, and North Beach). A parking consultant was engaged and performed a parking demand analysis. This report contains ten (10) years projections for parking demand in all three major geographic areas of the city. These projections contemplate growth factors such as resort tax, hotel occupancy, development projects in construction or in the pipeline, and others.

To put it in perspective, Miami Beach is a seven square mile island with a population that doubles on any given day and density that rivals the island of Manhattan. Sprinkle in 15 historic districts and building parking structure becomes a challenging proposition! Therefore, identifying areas with high parking demand is critical for the strategic placement of P3 garages.

The City strives to have “walkable” neighborhoods with enhanced mobility options such as a trolley system and one the most successful and only private funded bike sharing programs in the nation, as well as a car sharing program that will launch in October 2015. Notwithstanding these initiatives, there is a projected deficit in the effective parking supply and the P3 Garage model is anticipated to be a viable option to that should address this deficit.

### **Estimated Value**

To be determined.

### **Next Steps**

A procurement solicitation will be released in the Fall 2015 seeking P3 proposals, citywide, from interested parties. There will be latitude in considering prospective proposals, including potential land acquisitions, land swaps, air rights, or condominiumization.



## The Barclay Plaza: Historic, Neglected Hotel to House City's Workforce

### Summary

In its heyday, the Barclay Plaza Hotel, built in 1935, hosted tourists seeking Miami Beach's warm sun and inviting beaches. The then-hotel featured a beautiful wood-inlaid lobby with Art Deco features and a swimming pool at its rear. The three-story building is on a unique property lot that is bound by Park Avenue on the East and Washington Avenue on the West and whose rear faces the soon-to-be redeveloped Miami Beach Convention Center. Located within walking distance of the City's world-famous beaches, the Barclay Plaza is one block south of the Collins Park Cultural Campus which features the Bass Museum, Miami City Ballet and Miami-Dade County Regional Library.

Over time, the Barclay Plaza, located in the periphery of one of the City's historic districts, evolved from a popular seasonal hotel to become an aging 66-unit, low-rent apartment building that fell into disrepair and faced several ongoing Code Compliance and Building Department violations. The City acquired the Barclay Apartments in 2007 with Redevelopment Agency funds in the hopes of converting the property to affordable housing. The City further committed HOME Investment Partnership (HOME) and Community Development Block Grant (CDBG) funds to the project.

In December 2014, the project was shuttered when the selected developer was unable to secure operating capital and address a variety of open property violations. When the non-profit Community Development Housing Organization (CHDO) selected to develop the property failed to complete the project, the City assumed title and re-purposed the property to meet the emerging need of housing the City's workforce which is being priced out of our community through rising rents and reduced, available rental stock.

When completed, the Barclay Apartments will be the City's first workforce housing serving households earning 120 to 140 percent Area Median Income (AMI) and will offer 1- and 2-bedroom units. The City Commission has identified certain workforce segments for priority placement in workforce housing including teachers, public safety personnel and municipal workers.

### Estimated Value

The Barclay Apartments site is valued at \$6 million. Renovations to preserve the historic building are expected to cost an additional \$4 – \$6 million. The total value of this project is estimated at **\$10 - \$12 million**.

### Next Steps

In anticipation of partnering with a private developer to complete the project, the City held an industry review meeting to discuss project parameters with potential developers in anticipation of releasing a Request For Proposals (RFP). General project parameters will be addressed in a Design Criteria Package (DCP) that will accompany the RFP. The DCP is currently being bid out with professional design firms and the RFP is expected to be issued in late 2015/early 2016.



**Corrections  
&  
Rehabilitation**

**CORRECTIONAL FACILITIES ESTIMATED REPLACEMENT COSTS**

(Costs do not include project administration costs or demolition of existing structures)

Priority  
Order:

1	Project:	<b>KROME DETENTION CENTER</b>	
	Estimated Cost:	\$ 453,750,000	
	Square Footage:	1,015,000	
	Capacity:	2,500	
	Description:	Low-rise detention facility, multi-use high to low level security, including segregation, dormitory and direct supervision. Project includes central support facility, providing laundry, commissary, maintenance, food service and warehouse space that nullifies private leases.	
Other Information:	70 buildable acres with 30 acres of lakes. Infrastructure (water/sewer) in place for 12,000 inmates. Site preparation completed in 1990's.		

2	Project:	<b>TRAINING &amp; TREATMENT CENTER</b>	
	Estimated Cost:	\$ 267,750,000	
	Square Footage:	595,000	
	Capacity:	1,700	
	Description:	Mid-rise detention facility, multi-use high to low level security, including segregation, linear intermittent surveillance and direct supervision. A new facility would also serve as the centralized intake facility for all inmate booking in Miami-Dade County.	
Other Information:	Built in 1952. The Departments oldest facility that has 14 buildings and sits on a 10 acre site. Buildings are mid to Low level security and use direct supervision and linear intermittent surveillance. Considered unconstitutional by DOJ standards, the facility has received its 40 year recertification by RER. The Boot Camp Program is collocated on this facilities grounds and would require consideration when decommissioning this facility.		

2	Project:	<b>BOOT CAMP</b>	
	Estimated Cost:	\$ 39,375,000	
	Square Footage:	87,500	
	Capacity:	250	
	Description:	Paramilitary program for young men and women offenders between the ages of 14 and 24, who have been adjudicated as an adult. Direct supervision surveillance is used in supervising this population.	
Other Information:	Repurposed building on Training & Treatment Center lot completed in 1995. This facility sits on the land plot adjacent to the Training and Treatment Center, which would require relocation if Training & Treatment Center were decommissioned.		

3	Project:	<b>PRETRIAL DETENTION CENTER</b>	
	Estimated Cost:	\$ 78,750,000	
	Square Footage:	175,000	
	Capacity:	500	
	Description:	Multi-use high to low level security, Direct supervision and Linear intermittent Surveillance,. Project to be incorporated into a Criminal Justice Complex. Parking would be required as part of the Criminal Justice Complex.	
Other Information:	Built in 1961. The Departments second oldest facility. Containing a multi-year capital renovations plan not inclusive of a Forty Year Re-Certification.		

4	Project:	<b>WOMENS DETENTION CENTER</b>	
	Estimated Cost:	\$ 39,375,000	
	Square Footage:	87,500	
	Capacity:	250	
	Description:	The Women's Detention Center was built in 1982 with the intent of housing pretrial adult and juvenile female detainees in a podular intermittent setting.	
Other Information:	Currently this facility is being repurposed to provide office space for the Pretrial Service Bureau and the Monitored Release Unit as part of cost savings in lieu of a private lease.		

**CORRECTIONAL FACILITIES ESTIMATED REPLACEMENT COSTS**

(Costs do not include project administration costs or demolition of existing structures)

Priority  
Order:

5	Project:	<b>METRO WEST DETENTION CENTER</b>	
	Estimated Cost:	\$ 351,855,000	
	Square Footage:	781,900	
	Capacity:	2,234	
	Description:	MWDC is the Departments largest facility and has the rated capacity of 2234 inmates in a Direct supervision setting.	
Other Information:	The first building was completed in 1991 and the second completed in 1993. MWDC is in good condition and has several capital replacement project that are currently on-going.		

6	Project:	<b>TURNER GUILFORD KNIGHT CORRECTIONAL CENTER</b>	
	Estimated Cost:	\$ 157,500,000	
	Square Footage:	\$ 350,000	
	Capacity:	\$ 1,000	
	Description:	Currently a Multi level security facility, Intake Center, Medical Housing , Clinic and Metal Health Housing, Video Courts. Average population 800.	
Other Information:	Built in 1989. TKG is one the Departments most advanced facilities. The facility is for the most part in good shape with several capital improvement items in progress. Current population is low due to ongoing construction and renovations.		

7	Project:	<b>NORTH DADE DETENTION CENTER</b>	
	Estimated Cost:	\$ 39,375,000	
	Square Footage:	\$ 87,500	
	Capacity:	\$ 250	
	Description:	The NDDC Facility is currently unoccupied, with a pending recommendation of demolition.	
Other Information:	Built in 1974. This facility sits on a 3-acre site. A forty-year recertification is pending for this facility, which is currently unfunded.		

<b>MDCR UNFUNDED PROJECTS</b>
-------------------------------

NDDC RENOVATION	\$ 1,600,000
RESURFACE ON-SITE ROADWAYS AND PARKING AREAS	\$ 800,000
CONSTRUCT CENTRAL INTAKE COURT HOLDING FACILITY	\$ 400,000,000
PURCHASE MOBILE COMMAND POST	\$ 600,000
REPLACE EQUIPMENT AND FURNITURE AT MWDC	\$ 390,000
NDDC DEMOLITION	\$ 300,000
LIGHTING AND SECURITY ENHANCEMENTS	\$ 600,000
UPGRADE EXTERIOR LIGHTING FIXTURES AT MWDC	\$ 150,000
INSTALL DEADENERS THROUGHOUT TGKCC	\$ 1,440,000
VIDEO VISITATION PROGRAM	\$ 9,000,000
WDC INFRASTRUCTURE RETROFIT	\$ 645,000
REPLACE BATHROOMS IN THE TEMPORARY HOUSING UNITS AT T&TC	\$ 200,000
REPAIR DRAINAGE SYSTEM AT THE T&TC	\$ 1,000,000
FITNESS CENTER AT T&TC	\$ 250,000
REPLACE SECURITY AT WDC	\$ 5,000,000
RESTROOM EXPANSION AT T&TC	\$ 100,000
TGKCC PARKING AND SPACE ENHANCEMENT	\$ 550,000
TOTAL	\$ 422,625,000



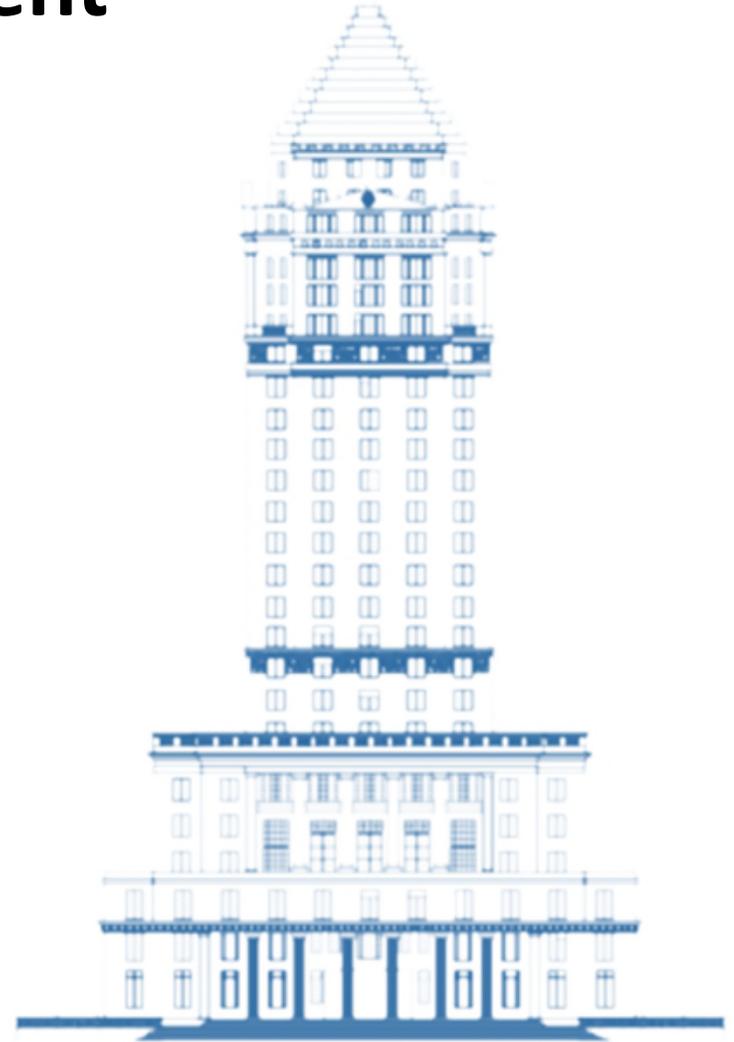
# **Courts**

# Internal Services Department

**Tara C. Smith, Director**

#ISDWhoWeAre

- 11 Courthouses
- Civil Court Needs Prioritized
- Courts Capital Infrastructure Task Force
- P3 Task Force
- Master Planning
- Visioning for the Future

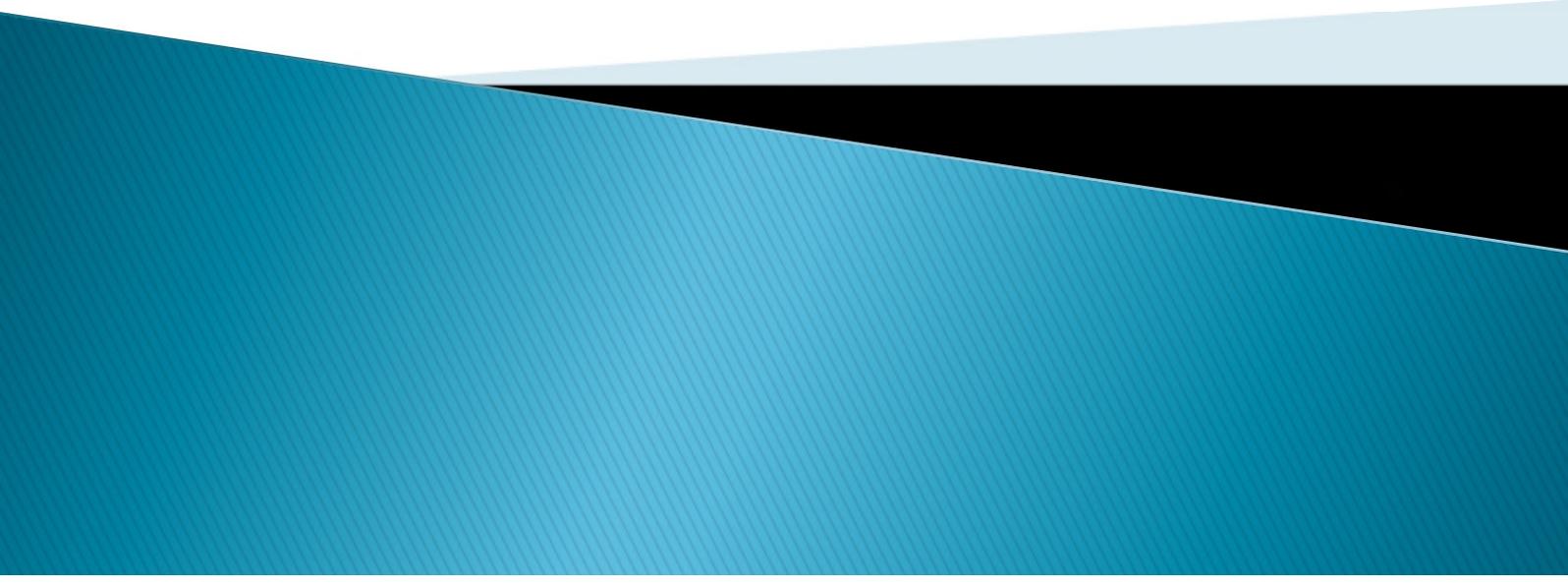


# Miami-Dade Children's Courthouse





# **Cultural Affairs**



# Miami-Dade County Department of Cultural Affairs

## P3 Project Opportunities

- African Heritage Cultural Arts Center, 6161 N.W. 22nd Ave, Miami
- South Miami-Dade Cultural Arts Center, 10950 SW 211th St., Cutler Bay
- Miami-Dade County Auditorium, 2901 West Flagler St., Miami
- HistoryMiami/Cultural Center, 101 West Flagler St., Miami

Michael Spring  
Senior Advisor, Miami-Dade County Office of the Mayor  
Director, Miami-Dade County Department of Cultural Affairs

111 N.W. First Street, Suite 625  
Miami, FL 33128  
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[MS4@miamidade.gov](mailto:MS4@miamidade.gov)

# Miami-Dade County Department of Cultural Affairs - P3 Projects

## African Heritage Cultural Arts Center



Construction of a new, 50,000 sf state of the art “replacement” cultural center on the eastern side of the property, estimated to cost \$15 million.  
Opportunity for a mixed-use development

## Miami-Dade County Auditorium



Opportunity for a multilingual bookstore/café in the 4,000 sf lobby of the theater in the heart of Little Havana with guaranteed customer base of approximately 160,000 annually

## South Miami-Dade Cultural Arts Center



Opportunities for property acquisition and mixed-use development across the street from the Center; Development opportunities include: Boutique hotel, Restaurant / café, Parking garage, and Outdoor performance canopy on waterfront concert lawn

## HistoryMiami/Cultural Center



Expansion of museum and reconfiguration of cultural center complex to achieve greater pedestrian access. Opportunity for mixed-use development at the terminus of the All Aboard Florida project

Michael Spring  
Senior Advisor, Miami-Dade County Office of the Mayor  
Director, Miami-Dade County Department of Cultural Affairs

111 N.W. First Street, Suite 625  
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[MS4@miamidade.gov](mailto:MS4@miamidade.gov)



# **Libraries**

# P3 Project Opportunities



City of Doral Branch Library



Little River Branch Library



Coffee & Concessions

Gia Arbogast, Director  
 Ray Baker, Assistant Director  
 Kimberly Matthews, Assistant Director

101 West Flagler Street  
 Miami, FL 33130  
 305-375-5026  
[arbogast@mdpls.org](mailto:arbogast@mdpls.org)  
[baker@miamidade.gov](mailto:baker@miamidade.gov)  
[kmatthews@mdpls.org](mailto:kmatthews@mdpls.org)



# Miami-Dade Public Library System P3 Project Opportunities



## City of Doral Branch Library

Library looking for land and construction partners in the Doral area for construction of a new branch using existing construction funding; open to ventures with ongoing and future mixed-use developments in Doral.

## Little River Branch Library

Little River area quickly becoming an extension of the Design District, with an art-centric and cultural focus. Library owns property in this area that could serve as a key element of a partnership to construct a replacement branch in Little River.



## Coffee & Concessions at Libraries

Library's focus is on providing amenities that will delight our patrons and create comfort and ambience. Establishing a viable business model with local or national coffee chains, snack shops, etc., is an amenity that is in demand



**Miami-Dade  
County Public  
Schools**

# Media Advisory



Miami-Dade County Public Schools

Office of Public Relations • 1450 N.E. 2nd Avenue, Miami, FL 33132 • 305-995-1126 • [dadeschools.net](http://dadeschools.net)

## FOR IMMEDIATE RELEASE

Wednesday, April 15, 2015

**CONTACT:** Daisy Gonzalez-Diego  
Miami-Dade County Public Schools  
305-995-2060

### M-DCPS FACILITIES PROJECTS CREATE SCHOOL EXPANSION, PARTNERSHIPS

MIAMI – The Miami-Dade County Public Schools (M-DCPS) Office of School Facilities will move forward to further explore several potential public/private partnerships approved by the School Board at the April meeting. These partnerships, which aim to expand school choice opportunities for students and parents, include the following:

- A partnership with the City of Doral and Flordale, LLC to build and subsequently own and operate a K-8 facility on an approximate 4-acre site located in Doral proper, through a property trade for which the school site would be exchanged for property owned by the Board and with additional compensation to the Board.
- A funding partnership with public and private not-for profit entities for the possible redevelopment of the Henry S. West Laboratory School campus, including possible campus reconfiguration, expansion and other redevelopment opportunities focusing on future joint use of facilities.
- A possible collaboration with the City of Miami and the Brickell development community that would explore school capacity amplification options in connection with proposed high rise condominium development in the general Brickell area. The real estate market resurgence in South Florida and specifically in the City of Miami's Brickell corridor and Downtown core is expected to bring thousands of residential units on line over the next decade, in turn creating the need for expanded school capacity.
- A partial property sale or long-term ground lease that monetizes the value of the site where the Design and Architecture Senior High School (DASH) is located and generates sufficient funding to expand DASH and provide greater access to this top-rated choice program for considerably more students. The expansion also would consider the possible creation of on campus post-secondary design and architecture scholastic opportunities for DASH students.

# # #

15-DGD/243/TTR



[Back to News Releases](#)



**Parks  
&  
Recreation**

## 1. Haulover Park

Miami-Dade County Parks, Recreation and Open Spaces is seeking a Master Developer to assist in the development and improvement of Haulover Park.

The developer will manage the County's phasing and implementation of the master plan. In 2012, the Board of County Commissioners approved an updated master plan for the park; including two restaurants, a pier, 130 slip full service marina and break wall, waterfront promenades, parking garage, skate park, great lawn for events, improved infrastructure, dry stack boat storage, a public boat launch, boating amenities and a dog park.

Haulover Park is a 188-acre Heritage Park with lands fronting both the Atlantic Ocean and the Intra-coastal Waterway. With 1.5 miles of ocean front and marinas, the park serves as a regional attraction. Boaters utilize the public boat launch and dry stack storage facilities to reach the only ocean access point from the Intra-coastal Waterway between Government Cut in Miami Beach and Port Everglades in Ft. Lauderdale.

### Developer Opportunities

- Ocean front restaurant on a 1-acre site with 9,000 sq. ft. service area.
- Marina restaurant on the Intra-coastal Waterway, 5,500 sq. ft. service area.
- Two (2) 1,500 sq. ft. concession stands for food & park amenities located on the Bay.
- Multi-level parking garage for 1,000 car spaces & lined with recreational amenities.

### Beach Restaurant and Pier

The Restaurant Location is comprised of a one (1) acre restaurant site located in the south easternmost point of the Park, immediately adjacent to the Atlantic Ocean beach to the east and the Bakers Inlet to the south. The Location formerly supported the old Lighthouse Restaurant that successfully operated in the Park until the mid-1970's.

Restaurant/Retail Facility. In order to complete General Plan requirements, the Restaurant shall be constructed at the intersection of the Promenade, Sunny Isles Beachwalk and jetty. The Restaurant premises shall not exceed one (1) acre (43,560 SF) in size, inclusive of all indoor/outdoor food and beverage service, related retail, open recreational area, back of house support and perimeter buffer. Since this area is a named exception to Article 7 of the Miami-Dade County Code, the indoor and enclosed portion of the built Restaurant may range between 4,000-9,000 square feet, inclusive of ancillary retail space. The outdoor and non-enclosed food, beverage and recreation activity areas of operation may comprise the balance of the restaurant footprint, but all such design and construction shall be sea turtle compliant.

**Haulover Park (continued)**

Beach Restaurant and Pier

In order to complete General Plan requirements, the Pier must be materially related to the construction and operation of the Restaurant. This means the Pier entrance must be designed and constructed as part of the Restaurant and accessed from the same parking area. The entirety of the Pier cannot exceed 19,000+ SF along its 800+ LF length.

Marina Restaurant and Public Restroom

The Restaurant and Public Restroom design shall comply with all the design parameters and building requirements in the Haulover Park Design Guidelines (HPDG). The selected Proposer shall abide by the restrictions contained in the HPDG (see Attachment E) which include, but are not limited to:

- The Restaurant shall have a total footprint area of approximately 11,900 square feet designed as follows: Design and develop an outdoor waterside restaurant of approximately 5,500 square feet which shall include a full-service enclosed kitchen of approximately 2,500 square feet, an approved covered outdoor dining of approximately 3,000 square feet, and a restroom for restaurant patrons that comply with all applicable building.
- Ensure the Restaurant and the public restroom is fully compliant with Florida Building Code Chapter 11 ADA and with Miami-Dade County Implementing Order 8 Sustainable Buildings Program.
- Ensure that the public restroom, to be completed by the selected Proposer, is design and develop south of the restaurant. (After completion of the public

**Haulover Park (continued)**

restroom, the County will be responsible for the maintenance and upkeep of the public restroom.)

Probable cost for Partial Master Plan Improvements, Phase 1A to Phase 5.

- Parking garage in support of future restaurants TPC = \$29M
- Infrastructure and Pedestrian -Vehicular Circulation Areas in support of future restaurants TPC = \$2M
- Restaurant Site @ SE Section of Park Site (near proposed bridge) - Measured Area 31,500 SF (0.72 Acre) including interior/outdoor/green space. Probable Cost, \$400/SF = \$12.6M
- Restaurant Site @ Marina Section of Park Site - Measured Area 46,100 SF (1.06 Acre) including interior/outdoor/green space. Probable Cost, \$400/SF = \$18.44M
- Bridge/Fishing Pier, \$6.5M

## **2. Miami-Dade Regional Soccer**

The County is seeking to form a public-private partnership to develop, construct, manage and operate a high quality soccer complex that serves as a year-round premier facility to address the shortage of facilities available for the ever-increasing number of youth and adult soccer players in local and travel leagues. As envisioned, the Miami-Dade Regional Soccer Park will be open to the public, will promote skill building for all level of users and will be open to professional, semi-professional, college, league and recreational use. The facility will also be available for exhibitions, tournaments and team development programs and will include on-site lodging. The location occupies a prominent area within western Miami-Dade County, near recreation open spaces, tourist attractions, food service, lodging and major transportation corridors (Palmetto Expressway and Homestead Extension of the Florida Turnpike). Located in the western outskirts of the County, the park is near the City of Doral Town Center development, a sophisticated new urban center complete with shops, restaurants and family oriented hotels. It is also within proximity to the Trump National Doral, a prestigious 800 acre resort with four championship golf courses.

General and Project Description: Regional Soccer Park

The Miami-Dade Regional Soccer Park Miami-Dade Regional Soccer Park is a 47.33 acre site located at NW 87th Ave. / NW 62nd. St. in the City of Doral. The property is intended to be developed into a world class soccer tournament facility.

Single Purpose Park Development, to include:

- Protect existing Native Trees and FPL Main Distribution Power Poles to remain
- Site Clear & Grub
- Excavation of Retention Areas, Spread excavated material as needed, providing there is NO CONTAMINATION
- Underground Utilities
- Grading
- Park Lighted Access Road
- Lighted Concrete Walkways
- 841-Lighted Parking Spaces, and 295-Overflow Parking Spaces w/Grass Pavers
- 225' x 345' - 7 Ea - Natural Turf Lighted Soccer Fields
- 240' x 360' - 1 Ea - Natural Turf Lighted Soccer Field / Stadium w/ 3000 Seats Grand Stand Bleachers; Accessible Press Box; 2-Restroom Buildings;
- 1-Large Concession Building; and Office and Employee Area
- Event Space Building
- 2-Large Pavilions and 1-Small Pavilion
- Academy Building with Storage and Enclosed Dumpster Area
- Maintenance Yard Allowance
- New 8'H Access Control Chainlink Fence w/Windscreen & Access Gates;
- Ticket Booth;
- 2-Park Gateway Signs;

**Miami-Dade Regional Soccer (continued)**

- Signage and Landscaping Allowance.
- Excluded: Fill and FF&Es
- 

Longer term scheduled use of the facilities and/or fields for select teams may be considered. Specific components which should be included in the soccer complex proposals and may be phased in over time for the park are as follows:

- Up to seven tournament sized fields,
- No less than one stadium field,
- Field houses,
- Training/fitness/rehabilitation facility,
- Lodging,
- Concessions/retail
- Awards area,
- Parking, and
- One maintenance compound.

### **3. West Kendall District Sports Park (WKD)**

The County is seeking information and ideas to partner with interested parties to develop a world class multi-sports complex, with up to six lighted multi-sport fields, two stadium fields with grandstand bleacher and press box, youth play areas, picnic areas, concession and fieldhouse building, an extensive open space and connection to the regional trail network. WKD, a 164 acre property located west of SW 157th Avenue and north of SW 120th Street, in the southwest portion of unincorporated Miami-Dade County will serve youth and amateur soccer, lacrosse, football, rugby and various other long field-specific sports teams. A recent market analysis reveals that the local population participates in soccer-related activities (such as playing and watching on TV) at a relatively high rate compared to the rest of the U.S. This sports complex is expected to strengthen Miami-Dade County's draw as a major sports and recreation destination.

General and Project Description: West Kendall District Park

PROS is seeking information and ideas to partner with the County in capital development, programming, and operation of a major regional sports park. The County seeks to accomplish the following objectives:

- Advance the development of the Park
- Advance the play of sports within the County
- Provide economic development
- Provide revenue to PROS

Partial Park Development in Support of Soccer Fields, to include:

- Underground Utilities, Drainage, Signage and FF&Es
- Lighted Access Road
- Lighted Parking Lot
- Synthetic Turf Athletic Fields (4 Large and 2 Small)
- 6-Lighted Multipurpose Fields
- 2-Stadium Fields, Lighted W/ Grandstand Bleacher and Press Box
- Concession Field House
- Maintenance Yard

#### **Phase 1**

Phase 1A, Program Phase, a +/- 63 Acres Site, to include: Excavation of proposed Lake and Rip-Rap Allowance; use of excavated material to fill Phase 1A Area to a 3'H Elevation and proposed 12'W Lighted Greenway Trail to a 4'H elevation; Leave balance of excavated material on stock pile for future Phase 1B; Vehicle Access Road and 180 Ea. Lighted Parking Lot; Pavilion; Medium Restroom Building; Sod and Allowance for Shaded Picnic Area.

Phase 1B, Complete Site Fill & Grading, +/- 101 Acres, to include: use of the balance of the excavated material from Phase 1A, spread and compacted, to obtain an average height of 2 feet as noted. Provide temporary protection and silt fence as needed, and complete Access Control Fence

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**West Kendall District Park (WKD) (continued)**

**Phase 2**

Phase 2 consists of development of 92 acres in the center of the park in accordance with the Master Plan. This area will be filled and greened as part of Phase 1; however, until a programming partner is established, the area will not be fully developed. Possible programming partnerships may include a wide range of field sports clubs such as soccer, football, lacrosse, baseball, basketball, and tennis. The approximate cost to develop Phase 2 is \$80 to \$110 million dollars, depending on the type of program established.

#### 4. The Underline

The County is seeking partners to develop the Underline Project. The project consists of developing a masterplan for a 10 mile linear park directly under the Metrorail and concept plans for 2 pilot projects areas - Brickell Back Yard (Miami River to 13th street) - and UM Colonnade ( Stanford Drive to 57th Ave).

When completed, the Underline will be the country's longest under-rail, world-class urban trail and linear park directly related to transit. The 10-mile corridor will be the only multi-modal transportation connector in Miami-Dade County connecting the county's southern end Kendall Area to downtown Miami. The Underline 10 mile span serves 400,000 residents within a 10 minute walk. Its unique connection to 8 Metrorail transit stations provides access to all county residents via public transit. The Underline runs through the cities of Miami, Coral Gables and South Miami, and will provide over 100 acres of new park space serving both residents and tourists as a destination iconic park space.

Urban green spaces and trails are proven to produce substantial returns on investment through increased values for adjacent properties resulting in substantial incremental increases in tax receipts. Examples include New York City's High Line, the Atlanta Beltline, and Chicago's 606. The goals of The Underline include promoting safety, health and well-being of County residents and visitors by providing a safe walkable and bike-able corridor that also promotes mass transit opportunities. It will provide a world-class multimodal corridor and linear park modeled after successful linear parks such as the High Line and the 606 Trail. Amenities include a widened, straightened and lighted path, improved crosswalks, and transformation of the existing M-Path into an iconic public park space providing recreational options for pedestrians and cyclists along the trail that connects a series of park nodes.

The development of this public asset into a linear park would serve the community with purposeful green space and serve as a catalyst for meaningful mixed-use transit-oriented development of the eight Miami-Dade Transit Metrorail stations along the proposed path. Transit-oriented development at these Metrorail stations will create an urban environment for commuters, residents, workers, and visitors that integrates quality amenities and enhances lifestyle and mobility by providing easily-accessible transit connections to commercial, cultural and residential venues throughout the County.

General and Project Description: The Underline

The Underline will transform the land below Miami Metro Rail from Brickell to South Dadeland Station into a 10 mile linear Park and urban trail which will consist of providing a safe multi modal trail for bicyclist and pedestrian. The project will consist in developing a masterplan for entire 10 mile length and concept plans for 2 pilot projects areas - Brickell Back Yard (Miami River to 13th street) - and UM Colonnade ( Stanford Drive to 57th Ave). PROS is managing the project along with Friends of The Underline coordinating all efforts with Transit, PWWM and FDOT. The masterplan / framework plan will include but are not limited to the following:

- provide standards and overall vision of the corridor

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**The Underline (continued)**

- overall budget
- alternative funding sources
- suggestions of phasing work
- Plant and tree palette
- ROW Survey
- Topographic Survey for two pilot project areas
- Economic impact studies

**Commission Districts: 5 & 7**

**Current Project Status as of Date:**

Meetings: 6-23-15 and 6-25-15 Draft Framework Plan  
Framework planned to be completed September 2015

#### 4. Ludlam Trail

General and Project Description: Ludlam Trail

The Ludlam Trail corridor provides a unique opportunity to develop a multi-use trail through the heart of Miami-Dade County within former FEC railroad right-of-way. The trail will provide a safe dedicated and direct route for cyclists and pedestrians to schools, parks, work and shopping. The proposed trail connects more than 32,000 people in a 1/2 mile walkable service areas to 5 greenways, 5 schools, 4 parks and 2 transit hubs. The subject corridor extends approximately 6± miles near the south side of Miami International Airport, just south of the Dolphin Expressway to the Dadeland Mall area. The entire length of the corridor is currently owned by Florida East Coast Railway (FECR) and Flagler Development Group (subsidiary of Florida East Coast Industries (FECI)). The entire corridor is in Miami-Dade County, Florida commencing at NW 7th Street and terminates near Dadeland Mall, at the Snapper Creek Canal, approximately 6± miles in length. A portion of the corridor, north of SW 8th street does lie within the city limits of the City of Miami.

- The corridor runs through an urban/suburban area. Its 6 ± miles are mostly 100 feet wide, level, and cross numerous streets at grade. The entire land acquisition cost could range from a nominal annual lease payment in a lease option to buy scenario to an estimated \$50 million depending on the negotiations with the owners of the property, Flagler Development Group / Florida East Coast Industries (FECI) and the results of the CDMP Amendment process.
- The acquisition will help the conversion and activation of this abandoned railway corridor into a continuous trail throughout the entire 6± mile corridor with 80% of the land in Commission District 7 being linear park and trail and 20% being development with trail and 75% of the land in Commission District 6 being linear park and trail and 25% being development with trail. All private development to occur near nodes and major street intersections, intended to connect and integrate with abutting uses.
- The northerly portion of the corridor crosses through primarily industrial uses intermixed with small single-family residences and duplexes. Where the corridor crosses collector roads, commercial uses are found. As the corridor extends south, most uses become single-family residential, progressing into estate lots south of SW 56th Street and multifamily uses just north of Dadeland Mall. The south end of the subject corridor is near the Metrorail Line, which runs southwest/northeast. The subject provides a nearly direct corridor link between the Dadeland Mall, Metrorail, and the Miami Intermodal Center (MIC) on the east side of Miami International Airport. Commission Districts: 6 & 7  
Current Project Status as of Date: Land Acquisition

## **5. Amelia Earhart Extreme Sports Park**

The Parks, Recreation and Open Spaces Department is seeking information and ideas from interested parties that are willing to partner with the County in capital development, programming, and/or operation of facilities or programs within Amelia Earhart Park to continue its growth as an extreme sports/action adventure mecca for passionate athletes. Thanks to Florida's year-round warm climate, Miami-Dade County is a natural magnet for thrill-seeking extreme sports enthusiasts. As sports enthusiasts hunt for ever-more-hardcore events to test their physical limits, it's a pastime that has gained popularity in the past five years. As envisioned, this park will include a variety of pulse racing activities and extreme adventure recreational activities including: rock climbing, rugged mountain biking trails, zip lines, ropes course, tower jumps, river rafting, skate boarding, obstacle courses and a family aquatic center.

The park has been evolving into an exciting extreme action sports park. It currently includes a watersport complex and rugged mountain-bike trails with mountain bikes available for rent. It is also home of the popular Soccer 5 mini-soccer complex providing a revolutionary small-sided game on enclosed 4G turf fields, and much more. The 515-acre Amelia Earhart Park also features five crystal blue lakes; picnic pavilions; an 18-hole disc golf course; a five-acre fenced dog park; a multi-use recreational pathway; and the popular Tom Sawyer's Play Island for kids. The park is also home to the Bill Graham Farm Village. We have recently completed Phase 2 of a three-phase soccer complex that will ultimately include eight soccer fields and supporting buildings and lighted parking.

### General Description:

Amelia Earhart Park is a 515 acre district park located at 401 E 65th Street in Miami-Dade County. The Park serves as a regional sports facility as well as passive park for the region. The park currently provides venues for extreme sports activities including mountain biking and wakeboarding. To further expand the opportunities for extreme sports, and in support of the other amenities in the park, PROS is contemplating the development of a large scale recreation center (+/- 100,000 safe) and a large scale aquatics facility. The location of these facilities is generally located along E 65th Street with the final location to be determined by a general plan update that is currently in process by the Department.

### Combination Regional Competition and Family Aquatic Facility

The Regional Competition and Family Aquatic Facility would be developed as a part of the planned regional Recreation Center. Large multi-purpose recreation centers or mega centers would serve a broad regional need, would range in size from 40,000 sf to 70,000 sf, and include, in most cases, an aquatic feature.

The objective of the aquatic development at Amelia Earhart Park would be to provide top-of-the-line aquatic facilities for regional swimming and diving competition and special events while also providing an aquatic destination for families that live in adjacent communities.

The following would be typical uses of this type of facility and associated square feet of those spaces.

Miami-Dade County  
Parks, Recreation and Open Spaces Department  
Public/Private/Partnerships (P3) Opportunities

**2015**

Amelia Earhart Extreme Sports Park (continued)

<b>General Facilities</b>	SF	<b>Diving Areas</b>	SF
Deck space	40,000	Diving Well	3,500
Stands for 2,000 spectators	4,500	Diving boards	112
Storage	2,250	Diving platform	140
Concessions	700	Diving training area	600

**Amelia Earhart Park (continued)**

Locker rooms	2,000	Diving warm pool	300
Restrooms for spectators	1,000	<b>Splash Pool</b>	
<b>Competitive Pool</b>		Water playground	2,000
100 meter pool	12,600	Water slide	400
Electronic scoreboard	n/a	Zero depth entry tot lot pool	400
Lighting	n/a	Lounge area	3,000



## 6. Fitness Center Sites

The Department has for many years successfully partnered with many entities to acquire funding and resources to develop, operate and maintain various parks and facilities. These have ranged from combined operations to single operations. The development of mega and community centers offers yet another opportunity to more efficiently utilize public-private initiatives. Partnership entities could include any or all of the following alternatives.

- Recreational partners: YMCA, Boys and Girls Club, Alonzo Mourning Charities, Children's' Trust
- University partners: Florida International University, University of Miami, St. Thomas University, Barry University
- Developer partners: Kendall Town Center, Housing Agency

In 2010, the Miami-Dade Park, Recreation and Open Spaces Department was developing a revised approach to the development of community recreation centers. Rather than rely on an aggregate of smaller, less equipped centers in parks as it historically had done, the Department was now considering the construction of a select number of larger regional recreational centers. The proposed regional center included space for lobby, administrative offices, concessions, exercise and fitness area, health and wellness, gymnasium and game courts, indoor swimming pool, aquatic playground, banquet and rental rooms, and classrooms.

Large multi-purpose recreation centers or mega centers serve broad regional needs, would range in size from 40,000 sf to 70,000 sf, and include, in most cases, some or all of the following components.

### **Range of 40,000 to 50,000 SF**

- Gymnasium (1 basketball court)
- Fitness and exercise areas
- Art, Dance, Music Studios
- Game Room
- Indoor walking track
- Banquet Room
- Multi-purpose rooms

### **Range of 50,000 to 70,000 SF**

- Gymnasium (2-3 basketball court)
- Fitness and exercise areas
- Art, Dance, Music Studios
- Game Room
- Indoor walking track
- Indoor/Outdoor Swimming Pool
- Large Indoor Aquatic Playground / adjacent party rental rooms
- Banquet Room
- Multi-purpose Rooms

Capital development costs, depending on the size and scope of the facility, could range from \$15 million to \$25 million to construct and more than \$1,000,000 to operate annually.

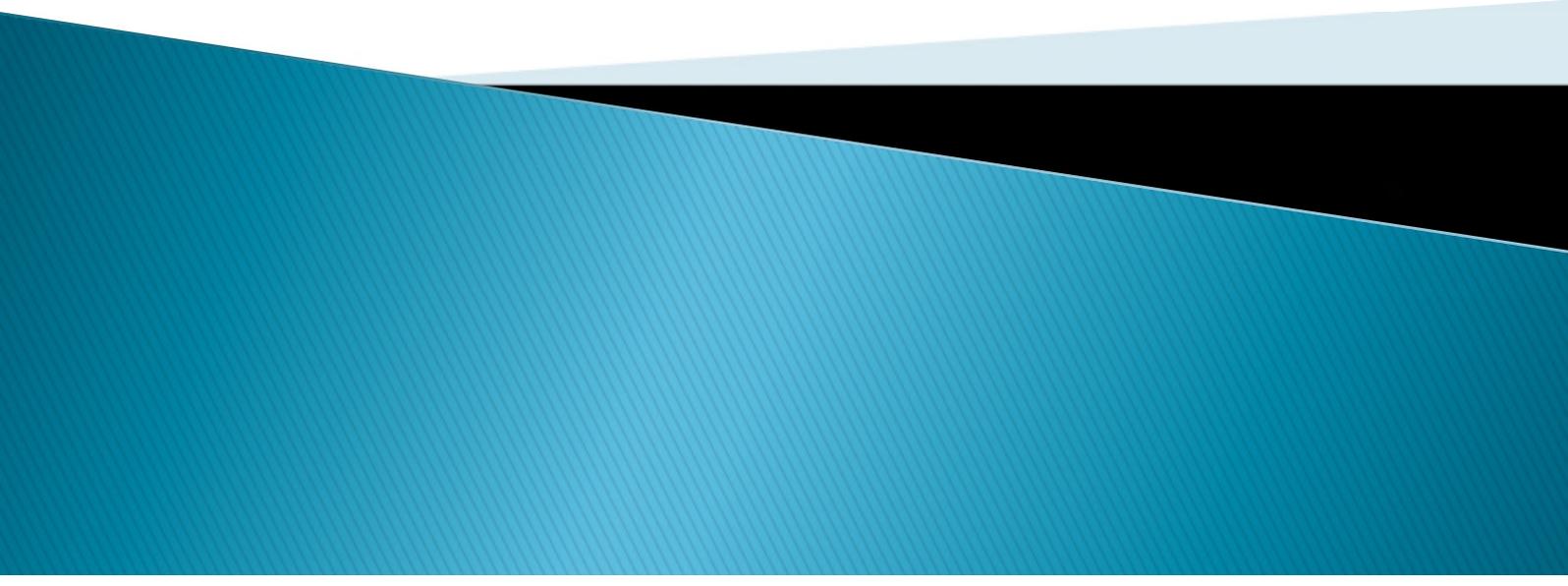
The locations being considered for the proposed recreation centers are:

Kendall Indian Hammocks Park  
Ives Estates park  
Tamiami park  
Tropical Park

West Kendall District Park  
Chuck Pezoldt Park  
Amelia Earhart Park  
Homestead Air Reserve Park



# **Port of Miami**



**PortMiami  
Potential P3s**

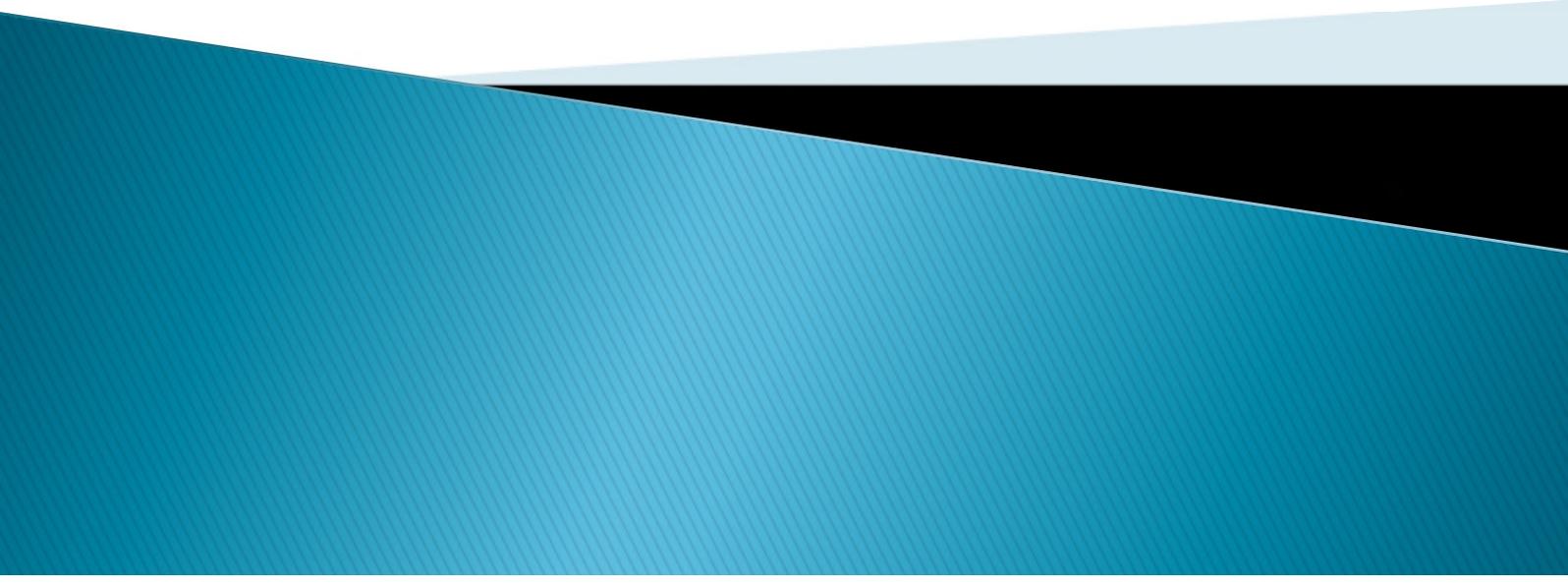
Project:	New Cruise Terminal and Berth
Estimated Cost:	\$150 million
Description:	Construction, operation and maintenance of a new cruise terminal, parking garage, and berth
Other Information:	DBOMT: Cruise terminals are traditionally financed by ports and backed by long-term cruise line guarantees. In recent years (though primarily overseas), some cruise lines have shown willingness to take a controlling roll in designing, building, operating, maintaining and transferring cruise facilities. In this instance, there would still likely be port involvement in the financing component.

Project:	Port of Miami Gantry Cranes
Estimated Cost:	\$45 million
Description:	Purchase of new cranes; operation and maintenance of new and existing cranes.
Other Information:	POMT: Many models exist at ports for the ownership and operation of gantry cranes. Currently, PortMiami uses a fully-owned sub-entity to operate cranes, which requires PortMiami to finance all new crane purchases. This model would transfer operating risk and capital costs to a private entity in exchange for residual or guaranteed revenue stream.

**Additional projects to be discussed during the conference.**



# **Public Works**





miamidade.gov

Public Works and Waste Management Department  
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## Public-Private Partnerships (P3)

### Potential Capital Projects – County Infrastructure within the Public Right-of-Way

The Public Works functions of the Department are responsible for:

- Engineer, construct and maintain over 3,200 miles of paved County roads, bridges and canals, along with the traffic signals and signage that support them
- Operate and maintain 209 bridges; 8 movable, 7 culvert, 14 pedestrian and 180 fixed
- Manage the County’s Stormwater Utility including drainage for flood and water quality.
- Manage traffic County-wide through studies and related traffic designs for road safety and capacity improvements
- Maintain and manage over 4,000 traffic control devices throughout Miami-Dade County including over 2,800 Traffic Signals and over 850 School Zone Flashing Signals
- Maintain over 24,600 streetlights on the County’s arterial road networks
- Manage over 750,000 traffic control signs and street name signs county-wide

### Potential P3 Bridge/Causeway Projects

Project	Venetian Causeway
Estimated Cost	\$130 million
Description	Project consists of the replacement of the existing bridges on the Venetian Causeway and the maintenance of the entire Causeway.
Other Information	The Venetian Causeway is a tolled facility. The Florida Department of Transportation (FDOT) is currently conducting a Project Development and Environment Study which could potentially lead to Federal/State funding for the project. Additionally, the County is currently securing a Design-Build contract to effectuate the replacement of the westernmost 730’ of the West Venetian Bascule Bridge. There are no funds currently assigned to the balance of the Project.

Project	Rickenbacker Causeway
Estimated Cost	\$95 million
Description	Project consists of replacing the existing Bear Cut and West Bridges along the Rickenbacker Causeway, and the maintenance of the entire Causeway excluding the East and West Fishing Pier as included below.
Other Information	The Rickenbacker Causeway is a tolled facility. These bridges were recently rehabilitated by the County, providing a twenty year life span. There are no funds currently assigned to the Project.

Project	East Fishing Pier Replacement - Rickenbacker Causeway
Estimated Cost	\$5 to \$10 million
Description	Project consists of demolishing the remaining old Bay Bridge on the Rickenbacker Causeway currently being used as a Fishing pier. Potential improvements could include additional amenities (i.e., restaurant).
Other Information	The Rickenbacker Causeway is a tolled facility. These bridges were recently rehabilitated by the County, providing a twenty year life span. There are no funds currently assigned to the Project.

<b>Project</b>	<b>West Fishing Pier Replacement - Rickenbacker Causeway</b>
Estimated Cost	\$5 to \$10 million
Description	Project consists of the construction and operation of a public fishing pier with restaurant and bait shop facilities on the Rickenbacker Causeway to replace the fishing pier demolished in 2007.
Other Information	The Department is interested in the private sector designing, building, and operating the project with annual royalties or fees going to the Rickenbacker Fund. This project is in an initial market research stage.

<b>Project</b>	<b>Convert Toll Plaza Office to Restaurant or other use - Venetian Causeway</b>
Estimated Cost	\$500,000 to \$1 million
Description	Project consists of converting the existing surplus Venetian Toll Plaza Office to a restaurant or other facility.
Other Information	With the conversion to SunPass, the toll plaza office has little usage and can be converted to a restaurant or other facility. The property is waterfront and offers views of the Miami skyline.

<b>Project</b>	<b>Repair and/or replacement of County maintained Sonovoid Bridges</b>
Estimated Cost	\$40 to \$100 million depending on a rehabilitation versus replacement option
Description	Project consists of 84 sonovoid bridges throughout the County that are in need of structural repairs or replacement. Most are functionally obsolete and lack basic safety features.
Other Information	The bridges are located throughout the County. Currently, there is only minimal funding available.

## Potential P3 Traffic Related Projects

<b>Project</b>	<b>New TSS Facility including new Traffic Control Center</b>
Estimated Cost	\$45 million
Description	Project consists of the purchasing of land, or developing existing County land (>5 Acres), to design and construct a new building and traffic control center. Project should include office furniture, warehouse, work areas, IT equipment, backup power, storage yard, fiber optic communication infrastructure, fueling facility and the relocation of the existing operations.
Other Information	TSS is responsible for the operation and maintenance of all traffic control devices, traffic signs, and arterial roadway lights throughout the County. The Traffic Control Center monitors traffic operations and traffic signals on the surface roads throughout the County.

<b>Project</b>	<b>Traffic Signal Support System Upgrades</b>
Estimated Cost	\$73 million
Description	Project consists of upgrading 274 traffic signals from spanwire support systems to mast arm support systems.
Other Information	This project will require the surveying of the existing traffic signals, acquiring right-of-way, and the reconstruction of the intersection to meet all current and applicable standards.

<b>Project</b>	<b>Upgrade of County Traffic Signage</b>
Estimated Cost	\$100 million
Description	Project consists of replacing all County maintained traffic signs with new decorative signage and hardware.
Other Information	There is currently no complete inventory of the traffic signs maintained by Miami-Dade County. Estimates on the number of signs to be replaced are over 1 million signs.

<b>Project</b>	<b>Upgrade of Roadway Lighting to LED Smart Grid Lighting</b>
Estimated Cost	\$50 million
Description	Project consists of replacing all 26,400 County maintained roadway lights with LED smart grid lighting fixtures.
Other Information	The project would include the upgrade of any lighting electrical circuits to current standards, integration of the smart grid technology with the Traffic Control Center, and the development of as-built surveys for all installations.

### **Potential P3 Infrastructure Projects**

<b>Project</b>	<b>Secondary Canal Improvements</b>
Estimated Cost	Approximately \$54 million of identified unfunded needs
Description	Projects consist of improvements to canals throughout the County, to improve the flood protection level of service in areas with chronic flooding and service areas where future development is under way or anticipated.
Other Information	The overall project list is a product of PWWM Stormwater Master Plan modeling and systematic field evaluations of the County's infrastructure. The actual need may be higher.

## **PWWM – Solid Waste**

### **Potential P3 Projects**

PWWM is currently working with ISD on a P3 for Compressed Natural Gas fueling of our heavy fleet vehicles. This project is currently under the cone of silence.

Depending on how you define P3, many of our existing relationships may already qualify such as -

- Operations and Management Agreement with Covanta for the Resources Recovery Facility
- Collection and processing of curbside recyclables by World Waste, Progressive Waste and Waste Management
- Waste disposal agreement with Waste Management, Inc. for use of the Medley and Central Landfills
- Landfill gas to energy project with Ingenco at the North Dade Landfill



**Transit  
&  
Transportation**

**Miami-Dade County  
Transit & Transportation**

Project:	Beach Corridor
Estimated Cost:	\$529 M - \$774 M
Description:	The proposed Beach Corridor transit service will interface with the exiting Metrorail, Metromover and Metrobus systems in downtown Miami. It will also provide a connection to the Miami Intermodal Center/Miami International Airport via Metrorail, to Broward and Palm Beach counties via Tri-Rail, and to the future All Aboard Florida train service that will connect Orlando to Miami via its station in downtown Miami. In Miami Beach, the proposed system will connect to the County's major convention center and provide improved transit service within a highly dense and transit-oriented area.
Other Information:	\$1.5 M has been identified for the Planning phase between FDOT, County, City of Miami, and City of Miami Beach

Project:	STATE ROAD 836 (EAST/WEST)
Estimated Cost:	To Be Determined
Description:	Unfunded: Bus Rapid Transit, Light Rail, or Heavy Rail Upgrade
Other Information:	Funded: Purchase 60 foot buses to extend bus service along SR836 from SW 8 St and SW 147 Ave to the MIC at MIA, install Wi-Fi, bus real-time signs, transit signal priority and build new robust bus stations, Park and Ride/bus terminal \$26.9 M.

Project:	NORTHWEST 27TH AVENUE
Estimated Cost:	To Be Determined
Description:	Unfunded: Bus Rapid Transit, Light Rail, or Heavy Rail Upgrade
Other Information:	Funded: Purchase 60 foot buses to extend bus service along NW 27 Ave from NW 215 St to the MIC; install Wi-Fi, bus real-time signs, transit signal priority; and build new robust bus stations, Park and Ride/bus terminal \$37 M.

Project:	Facilities Modernization
Estimated Cost:	\$44 M
Description:	PARKING GARAGE OVERHAUL, METRORAIL STATIONS REFURBISHMENT AND TRANSIT FACILITES ROOF REPLACEMENT
Other Information:	\$12 M funded

Project:	DOUGLAS ROAD EXTENSION TO MIAMI INTERMODAL CENTER
Estimated Cost:	\$280 M - \$1.5 B
Description:	Enhanced Bus, Bus Rapid Transit, Light Rail, or Heavy Rail
Other Information:	Unfunded



**Water  
&  
Sewer**



## List of Potential P3 Projects for Miami Dade Water & Sewer Department

1	<b>Project Name:</b>	<b>South Miami Heights Water Treatment Plant</b>
	<b>Estimated Cost:</b>	\$150 million
	<b>Project Information:</b>	New 20 MGD Water Treatment Plant
	<b>Project Description:</b>	Design Build Finance Operate and Maintain (DBFOM) a new 20 MGD membrane treatment Water Treatment Plant to serve the South Miami Heights area. 15 MGD portion of the plant for which raw water will be provided will come from the Upper Floridan Aquifer per the requested Water Use Permit (WUP) revision; the rest will come from the Biscayne Aquifer.

2	<b>Project Name:</b>	<b>SDWWTP-Class AA Biosolids Processing Plant</b>
	<b>Estimated Cost:</b>	\$200 million
	<b>Project Information:</b>	New Facility to treat biosolids at the South District Wastewater Treatment Plant
	<b>Project Description:</b>	Design Build Finance Operate and maintain (DBFOM) a New Facility to treat biosolids to Class AA level to improve quality biosolids disposed of and to increase the number of disposal sites available.

3	<b>Project Name:</b>	<b>Northwest Wellfield Water Treatment Plant - GWUDI</b>
	<b>Estimated Cost:</b>	\$450 million
	<b>Project Information:</b>	New 50 MGD Water Treatment Plant
	<b>Project Description:</b>	Design Build Finance Operate and Maintain (DBFOM) a new 50 MGD Water Treatment Plant to serve the Miami Dade Northwest area and replace the Hialeah Water Treatment Plan. 25 MGD of the plant will be nanofiltration treatment; and 25 MGD will be Reverse Osmosis (RO) membrane treatment.

WASD List of potential P3 Projects

4	<b>Project Name:</b>	<b>AMR/AMI Automatic Meter Reading (AMR) System</b>
	<b>Estimated Cost:</b>	\$150 million
	<b>Project Information:</b>	Provide and Install AMR/AMI throughout Miami Dade County
	<b>Project Description:</b>	Design Build Finance Operate and Maintain (DBFOM) in order to implement AMR, enabling meter readers to read meters remotely via wireless radio transmitters, and then transfers the data into the billing system that will enable the implementation of monthly billing and electronic monitoring.

5	<b>Project Name:</b>	<b>West District Wastewater Treatment Plant</b>
	<b>Estimated Cost:</b>	\$2.1 billion
	<b>Project Information:</b>	New Wastewater Treatment Plan.
	<b>Project Description:</b>	Design Build Finance Operate and Maintain (DBFOM) the new wastewater treatment plant which is required to process future flows and provide reuse in accordance with the WASD Ocean Outfall Legislation Compliance Plan. Project also consists of biosolids project and the system to dispose of effluent into the Floridan Aquifer to meet reuse requirements in accordance with the WASD Ocean Outfall Legislation Compliance Plan.

6	<b>Project Name:</b>	<b>General Maintenance and Office Facilities</b>
	<b>Estimated Cost:</b>	\$120 million
	<b>Project Information:</b>	New Maintenance and Office Facilities at the North, Central and South Districts
	<b>Project Description:</b>	Design Build and Finance (DBF) of new maintenance and operations facilities in Miami Dade County, one each at the North, Central and South Districts

7	<b>Project Name:</b>	<b>Peak Flow Management Facilities</b>
	<b>Estimated Cost:</b>	\$310 million
	<b>Project Information:</b>	Consists of six projects to properly assist and deal with peak flow management
	<b>Project Description:</b>	Design Build and Finance (DBF) of new District wide facilities and improvements for the wastewater transmission system based on the future flow allocations to existing wastewater treatment plants and the future District Wastewater Treatment Plant's needs and demands.

8	<b>Project Name:</b>	<b>East/West 84 inch Force Main</b>
	<b>Estimated Cost:</b>	\$180 million
	<b>Project Information:</b>	Installation of a new wastewater FM
	<b>Project Description:</b>	Design Build Finance (DBF) a new wastewater influent force main from the Central District to the new West District Wastewater Treatment Plant. Includes the possibility of enhancing it to provide as storage to manage peak flows.

9	<b>Project Name:</b>	<b>Water Distribution System Storage Tank &amp; Main replacements</b>
	<b>Estimated Cost:</b>	\$70 million
	<b>Project Information:</b>	Installation of a new 2.5 MG storage tank and related appurtenances
	<b>Project Description:</b>	Design Build Finance (DBF) Replacement and renewal of treatment plant facilities, water and sewer pipelines, and pumps