

DEPARTMENTAL INPUT
CONTRACT/PROJECT MEASURE ANALYSIS AND RECOMMENDATION

New OTR Sole Source Bid Waiver Emergency Previous Contract/Project No.
Contract

LIVING WAGE APPLIES: NO

Requisition No./Project No.: RQAV1300006 TERM OF CONTRACT: Upon Delivery

Requisition /Project Title: 2 Airport Apron Drive Buses

Description: This is an emergency to purchase 2 Airport Apron Drive Buses to be used by Miami International Airport (MIA) to transport airport passengers to and from the main terminal, remote hardstands and for emergency aircraft evacuations.

Issuing Department: Aviation

Funding Source: Revenue

Contact Person: Ana M. Rioseco Phone: 305-375-3704 Estimate Cost: \$999,800.00

ANALYSIS

Commodity Codes: 556 – Mass Transportation – Transit Bus

Check here if this is a new contract/purchase with no previous history.

	<u>EXISTING</u>	<u>EXISTING</u>	<u>EXISTING</u>
Contractor:			
Small Business Enterprise:			
Contract Value:	\$	\$	\$

Comments:

Continued on another page (s):

RECOMMENDATIONS

	<u>Set-aside</u>	<u>Sub-contractor goal</u>	<u>Bid preference</u>	<u>Selection factor</u>
SBE				

Basis of recommendation:

Signed: Ana M. Rioseco

Date sent to DBD: 11/16/2012

Date returned to DPM: _____

RECEIVED
 DEPT. BUSINESS DEV.
 2012 NOV 16 PM 1:14



**SECTION #3
EMERGENCY PURCHASES**

NOTE TO DEPARTMENTS: COMPLETE ITEMS MARKED WITH (▶)

▶ REQUISITION #: RQAV1300006 P.O. #: _____ BCC DATE: _____

▶ ACQUISITION DATE (Date Order Is Placed): _____

▶ TITLE: <u>Airport Apron Drive Buses</u>
▶ DESCRIPTION: <u>To purchase 2 specialized Airport Apron Drive buses</u>
▶ PURPOSE : <u>To purchase 2 Airport Apron Drive Buses to be used by MIA to transport airport passengers to and from the main terminal, remote hardstands and for emergency aircraft evacuations.</u>

▶ Department(s):	▶ Funding Source(s):	▶ Allocation(s):
Aviation	Revenue	\$ 999,800.00
*		\$

▶ TERM OF CONTRACT:	<input type="checkbox"/> One <input type="checkbox"/> Two <input type="checkbox"/> Three <input type="checkbox"/> Four <input type="checkbox"/> Five *Year(s)
	<input type="checkbox"/> _____ Month(s)
	<input type="checkbox"/> Contract Period From _____ to _____
	<input type="checkbox"/> Upon Completion * From _____ to _____
	<input checked="" type="checkbox"/> Upon Delivery * _____ Days A.R.O. (after Receipt of Order)

Special Conditions:	<input type="checkbox"/> Insurance Type _____
	<input type="checkbox"/> Performance/Payment Bond
	<input type="checkbox"/> Certificate of Competency
	<input type="checkbox"/> Living Wage Applies

SBE Measures:	<input type="checkbox"/> None	<input type="checkbox"/> SBE <input type="checkbox"/> Micro Enterprise	Review Committee Date: _____ Item #: _____
	<input type="checkbox"/> Set Aside	<input type="checkbox"/> SBE <input type="checkbox"/> Micro Enterprise	
	<input type="checkbox"/> Bid Preference	<input type="checkbox"/> SBE <input type="checkbox"/> Micro Enterprise	
	<input type="checkbox"/> Goal	<input type="checkbox"/> SBE <input type="checkbox"/> Micro Enterprise	

▶ **Number of Price Quotation(s): Requested: 1 Received: 1**

Awarded To Low Bidder: * YES NO, if "NO", provide explanation in the Comments section

Vendor: <u>Cobus Industries, LP</u> _____	Vendor: _____
Vendor: _____	Vendor: _____

Contract Value: \$999,800.00

Did Local Preference affect the outcome of the Award?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO, if "YES", provide detailed explanation in the "Comments" section
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UAP Included: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<ul style="list-style-type: none"> • Will CITT Funds be used? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO • Will Federal Funds be used? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO • If UAP is not included, Attach written approval to waive UAP and provide an explanation in the "Comments" section
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SECTION #3
EMERGENCY PURCHASES

REQUISITION # RQAV1300006
TITLE Airport Apron Drive Buses

**► Justification and
Comments:**

Due to the long process of budgeting and Mobile Equipment purchase approval , Airside Operations has been trying to procure 2 of highly specialized Airport Apron Drive Buses for over 1 ½ years, but when at last the budget has been put in place and the purchase has been approved, the purchasing process has not yet begun.

At this point, the train failures without a proper way to transport the passengers, have not only caused our failure to meet the FAA and US DOT rules, but our airlines are also refusing to use the 9 "E" Satellite gates for their flights. This has caused a loss of revenue to both MDAD and our Concessions that have been forced to close their businesses and eliminate staff. The "E" Satellite is a great resource for MIA, as it has a mini Customs FIS station on the second floor, 9 international aircraft gates, (4 jumbo-bodies, 3 wide-bodies and 2 narrow-bodies), 5 restaurants and several news and stationary stands, to show limited usage and/or simply go unused.

This request must be processed as an emergency in order to bring MIA into compliance with IATA standards, US DOT and FAA Mandates and to be able to evacuate aircraft on Alerts, like the new super-jumbos (A380 and B747-8) in a timely manner. MIA cannot continue to risk non-compliance with these standards and mandates and further impacts to our Airlines and passengers.

Background/Need to Know:

Airside Operations is tasked with the transportation of airport passengers to and from the main terminal, remote hardstands and emergency aircraft evacuations. The "E" Satellite Train connects the remote "E" Satellite's nine (9) aircraft gates with the main terminal. These transports are done mainly with the two Automated People Movers (APM) trains that transport passengers between the Satellite and Lower Concourse "E".

One of the APM trains was involved in an accident recently and was removed from the track and can no longer be used. The remaining APM train is now 12 years past its designed life cycle (now 32 years old) and breaks down quite frequently. When this occurs, passengers are left stranded one-quarter mile from the main terminal or leaving them without transportation from the main terminal to their aircraft parking gates. Additionally, the remaining APM train is scheduled to shut down for preventative maintenance daily from 1am to 5am. On many occasions the APM train fails to return to service at the designated start times and many times fails to return to service from several hours to sometimes several days. The Department currently has no plans to replace these trains in the near future.

Currently, the APM train alternative is to utilize the Department's current fleet of city type buses that only accommodate 39 passengers and have 3 narrow steps for passengers to navigate, while toting their carry-on baggage, packages and infants. The limited number of passengers these buses accommodate and the inappropriate design delays the boarding process. To add to this, even though the city type buses have a kneeling mechanism with a wheel chair lift to make them ADA compliant, the process to deploy the lift takes 3+ minutes for each passenger and the electric motors only allow a limited amount of cycles before the thermo-limiter device shuts down the motors requiring a 20 to 30 minute cool down to reset the breakers. When the lift is stuck in the deployed position, the safety mechanism sets the parking break, rendering the bus immobile. If the bus is inside one of the airport's bus tunnels, the entire bus tunnel is unusable for any passenger pickup or drop offs.

SECTION #3
EMERGENCY PURCHASES

To add to the already burdened process, the FAA and US DOT have implemented the Passenger Bill of Rights and Irregular Operations-Tarmac Delays rules. Airlines and Airports must be able to transport passengers to the main terminal within 3 hours for a domestic flight or 4 hours from an international flight. If the passengers cannot be transported within the specified time allotted, the Airport and Airline can be fined \$27,500 per passenger.

With the New Large Aircraft (NLA) utilizing FAA designated Group VI, (A380 and B747-8) aircraft, that seat upwards of 550+ passengers. Using the 39 seat city type buses, it takes 14 bus trips to transport the 550 passengers, making it almost impossible to comply with the FAA and US DOT rules.

To mitigate this problem, the Department conducted research to find an appropriate model of bus for this task. We have found, after contacting other Airports and several bus manufacturers that there is a specialized Airport Apron drive bus that can transport the same amount of passengers in 5 trips, while using only 1/3 the amount of fuel required for the city type buses.

These buses must meet the following requirements:

- Maximum height of 10'2"
- Passenger doors on both sides of bus
- Passenger door width of at least 50"
- Full low floor
- Separate Driver/Passenger compartments
- Total Passenger capacity of at least 100
- IATA AHM 950 Compliant

Potential Issues: _____

► **Signature(s):**

Neivy Garcia
Contact Person

305-876-8482
Telephone

Bobbie Jones-Wilfork
Department Director Approval

11/7/12
Date

11-7-12
Date

Department of Procurement Management Use Only

SECTION #3
EMERGENCY PURCHASES

REQUISITION # RQAV1300006
TITLE Airport Apron Drive Buses

Signatures(s):

_____ Procurement Agent	_____ Date
_____ Procurement Supervisor	_____ Date
_____ Procurement Manager	_____ Date
_____ Division Director	_____ Date
_____ Director	_____ Date
_____ Vendor Assistance Section	_____ Date

Attach: 1. Explanation of the emergency situation. 2. Written price quotation(s) including terms and conditions. 3. Vendor(s) Certificate of Insurance. 4. Copy of invoice(s).

Walters, Vivian (RER)

From: Rioseco, Ana (ISD)
Sent: Friday, November 16, 2012 12:03 PM
To: Walters, Vivian (RER)
Cc: 'ariosec@miamidade.gov.' (ariosec@miamidade.gov.)
Subject: Emergency for Aviation RQAV1300006
Attachments: Emergency Input document.PDF; DBD DEPARTMENT INPUTa.doc

Hi Vivian,

I am in receipt of an emergency purchase for Aviation. Please advise if additional information is needed for your review.

Thanks!

Ana M. Rioseco, Procurement Contracting Officer I
Miami-Dade County, Procurement Management
Internal Services Department
☎ (305) 375-3704 / 📠 (305) 375-1083
✉ ariosec@miamidade.gov
🌐 www.miamidade.gov/dpm
"Delivering Excellence Every Day"