



## **Sediment Processing & Management Facility Site Operator**

REQUEST FOR STATEMENT OF QUALIFICATIONS

4/5/2022

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## Facility Background & History

Each year, approximately 250,000 cubic yards (CY) of dredge sediment is removed from the Cuyahoga River federal navigation channel and Cleveland Harbor by the U.S. Army Corps of Engineers (USACE) to ensure safe and efficient maritime traffic. An additional 20,000-30,000 CY of sediment is dredged from private terminal berths. With Ohio Senate Bill 1 banning open-lake disposal effective July 2020, all material dredged from Cleveland Harbor and the Cuyahoga River is placed upland into existing confined disposal facilities (CDFs) on Cleveland's lakefront, north of Burke Lakefront Airport. The Port Authority operates CDFs 9 and 12, referred to as the Sediment Processing & Management Facility (SPMF), shown in Figure 1 below.



Figure 1. Location of the Port Authority's SPMF (outlined in yellow).

In order to extend the life of existing CDFs, the Port has transitioned to a beneficial use operating model, in which a significant percentage of the sediment placed into the CDFs (up to 160,000 CY annually) is hydraulically placed, flushed, sorted, dewatered, and removed for permitted beneficial use as general fill, embankment, or blended and screened to create manufactured topsoil products. Table 1 below shows exact quantities received in past years. This material comes from the head of the navigation channel and generally contains coarser sediments that fall quickly out of suspension upon reaching the deeper and slower waters of the navigation channel. The hydraulic placement of material generally happens twice a year, coinciding with the USACE's biannual dredge cycle. Capacity of the site can vary depending on several factors, including material quality, dredge location in river, and effluent water quality. In order to regenerate capacity, the Port Authority works with its current site operator to remove this material and restore the site to original design elevations prior to each dredge cycle, approximately six months apart. Figure 2 below shows the placement of the dredge slurry and the movement of the decant water through the system. A series of operable weir structures control the water elevations in the settling ponds and allow for dewatering of the site once placement is complete.

Table 1. Hydraulically placed material eligible for beneficial use in past years.

YEAR	SEASON	QUANTITY (CY)
2015	SUMMER	62,918
2016	FALL	64,025
2017	SPRING	63,443
2017	SUMMER	35,351
2017	FALL	70,084.5
2018	SPRING	81,514
2018	FALL	40,837
2019	SPRING	83,468
2019	FALL	71,743
2020	SUMMER	82,155
2020	FALL	54,424
2021	SPRING	78,708
2021	FALL	50,400



Figure 2. Hydraulic delivery and beneficial use operating model.

The balance of the dredge material (~90,000 CY annually) is harvested from further along the navigation channel and generally consists of silts and fines that take longer to fall out of suspension in the river and have a higher chance of having pollutant issues. This material is mechanically delivered and permanently stored in a series of elevated retention berms on CDF 12, as shown in Figure 3 below. In the past, small amounts of this material have been harvested after placement and taken offsite for specific, one-time beneficial use cases.



Figure 3. Mechanical delivery of dredge material operating model.

## Scope of Services

The intent of this Request is to identify qualified companies with documented expertise in bulk material management/distribution and related site operations. The Port Authority is interested in entering a long-term (5-years) operating agreement, in which the site operator will perform on-the-ground site operations and beneficial use management with oversight from Port Authority personnel. The scope of services shall include, but not be limited to, the following:

1. Obtain and maintain applicable environmental permit(s) with Ohio Environmental Protection Agency (OEPA) for the beneficial use of hydraulically placed dredge material. Properly sample and test all deposited material for compliance with beneficial use permit and provide the Port Authority with annual reports. The current Site operator's beneficial use permit is shown in **Exhibit B**, and past sample test data is available upon request. Historically, most material has tested under permit limitations or been blended with additional material to test under permit limitations.
2. Excavate all deposited sediment from hydraulic processing system, including from all sluiceways and settling ponds, in preparation for next dredge cycle. Material meeting beneficial use standards shall be moved to the on-site designated stockpile area for further processing and screening or moved directly off-site. The Site operator shall have



an adequate market for material and limit long-term stockpiling. Material not meeting beneficial use standards shall be placed in a designated area within CDF 12's elevated containment cells for permanent storage.

3. Document and provide the Port Authority accurate records regarding quantities harvested, quantities sold, the dollar value of harvested material sold, and gross sale revenue of harvested material sold.
4. Maintain compliance with all applicable permits and regulations for the safe and responsible operation of the SPMF.
  - a. Compliance with all Federal Aviation Administration (FAA) and local airport requirements, including Burke training and badging requirements and FAA work height restrictions and equipment flagging requirements. The SPMF's current FAA Construction Safety & Phasing Plan (CSPP) and 7460 Determination Letter are shown in **Exhibits C and D**, respectively.
  - b. Compliance with Ohio EPA air permits for unpaved roadways and stockpiles. The Site operator will be expected to manage dust control and material track out onto N. Marginal Rd. through roadway watering, sweeping, or other necessary means. Daily records shall be made available to the Port Authority upon request. The SPMF's current Ohio EPA PTIO and City of Cleveland Air Permits are shown in **Exhibits E and F**, respectively.
  - c. Compliance with Ohio EPA National Pollutant Discharge Elimination System (NPDES) water discharge permit. While the Port Authority will manage water discharge monitoring and operable weir setting, the site operator will be expected to be familiar with permit conditions and be observant of any water discharge issues when Port Authority personnel are not on site. The SPMF NPDES permit is available upon request.
5. Perform regular general site maintenance, including trash and debris removal and cleanup of excess material deposited on roadways and spillways.
6. Provide sufficient labor and equipment to meet the above goals, including a site trailer to house the Port Authority's two on-site security personnel near the entrance gate.
7. Comply with the Port Authority's wage and inclusion policies, including a \$15 minimum wage for all operator personnel working on site and best efforts towards the Minority Business Enterprise (MBE)/Female Business Enterprise (FBE) sub-contracting goal of 30%.
8. Provide input and engagement during capital infrastructure investments in the SPMF.

## Contract Type and Payment Method

See attached draft contract (**Exhibit A**) for additional information.

## Contract Schedule

The selected site operator's contract will begin on January 1, 2023 and continue for up to five years.

## Supplemental and Reference Documentation

Supplemental and reference documentation has been included in the Appendix of this SOQ information package and/or may be included as additional links on the Port's website in the event the files are too large to include in this document. Additional information is available upon request.

## Questions

Questions related to this SOQ shall be directed to Carly Beck via email at [carly.beck@portofcleveland.com](mailto:carly.beck@portofcleveland.com). All questions shall be submitted by 5:00 p.m. local time on or before May 5, 2022. Responses to questions will be gathered, consolidated, and published as Addendums on the Port Authority's website on a rolling basis.

## Mandatory Pre-Submission Site Visit

All interested parties will be required to visit the site, as individually scheduled with the Port Authority, to ensure the operations and site operator responsibilities are understood. To schedule a site visit time, email Carly Beck at [carly.beck@portofcleveland.com](mailto:carly.beck@portofcleveland.com).

## Suspended or Debarred Companies

Companies included on the current Federal list of companies suspended or debarred are not eligible for selection.

## Compliance with Title VI of the Civil Rights Act of 1964

The Cleveland-Cuyahoga County Port Authority, in accordance with Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all responders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, all responders including disadvantaged business enterprises will be afforded full and fair opportunity to submit responses in response to this solicitation and will not be discriminated against on the grounds of race, color, national origin, sex, age, disability, low-income status, or limited English proficiency in consideration for an award.

## Selection Procedures

The Cleveland-Cuyahoga County Port Authority will select a site operator based on the SOQs. The requirements for the SOQ and the evaluation criteria that will be used to select the operator are shown below.

Operators interested in being considered for selection should respond by submitting one (1) hard copy and one (1) electronic copy on USB flash drive of the SOQ to the following address by **3:00 PM on the response due date** listed above.

Cleveland-Cuyahoga County Port Authority  
Attn: Carly Beck  
1100 W. 9th Street, Suite 300  
Cleveland, OH 44113

Responses received after 3:00 PM on the response due date will not be considered.

Note that due to the COVID-19 pandemic, many Port Authority employees are working remotely. SOQs can be left in the Port Authority's mailbox in the first-floor foyer if no personnel are in the office when submitting.

## Statement of Qualifications (SOQ) Content & Format

- A. Instructions for Preparing and Submitting a Statement of Qualification
  1. Provide the information requested in the Statement of Qualifications Content (Item B below), in the same order listed. Do not send additional fliers, resumes, brochures, or other marketing material.
  2. SOQs shall be limited to fifteen (15) 8½" x 11" single sided pages.
- B. Statement of Qualifications Content
  1. Executive Summary: Include a brief summary of the site operations as understood by the operator and a description of how the operator will successfully manage the site.
  2. Qualifications: Describe the operator's experience in bulk material management and related site operations. List any experience operating similar facilities, and describe how that experience will aid in operating the SPMF. Describe any unique or innovative ideas to improve efficiencies at the site. Experience with the following aspects is also preferred:
    - i. Experience working with the Ohio EPA to acquire and maintain environmental permits, specifically beneficial use permits.
    - ii. Experience with dewatering and handling of wet and saturated sediments.
    - iii. Experience working near active airports and observing FAA restrictions.
    - iv. Experience managing dust and material trackout on public rights-of-way and complying with Ohio EPA air permits.
    - v. Experience working with government agencies.
  3. Key Personnel and Capacity: List the primary contact/site lead for site operations and other key staff members, including any subcontractors. Describe



the role, related experience, and availability for each staff member. Detail how sufficient labor and equipment will be provided to meet site operation requirements. Describe how the operator will work towards the Port Authority's overall inclusion goal of 30% MBE/FBE participation. (Note: Given the specialized nature of the operations, the Port Authority understands the challenges of meeting its best effort inclusion goal of 30% MBE/FBE participation. While the Port Authority recognizes reaching the policy goal of 30% may not be feasible, the operator is fully expected to use best efforts to reach or surpass the goal. Please provide an estimate of the anticipated MBE/FBE participation the operator expects to meet.)

4. Market Plan: Describe the operator's ability to market the material and ability to sell/move out material based on the SPMF's schedule needs (i.e. biannual dredging). Include past metrics moving similar material and a business plan to market this material going forward. Describe any innovative ideas to better move out and sell material.

## SOQ Evaluation Criteria & Contract Process

The CCCPA will review the submitted SOQ and score each of the proposal based upon the following criteria:

1. Submitted SOQ will be evaluated and scored by a CCCPA review committee.
  - a. QUALIFICATIONS

i. Experience with Similar Operations	35%
ii. Experience with Pertinent Permitting/Compliance	15%
  - b. KEY PERSONNEL AND CAPACITY

i. Experience of Primary Contact/Site Lead	5%
ii. Labor and Equipment Availability	5%
iii. MBE/FBE Participation Goal	5%
  - c. MARKET PLAN

i. Demonstrated Ability to Move Out/Sell Material	20%
ii. Business Plan to Market Material Going Forward	15%
2. Upon completion of the scoring and ranking of the submitted SOQ, the CCCPA may make a selection based upon the above criteria or elect to perform follow up presentations/interviews with selected operators. This follow up interview/presentation will occur in the event there are operators that are scored/evaluated similarly as part of the initial scoring and evaluation process
3. Upon completion of this process the CCCPA will enter into contract and fee negotiation with the highest ranked operator in accordance with the Ohio Revised Code. This information packet and the example operating agreement will be used as a basis of this

negotiation. Note that during fee negotiations, the Port Authority reserves the right to request financials and other supporting information from the operator to substantiate fees. If the CCCPA cannot reach an agreement with the highest ranked operator, the CCCPA may enter into negotiations with the second highest ranked operator. During this phase all operators that submitted SOQs will be notified of the results of the ranking process.

4. Upon reaching an agreement on the contract, the CCCPA will make a recommendation to its Board of Directors to enter into an agreement based upon the results of the negotiation process.
5. Once Board approval is achieved, the operating agreement will then be executed by the CCCPA and the successful site operator.

# APPENDIX

## CONTENTS:

- Exhibit A: Draft Operating Agreement
- Exhibit B: Current Site Operator's Beneficial Use Permit
- Exhibit C: Site Operations FAA Construction Safety & Phasing Plan
- Exhibit D: FAA 7460 Letter of Determination
- Exhibit E: Ohio EPA Air Pollution Permit-to-Install and Operate
- Exhibit F: City of Cleveland Annual Air Contaminant Source Permit