

RESOLUTION NO. _____

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, FOLLOWING A CITY COMMISSION TRANSPORTATION WORKSHOP HELD ON JULY 15, 2019, ACCEPTING THE RECOMMENDATIONS MADE AT THE SAID WORKSHOP, AND DIRECTING THE CITY ADMINISTRATION TO WORK WITH ALL STRATEGIC MIAMI AREA RAPID TRANSIT ("SMART") PLAN BEACH CORRIDOR AND BUS EXPRESS RAPID TRANSIT ("BERT") PROJECT (COLLECTIVELY, "BEACH CORRIDOR PROJECT") PARTNERS, INCLUDING MIAMI-DADE COUNTY, FLORIDA DEPARTMENT OF TRANSPORTATION, MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION, AND CITY OF MIAMI, TO INCORPORATE THE FOLLOWING GOALS WITH RESPECT TO THE PROPOSED BEACH CORRIDOR PROJECT CONNECTING MIAMI BEACH TO THE MAINLAND: (1) EFFECTIVE AND EFFICIENT CONNECTIVITY REGARDLESS OF MODALITY, TO PROVIDE A DIRECT, SEAMLESS, ONE-SEAT RIDE CONNECTION FROM THE MIAMI BEACH CONVENTION CENTER AREA TO AN INTEGRATED MOBILITY HUB SUCH AS THE MIAMI CENTRAL STATION/OVERTOWN TRANSIT VILLAGE, CONNECTING TO METRORAIL, METROMOVER, BRIGHTLINE, COUNTY BUS SERVICE, AND FUTURE TRI-RAIL COASTAL LINK ON THE FLORIDA EAST COAST RAIL CORRIDOR, TO REDUCE TRANSFERS AND MAXIMIZE RIDERSHIP POTENTIAL FOR ANY MODE AND FOR ALL COMMUTERS; (2) SUFFICIENT COMPLETION OF THE PARSONS TRANSPORTATION GROUP ("PARSONS") STUDY TO MEANINGFULLY INFORM MIAMI-DADE COUNTY'S REQUEST FOR PROPOSALS FOR THE BEACH CORRIDOR PROJECT ("RFP"); (3) A COMPETITIVE AND TRANSPARENT COUNTY RFP PROCESS WHICH IS OPEN TO AT LEAST FOUR TECHNOLOGIES BEING EVALUATED IN TIER 2 OF THE PARSONS STUDY (BUS RAPID TRANSIT, LIGHT RAIL/MODERN STREETCAR, AUTOMATED PEOPLE MOVER, AND MONORAIL), WITH A TIMELINE THAT PROVIDES BIDDERS WITH OPPORTUNITIES TO SUBMIT PROPOSALS FOR ANY ALTERNATIVE TECHNOLOGIES; (4) AT LEAST ONE MIAMI BEACH-SELECTED REPRESENTATIVE ON MIAMI-DADE COUNTY'S RFP EVALUATION COMMITTEE; (5) PROVIDING THE CITY WITH THE ABILITY TO COMMENT ON THE COUNTY RFP BEFORE IT IS ISSUED; (6) A REQUIREMENT IN THE RFP THAT THE PROJECT INCLUDE THE DEVELOPMENT AND CONSTRUCTION OF AN INTERMODAL HUB IN MIAMI BEACH; (7) A REQUIREMENT THAT THE RFP INCLUDE LANGUAGE PROHIBITING GAMBLING ESTABLISHMENTS IN CONNECTION WITH ANY PROPOSAL FOR THE BEACH CORRIDOR PROJECT, INCLUDING WITH RESPECT TO THE DEVELOPMENT OF ANY PROJECT PHYSICALLY CONNECTED, OR IN PROXIMITY, TO THE BEACH CORRIDOR PROJECT; (8) THAT THE RFP FURTHER REQUIRE THAT THE DEVELOPER AND OPERATOR OF THE BEACH CORRIDOR PROJECT, AND THEIR SUCCESSORS IN INTEREST, NOT HOLD ANY INTEREST IN ANY GAMBLING ESTABLISHMENT IN MIAMI-DADE COUNTY THROUGHOUT THE TERM OF THE AGREEMENT; (9) THAT THE RFP FURTHER REQUIRE THAT THE DEVELOPER AND OPERATOR OF THE BEACH CORRIDOR PROJECT BE RESPONSIBLE FOR TRAFFIC MITIGATION PLAN DURING CONSTRUCTION; (10) FLEXIBLE, NON-INTRUSIVE TECHNOLOGY THAT CAN OPERATE AT-GRADE ON MIAMI BEACH, BE EXPANDED THROUGHOUT THE CITY, AND

OPERATE ABOVE-GRADE ON THE CAUSEWAYS; (11) ACCELERATION OF THE PROPOSED BERT ROUTES CONNECTING TO MIAMI BEACH, AND, IN PARTICULAR, THE BEACH EXPRESS NORTH BERT SERVICE ON THE JULIA TUTTLE CAUSEWAY SHOULDERS; AND (12) ENSURING THAT THE DESIGN AND CONSTRUCTION OF THE BEACH CORRIDOR PROJECT ACCOMMODATES THE PROPOSED MIAMI BEACH 5TH STREET PEDESTRIAN BRIDGE PROJECT.

WHEREAS, the adopted 2016 Miami Beach Transportation Master Plan recommended cross-bay mass rapid transit connectivity and exclusive transit corridors to provide a reliable, connected, and continuous infrastructure network with the goal of achieving the City of Miami Beach's 2035 multimodal vision and 2040 goal of becoming less car centric; and

WHEREAS, the adopted Miami-Dade County Strategic Miami Area Rapid Transit ("SMART") Plan contains six Rapid Transit Corridors and nine Bus Express Rapid Transit ("BERT") routes for Miami-Dade County; and

WHEREAS, the SMART Plan envisions one rapid transit corridor connecting Downtown Miami and the Miami Beach Convention Center via the MacArthur Causeway ("Beach Corridor Project"), and three BERT routes connecting Miami Beach to the mainland (Beach Express North, Beach Express Central, and Beach Express South); and

WHEREAS, pursuant to the City of Miami Resolution No. 2016-29690 and the City Resolution No. 2018-30179, Miami Beach staff is coordinating with Miami-Dade County's BERT and Beach Corridor Project study team (hereinafter "Parsons"); and

WHEREAS, Miami-Dade County anticipates selecting a Locally Preferred Alternative for the Beach Corridor Project in Fall 2019; and

WHEREAS, on May 2, 2019, the Miami-Dade County received an unsolicited proposal from a consortium of firms identified as the Miami Beach Monorail Consortium to design, build, finance, operate, and maintain a monorail system between mainland Miami and Miami Beach, along the MacArthur Causeway; and

WHEREAS, on July 10, 2019, Miami-Dade County Board of County Commissioners ("BCC") approved publication of Request for Proposals ("RFP") for the same project purpose as the unsolicited proposal to design, build, finance, operate and maintain a rapid transit system connecting mainland Miami to Miami Beach; and said RFP is anticipated to be considered by the BCC at its September 2019 meeting; and

WHEREAS, in accordance with Section 255.065 of the Florida Statutes, the unsolicited proposal is confidential and exempt from public records disclosure at this time; and

WHEREAS, on July 15, 2019, the Mayor and City Commission of Miami Beach held a Transportation Workshop with all public sector project partners to discuss the forthcoming County solicitation, Parsons' Beach Corridor study, and Miami-Dade County's existing BERT study, and expressed the foregoing goals – which are herein set forth in this Resolution.

NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND THE CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA that the Mayor and City Commission, following a City Commission Transportation Workshop held on July 15, 2019, hereby accept the recommendations made at the said workshop, and direct the City Administration to work with all Strategic Miami Area Rapid Transit ("SMART") Plan Beach Corridor and Bus Express Rapid Transit ("BERT") Project (collectively, "Beach Corridor Project") partners, including Miami-Dade County, Florida Department of Transportation, Miami Dade Transportation Planning Organization, and City of Miami, to incorporate the following goals with respect to the proposed Beach Corridor Project connecting Miami Beach to the mainland:

- (1) Effective and efficient connectivity regardless of modality, to provide a direct, seamless, one-seat ride connection from the Miami Beach Convention Center area to an integrated mobility hub such as the Miami Central Station/Overtown Transit Village, connecting to Metrorail, Metromover, Brightline, County bus service, and future Tri-Rail Coastal Link on the Florida East Coast rail corridor, to reduce transfers and maximize ridership potential for any mode and for all commuters;
- (2) Completion of the Parsons Transportation Group ("Parsons") study to inform Miami-Dade County's Request for Proposals for the Beach Corridor Project ("RFP");
- (3) A competitive and transparent County RFP process which is open to at least four technologies being evaluated in Tier 2 of the Parsons study (bus rapid transit, light rail/modern streetcar, automated people mover, and monorail), with a timeline that provides bidders with opportunities to submit proposals for any alternative technologies;
- (4) At least one Miami Beach-selected representative on Miami-Dade County's RFP Evaluation Committee;
- (5) Providing the City of Miami Beach with the ability to comment on the County RFP before it is issued;
- (6) A requirement in the RFP that the project include the development and construction of an intermodal hub in Miami Beach;
- (7) A requirement that the RFP include language prohibiting gambling establishments in connection with any proposal for the Beach Corridor Project, including with respect to the development of any project physically connected, or in proximity, to the Beach Corridor Project;
- (8) That the RFP further require that the developer and operator of the Beach Corridor Project, and their successors in interest, not hold any interest in any gambling establishment in Miami-Dade County throughout the term of the agreement;
- (9) That the RFP further require that the developer and operator of the Beach Corridor Project be responsible for traffic mitigation plan during construction;
- (10) Flexible, non-intrusive technology that can operate at-grade in Miami Beach, be expanded throughout the City, and operate above-grade on the causeways;

- (11) Acceleration of the proposed BERT routes connecting to Miami Beach, and, in particular, the Beach Express North BERT service on the Julia Tuttle Causeway shoulders; and
- (12) Ensuring that the design and construction of the Beach Corridor Project accommodates the proposed Miami Beach 5th Street Pedestrian Bridge Project.

PASSED AND ADOPTED this 17th day of July, 2019.

ATTEST:

Dan Gelber, Mayor

Rafael E. Granado, City Clerk

(Sponsored by Mayor Dan Gelber)

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION



City Attorney

7/17/19
Date

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