

MIAMI BEACH

TO: Honorable Mayor and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: October 14, 2020

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Jimmy Morales
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SUBJECT: **DISCUSSION AND UPDATE ON THE BEACH CORRIDOR**

BACKGROUND

The Beach Corridor is one of six rapid transit corridors identified in the Miami-Dade County Strategic Miami Area Rapid Transit (SMART) Plan. The Beach Corridor extends from Wynwood/Design District area in Miami to the Miami Beach Convention Center. County staff segmented the project into three (3) mutually exclusive segments: 1) the Miami route from the existing School Board Metromover Station to Wynwood/Design District; 2) the east-west route along the MacArthur Causeway ("Trunk Line"); and 3) the Miami Beach route from a proposed 5 Street Station to the Miami Beach Convention Center.

On May 2, 2019, the County received an unsolicited proposal from a consortium of firms identified as the Miami Beach Monorail Consortium (MBM) to design, build, finance, operate and maintain a monorail system between mainland Miami and Miami Beach along the MacArthur Causeway. The County evaluated the unsolicited proposal and determined that it was financially viable and offered a transportation solution that is consistent with the SMART Plan. However, the unsolicited proposal addressed only the Trunk Line of the Beach Corridor rather than the full corridor as identified in the SMART Plan.

On July 10, 2019, the Board of County Commissioners (BCC) authorized County staff to prepare a competitive solicitation (i.e. Request For Proposals (RFP)) for the same project purpose as the unsolicited proposal.

On July 17, 2019, the Miami Beach City Commission adopted Resolution No. 2019-30911 (Attachment A) to inform the County's RFP process and memorialize the City Commission's goals with respect to a rapid transit project connecting Miami Beach to Downtown Miami via the MacArthur Causeway. The key elements of the City Commission resolution include:

- Provide a direct, seamless, one-seat ride to Miami Beach from an integrated mobility hub in the City of Miami such as the Miami Central Station/Overtown Transit Village or Government Center Station
- Construction of an integrated multimodal hub within the City of Miami Beach
- Flexible, non-intrusive technology that can operate at-grade within Miami Beach and above-grade on the MacArthur Causeway
- Prohibit gambling establishments in connection with the Beach Corridor Project
- Accommodate the proposed 5th Street Pedestrian Bridge in Miami Beach
- Fair and reasonable user fare structure for commuters

The BCC approved advertisement of the RFP on September 4, 2019, and the RFP was issued on September 17, 2019 to obtain proposals to design, build, finance, operate and maintain a rapid transit system along the Beach Corridor Trunk Line connecting the Downtown Miami/Overtown area of the City of Miami to the South Beach area of the City of Miami Beach. The RFP was advertised for 180 days. The RFP permitted heavy rail, light rail, and bus rapid transit solutions as well as alternative technologies that would meet the project purpose and need.

While four prospective bidders expressed interest during the solicitation, the County received a single proposal from a consortium - Miami Beach Monorail (MBM) Partners, LLC - on March 17, 2020. Similar to its prior unsolicited proposal, MBM proposed a monorail technology for the MacArthur Causeway trunk line only connecting from a proposed station at Herald Plaza in Downtown Miami to an elevated station in the median of 5 Street between Lenox Avenue and Michigan Avenue in Miami Beach. The lead firm on the Beach Corridor Trunk Line Project is Meridiam Infrastructure, the equity firm who delivered the PortMiami Tunnel, a public-private partnership (P3) project delivered through a design, finance, construction, operation, and maintenance contract.

The Project includes an exchange of County-owned land located at the Omni Bus Terminal with private property (owned by Resorts World Miami LLC) located at NE 13 Street, between N. Bayshore Drive and Herald Plaza. The latter property will then serve as the location for a Downtown multimodal transit hub, providing access to the proposed monorail, the current Metromover system, and a new bus terminal. This exchange of land will be subject to approval by the Federal Transit Administration (FTA) and will be presented to the BCC for final approval with the Project Agreement. Genting's apparent role on this project is related to the proposed real estate exchange.

The proposal from MBM was evaluated by a Competitive Selection Committee (CSC), which consisted of County staff as well as representatives from the City of Miami, the City of Miami Beach, and FDOT. The CSC determined that the proposed monorail system from MBM offered a viable solution to the County from a technology and transit perspective, including an appropriate approach to completing the project successfully. Additionally, the CSC concluded that the proposed MBM Team had the necessary experience, qualifications and financial backing to successfully design, build, finance, operate and maintain the Project. Subsequently, the BCC granted approval to the County Administration to negotiate the terms of an Interim Agreement with MBM, the sole proposer, and bring an agreement to the BCC for consideration.

ANALYSIS

On October 9, 2020, the Miami-Dade County Administration introduced legislation on the October 20, 2020 BCC agenda recommending that the BCC approve an Interim Agreement with MBM (Concessionaire) for the design, permitting, financing, construction, operation, and maintenance of a turnkey rapid mass transit solution for the Beach Corridor Trunk Line (Project) of the County's SMART Plan connecting the Downtown Miami/Overtown area and South Beach (Attachment B).

The project will follow a two-step agreement process between the County and MBM as follows:

1. An Interim Agreement through which MBM will perform pre-development activities and have the exclusive right to negotiate with the County for the delivery of the Project. The term of the Interim Agreement is 18 months with one six (6)-month extension period. The Pre-Development Work is intended to allow the Parties to negotiate and enter into a Project Agreement consistent with the Project described in the RFP and the

Concessionaire's Proposal with an allocation of risks to the Concessionaire consistent with industry standards. The Pre-Development work includes utilities identification, environmental reviews, topographical surveys, geotechnical surveys, roadway and drainage studies, structural analysis and creation of a basis of design. The negotiated cost to the County for the completion of this pre-development phase is \$8,000,000. Pursuant to the current project schedule, financial close is anticipated to occur in May 2022.

2. A final Project Agreement, governing MBM's finance, design, construction, operation, and maintenance of the Project, and the County's obligation to make availability payments over a 30-year period beginning once the Project is operational (i.e. at substantial completion). The Project Agreement will be presented to the Board of County Commissioners for approval prior to the expiration of the Interim Agreement and will include the final terms, conditions and costs of the Project. In the event that the County does not enter into the Project Agreement, under certain conditions, a payment would be due to MBM for actual costs and expenses MBM incurred that were not subject to previous compensation by the County, up to \$6,000,000.

Funding in an amount up to \$14 million is being provided by the Charter County Transportation Surtax (People's Transportation Plan (PTP) funds). Thus, the Citizens' Independent Transportation Trust (CITT) is scheduled to consider the Interim Agreement prior to BCC approval.

The Interim Agreement includes a not-to-exceed cost of \$586,500,000 for the complete construction of the Project, including all direct and indirect costs. The County will seek to further negotiate these costs, as well as associated availability payments, as part of the negotiations of the Project Agreement.

The Interim Agreement provides that the County may, at any time, request changes in the scope of services provided by the Concessionaire, including extensions of the alignment to accommodate a station in the City of Miami Beach that is proximate to the intersection of 5 Street and Washington Avenue.

Roadway Impacts

Pursuant to Section 4.3.4, all work within Miami Beach shall remain within the FDOT rights-of-way, except for private property adjacent to the Icon property identified in the Concessionaire's response to the RFP. The work includes roadway modifications to accommodate the installation of foundations and piers for the elevated guideway structure, Miami Beach Station and Transit Center, and is limited to roadway plan-profile, drainage, cross sections, roadside barriers (guardrail or barrier wall), curb and gutter, sidewalks, intersection layouts, temporary traffic control plans, and signing and pavement markings. Roadway design shall incorporate the Miami Beach Transit Center (bus) requirements for infrastructure. The Miami Beach Station shall include the ancillary facilities (shelters, security/CCTV, wayfinding, and landscaping).

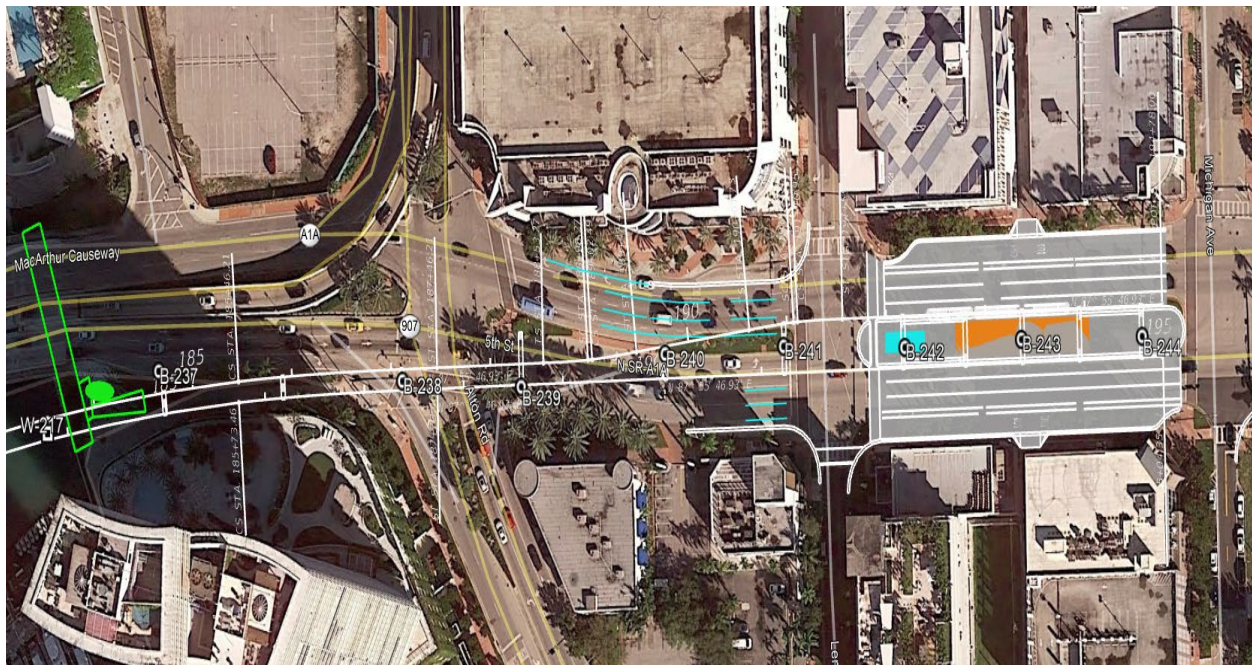
Work on the MacArthur Causeway and bridges is not anticipated to impact travel lanes, but could impact roadside barriers (guardrail or barrier wall), curb and gutter, sidewalks, intersection layout, temporary traffic control plans, signing and pavement markings, and cross sections that reflect construction of permanent riprap working platform adjacent to the barrier wall/seawall.

Miami Beach Station

The proposed Miami Beach Station is a center platform station located in the median of 5 Street between Lenox Avenue and Michigan Avenue. The platform is elevated above the median with vertical circulation consisting of stairs, elevators, and escalators. The adjacent curb/sidewalk area on 5 Street shall be modified to accommodate the following:

- Four (4) eastbound and four (4) westbound bus bays that accommodate one 40-ft and one 60-ft Metrobus and municipal trolleys. The bays will be curbside and include urban design consistent with the existing 5 Street pedestrian environment and City of Miami Beach aesthetic requirements.
- Kiss and Ride/Taxi/Ridesharing drop-off location shall utilize one bus bay in each direction used for passenger drop-off and pick-up.
- Sidewalk(s) in this area of 5 Street shall be a minimum of eight (8) feet wide, and a covered bus shelter complying with all ADA requirements shall be provided at each bus bay per City of Miami Beach aesthetic requirements. The area beneath the elevated station shall accommodate bicycles, scooters, and other micromobility modes.
- Ancillary Facilities: passenger waiting areas must be covered and preferably enclosed and protected from the elements, and include a real time passenger information system, wayfinding signage, and a security surveillance system. The station will include passenger information systems, automated fare collection, fire and security systems including CCTV, access control, fire alarm and protection requirements. Roadway modifications to support the required infrastructure will be including in the roadway design task. Ancillary facilities shall be part of the station design.

The image below depicts an aerial view of the proposed Miami Beach Station on 5 Street between Lenox Avenue and Michigan Avenue.



Miami Station Multimodal Hub

The proposed Miami Station Multimodal Hub consists of two interconnected station platforms and related infrastructure along with a Bus Transit Center.

The first station is a side platform station providing access to the existing Metromover system with a common mezzanine providing access to the proposed monorail system and Bus Transit Center. The station does not impact the existing guideway other than modifications to the existing Metromover system performed by Bombardier to provide a new stop.

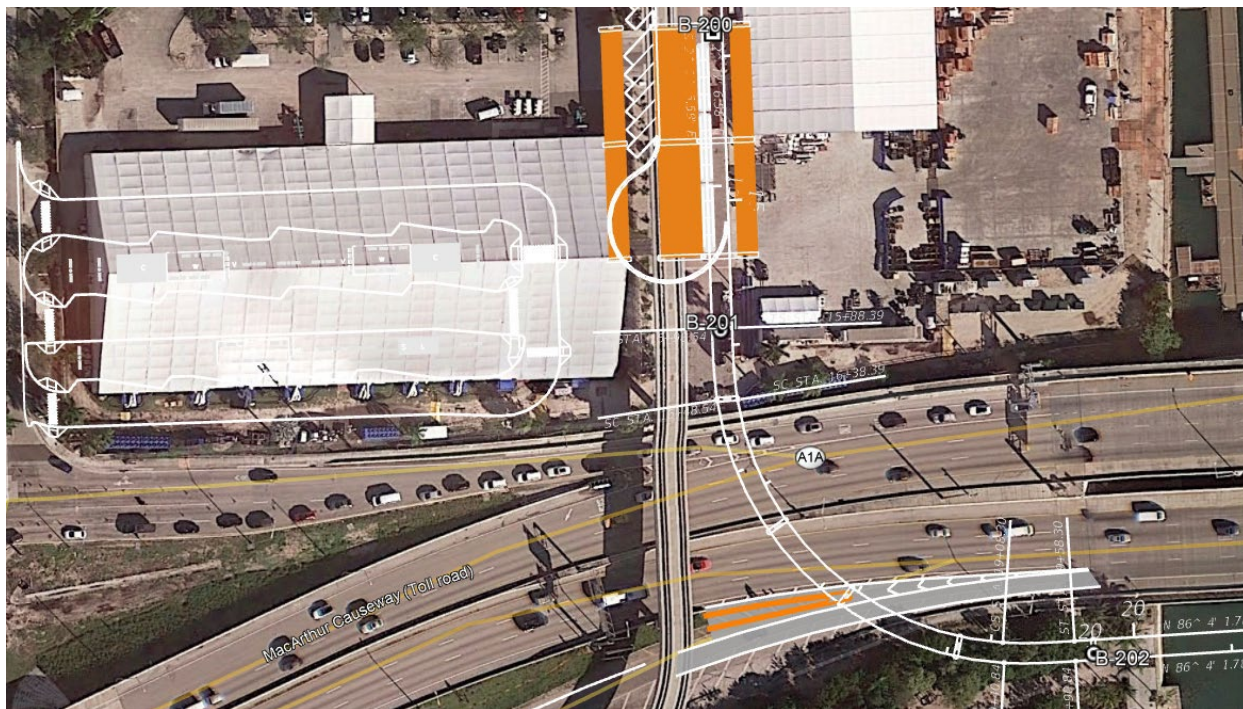
The second station is a side platform station providing access to the monorail system. The proposed station is three levels, a ground (concourse) level providing access to the Miami Transit Center, an intermediate mezzanine providing access between the two stations, and the station platform. Connections between the levels will be provided by stairs, elevators, and escalators.

The concourse level provides pedestrian access between the Miami Transit Center and stations above. Vehicular access and a pedestrian promenade will be provided at this level to serve future adjacent development.

The Miami Transit Center is adjacent to the proposed Miami Station, located on Resorts World property, and subject to future development above the facility. The design of the bus transit center shall meet the requirements of the RFP to include the following: a Metrobus facility that provides a minimum of 12 bus bays (accommodating eight (8) 40-ft and four (4) 60-ft buses) for Metrobus and municipal circulator routes, including necessary pedestrian and vehicular circulation and access, adjacent to Miami Station. Additionally, the Multimodal Hub shall include ancillary facilities, concession areas, and amenities for passengers and drivers.

The design does not include the design of the future development located above the transit center. The proposed canopy design anticipates that it would be replaced at the time of the future development.

The image below depicts an aerial view of the proposed Miami Station Multimodal Hub and Bus Transit Center in Downtown Miami (contingent upon a land swap of County-owned property at the Omni Bus Terminal and private property owned by Resorts World Miami, LLC and subject to FTA and BCC approval).



Vehicle Storage and Maintenance Facility

The proposed Vehicle Storage and Maintenance Facility will be a multi-story structure located on Watson Island within the existing FDOT Loop Ramp. The facility is designed as a multi-story structure with administration, operations, and other functions on the ground floor and the vehicle maintenance area on the second floor with an overhead mezzanine for roof access to the vehicle.

Fare Structure

The proposed fare structure is based on a \$5.00 per one-way trip charge. However, Concessionaire shall not collect fares or ride fees of any kind from weekly or monthly EASY Card passholders (i.e. MDT EASY Card must be accepted with no additional fees). The Interim Agreement stipulates that the Concessionaire may keep fares and ride fees and is entitled to charge one-way fares to those riders that are not weekly or monthly EASY Card passholders.

City of Miami Beach Concerns

While the City has consistently supported rapid mass transit connectivity across the MacArthur Causeway and the SMART Plan Beach Corridor Rapid Transit Project in particular, the Administration has various concerns with the Interim Agreement, Beach Corridor Trunk Line Project, and the MBM Project Team, as proposed, including:

1. 28 to 30-minute travel time with at least two transfers required from Government Center Station in Downtown Miami to the 5 Street Station in Miami Beach. This travel time is excessive and ineffective in terms of meeting the mobility needs of our residents, visitors, and workforce. The County has represented in the past that it is pursuing a retrofit of the Metromover system to allow a one-stop express ride from Government Center Station to the new Miami Multimodal Station at Herald Plaza. The County has indicated that it issued

a procurement for such services and is currently reviewing proposals. Such a retrofit could reduce the proposed travel time significantly.

2. Lack of multimodal integration, accessibility, and connectivity at the proposed Miami Beach station on 5 Street between Lenox Avenue and Michigan Avenue (i.e. station does not adequately accommodate or interface with pedestrians, transit/trolley, bicycles, rideshare, and micromobility devices).
3. Lack of transit connectivity to the Art Deco Cultural District and Miami Beach Convention Center/City Center area.
4. While Meridiam has experience with delivering public-private partnership projects, the technical Project Team lacks transit experience on a project of this scale and complexity.
5. No transit operator identified as part of the Project Team - the critical entity that will operate the system for a 30-year term.
6. Fares for non-EASY Card passholders have not been identified – a concern that if the fare established for non-passholders is too high, ridership and project effectiveness will be adversely impacted.

Next Steps

1. Consideration of the Interim Agreement by CITT on October 15, 2020
2. Consideration of the Interim Agreement by BCC on October 20, 2020

CONCLUSION

Mayor Dan Gelber has placed a discussion item on this City Commission agenda, and the Administration has prepared this memorandum to inform the discussion.

Applicable Area

South Beach

Is this a Resident Right to Know item?

No

Does this item utilize G.O. Bond Funds?

No

Strategic Connection

Mobility – Improve the walking and biking experience.

Attachments:

Description

Attachment A – City Commission Resolution No. 2019-30911

Attachment B – BCC Agenda Item and Interim Agreement

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JLM/ATH/JRG