

2019-30911

RESOLUTION NO. _____

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATIONS MADE AT THE CITY COMMISSION TRANSPORTATION WORKSHOP HELD ON JULY 15, 2019, 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 PARTNERS, INCLUDING MIAMI-DADE COUNTY, FLORIDA ("COUNTY"), FLORIDA DEPARTMENT OF TRANSPORTATION, MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION, AND THE CITY OF MIAMI, FLORIDA TO INCORPORATE THE FOLLOWING GOALS WITH RESPECT TO THE PROPOSED BEACH CORRIDOR PROJECT CONNECTING MIAMI BEACH TO THE MAINLAND ("BEACH CORRIDOR PROJECT"): (1) EFFECTIVE AND EFFICIENT CONNECTIVITY REGARDLESS OF MODALITY, TO PROVIDE A DIRECT, SEAMLESS, ONE-SEAT RIDE CONNECTION FROM A TO BE DETERMINED LOCATION WITHIN MIAMI BEACH 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 AND RELATED CONTRACT SPECIFICATIONS ("RFP"); (3) A COMPETITIVE AND TRANSPARENT COUNTY RFP PROCESS WHICH IS OPEN TO ALL TECHNOLOGIES BEING EVALUATED IN TIER 2 OF THE PARSONS STUDY, INCLUDING 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 OF THE ALTERNATIVE TECHNOLOGIES; (4) THE OPPORTUNITY FOR THE CITY OF MIAMI BEACH TO COMMENT ON THE COUNTY RFP BEFORE IT IS ISSUED; (5) THE APPOINTMENT OF AT LEAST ONE MIAMI BEACH-SELECTED REPRESENTATIVE TO THE RFP EVALUATION COMMITTEE; (6) THAT THE RFP REQUIRE THE DEVELOPMENT AND CONSTRUCTION OF AN INTERMODAL HUB IN MIAMI BEACH; (7) THAT THE RFP REQUIRE FLEXIBLE, NON-INTRUSIVE TECHNOLOGY THAT CAN OPERATE AT-GRADE WITHIN MIAMI BEACH, BE EXPANDED THROUGHOUT THE CITY, AND OPERATE ABOVE-GRADE ON THE MACARTHUR CAUSEWAY; (8) THAT THE RFP REQUIRE DEVELOPER TO PROVIDE AND ADHERE TO A TRAFFIC MITIGATION PLAN DURING CONSTRUCTION OF THE BEACH CORRIDOR PROJECT; (9) THAT THE RFP PROHIBIT GAMBLING ESTABLISHMENTS IN CONNECTION WITH THE BEACH CORRIDOR PROJECT, INCLUDING WITH RESPECT TO THE DEVELOPMENT OF ANY PROJECT PHYSICALLY CONNECTED, OR IN PROXIMITY TO, THE BEACH CORRIDOR PROJECT; (10) THAT THE RFP FURTHER PROHIBIT THE DEVELOPER AND OPERATOR OF THE BEACH CORRIDOR PROJECT, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, FROM HOLDING ANY INTEREST IN ANY GAMBLING ESTABLISHMENT IN MIAMI-DADE COUNTY

THROUGHOUT THE TERM OF THE AGREEMENT; (11) THAT THE RFP ADDRESS CYBER SECURITY CONCERNS IN CONNECTION WITH THE INFRASTRUCTURE AND TECHNOLOGY UTILIZED FOR THE BEACH CORRIDOR PROJECT; (12) THAT THE DESIGN AND CONSTRUCTION OF THE BEACH CORRIDOR PROJECT ACCOMMODATE THE PROPOSED MIAMI BEACH 5TH STREET PEDESTRIAN BRIDGE PROJECT; (13) THAT USER FARES FOR THE BEACH CORRIDOR PROJECT, IF ANY, BE AFFORDABLE AND REASONABLE, AND INCLUDE A REGIONAL FARE STRUCTURE AND COLLECTION SYSTEM FOR EASE OF USE FOR COMMUTERS; AND (14) THE IMPLEMENTATION, AS EXPEDITIOUSLY AS POSSIBLE, OF THE PROPOSED BERT ROUTES CONNECTING TO MIAMI BEACH, AND, IN PARTICULAR, THE BEACH EXPRESS NORTH BERT SERVICE ON THE JULIA TUTTLE CAUSEWAY SHOULDERS.

WHEREAS, the 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 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 City Commission Resolution No. 2016-29690 and 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 the issuance of a Request for Proposals ("RFP") for the same project purpose as the May 2, 2019 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 Miami-Dade County Board of County Commissioners 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.

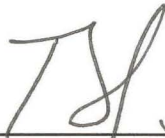
NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND THE CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA that the Mayor and City Commission hereby accept the recommendations made at the City Commission Transportation Workshop held on July 15, 2019, and direct the City Administration to work with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

- (1) Effective and efficient connectivity regardless of modality, to provide a direct, seamless, one-seat ride connection from a to be determined location within Miami Beach 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 and related contract specifications ("RFP");
- (3) A competitive and transparent County RFP process which is open to all technologies being evaluated in Tier 2 of the Parsons study, including 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 of the alternative technologies;
- (4) The opportunity for the City of Miami Beach to comment on the County RFP before it is issued;
- (5) The appointment of least one Miami Beach-selected representative on Miami-Dade County's RFP Evaluation Committee;
- (6) That the RFP require the development and construction of an intermodal hub in Miami Beach;
- (7) That the RFP require flexible, non-intrusive technology that can operate at-grade within Miami Beach, be expanded throughout the City, and operate above-grade on the MacArthur Causeway;
- (8) That the RFP require developer to provide and adhere to a traffic mitigation plan during construction of the Beach Corridor Project;
- (9) That the RFP prohibit gambling establishments in connection with the Beach Corridor Project, including with respect to the development of any project physically connected, or in proximity to, the Beach Corridor Project;

- (10) That the RFP further prohibit the developer and operator of the Beach Corridor Project, and their respective successors and assigns, from holding any interest in any gambling establishment in Miami-Dade County throughout the term of the agreement;
- (11) That the RFP address cyber security concerns in connection with the infrastructure and technology utilized for the Beach Corridor Project;
- (12) That the design and construction of the Beach Corridor Project accommodate the proposed Miami Beach 5th Street Pedestrian Bridge Project;
- (13) That user fares for the Beach Corridor Project, if any, be affordable and reasonable, and include a regional fare structure and collection system for ease of use for commuters; and
- (14) The implementation, as expeditiously as possible, of the proposed BERT routes connecting to Miami Beach, and, in particular, the Beach Express North BERT service on the Julia Tuttle Causeway shoulders.

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

ATTEST:


July 19, 2019
Rafael E. Granado, City Clerk



Dan Gelber, Mayor

(Sponsored by Mayor Dan Gelber)



APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION



City Attorney

7/19/19

Date

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