

MIAMI BEACH

OFFICE OF THE CITY MANAGER

NO. LTC # **317-2016**

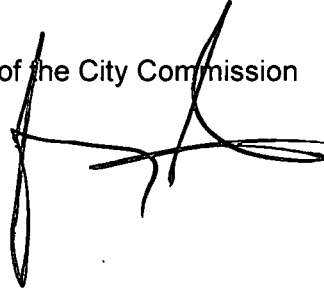
LETTER TO COMMISSION

TO: Mayor Philip Levine and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: July 29, 2016

SUBJECT: Miami Beach Trolley System



The purpose of this Letter to Commission is to provide a complete picture of the history of the trolley system and address some of the misinformation that has circulated in the community. I apologize in advance since most if not all of you are already familiar with these facts, but this document will also serve as a vehicle to educate the public about a program that really is a tribute to the efforts the City Commission has made to address traffic and mobility in the City.

Chronology

January 2014: The City Commission approves, on an emergency basis, a contract with Limousines of South Florida, Inc. ("LSF") to launch the Alton-West trolley. This was in direct response to the FDOT lower Alton Road project and an effort to provide relief to residents and businesses. Since this was accomplished in 52 days, LSF used existing cars from its fleet and no new trolleys were ordered.

April 2014: The City Commission approves the award, pursuant to a competitive ITB process, to LSF for the turnkey operation and maintenance of the North Beach Trolley. The cost was at \$1.64 million annually for five years, so as to amortize the cost of the new trolley vehicles being purchased by LSF. There were only two bidders on the contract and LSF's cost of operation was \$15 per hour per vehicle less than the other bidder. The vehicles purchased were the traditional high floor trolleys used throughout Miami-Dade county by other cities. As far as we can tell, LSF was then and still is the only operator of municipal trolleys in Miami-Dade county. The contract specifications provided for additional routes at the City's sole discretion.

October 2015: The City Commission approves an amendment to the contract with LSF, increasing the scope of the contract to include the addition of the operation and maintenance service for two new routes, the Middle Beach loop and the Collins Link. The combined cost of the existing North

Beach service and the two new routes is \$6.2 million annually for five years, again to amortize the costs of the existing vehicles and the 14 new vehicles being ordered for the two new routes. The new vehicles that have been ordered are the modified trolleys that have shorter steps and will kneel to the curb to make it easier for passengers to board. These new vehicles will be used on the North Beach trolley and the two new routes. The high floor trolleys currently being used on the North Beach route will be used as spare trolleys and would also be available as extra trolleys in case we have special events. The two new routes are scheduled to begin service this fall.

January 2016: The City Commission, after discussion, approves the South Beach trolley route and service plan, and authorizes staff to negotiate an interlocal agreement with Miami-Dade County to enable the City to operate the route upon the termination of the existing South Beach Local service by the County. The current City funding provided to the Local (roughly 1/3 the costs of operation) would then be available to fund a portion of the new trolley service. The Alton-West loop would also terminate and simply be serviced by the new South Beach trolley. This resolution was adopted 7-0.

May 2016: The City Commission directs staff to attempt to revise the order of the 14 modified trolleys to instead be low floor trolleys, and further directs the Administration to proceed with the previously approved South Beach trolley route through a new competitive procurement for low floor trolleys.

July 2016: The Administration informs the City Commission that the manufacturer of the trolleys cannot change the order and that the City would lose the full purchase price of the already special ordered vehicles. It would also have delayed the implementation of the Middle Beach and Collins Link routes until next summer. As such, the City Commission directs staff to move forward with the purchase of the 14 already ordered modified trolleys. Furthermore, in an effort to begin to introduce low floor trolleys throughout the system, the Commission directed staff to order 12 new low floor trolleys that would be interspersed throughout all of the trolley routes. As such, all four routes will have a mix of modified trolleys and low floor trolleys. The South Beach trolley is expected to commence service in Summer 2017.

In order to achieve this result on all four of the routes, the only solution was to amend the existing contract with LSF to include the operation and maintenance of the South Beach trolley route, and the order of the 12 low floor vehicles. This represents an additional \$5.1 million annually for five years to amortize the costs of all the vehicles, bringing the total contract amount for all four routes to a not to exceed \$12 million annually for five years. Had the Commission simply issued a new ITB for the South Beach route, we would not have been able to add the low floor trolleys to the other three routes.

Ridership

I have attached LTC # 272-2016, dated June 27, 2016, which has the latest ridership data for the two existing trolley routes. As you can see on Attachment B to the LTC, both the Alton-West loop and the North Beach route had their best month ever in March 2016 and their best quarter ever in the first quarter of 2016 (the latest data we have). According to Attachment A, over 3,700 people ride the two trolley routes daily, which is more than the South Beach local and Route 115/117 buses combined. The public reception to this service, therefore, has been outstanding.

FAQ's

- a. **Are the trolley cars ADA accessible?** All of the trolley car models that are either in use by the City or on order comply with the Americans with Disabilities Act. Some models may be viewed as more user friendly, but all of them meet the legal requirements of the ADA.
- b. **Who operates and maintains the trolleys?** LSF, under the agreement, operates the trolley service and maintains and services the vehicles. The payments we make to them both cover those O&M costs and also amortize the capital costs of acquiring the vehicles.
- c. **Who operates and pays for the South Beach Local?** The South Beach Local is operated by Miami-Dade County at a cost of \$4.1million annually. The County contributes \$2.8 million and the City contributes \$1.3 million.
- d. **Why will the South Beach Local service be terminated?** The South Beach Local is operated under an Interlocal Agreement between the County and the City. That agreement expires on February 21, 2017. The County has indicated that it wants to get out of the circulator business, leaving that instead to cities. The City Commission has directed the Administration to negotiate with the County to replace the Local with a South Beach trolley. That will be part of a new Interlocal Agreement with the County.
- e. **Will there be an interruption of service after February 21, 2017?** NO. The City will negotiate with the County that the Local should continue on a month to month basis until the South Beach trolley comes on line. We anticipate that the trolleys will come on line in the summer of 2017; as such, the Local would continue until that date.
- f. **What funds does the City use to pay for the trolley?** The City utilizes a mixture of resort taxes, Parking operation revenues and Citizen's Independent Transportation Trust Surtax funds. The service is not funded by real property taxes.
- g. **How will a person know if a low floor trolley is coming?** The City's e-gov app contains a tracker for the City's trolleys, showing real time location and movement. The tracker will be modified to clearly identify the low floor trolleys on the route.
- h. **What is the fare for riding the trolleys?** There is no charge for riding a trolley on Miami Beach.

- i. **Will there be connectivity for the various trolley routes?** Once all four routes are operating, a person will literally be able to travel, with a couple of transfers, from the north end of the City to the south end. This will mean that in the space of only 3 ½ years, the City would have gone from zero public transportation offered by the City to a full citywide network of free trolleys.

Please do not hesitate to contact me if you have any questions.

Attachment

MIAMI BEACH

OFFICE OF THE CITY MANAGER

NO. LTC # 272-2016

LETTER TO COMMISSION

TO: Mayor Philip Levine and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: June 27, 2016

SUBJECT: **MIAMI BEACH TROLLEY AND MIAMI-DADE TRANSIT CIRCULATOR RIDERSHIP REPORT (FY2016 – 2ND QUARTER)**

The purpose of this Letter to Commission is to report ridership figures for the City of Miami Beach Trolley System and Miami-Dade Transit (MDT) Circulators during the second quarter of Fiscal Year 2016, from January 1 to March 31, 2016.

As illustrated in the attached ridership report (Attachment A), the North Beach Loop observed an average daily ridership of 2,382 passengers during this quarter. This represents an approximate 7.7% increase in ridership over the previous quarter. The overall ridership of the North Beach Loop service during the second quarter of Fiscal Year 2015/16 was 214,370 passengers. It is important to note that this service started operation on October 29, 2014. The temporary Alton-West Loop also observed an increase in ridership of approximately 13.8% over the previous quarter. The overall ridership of the Alton-West Loop during the second quarter of Fiscal Year 2015/16 was 105,607 passengers.

The City of Miami Beach trolley system provided transit service to a total of 319,977 passengers during the second quarter of Fiscal Year 2015/16 and cumulatively to over 1.8 million passengers from inception to the end of the second quarter Fiscal Year 2015/16.

In addition to the City's trolley system, MDT operates two (2) circulator routes entirely within City boundaries (the South Beach Local (SBL) and Route 115/117). This quarter's daily average ridership for the SBL and Route 115/117, were 2,467 and 484, respectively (Attachment A). These figures were based solely on the months of January and February, as ridership totals for the month of March has not yet been published by MDT. The MDT circulator ridership figures for this quarter will be included in the next quarterly ridership report and issued via LTC. Based on the available MDT circulators' ridership data for Fiscal Year 2015/16, the County transit service has experienced a 20.5% decrease in ridership with respect to the previous Fiscal Year.


Additional ridership information for both the City's trolley system and the County's SBL and Route 115/117 for previous Fiscal Years has been included in Attachment B for reference.

Please feel free to contact me if you have any questions or concerns.

Attachments:

A: Trolley and Circulator Ridership Report (FY2016 – 2nd Quarter)

B: Trolley and Circulator Ridership Comparison Report (% Change)

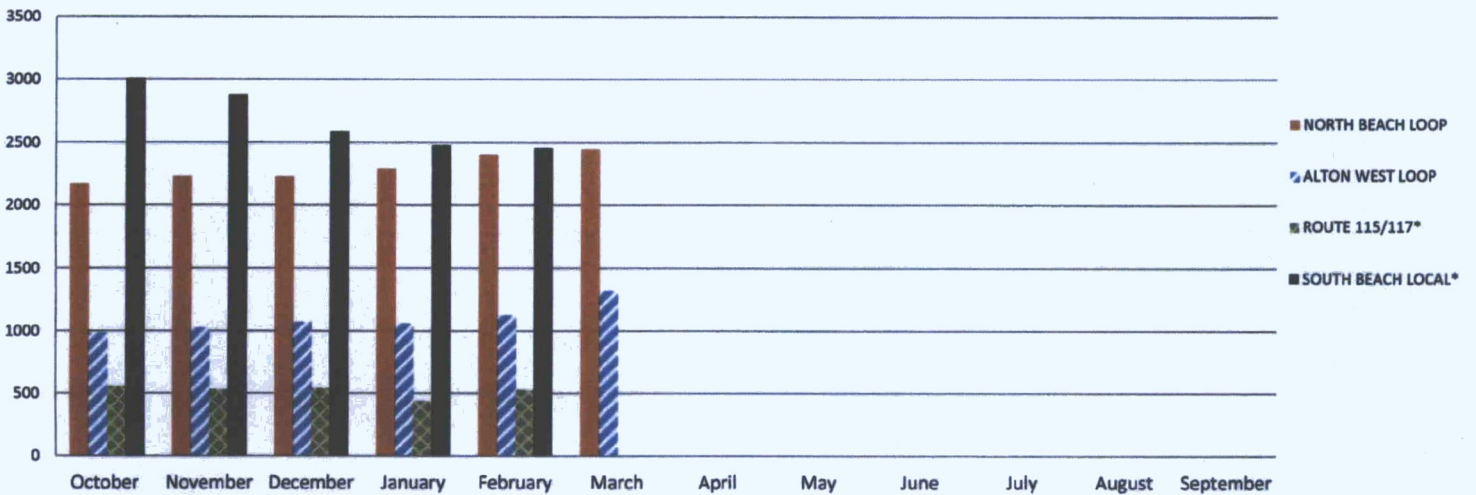
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F:\TRAN\SALL\LTC\LTCsTrolley\Miami Beach Trolley and Miami-Dade Transit Circulator Ridership Report (FY2016 – 2nd Quarter)

Route Name	DAILY AVERAGE PER MONTH											
	QTR I			QTR II			QTR III			QTR IV		
	October	November	December	January	February	March	April	May	June	July	August	September
ALTON WEST LOOP	990	1,025	1,076	1,064	1,127	1,325						
NORTH BEACH LOOP	2,169	2,231	2,234	2,293	2,403	2,451						
SUBTOTAL	3,159	3,256	3,310	3,357	3,530	3,776						
SOUTH BEACH LOCAL*	3,007	2,880	2,586	2,478	2,455							
ROUTE 115/117*	559	531	543	440	528							
SUBTOTAL	3,606	3,411	3,129	2,918	2,983							
TOTAL CITYWIDE	6,765	6,667	6,439	6,275	6,513							

Figures highlighted in yellow indicate partial ridership data of a month in progress.

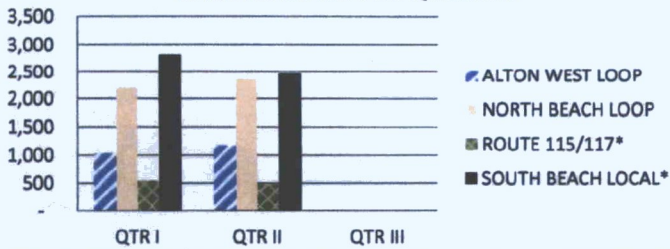
DAILY AVERAGE PER MONTH



DAILY AVERAGE PER QUARTER

	QTR I	QTR II	QTR III	QTR IV
ALTON WEST LOOP	1,030	1,172		
NORTH BEACH LOOP	2,211	2,382		
SOUTH BEACH LOCAL*	2,824	2,467		
ROUTE 115/117*	545	484		

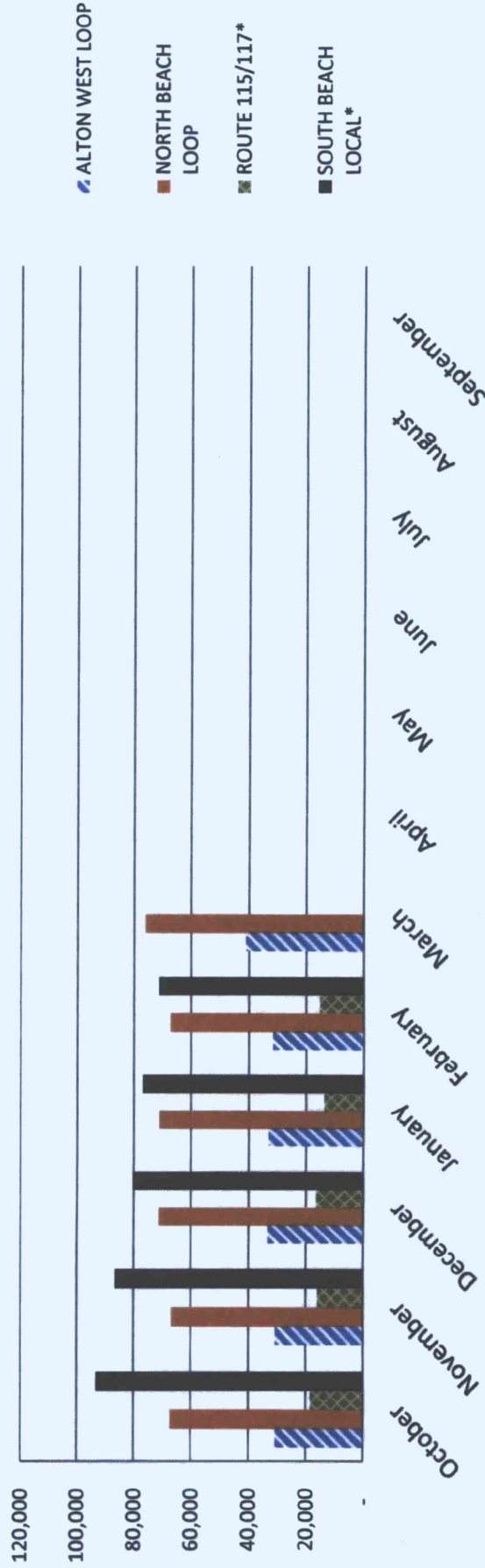
DAILY AVERAGE PER QUARTER



FY2016 RIDERSHIP REPORT

Route Name	MONTHLY RIDERSHIP											
	QTR I			QTR II			QTR III			QTR IV		
	October	November	December	January	February	March	April	May	June	July	August	September
ALTON WEST LOOP	30,686	30,740	33,360	32,994	31,548	41,065						
NORTH BEACH LOOP	67,247	66,913	71,370	71,096	67,280	75,994						
SUBTOTAL	97,933	97,653	104,730	104,090	98,828	117,059						
SOUTH BEACH LOCAL*	93,202	86,401	80,246	76,830	71,188							
ROUTE 115/117*	18,526	15,937	16,382	13,634	15,301							
SUBTOTAL	111,728	102,338	96,628	90,464	86,489							
TOTAL CITYWIDE	209,661	199,991	201,358	194,554	185,317							

MONTHLY RIDERSHIP



Figures highlighted in yellow indicate partial ridership data of a month in progress.

MIAMI BEACH TROLLEY RIDERSHIP (% CHANGE)

ATTACHMENT B

			FY2016	FY2015	FY2014	% Change*
Alton-West Trolley	Quarter 1	October	30,686	29,160	N/A	
		November	30,740	27,912	N/A	
		December	33,360	32,570	N/A	
	Quarterly Total		94,786	89,642	-	6%
	Quarter 2	January	32,994	33,331	N/A	
		February	31,548	29,902	17,623	
		March	41,065	32,413	24,399	
	Quarterly Total		105,607	95,646	42,022	10%
	Quarter 3	April		30,769	25,954	
		May		31,246	29,984	
		June		28,404	32,769	
	Quarterly Total			90,419	88,707	2%
	Quarter 4	July		27,779	28,346	
August			28,504	28,323		
September			28,141	26,532		
Quarterly Total			84,424	83,201	1%	
Yearly Total			360,131	213,930		
North Beach Trolley	Quarter 1	October	67,247	3,705	N/A	
		November	66,913	42,551	N/A	
		December	71,370	49,122	N/A	
	Quarterly Total		205,530	95,378	-	115%
	Quarter 2	January	71,096	52,278	N/A	
		February	67,280	49,020	N/A	
		March	75,994	58,790	N/A	
	Quarterly Total		214,370	160,088	-	34%
	Quarter 3	April		58,441	N/A	
		May		63,340	N/A	
		June		63,631	N/A	
	Quarterly Total			185,412	-	N/A
	Quarter 4	July		70,078	N/A	
August			68,169	N/A		
September			66,248	N/A		
Quarterly Total			204,495	-	N/A	
Yearly Total			645,373	-		

*With respect to previous year.

MDT RIDERSHIP (% CHANGE)

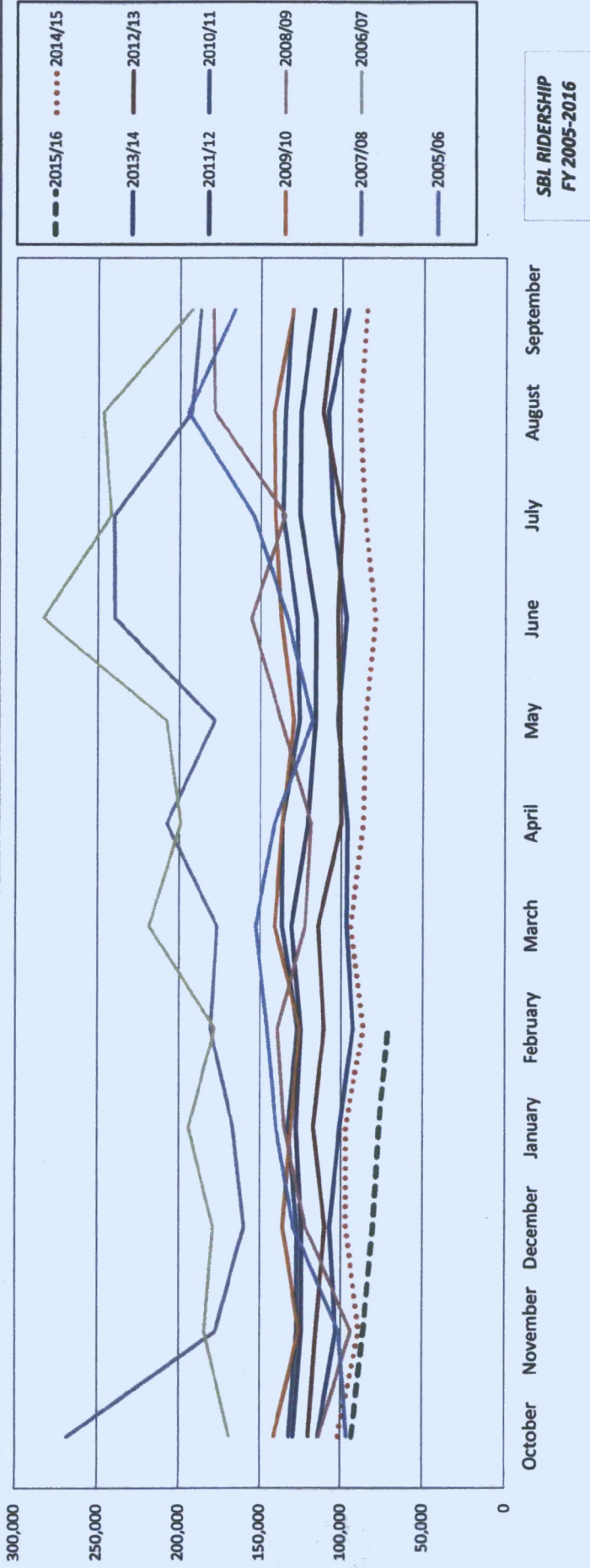
			FY2016	FY2015	FY2014	FY2013	FY2012	% Change*
SOUTH BEACH LOCAL	Quarter 1	October	93,202	101,914	114,037	120,127	129,443	
		November	86,401	89,271	103,363	115,609	128,727	
		December	80,246	97,376	107,172	110,258	124,541	
	Quarterly Total		259,849	288,561	324,572	345,994	382,711	-11%
	Quarter 2	January	76,830	97,480	101,064	117,354	127,809	
		February	71,188	86,750	92,925	110,858	125,111	
		March		94,353	96,812	114,579	130,926	
	Quarterly Total		148,018	278,583	290,801	342,791	383,846	-4%
	Quarter 3	April		86,672	96,371	100,218	120,683	
		May		85,562	102,220	101,181	116,184	
		June		79,288	97,250	102,528	116,068	
	Quarterly Total		-	251,522	295,841	303,927	352,935	-15%
	Quarter 4	July		86,232	105,915	99,746	126,036	
August			89,567	108,677	111,885	125,589		
September			84,862	96,357	104,957	117,341		
Quarterly Total				310,949	316,588	368,966	N/A	
Yearly Total				1,222,163	1,309,300	1,488,458		
Route 115/117	Quarter 1	October	18,526	30,669	26,978	29,249	27,784	
		November	15,937	21,466	23,530	26,570	28,049	
		December	16,382	23,484	24,555	27,155	27,183	
	Quarterly Total		50,845	75,619	75,063	82,974	83,016	1%
	Quarter 2	January	13,634	23,473	25,908	28,173	27,339	
		February	15,301	22,108	25,770	26,487	28,040	
		March		25,167	26,959	29,137	30,271	
	Quarterly Total		28,935	70,748	78,637	83,797	85,650	-10%
	Quarter 3	April		22,251	27,785	27,735	27,542	
		May		20,998	26,693	27,706	28,587	
		June		19,581	24,477	24,250	27,140	
	Quarterly Total		-	62,830	78,955	79,691	83,269	-20%
	Quarter 4	July		19,924	25,183	25,354	27,004	
August			17,466	25,279	26,171	27,652		
September			16,397	25,664	24,703	26,052		
Quarterly Total			53,787	76,126	76,228	80,708	N/A	
Yearly Total				308,781	322,690	332,643		

Figures highlighted in yellow indicate partial ridership data of a month in progress.

*With respect to previous year.

SOUTH BEACH LOCAL (SBL) RIDERSHIP (FY 2005-2016)

	October	November	December	January	February	March	April	May	June	July	August	September	Total	% Change
2015/16	93,202	86,401	80,246	76,830	71,188								407,867	
2014/15	101,914	89,271	97,376	97,480	86,750	94,353	86,672	85,562	79,288	86,232	89,567	84,862	1,079,327	-13%
2013/14	114,037	103,363	107,172	101,064	92,925	96,812	96,371	102,220	97,250	105,915	108,677	96,357	1,222,163	-7%
2012/13	120,127	115,609	110,258	117,354	110,858	114,579	100,218	101,181	102,528	99,746	111,885	104,957	1,309,300	-13%
2011/12	129,443	124,541	124,541	127,809	125,111	130,926	120,683	116,184	116,068	126,036	125,589	117,341	1,484,272	-6%
2010/11	132,120	127,217	127,238	132,775	127,020	136,628	136,442	125,985	127,600	136,529	135,221	130,804	1,575,579	-3%
2009/10	141,441	125,944	136,180	131,174	125,748	141,155	136,441	129,548	137,631	141,394	142,230	130,419	1,619,305	-1%
2008/09	113,504	94,180	122,059	135,246	139,308	122,535	118,852	137,394	155,639	135,134	178,540	179,611	1,632,002	-46%
2007/08	268,558	177,550	159,774	166,717	180,562	176,585	207,913	178,121	239,810	240,218	192,781	187,103	2,375,692	-5%
2006/07	168,825	184,270	178,985	193,977	177,894	218,715	199,188	207,996	283,247	242,257	246,927	192,567	2,494,848	
2005/06	96,415	101,492	129,500	140,175	145,710	152,827	141,280	117,790	133,576	154,650	194,802	166,053	1,674,270	33%



SBL RIDERSHIP
FY 2005-2016

Figures highlighted in yellow indicate partial ridership data of a month in progress.