



City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov

Project Name: Beach Corridor Transit Connection Project (f.k.a. Baylink)

Project Summary: For over two years, the City has been working in partnership with the Miami-Dade Metropolitan Planning Organization (MPO), Miami-Dade Transit (MDT), Florida Department of Transportation (FDOT), and the City of Miami as part of the ongoing Beach Corridor Transit Connection Study (formerly known as the Baylink Corridor Study) studying ways to improve mass transit connectivity between the City of Miami Beach and Downtown Miami. The Study commenced in October 2013 and focuses on re-evaluating the “Locally Preferred Alternative” (resulting from the 2004 Baylink Corridor Study), which proposed a light rail transit/modern streetcar connection between Miami Beach and Downtown Miami, via the MacArthur Causeway. A Technical Advisory Committee (TAC) comprised of staff from various municipal and transportation agencies and a Policy Executive Committee (PEC) comprised of elected officials from Miami-Dade County, the City of Miami Beach, and the City of Miami was established as an advisory committee of the MPO to assist the Study consultant team in making key milestone decisions through the Study process.

At this time, the Study recommendations focus on a Light Rail Transit (LRT)/modern streetcar system connecting Miami Beach and Downtown Miami via the MacArthur Causeway. Several new and emerging catenary-free or off-wire technologies for LRT are being evaluated, including ground-embedded rail and on-board battery storage. The recommended alignment within Miami Beach consists initially of the MacArthur Causeway, 5th Street, and Washington Avenue (in order to establish a direct connection to the Miami Beach Convention Center). A second phase would include an alignment along Alton Road and 17th Street which would operate as a local route solely within Miami Beach and complement the initial regional cross-bay route to Downtown Miami. The study contemplates future route expansion along Collins Avenue to the Julia Tuttle Causeway, connecting to Midtown Miami. In order to provide efficient and effective mass transit service, the Project will operate on exclusive rights-of-way and not in mixed traffic. See attached map depicting the recommended route alignment and future phases. Both the TAC and PEC have endorsed the project moving forward as a potential public-private partnership (P3).

At the April 29, 2015 Commission meeting, the City Commission adopted a Resolution expressing support for expediting the South Beach Component of the Beach Corridor Transit Connection Project. Further, the Resolution directed the Administration to work with the local transportation partners to expedite the South Beach Component and authorized the Administration to procure any environmental studies required to advance the South Beach component. At the PEC meeting on May 4, 2015, the Committee passed a Resolution approving policy directives as to how to proceed with the Baylink Project connecting Miami and Miami Beach. Pursuant to that Resolution, in an effort to expedite at least portions of the Baylink project, the cities of Miami and Miami Beach may, in a manner consistent with State law, proceed with their own environmental analysis. The FDOT was designated as the lead agency to coordinate with the federal government and all other parties in terms of the overall rail project, including alignment, technology, cost, and procurement.

In June 2015, the City received an Unsolicited Proposal from Miami Tram Partners, a consortium, for a public-private partnership with the City to implement an off-wire light rail transit/modern streetcar system in South Beach based on the Direct Connect alignment of the Beach Corridor Transit Connection Study (i.e., via 5th Street and Washington Avenue connecting to the Convention Center). In July 2015, the Administration issued a Request For Qualifications (RFQ) for preparation of environmental studies for transit projects, including

the Beach Corridor Transit Connection Project, and services related to public-private partnership (P3) proposals. At the October 14, 2015 City Commission meeting, the Commission directed the Administration to negotiate with the two top-ranked firms (Kimely-Horn and Parsons Brinckerhoff) and bring a negotiated agreement back to Commission for approval. The Administration anticipates taking this item for discussion at the December 9th Commission meeting.

Estimated Cost: Environmental Assessment - TBD pending contract negotiations and class of action determination for environmental study.
Capital Cost of Construction of South Beach Component (Direct Connect Alternative via 5th Street, Washington Avenue) – approx. \$200 million.
Operating Cost of South Beach Component – TBD depending on availability payment structure (assuming P3 delivery).

Timelines: The environmental analysis is anticipated to take 12 – 18 months to complete once the consultant has been engaged. It is estimated that the South Beach Component of the Beach Corridor Transit Connection Project can be expedited via a P3 procurement/delivery method and implemented in a 3 – 5 year timeframe.