

NB 25. DISCUSS EXPLORING WORKFORCE TRANSPORTATION SOLUTIONS AND EMPLOYER PARTNERSHIP INITIATIVES WITH THE CITY OF MIAMI BEACH.
Applicable Area:

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Economic Resiliency Committee Members

FROM: Eric Carpenter, City Manager

DATE: May 7, 2025

TITLE: DISCUSS EXPLORING WORKFORCE TRANSPORTATION SOLUTIONS AND EMPLOYER PARTNERSHIP INITIATIVES WITH THE CITY OF MIAMI BEACH.

RECOMMENDATION

The City Administration ("Administration") recommends that the Finance and Economic Resiliency Committee ("FERC" or "Committee") endorse the Administration's recommendation to conduct an Employee Commuter Survey to ascertain employee interest in a potential one-seat ride shuttle service from/to existing park-and-ride facilities in the mainland and major employment centers in the City of Miami Beach ("City"), to determine whether the employee density and passenger demand would justify the implementation of such shuttle service, and to determine if the service would be cost-effective.

BACKGROUND/HISTORY

At the February 26, 2025, City Commission meeting, at the request of Commissioner Alex Fernandez, the Mayor and City Commission ("City Commission") referred an item (C4 AD) to the FERC to discuss exploring workforce transportation solutions and employer partnership initiatives with the City to provide a direct, efficient transit option that improves commute reliability while alleviating congestion during weekday peak traffic hours.

As the City continues to grow and develop as a vibrant economic hub, ensuring accessible and efficient transportation options for the workforce is critical. Private employers such as Mount Sinai Medical Center, the Fontainebleau Hotel, the Loews Hotel, and the Miami Beach Convention Center are significant contributors to the local economy, providing thousands of jobs. However, many of their employees who live outside the City face daily challenges in accessing their employment centers due to limited regional public transportation options and traffic congestion.

In response to these challenges, a potential partnership among these major employers, the City, and Miami-Dade County ("County") could be explored to provide a solution that ensures seamless and efficient transit access for workers. This collaboration would focus on providing a one-seat ride shuttle service connecting park-and-ride locations in the mainland directly to major employment centers in the City, thus reducing reliance on private vehicles and enhancing overall mobility, both regional and local.

On February 27, 2025, under the leadership of Commissioner Alex Fernandez, the Administration met with representatives of Mount Sinai Medical Center, the Fontainebleau Hotel, the Loews Hotel, and the Miami Beach Convention Center to discuss workforce commuting options, including the potential to provide a one-seat shuttle service from strategic park-and-ride locations throughout the County to these key employment centers in the City.

ANALYSIS

The Strategic Miami Area Rapid Transit ("SMART") Plan

The SMART Plan is a comprehensive transit expansion strategy for the County, with the primary goal of providing a robust transit network with enhanced connectivity, sustainability, and service coverage. Attachment A includes the SMART Plan Map. The SMART Plan focuses on six (6) rapid transit corridors with the goal of improving mobility, reducing traffic congestion, and providing more reliable transit options throughout the region. The six (6) rapid transit corridors are as follows:

- Beach Corridor: From Midtown Miami to Miami Beach Convention Center
- East-West Corridor: From Tamiami Station to Miami Intermodal Center
- Kendall Corridor: From Dadeland Metrorail Station to Krome Avenue
- North Corridor: From Martin L. King, Jr. Metrorail Station to NW 215 Street
- Northeast Corridor: From Downtown Miami to City of Aventura
- South Dade Transit Way: From Dadeland South Metrorail Station to SW 344 Street Transit Terminal in Florida City

The benefits of the six (6) SMART Plan corridors are further described in Attachment B.

Bus Express Rapid Transit (“BERT”) Network

One of the key features of the SMART Plan is the BERT Network, which is designed to provide reliable and convenient express bus service, improve travel times, and reduce congestion on major corridors. Buses on the BERT Network will operate on the express lanes, managed lanes and shoulders of expressways, and dedicated bus lanes, so buses can travel at a higher speed than the adjacent vehicular traffic. Through the BERT Network, the County will provide reliable and convenient express bus service connecting commuters to and from the six (6) SMART Plan Rapid Transit Corridors and major employment centers. Attachment C includes the BERT Network Fact Sheet.

As part of the BERT Network, three (3) routes are proposed to connect the City to the mainland (Beach Express North, Beach Express Central, and Beach Express South). In particular, the Beach Express North BERT proposes to connect the Golden Glades Multimodal Facility to the Earlington Heights Metrorail Station adjacent to the Miami International Airport, the Mount Sinai Medical Center, the Fontainebleau Hotel, and the Miami Beach Convention Center via the express lanes on I-95 and the dedicated transit lanes on the I-195/Julia Tuttle Causeway inside shoulders (see pages 2 and 5 of Attachment C depicting the route alignment). The County anticipates commencing operations of the Beach Express North BERT service in July 2025.

South Florida Commuter Services (SFCS)

Under authority of Chapters 187 and 341, Florida Statutes, the Florida Department of Transportation (“FDOT”) provides financial and technical assistance to promote alternatives to commuters driving alone. South Florida Commuter Services (“SFCS”), an FDOT program, seeks to decongest roadways in South Florida through a variety of Transportation Demand Management (TDM) strategies. SFCS’ primary activities involve working with major employers and advocating for and highlighting the benefits of the following services offered:

- Carpooling: 2+ people commuting together
- Vanpooling: 4-15 people commuting together in a State-sponsored van or SUV
- Flexible Work Schedules: Working full-time but commuting outside of morning and afternoon rush hours
- Mass Transit: An alternative to driving offering regular, economical & dependable transit
- Bicycling: The greenest, healthiest option for commuting
- Walking: Healthy option for commuters who live close to their place of employment
- Park-and-Ride Facilities: Public parking locations strategically located throughout the County to provide convenient places to meet for a commuting option – usually free
- Guaranteed Ride Home: In the event of unforeseen circumstances, SFCS will pay for commuters’ rides home

On March 18, 2025, the Administration met with representatives of SFCS to ascertain how their services could assist the daily commute for thousands of workforce employees of the Mount Sinai Medical Center, Fontainebleau Hotel, Lowes Hotel, and the Miami Beach Convention Center. The Administration worked with SFCS to develop a Miami Beach Employee Commuter Survey (Attachment D) to be shared with all the employees of the City of Miami Beach, Mount Sinai Medical Center, the Fontainebleau Hotel, the Loews Hotel, and the Miami Beach Convention Center to obtain feedback from the employees and ascertain interest in TDM options and available mass transit solutions, and in particular, a potential one-seat ride shuttle option from/to park-and-ride locations (depicted in Attachments A and B) and the aforementioned key employment centers in the City.

Potential Park-and-Ride Shuttle Service (One-Seat Ride)

As a workforce commuting option, the Administration is exploring the feasibility of establishing a free employee bus service to commute from dedicated park-and-ride locations (depicted in Attachments A and B) to the major employment centers in the City via a one-seat ride. To that end, the Administration developed an interactive Employee Population Heat Map which shows the employee population by zip-code based on the residential addresses of employees from the following major employers in the City: City of Miami Beach, Mount Sinai Medical Center, Fontainebleau Hotel, Loews Hotel, and the Miami Beach Convention Center. Attachment E includes an excerpt of the Employee Population Heat Map.

As such, the Administration recommends conducting the Employee Commuter Survey to ascertain employee interest and whether the density and passenger demand would justify the implementation of a one-seat ride shuttle service. The data from the surveys would also be used to determine which existing park-and-ride facilities would be appropriate for such shuttle service.

Tangentially, the Administration is considering utilizing the services of a “big data” analytics company, such as StreetLight Data, Inc. (“StreetLight”). StreetLight utilizes aggregated GPS data to provide daily traffic flow metrics between network origins and destinations. A Network Origin-Destination (“Network O-D”) Analysis provides a quick, easy, and cost-effective way to measure 15-minute, hourly or daily traffic flows between network segment origin and destinations averaged at the yearly, monthly, or user-defined time period. Network O-D Analysis includes a unique blend of device navigation apps, traditional mobile data apps, and in-vehicle navigation apps. This data source compiles information about the trajectories of vehicles and devices across the road network which can be attributed to specified origin and destination segments. The resulting data could provide insight into how many drivers using our major thoroughfares during afternoon weekday peak periods live outside the City as well as other relevant data which could be useful in shaping traffic mitigation policies.

FISCAL IMPACT STATEMENT

TBD

Does this Ordinance require a Business Impact Estimate?

(FOR ORDINANCES ONLY)

The Business Impact Estimate (BIE) was published on .

See BIE at: <https://www.miamibeachfl.gov/city-hall/city-clerk/meeting-notice/>

FINANCIAL INFORMATION

N/A

CONCLUSION

The partnership between the City, FDOT, the County, and private employers like Mount Sinai Medical Center, the Fontainebleau Hotel, the Loews Hotel, and the Miami Beach Convention Center represent a significant opportunity to enhance workforce mobility and improve public transit access in the City. By establishing a reliable transit service and a potential one-seat shuttle service from strategic park-and-ride locations throughout the County to key employment centers in the City, it can provide a more efficient, sustainable, and cost-effective solution for employees, reduce traffic congestion, and contribute to the City's broader economic and environmental goals.

This item is being presented to the FERC for discussion.

Applicable Area

Citywide

Is this a "Residents Right to Know" item, pursuant to City Code Section 2-17?

No

Is this item related to a G.O. Bond Project?

No

Was this Agenda Item initially requested by a lobbyist which, as defined in Code Sec. 2-481, includes a principal engaged in lobbying? No

If so, specify the name of lobbyist(s) and principal(s): N/A

Department

Transportation and Mobility

Sponsor(s)

Commissioner Alex Fernandez

Co-sponsor(s)

Click or tap here to enter text.

Condensed Title

Workforce Transportation Solutions/Employer Partnership Initiative

Miami-Dade County SMART PROGRAM

The SMART Program is advancing five rapid transit corridors of the People's Transportation Plan (PTP), implementing an expanded mass transit infrastructure in Miami-Dade County.



SMART | STRATEGIC MIAMI AREA RAPID TRANSIT PLAN

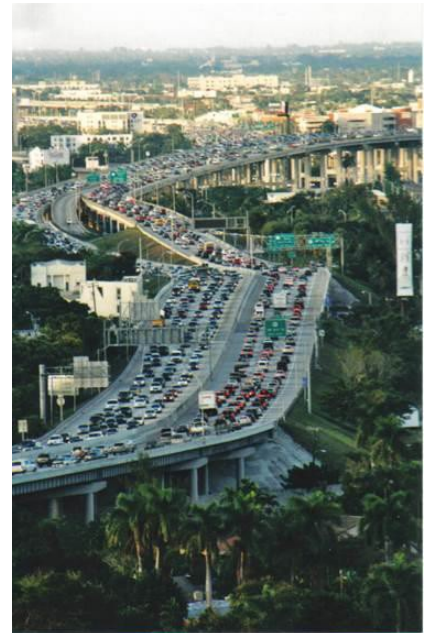


Concept Design of Downtown MiamiCentral Development and Brightline Train Station Currently Under Construction

SMART PLAN OVERVIEW

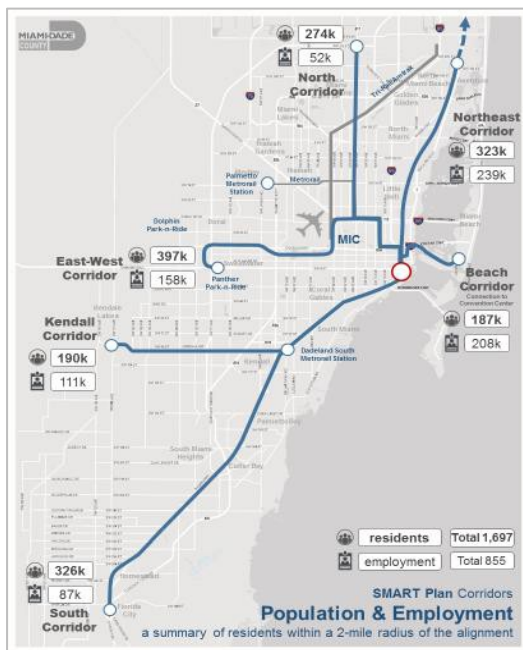
The **Strategic Miami Area Rapid Transit (SMART) Plan** is a bold infrastructure investment program of projects that will significantly improve transportation mobility, provide a world-class transit system that will support economic growth and competitiveness in the global arena. Miami is a global hub representing not only the Gateway of the America's, but also the nation's southeast capital for international freight and cargo, as well as the number one passenger cruise port in the world. Miami-Dade County is the most populous county in Florida, representing 2.7 million residents, and the Miami Urbanized Area is the 4th most populous in the U.S. with over 5.5 million people. Miami-Dade Mayor Carlos A. Gimenez, along with the Miami-Dade Transportation Planning Organization (TPO) Governing Board, has declared the advancement of the SMART Plan as the top priority for Miami-Dade County, which is strongly supported by public and private sector partners, residents, and other elected officials.

The SMART Plan represents a vision for our region that is both strategic and far-reaching, creating a system of multiple transportation options by leveraging existing infrastructure, and integrating technology at the highest levels. The plan is comprehensive, proactive, and supports the future population and employment growth anticipated in our region.

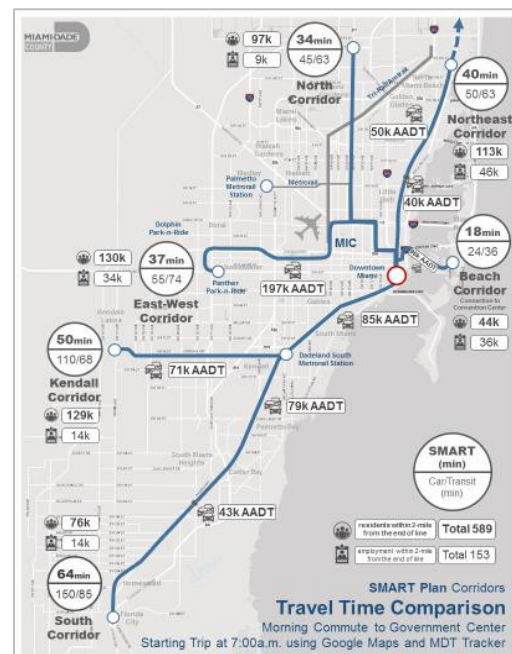


I-95 Congestion Miami, Florida

The Federal Highway Administration (FHWA) estimates the annual cost of congestion to motorists in urban areas is approximately \$7 billion. This represents a significant cost and economic disadvantage that if not addressed, will result in urban areas like Miami being left behind.



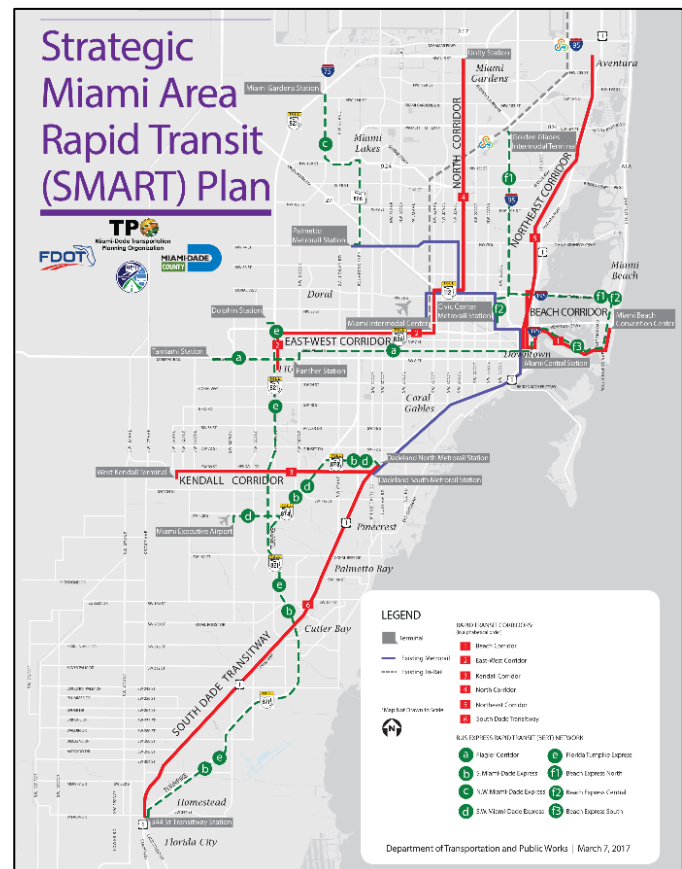
Miami-Dade Population & Employment



Miami-Dade Travel Time Comparison

The SMART Plan will expand transit options in Miami-Dade County along six (6) critical corridors that are linked to local, regional, national, and global economic markets, as highlighted below. Another critical component of the SMART Plan will be a network of Express Buses, known as Bus Express Rapid Transit (BERT), which will connect the SMART rapid transit corridors on limited access facilities, promoting the active expansion of South Florida's Express Lanes network with the implementation of six (6) identified BERT express lane concepts. This innovative approach effectively expands the reach of transit in Miami-Dade County and beyond.

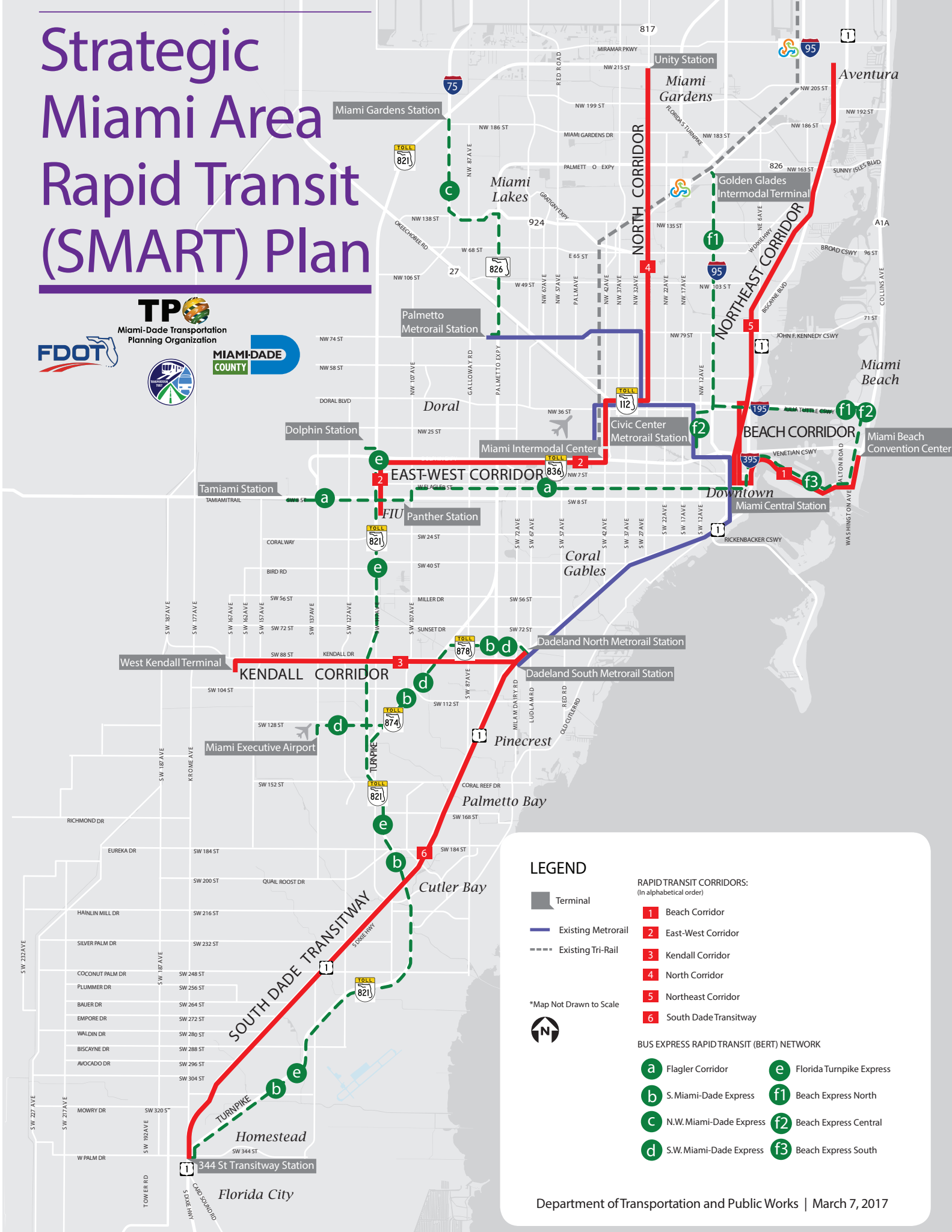
- **Beach Corridor:** Highest tourist demand in region with major employment centers.
- **East-West Corridor:** Heaviest commuter travel for international, state and local businesses.
- **Kendall Corridor:** One of the most congested arterial roadways with the highest demand.
- **North Corridor:** Key regional mobility linkage for access to jobs, stadium and educational facilities.
- **Northeast Corridor:** High transit demand and part of a critical regional corridor stretching to Palm Beach County.
- **South Corridor:** Experiencing the fastest population growth in Miami-Dade County.



How many Floridians will benefit from the SMART Plan? An estimated 1.7 million people live within a 2 mile radius of the SMART Plan alignments, representing approximately 63% of the most populous county in Florida.

In 2002, Miami-Dade voters approved a half penny sales surtax to demonstrate a local commitment to mass-transit expansion. This local commitment demonstrates the desire and dedication from Miami-Dade County to seek and implement alternative transportation methods from all levels of the community. This dedicated funding source is available to match State and Federal funds for the implementation of this Plan. It is anticipated that the overall cost of the SMART Plan is approximately \$3.6 billion. State and federal funding partnerships will be critical to deliver these projects.

Strategic Miami Area Rapid Transit (SMART) Plan



LEGEND

- Terminal
- Existing Metrorail
- Existing Tri-Rail
- *Map Not Drawn to Scale

RAPID TRANSIT CORRIDORS: (In alphabetical order)

- 1** Beach Corridor
- 2** East-West Corridor
- 3** Kendall Corridor
- 4** North Corridor
- 5** Northeast Corridor
- 6** South Dade Transitway

BUS EXPRESS RAPID TRANSIT (BERT) NETWORK

- a** Flagler Corridor
- b** S. Miami-Dade Express
- c** N.W. Miami-Dade Express
- d** S.W. Miami-Dade Express
- e** Florida Turnpike Express
- f1** Beach Express North
- f2** Beach Express Central
- f3** Beach Express South

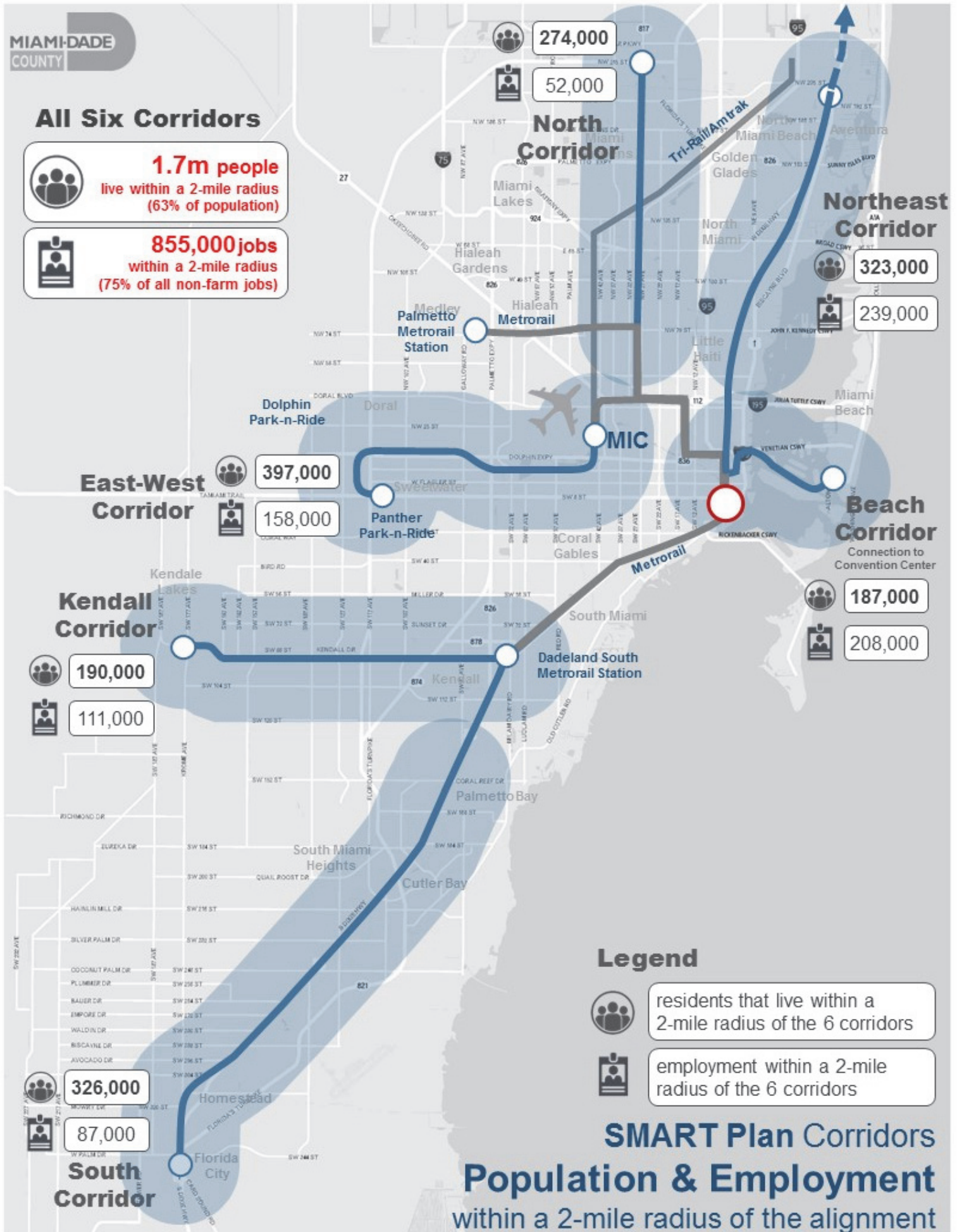
All Six Corridors



1.7m people
live within a 2-mile radius
(63% of population)



855,000 jobs
within a 2-mile radius
(75% of all non-farm jobs)



Legend



residents that live within a
2-mile radius of the 6 corridors



employment within a 2-mile
radius of the 6 corridors

SMART Plan Corridors
Population & Employment
within a 2-mile radius of the alignment

All About the Smart Corridors

The SMART Corridors have advanced to the Project Development and Environmental (PD&E) Phase where the appropriate analysis will determine the specific next steps.

Beach Corridor

The Beach Corridor (formally known as Bay Link) is an important connection between the mainland and Miami Beach. It will integrate with other existing and proposed transit services on both sides of Biscayne Bay. A vital link between two key economic engines, Miami International Airport (MIA) and PortMiami, this SMART Plan corridor will improve conditions in the area and serve anticipated growth.

Metrorail currently provides a direct connection between MIA and Downtown Miami. This SMART Plan corridor will provide the final link to destinations most frequented by millions of visitors each year. Additionally, this will also serve the surrounding entertainment and commercial sectors for local residents and employees traveling across the Bay or connecting from outside the area.

Providing a transit alternative near Miami Beach will help locals and visitors with their travel needs during peak travel times and special events. Important consideration will also be taken to coordinate future transit improvements with major development now occurring in Downtown Miami.

East-West Corridor

The East-West Corridor runs mostly along State Road 836 (Dolphin Expressway), which contains numerous businesses that are critical to the local economy, including office parks, warehouses, and industrial activity. The Dolphin Expressway and other neighboring east-west corridors, such as Flagler Street and SW 8th Street, connect directly to Downtown Miami. These are some of the most heavily traveled and congested roadways in Miami-Dade County. A rapid transit service along this corridor will provide an important link between major regional, state, and international activity centers, such as the Miami Intermodal Center (MIC), MIA, and Florida International University (FIU), with its annual enrollment of more than 50,000 students.

Other transit upgrades nearby are currently being advanced by the Miami-Dade TPO and partner agencies as part of the effort to prioritize public transportation in the region. New multimodal transit terminals and Park-and-Rides, known as the "Dolphin Station" and "Panther Station," are planned and/or underway at the western end of the corridor.

Kendall Corridor

The Kendall Corridor is an important connection between the County's western residential areas and employment centers, shopping areas, major expressways, and Metrorail stations further to the east. Kendall Drive is a heavily traveled roadway by a sizable portion of the population. As a result, it experiences high levels of traffic congestion. A rapid transit link along Kendall Drive will provide alternative options for traveling the corridor and connecting to other premium transit services such as Metrorail.

The Miami-Dade TPO is planning for other infrastructure improvements such as Park-and-Ride facilities that will supplement a rapid transit route. These Park-and-Ride locations and multimodal transit terminals will provide more opportunities for connections between surrounding neighborhoods and other parts of the County. This corridor is an example of how land use is integrally tied to transportation, and how strategic improvements can result in effective mobility options in areas with auto-oriented development patterns.

**Highest tourist demand
in Region with major
employment centers**



**High demand corridor
supporting local, regional,
and global businesses**



**Critical east-west
commuter demand
corridor**



All About the Smart Corridors

North Corridor

The North Corridor runs along NW 27th Avenue, extending from the MIC at MIA to NW 215th Street, near the Miami-Dade/Broward County line. This roadway is a key component of the transportation system, because it is one of the few continuous north-south arterial corridors in Miami-Dade County. It serves as a gateway to the central part of the South Florida region to the north. This corridor is also ripe for potential infill and redevelopment opportunities, such as transit oriented developments (TOD), which would be further supported by a new rapid transit service.

The Miami-Dade TPO has prioritized funding for implementing a new transit terminal and Park-and-Ride facility at the northern end of this corridor. This Park-and-Ride, known as "Unity Station," will be located near the Broward County line at NW 215th Street and the Florida's Turnpike. The Miami-Dade TPO is also coordinating with the Broward MPO to determine potential options for extending this future service further north in order to create a truly regional rapid transit route.

Northeast Corridor

The Northeast Corridor is a regional connection that links Miami-Dade County with neighbors to the north via the Florida East Coast (FEC) Railway. The corridor is currently used only for freight traffic, but multiple development plans are planned to transform this corridor for passenger service over the next few years.

The MiamiCentral Station development, currently under construction in Downtown Miami, will eventually serve as the terminus station for multiple new passenger rail services along this corridor. All Aboard Florida's intercity "Brightline" service will connect the major downtown areas between Miami and Orlando. Additionally, the South Florida Regional Transportation Authority (SFRTA) is planning to expand its Tri-Rail service to provide one-seat rides to MiamiCentral Station. The TPO has been working with SFRTA and the Florida Department of Transportation (FDOT) to conduct the necessary planning efforts related to this service. These include working with local communities to ensure station locations are integrated with surrounding land uses and development.

South Dade Transitway

The South Dade Transitway (formerly known as South Link) is a 20-mile exclusive busway that operates local and limited stop Metrobus service between the Dadeland South Metrorail Station and Florida City. There are currently 30 Metrobus stations and six Park-and-Ride facilities along this corridor.

Recent projections indicate that the southern portion of Miami-Dade County will experience approximately 50 percent increase in population and 65 percent increase in employment by 2040, which represents the highest growth rate in the County. Communities in this area are growing, and as a result, will experience an increasing demand for transportation infrastructure and services.

In addition to assessing the overall costs and benefits of different service options, passenger amenities will be evaluated as a part of the corridor development process. These potential improvements will help increase the system's reliability, decrease transit travel time, and enhance the overall ridership experience.

Key regional mobility linkage for access to jobs, stadium, and educational facilities



High transit demand and critical regional corridor stretching to Palm Beach County



Experiencing the fastest population growth in Miami-Dade County





**Miami-Dade Transportation
Planning Organization**

111 NW 1st Street, Suite 920

Miami, FL 33128-1916

(305) 375-4507

www.miamidadetpo.org

#MiamiSMARTPlan

The Miami-Dade TPO has set a policy that assures that no person shall on the basis of race, color, national origin, sex, age, disability, family, or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the Florida Civil Rights Act of 1992, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity. It is the policy of the Miami-Dade TPO to comply with all of the requirements of the Americans with Disabilities Act (ADA). To request this document in accessible format, please call (305) 375-1881. If you are interested in participating in the transportation planning process, please contact the Miami-Dade TPO at (305) 375-4507.



BUS EXPRESS RAPID TRANSIT (BERT) NETWORK FACT SHEET

PROJECT OVERVIEW

The Bus Express Rapid Transit (BERT) Network is a system of eight new express bus routes that are part of the Strategic Miami Area Rapid Transit (SMART) Plan. Through the BERT Network, the Miami-Dade County Department of Transportation and Public Works (DTPW) will provide reliable and convenient express bus service connecting commuters to and from the six SMART Plan Rapid Transit Corridors and major employment centers. The BERT Network is designed for commuters with limited stops over long distances, providing a money-saving stress-free transportation option.



Buses on the BERT Network will run on the express lanes, managed lanes and shoulders of expressways, so they run at a higher speed than traffic. When not on the expressways, the buses will rely on Transit Signal Priority (TSP) to minimize traffic delays. TSP technology allows buses to communicate with traffic signals as the bus approaches. The signal can either extend the green or shorten the red to keep the bus moving. These operations will deliver a more reliable service with bus frequency ranging from every 10 to 20 minutes during peak hours.



SCHEDULE

Routes are being phased in over time between 2019 and 2027 as construction of Park and Ride facilities and managed lanes and other infrastructure improvements are completed.

FUNDING

New Park and Ride facilities and new transit vehicles will be funded by Miami-Dade County, in partnership with the Citizen's Independent Transportation Trust and the Florida Department of Transportation.

STAY INFORMED

For more information, contact Public Information Officer Yvette Holt at 786-714-2792 or by email at BERT@miamidade.gov.



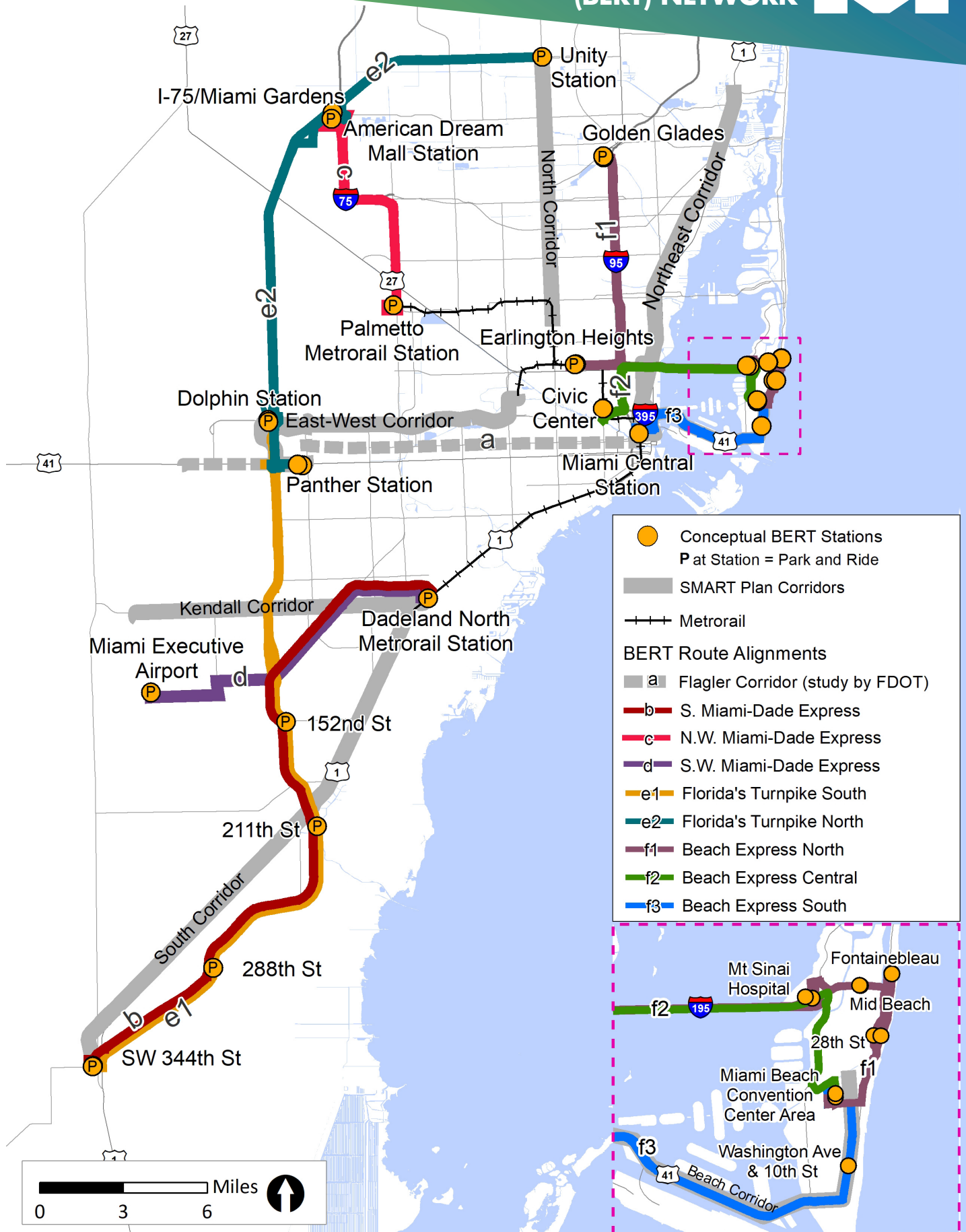
@GoMiamiDade |



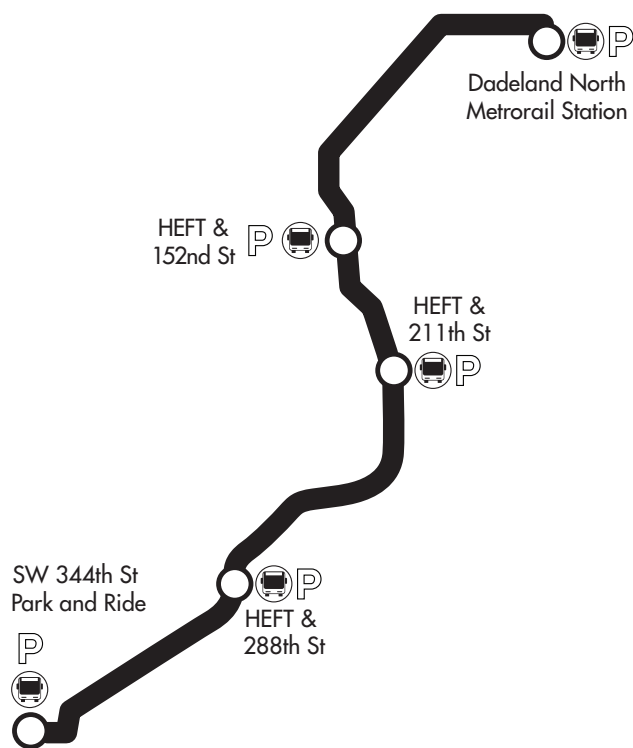
GO Miami-Dade Transit



BUS EXPRESS RAPID TRANSIT (BERT) NETWORK

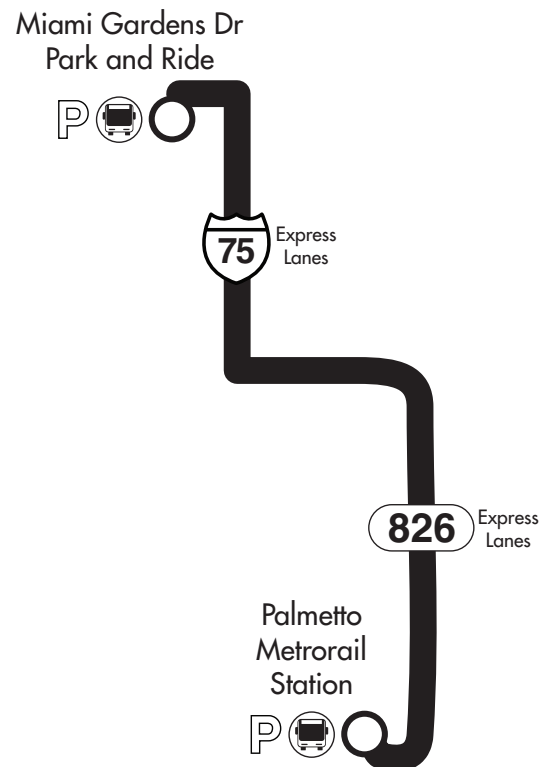


ROUTE B SOUTH MIAMI-DADE EXPRESS



From the SW 344th Street TransitWay Station to the Dadeland North Metrorail Station along the Florida's Turnpike Managed Lanes. Service is expected to begin in 2021. In the future, stops will be added when new Park and Ride facilities are built. Preliminary locations include the SW 288th Street/HEFT, SW 211th Street/HEFT, and SW 152nd Street/HEFT.

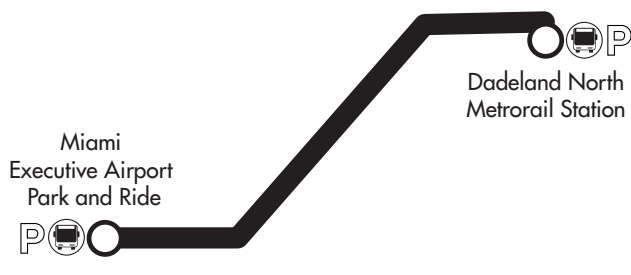
ROUTE C NORTHWEST MIAMI-DADE EXPRESS



From the Palmetto Metrorail Station to the I-75/ Miami Gardens Drive Park and Ride. This service began in November 2019 and runs on the SR 826 and I-75 Express Lanes.

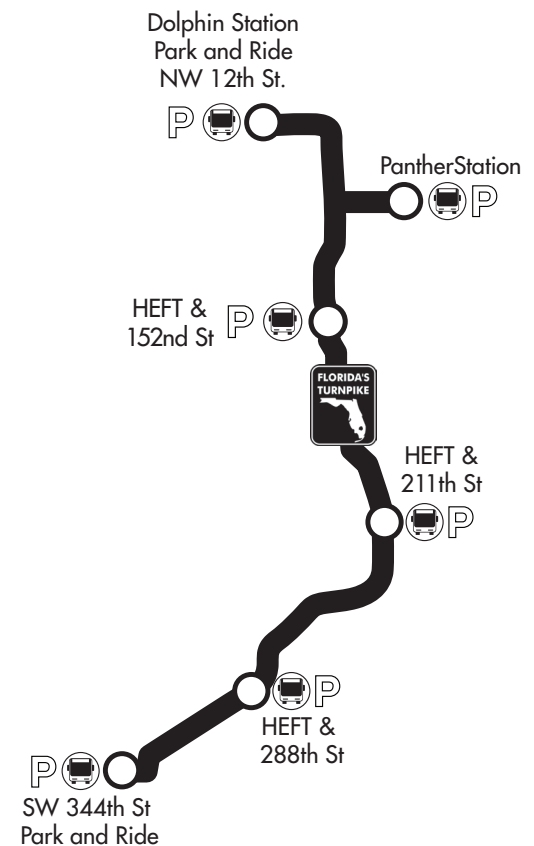


ROUTE D SOUTHWEST MIAMI-DADE EXPRESS



From a planned new Park and Ride facility on SW 136th Street on the south side of the Miami Executive Airport to the Dadeland North Metrorail Station. Service is expected to begin in 2023 after the opening of the new Park and Ride.

ROUTE E1 FLORIDA TURNPIKE EXPRESS SOUTH



From the SW 344th Street TransitWay station to the Dolphin Station Park and Ride. Service is expected to begin in 2021. In the future, stops will be added when new Park and Ride facilities are built at SW 288th Street/HEFT, SW 211th Street/HEFT, SW 152nd Street/HEFT and the FIU Panther Station.



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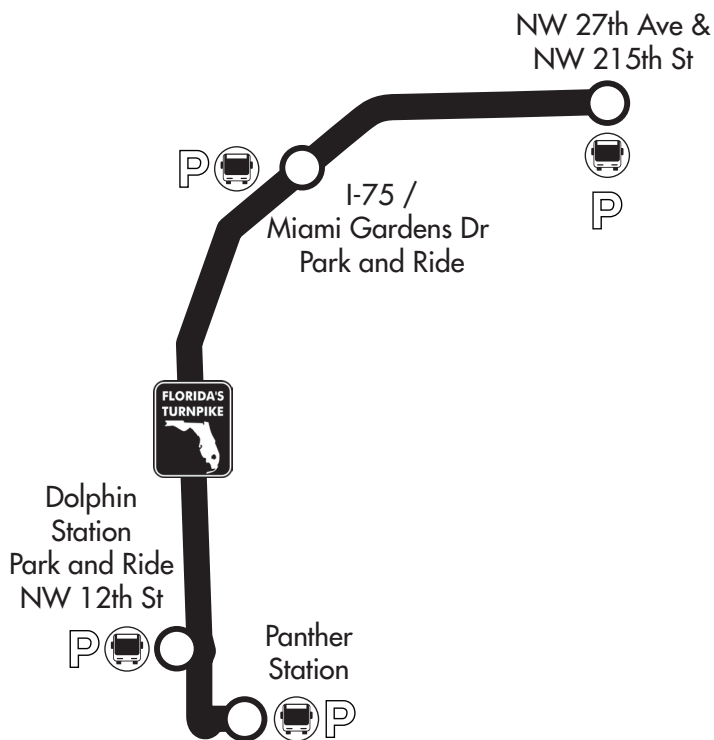


Available on the App Store
Google play

GO Miami-Dade Transit

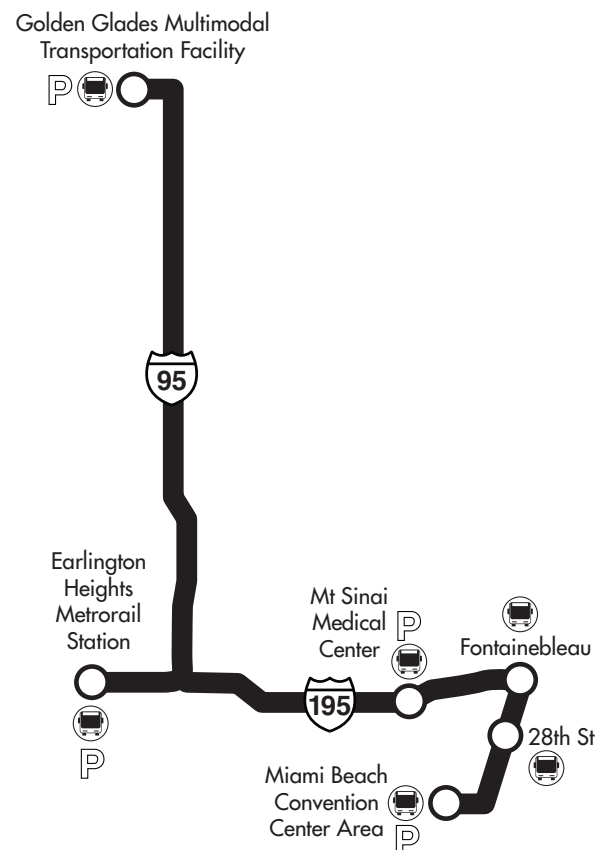


ROUTE E2 FLORIDA TURNPIKE EXPRESS NORTH



From the future FIU Panther Station Park and Ride to the I-75/Miami Gardens Drive Park and Ride. Service date is anticipated in 2027, in line with the construction of the Florida Turnpike Enterprise's managed lanes.

ROUTE F1 BEACH EXPRESS NORTH



From the Golden Glades Intermodal Facility to the Miami Beach Convention Center with stops at the Earlington Heights Metrorail Station and a planned new Mount Sinai Medical Center Park and Ride. Service is expected to begin in 2023 when construction of the inside shoulders of the SR 112/I-195/Julia Tuttle Causeway is complete.

As an interim service beginning in 2021, bus routes that currently run along SR 112/I-195/Julia Tuttle Causeway will run on the outside shoulders to bypass traffic when the travel speed in the regular lanes is below 35 mph. The service will move to the inside shoulders once construction is completed in 2023.



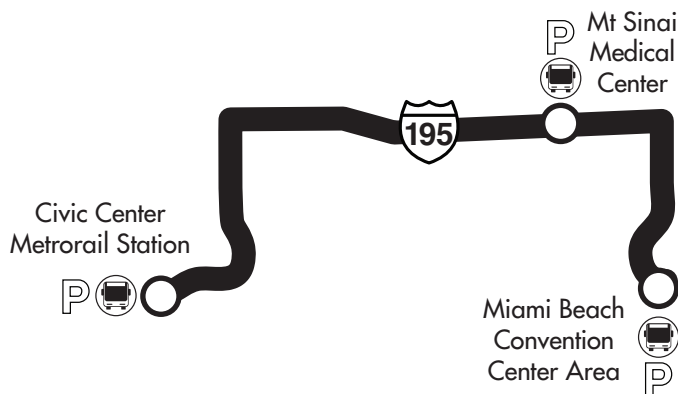
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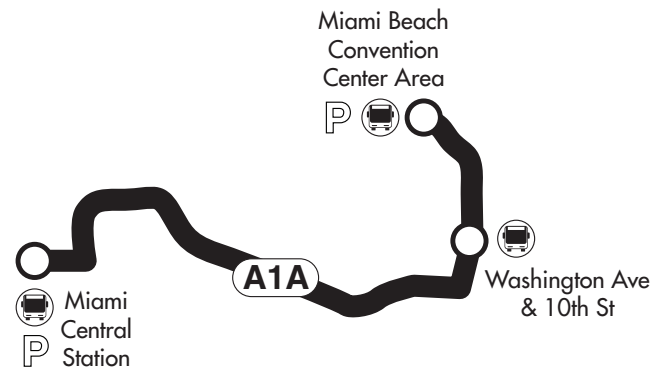


ROUTE F2 BEACH EXPRESS CENTRAL



From the Civic Center Metrorail Station to the Miami Beach Convention Center with a stop at the planned Mount Sinai Medical Center Park and Ride. Service is expected in 2023 after the completion of I-195/Julia Tuttle Causeway shoulder construction.

ROUTE F3 BEACH EXPRESS SOUTH



From the Miami Central Station to the Miami Beach Convention Center. Service is expected in 2023.

Miami Beach Employee Commuter Survey

1. *Would you use a free dedicated employee shuttle to commute from a dedicated park-and-ride location near your home to your place of work (via a one-seat ride) if such service were available?*
 - Yes
 - No
 - Maybe – please specify if you need more information
2. *What is your primary mode of transportation to work?*
 - Car (driving alone)
 - Carpool
 - Vanpool
 - Public Transit (bus, train, etc.)
 - Walking
 - Biking
 - Micromobility (electric bike/stand-up electric scooter)
 - Moped
 - Rideshare (Uber/Lyft)
 - Other (please specify)
3. *From which zip code do you typically start your commute to work?*
4. *How long is your typical commute to work?*
 - Less than 15 minutes
 - 15–30 minutes
 - 30–45 minutes
 - 45–60 minutes
 - More than 60 minutes
5. *What time do you usually arrive at work during the weekday?*
6. *What time do you usually leave work and commute back home during the weekday?*
7. *What is the biggest challenge you face during your daily commute?*
 - Traffic congestion

- High transportation costs
- Lack of reliable transit options
- Long commute times
- Other (please specify)

8. *If you drive to/from work, would you be interested in exploring alternative commuting options besides driving your own vehicle?*

- Yes
- No

9. *Why do you believe most people do not use public transportation? (select all that apply)*

- Inconvenient schedules
- Long passenger wait times
- Too expensive
- Does not go where they live or want to go
- People generally do not know enough about how transit works
- People are not aware of which transit options are available
- Vehicles need to be cleaner
- Safety/Security
- Other (please specify)

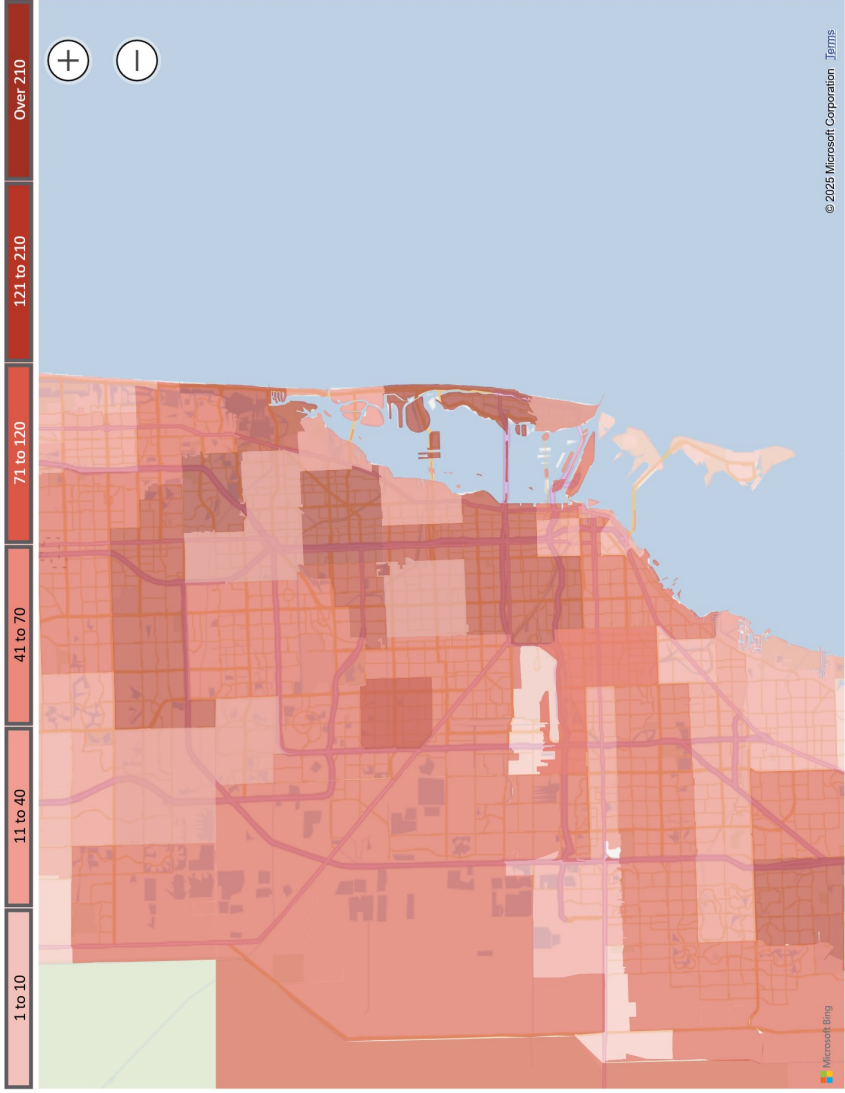
10. *What would make you consider switching to public transportation or a dedicated employee shuttle? (select all that apply)*

- Saving money on my commute
- Increased convenience
- Free or reduced fares
- Environmental impact
- Other (please specify)
- I will never consider switching to transit

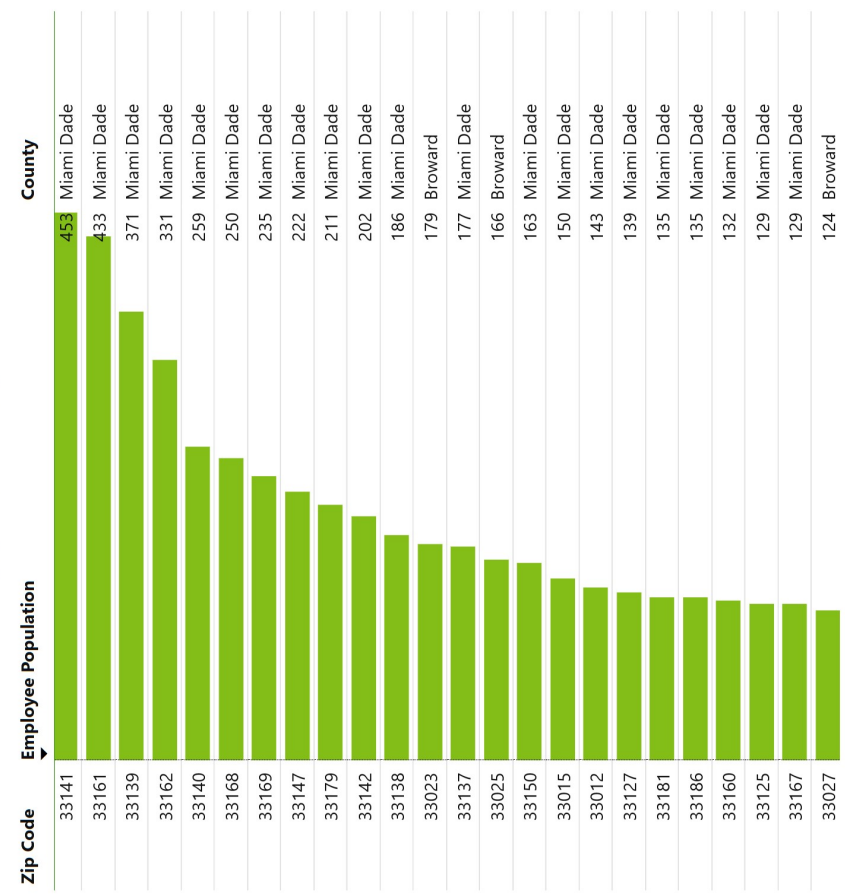
11. *Did you know that the State of Florida has a program that provides multiple free Uber rides home from work for transit riders for certain emergencies and working late without notice?*

- Yes, I am familiar with the Guaranteed Ride Home program
- No, I am not familiar with that program but would like to learn more about it
- No, I am not familiar with that program and do not need to learn more about it

Employee Population Distribution by Zip Code



Employee Population by Zip Code and County





COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission

FROM: Commissioner Alex Fernandez

DATE: February 26, 2025

TITLE: REFERRAL TO THE FINANCE AND ECONOMIC RESILIENCY COMMITTEE TO EXPLORE WORKFORCE TRANSPORTATION SOLUTIONS AND EMPLOYER PARTNERSHIP INITIATIVES WITH THE CITY OF MIAMI BEACH.

RECOMMENDATION

As we continue our efforts to enhance economic resiliency and improve mobility for our workforce, I am working with the City Manager's Office to convene a meeting of Miami Beach's major employers with the goal of exploring a partnership to provide dedicated transportation solutions for our workforce.

To date, I have engaged in preliminary discussions with Mount Sinai Medical Center, the Fontainebleau Hotel, the Loews Hotel, the Miami Beach Convention Center, and our own Human Resources Department—all of whom have expressed interest in participating. The intent is to bring these stakeholders together, along with others, to discuss a model for providing seamless, one-seat transit service from key workforce parking locations to employment centers in Miami Beach. By leveraging existing infrastructure—such as park-and-ride facilities and dedicated bus lanes—this initiative seeks to create a direct, efficient transit option that improves commute reliability while alleviating congestion during peak hours.

Additionally, I have spoken with the Transportation Department about the feasibility of utilizing real-time mobility data to assess where peak-hour commuters are concluding their trips. By incorporating insights from cell phone technology and traffic pattern analysis, we can better identify opportunities for targeted transit solutions that serve the workforce while enhancing overall traffic flow within the city.

As we look to position Miami Beach for long-term economic sustainability, the ability to provide reliable, employer-supported transit options will be critical in maintaining a competitive workforce and ensuring our infrastructure is used efficiently. I am referring this matter to the Finance and Economic Resiliency Committee to initiate a formal dialogue and explore the implementation of a strategic, data-driven workforce transportation plan.

I look forward to the Committee's consideration and to working collaboratively toward a solution that strengthens both our economy and quality of life.

BACKGROUND/HISTORY

ANALYSIS

FISCAL IMPACT STATEMENT

Does this Ordinance require a Business Impact Estimate?
(FOR ORDINANCES ONLY)

If applicable, the Business Impact Estimate (BIE) was published on:
See BIE at: <https://www.miamibeachfl.gov/city-hall/city-clerk/meeting-notices/>

FINANCIAL INFORMATION

CONCLUSION

Applicable Area

Citywide

**Is this a “Residents Right to Know” item,
pursuant to City Code Section 2-17?**

No

**Is this item related to a G.O. Bond
Project?**

No

**Was this Agenda Item initially requested by a lobbyist which, as defined in Code Sec. 2-481,
includes a principal engaged in lobbying?** No

If so, specify the name of lobbyist(s) and principal(s):

Department

Office of Commissioner Alex Fernandez

Sponsor(s)

Commissioner Alex Fernandez

Co-sponsor(s)

Condensed Title

Ref: FERC - Workforce Transportation Solutions/Employer Partnership Initiative. (Fernandez)

Previous Action (For City Clerk Use Only)