

C2 E A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE CITY MANAGER PURSUANT TO INVITATION TO NEGOTIATE NO. 2024-008-ND, FOR MUNICIPAL CIRCULATOR SERVICES; AUTHORIZING THE ADMINISTRATION TO ENTER INTO SIMULTANEOUS NEGOTIATIONS WITH WEDRIVEU, INC., AS THE TOP-RANKED PROPOSER AND LIMOUSINES OF SOUTH FLORIDA, INC., AND MV TRANSPORTATION, INC., AS THE TIED SECOND RANKED PROPOSERS; AND FURTHER REQUIRING THAT THE FINAL SELECTION AND NEGOTIATED AGREEMENT(S) BE SUBJECT TO THE PRIOR APPROVAL OF THE MAYOR AND CITY COMMISSION. (TRANSPORTATION AND MOBILITY)



COMMISSION MEMORANDUM

TO:	Honorable Mayor and Members of the City Commission
FROM:	Rickelle Williams, Interim City Manager
DATE:	June 26, 2024
TITLE:	A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE CITY MANAGER PURSUANT TO INVITATION TO NEGOTIATE NO. 2024-008-ND, FOR MUNICIPAL CIRCULATOR SERVICES; AUTHORIZING THE ADMINISTRATION TO ENTER INTO SIMULTANEOUS NEGOTIATIONS WITH WEDRIVEU, INC., AS THE TOP-RANKED PROPOSER AND LIMOUSINES OF SOUTH FLORIDA, INC., AND MV TRANSPORTATION, INC., AS THE TIED SECOND RANKED PROPOSERS; AND FURTHER REQUIRING THAT THE FINAL SELECTION AND NEGOTIATED AGREEMENT(S) BE SUBJECT TO THE PRIOR APPROVAL OF THE MAYOR AND CITY COMMISSION. (TRANSPORTATION AND MOBILITY)

RECOMMENDATION

It is recommended that the Mayor and City Commission (“City Commission”) approve the resolution accepting the City Manager’s recommendation pursuant to ITN 2024-008-ND for Municipal Circulator Services, authorizing the City Administration (“Administration”) to enter into simultaneous negotiations with WeDriveU, Inc. as the top-ranked proposer, and with Limousines of South Florida, Inc. and MV Transportation, Inc. as the tied second-ranked proposers. The resolution requires that the final selection and negotiated agreement(s) be subject to the prior approval of the City Commission.

This solicitation is currently under the cone of silence.

BACKGROUND/HISTORY

At the April 30, 2014, City Commission meeting, the City Commission approved the request to award a contract, pursuant to Invitation to Bid (“ITB”) 2014-154-SR, to Limousines of South Florida, Inc. (“LSF”) for turnkey trolley operations and maintenance services. The original scope of work consisted of a fixed route and fixed schedule public transportation service to enhance mobility in the North Beach area of the City of Miami Beach (“City”). During the contract term, the scope of work was modified to include three (3) additional routes (Collins Express, Middle Beach Loop, and South Beach Loops). In addition, the scope of work was modified to include optional technology equipment, including, but not limited to, automated audio/visual stop announcement equipment and TV monitors with the capability of displaying public advertisements.

For approximately ten (10) years, the City has had a contract with LSF for the operation, management, and maintenance of a turnkey, first-class public trolley transportation system consisting of traditional Hometown Trolleys. In advance of the LSF contract expiring on August 19, 2023, the Administration brought an item to the March 27, 2023, City Commission meeting for the approval to issue ITN 2023-198-ND for Municipal Circulator Services. The City Commission did not approve the ITN and instead directed the Administration to issue a Request for Information (“RFI”) and to bring back an item to the April 28, 2023, City Commission meeting to extend the current contract with LSF until a future solicitation process is ultimately completed. On April 28, 2023, the City Commission authorized a month-to-month extension of the current LSF contract until a new contract is executed and all services have been transitioned.

The RFI was released on May 8, 2023, and closed on June 20, 2023. The RFI aimed to gather information from vendors of smaller alternative electric vehicles, focusing on innovative technology in the transportation industry.

Five (5) vendors submitted in response to the RFI as follows:

- Motiv provided information on low-floor, electric Hometown Trolleys.
- LSF provided information regarding low-floor, electric/diesel Hometown Trolleys and micro-transit vehicles, including Tesla Model 3, Ford E-Transit (electric vans), and Polaris LSV (electric golf-carts), offering a mix of electric and conventional fuel vehicles to meet various transit needs.
- Via, Freebee, and Circuit provided information related exclusively to micro-transit vehicles for flexible/on-demand transit services within the City.

On a parallel path, in June 2023, the City engaged HNTB (“Consultant”), one of the City’s pre-qualified rotational transportation consultants, to perform a trolley service efficiency study (the “Study”) entitled “Trolley Optimization Plan” including a trolley passenger survey to help inform the replacement solicitation. The Study made several key recommendations including, but not limited to:

- Affirming the alignments of the current trolley routes (North Beach Loop, Collins Express, Middle Beach Loop, and South Beach Loops A and B) are appropriate based on adjacent land uses/densities and passenger demand (i.e. ridership).
- Acquiring low-floor, medium to heavy-duty transit vehicles engineered for high passenger demand service to reduce breakdowns and service interruptions and improve service reliability. It is worth noting that in the mass transit industry, trolleys are not considered heavy-duty vehicles and have a shorter service life span than most buses used by mass transit agencies.
- Acquiring higher capacity vehicles (i.e. buses) and/or increasing the number of vehicles in service to improve service reliability and relieve the over-crowding that often occurs on some routes, particularly the Collins Express.
- Acquiring double-door transit vehicles (with doors at the front and rear of the vehicles) to improve the efficiency of passenger boarding/alighting, specifically on the highly-used Collins Express and South Beach Loops.
- Increasing the frequency of service to 15 minutes on all routes (i.e. restoring service to 2019 pre-pandemic levels) to reduce passenger wait times; and simplifying some of the existing routes by eliminating circuitous diversions to improve service efficiency.
- Leveraging on-demand transit service via micro-transit vehicles to feed the circulator services and serve as a first/last mile solution, particularly in low-demand residential neighborhoods.

Attachment A includes the Trolley Optimization Plan Executive Summary presentation.

To provide the highest quality of service in the most cost-effective and environmentally responsible manner for the City’s residents, visitors, and workforce employees, the Administration crafted the solicitation in the most unconstrained fashion to allow interested parties to propose various vehicle types (i.e. buses, trolleys, and micro-transit) and fuel/propulsion types (i.e. electric, compressed natural gas (“CNG”), hybrid, and conventional fossil fuels (i.e. gasoline and diesel). Accordingly, the City issued an ITN that would allow for various innovative proposals, as well as negotiations with more than one (1) firm.

ANALYSIS

On February 21, 2024, the Mayor and the City Commission authorized the issuance of ITN No. 2024-008-ND, for municipal circulator services. On February 23, 2024, the ITN was issued. A voluntary pre-proposal conference to provide information to prospective proposers was held on

March 25, 2024. Five (5) addenda were issued, and 53 prospective bidders accessed the advertised solicitation. ITN responses were due and received on May 17, 2024. The City received a total of seven (7) proposals from the following firms:

- Academy Bus LLC
- Beefree, LLC D/B/A Freebee
- Circuit Transit, Inc.
- Limousines of South Florida, Inc.
- MV Transportation, Inc.
- River North Transit LLC
- WeDriveU, Inc.

On May 23, 2024, the City Manager appointed the Evaluation Committee (“Committee”) via Letter to Commission (“LTC”) # 196-2024. The Evaluation Committee convened on May 24, 2024 to consider proposals received. The Committee was comprised of Matthew R. Anderson, Assistant Director, Mobility and Sustainability Department, City of Coral Gables; Marc Chevalier, Risk Manager, Human Resources Department, City of Miami Beach; Shirley Forero, Transportation Analyst, Public Works Department, City of Doral; Alette Fournie, Marketing, Tourism and Development Manager, Office of Marketing and Communications, City of Miami Beach; Linda Morris, Chief of Service Planning and Scheduling, Department of Transportation and Public Works, Miami-Dade County; Leslie Rosenfeld, Chief Education Officer, Office of Education and Performance Initiatives, City of Miami Beach; and Mikhail Ryabov, Transportation Manager, Transportation and Mobility Department, City of Miami Beach.

The Committee was provided an overview of the project and information relative to the City’s Cone of Silence Ordinance and the Government Sunshine Law. The Committee was also provided with general information on the scope of services and a copy of each proposal. The Committee was instructed to score and rank each proposal pursuant to the evaluation criteria established in the ITN. The evaluation process resulted in the ranking of proposers as indicated in Attachment B.

The Evaluation Committee resulted in WeDriveU, Inc. (“WeDriveU”) being ranked the top proposer and Limousines of South Florida, Inc. (“LSF”), and MV Transportation, Inc. (“MV”) tied as second-ranked proposers due to the firms’ extensive experience providing municipal circulator services. The Committee highlighted that WeDriveU aims to be entirely emissions-free by 2040, and currently operates multiple zero-emissions fleets across the nation, including in the City of Hallandale Beach. WeDriveU’s experience includes both launching new services and transitioning existing fleets to zero-emissions. The Committee also noted that WeDriveU’s fleet includes Passio, a Computer-Aided Dispatch/Automatic Vehicle Location (“CAD/AVL”) solution. Passio’s GPS-based message progression helps eliminate driver distraction and promotes safer driving habits. Passio GO, a user-friendly app, offers real-time data alerts for vehicle arrivals and departures. Finally, the Committee noted that WeDriveU’s fleet includes Samsara Dash Cams, which identify high-risk driving behaviors that could endanger operators, passengers, and other road users.

The Committee emphasized that LSF has an existing facility in Miami-Dade County that would be used to provide the City’s transit operations, and the facility could potentially be updated to incorporate charging stations with the assistance of Florida Power and Light (“FPL”) and engaging with a Washington, D.C. lobbying firm to assist in submitting a grant application for the Biden-Harris Administration’s Expansion of Clean Transportation Across American Communities Grant offered by the Joint Office of Energy and Transportation. The Committee also noted that LSF’s proposal includes advertising opportunities that would generate additional revenue streams through Outfront Media, the City’s current trolley advertising provider. Finally, the Committee commended LSF’s comprehensive training for all operators and operations staff, which reflects its commitment to safety, customer service, regulatory compliance, and continuous improvement in delivering reliable transportation services.

The Committee noted that MV, in order to comply with the City's Zero-Emission Fleet Transition Plan, proposes a Zero Emissions Team that has conducted multiple electric fleet transitions and selections across 64 California contracts that underwent a similar time-sensitive transition. Thus, MV is prepared to provide superior recommendations on the City's future eco-friendly fleet by leveraging its years of industry experience and its Original Equipment Manufacturer ("OEM") relationships when procuring and maintaining the City's fleet. Additionally, the Committee highlighted the Professional Services team proposed by MV to support the City in non-operational but critical areas such as micro-transit system design, system planning and run-cutting, zero emissions support, and Information Technology ("IT") transitions. The Committee also noted MV's thorough transition plan and its prior experience in a transition process with LSF for another municipality.

WeDriveU is the leader in transportation solutions for communities, campuses, and workplaces. It offers a full range of shuttle and transit solutions, including fixed-route public transit, paratransit, commuter shuttles, demand-responsive solutions, and charters. It is part of a global mobility provider, Mobico Group, and a family of companies serving nearly one billion annual bus and rail passenger journeys in 11 countries. WeDriveU has a proven track record of successfully providing professional transportation operation, management, and maintenance services to public and private agencies across the U.S., including similar transportation systems for the City of Hallandale Beach in Florida, Kern County Transit in California, Bis-Man Transit in North Dakota, and Princeton University in New Jersey. All references provided positive feedback.

LSF is a locally-owned and operated business founded in 1984. LSF's mission is to provide the best transportation solution to its partners, clients, and riders. LSF strives to be aware of the latest technology, industry trends, and innovations in order to provide better operation performance, service quality, and results. Throughout its years in business, LSF has built long-lasting and strong partnerships with its clients, customers, employees, communities, and vendors. LSF has provided citywide trolley services to the City for approximately a decade, and the City is satisfied with LSF's work and has offered positive feedback. In addition, LSF provides trolley services to other municipalities, such as Miami-Dade County and the City of Miami. All client references provided positive feedback.

MV is a national leader with more than 48 years of experience transforming transportation systems, with 138 contracts across the U.S. that rely on its expertise to deliver community mobility services. MV currently runs the largest all-electric (battery) bus fleet in the United States. MV provides safe, reliable, and affordable transportation services, partnering with over 200 city and county government transit agencies. With eight (8) operations in Florida, MV is well-versed in the region's compliance with state standards for transit services. MV's closest transit operations to Miami Beach are in the cities of Coral Gables and Hialeah. All client references provided positive feedback.

After reviewing the submissions and the Committee's rankings and commentary, the Administration recommends entering into simultaneous negotiations with WeDriveU, Inc. as the top-ranked proposer, and with Limousines of South Florida, Inc. and MV Transportation, Inc. as the tied second-ranked proposers.

FISCAL IMPACT STATEMENT

The annual cost associated with the current (i.e. reduced) level of citywide trolley service in Fiscal Year 2024/2025 is approximately \$9.3 million and funded through the following three (3) funding sources:

106 Transportation Fund = \$2,063,000

187 People's Transportation Plan ("PTP") Fund = \$6,166,000

FDOT Grant (75%/25%) = \$1,075,579

TOTAL FUNDING: \$9,304,579

It is important to note that the annual cost of the prospective municipal circulator services resulting from this ITN is not known at this time and will be negotiated with the selected proposer(s). Furthermore, while the PTP and Transportation funds are anticipated to be recurring funding sources for future circulator services, the FDOT grant funds are awarded on a discretionary basis and, thus, should not be considered as an annually recurring allocation.

FINANCIAL INFORMATION

CONCLUSION

Based on the foregoing, it is recommended that the City Commission approve the Resolution authorizing the Administration to enter into simultaneous negotiations with WeDriveU, Inc. as the top-ranked proposer, and with Limousines of South Florida, Inc. and MV Transportation, Inc. as the tied second-ranked proposers; and further requiring that the final selection and negotiated agreement(s) be subject to the prior approval of the City Commission.

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

Procurement

Sponsor(s)

Co-sponsor(s)



Trolley Optimization Plan

16 Executive Summary Presentation

2024

City of Miami Beach

miamibeachtrolley.com

Trolley Optimization Plan

Purpose and Objectives

- ▶ Evaluate all aspects of the Trolley service
- ▶ Survey passengers and general public
- ▶ Identify opportunities to improve service
- ▶ Maintain current cost
- ▶ Help prepare for new service contract



Miami Beach Trolley System



Established in 2015 to provide a transit option for residents and visitors.



Consists of 4 interconnected routes



Contracted to LSF, a Miami-based transportation company.



Current annual cost is \$9.2 million per year. Pre-pandemic annual cost was \$12.1 million.



Service reduced by 20% since 2019.



Augments Miami Dade Transit service, not intended to replace.



Trolley Optimization Plan

Approach

- ▶ Evaluation
 - ▶ Field Observations
 - ▶ Passenger and Online Survey
 - ▶ Interviews with Staff and Service Vendor
 - ▶ Operating Materials Review
 - ▶ Data Review
- ▶ Focus Areas
 - ▶ Service Design
 - ▶ Operations
 - ▶ Vehicles
 - ▶ Customer Service

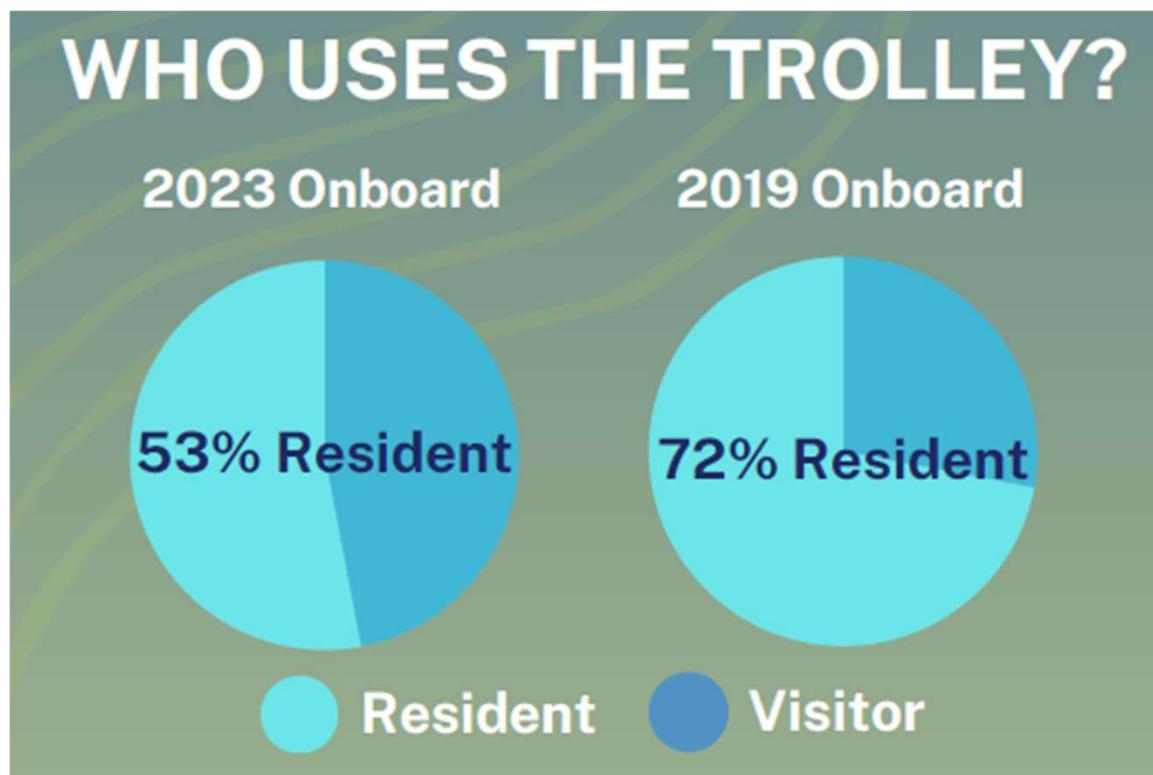


Trolley Optimization Plan

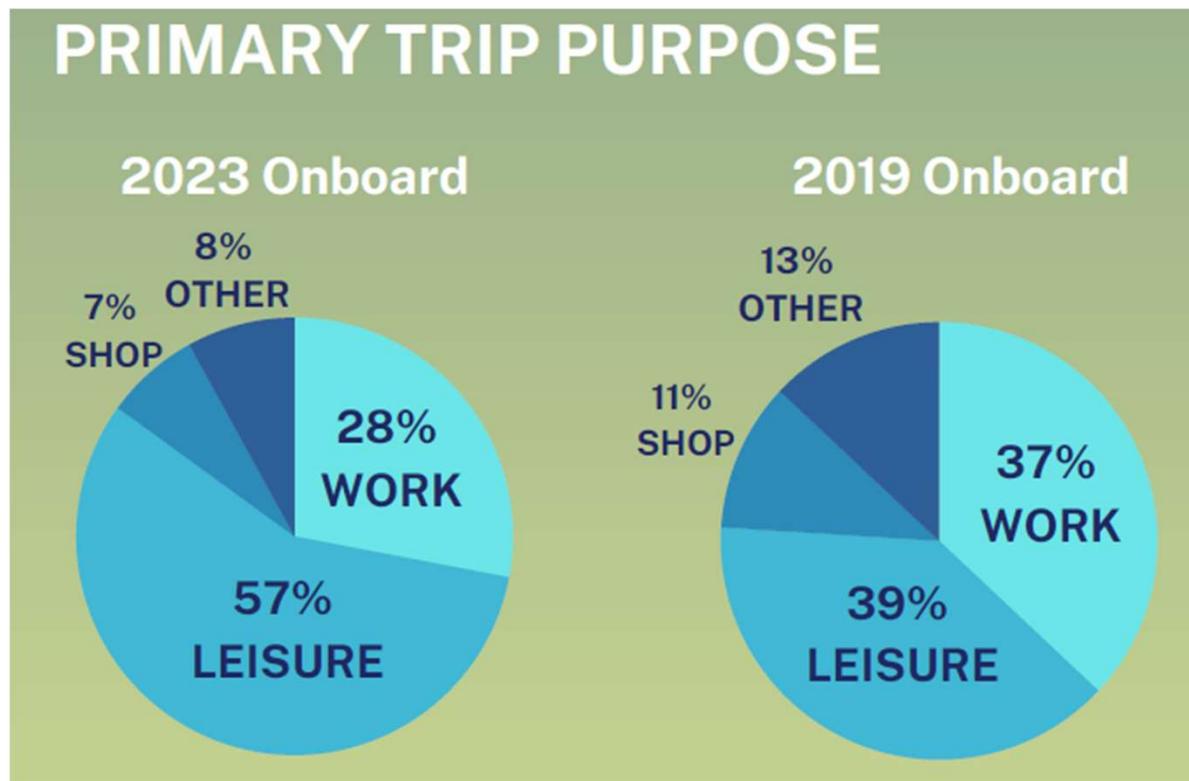
General Findings

- ▶ Very productive service, high ridership
- ▶ Important part of City's transportation system
- ▶ Receives extremely high satisfaction ratings
- ▶ Good value for City's investment
- ▶ Well managed

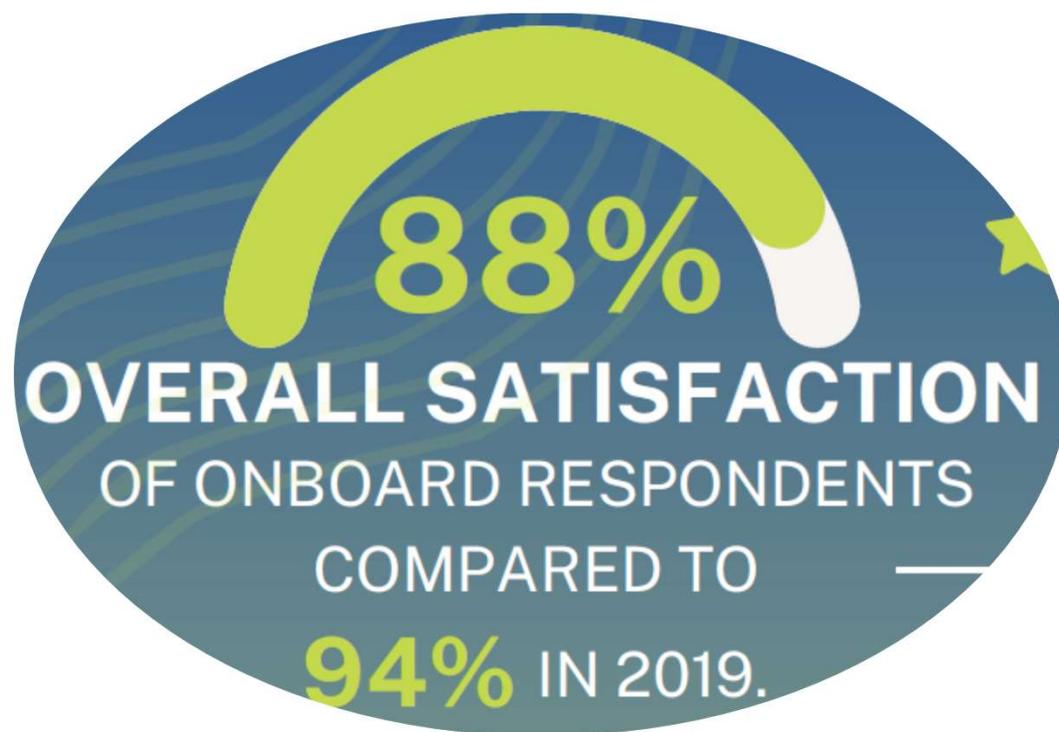
Trolley Optimization Plan - Survey Results



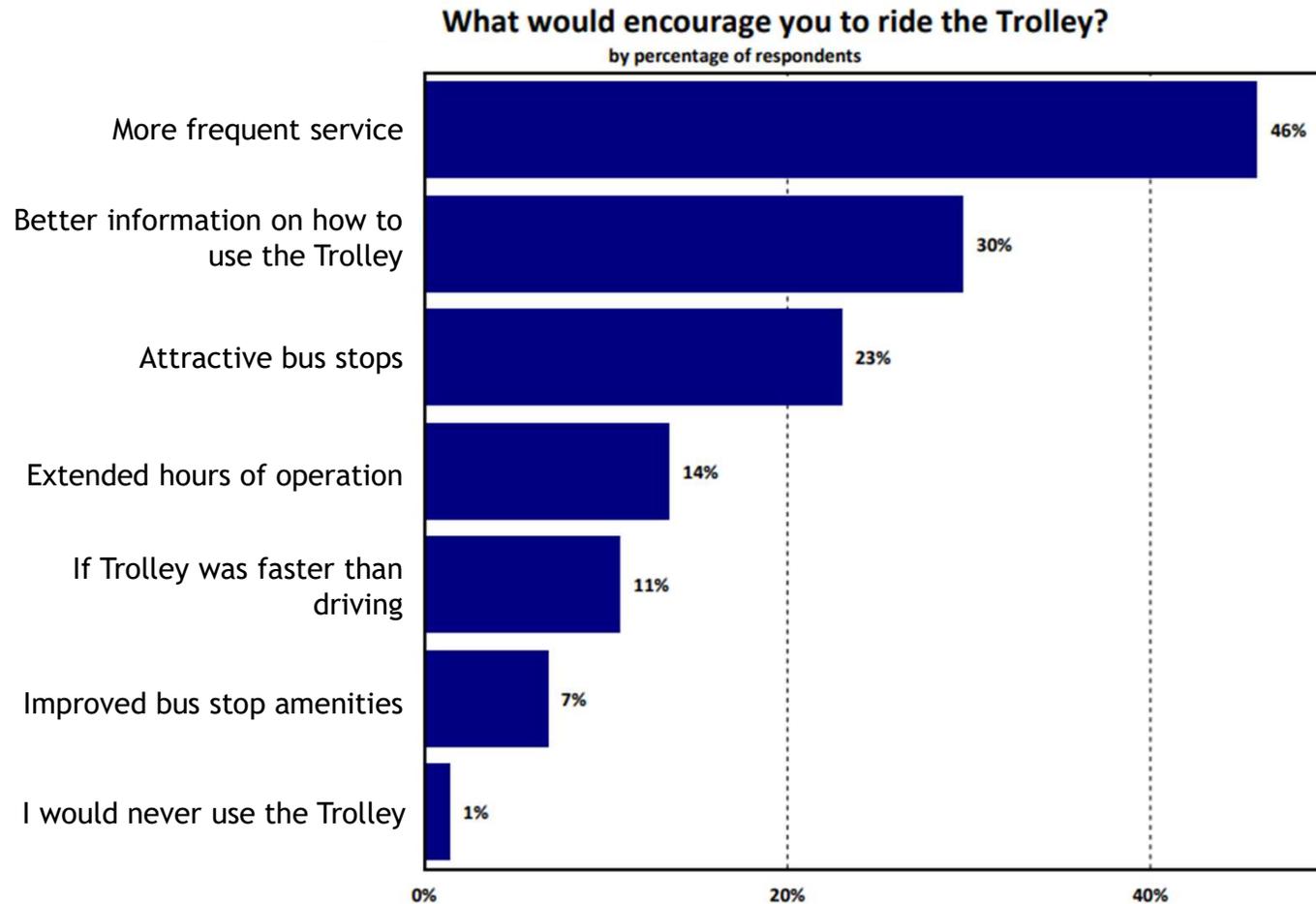
Trolley Optimization Plan - Survey Results



Trolley Optimization Plan - Survey Results



Trolley Optimization Plan - Survey Results



Trolley Optimization Plan

Opportunities for Improvement

- ▶ Route and service design
- ▶ Reliability and service frequency
- ▶ Vehicles better suited to the service
- ▶ Customer service - better communication with customers

Trolley Optimization Plan

Opportunities for Improvement - Service Design

- ▶ Increase service frequency on all four routes
 - ▶ Current frequency inadequate for unscheduled service
 - ▶ Restore service closer to 2019 levels - goal of under 15-minute frequency
 - ▶ Collins Express and South Beach experience overcrowding
- ▶ Simplify loop routes by reducing diversions and turns

Trolley Optimization Plan

Opportunities for Improvement - Service Design

▶ North Beach Alternative 2

- + Removes loop pattern in favor of bidirectional service north of 71st and to Normandy Isle for more direct trips & faster travel times.
- + Doubles service on Hawthorne and Dickens and removes duplication of service on Collins Ave.
- Peak headways would be 6 minutes more than existing 20 minutes OR requires an additional vehicle to meet current frequencies.



Trolley Optimization Plan

Opportunities for Improvement - Service Design

▶ Middle Beach Alternative 1

- + Shortens route on south end to remove duplication of service with South Beach Loop.
- + Route improves headways for 13- to 16-minute headways OR allows reallocating one vehicle to another route.
- Fifty percent of existing trips would have their trips served with a one-seat ride. All other trips would require a transfer to or from the areas west of 17th Street and Washington Ave.



Trolley Optimization Plan

Opportunities for Improvement - Service Design

- ▶ South Beach Loop
 - ▶ Discontinue service to Belle Isle and replace with microtransit
 - ▶ Simplify route by reducing turns

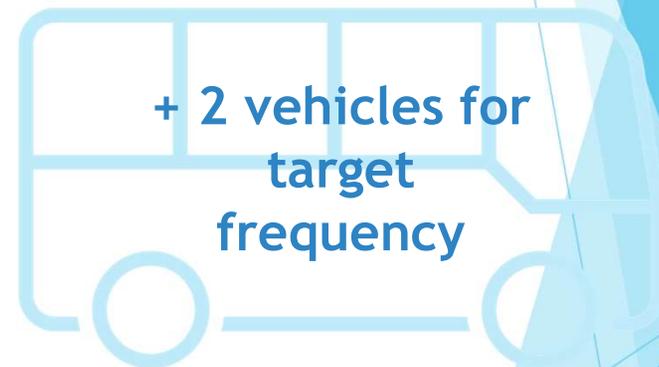


Trolley Optimization Plan

Opportunities for Improvement - Service Design

▶ Collins Express

- ▶ No routing changes recommended
- ▶ Increased frequency the priority through adding vehicles



Trolley Optimization Plan

Opportunities for Improvement - Service Design

- ▶ Microtransit
 - ▶ Effective in filling fixed route service gaps
 - ▶ Proposed to add Belle Isle into service area
 - ▶ Cannot replace fixed route service efficiently



Trolley Optimization Plan

Summary of Recommended Service Revisions

Route	Daily Ridership	Existing Service			High Service Level			Recommended Service Change		
		Vehicles	Cost	Headway	Vehicles	Cost	Headway	Vehicles	Cost	Headway
North Beach	1,140	3	\$1,379,700	19	6	\$2,759,400	12	5	\$2,299,500	14
Middle Beach	1,540	4	\$1,839,600	23	6	\$2,759,400	12	5	\$2,299,500	14
South Beach A	3,170	4	\$1,839,600	18	6	\$2,759,400	12	5	\$2,299,500	14
South Beach B		4	\$1,839,600	21	6	\$2,759,400	12	5	\$2,299,500	14
Collins Express	3,650	6	\$2,759,400	16	8	\$3,679,200	13	8	\$3,679,200	13
Total System	9,500	21	\$9,657,900		32	\$14,716,800		28	\$12,877,200	

Trolley Optimization Plan

Opportunities for Improvement - Operations

- ▶ Improved headway adherence
 - ▶ Revise schedules for realistic running times
 - ▶ More reliable technology to control operations
 - ▶ Revised operating procedures
- ▶ Revised contract provisions
 - ▶ Constructive penalty clauses
- ▶ Vehicles
 - ▶ More reliable vehicles engineered for transit service
 - ▶ Reduced passenger loading times

Trolley Optimization Plan

Opportunities for Improvement - Contractual

- ▶ Current contract is detailed and inclusive
- ▶ Contract management is effective
- ▶ Contract penalties are not effective currently
 - ▶ Revise penalty clauses to be constructive

Trolley Optimization Plan

Opportunities for Improvement - Vehicles

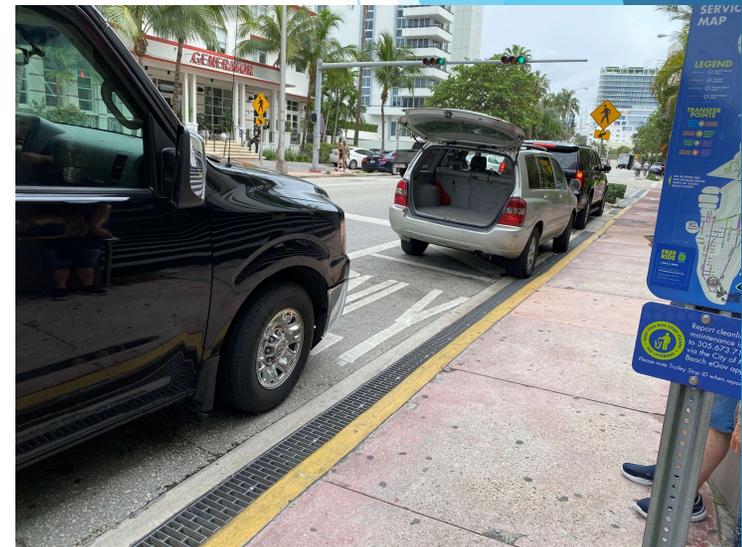


- ▶ Acquire vehicles suited to the service demands
 - ▶ High rate of mechanical road calls
 - ▶ Reduced passenger loading times - 2 door vehicles
 - ▶ Enhanced passenger comfort
- ▶ Continue to pursue grants to acquire vehicles
 - ▶ Financial benefits
- ▶ Short term - revise contractual requirements for vehicles

Trolley Optimization Plan

Opportunities for Improvement - Customer Service

- ▶ Require drivers to speak English and Spanish
- ▶ Require more driver communication for unplanned stops
- ▶ Advertise the City of Miami Beach eGov app and future Transit App
- ▶ Address “slow” driving through improved operations
- ▶ Enforce policy on curbing the bus and create SOP for obstacles at the stop
- ▶ Coordinate with other agencies on needs for homeless individuals or unruly passengers



Trolley Optimization Plan

Existing and **New** Performance Measures

- ▶ Reliability
 - ▶ On Time Performance
- ▶ Safety & Security
 - ▶ Mystery Rider reporting on safety practices
 - ▶ **Collision rate**
- ▶ Cost Effectiveness
 - ▶ Ridership by route
 - ▶ **Cost per passenger**
- ▶ Customer Service
 - ▶ Complaint responses
 - ▶ Mystery Rider reporting on service standards
 - ▶ **Crowding on vehicles**
 - ▶ **Complaint rate**
- ▶ Vehicle Maintenance
 - ▶ Vehicle appearance and cleanliness
 - ▶ Mystery Rider reporting on mechanical reliability
 - ▶ **Miles Between Road Calls**

Trolley Optimization Plan

Opportunities for Improvement - Service Design

▶ North Beach Alternative 1

- + Removes loop pattern in favor of bidirectional service north of 71st for more direct trips & faster travel times.
- + Doubles service on Hawthorne and Dickens and removes duplication of service on Collins Ave.
- Peak headways would be 2-3 minutes more than existing 20 minutes OR requires an additional vehicle to meet current frequencies.



Trolley Optimization Plan

Opportunities for Improvement - Service Design

▶ Middle Beach Alternative 2

- + Shortens route to 41st Street corridor. Route reduction improves headways by 10 minutes OR allows reallocating one vehicle to another route.
- Sixteen percent of existing trips would have their trips served with a one-seat ride. All other trips would require one or two transfers



ATTACHMENT A

ITN 2024-008-ND Municipal Circulator Services	Matthew Anderson			Ranking	Marc Chevalier			Ranking	Shirley Forero			Ranking	Alette Fournie			Ranking	Linda Morris			Ranking	Leslie Rosenfeld			Ranking	Mikhail Ryabov			Ranking	Low Aggregate Totals	Ranking
	Qualitative	Quantitative	Subtotal		Qualitative	Quantitative	Subtotal		Qualitative	Quantitative	Subtotal		Qualitative	Quantitative	Subtotal		Qualitative	Quantitative	Subtotal		Qualitative	Quantitative	Subtotal		Qualitative	Quantitative	Subtotal			
WeDriveU, Inc.	94	0	94	1	95	0	95	2	95	0	95	1	74	0	74	2	90	0	90	1	75	0	75	4	88	0	88	4	15	1
Limousines of South Florida, Inc.	93	0	93	2	94	0	94	4	85	0	85	3	85	0	85	11	85	0	85	2	90	0	90	3	96	0	96	1	16	2
MV Transportation, Inc.	92	0	92	3	95	0	95	3	90	0	90	2	73	0	73	3	85	0	85	2	88	0	88	1	93	0	93	2	16	2
Academy Bus LLC	91	0	91	4	98	0	98	1	80	0	80	4	72	0	72	4	85	0	85	2	82	0	82	2	90	0	90	3	20	4
River North Transit LLC	81	0	81	6	86	0	86	5	0	0	0	5	35	0	35	5	50	0	50	5	50	0	50	5	40	0	40	7	38	6
BeeFree, LLC D/B/A Freebee	83	0	83	5	80	0	80	7	0	0	0	5	35	0	35	5	30	0	30	7	50	0	50	5	50	0	50	5	39	6
Circuit Transit Inc.	81	0	81	6	82	0	82	6	0	0	0	5	35	0	35	5	35	0	35	6	50	0	50	5	45	0	45	6	39	6

Quantitative Points	
Proposer	Veteran's Points
Academy Bus LLC	0
BeeFree, LLC D/B/A Freebee	0
Circuit Transit Inc.	0
Limousines of South Florida, Inc.	0
MV Transportation, Inc.	0
River North Transit LLC	0
WeDriveU, Inc.	0

Transportation & Mobility

FY 2025 - Transportation Municipal Circulator Services

The FY 2025 budget has not been adopted. The listed annual cost of Citywide Trolley Service in FY 2025 is based on the Preliminary FY 2025 Budgets

Support:
106-9615-000349-30-403-529-00-00-00-

Accounts		Details		2025 Amounts		2025 Amounts				
Year	Period	Line	Description	Amount	Quantity	Unit Cost	UCM	Location	Position	Employee
2025	1	1	Citywide Trolley Operations...	2,063,000.00	1.00	2,063,000.00				
2025	1	3	Trolley Stops Signage (Mal...	12,900.00	1.00	12,900.00				
2025	1	5	Citywide Special Events (A...	56,000.00	1.00	56,000.00				
2025	1	6	Citywide Bike Stations & U-Racks	38,900.00	1.00	38,900.00				
2025	1	7	MB FreeBee On-Demand Transi...	504,100.00	1.00	504,100.00				
2025	1	8	MB FreeBee On-Demand Transi...	216,000.00	1.00	216,000.00				
2025	1	9	Bicycle/Pedestrian Temporar...	35,000.00	1.00	35,000.00				
2025	1	10	Installation/Maintenance of...	400,000.00	1.00	400,000.00				
2025	1	20	MOTs for major special even...	170,000.00	1.00	170,000.00				
2025	1	30	Multi-modal Tracking Applic...	30,000.00	1.00	30,000.00				
2025	1	40	Rounding	100.00	1.00	100.00			0	0

187-6300-000349-30-403-529-00-00-00-

Accounts		Details		2025 Amounts		2025 Amounts				
Year	Period	Line	Description	Amount	Quantity	Unit Cost	UCM	Location	Position	Employee
2025	1	1	Citywide Trolley Operations...	6,166,000.00	1.00	6,166,000.00				

FISCAL IMPACT STATEMENT

The annual cost associated with the current (i.e. reduced) level of citywide trolley service in Fiscal Year 2024/2025 is approximately \$9.3 million and funded through the following three (3) funding sources:

- 106 Transportation Fund = \$2,063,000
- 187 People's Transportation Plan ("PTP") Fund = \$6,166,000
- FDOT Grant (75%/25%) = \$1,075,579
- TOTAL FUNDING: \$9,304,579**

It is important to note that the annual cost of the prospective municipal circulator services resulting from this ITN is not known at this time and will be negotiated with the selected proposer(s). Furthermore, while the PTP and Transportation funds are anticipated to be recurring funding sources for future circulator services, the FDOT grant funds are awarded on a discretionary basis and, thus, should not be considered as an annually recurring allocation.

RESOLUTION NO. _____

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE CITY MANAGER PURSUANT TO INVITATION TO NEGOTIATE NO. 2024-008-ND, FOR MUNICIPAL CIRCULATOR SERVICES; AUTHORIZING THE ADMINISTRATION TO ENTER INTO SIMULTANEOUS NEGOTIATIONS WITH WEDRIVEU, INC., AS THE TOP-RANKED PROPOSER AND LIMOUSINES OF SOUTH FLORIDA, INC., AND MV TRANSPORTATION, INC., AS THE TIED SECOND RANKED PROPOSERS; AND FURTHER REQUIRING THAT THE FINAL SELECTION AND NEGOTIATED AGREEMENT(S) BE SUBJECT TO THE PRIOR APPROVAL OF THE MAYOR AND CITY COMMISSION.

WHEREAS, on February 21, 2024, the Mayor and City Commission approved the issuance of the Invitation to Negotiate (ITN) No. 2024-008-ND for Municipal Circulator Services; and

WHEREAS, Invitation to Negotiate No. 2024-008-ND (the "ITN") was released on February 23, 2024; and

WHEREAS, a voluntary pre-proposal meeting was held on March 25, 2024; and

WHEREAS, on May 17, 2024, the City received seven (7) proposals from Academy Bus LLC, Befree, LLC D/B/A Freebee, Circuit Transit Inc., Limousines of South Florida, Inc., MV Transportation, Inc., River North Transit LLC, and The WeDriveU, Inc.; and

WHEREAS, on May 23, 2024, the City Manager, via Letter to Commission No. 196-2024, appointed an Evaluation Committee consisting of the following individuals: Matthew R. Anderson, Assistant Director, Mobility and Sustainability Department, City of Coral Gables; Marc Chevalier, Risk Manager, Human Resources Department; Shirley Forero, Transportation Analyst, Public Works Department, City of Doral; Alette Fournie, Marketing Tourism and Development Manager, Office of Marketing and Communications; Linda Morris, Chief of Service Planning and Scheduling, Department of Transportation and Public Works, Miami-Dade County; Leslie Rosenfeld, Chief Education Officer, Office of Education and Performance Initiatives; and Mikhail Ryabov, Transportation Manager, Transportation and Mobility Department; and

WHEREAS, the Evaluation Committee convened on May 24, 2024, to review and score the proposals; and

WHEREAS, the Evaluation Committee received an overview of the project, information relative to the City's Cone of Silence Ordinance and the Government Sunshine Law, general information on the scope of services, and a copy of each proposal; and

WHEREAS, the Evaluation Committee was instructed to score and rank each proposal pursuant to the evaluation criteria established in the ITN; and

WHEREAS, the Evaluation Committee process resulted in the ranking of proposers as follows: WeDriveU, Inc., as the top-ranked proposer; Limousines of South Florida, Inc. and MV Transportation, Inc., as the tied second-ranked proposers; Academy Bus LLC, as the fourth-ranked proposer; River North Transit LLC, as the fifth-ranked proposer; Befree, LLC D/B/A Freebee and Circuit Transit Inc., as the tied sixth-ranked proposers; and

WHEREAS, after reviewing all of the submissions and the Evaluation Committee's rankings and analysis, the City Manager concurs with the Evaluation Committee and recommends that the Mayor and City Commission authorize the Administration to enter into simultaneous negotiations with WeDriveU, Inc., as the top-ranked proposer; and Limousines of South Florida, Inc., and MV Transportation, Inc., as the tied second-ranked proposers; and further requiring that the final selection and negotiated agreement(s) be subject to the prior approval of the Mayor and City Commission.

NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, that the Mayor and City Commission hereby accept the recommendation of the City Manager, pursuant to Invitation to Negotiate (ITN) No. 2024-008-ND for Municipal Circulator Services; authorize the Administration to enter into simultaneous negotiations with WeDriveU, Inc., as the top-ranked proposer and Limousines of South Florida, Inc., and MV Transportation, Inc., as the tied second-ranked proposers; and further require that the final selection and negotiated agreement(s) be subject to the prior approval of the Mayor and City Commission.

PASSED AND ADOPTED this _____ day of _____ 2024.

Steven Meiner, Mayor

ATTEST:

Rafael E. Granado, City Clerk

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION

 6/15/2024
City Attorney *ST* Date