

# FY 2008 - 09 Proposed Resource Allocation and Multi-Year Capital Plan

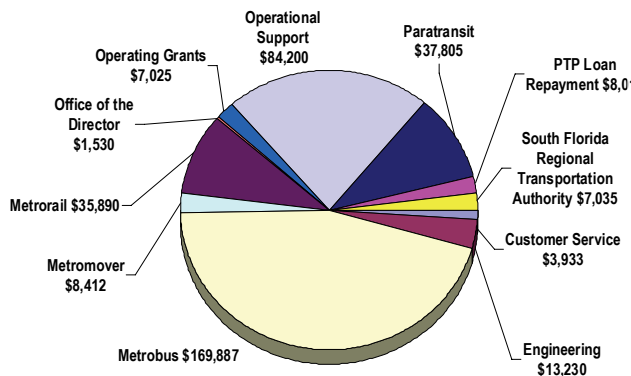
## Transit

Miami-Dade Transit (MDT), the 12th largest public transit system in the country based on passenger trips and the largest transit agency in Florida, is responsible for planning, marketing, and providing public transportation services in Miami-Dade County. MDT is also responsible for implementing all of the County's transit-related capital projects in the People's Transportation Plan (PTP), including the expansion of the Metrorail and Metrobus systems.

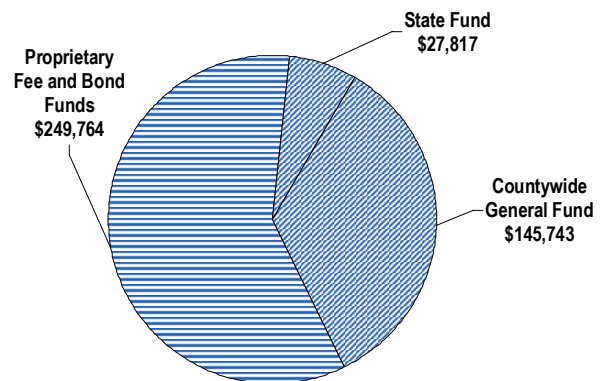
As part of the Transportation strategic area, MDT provides 28.1 million miles of Metrobus revenue service along 95 routes with a fleet of 772 full-sized buses and 187 minibuses, 4 contracted routes, a 22.6 mile elevated Metrorail system, a 20 mile Bus Rapid Transit (BRT) line that is the largest in the United States, and a 4.4 mile elevated people mover system. MDT also provides Special Transportation Services (STS) to eligible participants. MDT works closely with the Federal Transit Administration (FTA), the Florida Department of Transportation (FDOT), the Metropolitan Planning Organization of the Miami Urbanized Area (MPO), the Citizens' Independent Transportation Trust (CITT), the South Florida Regional Transportation Authority (SFRTA), the Public Works Department, citizen advocacy groups, and other transportation stakeholders.

### FY 2008-09 Proposed Budget

**Expenditures by Activity**  
(dollars in thousands)



**Revenues by Source**  
(dollars in thousands)





## FY 2008 - 09 Proposed Resource Allocation and Multi-Year Capital Plan

### FINANCIAL SUMMARY

(dollars in thousands)	Actual FY 06-07	Budget FY 07-08	Proposed FY 08-09	(dollars in thousands)	Total Funding Budget FY 07-08	Total Funding Proposed FY 08-09	Total Positions Budget FY 07-08	Total Positions Proposed FY 08-09
<b>Revenue Summary</b>				<b>Strategic Area: Transportation</b>				
General Fund Countywide	138,773	140,964	145,743	Customer Service	4,134	3,933	57	45
Other Revenues	10,067	7,943	10,551	Engineering	13,188	13,230	182	163
PTP Sales Tax Revenue	144,746	158,450	149,436	Metrobus	166,792	169,887	2,354	1,879
Transit Fares and Fees	85,999	91,454	89,777	Metromover	9,143	8,412	101	70
Other	666	666	666	Metrorail	39,054	35,890	477	407
State Grants	17,707	17,983	9,136	Office of the Director	1,081	1,530	8	11
State Operating Assistance	21,002	16,990	18,015	Operating Grants	20,314	7,025	0	0
Federal Grants	0	4,199	0	Operational Support	90,665	84,200	493	385
Total Revenues	418,960	438,649	423,324	Paratransit	41,255	37,805	48	36
<b>Operating Expenditures Summary</b>				PTP Loan Repayment	5,852	8,018	0	0
Salary	208,289	213,420	179,185	South Florida Regional	7,037	7,035	0	0
Fringe Benefits	69,736	68,548	61,974	Transportation Authority				
Other Operating	110,920	116,547	128,610	Total Operating Expenditures	398,515	376,965	3,720	2,996
Capital	0	0	7,196					
Total Operating Expenditures	388,945	398,515	376,965					
<b>Non-Operating Expenditures Summary</b>								
Debt Service	30,015	30,050	37,261					
Reserve	0	7,545	6,290					
Transfers	0	2,539	2,808					
Total Non-Operating Expenditures	30,015	40,134	46,359					

### CAPITAL BUDGET SUMMARY

(dollars in thousands)	PRIOR	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FUTURE	TOTAL
<b>Revenue</b>									
Building Better Communities GOB Program	0	414	582	404	0	0	0	0	1,400
Capital Impr. Local Option Gas Tax	15,594	16,953	17,801	18,691	19,625	20,606	21,637	22,719	153,626
Charter County Transit System Surtax	0	0	0	0	0	0	1,661	0	1,661
FDOT Funds	28,311	57,796	74,131	44,920	44,859	28,700	32,600	545,158	856,475
FDOT-County Incentive Grant Program	2,507	0	0	0	0	0	0	0	2,507
Federal Highway Administration	0	153	447	0	0	0	0	244	844
FTA Section 5307/5309 Formula Grant	64,360	63,040	67,660	69,104	72,659	76,288	80,096	80,204	573,411
FTA Section 5309 Discretionary Grant	24,875	33,232	37,589	46,416	82,053	261,104	157,261	811,431	1,453,961
PTP Bond Program	172,012	304,834	240,238	238,798	252,689	153,535	270,390	1,380,405	3,012,901
Sunshine State Financing	12,348	0	0	0	0	0	0	0	12,348
Total:	320,007	476,422	438,448	418,333	471,885	540,233	563,645	2,840,161	6,069,134
<b>Expenditures</b>									
<b>Strategic Area: Transportation</b>									
ADA Accessibility Improvements	922	218	229	240	252	265	278	0	2,404
Bus System Projects	300	40,318	33,529	35,840	35,052	7,365	41,178	0	193,582
Departmental Information Technology	207	1,218	229	240	252	265	278	0	2,689
<b>Projects</b>									
Equipment Acquisition	7,274	75,465	1,174	1,217	1,263	1,016	1,066	0	88,475
Facility Improvements	446	623	941	519	545	572	601	244	4,491
Mass Transit Projects	77,802	85,560	96,722	83,900	87,303	93,940	98,291	99,806	723,324
Metromover Projects	31,569	23,380	14,103	7,333	0	0	0	0	76,385
Metrorail Projects	174,744	217,149	290,715	290,643	343,632	436,239	419,351	2,733,878	4,906,351
New Passenger Facilities	12,431	4,234	2,153	3,868	716	0	6,444	2,411	32,257
Other	41	382	71	503	503	0	0	0	1,500
Park and Ride Improvements and New	725	1,596	1,771	0	0	0	0	3,822	7,914
<b>Facilities</b>									
Passenger Facilities Improvements	961	557	1,987	1,695	739	0	0	0	5,939
Pedestrian Facilities Improvements	6,112	4,362	4,943	0	0	0	0	0	15,417
Security Improvements	2,375	1,204	1,494	1,618	544	571	600	0	8,406
Total:	315,909	456,266	450,061	427,616	470,801	540,233	568,087	2,840,161	6,069,134

## FY 2008 - 09 Proposed Resource Allocation and Multi-Year Capital Plan

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### SELECTED ITEM HIGHLIGHTS AND DETAILS

Line Item Highlights	(dollars in thousands)				
	Actual FY 05-06	Actual FY 06-07	Budget FY 07-08	Projection FY 07-08	Proposed FY 08-09
Security Services	13,327	13,292	15,027	15,451	16,182
Metrorail Excess Liability Insurance Premium	1,279	1,302	1,400	1,472	1,400
South Florida Regional Transportation Authority	4,943	6,829	7,037	7,037	7,037
Diesel Fuel	27,567	26,551	22,376	32,000	38,373
Contract Special Transportation Services	37,373	40,753	47,144	43,381	42,000
Electricity Charges	10,492	10,166	9,356	10,934	10,112
Travel	176	175	200	238	200
Transfers and Reimbursements					
• 311 Answer Center - Transit Call Center integration	0	142	2,539	2,539	2,808

## FY 2008 - 09 Proposed Resource Allocation and Multi-Year Capital Plan

### **DIVISION: OFFICE OF THE DIRECTOR**

The Office of the Director is responsible for developing and managing operating policies for Metrobus, Metrorail, Metromover, Paratransit, and related support services.

- Implements transportation services for Miami-Dade County residents
- Oversees departmental performance and measurement
- Represents the Department to outside entities, the County Manager, the Board of County Commissioners (BCC), and the Citizens' Independent Transportation Trust (CITT)
- Implements People's Transportation Plan (PTP) initiatives

### **Strategic Plan Outcome - Measures**

- TP5-3: Effective management and oversight of dedicated transit funds (priority outcome)

	<b>Measures</b>	<b>FY 06-07</b>		<b>FY 07-08</b>		<b>FY 08-09</b>
		<b>Target</b>	<b>Actual</b>	<b>Target</b>	<b>Projection</b>	<b>Target</b>
Meet financial budgetary targets	Payment of cash deficit (in thousands)	N/A	N/A	\$5,879	\$5,879	\$6,290
	Repayment of loan for existing services (in thousands)	\$3,797	\$3,797	\$5,852	\$5,852	\$8,018

### **BUDGET PRIORITIES**

<b>Strategic Plan Outcome</b>	<b>Programs/Initiatives</b>	<b>Impact</b>
TP1-2: Convenient, clean transit passenger facilities and vehicles (priority outcome)	Complete the purchase and installation of new fare collection equipment (\$80 million); project is expected to be functional in bus operations by January 2009 and in rail by June 2009	Installation of new fare collection equipment is projected to generate up to an additional 15 percent in farebox revenue; increase in revenue will be programmed in the FY 2010-11 budget

## FY 2008 - 09 Proposed Resource Allocation and Multi-Year Capital Plan

### **DIVISION: CUSTOMER SERVICE**

The Customer Service Division is responsible for administering services that focus on citizens of Miami-Dade County that use public transportation services.

- Coordinates community outreach
- Manages customer services and market analysis
- Directs all Satellite Transit Information Centers activities
- Manages bus stop and signage section

### **Strategic Plan Outcome - Measures**

- TP1-1: Minimum wait time for transit passengers (priority outcome)

	<b>Measures</b>	<b>FY 06-07</b>		<b>FY 07-08</b>		<b>FY 08-09</b>
		<b>Target</b>	<b>Actual</b>	<b>Target</b>	<b>Projection</b>	<b>Target</b>
Provide timely and correct customer information	Average call wait time (in seconds)	120	120	120	120	120
	Percentage of calls answered within 60 seconds	45%	39%	45%	45%	45%

### **BUDGET PRIORITIES**

<b>Strategic Plan Outcome</b>	<b>Programs/Initiatives</b>	<b>Impact</b>
TP1-2: Convenient, clean transit passenger facilities and vehicles (priority outcome)	Purchase and complete installation of Intelligent Transportation System sign that displays the real time location and wait time for the next train at all Metrorail stations (\$1 million)	Signage that complements the "where is the train" application that is available on the Internet

## FY 2008 - 09 Proposed Resource Allocation and Multi-Year Capital Plan

### **DIVISION: ENGINEERING**

The Engineering Division is responsible for transportation system analysis, planning and development of the capital program, and project management activities.

- Produces quality assurance and control criteria for project management and system development
- Responsible for testing and acceptance of new systems and installations as well as systems compliance
- Responsible for project scheduling and cost control, capital construction contract administration, and project configuration management and document control
- Responsible for design and engineering and analysis of bridge inspection results
- Directs guideway, systems, station, rehabilitation, and fixed facility construction management and directs roadway improvements
- Responsible for right-of-way acquisition, utilities relocation, and survey of right-of-way administration and negotiates transit developments
- Manages long-term system planning and station area development
- Responsible for traction power, communications, signals, and fare collection design and installation

### **Strategic Plan Outcome - Measures**

- TP5-2: Expanded rapid transit service along all major corridors (priority outcome)

	<b>Measures</b>	<b>FY 06-07</b>		<b>FY 07-08</b>		<b>FY 08-09</b>
		<b>Target</b>	<b>Actual</b>	<b>Target</b>	<b>Projection</b>	<b>Target</b>
Provide quality and efficient project management support services for the expansion of Metrorail corridors	Orange Line Phase 1 - Complete right-of-way acquisition for Earlington Heights to MIC connector	70%	70%	100%	100%	N/A
	Orange Line Phase 2 - Complete design phase of North Corridor Metrorail expansion	30%	30%	60%	60%	90%
	Orange Line Phase 3 - Complete planning phase of East/West Corridor	16%	15%	22%	20%	25%

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### BUDGET PRIORITIES

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<b>Strategic Plan Outcome</b>	<b>Programs/Initiatives</b>	<b>Impact</b>
TP5-2: Expanded rapid transit service along all major corridors (priority outcome)	Continue right-of-way acquisition, utility relocation engineering and commence construction of the 2.6 mile Miami-Intermodal Center (MIC)-Earlington Heights Connector, projected to be completed in FY 2011-12 (\$526.5 million); continue New Starts preliminary engineering in accordance with the Federal Transit Administration's Record of Decision received in April 2008 for the 9.5 mile North Corridor that is assumed to be funded with \$700 million federal and \$278.042 million state participation in addition to \$430.88 million of local funding for a total project cost of \$1.408 billion and which is projected to be operational by FY 2016-17; the 10.1 mile East-West Corridor continues in the planning phase and is assumed to be funded with \$700 million federal and \$416 million state participation in addition to \$1.347 billion of local funding for a total project cost of \$2.463 billion which is projected to be operational by FY 2023-24	Continue the planning and development of rapid transit corridors to expand the current 22.6 mile rail system as approved in the People's Transportation Plan (PTP)

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## FY 2008 - 09 Proposed Resource Allocation and Multi-Year Capital Plan

### **DIVISION: METROBUS**

The Metrobus Division is responsible for directing bus operations and bus maintenance as well as to implement policy and procedures to enhance the efficiency and effectiveness of operations and maintenance activities.

- Provides maintenance services for bus fleet
- Manages bus operators

### **Strategic Plan Outcome - Measures**

- TP5-1: Dramatic improvement in the level of bus service (priority outcome)

	Measures	FY 06-07		FY 07-08		FY 08-09
		Target	Actual	Target	Projection	Target
Maintain a safe, cost efficient, and reliable Bus system	Average daily bus boardings (in thousands)	268	264	278	264	264
	Bus service (revenue) miles (in millions)	38.0	35.7	33.7	32.6	28.1
	Bus on-time performance*	85%	71%	78%	73%	75%
	Percentage of preventive maintenance completed on schedule	90.0%	92.2%	90.0%	98.6%	90.0%
	Mean distance between mechanical breakdowns*	6,000	2,975	4,000	3,649	4,000
	Unanticipated bus operator absenteeism	16%	12%	14%	16%	16%
	Peak hour bus availability	N/A	N/A	100%	100%	100%

\*To offset increases in fuel, the Department reduced parts and maintenance that affected on-time performance and mean distance between mechanical breakdowns

### **BUDGET PRIORITIES**

Strategic Plan Outcome	Programs/Initiatives	Impact
TP1-2: Convenient, clean transit passenger facilities and vehicles (priority outcome)	Replace aging fleet of buses with 112 new diesel buses planned in FY 2008-09 (\$40.1 million programmed in FY 2008-09) out of 586 projected to be replaced by FY 2013-14	Improve the appearance and comfort, guarantee fewer failures, and require less maintenance of Metrobus fleet

## FY 2008 - 09 Proposed Resource Allocation and Multi-Year Capital Plan

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TP1-4: Safe and reliable transit facilities and transit vehicles (priority outcome)	Continue implementation of the new preventive maintenance program in Metrobus to ensure reliability of the bus fleet including process mapping to realize new efficiencies in maintenance control, maintenance, inventory parts and warranty systems; the FY 2008-09 Proposed Resource Allocation Plan for the Metrobus fleet includes a 3,000 mile inspection covering oil/filter replacement and safety checks for brakes, tires, wheel lug nuts, and electrical systems; continues a 6,000 mile inspection focused on mechanical/safety diagnostic and corrective actions to ensure vehicles meet technical specifications including oil pressure, fluid analysis, alternator performance, and brake and bellows (ride height) performance; finally, the program continues a three, six, and nine year critical component replacement plan with a six year bus body rehabilitation program including repainting	Maintain the number of service miles between breakdowns to 4,000 in FY 2008-09 and maintain the standard downtime of vehicles in need of parts at two percent in FY 2008-09
TP5-3: Effective management and oversight of dedicated transit funds (priority outcome)	Schedule Metrobus route structure and total revenue miles of service based on ridership and fare performance standards: passenger boardings per hour for each bus route must equal at least one half the bus system average and the fiscal subsidy per passenger must be no more than twice the average of the entire bus system; lower cost alternatives to unproductive routes include alternative service from route realignments and in certain cases, a "lifeline" service will be provided on a weekly basis	Provide Metrobus service at approximately 28.1 million miles in FY 2008-09; routes will continue to be adjusted and service miles reallocated as necessary to meet service standards that improve ridership, strengthen fare recovery with technology, and provide for cost effective service

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## FY 2008 - 09 Proposed Resource Allocation and Multi-Year Capital Plan

### **DIVISION: METROMOVER**

The Metromover Division is responsible for directing mover operations and maintenance as well as implementing policy and procedures to enhance the efficiency and effectiveness of operations and maintenance activities.

- Provides maintenance to Metromover cars
- Provides support for Metromover operations

### **Strategic Plan Outcome - Measures**

- TP1-4: Safe and reliable transit facilities and transit vehicles (priority outcome)

	<b>Measures</b>	<b>FY 06-07</b>		<b>FY 07-08</b>		<b>FY 08-09</b>
		<b>Target</b>	<b>Actual</b>	<b>Target</b>	<b>Projection</b>	<b>Target</b>
Maintain a safe, cost efficient, and reliable Metromover system	Average daily Metromover boardings	2,900	2,700	2,900	2,700	2,800
	Percentage of preventive maintenance completed on schedule	99%	99%	100%	100%	100%
	Metromover mean miles between failures	6,000	4,897	6,000	5,000	6,000

### **BUDGET PRIORITIES**

<b>Strategic Plan Outcome</b>	<b>Programs/Initiatives</b>	<b>Impact</b>
TP1-2: Convenient, clean transit passenger facilities and vehicles (priority outcome)	Complete Phase One replacement of 12 Metromover cars that were in service since 1986 (\$33.427 million) with the last car to be delivered August 2008 and operational by September 2008	Improve the appearance and comfort, guarantee fewer failures, and require less maintenance of Metromover vehicles

## FY 2008 - 09 Proposed Resource Allocation and Multi-Year Capital Plan

### **DIVISION: METRORAIL**

The Metrorail Division is responsible for directing rail operations and maintenance as well as to implement policy and procedures to enhance the efficiency and effectiveness of operations and maintenance activities.

- Manages train operators
- Provides maintenance for rail cars
- Performs all transit structural inspection and engineering analysis of Metrorail and Metromover guideways and station facilities

### **Strategic Plan Outcome - Measures**

- TP1-4: Safe and reliable transit facilities and transit vehicles (priority outcome)

Maintain a safe, cost efficient, and reliable Metrorail system	Measures	FY 06-07		FY 07-08		FY 08-09
		Target	Actual	Target	Projection	Target
	Rail on-time performance*	98%	94%	98%	93%	98%
	Metrorail mean miles between failures*	6,300	3,177	6,300	6,300	6,000

\*The Department continues to make adjustments to the Metrorail system to increase efficiency and reliability making adjustments to capacity to meet demand levels; fluctuations with performance measures should stabilize

### **BUDGET PRIORITIES**

Strategic Plan Outcome	Programs/Initiatives	Impact
TP1-3: Improved accessibility to transit facilities and bus stops (priority outcome)	Accomplish the following in FY 2008-09 (unless noted amounts are for funds programmed in FY 2008-09): begin construction to extend existing surface parking lot at Dadeland South Metrorail station (\$188,000), begin land acquisition phase for future construction of a park and ride facility at Kendall Drive and SW 127 Avenue (\$1.784 million), begin construction of an operator comfort station at the Dadeland South Metrorail station (\$382,000), continue land acquisition and planning stage of a park and ride lot located at SW 344 street and the South Miami-Dade Busway (\$1.596 million), complete park and ride facility at SW 296 Street and the South Miami-Dade Busway (\$1.114 million total cost), begin planning for park and ride lot at Miami Gardens Drive and NW 73 Avenue (\$132,000), and continue construction of pedestrian overpasses at South Miami Metrorail station (\$2.358 million) and at University Metrorail station (\$2.004 million)	Ensure safe and convenient accessibility to Metrorail stations and Metrobus stops

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TP1-2: Convenient, clean transit passenger facilities and vehicles (priority outcome)	Continue planning phase of metrorail vehicle replacement plan (\$7.039 million programmed in FY 2008-09 from a total project cost \$401.451 million) for 136 vehicles; 72 new vehicles will arrive in FY 2010-11 with the remaining to be replaced by December 2015	Improve the appearance and comfort, guarantee fewer failures, and require less maintenance of Metrorail vehicles
TP1-4: Safe and reliable transit facilities and transit vehicles (priority outcome)	Begin construction (\$7.939 million) of a test track for Metrorail with a projected completion date of FY 2009-10; continue to rehabilitate existing track and guideway equipment and fixtures (\$10.676 million programmed in FY 2008-09)	Improve the maintenance of Metrorail operations

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## FY 2008 - 09 Proposed Resource Allocation and Multi-Year Capital Plan

### **DIVISION: OPERATIONAL SUPPORT**

The Operational Support Division is responsible for providing administrative and logistical support to the Department.

- Manages accounting, budget, personnel, and procurement functions
- Develops and implements Information Technology (IT) projects and defines policy regarding IT use
- Manages joint development
- Provides route scheduling, service planning, and ridership analysis
- Provides marketing services to include advertising, promotions, graphic design, media relations, and market analysis
- Directs labor relations and ensures compliance with Americans with Disabilities Act, and other federal, state, and local laws and regulations
- Develops and implements policy for comprehensive, integrated, and coordinated transit safety and security programs

### **Strategic Plan Outcome - Measures**

- TP1-4: Safe and reliable transit facilities and transit vehicles (priority outcome)

	<b>Measures</b>	<b>FY 06-07</b>		<b>FY 07-08</b>		<b>FY 08-09</b>
		<b>Target</b>	<b>Actual</b>	<b>Target</b>	<b>Projection</b>	<b>Target</b>
Provide operational support for core services provided by the Transit Department	Average monthly security post inspections	300	300	300	360	500
	Metrorail/Metromover elevator and escalator availability	98.0%	98.0%	98.0%	98.0%	98.0%

### **BUDGET PRIORITIES**

<b>Strategic Plan Outcome</b>	<b>Programs/Initiatives</b>	<b>Impact</b>
TP1-1: Minimum wait time for transit passengers (priority outcome)	Ensure the reliability of the transit system by adhering to the Metrorail and Metrobus route and time schedules	Achieve on-time performance for Metrorail and Metrobus at 98 percent and 75 percent, respectively, in FY 2008-09

## FY 2008 - 09 Proposed Resource Allocation and Multi-Year Capital Plan

### **DIVISION: PARATRANSIT**

The Paratransit Division is responsible for administering Special Transportation Services (STS) for the elderly and individuals with disabilities.

- Administers Paratransit operations

### **Strategic Plan Outcome - Measures**

- TP1-1: Minimum wait time for transit passengers (priority outcome)

Ensure timely Paratransit services	Measures	FY 06-07		FY 07-08		FY 08-09
		Target	Actual	Target	Projection	Target
	Paratransit on-time performance	90%	89%	85%	82%	90%

### **BUDGET PRIORITIES**

Strategic Plan Outcome	Programs/Initiatives	Impact
TP1-4: Safe and reliable transit facilities and transit vehicles (priority outcome)	Continue to provide Paratransit functions to include Special Transportation Services (STS) programming 1.965 million trips in FY 2008-09	Ensure safe and convenient transportation for citizens requiring special assistance

### **Budget Enhancements or Reductions and Additional Comments**

- The FY 2008-09 Proposed Resource Allocation Plan continues a two tier transportation system comprised of “existing system” services funded with the County’s Maintenance of Effort (General Fund) as well as related farebox revenue, and a “new system” based on improved services funded by surtax revenues along with its portion of farebox; due to funding constraints related to fuel and maintenance on the existing system it is recommend that total revenue miles be decreased 4.5 million to 28.1 million revenue miles from 32.6 million, which is the current line-up
- In FY 2008-09, the Countywide General Fund Maintenance of Effort (MOE) is \$141.342 million, a 3.5 percent increase above the FY 2007-08 MOE of \$136.562 million as adopted in the People’s Transportation Plan (PTP) and as amended in May of FY 2004-05; the MOE will fund Metrobus service equivalent to 21.8 million revenue miles, a decrease of 4.5 million from 2007-08 budgeted service level of 26.3 million
- The FY 2008-09 Proposed Resource Allocation Plan includes \$4.365 million for the South Florida Regional Transportation Authority (SFRTA) for operating needs; of this amount, \$1.565 million provides the statutorily required operating minimum (Section 343.58(2) Florida Statutes) plus an additional \$167,000; the balance of \$2.633 million will be provided to the SFRTA and is programmed to come from MDT’s operating budget; the Countywide General Fund support for SFRTA capital needs for FY 2008-09 will meet the statutory requirement of \$2.67 million (Section 343.58(1) Florida Statutes)
- In FY 2008-09, the Countywide General Fund support to MDT includes \$8.018 million to meet the revised reinvestment schedule assumed in the December 2006 Pro Forma for the use of surtax funds through FY 2008-09 to supplement the cost of operating the existing system; total borrowing remains at a level not to exceed \$127.801 million; final installment payment will occur by FY 2016-17

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- In FY 2008-09, programmed surtax support for MDT operations is \$102.963 million and includes \$63 million for bus services; no funding for rail services is included due to revenue miles falling below PTP levels; \$11.288 million for Golden Passport support, \$1.258 million to offset lost Metromover faregate revenue, and \$19 million for Special Transportation Services (STS) support; additionally, for impacts directly related to supporting the People's Transportation Plan, \$1.402 million is required for personnel services in the Department of Human Resources, \$737,000 for procurement support, \$1.691 million for technology support, and \$4.587 million for facility rent and the operation of satellite information centers; surtax support through an internal loan of \$18.455 million is utilized for supporting existing system operating expenses (\$9.212 million) and debt service payments on obligations issued before FY 2002-03 for buses and equipment (\$9.243 million); \$28.018 million of surtax funding will support debt service for buses, bus capital inventory such as replacement engines, and MDT major capital projects including design and construction of rail corridors as well as capital projects amended into the PTP
- Transit proprietary revenue of \$89.777 million is programmed at 95 percent and includes \$49.285 million from bus fareboxes, \$10.094 million from rail faregates, \$22.157 million from Metropass sales, \$712,000 from daily rail parking meters and monthly rail parking permits \$4.492 million from STS revenues, and \$3.037 million in token sales
- In FY 2008-09, non-operating revenue of \$10.551 million is programmed at 95 percent and includes \$6.3 million from all forms of advertising, \$1 million from joint development leases and permits, \$1.92 million from parking in garages (including proposed fee increase), and \$1.331 million of miscellaneous revenue
- As a result of the County's MOE, state operating support for MDT is programmed at \$18.015 million in the FY 2008-09 Proposed Resource Allocation Plan, which is consistent with the Florida Department of Transportation (FDOT) Five Year Work Plan; \$666,000 will be received from the SFRTA for Tri-Rail feeder support; other state support includes Transportation Disadvantage (TD) funding (\$9.136 million) including issuance of tokens (\$2.111 million), and Urban Corridor funding (\$1.1 million); MDT will utilize \$59.343 million of federal Section 5307 Formula grant funds and federal Section 5309 Fixed Guideway Modernization grant funds, and \$13.483 million of Capital Improvement Local Option Gas Tax to support the capitalization of major preventive maintenance expenses in the operating budget
- The FY 2008-09 Proposed Resource Allocation Plan totals \$423.324 million consisting of net expenditure authority in the operating fund (\$379.038 million), net non-capital grant fund expenditures (\$7.025 million) and debt service fund expenditures (\$37.261 million); the FY 2008-09 operating plan continues to responsibly target resources focused on higher quality service (particularly in Metrobus) and on vehicle reliability, passenger comfort, and a meaningful and affordable route structure based on a two tier system as well as moving towards completion of the programmed capital projects committed to our residents in the PTP
- For the fiscal year ending September 30, 2007, MDT retained a cumulative (multiple year) cash deficit in its operating and non-operating funds that totaled \$72.6 million - \$40.9 million in the operating fund and \$31.7 million in the non-operating funds; MDT is projecting that the operating cash deficit will increase \$16.12 million by the end of FY 2007-08 for a cumulative projected deficit of \$57.021 million, primarily due to the liquidations of uncollectible receivables and other adjustments totaling \$22 million, offset by a budgeted payment towards the operating cash deficit of \$5.879 million; in FY 2008-09, it is planned that the \$57.021 million operating deficit will be offset by a budgeted payment of \$6.29 million reducing it to \$50.731 million; the Department will continue with annual installments of \$6.29 million for the next 12 years (including interest) until the operating deficit is paid in full; additionally, the non-operating cash deficit will increase by \$4.3 million to \$36 million and will be eliminated with the sale of certain surplus real property assets during the new fiscal year; properties will be sold that do not lend themselves to uses such as affordable housing or County long term needs; MDT will still realize ridership benefits resulting from urban densities adjacent to transit stations as these properties are developed in future years

## FY 2008 - 09 Proposed Resource Allocation and Multi-Year Capital Plan

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- *The FY 2008-09 Proposed Resource Allocation Plan funds Metrobus (28.1 million revenue miles), Metrorail, and Metromover services; assumes continued provision of the Golden Passport and the Patriot Passport Programs as well as Paratransit services including STS; in order to use available revenues efficiently, the Proposed Resource Allocation Plan formally incorporates service standards in bus operations to trim non-revenue producing capacity (empty buses), and increases operating efficiency (reliable schedules and vehicles); the Proposed Resource Allocation Plan recommends a 4.5 million revenue mile reduction from the current 32.6 million revenue miles, resulting in 475 bus operations positions eliminated; recommended adjustments to Metrorail include running four car trains after peak time, moving from 6 to 7.5 minute headways during weekday peak and from 10 to 15 minute headways off-peak during the week; 30 minute headways will occur one hour earlier during the week and weekend headways will move from 15 to 30 minutes; as a result of these adjustments 101 positions will be eliminated in Metrorail; in addition, 143 administrative and operational support positions will be eliminated and five transferred (two Real Estate Officers to General Services Administration, two Contract Officers to the Department of Procurement Management, and one Personnel Specialist II to the Office of Fair Employment Practices), fuel will be budgeted at \$4 per gallon and the Department will formalize an Infrastructure Replacement Program (\$7 million) to maintain existing infrastructure at required standards*

## FY 2008 - 09 Proposed Resource Allocation and Multi-Year Capital Plan

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### Department Operational Unmet Needs

<b>Description</b>	<b>Startup Costs/ Non Recurring Costs</b>	<b>Recurring Costs</b>	<b>Positions</b>
Retain 22 transit personnel as Rail Station Managers	\$0	\$310	22
<b>Total</b>	<b>\$0</b>	<b>\$310</b>	<b>22</b>