



***The Transportation Trust
Unwinding Unification Discussion
April 15, 2015***



Background

- ***The original ordinance establishing the one half of one percent Charter County Sales Tax (Ordinance 02-116) provided “the special fund shall be expended for the transportation and transit projects (including the operation and maintenance thereof) set forth in Exhibit 1”. Exhibit 1 of the People’s Transportation Plan (PTP) included a defined listing of projects.***
- ***The ordinance provided for a process to amend the list of projects included in Exhibit 1. Exhibit 1 has been amended a number of times since 2002 to allow for additional capital projects. A complete list of PTP Amendments is included as Attachment 4 of the Five Year Implementation Plan of the PTP. Significant changes included the replacement of the Metromover and Metrorail vehicle fleets as well as modernization of Metrorail and Metromover stations.***



Background

- ***Operations and maintenance (O&M) expenses were funded by the PTP for “new” projects only from 2002-2009. In 2009 a PTP amendment (R-222-09) was approved that allowed “for greater flexibility in the use of Charter County Transit Surtax Funds for the operation and maintenance of the transit system”.***
- ***The amendment, referred to as “Unification”, allowed O&M funding of existing and new service.***
- ***The County, due to a number of economic factors, was forced to significantly reduce the amount of bus miles in the Metrobus system.***
- ***Unification allowed for the elimination of the least productive routes and the continuation of the best routes without the constraint of whether they were old pre-PTP or new post-PTP routes.***



Background

- ***The Trust has requested an analysis of the possibility of unwinding unification and returning to the intent of the original Ordinance wherein O&M would only be used for new PTP projects that expanded and enhanced service above pre-PTP 2002 levels.***
- ***CITT staff has worked closely with MDT, the Budget Office and the County Attorney's Office to explore and analyze the possibility of unwinding unification and the impact it would have on the MDT budget.***
- ***The central dilemma is how to define PTP project expenses and/or lost revenue***



Alternative Methodologies

- **Metrobus (Post PTP increases)**
 - **Revenue Miles** **\$ 22,080,007**
 - **Actual Miles** **\$ 28,718,942**
 - **Revenue Hours** **\$ 38,505,457**
 - **Actual Hours** **\$ 39,941,888**



Alternative Methodologies

- **Metrorail (Post PTP increases)**
 - **System Revenue Miles** **\$ 5,011,419**
 - **System Actual Miles** **\$ 7,233,333**
 - **System Revenue Hours** **\$ 13,478,667**
 - **System Actual Hours** **\$ 13,832,264**
 - **Orange Line Revenue Miles** **\$ 27,615,988**
 - **Orange Line Actual Miles** **\$ 25,392,073**
 - **Orange Line Revenue Hours** **\$ 19,148,740**
 - **Orange Line Actual Hours** **\$ 18,795,143**
 - **Orange Line Full O&M** **\$ 32,627,406**



Alternative Methodologies

- **Metromover (Post PTP increases)**
 - Revenue Miles **\$ 3,882,360**
 - Actual Miles **\$ 3,786,163**
 - Revenue Hours **\$ 5,077,168**
 - Actual Hours **\$ 4,990,710**
 - Revenue Loss @ \$.25 **\$ 500,000**
 - Revenue Loss @ \$.50 **\$ 946,000**
 - Revenue Loss @ \$1.00 **\$ 1,492,000**
 - Cost of Ridership Delta
of 5 million new riders **\$ 11,650,000**
 - Metromover Full O&M **\$ 22,487,177**



Alternative Methodologies

- **Golden Passport/Patriot Passport (Post PTP increases)**
 - **Revenue Loss @ .36 Elasticity** **\$ 15,808,000**
 - **Cost of Ridership Delta**
of 12.9 million new riders **\$ 49,000,000**



Next Steps

- **Consensus on approach and methodologies**
 - **Calculation of impact on MDT**
- **Confirm decision to proceed and timetable for unwinding**
 - **Meet with Mayor Gimenez**
 - **Advance Ordinance amendment**