



MEMORANDUM Agenda Item No. 7(J)(1)(C)

TO: Honorable Chairperson Barbara Carey-Shuler, Ed.D. and Members, Board of County Commissioners **DATE:** April 13, 2004

FROM: George M. Burgess, County Manager  **SUBJECT:** Discontinuation of Overnight Metrorail and Metromover Service

RECOMMENDATION

It is recommended that the Board approve the attached resolution as recommended by the Citizens' Independent Transportation Trust (CITT) to amend the People's Transportation Plan (PTP) by discontinuing Metrorail and Metromover service between the hours of 1:00 a.m. to 5:00 a.m. and to substitute a new Metrobus route that would serve bus stops at or near Metrorail stations. All of these changes would be part of the Spring Metrobus and Metrorail line-ups planned to be implemented on April 25, 2004.

BACKGROUND

On May 25, 2003, as part of the implementation of the People's Transportation Plan, Miami-Dade Transit (MDT) began 24-hour service on Metrorail and Metromover along with new 24-hour service on eleven bus routes serving Metrorail. Prior to that time there were two overnight routes (Night Owl and Airport Owl). Since last May, Metrorail service has operated every 60 minutes between the hours of 1:00 a.m. to 5:00 a.m., coordinated daily with the 13 Metrobus routes providing transfer connections at 17 of the 22 Metrorail stations. The 24-hour transit service provides mobility for Miami-Dade residents who are transit dependent and need to get to or from work during the overnight hours.

The additional operating cost impact to the MDT budget for the expanded Metrorail service from 1:00 a.m. to 5:00 a.m. is \$3.3 million per year: \$2.0 million in operating costs and \$1.3 million for security costs. To date, late-night ridership on Metrorail's new overnight trips has been very low. The average number of passengers using the entire system of Metrorail during these four hours is approximately 250 per night. While the ridership on Metrorail is very low, Metromover ridership during these hours is even lower. The average number of passengers using Metromover during this time is 15 passengers per night. The cost impact to the MDT budget for overnight Metromover service during these hours is \$145,973 per year (approx. 5 guards). In light of the high cost of operation for so few riders, MDT is seeking to discontinue overnight Metrorail and Metromover service.

Despite very low ridership, without Metrorail overnight service, passengers currently depending on late night Metrorail service will need an alternative to get to and from work. To address this need, MDT will continue to provide overnight service by way of Metrobus service that will be implemented within the Metrorail corridor. The new Metrobus route will be coordinated with the other 13 overnight Metrobus

routes to form an effective network of transit service that will enable customers to travel during these hours. Prior to the implementation of this recommendation, MDT would develop and implement an aggressive information outreach program to inform the public of the changes in overnight transit service and provide information on the Metrobus alternative that will be available.

A resolution to amend the PTP by discontinuing overnight Metrorail service and implementing replacement Metrobus service was approved by the Citizens' Independent Transportation Trust at their meeting on February 25, 2004.

FISCAL IMPACT

The cost of the new overnight Metrobus route will be approximately \$350,000 per year. With the overnight Metrorail service costing \$3.45 million per year, the net savings from this recommendation will be nearly \$3.1 million per year.

For the remaining 5 months of FY 04, the cost of the overnight Metrobus route will be \$175,000. The savings from discontinuing overnight Metrorail and Metromover service for this same period is \$1.85 million. This is a total net savings for FY 04 of approximately \$1.67 million. This savings is consistent with the most recent pro forma developed for the implementation of the People's Transportation Plan that was presented to the Board on December 16, 2003.

 2/23/04

Surface Transportation Manager



MEMORANDUM

(Revised)

TO: Hon. Chairperson Barbara Carey-Shuler, Ed.D.
and Members, Board of County Commissioners

DATE: April 13, 2004

FROM: Robert A. Ginsburg
County Attorney

SUBJECT: Agenda Item No. 7(J)(1)(C)

Please note any items checked.

- "4-Day Rule" ("3-Day Rule" for committees) applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Bid waiver requiring County Manager's written recommendation
- Ordinance creating a new board requires detailed County Manager's report for public hearing
- Housekeeping item (no policy decision required)
- No committee review

Approved _____ Mayor

Agenda Item No. 7(J)(1)(C)

Veto _____

4-13-04

Override _____

RESOLUTION NO. _____

RESOLUTION APPROVING AN AMENDMENT TO THE PEOPLE'S TRANSPORTATION PLAN DISCONTINUING OVERNIGHT METRORAIL AND METROMOVER SERVICE AND IMPLEMENTING A REPLACEMENT METROBUS ROUTE

WHEREAS on November 5, 2002, the voters of Miami-Dade County approved a one-half percent surtax to fund the implementation of the People's Transportation Plan (PTP); and

WHEREAS, the provision of 24-hour Metrorail service was listed in the schedule of improvements approved by the Citizen's Independent Transportation Trust (CITT) and incorporated into the PTP; and

WHEREAS, following the implementation of 24-hour Metrorail and Metromover service in June 2003, it has been determined that ridership trends do not support the costs associated with this service as first approved and implemented; and

WHEREAS, in an effort to improve service efficiency, the CITT has recommended that the Board of County Commissioners approve an amendment to the PTP to discontinue overnight Metrorail and Metromover service and to implement a replacement Metrobus route as detailed in the attached memorandum,

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board approves the recommendation of the CITT to amend the PTP to reflect the changes to Metrorail and Metrobus overnight service.

The foregoing resolution was offered by Commissioner _____, who moved its adoption. The motion was seconded by Commissioner _____ and upon being put to a vote, the vote was as follows:

Dr. Barbara Carey-Shuler, Chairperson	
Katy Sorenson, Vice-Chairperson	
Bruno A. Barreiro	Jose "Pepe" Diaz
Betty T. Ferguson	Sally A. Heyman
Joe A. Martinez	Jimmy L. Morales
Dennis C. Moss	Dorrin D. Rolle
Natacha Seijas	Rebeca Sosa
Sen. Javier D. Souto	

The Chairperson thereupon declared the resolution duly passed and adopted this 13th day of April, 2004. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF COUNTY
COMMISSIONERS

HARVEY RUVIN, CLERK

Approved by County Attorney as
to form and legal sufficiency. B.F.

Bruce Libhaber

By: _____
Deputy Clerk

Memo

To: Hon. Chair and Members, CITT

From: Hilda M. Fernandez, Executive Director

Date: February 18, 2004

Re: Discontinuation of 24-Hour Metrorail and Metromover (Overnight) Service

Recommendation:

It is recommended that the Citizens' Independent Transportation Trust (CITT) approve an amendment to the People's Transportation Plan (PTP) to discontinue 24-hour Metrorail and Metromover service (e.g. service between 1:00 a.m. and 5:00 a.m.) and substitute this service with a new Metrobus route.

Background:

On May 25, 2003, as part of the PTP commitment, Miami-Dade Transit (MDT) implemented 24-hour service on Metrorail and Metromover. Metrorail service began to operate every 60 minutes between 1:00 a.m. and 5:00 a.m. daily. To compliment this service, feeder buses were increased to provide service to 17 of the 22 Metrorail stations during overnight hours. MDT's incremental cost for providing this service is \$3.31 million per year: \$2 million for operating expenses and \$1.31 million for security personnel.

As indicated in the attached memorandum from the MDT, late-night ridership has been minimal, with a daily average of only 250 passengers using the entire system during the four hours. MDT's recommendation is to eliminate this service. In response to concerns relating to service options for the 250 passengers who currently use the 24-hour service, MDT is further recommending the creation of a new route, Route 500, to provide service to those customers. The attached memorandum further indicates the costs savings achieved by the elimination of 24-hour Metrorail and Metromover in April of this year. As indicated, the total savings is \$1.7 million for the balance of the fiscal year. However, the cost of the new Metrobus route is \$175,000 for the remaining five months of the current fiscal year (\$350,000/year), resulting in a net savings of \$1.53 million. Please also be advised that the 30-year Pro Forma presented to the CITT last December did not include funding for 24-hour Metrorail and Metromover after this fiscal year.

The Project Review and Budget and Finance Committees considered this item and are forwarding it with a favorable recommendation.

cc: Hon. John F. Cosgrove, Chairperson, CITT
Bruce Libhaber, Assistant County Attorney
Carlos F. Bonzon, Ph.D., P.E., Surface Transportation Manager

RESOLUTION NO. 04-008

RESOLUTION BY THE CITIZENS'
INDEPENDENT TRANSPORTATION TRUST
(CITT) RECOMMENDING TO THE BOARD OF
COUNTY COMMISSIONERS (BCC) THAT THE
BCC DISCONTINUE OVERNIGHT METRORAIL
AND METROMOVER SERVICE, IMPLEMENT A
REPLACEMENT METROBUS ROUTE AND
AMEND THE PEOPLE'S TRANSPORTATION
PLAN ACCORDINGLY

WHEREAS, on November 5, 2002, the voters of Miami-Dade County approved a one-half percent surtax to fund the implementation of the People's Transportation Plan (PTP);
and

WHEREAS, the provision of 24-hour Metrorail and Metromover service was listed in the schedule of improvements approved incorporated into the PTP; and

WHEREAS, the CITT is empowered to recommend to the Board of County Commissioners amendments to the PTP; and

WHEREAS, following the implementation of 24-hour Metrorail and Metromover service in June 2003, it has been determined that ridership trends do not support the costs associated with this improvement; and

WHEREAS, the CITT desires to accomplish the purposes outlined in the accompanying OCITT Executive Director's memorandum, a copy of which is incorporated herein by reference,

NOW, THEREFORE, BE IT RESOLVED BY THE CITIZENS' INDEPENDENT TRANSPORTATION TRUST that the CITT recommends to the Board of County Commissioners that they discontinue 24-hour Metrorail and Metromover service, implement a replacement Metrobus route, and amend the PTP accordingly.

The foregoing resolution was offered by Marc Buoniconti, who moved its adoption. The motion was seconded by Herminio Lorenzo and upon being put to a vote, the vote was as follows:

Honorable John Cosgrove, Chairperson	Aye		
Marc A. Buoniconti, Vice Chairperson	Aye		
Honorable Mike Abrams	Aye	Yolanda Aguilar	Aye
Harold Braynon, Jr.	Aye	Lt. Col Antonio Colmenares	Absent
Henry Lee Givens	Aye	Franklin Kelly	Aye
Thamara Labrousse	Absent	Herminio Lorenzo	Aye
Honorable Luis Morse	Aye	Miles Moss	Aye
Honorable James Reeder	Aye	Rev. Theodore Wilde	Aye

The Chairperson thereupon declared the resolution duly passed and adopted this 25th day of February 2004.

CITIZENS' INDEPENDENT
TRANSPORTATION TRUST

Approved by County Attorney as
to form and legal sufficiency B.I.

By: 
Executive Director