Memorandum

MIAMI-DADE COUNTY

Date: June 2, 2009

Agenda Item No. 8(J)(1)(A)

To: Honorable Chairman Dennis C. Moss
and Members, Board of County Commissioners

From: George M. Burgess
County Manager

Subject: Resolution Authorizing Implementation of Bus Route Service Adjustments to be Implemented on or after June 14, 2009

RECOMMENDATION

It is recommended that the Board of County Commissioners (Board) approve a resolution for a new grant-funded route and service adjustments to thirteen (13) existing bus routes to be implemented on or after June 14, 2009. County Commission approval, after a public hearing for the new route and route modifications, is required per Miami-Dade County Code, Chapter 2, Article XIX, Section 2-150.

SCOPE

The implementation of the new grant-funded bus route and service adjustments to the thirteen (13) existing bus routes will have a county-wide impact. The attached document contains a more detailed description of these routes and the affected Commission districts.

FISCAL IMPACT

The total fiscal impact of the implementation of all the service changes has an estimated annual savings of $18 million dollars. Final cost savings will be available when the scheduling process is complete. The service adjustment was contemplated in the development of the FY 2008-09 Adopted Budget and is necessary to remain within originally adopted appropriation levels. For this line-up, bus operator reductions will be achieved through attrition.

TRACK RECORD/MONITOR

The MDT employee responsible for management and oversight of the implementation of these service adjustments is Rosie Perez, Senior Chief, Support Services.

DELEGATED AUTHORITY

In accordance with Section 2-8.3 of the Miami-Dade County Code related to identifying delegation of Board authority, there are no authorities beyond that specified in the resolution.

BACKGROUND

Since December 2006, Miami-Dade Transit (MDT) has adjusted bus service from approximately 36 to 32.6 million miles – a reduction of nearly 4 million miles of service which represents an estimated $36 million in savings annually in bus services. In order to continue to use available revenues efficiently, the Board approved the FY 2008-09 Adopted Budget which incorporates service standards in bus operations to trim excess capacity and increases bus operating efficiency. The adopted Resource Allocation Plan recommended a 2.1 million revenue mile reduction from the current 32.6 million revenue miles to 30.5 million revenue miles, which represents approximately $18 million savings annually.

As you may recall, during the June 2008 line-up, MDT eliminated and adjusted underperforming routes system-wide. Having eliminated underperforming routes through the prior line-up, planning for the subject line-up focused on a more critical examination of every route in the system, from lowest

performing to best performing, to analyze and identify instances of duplication, excess capacity, or low ridership trips or segments. The new Automated Fare Collection System (AFCS) and Automatic Passenger Counters (APC), although not fully installed on the bus fleet at the time of the evaluation, still provided more ridership information than had been available in the past. This was a more intensive and detailed analysis than the one conducted for the prior line-up; while a route may meet service standards overall, elements of the route may still be performing poorly. Examples of this can be found in particular trips, such as late evening service, or particular route segments in less dense areas of the County.

The routes with the lowest productivity were analyzed first and most of the proposed service reductions are for below average routes. When deficiencies or excess capacity were identified, MDT planners developed service adjustment options which had the least impact on passengers, operationally feasible and provided a savings in operational costs.

Additional planning processes used to determine the proposed service adjustments are as follows:

- Bus routes are measured continuously for route performance to determine which routes have below average ridership productivity.
- Duplication of bus routes in the same corridors was examined to determine whether service could be streamlined and still provide sufficient capacity with less service in the corridor. Bus routes were restructured including the combining of routes to provide better quality service at a lower operating cost.
- Alternative transit service was carefully considered for each bus service reduction in an effort to minimize the negative impact to our passengers.
- The passenger demand and the amount of service provided were examined to determine if some routes have excess capacity.
- Bus trip and route segment ridership were analyzed to discover low ridership trips and route segments throughout the system.
- The demographics and needs of the transit passengers, such as transit dependents, senior citizens, or students, were considered in determining these proposed adjustments.
- The operational feasibility and operating cost impacts of each recommended change were considered in order to balance the dollar savings against the inconvenience to customers.
- The impact of the recommendations was studied to assure continued progress in improving service reliability.
- The planning process also examined routes and trips which are overcrowded and warrant additional service; and reviewed the on-time performance of routes and trips to determine how to improve service reliability. In the latter case, additional resources may be recommended.

The recommended June 2009 line-up contains changes requiring a public hearing, which include a new grant funded route (79 Street MAX) and service adjustments to the following thirteen (13) existing bus routes (a more detailed description is attached):

- Route 21 would be shortened by discontinuing the segment on NW 27 Avenue between NW 79 Street and NW 167 Street due to low ridership. Routes 27 and 27 Avenue MAX provide alternative service.
- Route 183 MAX will have a duplicated segment on Biscayne Boulevard discontinued.

- Routes 36 and 41 would be combined into a single route providing a one seat ride along NW 36/41 Streets from Biscayne Blvd to NW 115 Avenue and resulting in a more cost-efficient service.
- Routes 91 and 99, which operate along NW 199 Street/Ives Dairy Road, would be adjusted in the weekday rush hours from 30 to 45 minutes each with a combined service level of 22 minutes.
- Route 344 in Homestead and Florida City would have service reduced from every 30 to 60 minutes which is more appropriate for the ridership demand.
- Route 238 (East-West Connection) serving the Airport area and west Miami-Dade would change from 30 to 45 minutes during the peak hours.
- Route 48 operating between the University of Miami and downtown Miami would also have less frequent peak service from 40 to 60 minutes.
- Route M which connects Civic Center and Miami Beach will be realigned to reduce duplication to other routes and will be adjusted to a less frequent headway (peak from 30 to 45 minutes and midday from 45 to 60 minutes).
- Route 243 (Seaport Connection) will be modified to connect with Metrorail at the Overtown Station instead of the Government Center Station which will cut the operating cost in half.
- Route 246 (Night Owl) will be revised with the segment from Sunny Isles Boulevard to downtown Miami discontinued, as it duplicates Route S overnight service.
- Route L would operate every 12 minutes instead of 10 minutes in the weekday peak periods. A new grant-funded route on 79 Street called the 79 Street MAX would be created offering premium limited stop service from the Northside Metrorail Station to Collins Avenue and 72 Street on Miami Beach resulting in a net increase in service of 25% as noted below.

The new grant-funded route on NW/NE 79 Street (79 Street MAX), offers premium limited stop service from the Northside Metrorail Station to Collins Avenue and 72 Street on Miami Beach. MDT executed a Joint Participation Agreement (JPA) with the Florida Department of Transportation (FDOT) to provide funding in the amount of $280,000 to be used specifically for operation of the new 79 Street MAX. FDOT provides funding to transit systems for service expansion projects through their Service Development Program and MDT has implemented many new services throughout the County with the grant program. Implementation of the 79 Street MAX along with adjustments to Route L will provide a 25% increase in peak service on NW/NE 79 Street. The 79 Street MAX and Route L changes provide a combined estimated net savings of $50,000 per year.

MDT will be making service adjustments on an additional 49 routes under the administrative authority provided in Section 2-150 of the Code. Those service changes include schedule modifications for better on-time performance to five routes, route truncation or restructuring of nine routes, and frequency adjustments or efficiencies to 35 routes.

Of the 293,000 average daily boardings, it is estimated that approximately 300 boardings will be significantly affected by the changes in the lineup and will have no alternative service. MDT continues to evaluate Metrobus routes to make the system more productive and meet the mobility needs of our passengers. MDT planners carefully considered the impacts to transit dependent riders and the availability of alternative service. While there will certainly be impacts to some customers, these adjustments were made cautiously and thoughtfully, balancing the service needs of our customers with the realities of a constrained current and future budget and a view towards closing the operating deficit

at MDT. As portions of the Automatic Passenger Counter (APC) System Project are implemented, the data is being used to validate ridership on the adjustments made. Future line-ups will benefit from precision of APC data for route planning.

Finally, in accordance with the CBA, officers of the Transport Workers' Union (TWU) have been provided information on the recommended changes for their review and have participated in the lineup planning committee. MDT staff will continue to work closely with TWU throughout the lineup scheduling process to ensure full implementation of the line-up. As noted above, for this line-up, bus operator reductions will be achieved through attrition.

Assistant County Manager

MEMORANDUM
(Revised)

TO: Honorable Chairman Dennis C. Moss and Members, Board of County Commissioners

DATE: June 2, 2009

FROM: R. A. Cuevas, Jr. County Attorney

SUBJECT: Agenda Item No. 8(J)(1)(A)

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 Mayor'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
Veto _____
Override _____

Agenda Item No. 8(J)(1)(A)
6-2-09

RESOLUTION NO. _____

RESOLUTION AUTHORIZING MIAMI-DADE TRANSIT BUS SERVICE ADJUSTMENTS TO BE IMPLEMENTED ON OR ABOUT JUNE 14, 2009

WHEREAS, this Board desires to accomplish the purposes outlined in the accompanying memorandum, a copy of which is incorporated herein by reference; and

WHEREAS, a Public Hearing was held at Committee; and

WHEREAS, Miami-Dade Transit (MDT) has extensively analyzed and identified less productive and duplicative bus service to improve the efficiency and effectiveness of the system; and

WHEREAS, development of the recommended service changes took into account the effects on existing bus service and alternative transit service to minimize the negative impact to transit passengers; and

WHEREAS, implementation of these recommended bus service adjustments will reduce cost and create system efficiencies of the bus system; and

WHEREAS, implementation of the bus route and service adjustments represents an estimated savings of $18 million per year to Miami-Dade County,

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board approves the implementation of bus service adjustments to be implemented on or about June 14, 2009.

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:

Dennis C. Moss, Chairman
Jose "Pepe" Diaz, Vice-Chairman

Bruno A. Barreiro	Audrey M. Edmonson
Carlos A. Gimenez	Sally A. Heyman
Barbara J. Jordan	Joe A. Martinez
Dorrin D. Rolle	Natacha Seijas
Katy Sorenson	Rebeca Sosa
Sen. Javier D. Souto	

The Chairperson thereupon declared the resolution duly passed and adopted this 2nd day of June, 2009. 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

By:_____
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

Bruce Libhaber

METROBUS SERVICE ADJUSTMENTS FOR JUNE 2009 LINEUP

PUBLIC HEARING REQUIRED

Route	Service Description	Reason(s)	Commission Districts Affected
21	Discontinue 79 St. to 167 St. segment on NW 27 Ave.	Duplicates Routes 27 and 27 Ave. MAX which operate a combined service of 10 minutes.	1, 2
36, 41	Restructure both routes into a 36 St. crosstown; discontinue the segment of Rt. 36 on Biscayne Blvd. to Omni and extend the Doral branch to Dolphin Mall.	Duplication of routes which could be restructured to better meet passenger needs more efficiently. Eliminates transfer between Rts. 36 and 41. Several routes available to transfer to on Biscayne Blvd. to go to the Omni.	2, 3, 6, 12
48	Adjust peak headway from 40 to 60 minutes.	Route is below average and 60 minute headway provides adequate capacity.	5, 7
91	Adjust peak headway from 30 to 45 minutes.	Below average route; most of the alignment is also served by Route 99 and combined headway of both routes will be 22 minutes.	1, 2, 4, 12, 13
99	Adjust peak headway from 30 to 45 minutes.	Almost the entire alignment is served by Route 91 and combined headway on both routes will be 22 minutes.	1, 4
L / 79 Street MAX	Adjust Rt. L to 12 min. weekday peak. New 79 Street MAX will be a limited stop route operating during weekday peaks every 24 mins. from Northside Station to 72 St. and Collins.	Allows for implementation of FDOT grant funded route with faster times along 79 St. from Metrorail to Miami Beach in the peak.	2, 3, 4, 5, 6, 13
M	Adjust peak headway from 30 to 45 minutes and midday from 45 to 60 minutes.	Route is well below average. Alternative service available for the Beach segment of the route.	3. 4, 5
183 Street MAX	Discontinue segment from Aventura to FIU via Biscayne Blvd.	Duplicates Biscayne Blvd. service, Routes 3 and 93. Below average route on weekdays.	4
238 East-West Connection	Adjust peak headway from 30 to 45 minutes.	Route is well below average. More than half the route is within walking distance of another route.	3, 5, 6, 12
243 Seaport Connection	Realign to Overtown Station; discontinue Flagler St. segment.	No ridership on Flagler St. Provides Metrorail to Seaport service at half the cost.	5
246 Night Owl	Restructure to operate between CBD* and the 163 Street Mall on the mainland. Beach segment would be discontinued.	Duplicates overnight service on Collins Av. with Route S.	3, 4, 5
344	Adjust peak service from 30 to 60 minutes.	Route just barely meets standards. More than half the route is within walking distance of another route.	8, 9

*Central Business District

MIAMI-DADE COUNTY
BOARD OF COUNTY COMMISSIONERS
OFFICE OF THE COMMISSION AUDITOR

Legislative Notes

Agenda Item:	**8J1A**
File Number:	**091307**
Committee(s) of Reference:	**Board of County Commissioners**
Date of Analysis:	**May 18, 2009**
Type of Item:	**Bus Route Service Adjustments**
Commission Districts	**1, 2, 3, 4, 5, 6, 7, 8, 9, 12, 13**

Summary

This resolution approves Metrobus service adjustments to be implemented by Miami-Dade Transit (MDT) on or about June 14, 2009.

This resolution would:

- Merge routes 36 and 41 into a single route;
- Discontinue segments of four routes (Routes 21; 183 Street Max; 243 Seaport Connection; 246 Night Owl);
- Adjust the time between bus pickups for seven routes (Routes 48; 91; 99; 79 Street Max; M; 238 East-West Connection; 344).
- Implement a new route (79 Street Max).

As noted in the Manager's Memo, MDT estimates that **300 riders will be left without a bus service alternative** as a result of this service adjustment. The average daily boarding of buses in Miami-Dade County is 293,000.

Background

The proposed service adjustments reduce bus revenue miles from 32.6 million revenue miles to 30.5 million revenue miles. These reductions represent a 6.4 % decrease in revenue miles. If this resolution is approved, bus revenue miles will have decreased by 15.28% since 2006.

The proposed revenue mile reduction was assumed in the FY 2008-09 Adopted Budget.

According to the Manager's Memo, the proposed service adjustments would result in an estimated annual savings of $18 million.

New Route

The proposed 79 Street Max will operate from the Northside Metrorail Station to Collins Avenue and 72 Street on Miami Beach. The County entered into a Joint Participation Agreement with the Florida Department of Transportation for $280,000 to partially fund this route (R-62-05).

MDT estimates that the total cost of this route will be $487,000 per year. Once implemented the new route will be subject to regular review and periodic adjustments based on ridership.

Impact to Transit Workers

The November 2008 line-up was budgeted with 1,523 full-time bus operators. The proposed bus line-up would require 1,480 full-time operators, which represents a reduction of 43 full-time operators. According to MDT, the reduction in full-time operator positions will be realized through attrition. The department is currently experiencing an attrition rate of 4-5 per month. MDT staff has stated that the rate of attrition has slowed from a year ago as employees choose to stay on their jobs for longer periods of time.

The next service lineup is scheduled for November 2009.

Prepared by: Jason T. Smith