

Memorandum



Date: November 3, 2009

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

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

From: George M. Burgess
County Manager

Subject: Resolution Authorizing Implementation of a Service Efficiency and Restructuring Initiative (SERI) resulting in Bus Route Service Adjustments to be Implemented on or after December 13, 2009 and Recommendation for Changes to the Miami-Dade Transit (MDT) Schedule of Transit fares, Rates and Charges

RECOMMENDATION

It is recommended that the Board of County Commissioners (Board) approve a resolution for two new grant-funded routes and service adjustments to thirty-five (35) existing bus routes to be implemented on or after December 13, 2009 and changes to the transfer policy of the Miami-Dade Transit (MDT) schedule of transit fares, rates and charges as shown in Attachment 1.

County Commission approval, after a public hearing for the new routes, route modifications, and fare change is required per Miami-Dade County Code, Chapter 2, Article XIX, Section 2-150.

Thirty six (36) other routes have schedule modifications and frequency adjustments which will be executed under the administrative authority provided in Section 2-150 of the Code.

SCOPE

The implementation of the two new grant-funded bus routes and service adjustments to the 35 existing bus routes will have a Countywide impact. Attachment 2 contains a detailed description of these routes and the affected Commission districts.

FISCAL IMPACT

The total fiscal impact of the implementation of the Service Efficiency and Restructuring Initiative (SERI) service changes is an estimated annual net savings of \$12.3 million. These service adjustments are part of the FY 2009-10 Adopted Budget and necessary to remain within adopted appropriation levels. For this line-up, bus operator reductions are to be achieved through attrition.

It is estimated that an additional 17,500 daily bus-to-bus transfers will be required under this service strategy. To mitigate the additional transfers caused by the restructuring, MDT proposes a fare structure modification as part of this resolution, with the elimination of bus-to-bus transfers. The proposal to eliminate bus-to-bus transfers represents approximately \$2.7 million yearly loss in revenue, but is contemplated in the calculation of the fiscal impact.

TRACK RECORD/MONITOR

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

In an effort to improve system efficiency and reduce costs, MDT has been reducing annual service miles since December 2006. Bus service revenue miles have been reduced from 38 million revenue miles to 30.5 million revenue miles as of June 2009. To continue to optimize the transit route system, the Department developed the Service Efficiency and Restructuring Initiative (SERI) as the best alternative to improve efficiencies while minimizing route eliminations which would result in riders having no transportation option. This initiative maximizes the long-term efficiency of the County's public transportation route network structure.

This initiative involved an in-depth examination of every route in the system and was performed in cooperation with staff support from the Metropolitan Planning Organization (MPO). Routes were evaluated from lowest-performing to best-performing, with analysis and identification of duplication, excess capacity, and low ridership trips/ segments.

Specifically, the SERI accomplishes the following:

- reduces operating costs;
- realigns duplicate route segments;
- restructures existing bus routes to reduce duplication and unproductive segments, straightening segments and feeding rail, mover and existing municipal services;
- minimizes impact to passengers with no public transportation alternatives;
- improves County connectivity; and
- minimizes modification to productive routes and those which enhance the trunk/feeder system.

Methodologies and Tools Used:

All County routes were analyzed, not only for productivity but also to develop improved alignments which augment other transportation resources, such as municipal services. The routes with the lowest productivity were analyzed first. Many of the proposed service reductions are for below-average producing routes. When route deficiency or excess capacity was identified, the Department developed service adjustment options that improve the efficiency of the alignment by providing operational cost savings, while minimizing impact to passengers. When route overcrowding and additional service was warranted, supplementary resources in the form of headway improvements were recommended.

The realignments represent a major change to the County's bus route structure and will have a Countywide impact to riders accustomed to the present alignment. The restructuring was the best option to achieve a \$12.3 million savings. However, the proposed restructuring will have in some cases significant impact to our riders. Out of the 250,000 current average daily bus passenger trips approximately 24,000 passenger trips (approx. 12,000 riders) will have an average increase in wait time of 15 minutes and/or a longer walk of one to two blocks to reach a bus stop. It is also estimated that 400 passenger trips (200 riders) will be significantly affected (120 riders will have no transportation option within a half mile, and 80 riders will have no option at all unless they make modifications in their schedules to accommodate later and earlier termination times of select bus routes). In other cases, though, the restructuring will lead to improved services. As noted above, it is estimated that an additional 17,500 daily bus-to-bus transfers will be required under this service strategy.

The County's bus route structure has evolved from a radial system to a modified grid/trunk and feeder system which is generally based on a grid route network. A grid network consists of mostly parallel bus lines crossed by perpendicular bus lines. A grid route network is reasonably consistent with the arterial

street pattern of Miami-Dade County. However, modifications were made to continue serving traditional high ridership patterns and to feed bus routes into the Metrorail system. The MDT modified grid system includes circulator and municipal routes connecting with main bus lines or Metrorail as well as premium bus services in high travel corridors such as limited stop or express routes.

The proposed modified grid bus system provides coverage and accessibility throughout the service area. The plan is to continue refining the modified grid/trunk and feeder system to reduce travel times for the majority of trips, reduce costs, and simplify the understanding to the riding public. The spacing of routes in the modified grid/trunk and feeder system is based on population and employment density with higher densities resulting in greater ridership. Since grid systems require more transferring than radial route patterns, the integration of routes and their schedules is extremely important.

Timed transfers are the smooth transition of a passenger reaching a transfer point, experiencing a minimum wait time, then, boarding the next bus to complete the final/next leg of their trip. Where feasible, timed transfers were considered and optimized with the Trapeze scheduling software tools—minimizing scheduled wait time for passengers transferring between buses. Continuous timed transfer optimization will be taking place with the service refinements as data becomes available to MDT over the course of the coming year with respect to ridership patterns on the restructured system.

Existing transit facilities were analyzed to ensure ADA compliance, adequate shelter, and lighting. These facilities have also been examined for the potential of enhancing to a major transit hub. As part of this project, an in-depth analysis continues as schedules are refined for funding and coordination with municipalities.

To mitigate issues and complaints, MDT will have with an aggressive SERI implementation plan which includes:

- Disseminating information through marketing campaign;
- An aggressive training program of bus operators and staff;
- Allocating additional personnel at 311 for information distribution and gathering;
- Creating a central complaints center to gather/report comments and communicate with the planners for adjustments needed and responding to the community; and
- Assigning personnel at major bus stops and stations for information question/answers distribution.

The new Automated Fare Collection System (AFCS) and the Automatic Passenger Counters (APC) have proven to be invaluable tools by providing ridership boardings and alightings by each stop and time which had not been available in the past. Geographical Information Systems (GIS), land use and transportation system trend analysis, demographic and economic data from recent surveys, Transportation Demand Model, and market analysis were also instrumental in the restructuring process.

Additional processes and criteria used to develop the proposed service adjustments and realignments were:

- Improved service performance standards and measures to be adopted as part of the Transit Development Plan (TDP);
- Collaborated with the Metropolitan Planning Organization's (MPO) Short-Term Transit Improvement Committee, including the 1st phase implementation of the recommended

restructuring of seven major corridors: Biscayne; Busway; Collins; Flagler; Kendall; Miami Gardens; and NW/SW 27th Avenue.

- Partnered with municipalities, other entities and adjacent counties to eliminate duplication;
- Measured route performance to determine which routes have below average ridership productivity;
- Evaluated alternative transit service for each bus service reduction in an effort to minimize the negative impact to our passengers.
- Considered the operational feasibility and operating cost impacts of each recommended change in order to balance the dollar savings against the inconvenience to customers.
- 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.

New Service

Additionally, as part of the SERI initiative, MDT partnered with the FTA and FDOT to proactively target funding for additional service. As such, two (2) new grant-funded routes are proposed to be implemented:

I-95 Express (I-95 Managed Lanes): Offers premium express service from Downtown Miami to Sheridan Street and Broward Boulevard in Broward County. MDT executed a Joint Participation Agreement (JPA) resolution, R-677-09 with the Florida Department of Transportation (FDOT) on June 2, 2009, to provide funding for the first three years as a demonstration project. After which time, it is anticipated that the State will begin picking up the entire cost (100%) from toll revenues and/or other sources.

Airport to Beach Express: Offers express bus service between the Miami International Airport (MIA) terminal and South Beach with a stop at the Earlington Heights Metrorail station. This express service to South Beach will operate seven days a week with service every 30 minutes. This route is being funded by the Job Access/Reverse Commute (JARC) program the first year and will require future annual submission for additional funding.

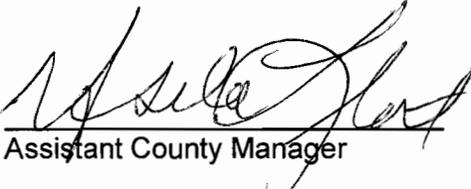
Elimination of Bus-to-Bus Transfers

Since the implementation of SERI will necessitate the need for more than 17,500 additional bus-to-bus transfers, the Department is also proposing to eliminate the fare currently charged for bus-to-bus transfers (\$.50). Currently there are an estimated 58,000 daily bus-to-bus transfers. To mitigate the additional transfers caused by SERI, MDT is proposing a fare structure modification through the elimination of bus-to-bus transfer fee. This represents approximately a \$2.7 million yearly loss in revenue but a savings in terms of out of pocket cost to patrons. Transfers will be fare-free for 3 hours from the time of boarding for the initial trip (from the moment of tapping of EASY card onto the farebox; fare-free transfers will be provided only with the EASY card.)

MDT continues to evaluate Metrobus routes, work with the municipalities and adjacent counties to increase system productivity and meet the mobility needs of passengers. MDT carefully considers the impacts to transit dependent riders, senior citizens, students, low income and zero car households and the availability of alternative service. While there will certainly be impacts to 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.

With the core bus service of 28.5 million directly operated annual revenue miles, the estimated 1.5 million miles of municipal services, the 814,000 annual miles of contracted service, and the funded new routes of 663,000 miles, approximately 31.5 million annual bus revenue service miles will be available to the riding public Countywide.

Finally, in accordance with the Collaborative Bargaining Agreement (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 continues to work closely with TWU throughout the lineup process to ensure a full collaborated implementation.



Assistant County Manager



MEMORANDUM

(Revised)

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

DATE: November 3, 2009

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

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

Please note any items checked.

- "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
- Ordinance creating a new board requires detailed County Manager's report for public hearing
- No committee review
- Applicable legislation requires more than a majority vote (i.e., 2/3's ____, 3/5's ____, unanimous ____) to approve
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 8(J)(1)(D)
11-3-09

RESOLUTION NO. _____

RESOLUTION AUTHORIZING MIAMI-DADE TRANSIT BUS SERVICE ADJUSTMENTS TO BE IMPLEMENTED ON OR ABOUT DECEMBER 13, 2009; AND MODIFYING THE MIAMI-DADE TRANSIT SCHEDULE OF TRANSIT FARES, RATES AND CHARGES BY DISCONTINUING THE CHARGE FOR BUS-TO-BUS TRANSFERS

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 \$12.3 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 December 13, 2009; and the modification of the Miami-Dade Transit Schedule of Transit Fares, Rates and Charges by discontinuing the charge for bus-to-bus transfers.

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
Dorin D. Rolle	Natacha Seijas
Katy Sorenson	Rebeca Sosa
Sen. Javier D. Souto	

The Chairperson thereupon declared the resolution duly passed and adopted this 3rd day of November, 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

ATTACHMENT 1

MIAMI-DADE TRANSIT (MDT)
SCHEDULE OF TRANSIT FARES, RATES AND CHARGES

I. Cash Fares⁽¹⁾

	Mode	Base Fare	Discount Fare ⁽²⁾	Miami-Dade County Senior Citizens ⁽³⁾
A.	Metrobus or Metrorail	\$2	\$1	Free
B.	Metromover	Free	Free	Free
C.	Metrobus Express/Special (i.e., 95, 34 Busway Flyer, Dade-Monroe)	\$2.35	\$1.15	Free
D.	Metrobus Shuttle (i.e., South Beach Local)	\$0.25	\$0.10	Free
E.	Transfer from Metrobus to Metrobus, Metrobus to Metrorail, or Metrorail to Metrobus**	\$0.50	\$0.25	N/A
F.	Transfer from Metrobus to Metrobus	Free	Free	Free
F. G.	Transfer from Metrobus to Metromover	Free	Free	Free
G. H.	Transfer from Metromover to Bus	\$2	\$1	Free
H. I.	Transfer from Metrorail to Metromover	Free	Free	Free
I. J.	Transfer from Metromover to Metrorail	\$2	\$1	Free
J. K.	Transfer from Metrobus to Metrobus Express/Special**	\$0.85	\$0.40	Free
K. L.	Parking Fee-Daily Maximum	\$4	\$4	\$4
L. M.	Monthly Parking Fee-Special Events and Non-transit Patrons Daily Maximum	\$10*	N/A	N/A

* The Golden Passport and Patriot Passport holders are entitled to purchase a monthly parking permit. The discounted fare patrons must purchase a discount monthly pass in order for them to buy a monthly parking permit.

** Transfers are only available with the EASY Card or EASY Ticket.

II. Special Transportation Services (STS) Fare: \$3.00

MIAMI-DADE TRANSIT (MDT)
 SCHEDULE OF TRANSIT FARES, RATES AND CHARGES
 PAGE 2

III. Prepaid Passes⁽⁵⁾

A.	Monthly Transit Pass ⁽⁴⁾	\$100.00
B.	Discount Transit Passes ⁽²⁾	\$50.00
C.	Monthly Group Discount – 4 to 99 passes ⁽⁶⁾	\$90.00
D.	Monthly Group Discount – 100 or more passes ⁽⁶⁾	\$85.00
E.	Monthly College/Adult Education Pass ⁽⁷⁾	\$50.00
F.	Monthly Parking Permit ⁽⁸⁾	\$10.00
G.	Weekly Transit Pass	\$26.00
H.	Discount Weekly Transit Pass ⁽²⁾	\$13.00
I.	Daily Transit Pass	\$5.00
J.	Discount Daily Transit Pass ⁽²⁾	\$2.50

IV. EASY Card/EASY Ticket Fee

EASY Card	\$ 2.00
EASY Ticket	Free

V. MDT may establish other rates based on costs; promotional discounts may be authorized by the Miami-Dade Transit Director as limited by Section 2-150 (c) of the Miami-Dade County Code.

VI. All of the above rates, fares, and charges shall automatically be adjusted every three years, without the need for any further action by the Board of County Commissioners (R-924-08), in accordance with the average rate of the Consumer Price Index for Miami-Dade Transit for the preceding three years. Any adjustments in rates, fares, or charges made pursuant to this provision shall be rounded to the nearest five cent increment.

Footnotes:

- 1 Under certain circumstances, lower fares may be charged on public bus transit service development and transit corridor projects if they comply with provisions of Florida Statutes, Section 341.052(2)(b).
- 2 Applicable at all times on Metrobus and Metrorail when using the Easy Card. Those patrons entitled to discounted fares are: a) youth through grade 12 with proper student identification; b) persons with disabilities, as defined by MDT rules and with an Easy Card and; c) seniors 65 and above who do not have a Golden Passport, but have a Medicare card (not Medicaid), Easy Card or government-issued photo identification showing age 65 or above.
- 3 Applicable at all times to permanent Miami-Dade County citizens age 65 and above who are registered Golden Passport holders and display a valid Golden Passport. Replacement of a Golden Passport costs \$10. Fees are waived when a police report listing the Golden Passport as stolen is submitted. Misuse of a Golden Passport will result in forfeiture of its use for one (1) year.
- 4 Promotional discounts may be authorized by the Miami-Dade Transit Director as limited by Section 2-150(c) of the Miami-Dade County Code.
- 5 MDT may issue other prepaid media with price and rules determined from other portions of this rate schedule.
- 6 As restricted by Ordinance 86-45.
- 7 Sold only in bulk quantities to participating colleges, universities, or vocational/technical education centers for individual sale to full-time students only, as restricted by Ordinance 88-83.
- 8 Available only when purchased in combination with a monthly pass except for a Patriot Passport, Golden Passport and MDT employees who may purchase monthly parking permits without purchase of monthly pass.

METROBUS SERVICE ADJUSTMENTS FOR DECEMBER 2009 LINEUP PUBLIC HEARING REQUIRED



Service Efficiency and Restructuring Initiative (SERI)

BUS ROUTE	CORRIDOR	EXISTING SERVICE COVERAGE	PROPOSED CHANGE	HEADWAY CHANGE	COMMISSION DISTRICT(S)
1	Busway / South Dade	South Miami Heights to Dadeland North Metrorail Station via Busway	Revise to operate from South Miami Heights to 168 St. Busway Station. Busway segment would be discontinued. Transfer to alternative routes on Busway.	Peak: 40 to 30 min., Wknd.: 60 to 40 min.	7, 8, 9
3	Biscayne	Diplomat Mall to Central Business District via Biscayne Blvd	Delete segment from Aventura Mall to Hallandale Beach. Turnberry to be served by Rt. E and Aventura Express; Aventura Hospital and Broward by Rt. E and BCT.	Sat.: 18 to 15 min., Sun. 24 to 20 min.	2, 3, 4, 5
7	LeJeune	Central Business District to Dolphin Mall / Airport / Miami Springs via NW 7 St.	Realign NW 42 Av./Springs branch to NW 7th St./60 Av. The leg will be replaced by Route 42 improvements. Discontinue low ridership trips in early a.m.		3, 5, 6, 7, 10, 12
24	Coral Way	West Dade to Central Business District via Coral Way	Combine with Route 224, extend to 152 Av. in peak	Coral Way west of 37 Av.: Peak: 12 to 20 min.	5, 6, 7, 10, 11
28	Hialeah	FIU North to Hialeah Metrorail Station	Restructure with Route E into a merged Route 135, between FIU and Hialeah and Miami Lakes via 135 St.	NW/N/E 135 St.: Weekday: 15 to 30 min., Wknd.: 60 min.	1, 2, 3, 4, 6, 13
40	Bird Road	University Lakes / SW 147th Av. to Douglas Road Metrorail Station	Combine with Route 240 into a single route using 240 west EOL loop	Bird Road Peak: 12 to 15 min.	6, 7, 10, 11, 12
42	LeJeune	Golden Glades to Coconut Grove via NW 22 Av. and LeJeune Road	Enhance headway, short turn trips to Miami Springs, truncate long trips at Opa-locka Station. No longer going to All-Baba Av., Bunche Park or Golden Glades, mostly served by Rt. 22.	LeJeune Road: Peak: 10 to 15 min., Midday 20 to 30 min., Wknd. 20 to 30 min.	1, 2, 6, 7, 13
54	Hialeah	Biscayne Blvd to Westland via 54th St.	Combine with Route 282 into single route. Discontinue spurs to McArthur North and Goleman high schools.		2, 3, 6, 12, 13
62	Biscayne	Hialeah to Omni via 62nd St / Biscayne Blvd.	Remove Biscayne Blvd. to Omni segment, transfer to Bisc. Blvd. routes. Reduce trips to Miami Beach to 4 trips per peak, adjust weekend evening service.		2, 3, 4, 5, 6
65	Busway / South Dade	Douglas Road Metrorail Station to Dadeland South Metrorail Station via Old Cutler Road	Combine with Route 136 into single route.	Peak: 30 to 45 min.	7, 8, 9, 11

METROBUS SERVICE ADJUSTMENTS FOR DECEMBER 2009 LINEUP PUBLIC HEARING REQUIRED



Service Efficiency and Restructuring Initiative (SERI)

BUS ROUTE	CORRIDOR	EXISTING SERVICE COVERAGE	PROPOSED CHANGE	HEADWAY CHANGE	COMMISSION DISTRICT(S)
71	West Dade	Dolphin Mall to Miami Dade College Kendall Campus via 107th / 112 th Av.	Discontinue short segment from SW 107 St. to 104 St., walk or take alternate route. Realign in Sweetwater to replace Rt. 212. Discontinue two low ridership trips.		7, 8, 10, 11, 12
73	Hialeah	Miami Lakes to Dadeland South Metrorail Station via 67 and 72nd Av.	Combine with Route 267 and extend to NW 186 St. Discontinue segment from NW 60 Av. to Miami Lakes Tech. served by Rt. 29.	NW 67 Av.: Peak 15 to 30 min.	1, 6, 7, 12, 13
75	Miami Gardens/NE Dade	Miami Lakes to Miami Dade College North via 163 St. Mall	Split into two routes: extend E-W segment to FIU and extend to serve current Route 83 deviations. Discontinue two early a.m. and one late evening low ridership trips. The south half of the current Rt. 75 will operate a weekday only route from 163 Street Mall to MDC North campus.		1, 2, 3, 4, 13
83	Miami Gardens	Miami Lakes to FIU via 183rd St.	Combine Rt. 83 with Rt. 183 along current 183 alignment from 87 Av. to Aventura Mall to create 183 St. crosstown. Rt. 75 will be deviated to serve other Rt. 83 segments. Route 73 extension will serve Ludlam Road segment.	See Rt. 183	1, 2, 4, 12, 13
91	Ives Dairy	NW Dade to 163 St Mall via NW 215th St.	Combine with Route 99 into single route from Aventura to 68 Av. via 199 St. Rt. 91 branch from Ives Dairy Rd. to 163 St. Mall including NE 22 Av. segment discontinued. No alternative service on 22 Av. School trip to Krop H.S. removed.	See Rt. 99	1, 2, 4, 12, 13
95 Express	I-95	Aventura, Carol City, Downtown, Civic Center, Brickell via Golden Glades	Adjust running times for Southbound toll lanes. Extend to new East Golden Glades lot. Restructure so that feeder segments are separate routes.		1, 2, 3, 4, 5, 6, 7, 12, 13
99	Ives Dairy	North Dade to Aventura Mall via 215th St.	Combine with Route 91 into single route from NW 68 Av. to Aventura.	Ives Dairy/199 St.: Peak: 22 to 30 min., Offpeak: 30 to 40 min.	1, 4

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METROBUS SERVICE ADJUSTMENTS FOR DECEMBER 2009 LINEUP PUBLIC HEARING REQUIRED



Service Efficiency and Restructuring Initiative (SERI)

BUS ROUTE	CORRIDOR	EXISTING SERVICE COVERAGE	PROPOSED CHANGE	HEADWAY CHANGE	COMMISSION DISTRICT(S)
E	Biscayne / Hialeah	Miami Lakes to Aventura via Golden Glades	Merge with Route 28 into 135 Street route; discontinue segment on NW 7 Av. served by Rt. 77. Discontinue NW 151 St. segment. Extend to Turnberry and Hallandale Beach. Lengthen service span.	Midday: 30 to 45 min.	1, 2, 4, 13
G	Miami Beach	Bunche Park to Lincoln Road via 125th St	Truncate at Collins / 93 St., transfer required to continue south on Collins. Extend to North Dade Health Center.		1, 2, 3, 4, 5
H	Miami Beach / NE Dade	North Miami Beach to South Beach via Collins Av	Truncate at 72 St. / Collins, discontinue segment from 72 St. to South Pointe requiring transfer. Adjust headway.	Weekday: 20 to 24 min.	2, 4, 5
J	Miami Beach / LeJeune	Miami Beach to Douglas Road Metrorail Station via 36th Street	Truncate at 41 St. / Indian Creek and at MIA/Tri-Rail. Other routes available on Beach segment and Rt. 42 on LeJeune to Douglas Road Sta.	Peak: 15 to 20 min.	2, 3, 4, 5, 6, 7
K	Miami Beach	Diplomat Mall to Omni Terminal via Sheridan / Washington Av	Merge into other Beach routes including a new Mid-North Beach route from 88 St. to 17 St. serving Hawthorne, Pinetree, Sheridan, and Alton. Transfers to other Beach routes and to BCT north of 193 St. to Hallandale Beach.		3, 4, 5
R	Miami Beach	85th St to Lincoln Road via Alton Rd	Merge into other Beach routes including a new Mid-North Beach route from 88 St. to 17 St. serving Hawthorne, Pinetree, Sheridan, and Alton.		4, 5
120 Beach MAX	Miami Beach	Central Business District to Haulover Beach	Enhance headway and extend from Haulover to Aventura Mall. Realign from 41 St. to Washington Av. Limited stop route.	Weekday: 24 to 12 min., Sat.: 30 to 15 min., Sun.: 30 min.	3, 4, 5
136	Busway / South Dade	Dadeland South Metrorail Station to Tamiami Executive Airport	Combine with Route 65 into single route.	Peak: 30 to 45 min.	7, 8, 9, 11
183 Street MAX	Miami Gardens	NW 87th Av / 186th St to Aventura Mall	Merge with Route 83 into single local route from NW 87 Av. to Aventura Mall	Miami Gardens Dr.: Peak: 10 to 12 min., Midday: 12 to 20 min., Sat.: 18 to 20 min., Sun. 18 to 24 min.	1, 2, 4, 12, 13

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METROBUS SERVICE ADJUSTMENTS FOR DECEMBER 2009 LINEUP PUBLIC HEARING REQUIRED



Service Efficiency and Restructuring Initiative (SERI)

BUS ROUTE	CORRIDOR	EXISTING SERVICE COVERAGE	PROPOSED CHANGE	HEADWAY CHANGE	COMMISSION DISTRICT(S)
202 Little Haiti Connection	NE Dade	79 St to Miami Design Center via Miami Av / 2nd Av	Discontinue the segment of the route along 79 Street from N. Miami Av. to Biscayne Blvd. served by Route L. Realign south end to NE 46 St. Adjust headway.	Seven Days: 40 to 60 min.	2, 3
211 Overtown Circulator	Central	NW 11th St / 11th Av to NW 4th Ct / 20th St	Discontinue Saturday service. Routes 2 and 21 provide alternative service.		3, 5
212 Sweetwater Circulator	West Dade	Sweetwater via NW 117 Avenue, SW 112 Avenue, SW 4 Street, SW 107 Avenue	Merge with Route 71 on SW 4 St. and SW 112 Av. Route 51 provides alternative on Flagler St.		10, 12
224 Coral Way MAX	Coral Way	Douglas Road to SW 153rd Ct via Coral Way	Merge with Route 24 into one route, peak trips to SW 153 Av.	see Route 24	6, 7, 10, 11
240 Bird Road MAX	Bird Road	West Miami-Dade, SW 152 Avenue/42 Street, Bird Road, Tropical Park, Kendall Drive, Dadeland Mall, Dadeland North Metrorail Station	Merge with Route 40 into one route	see Route 40	6, 7, 10, 11
267 Ludlum MAX	Hialeah	Okeechobee Metrorail Station to NW 67th Av / 186th St	Merge with Route 73 into a single local route.	Ludlum Road: Peak: 15 to 30 min.	1, 6, 7, 12, 13
282 Hialeah Gardens Connection	Hialeah	Palmetto Metrorail Station to NW 87th Av / 186th St	Combine with Route 54 into a single route. Hialeah Transit System serves Rt. 282 segment on 87 Av. south of W. 60 St.		11, 12, 13
Airport-Beach Express	Miami Beach		New route from MIA Terminal to South Beach via Earlington Heights Station and Julia Tuttle Cswy. Start date depends when grant executed.	Seven Days: 30 min.	3, 4, 5
I-95 Express	I-95		New routes from downtown Miami to Broward Blvd. and Sheridan St. via I-95 HOT Lanes. Start date: mid January.	Weekday Peak: 15 min.	3, 5
NE Lifeline	NE Dade	Northeast Dade Circulator (2 days/week)	Discontinue (no riders)		4
Lifelines	Lifelines	Six special routes connecting senior residential areas with shopping which operate once a week.	Consolidate the six routes into two Lifeline routes (North Dade and South Dade) each operating weekly.		1, 2, 7, 8, 9

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NOTICE OF PUBLIC HEARING

Notice is hereby given that a public hearing will be held by the Transit, Infrastructure & Roads Committee (TIRC) of the Miami-Dade County Board of County Commissioners in the Commission Chambers, second floor, 111 N.W. 1st Street, Miami, Florida, during a meeting to begin at approximately 2:00 p.m., on October 14, 2009, where modifications to existing bus routes and the Schedule of Transit Fares, Rates and Charges will be considered as follows:

MIAMI-DADE TRANSIT (MDT) PROPOSES TO MAKE SERVICE ADJUSTMENTS, ON OR ABOUT DECEMBER 13, 2009, TO THE FOLLOWING ROUTES TO OPERATE MORE EFFICIENTLY: ROUTES 1, 3, 7, 28, 42, 62, 75, 95 EXPRESS, E, G, H, J, 120 BEACH MAX, 202 LITTLE HAITI CONNECTION, 211 OVERTOWN CIRCULATOR, NORTHEAST LIFELINE AND LIFELINES.

MDT ALSO PROPOSES TO IMPLEMENT TWO NEW ROUTES: AIRPORT-BEACH EXPRESS, I-95 DOWNTOWN MIAMI/BROWARD EXPRESS, AND CREATE THREE OTHER NEW ROUTES BY RESTRUCTURING EXISTING ROUTES: 19, 115 MID-BEACH CONNECTION, AND 135.

SEVERAL ROUTES WILL BE COMBINED AS FOLLOWS:

- **ROUTES 24 AND 224 CORAL WAY MAX;**
- **ROUTES 40 AND 240 BIRD ROAD MAX;**
- **ROUTES 54 AND 282 HIALEAH GARDENS CONNECTION;**
- **ROUTES 83 AND 183 STREET MAX;**
- **ROUTES 91 AND 99;**
- **ROUTES 65 AND 136;**
- **ROUTES 71 AND 212 SWEETWATER CIRCULATOR;**
- **ROUTES 73 AND 267 LUDLAM ROAD MAX; AND**
- **ROUTES K AND R INTO A NEW ROUTE 115 MID-BEACH CONNECTION.**

AS PART OF THE IMPLEMENTATION OF THE ABOVE SERVICE ADJUSTMENTS, THE MIAMI-DADE TRANSIT SCHEDULE OF TRANSIT FARES, RATES AND CHARGES WILL BE MODIFIED BY DISCONTINUING THE CHARGE FOR BUS-TO-BUS TRANSFERS.

At the hearing, the Committee will afford an opportunity for interested persons or agencies to be heard with respect to the social, economic, and environmental aspects of this project. Interested persons may submit orally or in writing evidence and recommendations with respect to said project.

A person who decides to appeal any decision made by any board, agency, or commission with respect to any such matter considered at its meeting or hearing, will need a record of all proceedings. Such person may need to insure that a verbatim record of the proceedings is made, including testimony and evidence upon which the appeal is based.

Miami-Dade County provides equal access and equal opportunity in employment and does not discriminate on the basis of disability in its programs or services. Auxiliary aids and services for communication are available with advance notice. This form can be made available in accessible format upon request (audiotape, Braille, or computer disk). For material in alternate format, a sign-language interpreter, or other accommodations, please contact Maud Lizano at (786) 469-5478. Customers using TDD, please call through the Florida Relay Service 1 (800-955-8771) at least five (5) days in advance.

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



Legislative Notes

Agenda Item: 8(J)1(D)
File Number: 092748
Committee(s) of Reference: Board of County Commissioners
Date of Analysis: October 21, 2009
Type of Item: Bus Route Service Adjustments

Summary

This resolution approves Metrobus service adjustments to be implemented by Miami-Dade Transit (MDT) on or about December 13, 2009.

This resolution combines the following routes:

- Routes 24 and 224 Coral Way Max
- Routes 40 and 240 Bird Road Max
- Routes 54 and 284 Hialeah Gardens Connection
- Routes 83 and 183 Street Max
- Routes 91 and 99
- Routes 656 and 136
- Routes 71 and 212 Sweetwater Circulator
- Routes 73 and 267 Ludlam Road Max
- Routes K and R into a new route 115 Mid-Beach Connection.

This resolution also establishes the following two new routes which will be supported by grants:

- Airport-Beach Express
- I-95 Downtown Miami/Broward Express

As noted in the Manager's Memo, the schedules of a total of 36 routes will be impacted by this resolution.

This resolution also adjusts the Miami-Dade Transit schedule of fares, rates and charges to reflect that bus-to-bus transfers are now free and only available with the use of an EASY Card or Easy Ticket.

Background and Relevant Legislation

The proposed service adjustments reduce bus revenue miles from 30.5 million revenue miles to 28.5 million revenue miles. These reductions represent a 6.5 % decrease in revenue miles. The proposed revenue mile reduction was assumed in the FY 2009-10 Adopted Budget.

According to the Manager's Memo, the proposed service adjustments would result in an estimated annual savings of \$15 million.

When the Board of County Commissioners approved the a June 2009 bus service adjustments (R-676-09), Miami-Dade Transit reported that the average daily boarding of buses in Miami-Dade County was 293,000. In the current item before the Committee, the Transit Department reports that the average daily passenger trips are 250,000.

- *To what does the department attribute the recent decline in bus passenger trips?*

New Routes

This item would authorize the operation of two additional routes.

Airport-Beach Express: This bus service will travel between Miami International Airport and South Beach with a stop at the Earlington Heights Metrorail Station. This route is being funded by federal Job Access/Reverse Commute (JARC) program in the first year.

- *If the department fails to secure JARC funding in future years, will this route be discontinued or will the County continue to fund this route?*

I-95 Express: This bus service will operate between downtown Miami and Sheridan Street and Broward Blvd. in Broward County. The Board of County Commissioners previously approved a joint participation agreement with the Florida Department of Transportation in June 2009 for the initial operation of this route (R-677-09).

Impact to Transit Workers

- *How will these proposed changes impact transit workers?*
- *Will these service changes eliminate any jobs, if so how many?*

Additional questions posed to MDT staff:

- *How many routes per commission district are being impacted?*
- *Which routes under the Service Efficiency and Restructuring Initiative (SERI) plan, which include health care facilities, education facilities and employment facilities, will be impacted?*
- *How may circulators positively impact the SERI?*

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