Approved _____ Mayor
Veto _____
Override _____

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

10-02-07

OFFICIAL FILE COPY
CLERK OF THE BOARD
OF COUNTY COMMISSIONERS
MIAMI-DADE COUNTY, FLORIDA

RESOLUTION NO. R-1080-07

RESOLUTION AUTHORIZING MIAMI-DADE TRANSIT BUS SERVICE ADJUSTMENTS TO BE IMPLEMENTED ON OR ABOUT OCTOBER 21, 2007

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

**WHEREAS**, Miami-Dade Transit (MDT) has extensively analyzed and identified unproductive bus service that does not meet service standards to improve the efficiency and effectiveness of the system; and

**WHEREAS**, development of the recommended service changes took into account 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 improve the productivity of the bus system; and

**WHEREAS**, implementation of the bus route and service adjustments represents an estimated savings of $4.4 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 October 21, 2007.

The foregoing resolution was offered by Commissioner Dennis C. Moss, who moved its adoption. The motion was seconded by Commissioner Rebeca Sosa and upon being put to vote, the vote was as follows:

Bruno A. Barreiro, Chairman aye
Barbara J. Jordan, Vice-Chairwoman aye

| | | | |
|---|---|---|---|
| Jose "Pepe" Diaz | absent | Audrey M. Edmonson | aye |
| Carlos A. Gimenez | aye | Sally A. Heyman | aye |
| Joe A. Martinez | aye | Dennis Moss | aye |
| Dorrin D. Rolle | aye | Natacha Seijas | absent |
| Katy Sorenson | aye | Rebeca Sosa | aye |
| Sen. Javier D. Souto | aye | | |

The Chairperson thereupon declared the resolution duly passed and adopted this 2nd day of October, 2007. 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: KAY SULLIVAN
Deputy Clerk

Approved by County Attorney
as to form and legal sufficiency.

Bruce Libhaber

# Memorandum

MIAMI-DADE COUNTY

**Date:** October 2, 2007

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

**To:** Honorable Chairman Bruno A. Barreiro
and Members, Board of County Commissioners

**From:** George M. Burgess
County Manager

**Subject:** Resolution Authorizing Implementation of Bus Route and Service Adjustments to be Implemented on or about October 21, 2007

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## RECOMMENDATION

It is recommended that the Board of County Commissioners (Board) approve the implementation of one new bus route, elimination of one bus route, and service adjustments to 16 other bus routes to be implemented on or about October 21, 2007. County Commission approval after a public hearing for these 18 route modifications is required as per the Code of Miami-Dade County, Chapter 2, Article XIX, Section 2-150.

## SCOPE

The proposed service adjustments will have a county-wide impact. The attached document contains a more detailed description of the 18 routes and the affected Commission districts.

## FISCAL IMPACT

The fiscal impact of implementing the service changes for the 18 bus routes represents an estimated savings of $4,400,000 per year to Miami-Dade County. However, final cost savings will not be available until the scheduling process is completed in mid-September.

## TRACK RECORD/MONITOR

The Acting Deputy Director for Operations, Hugh Chen, is the employee responsible for implementation and oversight of the line-up.

## BACKGROUND

Over the last nine months, MDT has conducted an extensive analysis to identify unproductive bus service and to improve the efficiency and effectiveness of the system. This analysis considered the following factors in the development of the recommended service adjustments:

- Bus routes were measured against MDT's service standards for route performance. Service standards are utilized throughout the industry as a means to improve operational efficiencies and provide more effective service. In general, the boardings per hour for each individual route should be at least half the system average and the net cost (subsidy) per passenger should be no more than twice the system average. Bus routes that do not meet these standards are considered deficient and subject to corrective action.

- 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.

- 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 capacity of the service provided was examined to determine if some routes have excess capacity even if they meet minimum service standards.

- Bus route ridership was examined along each segment and each trip of a route. Some MDT routes meet performance standards but may have a low ridership segment or low ridership trips.

- Which transit passenger populations, such as transit dependents, senior citizens, or students, would be affected by the service adjustments was a part of the process in determining these proposed adjustments.

- The operational feasibility and operating cost impact were examined for each potential service change to maximize the cost savings with the least amount of inconvenience to our riders.

- Any service adjustment recommended should not negatively impact continued progress in service reliability and customer service.

Based on the minimum service standards adopted by MDT, the service adjustments outlined below and in the attached are recommended for implementation during the department's October 2007 line-up. Implementation of recommended bus service adjustments will improve the productivity of the bus system by reducing service on low ridership routes and/or re-allocating service to those routes in need of additional capacity or operational improvements.

The October 2007 line-up changes that require a public hearing include one new pilot bus route, the Overtown Circulator (Route 211), and the elimination of another route, the Airport Owl (Route 236). The elimination of the Airport Owl was recommended due to duplication with existing bus service, and customers who utilize the Airport Owl will be able to use Routes 11, J, S, and the Night Owl.

In addition, MDT also proposes to make service adjustments to the following routes: Route 46 (Liberty City Connection), 48, 68 (Gratigny Connection), 136, 147, 204 (Killian KAT), 216 (Goulds Connection), 241 (North Dade Connection), 242 (Doral Connection), 245 (Okeechobee Connection), 248 (Brickell Key Shuttle), 267 MAX, 278 (Flagami Connection), 282 (Hialeah Gardens Connection), 344, and 500 (Midnight Owl). More specifically:

- For Routes 46, 68, 136, 147, 242, and 248, mid-day service did not meet the minimum service standard threshold and will be discontinued. However, rush hour service for commuters traveling to and from work will continue.

- For Routes 48, Killian KAT, 278, 282, and 344, weekend service fell short of the minimum service standard and will be discontinued. Some sections of each route will have alternative weekend service and these routes will continue to operate their weekday service.

- For Routes 147 (during peak), 216, and 245 (during peak) the service will be operating less frequently with service every 60 minutes.

- For Routes 241, 267 MAX, and 500, low ridership segments of these routes would be discontinued. Route 241 will have partial alternative service coverage. The Broward segment of the Route 267 MAX will not have alternative transit service. Customers who utilize Route 500 between downtown and Medley can access Routes 3, 27, 77, and/or the Night Owl.

- Route 500, whose weekday service fell short of the minimum service standard, will be reduced due to duplication with other service.

While the October line-up includes additional service adjustments, the routes and adjustments contained in this memorandum are only those which require a public hearing, per Miami-Dade County Code Section 2-150. The remaining bus service improvements and adjustments can be implemented administratively and include service improvements to 10 routes, schedule modifications for better on-time performance to 21 routes, and minor service adjustments or efficiencies to 29 routes. Examples of the service improvements include restructuring bus service to the Busway extension to Florida City opening late November, additional trips to the Route 95 Express, all night service on Route J, and extension of bus service to the Miami International Airport Cargo City and to the new Homestead Hospital.

MDT has been implementing such service changes since July, 2006 to improve the overall efficiency of the system. Current annual bus mileage is 35.5 million service miles versus 38 million before July, 2006. Implementing the service changes planned for October, 2007 will reduce annual mileage to 34 million miles. The proposed Fiscal Year 2007-08 budget incorporates these proposed adjustments. To the extent such modifications to the aforementioned routes involve projects listed in the People's Transportation Plan (PTP), such adjustments will be presented to the both the Citizens' Independent Transportation Trust (CITT) and the Board for approval.

In accordance with the collective bargaining agreement, the executive committee of the Transport Workers' Union (TWU) has been provided an ample period of line-up review. Additionally, MDT has facilitated several labor/management meetings regarding the pending line-up. MDT will continue to work closely with TWU to ensure full implementation of the lineup.

In addition, I want to assure the Board that MDT has taken pains to minimize negative impacts to transit dependent customers. As noted above, for each adjustment proposed, MDT planners carefully considered 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 budget season and a view towards closing the operating deficit at MDT.

Assistant County Manager

# MEMORANDUM
(Revised)

TO: Honorable Chairman Bruno A. Barreiro and Members, Board of County Commissioners

DATE: October 2, 2007

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

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

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

## METROBUS SERVICE CHANGES FOR OCTOBER 21, 2007 LINEUP

| Route | Service Description | Commission Districts Affected |
|---|---|---|
| 211 Overtown Circulator | New pilot circulator route serving Overtown between NW 20 and 5 Streets and serving Winn Dixie on NW 11 St. Service approximately every 30 minutes from 10 a.m. to 6 p.m. Monday through Saturday. | 3 |
| 46 Liberty City Connection | Midday service from 9:00 a.m. to 2:00 p.m. will be discontinued. | 2, 3 |
| 48 | Weekend service will be discontinued. | 3, 5, 7 |
| 68 Gratigny Connection | Discontinue midday service from 9:00 a.m. to 3:00 p.m. | 2, 12, 13 |
| 136 | Discontinue midday service from 9:00 a.m. to 2:30 p.m. | 7, 8, 9, 11 |
| 147 | Discontinue midday service from 9:00 a.m. to 3:00 p.m. | 9, 11, 12 |
| | Adjust peak headway from 30 to 60 minutes. | |
| 204 Killian KAT | Discontinue weekend service | 7 ,8, 10, 11 |
| 216 Goulds Connection | Change weekday headway from 30 to 60 minutes. | 8, 9 |
| 236 Airport Owl | Discontinue entire route. Route J extension will provide alternative on 36 St. | 2, 3, 4, 5, 6, 7 |
| 241 North Dade Connection | Discontinue segment from Golden Glades to NE 187 St. | 1 |
| 242 Doral Connection | Discontinue midday service between 9:00 am and 3:00 pm | 12 |
| 245 Okeechobee Connection | Change weekday headway from 30 to 60 minutes | 12 |
| 248 Brickell Key Shuttle | Discontinue midday service between 9:00 a.m. and 3:00 p.m. | 5 |
| 267 MAX | Discontinue the segment from Miami Gardens Drive to Pembroke Pines; route will operate the former Ludlam MAX alignment. | 12, 13 |
| 278 Flagami Connection | Discontinue weekend service | 6 |
| 282 Hialeah Gardens Connection | Discontinue weekend service | 12, 13 |
| 344 | Discontinue weekend service | 8, 9 |
| 500 Midnight Owl | Discontinue north segment. Route would operate from Dadeland South to CBD. | 2, 3, 6, 12, 13 |