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CLERK OF THE BOARD
OF COUNTY COMMISSIONERS
MIAMI-DADE COUNTY, FLORIDA

Memorandum

MIAMI-DADE COUNTY

Date: May 6, 2008

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

From: George M. Burgess
County Manager

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

Resolution No. R-485-08

Subject: Resolution Authorizing Implementation of Bus Route and Service Adjustments to be Implemented on or About June 15, 2008

RECOMMENDATION

It is recommended that the Board of County Commissioners (Board) approve a resolution eliminating nine (9) bus routes whose performance fall below Miami-Dade Transit (MDT) service standards and service adjustments to seven (7) other bus routes to be implemented on or about June 15, 2008. County Commission approval, after a public hearing for these 16 route modifications, is required per the Code of Miami-Dade County, Chapter 2, Article XIX, Section 2-150.

SCOPE

The elimination of the nine (9) bus routes and service adjustments to the seven (7) other bus routes will have a county-wide impact. The attachment document contains a more detailed description of the 16 routes and the affected Commission districts.

FISCAL IMPACT

The total fiscal impact of implementing the service changes for the 16 subject routes is a savings to MDT estimated at approximately $8.3 million annually.

As detailed further below, there are additional service adjustments to 48 routes that can be implemented administratively in accordance with Section 2-150 of the County Code that will save approximately an additional $5.4 million annually for a total of approximately $13.7 million annually. Final cost savings will be available when the scheduling process is completed in mid-May.

TRACK RECORD/MONITOR

The MDT employee responsible for management and oversight of this implementation is Rosie Perez, Senior Chief, Service Management and Innovation.

BACKGROUND

To improve the overall efficiency of the system, MDT has implemented service changes since July 2006. Current system-wide annual scheduled bus revenue mileage is 34.2 million service miles versus 38 million before July 2006. Implementing the service changes planned for June 2008 (both those requiring public hearing which are the subject of this item and those to be implemented under the Code's administrative authority) will reduce system-wide annual mileage to 32.6 million miles. As an integral part of balancing the budget for Fiscal Year 2007-2008, the proposed changes will make the system more efficient and will begin to address concerns made by the Federal Transit Administration (FTA) on the long-term financial ability of the agency to fund future rail expansions. In addition, this level of service will allow MDT to enter Fiscal Year 2008-2009 at a service level commensurate with projected reductions in available resources.

MDT continuously analyzes the ridership on Metrobus routes to identify unproductive bus service and to improve the efficiency and effectiveness of the system. This analysis considers the following factors in the development of the recommended service reductions:

- 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 effective service. Bus routes that do not meet these standards are considered deficient and subject to corrective action. Details of service standards are provided below.
- 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 to determine if some routes have excess capacity even if they meet minimum service standards.
- Bus trip and route segment ridership to determine low ridership trips and route segments.
- The demographics and needs of the transit passengers, such as transit dependents, senior citizens, or students to assure that the impacts of the recommended changes affect these passengers as little as possible.
- The operational feasibility and operating cost impact of each recommended change were considered in order to balance the dollar savings against the inconvenience to customers.
- The impact of the recommendations to assure continued progress in improving service reliability.

The process also examines routes and trips which are overcrowded and warrant additional service; and examines the on-time performance of routes and trips to determine how to improve service reliability. In the latter case, additional resources may be recommended.

Based on MDT's service standards and the analysis of the routes, the service changes outlined below and in the attached are recommended for implementation in the Department's June 15, 2008 Metrobus line-up. Implementation of recommended bus service adjustments will improve the productivity of the bus system by reducing service on low ridership routes and re-allocating service to those routes in need of additional capacity or operational improvements.

The standards against which low productivity Metrobus routes were measured were as follows:

- No more than double the system average net cost per passenger, or $4.38 on weekdays, $3.58 on Saturdays and $4.62 on Sundays, based on November 2007 data.
- No less than half the system average boardings per revenue hour, or 15.5 on weekdays, 17.6 on Saturdays and 14.7 on Sundays, based on November 2007 data.
- Minimum passengers per one-way trip: five passengers for a short trip (less than one hour one-way) and eight passengers for a long trip (one hour or more one-way).

The recommended June 2008 line-up changes which require a public hearing include the elimination of the following nine bus routes; all of which do not meet the current service standards: V, 68 (Gratigny Connection), 82, 147, 216 (Goulds Connection), 241 (North Dade Connection), 242 (Doral Connection), 245 (Okeechobee Connection), and the 278 (Flagami Connection).

In addition, MDT proposes to make service reductions to seven routes as follows:

- Routes 95 Express and 243 (Seaport Connection). Midday service does not meet the minimum service standard threshold and midday trips are recommended to be discontinued. Peak-period service for commuters traveling to and from work will continue.
- Route 41. On weekdays the segment of the route on NW 36th Street between NW 87th Avenue and the Allapattah Metrorail Station is recommended to be discontinued due to duplication with other service. The route's weekend service, which is also duplicative, has below average productivity and is also recommended to be discontinued.
- Routes 6 and 212 (Sweetwater Circulator). The service is recommended to be operated less frequently. These routes barely meet service standards and portions of the routes have alternative service. Route 6 service is recommended to operate every 60 minutes, seven days a week instead of

every 30 minutes in peak periods and every 40 minutes at all other times. Route 212 weekday and Saturday service is recommended to operate every 30 minutes instead of every 15 minutes in peak periods and every 20 minutes in the midday on weekdays and on Saturday.

- For Routes 77 and J. Overnight service has below average productivity with less than 10 passengers per trip, and is recommended to be discontinued.

MDT proposes to make service adjustments on an additional 48 routes under the administrative authority provided in Section 2-150 of the Code for changes not meeting the threshold of requiring a public hearing. Those changes include service improvements to five routes, schedule modifications for better on-time performance to 24 routes, route truncation to five routes, and minor service adjustments or efficiencies to 14 routes. Examples of the service improvements to be made in June, using reallocated resources, include:

- Increasing peak-period service on the Busway Flyer (Route 34); also, removing five minimally used stops in each direction to allow faster service.
- Increasing the weekend frequency of the Busway MAX (Route 38) to reduce overcrowding,
- Making the Route T a full limited-stop route (to be called the Beach MAX) to provide a faster option for Miami Beach transit riders to and from downtown Miami and along the Beach between 41st Street and Haulover.

In accordance with the collective bargaining agreement, officials of the Transport Workers' Union (TWU) have been provided with information on the recommended changes for their review and comment. MDT staff has met with those officials to receive and discuss their comments. A number of changes in the proposals have been incorporated into the recommended service changes to address the TWU concerns. MDT staff will continue to work closely with TWU to ensure full implementation of the line-up.

The exact number of part-time and full-time Bus Operators needed for the June 15, 2008 Metrobus line-up will not be known until mid to late April. However, it is estimated that there will be a reduction of sixty five (65) full-time equivalent Bus Operator positions. Every effort will be made to absorb this reduction through attrition. Bus Operator attrition currently averages 12.2 per month. Projected corresponding TWU-covered position reductions in the Bus Maintenance Division for FY 08-09 consists of vacant positions in classifications such as Bus Maintenance Technician, Bus Body Technician and the Bus General Helper.

Of the 258,000 average daily boardings, it is estimated that 6,000 boardings will be negatively affected by the changes to the 16 bus routes for which a public hearing is required. Of those 6,000 boardings, roughly 4,700 boardings will have alternative transit service. MDT will continue to evaluate cost effective alternatives to minimize negative impacts to transit-dependent customers. As noted above, for each adjustment proposed, MDT planners carefully considered current 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.

Assistant County Manager

MEMORANDUM

(Revised)

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

DATE: May 6, 2008

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

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

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
Veto _____
Override _____

Agenda Item No. 8(J)(1)(E)
5-6-08

RESOLUTION NO. **R-485-08**

RESOLUTION AUTHORIZING MIAMI-DADE TRANSIT BUS SERVICE ADJUSTMENTS TO BE IMPLEMENTED ON OR ABOUT JUNE 15, 2008

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 the Transit Committee; 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 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 improve the productivity of the bus system; and

WHEREAS, implementation of the bus route and service adjustments represents an estimated savings of $8.3 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 June 15, 2008.

The foregoing resolution was offered by Commissioner **Dorrin D. Rolle**, who moved its adoption. The motion was seconded by Commissioner **Barbara J. Jordan** and upon being put to a vote, the vote was as follows:

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

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

The Chairperson thereupon declared the resolution duly passed and adopted this 6th day of May, 2008. 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

METROBUS SERVICE ADJUSTMENTS FOR JUNE 2008 LINEUP

PUBLIC HEARING REQUIRED

Route	Service Description	Reason(s)	Commission Districts Affected
6	Adjust headway to 60 minutes seven days a week	Route is below average but does meet standards. Portions of the route have alternative service (Rts. 8, 22, 37)	3 - Edmonson 5 - Barreiro 6 - Sosa 7 - Gimenez
41	Discontinue the segment of the route on NW 36 Street from NW 87 Avenue to Allapattah Station.	Duplicates service in the NW 36 Street corridor. Route 36 operates along the entire discontinued segment and Route J operates on NW 36 St. from LeJeune Road (NW 42 Ave.) to Biscayne Blvd. serving Allapattah Station.	2 - Rolle 3 - Edmonson 6 - Sosa 12 - Diaz
	Discontinue weekend service	Route has below average productivity on weekends. Much of the route has alternative service (Rts. 36, J)	
68 Gratigny Connection	Discontinue entire route	Although route has several reductions in recent lineup, it still does not meet service standards; 7.8 pass./hr. vs. standard of 15.5. Some portions have the Hialeah Transit System and Conchita Jitney as an alternative.	1 - Jordan 2 - Rolle 12 - Diaz 13 - Seijas
77	Discontinue overnight service between 1:00 a.m. and 5:00 a.m.	Average boardings/trip is less than 10.	1 - Jordan 2 - Rolle 3 - Edmonson 5 - Barreiro
82	Discontinue entire route	Restructuring this route recently did not improve ridership. Does not meet service standards; 6.6 pass./hr. vs. standard of 15.5 and requires a $14 subsidy for each boarding passenger vs. standard of $4.38. Portions of route have alternative service (Rts. 8 and 24)	10 - Souto 11 - Martinez
95	Discontinue midday service to Civic Center and CBD between 9:30 AM and 2:30 PM	Average passenger load is seven riders per trip. Riders have options such as Route 77 or Tri-Rail and Metrorail.	1 - Jordan 2 - Rolle 3 - Edmonson 5 - Barreiro
J	Discontinue overnight service between 12:40 and 4:30 a.m.	Average boardings/trip is less than 10.	2 - Rolle 3 - Edmonson 4 - Heyman 5 - Barreiro 6 - Sosa

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Route	Service Description	Reason(s)	Commission Districts Affected
V	Discontinue entire route	Below service standards with 13.9 pass./hr. vs. standard of 15.5. Most of route has alternative service (Rts. E and K)	2 - Rolle 4 - Heyman
147	Discontinue entire route	Does not meet service standards with 13.5 pass./hr. vs. standard of 15.5. Alternative service is Route 137 which runs parallel one mile east.	10 - Souto 11 - Martinez 12 - Diaz
212 Sweetwater Circulator	Adjust weekday and Saturday headway to 30 minutes until evening schedule begins	Average of less than 5 riders per trip with existing 15/20 min. headway. Portions of the route have alternative service (Rts. 51 Flagler MAX and 137)	12 - Diaz
216 Goulds Connection	Discontinue entire route	Does not meet service standards with 10.4 pass./hr. vs. standard of 15.5. Subsidy per passenger is $9 vs. $4.38 standard. No alternative service on most of route.	8 - Sorenson 9 - Moss
241 North Dade Connection	Discontinue entire route	Does not meet service standards; pass./hr. is 8.5 vs. standard of 15.5 and subsidy/pass. is $13.80 vs. $4.38 standard. Portions of route have alternative service (Rts. 22 and 42)	1 - Jordan 13 - Seijas
242 Doral Connection	Discontinue entire route	Does not meet service standards; 11.1 pass./hr. vs. standard of 15.5. Alternative service: Route 87 and transfer to Route 238.	12 - Diaz
243 Seaport Connection	Discontinue midday service between 9 AM and 3 PM.	Does not meet service standards: pass./hr. is 7.0 vs. standard of 15.5 and subsidy/pass. is $11.64 vs. $4.38 standard. Also, 3 boardings per round trip in midday vs. standard of 5 pass./trip. Will help improve productivity.	5 - Barreiro
245 Okeechobee Connection	Discontinue entire route	Does not meet service standards with 8.4 pass./hr. vs. standard of 15.5. Portions of the route have alternative service (Rts 33 and 282)	12 - Diaz
278 Flagami Connection	Discontinue entire route	Does not meet service standards with 8.1 pass./hr. vs. standard of 15.5. Much of route has alternative service (Rt. 8 and 57)	6 - Sosa

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