



MEMORANDUM

Agenda Item No. 14(A)(5)

TO: Honorable Chairman Joe A. Martinez
and Members, Board of County Commissioners

DATE: July 17, 2012

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

SUBJECT: Resolution authorizing Miami-Dade
Transit rail and bus service
adjustments to be implemented on or
about July 22, 2012

Resolution No. R-623-12

This item was amended from the original version as stated on the County Mayor's memorandum.

The accompanying resolution was prepared by the Miami-Dade Transit Department and placed on the agenda at the request of Prime Sponsor Commissioner Sally A. Heyman.

A handwritten signature in black ink, appearing to read "R. A. Cuevas, Jr.", written over a horizontal line.

R. A. Cuevas, Jr.
County Attorney

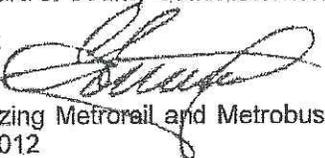
RAC/jls

Memorandum



Date: July 17, 2012

To: Honorable Chairman Joe A. Martinez
and Members, Board of County Commissioners

From: Carlos A. Gimenez
County Mayor 

Subject: Resolution Authorizing Metrorail and Metrobus Service Adjustments to be Implemented on or about July 22, 2012

At the July 9, 2012 Regional Transportation Committee (RTC), this item was amended to reflect the removal of the 286 North Pointe Circulator route.

RECOMMENDATION

It is recommended that the Board of County Commissioners (Board) approve transit service improvements and service adjustments to be implemented on or about July 22, 2012. These modifications include the Metrorail Orange Line, two new bus routes, and four routes that would be reduced or discontinued. Board approval for these route modifications, after a public hearing, is required per the Code of Miami-Dade County, Chapter 2, Article XIX, Section 2-150.

SCOPE

The transit service improvements and adjustments will have a countywide impact.

FISCAL IMPACT

The estimated annual operations and maintenance cost for Rail Services is \$83,800,000. The additional operations and maintenance for the Metrorail Orange Line is approximately \$5,800,000 annually, and is included in the Miami-Dade Transit's (MDT) operating budget. However, MDT has confirmed with the Federal Transit Administration (FTA) that \$1.931 million in Congestion Mitigation Air Quality (CMAQ) flexible funds, which were transferred from the Federal Highway Administration (FHWA) to the FTA 5307 Grant program, are available and may be used for operating assistance for the new AirportLink Service for the first year. These CMAQ funds are available for operating assistance at the 80 percent Federal share. Miami-Dade County (County) will provide the local match for this grant from MDT's operating funds.

The estimated annual operations and maintenance cost for Bus Services is \$310,000,000. However, the fiscal impact of implementing the bus service changes planned for this summer is a savings to MDT of approximately \$750,000 annually; partly due to the receipt of the Job Access and Reverse Commute (JARC) Federal matching grant, which can be used for three years as long as MDT continues to receive the grant. Final fiscal impact will not be available until the scheduling process for the operators is completed.

TRACK RECORD/MONITOR

The MDT employee responsible for management and oversight of these proposed service modifications is Mr. Robert P. Pearsall, Section Chief, Service Planning and Scheduling.

BACKGROUND

Miami-Dade County will reach a major transportation milestone this summer when the AirportLink project is substantially completed and ready for revenue service with the opening of the Miami International Airport Metrorail Station. The Orange Line will operate on the elevated tracks being constructed between the Miami Intermodal Center (MIC) and the Earlington Heights Metrorail Station and will share the existing elevated tracks currently used to provide service from the Earlington Heights to the Dadeland South Metrorail Stations. Furthermore, the Orange Line will provide new service from Dadeland South to the newly constructed Miami International Airport Metrorail Station located at the MIC and all stations in between. The Orange Line, from the Dadeland South Station to the Earlington Heights Metrorail Station, will see headways decrease during peak periods from ten minutes to five minutes; resulting in a 100% increase in service during this period for most of our Metrorail passengers.

Success in attracting new riders to the Orange Line requires an efficient Metrobus system that integrates with Metrorail. The MIC will serve as the gateway of the Airport providing a world-class transfer facility for Metrobus, Metrorail, and the Miami International Airport (MIA) Mover. Eight bus routes will be extended to serve the MIC where riders can transfer to Metrorail, MIA Mover, and, in the future, Tri-Rail and Intercity rail and bus. The extensions of these eight routes will be partially funded through a JARC grant (approved by County Resolution R-181-11). This grant will also help fund the new Route 297 (27th Avenue Enhanced Bus Service Project) which will be extended to the MIC. The service changes being presented will provide a more connected and efficient transit system that takes full advantage of our major capital improvements at the Airport.

Twice a year, MDT conducts an analysis of Metrobus service to identify unproductive bus routes in order to make improvements in the efficiency and effectiveness of the entire bus route system. The efficiency of the bus system can be improved by reducing service on low ridership routes and re-allocating resources to new service and to those routes in need of additional capacity or operational improvements. MDT proposes to discontinue the Brickell Key Shuttle Route 248 because it duplicates other service. In addition, two other routes, Route 57 and the Card Sound Express Route 302, would also have reduced service. Two new routes are recommended: The Ludlam Limited Route 267 which has been operating as a demonstration route and Route 297 which replaces the current Route 97 and is the first phase the NW 27th Avenue Enhanced Bus Project. Please refer to the attached chart for more information on these proposed service adjustments.

Several other improvements and adjustments to 37 Metrobus routes will be made under administrative authority provided in Section 2-150 of the Code for service changes not meeting the threshold for a public hearing. These changes include adjustments to schedules to improve on-time performance, improvements to reduce passenger overcrowding, and adjustments to headways and trips with low ridership. The net result of these adjustments is part of MDT's continued progress in service efficiency and customer service.

Transit staff developed the efficiencies being recommended using the following process:

- Bus routes were measured against MDT's service standards for route performance, adopted November 4, 2009 (R-1283-09). Service standards are utilized throughout the industry as a means to improve operational efficiencies and provide more effective service. Bus routes that do not meet these standards are considered deficient and subject to corrective action.
- In an effort to minimize the negative impact to our passengers, alternative transit service, including municipal circulators, was carefully considered for each bus service reduction.
- 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 route segment or low ridership trips.
- The demographics and needs of the transit passengers, such as transit dependents, senior citizens, and students, were considered in determining these proposed adjustments.
- The operational feasibility and operating cost impacts were also examined for each potential service change, to maximize the cost savings with the least amount of inconvenience to our riders.

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

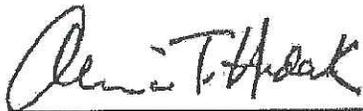
In addition, I want to assure the Board that MDT was very cautious to minimize negative impacts to transit dependent customers. For each adjustment proposed, MDT carefully considered availability of alternative service. While there will certainly be impacts to some customers, these adjustments were made cautiously and thoughtfully, balancing service needs with the realities of constrained current and future budgets.

Honorable Chairman Joe A. Martinez
and Members, Board of County Commissioners
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A marketing campaign began May 17, 2012 and includes the following advertising activities designed to inform the public of these service enhancements/adjustments:

- advertisements throughout the Metrobus, Metrorail and Metromover fleet (interior posters, exterior wraps, platforms),
- bus shelter advertising panels,
- MIA column banners,
- new system maps/brochures/posters,
- newspaper, radio and television ads,
- updated system route guides,
- e-blasts to tourist destinations and MIA employees, and
- MDT and County websites.

The attached document contains a more detailed description of the routes and the affected Commission districts.



Deputy Mayor/County Manager
Alina T. Hudak



MEMORANDUM
(Revised)

TO: Honorable Chairman Joe A. Martinez
and Members, Board of County Commissioners

DATE: July 17, 2012

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

SUBJECT: Agenda Item No. 14(A)(5)

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. 14(A)(5)
7-17-12

RESOLUTION NO. R-623-12

RESOLUTION AUTHORIZING MIAMI-DADE TRANSIT
RAIL AND BUS SERVICE ADJUSTMENTS TO BE
IMPLEMENTED ON OR ABOUT JULY 22, 2012

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 Regional Transportation Committee; and

WHEREAS, Miami-Dade Transit (MDT) will initiate the Metrorail Orange Line that will increase service for passengers and will enhance connections for Miami International Airport passengers resulting in a better connected transit system; and

WHEREAS, MDT has analyzed and indentified unproductive bus service that does not meet service standards to improve the efficiency and effectiveness of the system; and

WHEREAS, implementation of these recommended bus services adjustments and the addition of two new bus routes will improve the productivity of the bus system,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board approves the implementation of rail and bus service adjustments to be implemented on or about July 22, 2012.

The foregoing resolution was offered by Commissioner **Rebeca Sosa**

who moved its adoption. The motion was seconded by Commissioner **José "Pepe" Diaz**

and upon being put to a vote, the vote was as follows:

	Joe A. Martinez, Chairman	aye	
	Audrey M. Edmonson, Vice Chairwoman	aye	
Bruno A. Barreiro	aye	Lynda Bell	aye
Esteban L. Bovo, Jr.	aye	Jose "Pepe" Diaz	aye
Sally A. Heyman	aye	Barbara J. Jordan	aye
Jean Monestime	aye	Dennis C. Moss	aye
Rebeca Sosa	aye	Sen. Javier D. Souto	aye
Xavier L. Suarez	aye		

The Chairperson thereupon declared the resolution duly passed and adopted this 17th day of July, 2012. This resolution shall become effective upon the earlier of (1) 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, or (2) approval by the County Mayor of this Resolution and the filing of this approval with the Clerk of the Board.

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

HARVEY RUVIN, CLERK



By: **Christopher Agrippa**
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

Bruce Libhaber

METRO RAIL AND METROBUS SERVICE ADJUSTMENTS TO BE IMPLEMENTED ON OR ABOUT JULY 22, 2012

ROUTE	SERVICE COVERAGE	PROPOSED SERVICE CHANGE	REASON FOR CHANGE	COMMISSION DISTRICTS
Metrorail Orange Line	Dadeland South Station to Earlington Heights Station and the Airport Link	New rail service to the Airport and improved headways on Metrorail. Headway between Dadeland So. and Earlington Hgts. will be five minutes in the peak and 7.5 minutes midday. The Airport and Palmetto branches will be 10 minutes peak and 15 minutes midday.	Opening of the MIC and Miami Airport Station	2, 3, 5, 6, 7, 12, 13 (entire Rail system)
57	Miami International Airport, Red Road, South Miami Metrorail Station, SW 152 Street Park & Ride lot and the Busway.	Realign to the MIC. Adjust peak headway from 40 to 60 mins.	This route has a subsidy per rider of \$5.64 which does not meet subsidy per boarding standard (\$4.15). Hourly service provides sufficient capacity for existing ridership as average maximum load per trip is 18 in the peak.	6, 7, 8
248 Brickell Key Shuttle	Brickell Metrorail/Metromover stations and Brickell Key	Discontinue the entire route	Reduces duplication. New City of Miami Biscayne-Brickell Trolley provides the connection to Metrorail. The Trolley runs every 15 minutes from 6:30 a.m. to 11:30 p.m. vs. Rt. 248 from 6:30 to 9:00 a.m. and 3:20 to 6:40 p.m.	5
267 Ludlum Limited	Miami Gardens Drive/NW 73 Ave Park & Ride Lot, Miami Lakes, Hialeah, Okeechobee Metrorail Station via Ludlum Road	Route started as a demo and is now becoming permanent. No change in service.	Implemented as a demo route in the November 2011 lineup. Ridership continues to grow.	1, 12, 13
297	Premium bus service along NW 27th Avenue corridor from NW 211 Street to the MIC. Limited stop service, weekdays from 6:00 am to 8:00 pm.	New enhanced bus service. Replaces Route 97.	First phase of the NW 27th Avenue Enhanced Bus Project. Route will provide direct connections with Metrorail system, the Miami Intermodal Center, the Miami International Airport Station and Miami-Dade College North.	1, 2, 3, 6
302 Card Sound Express	Florida City, W. Palm Dr., US 1, Card Sound Road, provides service to the employees of Ocean Reef Club. (Contracted Service)	8:40 a.m. and 5:45 p.m. round trips will be discontinued. Four round trips will continue.	Very low ridership, only five riders per round trip. Estimated subsidy per boarding is about \$16 for the trips to be discontinued.	9