

Attachment 7

Routes that MDT is planning to eliminate or reduce

Miami-Dade Transit's (MDT) FY2011-2012 preliminary proposed budget anticipates no service reductions and planned to maintain its 94 routes, 29.1 million miles of service with the continued process of monitoring productivity and adjusting underperforming route segments based on the Service Standards.

Due to the FTA drawdown suspension the following Bus Service reduction scenarios have been developed and will require Board of County Commissioners approval and Federal Title VI review. These adjustments were compiled with an emphasis on the least disruption for passengers, for example, targeting of duplicate routes and reduction of frequencies. Routes that do not meet performance standards in part or in whole were also reviewed. These standards include boardings per revenue hour and net cost per passenger (subsidy per passenger).

Scenario 1. Loan Interest Requirements until Federal Funds Released (Attachment A)

Service adjustments of 1.5 million miles or 5% of the bus system would be necessary. The projected adjustments include elimination of 15 of the 94 bus routes in the MDT system. In addition, weekend service would be eliminated on three routes and 20 other routes would have headway, service span, or route segment cuts. An estimated 15,000 passenger trips per day will be impacted in some way and 1,600 passenger trips per day would have no transit alternative.

Scenario 2. No Release of Federal Funds (Attachment B)

Service adjustments of 4.5 million miles would be required to take place in addition to the 1.5 million in the previous scenario for a total reduction of 6 million miles. The projected adjustments would reduce MDT bus service by more than 20%. The adjustments would include the elimination of 29 routes and 11 other routes would have no weekend service. Contracted transit service (two routes, Dade Monroe, Card Sound Express) for Miami-Dade residents to Florida Keys jobs also would be eliminated. In addition, 18 other routes would have headway, service span, or route segment cuts. Over 60,000 passenger trips per day would be impacted and an estimated 9,000 passenger trips per day would have no transit alternative. This scenario may impact Charter County Transportation Surtax (Surtax) funding as bus service will be below the 26 million miles that were operated prior to the passage of the Surtax.

Attachment A

METROBUS EFFICIENCIES AND SERVICE REDUCTIONS (1.5 million miles savings)			
ROUTE	SERVICE CHANGE	BASIS FOR CHANGE	Δ Rev Miles/Yr.
1	Discontinue Sat & Sun	Low ridership that does not meet standards.	-35,684
1	Adjust peak headway from 30 to 45 min. (wkdy)	Peak capacity exceeds ridership demand.	-21,038
2	Adjust Sat. headway from 20 to 30 mins. (Sat.)	30 minute headway sufficient for demand.	-6,448
2	Discontinue segment from NE 84 St. to 163 St. Mall (Wkdy)	Low ridership segment riders from Little Haiti to 163 St Mall could use Rts. 9 & 10	-31,620
6	Discontinue Sat & Sun	Low ridership that does not meet standards.	-31,526
10	Discontinue segment on N. Miami Av. between 119 and 125 Sts.	Currently served by NOMI Express	-4,095
12	Realign in Civic Center area to NW 12 Av.	New City of Miami Health District circulator. Will serve Civic Center.	-11,346
24	Restructure as a limited stop from Ponce de Leon to downtown Miami and adjust headway from 20 to 30 mins.	Proposed City of Miami Trolley route on Coral Way would provide the local service.	-63,240
29	Discontinue route	Hialeah Transit System and Conchita Jitney provide alternative to 80% of the route. Rt. 37 would be realigned to serve north segment of Rt. 29.	-115,413
40	Adjust peak headway from 15 to 20 min. (wkdy)	20 min headway sufficient for demand with occasional crowding.	-32,895
42	Truncate alternate trips in downtown Coral Gables instead of Douglas Road	Coral Gables Trolley provides frequent connection between Douglas Rd. Station and downtown Gables.	-17,850
42	Truncate Miami Springs short trips at the Airport Tri-Rail Sta.(MIC)	Low ridership segment in Miami Springs	-24,276
42	Adjust peak headway from 15 to 20 min. (wkdy)	Passenger loads are about half the capacity.	-31,620

METROBUS EFFICIENCIES AND SERVICE REDUCTIONS (1.5 million miles savings)

ROUTE	SERVICE CHANGE	BASIS FOR CHANGE	Δ Rev Miles/Yr.
46	Discontinue route	Low ridership that does not meet standards.	-40,137
48	Discontinue route	Low ridership that does not meet standards.	-70,049
49	Discontinue route	Low ridership that does not meet standards.	-18,539
52	Adjust peak headway from 30 to 60 min.	Ridership barely meets standards hourly provides enough capacity.	-33,966
56	Discontinue segment to MDC-Kendall campus and adjust peak to 40 mins.	Low ridership, Rt. 71 provides partial alternative.	-26,352
57	Adjust peak headway from 40 to 60 min. (wkdy)	Hourly service provides enough capacity.	-19,635
62	Adjust peak headway from 10 to 12 min. (wkdy)	Sufficient capacity in peak.	-20,400
70	Discontinue midday segment from Southland Mall to Saga Bay	Proposed new Cutler Bay Circulator would provide this service.	-18,592
95	Discontinue 5:08 p.m. (36st/87Av) & 4:37 p.m. (Brickell Trips)	Low ridership trips	-16,830
95	Discontinue Aventura Segment	Low ridership, Rt. E provides alternative for some riders.	-19,635
101	Discontinue After 8:00 a.m. (7 days)	Low ridership, no option on Venetian but Rt. S is option to South Beach	-10,455
105	Discontinue segment from Aventura Mall to Hallandale Beach		-55,165
113	Adjust peak headway from 45 to 60 mins. (wkdy)	High senior ridership, enough service for ridership demand.	-15,045
113	Discontinue weekend service	Low ridership that does not meet standards on weekends; alternative service.	-48,052
117	Discontinue route	Low ridership that does not meet standards. Restructure Rt. 115	-112,230
123	Discontinue after midnight, adjust peak shoulders	More efficient route funded by both MDT and Miami Beach	-31,838

METROBUS EFFICIENCIES AND SERVICE REDUCTIONS (1.5 million miles savings)

ROUTE	SERVICE CHANGE	BASIS FOR CHANGE	Δ Rev Miles/Yr.
135	Truncate Hialeah segment at Opa-locka Station	HTS encouraged to cover E. 4 Avenue with Marlin route.	-45,570
137	Adjust Sat/Sun headway from 40/45 to 65 min. (Sat & Sun)	Below average ridership on weekends.	-30,800
202	Discontinue route	Low ridership that does not meet standards.	-58,409
204	Reduce peak shoulder headway (wkdy)	Lower ridership trips can be cut during shoulders with little impact.	-35,445
211	Discontinue route	New City of Miami circulator in Overtown would cover much of this route. Route 21 also provides alternative service.	-21,318
212	Discontinue route	Low ridership, Sweetwater operates a circulator.	-13,643
238	Adjust peak headway from 40 to 60 min. (wkdy)	Low ridership that does not meet standards but has FDOT grant funding.	-24,225
243	Discontinue route	Low ridership that does not meet standards.	-17,289
246	Discontinue route	Low ridership that does not meet standards.	-71,102
248	Discontinue route	New City of Miami circulator from Brickell to Omni could be extended to Brickell Key to provide alternative to Rt. 248	-15,020
249	Adjust Sat/Sun headway from 18 to 25 min. (Sat & Sun)	Weekend ridership does not warrant 18 min. headway.	-11,440
254	Discontinue route	Low ridership that does not meet standards.	-16,524
272	Adjust KAT route from 10 to 15 min. headway.	Below average ridership.	-52,836
286	Discontinue route	Low ridership that does not meet standards.	-32,717
344	Discontinue route	Low ridership that does not meet standards.	-46,359
500	Discontinue route	Low ridership (Overnight route south rail corridor)	-40,847

METROBUS EFFICIENCIES AND SERVICE REDUCTIONS (1.5 million miles savings)

ROUTE	SERVICE CHANGE	BASIS FOR CHANGE	Δ Rev Miles/Yr.
			TOTAL
			-1,517,515

Attachment B**METROBUS SERVICE REDUCTIONS (6.0 million miles savings)**

ROUTE	SERVICE CHANGE	Δ Rev Miles/Yr.
1	Discontinue route	-133,451
2	Adjust Sat. headway from 20 to 30 mins. (Sat.)	-6,448
2	Discontinue segment from NE 84 St. to 163 St. Mall (Wkdy)	-31,620
3	Adjust Sat. headway from 215 to 20 min.	-24,760
6	Discontinue route	-112,734
8	Adjust Sat. and Sun. headway from 20 to 30 min.	-29,963
10	Discontinue segment on N. Miami Av. between 119 and 125 Sts.	-4,095
10	Adjust headway from 30 to 60 min., 7 days a week	-129,799
12	Realign in Civic Center area to NW 12 Av.	-11,346
17	Adjust weekend headway from 30 to 45 min.	-45,306
19	Adjust weekday headway from 24 to 40 min.	-53,782
24	Restructure as a limited stop from Ponce de Leon to downtown Miami and adjust headway from 20 to 30 mins.	-63,240
29	Discontinue route	-115,413
31	Adjust weekend headway from 30 to 60 min.	-25,795
33	Adjust headway from 30 to 45 min., seven days a week	-77,199
35	Adjust weekday headway from 30 to 60 min.	-194,830
37	Adjust headway from 30 to 45 min., seven days a week	-154,880
40	Adjust peak headway from 15 to 20 min. (wkdy)	-32,895
42	Truncate alternate trips in downtown Coral Gables instead of Douglas Road	-17,850
42	Truncate Miami Springs short trips at the Airport Tri-Rail Sta.(MIC)	-24,276
42	Adjust peak headway from 15 to 20 min. (wkdy)	-31,620
46	Discontinue route	-40,137

METROBUS SERVICE REDUCTIONS (6.0 million miles savings)

ROUTE	SERVICE CHANGE	Δ Rev Miles/Yr.
48	Discontinue route	-70,049
49	Discontinue route	-18,539
52	Adjust peak headway from 30 to 60 min.	-33,966
52	Discontinue weekend service	-87,541
54	Adjust Sat. headway from 30 to 60 min.	-19,679
56	Discontinue route	-237,168
57	Discontinue route	-170,238
62	Adjust peak headway from 10 to 12 min. (wkdy)	-20,400
62	Adjust Sat. headway from 20 to 30 min.	-10,694
70	Discontinue midday segment from Southland Mall to Saga Bay	-18,592
70	Discontinue weekend service	-101,785
73	Discontinue weekend service	-64,407
75	Adjust weekday headway from 30 to 60 min.	-147,711
75	Discontinue weekend service	-56,803
79	Discontinue route	-54,264
87	Adjust Sat. headway from 45 to 60 min.	-3,681
95	Discontinue 5:08 p.m. (36st/87Av) & 4:37 p.m. (Brickell Trips)	-16,830
95	Discontinue Aventura Segment	-19,635
101	Discontinue After 8:00 a.m. (7 days)	-10,455
101	Discontinue weekend service	-22,267
103	Adjust headway from 30 to 45 min., seven days a week	-115,683
104	Discontinue route	-216,866
105	Discontinue segment from Aventura Mall to Hallandale Beach	-55,165
105	Discontinue weekend service	-81,013
108	Adjust weekday headway from 24 to 40 min.	-108,629
113	Adjust peak headway from 45 to 60 mins. (wkdy)	-15,045
113	Discontinue route	-197,159
115	Discontinue weekend service	-57,343

METROBUS SERVICE REDUCTIONS (6.0 million miles savings)

ROUTE	SERVICE CHANGE	Δ Rev Miles/Yr.
117	Discontinue route	-112,230
123	Discontinue after midnight, adjust peak shoulders	-31,838
135	Truncate Hialeah segment at Opa-locka Station	-45,570
135	Discontinue weekend service	-51,600
136	Discontinue route	-77,122
137	Adjust weekend headway from 40 to 60 min.	-30,675
202	Discontinue route	-58,409
204	Reduce peak shoulder headway (wkdy)	-35,445
207	Adjust weekend headway from 20 to 30 min.	-20,463
211	Discontinue route	-21,318
212	Discontinue route	-13,643
238	Discontinue route	-206,270
243	Discontinue route	-17,289
246	Discontinue route	-71,102
248	Discontinue route	-15,020
249	Discontinue route	-150,840
252	Discontinue route	-263,361
254	Discontinue route	-16,524
272	Discontinue route	-201,572
277	Discontinue route	-138,932
286	Discontinue route	-32,717
287	Discontinue route	-68,264

METROBUS SERVICE REDUCTIONS (6.0 million miles savings)

ROUTE	SERVICE CHANGE	Δ Rev Miles/Yr.
301 - Dade Monroe	Discontinue route	-745,908
302- Card Sound	Discontinue route	-93,989
344	Discontinue route	-46,359
500	Discontinue route	-40,847
TOTAL		-6,000,353