

Memorandum



Date: September 24, 2013

To: Alina T. Hudak, Deputy Mayor
Miami-Dade County

From: Ysela Llor, Director
Miami-Dade Transit 

Subject: Approval - MDT Title VI Fare Equity Analysis FY 2013-2014

Attached for your review and approval please find Miami-Dade Transit's Title VI Equity Analysis that was completed in accordance with federal regulations, and as a result of Miami-Dade County's Fiscal Year 2013-14 approved budget that includes a fare increase for the Transit Department.

Per the requirements outlined in FTA C4702.1B, October 1, 2012 – Title VI Requirements and Guidelines for Federal Transit Administration Recipients, Chapter IV, 3(2)(g.) in significant part, “a copy of the governing entity or official(s) approval of an equity analysis for any service or fare change must be a part of MDT’s Title VI Program (annual three year update).”

The fare equity analysis was derived from a countywide cross section of routes that included minority and low income geographical tracts. The routes also represented an adequate sampling of the various fare media, with primary focus on cash and EASY Card (monthly pass) patrons.

The results of the service and fare change analysis yielded the following observations:

- 1) The majority of routes analyzed showed no significant deviation for the effective fare percent increases for each fare category based on current ridership numbers;
- 2) As a result of the fare increases, patrons using only cash as a form of payment and riding several times a day would see an increase in monthly outlay dollars as compared to those who utilize an MDT EASY Card; although not beyond the established threshold.
- 3) Overall, however, the distribution of effective percent fare increases for each route did not vary significantly as a function of all of the scenarios presented in the analysis.

Consequently, findings of the analysis determined that the threshold which defines MDT's Disproportionate Burden and/or Disproportionate Impact was not established; therefore MDT was not required to include a mitigation plan as a final component of this analysis.

However, because of MDT's commitment to the riding public, extra consideration was given in the targeted marketing and distribution of EASY Card products waiving the activation fee for a limited period of time. This effort was designed to encourage and to take advantage of the inherent discounts that are built into the fare structure. Moreover, MDT's discount fares continue to provide benefits for qualified low income patrons, such as the Patriot Pass.



2/27/13

ALINA HUDAK
APPROVED

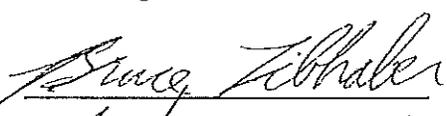
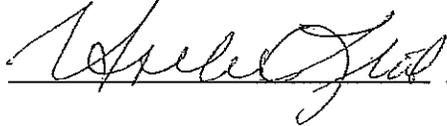
MDT ROUTING SLIP

DATE: September 26, 2013

FROM: Ysela Llort,
MDT Director

SUBJECT: Title VI Fare Equity Analysis FY 2013-14

APPROVAL SECTION

Routing	Signature	Date
Bruce Libhaber, County Attorney		9/25/13
Ysela Llort, MDT Director		9/26/13
Alina T. Hudak Deputy Mayor/County Manager <i>(Once signed, please contact Tina for pick-up: (786)469-5302 or tgolden@miamidade.gov)</i>	_____	_____

INSTRUCTIONS: Attached is the MDT Title VI Fare Equity Analysis that was completed in accordance with federal regulations, and as a result of Miami-Dade County's FY 2013-2014 approved budget that includes a fare increase for the Transit Department.

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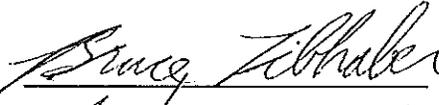
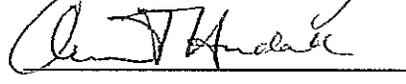
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RECEIVED

SEP 27 2013

Alina T. Hudak
OFFICE OF THE MAYOR

INTRODUCTION

In accordance with Federal Transit Administration (FTA) Circular 4702.1B, Miami-Dade Transit (MDT) is required to conduct a Title VI Fare Equity Analysis as a result of Miami-Dade County Fiscal Year 2013-14 proposed budget recommended fares and fees adjustment for MDT. The budget was approved Thursday, September 19, 2013 by the Board of County Commissioners.

Specifically, Miami-Dade County has approved fare increases for both Metrobus and Metrorail services. The increase from \$2.00 to \$2.25 is the first transit increase since 2008, when fares were increased from \$1.50 to \$2.00.

	<u>Current Fee</u> FY 12-13	<u>Proposed Fee</u> FY 13-14	<u>Dollar Impact</u> FY 13-14
BUS/RAIL SERVICES	2.00	2.25	\$11,400,000

MDT’s Fare Structure includes cash sales, EASY Card and EASY Ticket ‘pass’ sales, as well as a variety of free and reduced fare media designed to meet the ever increasing demands of the riding public. The average fare increase indicates a 12.5% increase from the previous fare, for all products. A chart depicting all fares impacted is included as **ATTACHMENT 1**.

In April of 2011, as a part of Resolution No. R-238-11 re: *the Establishment of a Regional EASY Card Link-Up Product and Transfer Fare to the Miami-Dade Transit Schedule of Transit Fares, Rates and Charges for Patrons Transferring from South Florida Regional Transportation Authority (SFRTA)/ Tri-Rail into the Miami-Dade Transit System* (handwritten page 10), (**ATTACHMENT 2**) all fares and charges are automatically adjusted every three years in accordance with the average rate of the Consumer Price Index (CPI) . This resolution was approved after a public hearing was held. Given the guidelines of the new provisions, this is the first such fare increase in five years. Each future proposed fare increase shall be preceded with the requisite Title VI Fare Analysis.

MDT TITLE VI DISPROPORTIONATE IMPACT POLICY

Ensuring strict compliance with C4702.1B, Miami-Dade Transit must detail its policy on Disproportionate Impact as a component of all Service/Fare Analysis.

It is the policy of MDT to minimize the adverse effects of fare and major service changes so that they are not borne disproportionately by minority populations. The threshold to determine adverse disparate impact is established at 20% based on the cumulative impact of the proposed fare and/or service change.

If disparate impact is identified, MDT shall take actions to mitigate the situation, unless there is a substantial legitimate justification that prevents such actions.

MDT TITLE VI DISPROPORTIONATE BURDEN POLICY

Ensuring strict compliance with C 4702.1B, Miami Dade Transit must detail its policy on Disproportionate Burden as a component of all Service/Fare Analysis.

It is the policy of MDT to minimize adverse effects of fares and major service changes so that they are not borne disproportionately by low-income populations. The threshold to determine disproportionate burden is established at 20% based on the cumulative impact of the proposed fare and/or service change.

As an increased measure for inclusion and public participation regarding the policies listed above, MDT is currently accepting comments from the public concerning revisions to MDT's Transit Administrative Policy and Procedure (TAPP) POL-CL-001-Title VI Service and Fare Changes that includes revised language pertaining to MDT's Disparate Impact and Disproportionate Burden Policies which establishes a 20% threshold based on the cumulative impact of the proposed fare and/or service change. To ensure a wider distribution and input the policies were forwarded to not only to the Citizens Independent Transportation Trust (CITT) (<http://www.miamidade.gov/citt/>), the Metropolitan Planning Organization (MPO) (<http://www.miamidade.gov/mpo/>) and Transit Miami (<http://www.transitmiami.com/>). The policies were also published on MDT's public website (<http://www.miamidade.gov/transit>) as well as local community newspapers throughout Miami-Dade County, which include The Miami Herald, El Nuevo Herald, Diaro Las Americas, The Miami Times and Haiti En Marche.

MDT PUBLIC INVOLVEMENT

Miami Dade County is deeply committed to the community it serves. As a result, Miami Dade County Mayor Carlos Gimenez conducted six Budget Town Hall Meetings throughout Miami-Dade County from August 6, 2013 to September 3, 2013 specifically designed for residents to address the proposed Fiscal Year 2013-14 County Budget. See ATTACHMENT 3. The proposed fare increase was included as a part of the presentation during the 2013-14 County Budget Cycle, in accordance with the provisions of Resolution No. R-238-11. Two official Miami-Dade County 2013-14 Budget Hearings (Public Hearings) were also conducted September 10, 2013 and September 19, 2013 to provide residents with an opportunity to voice any concerns. See ATTACHMENT 4.

ANALYSIS OF FARE MEDIA

In an effort to ensure strict compliance with C 4702.1B, an initial model was developed to examine two hypothetical routes. For the purposes of this analysis the first route is referred to as a dependent or "cash" route and the second route is referred to as a choice or 'pass' route. Given a 20 day cycle, as expected under certain circumstances (several trips per patron per day), the 'cash' route patrons would experience higher daily out-of-pocket cost than the 'pass' route patrons, as a result of the proposed fare increases. This is true because the 'cash' payer would incur the same fee (\$2.00) per boarding, whereas the 'pass' payer would incur a lesser fee per boarding based on built in discount associated with the purchase of an EASY Card.

product type	pass	sv	cash				
% increase	12.5%	13.0%	15.0%		period = 20	days	
current fare \$	100.00	\$ 2.00	\$ 2.00				
prod factor	0	1	1				
trips/day	2	1	2				
Boardings							total
Route R	600	0	0				600
Route P	0	0	2,000				2,000
Patrons							total
Route R	15	0	0				15
Route P	0	0	50				50
\$ Receipts before incr.							
	pass	sv	cash	total	per boarding	per patron - total period	per patron per day
Route R	1,500.00	-	-	1,500.00	2.500	100.000	5.000
Route P	-	-	4,000.00	4,000.00	2.000	80.000	4.000
\$ Receipts after incr.							
	pass	sv	cash	total	per boarding	per patron - total period	per patron per day
Route R	1,687.50	-	-	1,687.50	2.813	112.500	5.625
Route P	-	-	4,600.00	4,600.00	2.300	92.000	4.600
Increased Burden (\$)							
	pass	sv	cash	total	per boarding	per patron - total period	per patron per day
Route R	187.50	-	-	187.50	0.313	12.500	0.625
Route P	-	-	600.00	600.00	0.300	12.000	0.600
Increased Burden (%)							
	pass	sv	cash	total	per boarding	per patron - total period	per patron per day
Route R	12.5%			12.5%	12.5%	12.5%	12.5%
Route P			15.0%	15.0%	15.0%	15.0%	15.0%

As illustrated, a disproportionate burden could be established between patrons on “cash” vs. “pass” routes. For the purposes of this analysis, MDT has determined based on GIS and Census data that a significant proportion of boarding’s on routes identified as Minority or in Poverty Census areas or both are cash paying customers. See ATTACHMENT 5.

NUMBER AND PERCENT OF USERS OF EACH FARE MEDIA PROPOSED

The model listed on page 4 was expanded to accommodate ten routes (Routes 3, 6, 12, 21, 46, 48, 57, 62, 71 and 93), and the four main categories of Next Fare product payment groups (cash, pass, stored value, transfer). See ATTACHMENT 6.

Data is provided showing Routes 3, 6, 12, 21, 46, 62 and 93 (hereinafter: “cash” routes) as having most of their alignment either in minority or in poverty census areas or both, and Routes 48, 57 and 71 (hereinafter: “pass” routes) as having most of their alignment in non-poverty census areas. See ATTACHMENT 5.

Ridership data for 12 months (July 2012 – June 2013) was analyzed in order to compare percentage fare increases for each route and each of seven (7) fare product increase groups. See **ATTACHMENT 7**.

Results for the July 2012 – June 2013 timeframe were compared with those for weekdays only and with those for March 2013 only as a representative month, to simplify subsequent calculations. Effective percentage fare increases by route for each of the four payment categories on page four were calculated for the various timeframes and compared. See **ATTACHMENT 8**.

The expanded model was then utilized for March 2013 weekday ridership data (20 days) in conjunction with the calculated effective percentage increases for each route and payment category with two trips per patron per day, focusing on cash vs. pass data, for simplicity. Various scenarios were developed for each route, to examine the effect of changes in the number of patrons and trips per day on effective percentage increases as well as increases in dollar outlay for cash and pass products. See **ATTACHMENT 9**.

FINDINGS

- First transit fare increase (Bus and Rail) in five years;
- Service (Metrobus and Metrorail) will continue full operation;
- Discount and free riders (i.e. Golden and Patriot Passports) will continue to ride free;
- Percentages of riders on the two (hereinafter: “mixed”) Routes 3 and 93 are experiencing higher effective percentage fare increases, comparable to those found on “choice” routes, most likely because the two “mixed” routes carry people from several demographic groups, including tourists and mall-goers who use full-fare products;
- Reasonable increases in number of trips per day for cash and pass-using patrons show no significant deviations from the effective fare percent increases for each fare category, based on current ridership numbers;
- Under the fare increases, patrons only using cash as a form of payment and riding several times a day would see a significant increase in monthly outlay in dollars, as compared with those using a pass;
- The distribution of effective percent fare increases for each route does not vary significantly as a function of the various scenarios examined.
- A significantly higher percentage of patrons riding on ‘cash’ routes will experience either zero or lower percent fare percentage increases as compared with patrons using ‘pass’ routes, while a significantly higher percentage of patrons riding on the ‘pass’ routes will experience the standard 12.5% increase for many products.

CONCLUSION

It is important to note that per the MDT policies governing Disproportionate Burden and Disproportionate Impact, the threshold to determine whether either has occurred and requires further

analysis by MDT is 20% of the cumulative impact of the proposed fare and or service change. While this fare analysis was not inclusive of all of the MDT routes, impacts are considered disproportionate when the differences between the 'cash' patrons using the affected fare type and the 'pass' ridership of the overall system is greater than 20%. For this analysis the threshold was not met, therefore the implementation of a mitigation plan is not necessary. However, as an extra effort to address the needs of MDT's riding public, a mitigation plan is included as a part of this analysis.

While it is true that the impact of the fare increase is county-wide, it is important to reiterate that the majority of Miami-Dade County routes falls in either a minority/low income census tracts. There is a correlation between routes identified as minority/low income and cash paying riders. One such reason may be that many cash riding customers may opt not to pay for the convenience of using the EASY Card because they may not be able to afford the \$2.00 activation fee, or they may not understand the discounted benefits associated with the card.

MITIGATION PLAN

Miami-Dade Transit has given considerable consideration to the proposed fare increase and the effects of the riding public. MDT is presently working with internal marketing staff on an aggressive campaign to increase the number of passengers using EASY Cards. This effort includes (for a limited time period), the distribution of EASY Cards waiving the \$2.00 activation fee, at pre-determined high cash sale Transfer Points (**ATTACHMENT 10**). Once attained, the EASY Cards will be valid for 20 years. This additional effort is being made to increase availability to all customers to have and utilize an EASY Card. This will ensure passengers' optimal use and benefit of discount rates. Additionally, an emphasis, through the distribution of targeted marketing materials in English, Spanish and Creole has been designed to highlight discounts associated with the purchase and use of an EASY Card/EASY Ticket. See **ATTACHMENT 11**.

For example, under the new fare structure, a customer purchasing a one way fare on the Metrobus/Metrorail system using cash pays an upfront \$2.25 each way. If that same customer purchased an EASY Card and loaded money on it accordingly, they would only pay \$1.10 each way, which is approximately a 48% cost savings. Cost savings such as the one listed above is attained for most of MDT's products. Information has been disseminated to the riding public that includes convenient locations / participating businesses throughout Miami-Dade County where customers can load their EASY Cards. See **ATTACHMENT 12**.

A little over one third or 38% of Miami Dade Transit's riding public continue to utilize the bus and or rail system at either a discounted or free rate. Included in that group is the Golden Passport Program which enables riders over the age of 65 to ride the bus and rail system without cost. Of the 190,169 active cards issued, 156,517 or 82% continue to benefit from the services of the program. See **ATTACHMENT 13**.

MDT is committed to analyzing ridership data regarding the proposed fare increase post-implementation to determine overall success of the proposed initiative and will conduct a Ridership Satisfaction Survey within the first quarter of the implementation of the fare increase. Information attained will be used to better serve the needs of the riding public.

Date: April 4, 2011

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

From: George M. Burgess
County Manager

Subject: Resolution Authorizing Establishment of a Regional EASY Card Link-Up Product and Transfer Fare to the Miami-Dade Transit Schedule of Transit Fares, Rates and Charges for Patrons Transferring from South Florida Regional Transportation Authority (SFRTA)/Tri-Rail into the Miami-Dade Transit System

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

Resolution No. R-238-11

This item was amended at the March 7, 2011 Regional Transportation Committee (RTC) meeting to change the effective date of this policy transfer from April 1, 2011 to May 1, 2011.

RECOMMENDATION

It is recommended that the Board of County Commissioners (Board) establish a Regional EASY Card Link-Up Product and transfer fares for patrons transferring from South Florida Regional Transportation Authority (SFRTA)/Tri-Rail into the Miami-Dade Transit (MDT) system by modifying the MDT Schedule of Transit Fares, Rates and Charges as shown in Attachment 1.

SCOPE

The approval of this fare policy has both a countywide and regional impact as various SFRTA riders from Broward and Palm Beach transferring into the MDT system transfer to Metrorail, Metrobus and Metromover, which provides service throughout Miami-Dade County (the County).

FISCAL IMPACT/FUNDING SOURCE

There is no negative fiscal impact to the County. The approval of a transfer fare for SFRTA riders transferring into the MDT system is estimated to increase revenue by approximately \$2.688 million annually.

TRACK RECORD/MONITOR

This will be the first transfer policy establishing a fare for SFRTA customers transferring into Miami-Dade County since Tri-Rail's creation in 1989. The staff responsible for monitoring this item is Jose Rodriguez, Project Manager, EASY Card and Carlos de la Torre, Acting Chief, MDT Budget and Planning Division.

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 ease the disruptions created for commuters while the Department of Transportation (DOT) was six-laning I-95 in the mid-1980s, DOT purchased an 81-mile rail corridor from CSXT and began building a commuter train system. In 1989, the Legislature made the temporary commuter rail more permanent, passing the Tri-County Commuter Rail Authority Act as Part 1 of Chapter 343 of the Florida Statutes, providing commuter rail service to Miami-Dade, Broward and Palm Beach counties.

On July 1, 2003, the Legislature passed Senate Bill 686, which replaced the "Tri-Rail" authority with the "South Florida Regional Transportation Authority." It has a nine-member board comprised of Miami-Dade, Broward and Palm Beach County Commissioners, citizens appointed by the Governor, and a

Florida Department of Transportation (FDOT) District Secretary. Currently, it is supported by contributions of local tax revenues from the three member counties, along with federal and state transportation funds to finance capital projects.

Tri-Rail has 18 stations from Palm Beach to Miami-Dade County; six (6) stations in Palm Beach County, seven (7) stations in Broward County and five (5) stations in Miami-Dade County. The five (5) stations in Miami-Dade County include the Golden Glades, Opa-Locka, Tri-Rail/Metrorail Transfer, Hialeah Market and Miami Airport stations.

Current Transfer Policy

Since 1989, SFRTA customers have enjoyed a fare-free transfer into MDT's system with any valid SFRTA ticket from the SFRTA stations located within the County. Since 2004, an informal transfer policy has been included and approved as part of an annual interlocal agreement between SFRTA and Miami-Dade County to take receipt of SFRTA's subsidy to the County for feeder bus service in the amount of approximately \$666,000 which funds the Routes 132 and 133. Route 132 goes from the Hialeah Market Tri-Rail station to Doral via 36th Street. Route 133 goes from the Tri-Rail Airport Station to the Airport terminal. Both feeder routes account for more than 12,000 boardings per month and are fare-free. Overall, an average of 20,000 riders per month transfer into MDT from Tri-Rail system-wide. Conversely, SFRTA honors Miami-Dade County transit riders transferring into Tri-Rail by allowing them to purchase an SFRTA ticket at a discounted rate of \$1.75 at any of the five (5) Tri-Rail stations in Miami-Dade County.

Broward County Transit (BCT) began charging a transfer fee of \$0.50 last year with the Tri-Rail ticket but had previously allowed fare-free transfers into their feeder routes. Palm Beach County's Palm Tran remains fare-free and both BCT and Palm Tran receive the \$666,000 subsidy from SFRTA for bus feeder service. SFRTA also allows BCT and Palm Tran riders to purchase SFRTA tickets at discounted rates which are based on the agencies base fare.

Back Office Agreement

SFRTA is in the process of installing its new fare collection system. Cubic Transportation Systems, Inc. was selected by the SFRTA Board as their vendor. As you may recall, on January 21, 2010, the Board approved an Interlocal Agreement between Miami-Dade County and the SFRTA for the provision of clearinghouse services for SFRTA's back office needs. SFRTA agreed to pay MDT up to \$270,000 annually for these clearinghouse services. The primary role of the clearinghouse will be to allow the County to process transactions in the payment system on behalf of the SFRTA. Additionally, once SFRTA completes the installation of their new fare collection system, their passengers will have the capability of using the EASY Card as a method of cashless fare collection on SFRTA's fixed-route service and allow patrons to travel seamlessly between MDT and SFRTA's systems. SFRTA estimates completing the installation of their new fare equipment by February 2011 and going live to the public in March 2011. For the last several months, MDT and SFRTA have been working diligently with Cubic to ensure interoperability of the two systems.

Fare Elasticity

MDT performed a fare elasticity analysis to estimate the number of riders who may elect to leave the system due to the introduction of a transfer fare. Fare elasticity is how economists measure the tradeoffs customers make based on increased costs. MDT reviewed several elasticity models in an attempt to relate the most appropriate elasticity assumption to the proposed new transfer fare policy and used a common model based on data provided by the American Public Transportation Association (APTA). The model assumes that for every 10% increase in a given fare rate for any transit mode, there results a corresponding 3.6% decrease in ridership. The corresponding elasticity value of -0.36 falls within a range typical of transit applications. It is important to note that elasticity is not an exact science and that the resulting ridership losses outlined in Table 1 below are approximations; this is a short-term elasticity and MDT will continue to monitor the impacts for the long-term.

Transfer Fare Policy Recommendation

Table 1 provides a view of the recommended fare policy, corresponding estimated loss in ridership, and estimated revenue to the department. The revenue and ridership estimates were developed using actual fare gate information from MDT's EASY Card system. The recommendations below have been incorporated in Attachment 1 – Transit Schedule of Transit Fares, Rates and Charges.

Table 1 – Transfer Fare Policy Recommendation						
	Fare Product/Policy	Cost	Current Policy	Current Ridership (Oct 2010)	With Elasticity	Estimated Annual Revenue
A.	Regional EASY Card Link-up Product	\$40.00 Per month	Fare-Free	5,060 Passes issued Per month	4,300	2,064,000
A.1	Discount for qualified riders: Regional EASY Card Link-up Product	\$20.00 Per month	Fare-Free	770 Passes issued Per month	600	144,000
Regional EASY Card Link-up Product Subtotal:						\$2,208,000
B.	Transfer fare for daily riders transferring from Tri-Rail to Metrorail without regional EASY Card link-up product	\$1.00 Per transfer	Fare-Free	9,000 Per month	7,600	\$274,000
B.1	Discount for qualified riders: Transfer fare for daily riders transferring from Tri-Rail to Metrorail without regional EASY Card link-up product	\$0.50 Per transfer	Fare-Free	4,000 Per month	3,300	\$59,000
Tri-Rail to Metrorail Transfer Fare Subtotal:						\$333,000
C.	Transfer fare for daily riders transferring from Tri-Rail to connecting bus routes in Miami-Dade County without regional EASY Card link-up product	\$0.50 Per transfer	Fare-Free	4,000 Per month	3,400	\$102,000
C.1	Discount for qualified riders: Transfer fare for daily riders transferring from Tri-Rail to connecting bus routes in Miami-Dade County without regional EASY Card link-up product	\$0.25 Per transfer	Fare-Free	2,000 Per month	1,700	\$26,000
Tri-Rail to Metrobus Transfer Fare Subtotal:						\$128,000
D.	Transfer fare for daily riders transferring from Tri-Rail to connecting Express bus routes in Miami-Dade County	\$0.85 Per transfer	\$2.35	400 Per month	400	\$15,000
D.1	Discount for qualified riders: Transfer fare for daily riders transferring from Tri-Rail to connecting Express bus routes in Miami-Dade County	\$0.40 Per transfer	\$1.15	200 Per month	200	\$4,000
Tri-Rail to Express Bus Transfer Fare Subtotal:						\$19,000
Total:						\$2,888,000

A. Regional EASY Card Link-Up Product

The regional EASY Card link-up product will be available for sale at all Tri-Rail stations, MDT's Kiosk at the Stephen P. Clark Center and online. The regional EASY Card link-up product will only be eligible to passengers that purchase a monthly EASY Card either from MDT or SFRTA. SFRTA and MDT currently sell their respective monthly passes for \$100.00. Therefore, the full cost of a regional EASY

Card will be \$140.00 per customer, which includes the \$40 link-up fee which will provide unlimited travel between the two systems for one month.

The agency which sells the regional EASY Card link-up product will retain the \$100.00 and the link-up fee of \$40 will go to the other agency. Currently, the majority of ridership between the two systems originates from SFRTA into MDT's system. Tri-Rail sells approximately 1,160 full fare monthly passes at \$100.00 per month and 3,900 corporate passes at \$75.00 per month. These passes are sold to passengers who use both Tri-Rail and MDT systems. It is anticipated that these passengers will continue to purchase their monthly pass from Tri-Rail and will add the \$40.00 regional link-up EASY Card product to their monthly purchase. In this case, the \$100 and \$75.00 monthly fares will continue to be received by SFRTA and the \$40 link-up will go to MDT. However, if passengers elect to purchase their regional EASY Card from MDT, MDT will retain the \$100.00 and SFRTA will receive the \$40 link-up fee. Currently, MDT only sells an average of 15 monthly Tri-Rail passes per month. Those passengers who qualify for a discounted rate for both systems will still receive the corresponding discount for the new transfer fare products as specified in Attachment 1.

Based on monthly pass purchases and the assigned elasticity assumption, MDT is estimated to generate approximately \$2,208,000 annually from the new regional fare product.

B. Transfer fare from Tri-Rail to Tri-Rail/Metrorail Transfer Station (rail to rail)

Currently, all Tri-Rail patrons transfer from Tri-Rail to Metrorail at the Tri-Rail Transfer Station free with a valid daily or weekly Tri-Rail ticket. It is recommended that a transfer fare be established for daily transfers from Tri-Rail to Metrorail.

There are approximately 13,000 daily Tri-Rail passengers transferring to MDT at the Tri-Rail/Metrorail Transfer Station on a monthly basis without a monthly pass. Tri-Rail customers who choose not to purchase the regional monthly EASY Card link-up product will still be able to transfer into MDT using cash value stored on their EASY Card. The customer would simply disembark from Tri-Rail and tap the fare gate reader at the Tri-Rail/Metrorail Transfer Station and \$1.00 will be deducted from the cash value stored on their EASY Card. The \$1.00 transfer fare will go exclusively to MDT. The customers return trip will be the full fare of \$2.00. Therefore, a round trip which today would be free, will now cost an SFRTA commuter \$3.00. As stated earlier, all passengers eligible for a discount will pay half-fare.

The transfer from SFRTA to MDT at the Tri-Rail/Metrorail Transfer Station must occur within 3 hours, consistent with MDT's current fare policy. Based on the ridership and the assigned elasticity assumption, MDT is estimated to generate approximately \$333,000 annually from this new transfer fare.

C. and D. Transfer fare from Tri-Rail to connecting Miami-Dade Transit bus routes (rail to bus)

Currently, all Tri-Rail patrons transfer free to connecting Miami-Dade bus routes at any of the five (5) Tri-Rail stations in Miami-Dade County. It is recommended that a transfer fare be established of \$0.50 for daily transfers from Tri-Rail to connecting local bus routes and \$0.85 for connecting express bus routes in Miami-Dade County. These fares are consistent with MDT's fare policy for Miami-Dade passengers transferring from rail (Metrorail) to bus (Metrobus). Additionally, the \$0.50 transfer fare is consistent with Broward and Palm Beach County transit systems transfer policies.

Again, for Tri-Rail customers who choose not to purchase the regional EASY Card link-up product will be able to transfer to MDT buses using cash value stored on their EASY Card. There are approximately 6,500 daily SFRTA passengers transferring from the five (5) Tri-Rail stations in Miami-Dade County to approximately 10 connecting bus routes. The customer would simply disembark from Tri-Rail and tap the farebox reader on the connecting bus and \$0.50 will be deducted from the cash value stored on their EASY Card. The \$0.50 transfer fare will go exclusively to MDT. The customer's return trip will be the full fare of \$2.00. Therefore, a round trip which today would be free, will now cost

a Tri-Rail commuter \$2.50. The transfer from SFRTA to any of the authorized connecting bus routes must occur within 3 hours, consistent with MDT's current fare policy. For express buses, of which there are two (2) routes that connect with Tri-Rail Stations (Route 95 and I-95 Broward – Dade Express), the transfer fare will be \$0.85. The additional \$0.35 is the upgrade for the express bus route whose fare is \$2.35. As stated earlier, all passengers eligible for a discount will pay half-fare. Based on the ridership and the assigned elasticity assumption, MDT is estimated to generate approximately \$147,000 annually from this new transfer fare.

The Regional EASY Card link-up product and the individual transfer fares will be subject to the current fare policy provision which allows for the fares to automatically increase every three (3) years based on the Consumer Price Index (CPI). This provision became effective on October 1, 2008, and the next scheduled fare increase based on CPI will become effective October 1, 2011.

Miami-Dade Transit customers transferring into Tri-Rail

There are approximately 2,500 trips monthly originating from the five (5) Tri-Rail stations in Miami-Dade County. SFRTA currently provides a \$1.75 discount off the Miami-Dade customer's trip. SFRTA's fare structure is set-up in six (6) distinct zones. For example, if a rider originating from Miami-Dade County wants to travel one-way through Zone 1, which takes a rider from Miami Airport Tri-Rail station to the Golden Glades Tri-Rail Station (5 stations), the fare is \$2.50. With the discount, the Miami-Dade rider pays \$0.75. If a rider wants to travel the full length of the Tri Rail system one-way, which takes a rider from Miami Airport Tri-Rail Station to Mangonia Park Tri-Rail Station in Palm Beach (travel through all six zones – 17 stations) the fare is \$6.90, and the Miami-Dade rider discounted fare would be \$5.15. All Tri-Rail zones and corresponding fares are shown in Attachment 2. SFRTA has agreed to increase the discount to Miami-Dade riders from \$1.75 to \$2.00 should the Board adopt the recommended transfer policy. The proposed discount effectively reimburses the Miami-Dade rider their fare for one trip using MDT.

Corporate Discount Program (CDP)

MDT and SFRTA both offer corporate discount programs to local employers. SFRTA's CDP has 786 employers and over 3,900 cardholders. SFRTA's offers CDP members their monthly pass at a discounted rate of \$75.00. Therefore, SFRTA CDP members will be able to purchase the link-up product for \$40.00 for a total cost of \$115.00.

MDT CDP includes 197 companies with over 10,000 cardholders. Nearly all MDT CDP members live and work in Miami-Dade County. MDT offers employees of participating South Florida businesses up to a 15% discount on the \$100 monthly pass. Based on purchase trends, it is likely that the majority of regional EASY Cards will be continued to be sold by SFRTA. MDT will retain the \$40.00 link-up product, while SFRTA retain the \$75.00 fee.

If a CDP member from either County elects not to purchase the regional EASY Card link-up product, stored cash value can also be placed on any EASY Card which would allow for a daily transfer at any of the five (5) Tri-Rail stations in Miami-Dade County.

This transfer fare policy will take effect the first day the system goes live to the public on or about May 1, 2011. Also, following approval of this new transfer fare policy, MDT and SFRTA will commence an aggressive outreach campaign to its riders on the impending fare policy changes, offering user and instructional information on the functionality of the new transfer policy and SFRTA's new automated fare collection system.


Assistant County Manager

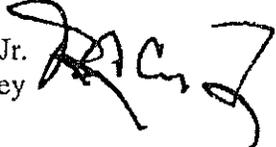


MEMORANDUM

(Revised)

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

DATE: April 4, 2011

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

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

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)(A)
4-4-11

RESOLUTION NO. R-238-11

RESOLUTION AUTHORIZING THE ESTABLISHMENT OF A REGIONAL EASY CARD LINK-UP PRODUCT AND TRANSFER FARE FOR PATRONS TRANSFERRING FROM THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY (SFRTA)/TRI-RAIL INTO THE MIAMI-DADE TRANSIT (MDT) SYSTEM AND INCORPORATING SAID FARES INTO THE MDT SCHEDULE OF TRANSIT FARES, RATES AND CHARGES

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

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board approves the establishment of a Regional EASY Card Link-Up Product and transfer fare for the South Florida Regional Transportation Authority (SFRTA)/Tri-Rail patrons transferring into the Miami-Dade Transit (MDT) system, and incorporating said fares into the MDT Schedule of Transit Fares, Rates and Charges, as outlined in the attached County Manager's Memorandum.

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

	Joe A. Martinez, Chairman	aye	
	Audrey M. Edmonson, Vice Chairwoman	aye	
Bruno A. Barreiro	absent	Lynda Bell	aye
Jose "Pepe" Diaz	aye	Carlos A. Gimenez	aye
Sally A. Heyman	aye	Barbara J. Jordan	aye
Jean Monestime	aye	Dennis C. Moss	aye
Rebeca Sosa	nay	Sen. Javier D. Souto	aye

The Chairperson thereupon declared the resolution duly passed and adopted this 4th day of April, 2011. 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: **DIANE COLLINS**
Deputy Clerk

Approved by County Attorney
as to form and legal sufficiency.

A handwritten signature in black ink, appearing to read "B. Libhaber", is written over a horizontal line.

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, Dada-Monroe)	\$2.35	\$1.15	Free
D.	Metrobus Shuttle (i.e., South Beach Local)	\$0.25	\$0.10	Free
E.	Transfer from Metrobus to Metrorail, or Metrorail to Metrobus**	\$0.50	\$0.25	N/A
F.	Transfer from Metrobus to Metrobus	Free	Free	Free
G.	Transfer from Metrobus to Metromover	Free	Free	Free
H.	Transfer from Metromover to Bus	\$2	\$1	Free
I.	Transfer from Metrorail to Metromover	Free	Free	Free
J.	Transfer from Metromover to Metrorail	\$2	\$1	Free
K.	Transfer from Metrobus to Metrobus Express/Special**	\$.85	\$0.40	Free
L.	Parking Fee-Daily Maximum	\$4	\$4	\$4
M.	Monthly Parking Fee-Special Events and Non-transit Patrons Dally 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. South Florida Regional Transportation Authority Link-Up Fare Product Fees⁽⁴⁾

	Fare Product	Base Fare	Discount Fare ⁴
A.	Regional EASY Card Link-Up Product	\$40.00/per month	\$20.00/per month
B.	Transfer for Daily Riders Transferring from Tri-Rail to Metrorail Without Regional EASY Card	\$1.00/per transfer	\$0.50/per transfer
C.	Transfer for Daily Riders Transferring from Tri-Rail to Connecting Bus Routes in Miami-Dade County Without Regional EASY Card	\$0.50/per transfer	\$0.25/per transfer
D.	Transfer Fare for Daily Riders Transferring from Tri-Rail to Connecting Express Bus Routes in Miami-Dade County	\$0.85/per transfer	\$0.40/per transfer

IV. Prepaid Passes⁽⁶⁾

A.	Monthly Transit Pass ⁽⁵⁾	\$100.00
B.	Discount Transit Passes ⁽²⁾	\$50.00
C.	Monthly Group Discount – 4 to 99 passes ⁽⁷⁾	\$90.00
D.	Monthly Group Discount – 100 or more passes ⁽⁷⁾	\$85.00
E.	Monthly College/Adult Education Pass ⁽⁸⁾	\$50.00
F.	Monthly Parking Permit ⁽⁹⁾	\$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

V. EASY Card/EASY Ticket Fee

EASY Card	\$ 2.00
EASY Ticket	Free

VI. 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.

VII. 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).

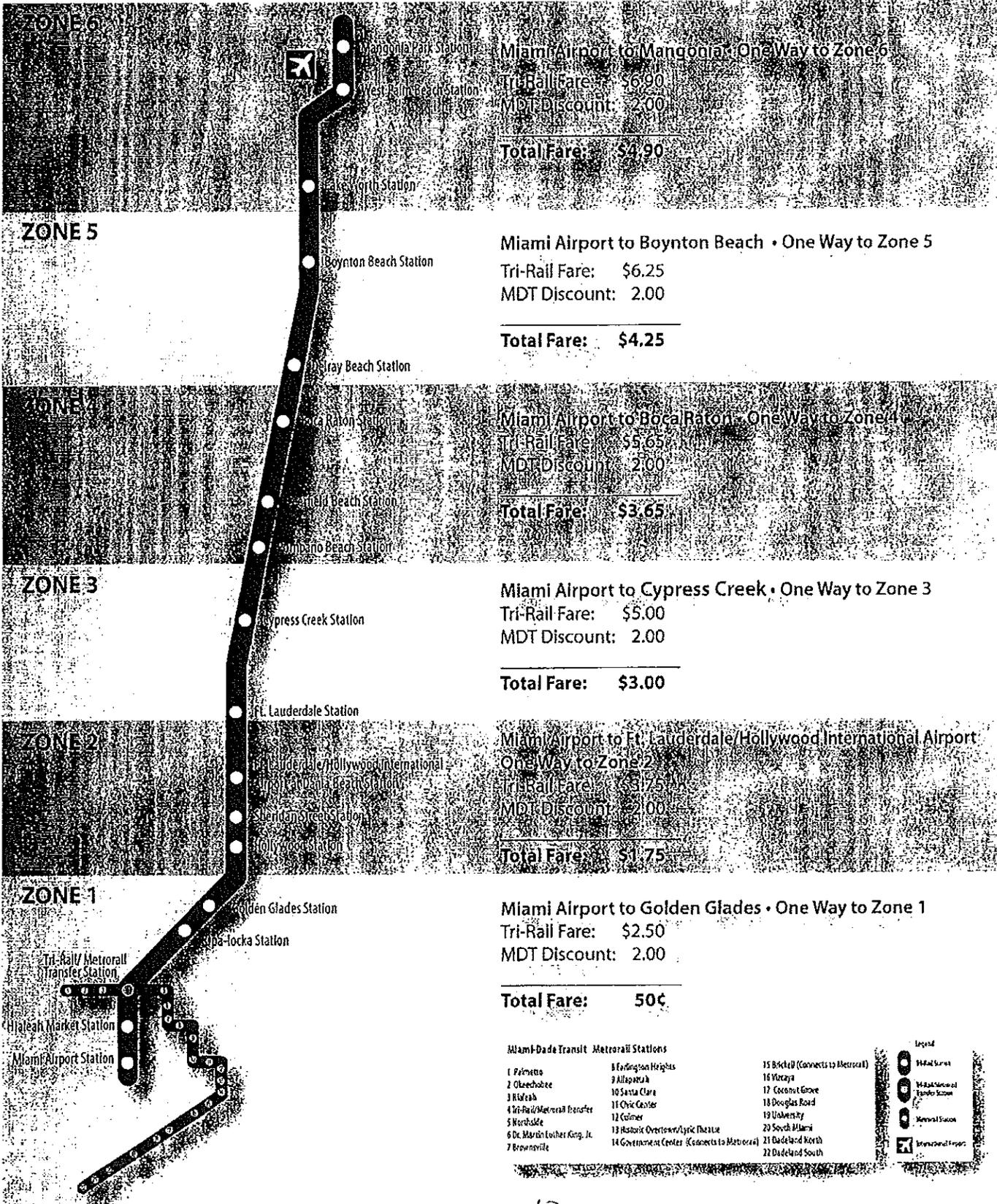
MIAMI-DADE TRANSIT (MDT)
SCHEDULE OF TRANSIT FARES, RATES AND CHARGES
PAGE 3

- 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 To be eligible for the \$40 Regional EASY Card Link-up fare product, one must also either purchase the Monthly Transit Pass or an SFRTA Monthly Pass. In order to receive a discounted Regional EASY Card, eligible patrons must purchase a Discount Monthly Transit Pass. In Miami-Dade County, 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 are eligible to receive a Golden Passport EASY Card to ride Metrorail and Metrobus fare-free. These rider classes are also eligible to purchase the Regional EASY Card for \$20 which will be added to their EASY CARD or free Golden Passport EASY Card for unlimited trips on Tri-Rail for an entire month.
- 5 Promotional discounts may be authorized by the Miami-Dade Transit Director as limited by Section 2-150(c) of the Miami-Dade County Code.
- 6 MDT may issue other prepaid media with price and rules determined from other portions of this rate schedule.
- 7 As restricted by Ordinance 86-45.
- 8 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.
- 9 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.

~~October 2009~~ February 2011

TRI-RAIL SYSTEM MAP BY ZONES

Examples of fares and discounts for Miami-Dade riders



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



Legislative Notes

Agenda Item: 8(J)1(A)
File Number: 110566
**Committee(s)
of Reference:** Board of County Commissioners
Date of Analysis: March 21, 2011
Type of Item: Resolution

Summary

This item will allow Miami-Dade Transit (MDT) to create and issue a Regional EASY Card Link-Up product which will allow patrons access to the Tri-Rail, the commuter train operated by the South Florida Regional Transportation Authority (SFRTA). This regional fare card will be compatible with the current fare card technology which is in use by MDT.

This item was amended by the Regional Transportation Committee to reflect May 1, 2011 as the effective date of the transfer fare collection policy, rather than April 1, 2011, as requested by Mr. Joseph Giulietti, Executive Director of the South Florida Regional Transportation Authority/Tri-Rail.

Background and Relevant Legislation

This will mark the first transfer policy setting a fair for SFRTA customers transferring to the MDT system since Tri-Rail was opened in 1989. In 2004, the County entered into an informal interlocal agreement with SFRTA in which the Authority would pay the County yearly for the provision of Bus Feeder Services from the Tri-Rail stations in Miami-Dade County. According to R-975-10, the funding amount to the County from SFRTA was \$666,666. This agreement effectively allows SFRTA riders to transfer on to County buses for free.

According to the proposed item, SFRTA patrons and MDT patrons wishing to transfer between the Tri-Rail and Metrorail will purchase EASY Cards for \$100 (which is the current monthly rate for an EASY card), plus a new \$40 link-up fee. The total costs to patrons under this new program: \$140 per month for a monthly EASY card with unlimited travel between MDT and SFRTA for a month. For those customers who do not purchase the regional monthly EASY card, a transfer between the two rail lines will cost \$1.00 one-way, and a return trip on Tri-Rail will cost \$2.00.

The Manager's Memo also details proposed changes to the current free transfer policy for patrons transferring between Tri-Rail and MDT bus routes. A Tri-Rail to MDT bus transfer will cost) \$0.50. That same customer's return trip would cost the full bus fare of \$2.00. The transfer fare for express buses will be \$0.85

Budgetary Impact

According to the Manager's Memo, the proposed regional EASY-card is expected to generate \$2,688,000 for MDT in the first full year of operation.

Note: The County will implement a fare increase based on the CPI, on October 1, 2011.

Prepared by: Jason T. Smith



MEDIA ADVISORY

miamidade.gov

For Immediate Release:
August 05, 2013

Media Contact:
Suzy Trutie
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305-375-1545

Miami-Dade County Mayor Carlos A. Gimenez to host Budget Town Hall Meetings

This week's meetings taking place on August 6 at North Dade Regional Library and August 8 at Village of Palmetto Bay Commission Chambers

(MIAMI, August 05, 2013) – Miami-Dade County Mayor Carlos A. Gimenez is hosting Budget Town Hall Meetings, where residents will be able to ask Mayor Gimenez and staff about the proposed Fiscal Year 2013-2014 County budget.

Date: Tuesday, August 6, 2013
Time: 6 p.m.
Location: North Dade Regional Library, 2455 NW 183 Street, Miami Gardens, FL 33056

Date: Thursday, August 8, 2013
Time: 6 p.m.
Location: Village of Palmetto Bay Commission Chambers, 9705 East Hibiscus Street, Palmetto Bay, FL 33157

Date: Thursday, August 15, 2013
Time: 6 p.m.
Location: City of Aventura Commission Chambers, 19200 West Country Club Drive, Aventura, FL 33180

Date: Tuesday, August 27, 2013
Time: 6 p.m.
Location: Little Haiti Cultural Center, 212 NE 59 Terrace, Miami, FL 33137

Date: Wednesday, August 28, 2013
Time: 6 p.m.
Location: West Dade Regional Library, 9445 Coral Way, Miami, FL 33165

Date: Tuesday, September 3, 2013
Time: 6 p.m.
Location: Florida City, City Hall, 404 West Palm Drive, Florida City, FL 33034

It is the policy of Miami-Dade County to comply with all of the requirements of the Americans with Disabilities Act. The facility is accessible. For sign language interpreters, assistive listening devices or materials in accessible format, please call (305) 375-1545 at least five days in advance.

Who: Miami-Dade County Mayor Carlos A. Gimenez

What: Budget Town Hall Meetings
When: August 06, 2013, 6:00 p.m.- 8:00 p.m.
Where: Various locations
Why:

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MAYOR