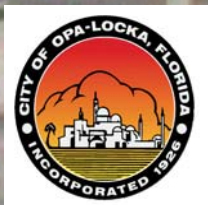


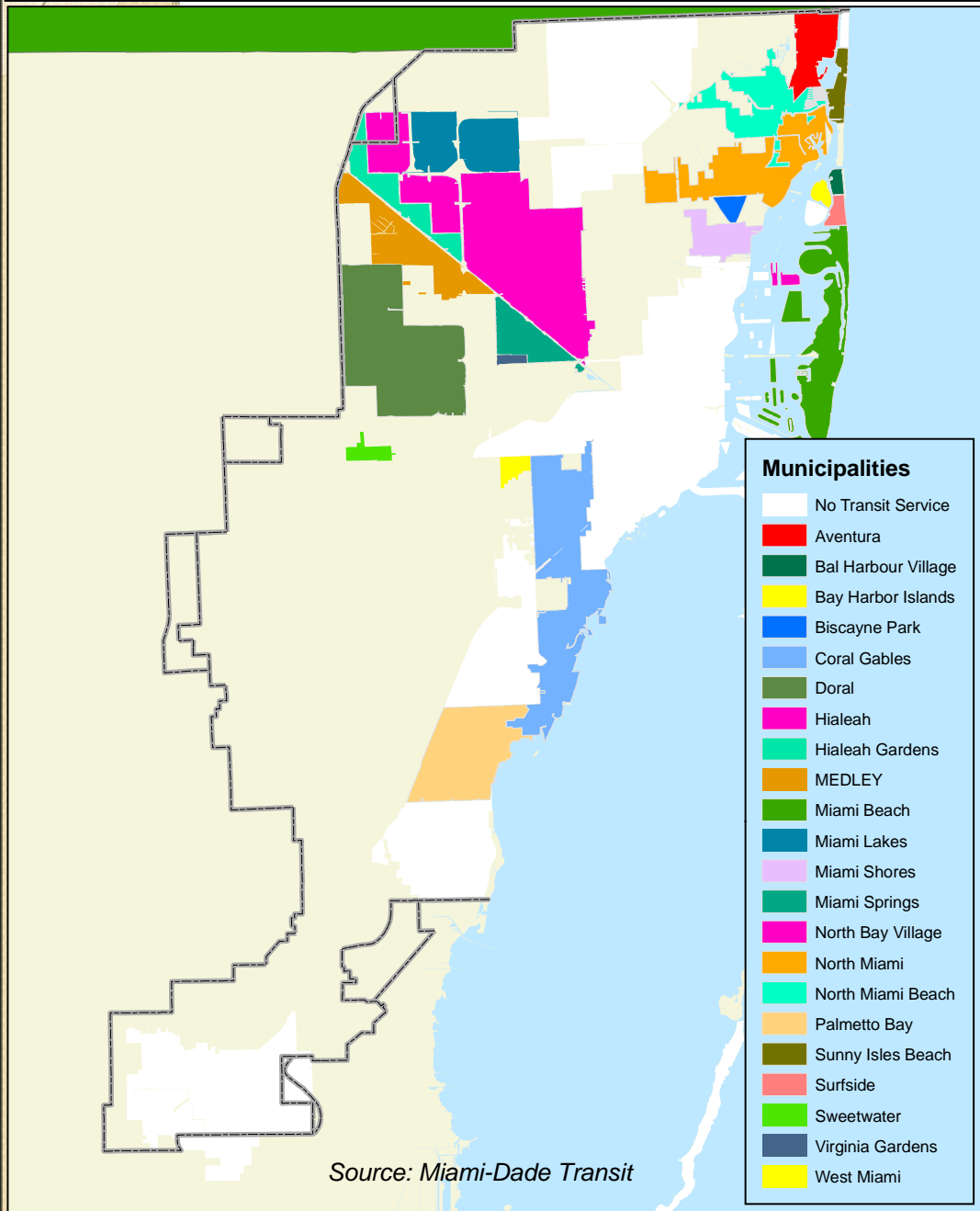
Opa-Locka Transit Circulator System

MPO Review Committee
May 10, 2010



Kimley-Horn
and Associates, Inc.

Miami-Dade Municipalities with Local Transit Services



Municipality	Service Miles
Aventura	141,998
Bal Harbour Village	36,728
Bay Harbor Islands	11,700
Biscayne Park	Included in N Miami
Coral Gables	214,000
Doral	120,000
Hialeah	402,252
Hialeah Gardens	Included in Hialeah
Medley	1,612
Miami Beach	Included in MDT
Miami Lakes	n.a.
Miami Shores	15,860
Miami Springs	24,675
North Bay Village	13,500
North Miami	99,918
North Miami Beach	51,046
Palmetto Bay	21,813
Sunny Isles Beach	103,159
Surfside	25,896
Sweetwater	36,000
Virginia Gardens	2,400
West Miami	20,000

Review of Select Circulators

	Hialeah	North Miami	Doral	Aventura	North Miami Beach
Service Initiation	January 2003	June 2005	February 2008	January 1999	April 2004
Number of Routes	2	4	1	5	1
Do Routes Extend Beyond City Boundaries	Hialeah Gardens	Biscayne Park; North Miami Beach	No	No	No
Service Span	Mon. - Fri. 6 AM to 7:30 PM; Saturday 9 AM - 3:30 PM;	Mon. - Fri. 7 AM to 8 PM	Mon. - Fri. 7 AM to 7:30 PM; Saturday 7 AM - 7 PM	Mon. - Fri. 7:45 AM to 6:30 PM; Saturday - 8:45 AM to 6:30 PM	Mon. - Fri. 8:30 AM to 5:00 PM
Weekday Headways	40 minutes	60 minutes	40 minutes	60 minutes	60 minutes
Fare	Yes	No	No	No	No
Ridership	1,800 - 2,200 per weekday	18,000 riders per month	1,200 per day	17,000 per month	25 per day; 400 per month
Vehicle Capacity	26 passengers	16 passengers	24-seat capacity	22 passengers	23-seat capacity
Changes to System since Inception	Routes eliminated and realigned	Seeking to reduce headways to 30 minutes	Added bus to reduce headways; modified route	Expanded from 3 to 4 to 5 routes and added Saturday service	Route has been modified to better serve riders
Cost	\$2.2 million annually	\$618,000 annually	\$361,000 annually	\$345,000 annually	\$130,000 annually
Funding Sources for Service Development	FDOT Service Development Program grant	FDOT Service Development Program grant	Locally funded	City - general fund	People's Transportation Plan
Source of Funding for Operations/Maintenance	Fares, PTP	PTP	Pilot phase locally funded	General fund; PTP	PTP and City's general fund
Who Operates Service	Private operator; City - admin., maintenance, fuel	Private operator - turnkey service	Private contractor - operation & maintenance; City purchased vehicles	Private operator - turnkey service	City employees
Lessons Learned/Challenges	Schedule adherence difficulties due to traffic congestion and rail crossings; accident procedures	Elderly residents sometimes intimidated by students on buses; tracking system on buses a useful feature	Have processes in place before starting system	Make transfers easy; clock face schedule	Challenges include adhering to on-time schedule, upkeep of vehicles



Opa-Locka Transit Circulator Study

- Better serve mobility needs of local community
- Funding assistance from Miami-Dade MPO through Municipal Grant Program



Why Opa-Locka Needs a Local Circulator

- Household income
 - Opa-Locka - \$19,600 vs. Miami-Dade County - \$36,000
- Poverty rate
 - Opa-Locka: 35% vs. Miami-Dade County: 18%
- Households without an automobile
 - Opa-Locka: 30% vs. Miami-Dade County: 14%
- Use of public transportation for travel to work
 - Opa-Locka: 10% vs. Miami-Dade County: 5%

Source: 2000 U.S. Census

Public Outreach

- Public outreach activities took place between April and June of 2009
- Public input – access to MDT routes and Tri-Rail, parks, schools, pharmacies, grocery stores





Interagency/Stakeholder Coordination

- Coordination with Miami-Dade Transit, FDOT, and Miami-Dade MPO
- Met with Hialeah and North Miami to learn their experience in operating local transit circulators
- Preliminary route alignments modified based on input from Miami-Dade Transit

Summary of Proposed Routes

- Two routes
- Weekday service from 6:00 am to 7:00 pm
- Fare free service
- Dedicated bus stop at Tri-Rail Station

North Route

- 45 min headway
- One bus (one-way)
- Serve
 - Northeast and central communities
 - Opa-Locka City Hall
 - Walgreens at NW 160 St
 - Parks and schools

South Route

- 60 min headway
- Two buses (two-way)
- Serve
 - South and east communities
 - MD Community College
 - Walgreens at NW 119 St
 - Parks and schools



Funding Strategy

- Preliminary cost estimate – approximately \$550,000 annual operating cost
- People's Transportation Plan (PTP) funds to leverage additional funding
- Coordination with South Florida Regional Transportation Authority (SFRTA)
 - Interested in partial funding and operation of the South Route



Funding Strategy

- North Route
 - Potential Funding – City and federal grant application
 - Operation - private operator or SFRTA
- South Route
 - Potential Funding – City, SFRTA, and federal grant application
 - Operation – through Tri-Rail shuttle bus program



Federal Grant Application

- Job Access and Reverse Commute (JARC)
- Federal share - 50% of operating cost
- Two applications submitted
 - City of Opa-Locka for North Route
 - SFRTA for South Route
 - Subject to approval by Federal Transit Administration



Next Steps

- Interlocal agreements with SFRTA and MDT
- Start up of service anticipated for early 2011
- Marketing – public awareness
- Branding of vehicles and bus stop signs