

CITY OF NORTH MIAMI BEACH

MPO MUNICIPAL GRANT

CIRCULATOR SERVICES



**End of Year Report
September 30, 1998**

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Background

In 1996, the federally funded Northeast Dade Transit Improvement Study (NEDTIS) recommended the redesign of transit services. A major component of the redesigned services was development of circulator routes serving Sunny Isles Beach, Skyp-lake, California Club, North Miami Beach, and Aventura. The Study recommended that neighborhood service be removed from regional routes as circulators were established.

The Metro-Dade Transit Agency (MDTA) successfully applied to the Florida Department of Transportation (FDOT) for \$200,000 in FY 97 Service Development monies to fund a three-year demonstration project in partnership with the City of North Miami Beach. The Project was designed to provide modified fixed route services to predominantly elderly residents of the City's Eastern Shores and Washington Park neighborhoods and the unincorporated Skyp-lake neighborhood. The major objectives of the Project included the development of:

- An innovative, cost-effective, coordinated transportation network via a partnership with a local municipality, thereby maximizing the use of all potential transit dollars and expanding existing transit services.
- "Customized" transportation for municipal residents which would enhance their employment, health, social and recreational opportunities.

The City received funding through the MPO Municipal Grant Program in FY 96 to analyze the economic, environmental and traffic impacts of circulator services and identify potential for one or more circulator routes. The Study recommended the es-

establishment of two routes. The City selected Handivan in May 1997 to operate the routes. Service started on May 27th, 1997.

The City has received funds through the MPO Municipal Grant Program to monitor and oversee the Demonstration Project and, as appropriate, to assist other municipalities and communities in establishing circulator services. The FY 98 MPO Municipal Grant funds were to continue the implementation of circulator services defined in the NEDTIS; to monitor and evaluate the services, and to survey and oversee improvement to passenger amenities at proposed stops. Specific objectives included:

- Monitor route performance and prepare reports to be provided to the MPO, MDTA and the State.
- Evaluate route performance using criteria acceptable to FDOT, MDTA and the City.
- Perform ongoing marketing activities designed to promote the circulator route and increase ridership.
- Continue improvements to bus stops for improved passenger amenities.
- In coordination with the County, FDOT and local businesses, monitor progress in constructing the passenger transfer area east of 163rd Street Mall and develop a plan of action to acquire and establish a Passenger Activity Center at Biscayne Boulevard and 163rd Street.
- Work with adjacent municipalities and the County to develop other neighborhood circulators, including coordination with the County's Elderly Circulator project.
- Research actions necessary to create the Northeast Dade Transportation Management Association.

This report discusses the progress made during FY 98, describes the objectives for the second year, and discusses long term strategies for the circulator service.

Description of Circulator Service

The City initially implemented two separate routes, using lift-equipped minibuses with a seating capacity of 20 passengers each. One route (ES) primarily served Eastern Shores, Skylake, and the condominiums north of the 163rd Street Mall. Services were provided from 8 AM to 5 PM Mondays, Wednesdays, and Fridays. The second route (WP-U/SL) initially served Washington Park and Skylake, providing service from 8 AM to 5 PM Tuesdays and Thursdays. This route was expanded to Uleta in July 1997. Both routes had 90-minute headways.

The City began charging fares, consistent with the MDTA fare structure, in August 1997 (Table 1). While the City expected a decrease in ridership with the initiation of fares, there was no significant change. This was due, in part, to the fact that many elderly riders have ADA cards and ride without charge.

Adults under 65	\$1.25
Adults 65 & older (non-ADA)	.60
Disabled (non-ADA)	.60
ADA-eligible	Free
Children under 40" tall	Free

Based upon ridership statistics and input from passengers, the City periodically modified route alignments. The last modification occurred in February 1998, when Route WP-U/SL was divided into two routes, one serving Skylake (SL) and the other serving Washington Park and Uleta (WP-U). Three circulator routes currently serve the area:

- Eastern Shores (Route ES)
- Washington Park-Uleta (Route WP-U)
- Skylake (Route SL)

In March 1998, the City received approval from the County's Passenger Transport Regulatory Division (PTRD) to enhance signage on the vehicles with highly visible decal lettering and the NMB Line logo.

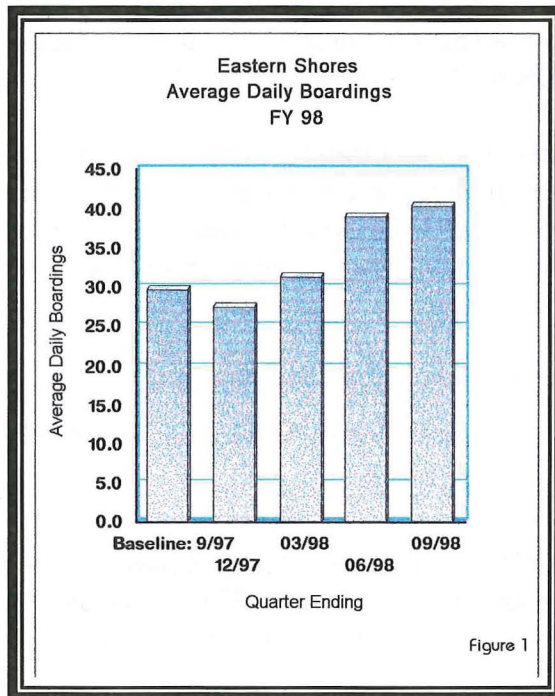
Monitoring & Evaluation of Circulator Service

Information collected for each route includes number of boardings by stop and time of day, fares collected, schedule adherence and route miles and hours. Ridership data is maintained in a data base, reviewed at least quarterly, and modifications made as appropriate to meet the needs of the community. The City also monitors the contractor with random on-site inspections and verifies on time performance through periodic checks at stops.

Route ES

Route ES runs Mondays, Wednesdays, and Fridays. Two minibuses serve Route ES. Initially, headways were 90 minutes. The City made minor modifications to the route during the first four months of service. In September 1997, the City significantly improved the route alignment, decreasing headways to 60 minutes. In December 1997, because of its reconstruction, the City eliminated stops at the Skylake Mall. In February 1998, the City again modified the route alignment, reducing headways to 45 minutes (Appendix A). The new alignment permitted riders to transfer between Routes ES and SL at the NMB Library.

Average daily boardings increased 35.5%, from 29.9 during the last quarter of FY 97 to 40.5 in the last quarter of FY 98 (Figure 1). The Eden Isles condominiums along NE 169 Street accounted for 50.7% of the total year's boardings at residential stops, followed by 17.5% at the Stratford House. During FY 98, total boardings increased substantially at Coral Isles/Bayview South (427%), Eden



Isles (42.7%) and Stratford House (26%). Total boardings decreased at Eden Point North (-43%) and Eden Isles C (-37%).

Average daily boardings increased from 3.8 at the Intracoastal Mall and 5.2 at Publix during the last quarter of FY 97 to 10.9 (196%) and 7.6 (49%), respectively, in the final quarter of FY 98. Average daily boardings at the Library decreased 125%. Average daily boardings at nonresidential stops for the entire fiscal year were highest at the Intracoastal Mall (6.0) and Publix (6.0).

Average daily boardings for FY 98 were 31.1 on Mondays, 34.8 on Wednesdays and 35.6 on Fridays. The average daily boardings on all days were 33.6. The difference in average daily boardings by day of the week increased during FY 98, with Wednesdays and Fridays usage increasing substantially compared to Mondays (see Figure 2).

The City initiated analysis of morning and afternoon usage in July 1998. During the quarter ending September 1998, usage was significantly higher in the mornings than afternoons, with 63.8% of average daily boardings occurring before 12:00 noon (Table 2).

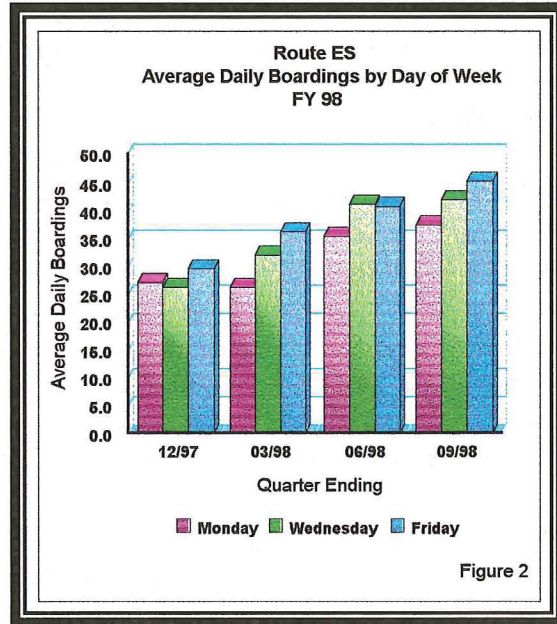


Figure 2

Month	Mornings		Afternoons	
	Bdgs	%	Bdgs	%
07/98	373	64.3	207	35.7
08/98	323	62.4	195	37.6
09/98	293	63.8	166	36.2
TOTAL	989	63.5	568	36.5

Table 2

See Appendix B for total boardings by stop and day of week and Appendix C for average daily boardings by stop and day of week.

Route WP-U/SL

Route WP-U/SL operated Tuesdays and Thursdays. One lift-equipped 22-passenger minibus initially served the Route, with a ninety-minute headway. The City modified the route in July 1997 to extend service to Uleta and eliminate service to the Intracoastal Mall. Initially, six Uleta stops were included, based upon requests from the Uleta Core Group, a neighborhood based civic organization. In August 1997, the City changed to a lift-equipped 9-passenger van, thereby reducing cost per hour. In January 1998, after discussions with the Uleta Core Group, the City eliminated three of the six Uleta stops, based upon the low ridership.

Average daily boardings increased 26.1%, from 8.8 during the last quarter of FY 97 to 11.1 in the quarter ending December 1997. The Skylake area accounted for 97.3% of the boardings. After reviewing the quarterly statistics, the City substantially modified the route, effective February 2, 1998. All Skylake stops were eliminated. A new route, designated as Route WP-U, provides services between Washington Park, Publix, NMB Library, Marlen Gardens, and Uleta. A separate route, Route SL, was created for the Skylake area, operating Mondays, Wednesdays, and Fridays, with a 45-minute headway.

Route WP-U

The Route WP-U currently operates Tuesdays and Thursdays, with a 50-minute headway (Appendix D). A lift-equipped 9-passenger van provides services to Washington Park, Uleta, and Marlen Gardens.

Route WP-U Morning & Afternoon Boardings July - September 1998				
Month	Mornings		Afternoons	
	Bdgs	%	Bdgs	%
07/98	8	40.0	12	60.0
08/98	7	53.8	6	46.2
09/98	13	54.2	11	45.8
TOTAL	28	49.1	29	50.9

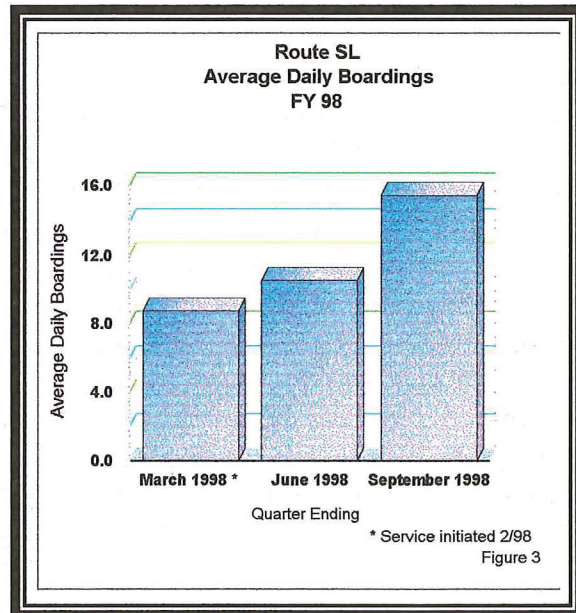
Table 3

During the period February 2 through September 30, 1998, there were 71 boardings at residential stops, 58 (81.7%) of which originated at Marlen Gardens, 11 (15.4%) at the Uleta stops and 2 (2.8%) in Washington Park. Average daily boardings remained stable at 2.8 and 2.9 in the quarters ending March 31 and June 30. During the final quarter average daily boardings fell to 2.3. Ridership is approximately equal for mornings (49.1%) and afternoons (50.9%) [Table 3].

See Appendix E for Total Boardings by Stop and Day of Week and Appendix F for Average Daily Boarding by Stop and Day of Week.

Route SL

Route SL, initiated on February 2, 1998, consists of the Skylake portion of the discontinued Route WP-U/SL. It runs Mondays, Wednesdays, and Fridays. A lift-equipped van, seating 9 passengers, operates between Skylake, Marlen Gardens, the NMB Library, and the 8th Avenue Publix (Appendix G). The route has a 45-minute headway. It connects with the Route ES at the NMB Library, to permit Skylake passengers free transfers to the Lorenzo's Market and the Intracoastal Mall. Passengers have requested direct service to Lorenzo's rather than having to transfer to the Route ES at the NMB Library. The City is currently considering alternative alignments to extend the route to Lorenzo's.



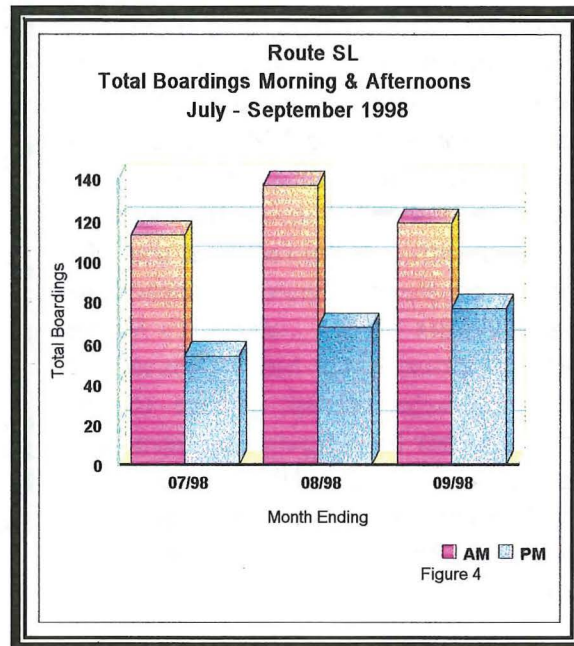
Average daily boardings increased by 75% from 8.8 in the March 1998 quarter to 15.4 in the quarter ending September 1998 (Figure 3). Average daily boardings were 10.2 on Mondays; 11.2 on Wednesdays; and 13.5 on Fridays. Average daily boardings on all days were 11.6. During the quarter ending September 1998, usage was significantly higher in the mornings than afternoons, with 60.7% of average daily boardings occurring before 12:00 noon (Table 4 - Figure 4).

Average daily boardings at residential stops for the total period (February - September 1998) were highest at Rolling Green C/D (1.3) and Jade Winds (0.7) and lowest at Buckley Towers, and Moorings C (less than 0.1). Average daily boardings increased from 0.4 in the quarter ending June 1998 to 1.7 in the quarter ending September 1998 at Moorings D and from 2.7 to 3.7 at the Rolling Green Condominiums. Within Rolling Greens, average daily boardings increased at E/F and G (from 0.4 to 1.7) and decreased at A/B (from 0.5 to 0.2). Average daily boardings also decreased at New Horizons, Jade Winds, Royal Bahamian, and Moorings C. Average daily boardings at non residential

Route SL
Morning & Afternoon Boardings
July - September 1998

Month Ending	Mornings		Afternoons	
	Bdgs	%	Bdgs	%
07/98	113	67.7	54	32.3
08/98	137	66.8	68	33.2
09/98	119	60.7	77	39.3
TOTAL	369	65.0	199	35.0

Table 4



stops for the total period were 5.3 at Publix and 0.3 at the Library. Average daily boardings increased from 3.6 to 7.4 at Publix and fell from 0.5 to 0.2 at the Library.

See Appendix H for Total Boardings by Stop and Day of Week and Appendix I for Average Daily Boarding by Stop and Day of Week.

Route Performance/FDOT Criteria

The FDOT evaluation criteria established for this project are 85 boardings per day for each route at a net cost of \$4.95 per boarding, to be achieved by the end of the three-year period.

Criteria for demonstration projects are customarily based upon the performance of similar routes. Because circulators are new, no comparable data exists. The MDTA Route V operates along a similar alignment, Mondays through Fridays, with a 60-minute headway. Therefore, the City and FDOT used performance statistics from the Route V as the basis for the circulator evaluation criteria. Eighty-five boardings per day was approximately half of the Route V ridership, and \$4.95 was the approximate net cost per boarding. The \$4.95 criteria assumed one minibus operating eight hours a day, five days a week.

The estimated hourly cost for a minibus at the time of grant application was

**Performance Criteria
Average Daily Boardings
September 1998**

Route	FDOT Criteria	Avg Daily Bdgs	% of Criteria
ES	85.0	42.0	49.4%
WP-U	85.0	3.0	3.5%
SL	85.0	17.8	20.9%

Table 5

**Performance Criteria
Cost per Boarding
September 1998**

Route	FDOT Criteria	Cost per Bdg
ES	\$4.95	\$18.53
WP-U	\$4.95	\$64.47
SL	\$4.95	\$10.55

Table 6

\$35.00. The actual hourly cost during the demonstration project has been \$46.20 for a minibus, and \$29.93 for a van. Tables 5 and 6 provide performance and cost comparisons for the three routes.

Route ES

Average daily boardings during September 1998 were 42.0, 49.4% of the target. Approximately 61% of Eastern Shores passengers are ADA eligible and ride without charge. Average fare collected per boarding decreased from \$.24 in June to \$.17 in September, resulting in a net cost per boarding of \$18.53. Based upon the current route schedule and vehicle costs, 85 average daily boardings will result in a \$9.07 net cost per boarding. To reach a net cost per boarding of \$4.95, the average daily ridership would need to increase to approximately 154 boardings.

Route WP-U

The average daily boardings for the Route WP-U were 3.0, 3.5% of the FDOT criteria. Net cost per boarding is \$64.47. Special marketing efforts undertaken for the Uleta area have been unsuccessful in generating ridership.

Route SL:

The average daily boardings for the Route SL were 17.8, 20.9% of the target. Average fare collected per boarding decreased from \$.49 in February to \$.38 in September 1998, resulting in a net cost per boarding of \$10.55. The Route SL currently provides 6.5 hours of service, using a 9-passenger van. Based upon the current route schedule and vehicle costs, 85 boardings per day would result in a net cost per boarding of \$1.91. If the City operates the Route SL with one minibus 8 hours a day and meets the FDOT 85 criteria of average daily boardings, the net cost per boarding would be \$3.97.

Appendices J - K provide data describing current operating costs, projected costs, average daily boardings required to meet FDOT criteria, fares collected.

Marketing

Diligent efforts to improve marketing for the NMB Line are necessary. Initially, letters were sent to Project Help riders, Skylake and Eastern Shores condominiums, and residents of Washington Park. The City established a database of Project Help riders, association presidents, and interested community members. Project Help was a City operated van service, providing reservation-based, modified demand-response services, similar to the County's Special Transportation Service (STS) subscription service, to predominantly elderly residents in the Eastern Shores and Washington Park communities. As NMB Line route alignments and schedules changed, letters were sent to those in the database.

NMB staff have sponsored and held meetings in the Eastern Shores, Marlen Gardens and Skylake condominiums, Uleta, and Washington Park. The City has also highlighted the NMB Line in its newsletter, which is sent to every household in the City. The *Miami Herald Neighbors* has featured stories on the NMB Line.

In January 1998, the City entered into initial discussions with Parkway Medical Center, to expand service to the Medical Center campus. The City developed initial route alignments and cost of service based upon the Medical Center's estimates. Parkway chose not to pursue an agreement at that time.

In Uleta, additional efforts have been made to reach potential riders. The Uleta Core Group received notices and announcements for distribution at their meetings and to all neighborhood households. The City also translated route alignments and schedules into Spanish and Creole, and hand delivered the route information in three languages to every household throughout the Uleta Community.

The City has developed a promotional plan to reach potential riders, with implementation planned for January 1999. Elements of the plan include:

- **NMB Discount Pass:** The City is considering the issuance of a NMB Line discount pass.

- **Advertising:** The City is considering three types of advertising:
 - » Interior of the vehicles, to generate revenues and increase interest in the NMB Line. Local businesses, especially those served by the NMB Line, will be solicited. The revenue could be used for promotional purposes or to add passenger amenities.
 - » Radio and TV advertising. The City will consider requesting local radio stations to provide PSAs regarding the NMB Line. The City is investigating coordination with Miami-Dade County to produce a Channel 34 segment on circulator services and transportation services for the elderly.
 - » NMB Line passes. Local businesses (e.g., Publix, Winn Dixie, movie theaters, restaurants, etc.) will be invited to place advertising on the back of passes or provide coupons for distribution to passengers. Each time a passenger boards he/she would receive a coupon featuring a specific business. After receiving a certain number of coupons, the patrons could receive a discounted item from the vendor. If the City implements a monthly pass, a business could underwrite the cost, and include a coupon on the back. After expiration of the pass, the coupon could be used to receive a discounted or free item from the business.
- **Public Meetings:** The City has proposed a series of public meetings during the season, targeting residents of Eastern Shores and Skylake condominiums. The City will work with associations to appoint an "NMB Line" liaison, who can work with the City to improve route alignments and services, and promote the service to residents and visitors.
- **Route Brochure:** The City will develop and distribute an attractive brochure advertising the NMB Line, and place it in government buildings, businesses, condominiums, and apartment complexes.
- **STS Users:** The City requested data on STS ridership from MDTA. The City proposes to target these riders by offering free passes on the NMB Line. The City will also explore implementation of "lifeline" circulator service, which will trans-

port STS and other riders to destinations such as retail shops, health care facilities, and the library.

Bus Stop Amenities/Passenger Transfer Facility

BUS STOP AMENITIES:

The City has entered into a new contract for bus benches. The contractor has agreed to place distinctive markers at selected NMB Line stops. Additionally, the City plans to work with condominium associations and businesses to place distinctive signage and benches on privately owned property.

163RD STREET TRANSFER FACILITY

The City initiated negotiations to acquire land at NE 167th Street and 15th Avenue in the fall of 1997 for use as a park. At that time, the County was seeking an alternative location for the major bus transfer activities occurring along NE 167th Street, between 14th and 15th Avenue. The City agreed to enter into a long term lease with the County for use of the northeast corner of the site. The City and County negotiated and drafted an Interlocal Agreement, subject to Federal approval to use previously appropriated USDOT funding. Shortly before closing, the County advised the City that it had not obtained Federal approval. Therefore, the City will develop the site exclusively as a park. No alternative location has been identified for a bus transfer facility.

Transportation Management Association (TMA)

In 1997, the County granted MPO Municipal Grant funds to the cities of Aventura and North Miami to develop municipal circulator routes. The new City of Sunny Isles Beach plans to implement its own circulator services.

MDTA received funding through FDOT to develop and implement circulator service in

areas of unincorporated Miami-Dade County with large, transit-dependent populations of elderly. MDTA designated the California Club as a priority area for circulator grant funding.

The FY 98 MPO Municipal Grant allocates funds to the City of North Miami Beach to determine if a TMA should be created to integrate all Northeast Miami-Dade circulator and transit services. If created, the TMA would be composed of municipal and county representatives and leaders of unincorporated area community groups. In the quarter beginning October 1998, the City will analyze the benefits of a TMA.

Year Two Objectives & Strategies

The City has established the following objectives to be met by the end of the second year of service (June 1999):

	<u>No./Type Vehicle</u>	<u>Total Hours per Day</u>	<u>Average Daily Ridership</u>	<u>Net Cost per Boardings</u>
Route ES	2-Minibus	17.0	85	\$9.07
Route SL	1-Van	8.0	50	\$4.41
Route WP-U	1-Van	6.5	30	\$6.24

To meet these objectives, the City proposes to implement the following strategies:

- **Marketing Plan:** The City will implement its marketing plan beginning in January 1999 as described on pages 11 – 12 of this report.
- **Route WP-U:** Washington Park residents have recently advised that the route schedule conflicts with City sponsored activities at their community center. The City is examining alternative days and times of service. Proposed route modifications to meet the needs of potential Washington Park riders will be presented as part of the December 1998 report. The City proposes to implement the modified route in January 1999.

- **Route SL:** Skylake riders have requested direct service be provided to Lorenzo's. Proposed alternatives to provide service to Lorenzo's will be presented as part of the December 1998 report. A modified route will be implemented in January 1999.
- **MDTA Routes:** Implementation of the NEDTIS recommendations, such as streamlining Metrobus service, expanding current circulators, adding circulator routes in other targeted areas, and establishing transit hubs, are essential to the success of the municipal circulator program. Therefore, the City will meet with MDTA to develop strategies and implementation schedules.
- **Private Transportation Providers:** The City proposes working with private entities which provide transportation to their patrons, such as Humana, Parkway Medical Center, and Mount Sinai Medical Center, to coordinate and integrate transit services.

Long Term Strategies

Long term strategies the City is currently considering include:

- **Route ES:** To better meet the needs of seasonal residents, the City will solicit input on their desired destinations. The route alignment may be modified, if appropriate, and a marketing strategy designed to attract the "snowbirds" developed for implementation in the third year of the project.
- **SR 826 Corridor Study:** Preliminary recommendations suggest expansion of the NMB Line to provide "express" service from Lorenzo's (NE 164th Street/W. Dixie Highway) to the Golden Glades Multimodal Center, and shuttle service within the Mall/Mall South commercial district. As appropriate, the City will develop time frames and strategies for these extensions.
- **Distinctive Vehicles:** The City will explore grant opportunities to acquire distinctive, alternatively fueled vehicles such as electric trolleys.

Summary

The Northeast Dade Transit Improvement Study (NEDTIS) recommended the implementation of customized local service (circulators) to better meet the transit needs of the community. In FY 97, the City of North Miami Beach received a \$100,000 Service Development grant from FDOT to implement circulator service as a three-year demonstration project. Miami-Dade County provided \$100,000 in matching funds. The City developed two circulator routes, based upon its demand-response Project Help program.

In May 1997, the NMB Line began the provision of customized transportation services to residents of Eastern Shores, Skylake, Washington Park, and Uleta. Initially, the City operated two routes. One route served the Eastern Shores condominiums (Route ES), using 2 minibuses to provide 45-minute service on Mondays, Wednesdays, and Fridays. The second provided service to the Skylake condominiums, Uleta, and Washington Park (Route WP-U/SL), on Tuesdays and Thursdays with 45-minute headways. The Route WP-U/SL initially used one minibus, which was replaced with a van in the fall of 1997. In February 1998, the City discontinued the Route WP-U/SL. All Skylake stops were eliminated. A new route, designated as Route WP-U, provides services between Washington Park, Publix, NMB Library, Marlen Gardens, and Uleta. A new route, Route SL, was created for the Skylake area, operating Mondays, Wednesdays, and Fridays, with a 45-minute headway.

During FY 98, average daily boardings on the Route ES grew from 29.9 to 40.5 an increase of 35.5%. Ridership on the Route WP-U was minimal. Washington Park residents have noted that the NMB Line schedule conflicts with City recreational activities, and the City is considering alternative schedules. The Route SL has experienced a 75% increase in average daily boardings, from 8.8 in the quarter ending March 1998 to 15.4 in the quarter ending September 1998. Skylake residents have requested that the route be extended to provide direct access to Lorenzo's. The City is examining route modifications to accommodate this request. Appendix L summarizes average daily boardings for the NMB Line during FY 98.

Marketing during the first year was limited to public meetings at neighborhood cen-

ters and condominiums, and periodic letters to Project Help and NMB Line riders, condominium presidents and community leaders.

The City has entered into a new contract for benches and shelters, and will work with condominiums and businesses to enhance bus stop amenities along the route. Although a site was designated to replace the bus transfer areas along NE 167th Street, the County was unable to obtain Federal approval to use USDOT funding.

At the end of the first year of operation, the routes are operating below the FDOT Criteria. The City has established specific objectives for the second year of the project. By October 1, 1999, the City intends to achieve the required 85 average daily boardings for the Route ES, at a net cost per boarding of \$9.07. The City has established a target of 50* average daily boardings per day on the Route SL, at a net cost per boarding of \$4.41, and 30 average daily boardings for the Route WP-U, at a net cost per boarding of \$6.24.

The City has developed several strategies to meet these objectives, including implementation of a marketing plan; coordination with MDTA to initiate implementation of related NEDTIS recommendations, identification of, and application for funding to acquire alternative fuel vehicles, and coordination with other municipalities and private sector providers of transportation services. In addition, the City will investigate the feasibility of creating a TMA to manage and coordinate the transit services provided throughout Northeast Miami-Dade County.

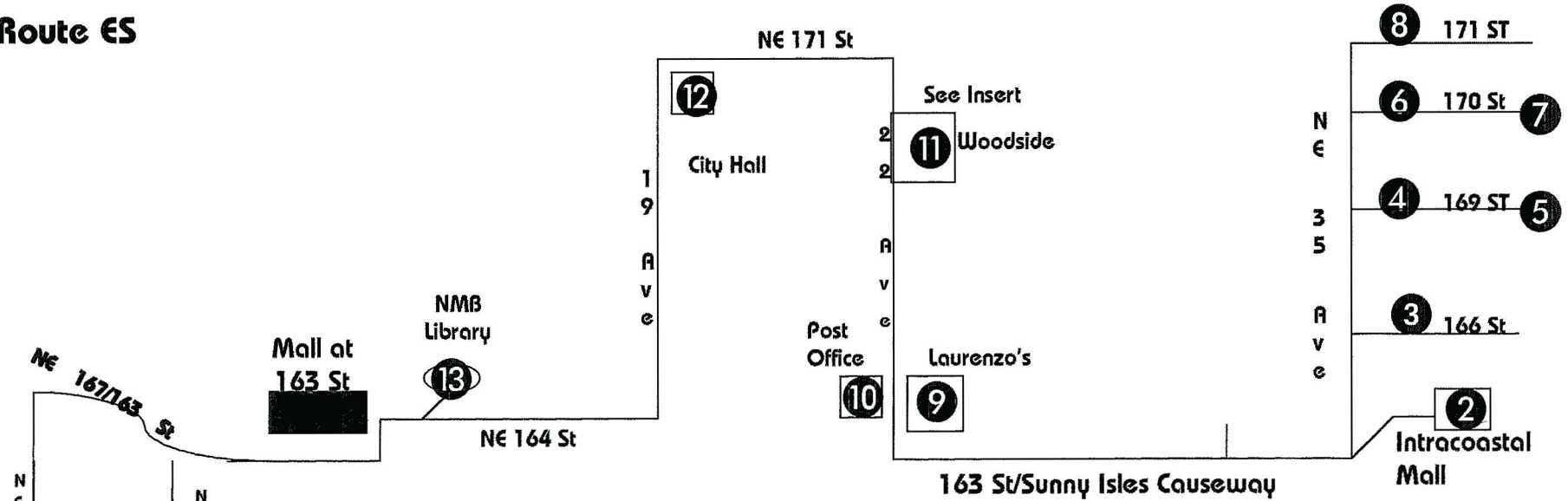
* Based upon a proposed increase from 6.5 to 8.0 hours of operation per day.

NMB Line

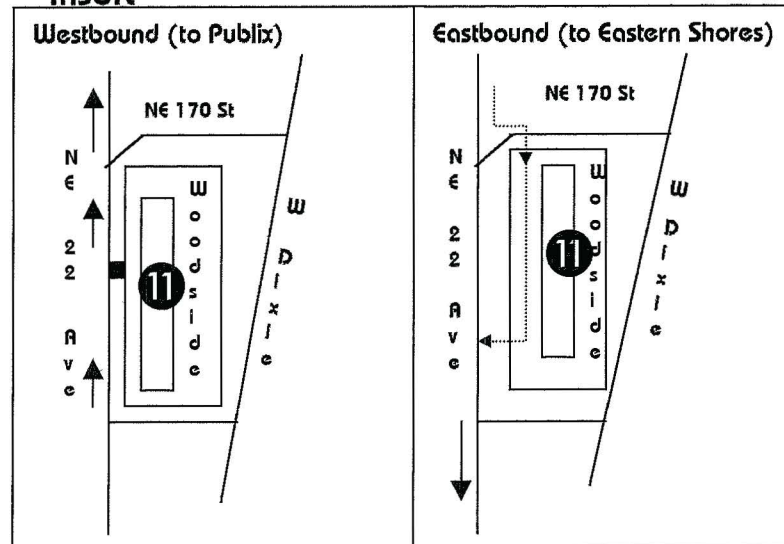
Eastern Shores - Publix NE 8 Ave

Route ES

Exhibit "A"



Insert



CITY OF NORTH MIAMI BEACH
ROUTE ES
REVISED ROUTE SCHEDULE: EASTERN SHORES
(Monday-Wednesday-Friday)

Westbound Stop Name	Loop 1 AM	Loop 2	Loop 3	Loop 4	Loop 5	Loop 6 PM	Loop 7	Loop 8	Loop 9	Loop 10	
① Stratford	8: 30	9: 15	9: 57	10: 40	11: 25	12: 40	1: 27	2: 10	2: 55	3: 37	
② Intracoastal Mall	8: 35	9: 20	10: 00	10: 45	11: 30	12: 45	1: 35	2: 15	3: 00	3: 42	
③ Coral Isles	8: 37	9: 22	10: 02	10: 47	11: 32	12: 47	1: 37	2: 17	3: 02	3: 45	
④	Eden Isles F	8: 39	9: 24	10: 04	10: 49	11: 34	12: 49	1: 39	2: 19	3: 04	3: 47
	Eden Isles B	8: 41	9: 26	10: 06	10: 51	11: 36	12: 51	1: 41	2: 21	3: 06	3: 49
	Eden Isles C	8: 43	9: 28	10: 08	10: 53	11: 38	12: 53	1: 43	2: 23	3: 08	3: 51
	Eden Isles D	8: 45	9: 30	10: 10	10: 55	11: 40	12: 55	1: 45	2: 25	3: 10	3: 53
	Eden Isles E	8: 47	9: 32	10: 12	10: 57	11: 42	12: 57	1: 47	2: 27	3: 12	3: 55
⑤ Eden Point South	8: 49	9: 34	10: 14	10: 59	11: 44	12: 59	1: 49	2: 29	3: 14	3: 57	
⑥ Bayview South	8: 51	9: 36	10: 16	11: 01	11: 46	1: 01	1: 51	2: 31	3: 16	3: 59	
⑦ Eden Point North	8: 53	9: 38	10: 18	11: 03	11: 48	1: 03	1: 53	2: 33	3: 18	4: 01	
⑧ Bayview North	8: 55	9: 40	10: 20	11: 05	11: 50	1: 05	1: 55	2: 35	3: 20	4: 03	
② Intracoastal Mall	9: 00	9: 45	10: 25	11: 08	11: 55	1: 10	2: 00	2: 40	3: 25	4: 08	
① Stratford	9: 05	9: 50	10: 30	11: 15	12: 00	1: 15	2: 05	2: 45	3: 30	4: 13	
⑨	Laurenzo's Post Office	9: 15	10: 00	10: 40	11: 25	12: 10	1: 25	2: 15	2: 55	3: 40	4: 23
⑩	Woodside	9: 17	10: 02	10: 42	11: 27	12: 12	1: 27	2: 17	2: 57	3: 42	4: 25
⑫	NMB City Hall	9: 19	10: 04	10: 44	11: 29	12: 14	1: 29	2: 19	2: 59	3: 44	4: 27
⑬	NMB Library	9: 22	10: 07	10: 47	11: 32	12: 17	1: 32	2: 22	3: 02	3: 47	4: 30
⑭	Publix	9: 30	10: 15	10: 55	11: 40	12: 25	1: 40	2: 30	3: 10	3: 55	4: 38

Eastbound Stop Name	Loop 1 AM	Loop 2	Loop 3	Loop 4 PM	Loop 5	Loop 6	Loop 7	Loop 8	Loop 9	Loop 10	
⑭	Publix	9: 30	10: 15	10: 55	12: 15	1: 00	1: 40	2: 30	3: 10	3: 55	4: 38
⑬	NMB Library	9: 38	10: 23	11: 08	12: 23	1: 08	1: 53	2: 38	3: 23	4: 08	4: 53
⑫	NMB City Hall	9: 40	10: 25	11: 10	12: 25	1: 10	1: 57	2: 40	3: 25	4: 10	4: 55
⑪	Woodside	9: 42	10: 27	11: 12	12: 27	1: 12	1: 59	2: 42	3: 27	4: 12	4: 57
⑨	Laurenzo's Post Office	9: 45	10: 30	11: 15	12: 30	1: 15	2: 02	2: 45	3: 30	4: 15	5: 00
①	Stratford	9: 55	10: 40	11: 25	12: 40	1: 25	2: 10	2: 55	3: 37	4: 25	5: 05
②	Intracoastal Mall	10: 00	10: 45	11: 30	12: 45	1: 35	2: 15	3: 00	3: 42	4: 30	5: 10
③	Coral Isles	10: 02	10: 47	11: 32	12: 47	1: 37	2: 17	3: 02	3: 45	4: 32	5: 12
④	Eden Isles F	10: 04	10: 49	11: 34	12: 49	1: 39	2: 19	3: 04	3: 47	4: 34	5: 13
	Eden Isles B	10: 06	10: 51	11: 36	12: 51	1: 41	2: 21	3: 06	3: 49	4: 36	5: 15
	Eden Isles C	10: 08	10: 53	11: 38	12: 53	1: 43	2: 23	3: 08	3: 51	4: 38	5: 17
	Eden Isles D	10: 10	10: 55	11: 40	12: 55	1: 45	2: 25	3: 10	3: 53	4: 40	5: 19
	Eden Isles E	10: 12	10: 57	11: 42	12: 57	1: 47	2: 27	3: 12	3: 55	4: 42	5: 21
⑤	Eden Point South	10: 14	10: 59	11: 44	12: 59	1: 49	2: 29	3: 14	3: 57	4: 44	5: 23
⑥	Bayview South	10: 16	11: 01	11: 46	1: 01	1: 51	2: 31	3: 16	3: 59	4: 46	5: 25
⑦	Eden Point North	10: 18	11: 03	11: 48	1: 03	1: 53	2: 33	3: 18	4: 01	4: 48	5: 27
⑧	Bayview North	10: 20	11: 05	11: 50	1: 05	1: 55	2: 35	3: 20	4: 03	4: 50	5: 29
②	Intracoastal Mall	10: 25	11: 08	11: 55	1: 10	2: 00	2: 40	3: 25	4: 08	4: 55	5: 34
①	Stratford	10: 30	11: 15	12: 00	1: 15	2: 05	2: 45	3: 30	4: 13	5: 00	5: 40

Route ES
Total Boardings by Stop & Day of Week
FY 98

	Baseline: September 1997				December 1997				March 1998				June 1998				September 1998				Total FY 98			
	M	W	F	All Days	M	W	F	All Days	M	W	F	All Days	M	W	F	All Days	M	W	F	All Days	M	W	F	All Days
163 Street Mall	5	4	11	20	9	10	13	32	1	4	1	6	0	0	3	3					10	14	17	41
909 Bldg.	0	0	3	3	0	0	0	0													0	0	0	0
Bayview North	13	10	12	35	13	7	11	31	13	6	17	36	10	16	7	33	12	14	16	42	48	43	51	142
Bayview So/Coral Isle	3	9	6	18	18	12	12	42	12	16	20	48	20	15	15	50	32	40	23	95	82	83	70	235
Buckley	0	2	0	2	0	0	0	0													0	0	0	0
Eden Isles B	18	12	11	41	24	25	26	75	43	32	28	103	46	55	58	159	28	32	32	92	141	144	144	429
Eden Isles C	46	32	30	108	29	26	22	77	29	30	40	99	27	32	49	108	23	26	19	68	108	114	130	352
Eden Isles D	15	13	16	44	19	14	20	53	11	15	14	40	19	18	27	64	30	32	29	91	79	79	90	248
Eden Isles E	7	7	8	22	9	8	11	28	1	2	5	8	13	14	13	40	18	17	21	56	41	41	50	132
Eden Isles F	9	8	7	24	20	13	13	46	8	6	12	26	5	7	2	14	8	11	15	34	41	37	42	120
Eden Point North	4	5	8	17	11	8	11	30	6	6	2	14	5	6	9	20	5	2	10	17	27	22	32	81
Eden Point South	13	11	11	35	22	13	15	50	12	12	10	34	7	6	5	18	10	13	6	29	51	44	36	131
Intracoastal Mall	36	50	54	140	29	35	42	106	72	75	84	231	109	130	142	381	127	156	131	414	337	396	399	1,132
Laurenzo's	13	29	32	74	21	32	37	90	25	31	35	91	29	35	32	96	20	34	28	82	95	132	132	359
Mar Len 13 Ave	2	5	3	10	5	18	13	36	7	4	5	16	0	0	0	0	0	0	0	0	12	22	18	52
MarLen 14 Ave	13	22	26	61	12	15	10	37	5	5	4	14	0	0	0	0	0	0	0	0	17	20	14	51
NMB Library	13	27	31	71	13	27	21	61	25	27	43	95	29	29	34	92	14	22	17	53	81	105	115	301
Publix	82	65	46	193	64	67	68	199	48	70	110	228	69	121	102	292	79	109	99	287	260	367	379	1,006
Skylake Mall	30	23	35	88	11	4	6	21													11	4	6	21
Stratford	28	45	26	99	23	32	31	86	22	41	42	105	31	42	21	94	29	59	37	125	105	174	131	410
Woodside													5	10	11	26	14	22	17	53	19	32	28	79
Total	350	379	376	1,105	352	366	382	1,100	340	382	472	1,194	424	536	530	1,490	449	589	500	1,538	1,565	1,873	1,884	5,322

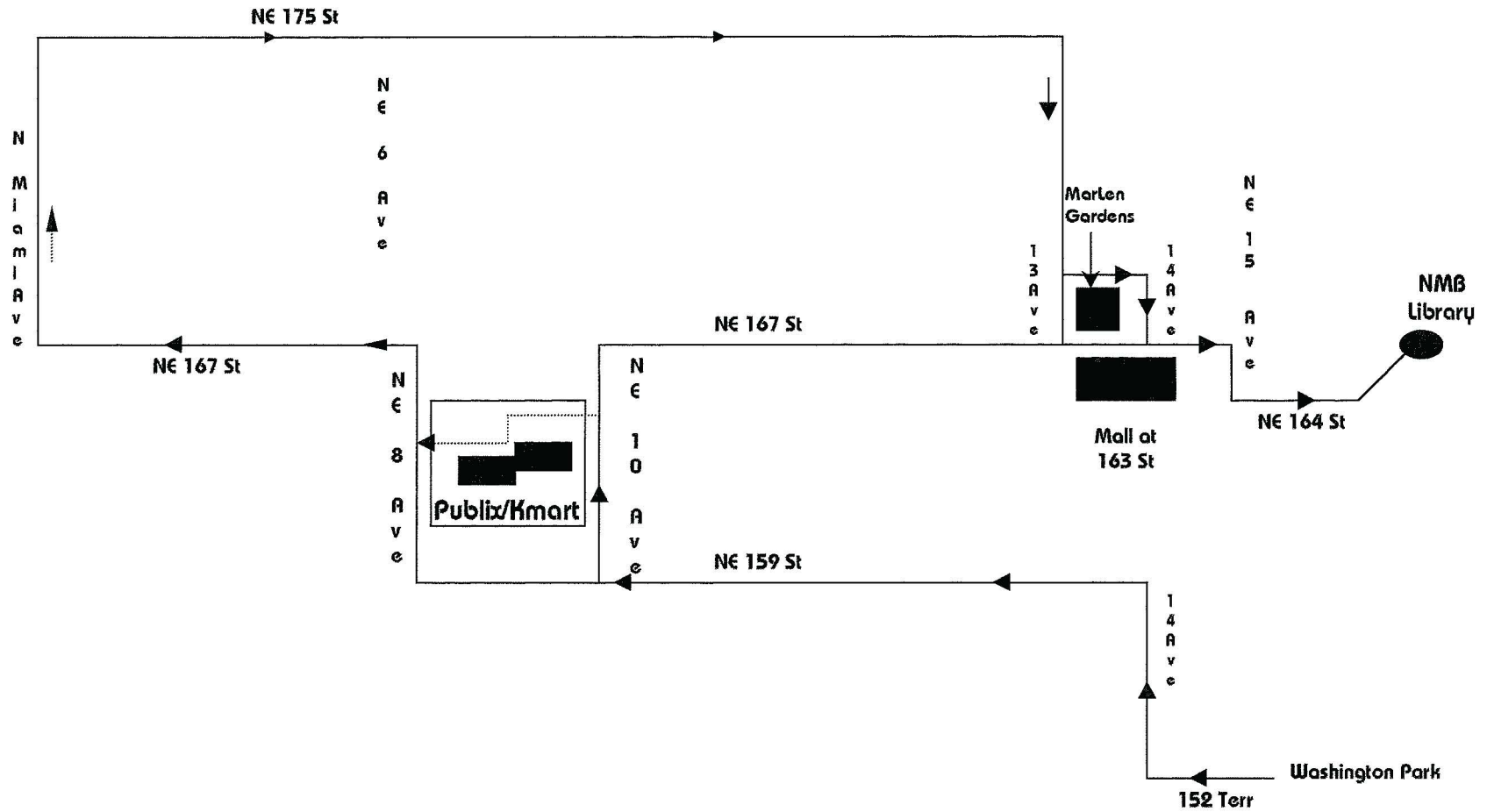
**Route 6S
Average Daily Boardings by Stop & Day of Week
FY 98**

	Baseline: September 1997				December 1997				March 1998				June 1998				September 1998				Total FY 98			
	M	W	F	All Days	M	W	F	All Days	M	W	F	All Days	M	W	F	All Days	M	W	F	All Days	M	W	F	All Days
163 Street Mall	0.4	0.3	0.9	0.5	0.7	0.7	1.0	0.8	0.1	0.3	0.1	0.2	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.2	0.3	0.3	0.3	
909 Bldg.	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.0												0.0	0.0	0.0	0.0	
Bayview North	1.1	0.8	1.0	0.9	1.0	0.5	0.8	0.8	1.0	0.5	1.3	0.9	0.8	1.2	0.5	0.9	1.0	1.0	1.5	1.1	1.0	0.8	1.0	0.9
Bayview South/Coral Isles	0.3	0.7	0.5	0.5	1.4	0.9	0.9	1.1	0.9	1.3	1.5	1.3	1.7	1.2	1.2	1.3	2.7	2.9	2.1	2.5	1.7	1.6	1.4	1.5
Buckley	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0												0.0	0.0	0.0	0.0	
Eden Isles B	1.5	0.9	0.9	1.1	1.8	1.8	2.0	1.9	3.3	2.7	2.2	2.7	3.8	4.2	4.5	4.2	2.3	2.3	2.9	2.4	2.8	2.7	2.9	2.8
Eden Isles C	3.8	2.5	2.5	2.9	2.2	1.9	1.7	1.9	2.2	2.5	3.1	2.6	2.3	2.5	3.8	2.8	1.9	1.9	1.7	1.8	2.2	2.2	2.6	2.3
Eden Isles D	1.3	1.0	1.3	1.2	1.5	1.0	1.5	1.3	0.8	1.3	1.1	1.1	1.6	1.4	2.1	1.7	2.5	2.3	2.6	2.4	1.6	1.5	1.8	1.6
Eden Isles E	0.6	0.5	0.7	0.6	0.7	0.6	0.8	0.7	0.1	0.2	0.4	0.2	1.1	1.1	1.0	1.1	1.5	1.2	1.9	1.5	0.8	0.8	1.0	0.9
Eden Isles F	0.8	0.6	0.6	0.6	1.5	0.9	1.0	1.2	0.6	0.5	0.9	0.7	0.4	0.5	0.2	0.4	0.7	0.8	1.4	0.9	0.8	0.7	0.9	0.8
Eden Point North	0.3	0.4	0.7	0.5	0.8	0.6	0.8	0.8	0.5	0.5	0.2	0.4	0.4	0.5	0.7	0.5	0.4	0.1	0.9	0.4	0.5	0.4	0.7	0.5
Eden Point South	1.1	0.8	0.9	0.9	1.7	0.9	1.2	1.3	0.9	1.0	0.8	0.9	0.6	0.5	0.4	0.5	0.8	0.9	0.5	0.8	1.0	0.8	0.7	0.8
Intracoastal Mall	3.0	3.8	4.5	3.8	2.2	2.5	3.2	2.7	5.5	6.3	6.5	6.1	9.1	10.0	10.9	10.0	10.6	11.1	11.9	10.9	6.9	7.5	8.1	7.4
Laurenzo's	1.1	2.2	2.7	2.0	1.6	2.3	2.8	2.3	1.9	2.6	2.7	2.4	2.4	2.7	2.5	2.5	1.7	2.4	2.5	2.2	1.9	2.5	2.6	2.3
MarLen 13 Ave	0.2	0.4	0.3	0.3	0.4	1.3	1.0	0.9	0.5	0.3	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.4	0.3	0.3
MarLen 14 Ave	1.1	1.7	2.2	1.6	0.9	1.1	0.8	0.9	0.4	0.4	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.3	0.3
NMB Library	1.1	2.1	2.6	1.9	1.0	1.9	1.6	1.5	1.9	2.3	3.3	2.5	2.4	2.2	2.6	2.4	1.2	1.6	1.5	1.4	1.6	2.0	2.3	2.0
Publix	6.8	5.0	3.8	5.2	4.9	4.8	5.2	5.0	3.7	5.8	8.5	6.0	5.8	9.3	7.8	7.7	6.6	7.8	9.0	7.6	5.2	6.9	7.6	6.6
Skylake Mall	2.5	1.8	2.9	2.4	0.8	0.3	0.5	0.5													0.2	0.1	0.1	0.1
Stratford	2.3	3.5	2.2	2.7	1.8	2.3	2.4	2.2	1.7	3.4	3.2	2.8	2.6	3.2	1.6	2.5	2.4	4.2	3.4	3.3	2.1	3.3	2.6	2.7
Woodside													0.4	0.8	0.8	0.7	1.2	1.6	1.5	1.4	0.4	0.6	0.6	0.5
Total	29.2	29.2	31.3	29.9	27.1	26.1	29.4	27.5	26.2	31.8	36.3	31.4	35.3	41.2	40.8	39.2	37.4	42.1	45.5	40.5	31.5	35.3	38.0	34.7

NMB Line

Uleta-Washington Park

Route WP-U



**CITY OF NORTH MIAMI BEACH
 REVISED ROUTE SCHEDULE
 ROUTE WP-U
 ULETA - WASHINGTON PARK
 (Tuesday-Thursday)**

Stop Name	Loop 1 AM	Loop 2	Loop 3	Loop 4 PM	Loop 5	Loop 6
Washington Park	09: 30	10: 30	11: 30	01: 00	02: 00	03: 00
Publix 8th Avenue	09: 45	10: 45	11: 45	01: 15	02: 15	03: 15
Uleta N Mia Ave/167 St	09: 55	10: 55	11: 55	01: 25	02: 25	03: 25
Uleta N Mia Ave/171 St	09: 58	10: 58	11: 58	01: 28	02: 28	03: 28
Uleta N Mia Ave/175 St	10: 00	11: 00	12: 00	01: 30	02: 30	03: 30
Uleta NE 6 Ave/175 St	10: 03	11: 03	12: 03	01: 33	02: 33	03: 33
MarLen Gardens 13th Ave	10: 08	11: 08	12: 08	01: 38	02: 38	03: 38
MarLen Gardens 14th Ave	10: 10	11: 10	12: 10	01: 40	02: 40	03: 40
NMB Library	10: 15	11: 15	12: 15	01: 45	02: 45	
Publix 8th Avenue	10: 20	11: 20	12: 20	01: 50	02: 50	

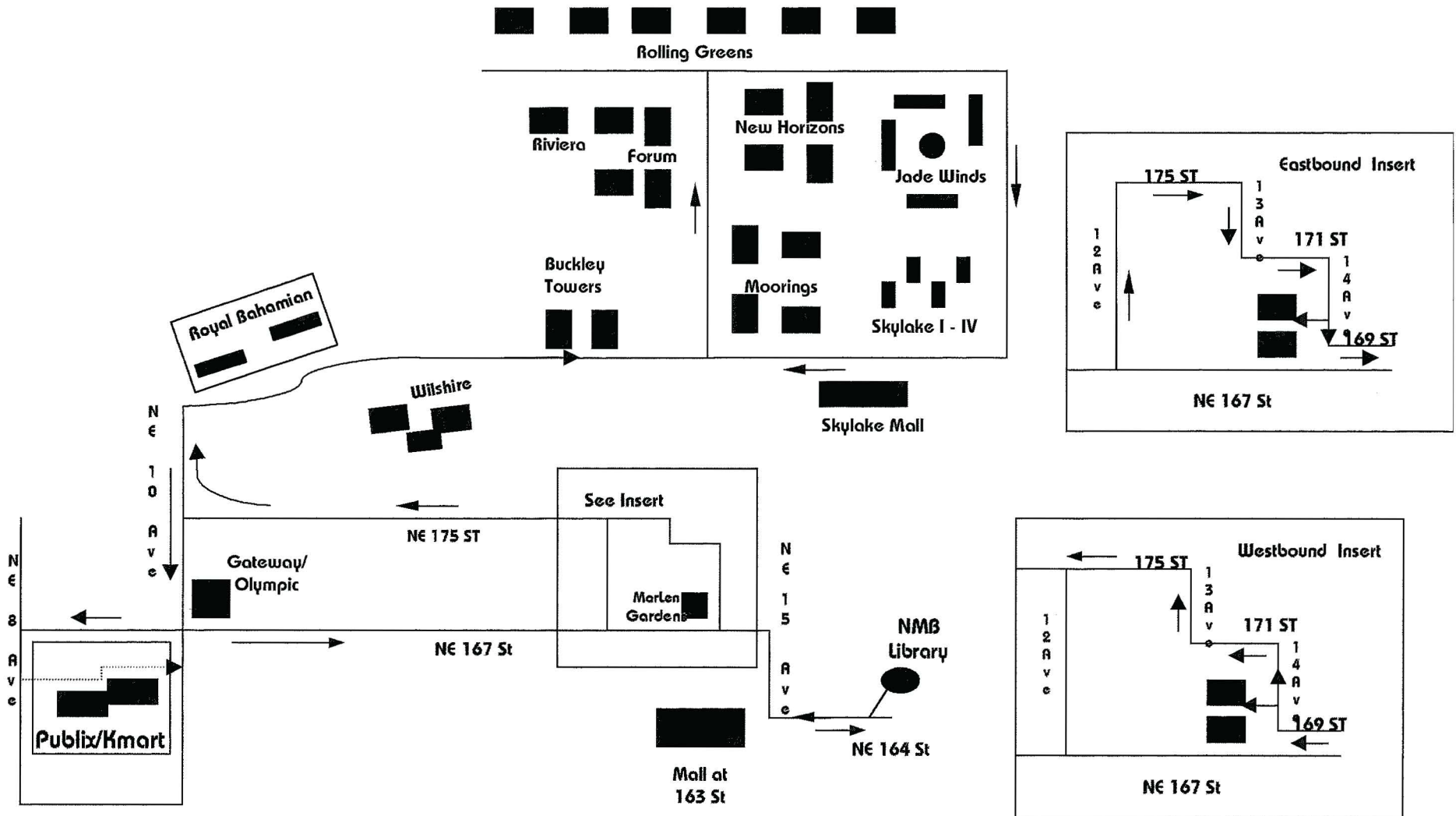
Route WP-U
 Average Daily Boardings by Stop & Day of Week
 February 3, 1998 - September 30, 1998

	March 1998 *			June 1998			September 1998			Total		
	T	Th	All	T	Th	All	T	Th	All	T	Th	All
Washington Park	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uleta N Mia Ave/167 St	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uleta N Mia Ave/171 St	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Uleta N Mia Ave/175 St	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.0	0.1	0.0
Uleta NE 6 Av/175 St	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.2	0.1	0.1	0.1
Marlen Gardens 13th Ave	1.4	1.1	1.2	0.4	0.5	0.5	0.5	0.5	0.5	0.8	0.7	0.7
Marlen Gardens 14th Ave	0.0	0.1	0.1	0.2	0.3	0.2	0.2	0.2	0.2	0.1	0.2	0.2
NMB Library	0.2	0.3	0.3	0.8	0.9	0.8	0.3	0.5	0.4	0.4	0.6	0.5
Publix 8th Avenue	1.3	0.9	1.2	1.2	1.2	1.2	0.8	0.9	0.9	1.1	1.0	1.1
Total	3.1	2.5	2.8	2.5	3.2	2.9	2.2	2.5	2.3	2.6	2.7	2.7

NMB Line

Skylake to Publix

Route SL



CITY OF NORTH MIAMI BEACH
REVISED ROUTE SCHEDULE
ROUTE SL
SKYLAKE TO PUBLIX NE 8TH AVENUE
(Monday-Wednesday-Friday)

	Loop 1 AM	Loop 2	Loop 3	Loop 4	Loop 5 PM	Loop 6	Loop 7	Loop 8
Wilshire	9: 32	10: 17	11: 02	11: 47	1: 02	1: 44	2: 32	3 17
Moorings D	9: 35	10: 20	11: 05	11: 50	1: 05	1: 47	2: 35	3 20
Moorings C	9: 36	10: 21	11: 06	11: 51	1: 06	1: 48	2: 36	3 21
New Horizons	9: 37	10: 22	11: 07	11: 52	1: 07	1: 49	2: 37	3 22
Rolling Greens H	9: 39	10: 24	11: 09	11: 54	1: 09	1: 51	2: 39	3 24
Rolling Greens G	9: 40	10: 25	11: 10	11: 55	1: 10	1: 52	2: 40	3 25
Rolling Greens E/F	9: 41	10: 26	11: 11	11: 56	1: 11	1: 53	2: 41	3 26
Rolling Greens C/D	9: 42	10: 27	11: 12	11: 57	1: 12	1: 54	2: 42	3 27
Rolling Greens A/B	9: 43	10: 28	11: 13	11: 58	1: 13	1: 55	2: 43	3 28
Jade Winds	9: 45	10: 30	11: 15	12: 00	1: 15	2: 00	2: 45	3 30
Skylake Condos	9: 47	10: 32	11: 17	12: 02	1: 17	2: 02	2: 47	3 32
Buckley	9: 49	10: 34	11: 19	12: 04	1: 19	2: 04	2: 49	3 34
Royal Bahamian	9: 52	10: 37	11: 22	12: 07	1: 22	2: 07	2: 52	3 37
Olympic Towers/Gateway House	9: 57	10: 42	11: 27	12: 12	1: 27	2: 12	2: 57	3 42
Publix	10: 02	10: 47	11: 32	12: 17	1: 32	2: 17	3 02	
NMB Library	10: 07	10: 52	11: 37	12: 22	1: 37	2: 22	3 23	
MarLen Gardens (14 Ave)	10: 09	10: 54	11: 39	12: 24	1: 39	2: 24	3 09	
NE 174 Street/13Ave.	10: 12	10: 57	11: 42	12: 27	1: 42	2: 27	3 12	

Route SL
 Total Boardings by Stop & Day of Week
 February 2, 1998 - September 30, 1998

	March 1998 *				June 1998				September 1998				Total			
	M	W	F	All	M	W	F	All	M	W	F	All	M	W	F	All
Wilshire	2	2	2	6	7	6	8	21	5	8	10	23	14	16	20	50
Moorings D	0	2	0	2	9	3	5	17	14	30	20	64	23	35	25	83
Moorings C	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0	2
New Horizons	2	6	2	10	4	1	3	8	0	0	0	0	6	7	5	18
Rolling Greens H	1	1	2	4	1	3	3	7	4	1	3	8	6	5	8	19
Rolling Greens G	2	0	2	4	3	1	1	5	6	2	7	15	11	3	10	24
Rolling Greens E/F	4	2	1	7	7	3	3	13	12	15	19	46	23	20	23	66
Rolling Greens C/D	9	13	3	25	14	17	22	53	11	26	22	59	34	56	47	137
Rolling Greens A/B	6	2	8	16	7	7	6	20	0	2	4	6	13	11	18	42
Jade Winds	4	5	6	15	4	13	15	32	8	9	8	25	16	27	29	72
Skylake Condos	2	2	4	8	0	2	9	11	0	8	3	11	2	12	16	30
Buckley	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
Royal Bahamian	5	1	5	11	2	1	6	9	1	1	1	3	8	3	12	23
Olympic Towers/ Gateway House	0	0	1	1	1	1	4	6	6	6	7	19	7	7	12	26
Publix	30	31	28	89	64	51	72	187	72	101	99	272	166	183	199	548
NMB Library	6	1	4	11	0	0	3	3	1	1	6	8	7	2	13	22
Marlen Gardens (14 Ave)	2	1	1	4	0	2	3	5	1	2	2	5	3	5	6	14
NE 174 Street/13Ave.	0	1	0	1	0	0	2	2	0	4	0	4	0	5	2	7
Total	76	70	69	215	124	112	165	401	141	216	211	568	341	398	445	1,184

* Service initiated 2/2/98

Route SL
 Average Daily Boardings by Stop & Day of Week
 February 2, 1998 - September 30, 1998, 1998

	March 1998 *				June 1998				September 1998				Total			
	M	W	F	All	M	W	F	All	M	W	F	All	M	W	F	All
Wilshire	0.2	0.3	0.3	0.2	0.6	0.5	0.6	0.6	0.4	0.6	0.9	0.6	0.4	0.4	0.6	0.5
Moorings D	0.0	0.3	0.0	0.1	0.8	0.4	0.4	0.4	1.2	2.1	1.8	1.7	0.7	0.9	0.7	0.7
Moorings C	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
New Horizons	0.2	0.8	0.3	0.4	0.3	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.2	0.3	0.2	0.2
Rolling Greens H	0.1	0.1	0.3	0.2	0.1	0.2	0.2	0.2	0.3	0.1	0.3	0.2	0.2	0.2	0.3	0.2
Rolling Greens G	0.2	0.0	0.3	0.2	0.3	0.1	0.1	0.1	0.5	0.1	0.6	0.4	0.3	0.1	0.3	0.2
Rolling Greens E/f	0.4	0.3	0.1	0.3	0.6	0.2	0.2	0.3	1.0	1.1	1.7	1.3	0.7	0.5	0.7	0.6
Rolling Greens C/D	1.0	1.6	0.4	1.0	1.2	1.5	1.7	1.4	0.9	1.9	2.0	1.6	1.0	1.7	1.4	1.3
Rolling Greens A/B	0.7	0.3	1.0	0.7	0.6	0.6	0.5	0.5	0.0	0.1	0.4	0.2	0.4	0.3	0.6	0.5
Jade Winds	0.4	0.6	0.8	0.6	0.3	1.0	1.2	0.8	0.7	0.6	0.7	0.7	0.5	0.7	0.9	0.7
Skylake Condos	0.2	0.3	0.5	0.3	0.0	0.2	0.7	0.3	0.0	0.6	0.3	0.3	0.1	0.4	0.5	0.3
Buckley	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Royal Bahamian	0.6	0.1	0.6	0.5	0.2	0.2	0.5	0.2	0.1	0.1	0.1	0.1	0.3	0.1	0.4	0.3
Olympic Towers/ Gateway House	0.0	0.0	0.1	0.0	0.1	0.1	0.3	0.2	0.5	0.4	0.6	0.5	0.2	0.2	0.3	0.2
Publix	3.3	3.9	3.5	3.6	5.3	4.4	5.5	4.9	6.0	7.2	9.0	7.4	4.9	5.2	6.0	5.3
NMB Library	0.7	0.1	0.5	0.5	0.0	0.0	0.2	0.1	0.1	0.1	0.5	0.2	0.3	0.1	0.4	0.3
Marlen Gardens (14 Ave NE 174 Street/13Ave.	0.2	0.1	0.1	0.2	0.0	0.1	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.2	0.1
Total	8.4	8.8	8.6	8.8	10.3	9.5	12.7	10.6	11.8	15.4	19.1	15.4	10.2	11.2	13.5	11.6

NMB Line
Calculation of Net Costs *
September 1998

Route	Vehicle Costs per Day			Average Fares per Day			Net Costs		
	(1) Hourly Cost/ Vehicle	(2) Hrs/Day	(3) # of vehicles	(4) Cost/Day	(5) Aver Daily Boardings	(6) Aver. Fare/ Boarding	(7) Fares/ Day	(8) Net Cost/Day	(9) Net Cost/ Boarding
ES	46.20	8.50	2	785.40	42.00	0.17	7.14	778.26	18.53
WP-U	29.93	6.50	1	194.55	3.00	0.38	1.14	193.41	64.47
SL	29.93	6.50	1	194.55	17.80	0.38	6.76	187.79	10.55

* Handivan contract costs less fare revenues

NMB Line
 Net Cost per Boarding by Route
 Required to Meet FDOT Criteria
 (85 Average Daily Boardings)

	Route ES	Route WP-U		Route SL	
	2 - Minibus	1- Van	1 - Minibus	1- Van	1 - Minibus
# of vehicles					
Cost/ Vehicle (Hourly)	46.20	29.93	46.20	29.93	46.20
Hrs/Day	17	6.5	6.5	6.5	6.5
Gross Cost/Day	785.40	194.55	300.30	194.55	300.30
Avg Bdgs/Day	85.0	85.0	85.0	85.0	85.0
Average Fare/Boarding	0.17	0.38	0.38	0.38	0.38
Aver. Fare/Day	14.45	32.30	32.30	32.30	32.30
Net Cost/Day	770.95	162.25	268.00	162.25	268.00
Net Cost/Boarding	9.07	1.91	3.15	1.91	3.15

NMB Line
 Average Daily Boardings per Route
 Required to Meet FDOT Criteria
 (\$4.95 Net Cost per Boarding)

	Route ES	Route WP-U		Route SL		
	2 - Minibus	1 - Van	1 - Minibus	1 - Van	1 - Minibus	1 - Minibus
# of vehicles						
Cost/ Vehicle (Hourly)	46.20	29.93	46.20	29.93	46.20	46.20
Hrs/Day	17	6.5	6.5	6.5	6.5	8.0
Gross Cost/Day	785.40	194.55	300.30	194.55	300.30	369.60
Average Fare/Boarding	0.17	0.38	0.38	0.38	0.38	0.38
Aver. Fare/Day	26.10	13.87	21.39	13.87	21.39	26.37
Net Cost/Day	759.31	180.68	278.91	180.68	278.91	343.23
Net Cost/Boarding	4.95	4.95	4.95	4.95	4.95	4.95
Avg Bdgs/Day	153.5	36.5	56.3	36.5	56.3	69.4

**NMB Line
Average Fare per Boarding by Route
FY 98**

	Route ES	Route WP-U/SL *	Route WP-U **	Route SL **	All Routes
Oct-97	0.21	0.27			0.24
Nov-97	0.30	0.37			0.33
Dec-97	0.29	0.28			0.28
Jan-98	0.23	0.27			0.25
Feb-98	0.26		0.09	0.49	0.21
Mar-98	0.21		0.18	0.49	0.22
Apr-98	0.24		0.25	0.44	0.23
May-98	0.23		0.09	0.55	0.22
Jun-98	0.21		0.16	0.41	0.20
Jul-98	0.22		0.42	0.42	0.26
Aug-98	0.21		0.38	0.38	0.26
Sep-98	0.17		0.38	0.38	0.24
FY 98	0.24	0.30	0.24	0.47	0.21

* Route discontinued 1/31/98

** Routes initiated 2/98

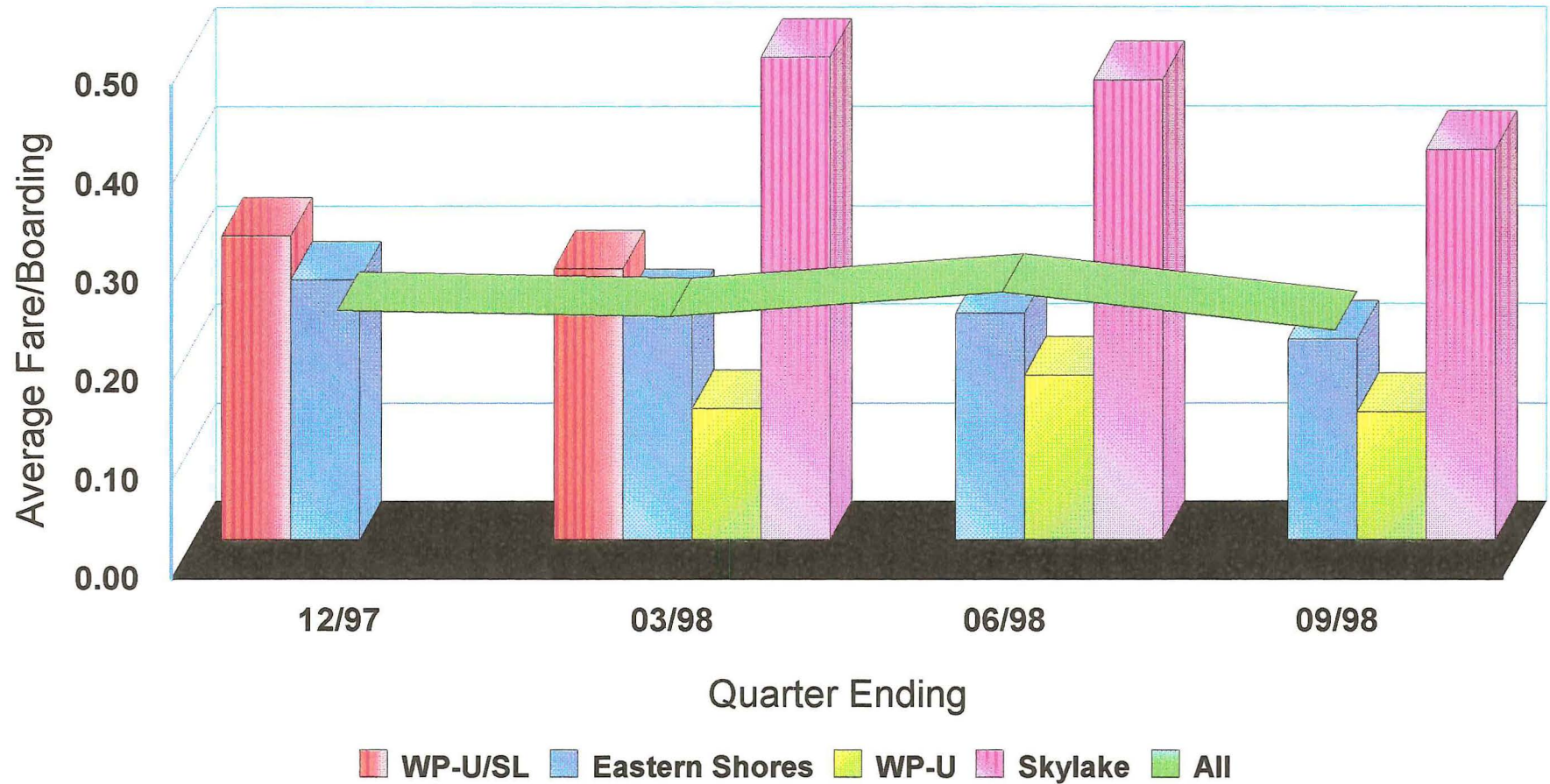
**NMB Line
Percentage of Fare Paying Boardings
by Route
FY 98**

	Route ES	Route WP-U/SL *	Route WP-U **	Route SL **	All Routes
Oct-97	34.2%	44.9%			35.7%
Nov-97	49.4%	62.0%			52.1%
Dec-97	47.8%	46.9%			47.6%
Jan-98	39.1%	45.7%			40.8%
Feb-98	43.5%		14.3%	81.3%	47.0%
Mar-98	34.7%		30.0%	81.4%	44.6%
Apr-98	40.2%		41.7%	73.3%	49.5%
May-98	38.5%		14.3%	91.3%	53.6%
Jun-98	35.7%		27.3%	67.6%	41.6%
Jul-98	36.6%		0.0%	70.1%	42.9%
Aug-98	35.4%		30.8%	63.9%	43.2%
Sep-98	29.2%		34.0%	63.3%	39.2%
FY 98	37.7%	51.5%	25.3%	71.6%	21.5%

* Route discontinued 1/31/98

** Routes initiated 2/98

NMB Line Average Fare per Boarding FY 98

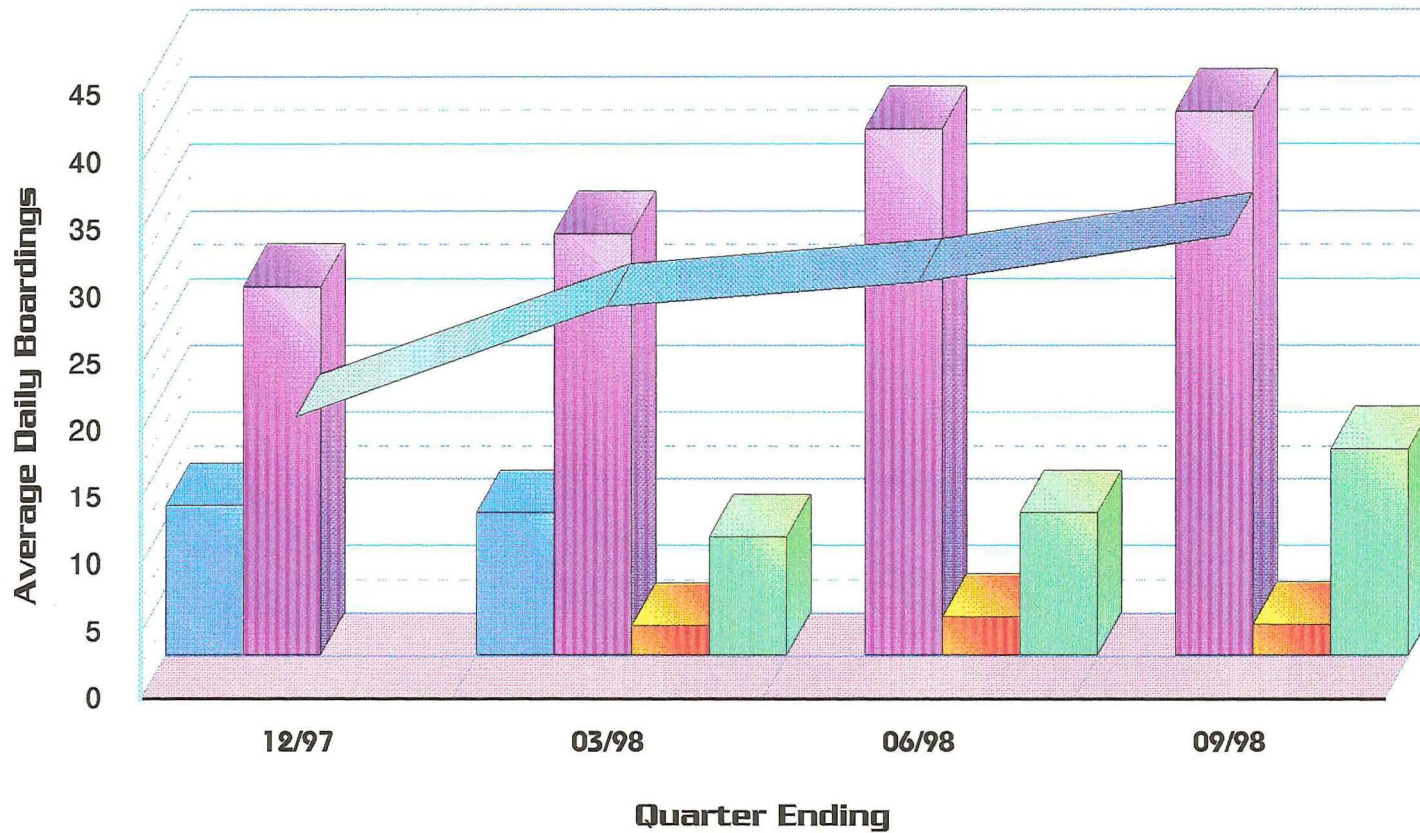


NMB Line
Average Daily Boardings
FY 98

Routes	06/97 *	Baseline: 09/97	12/97	03/98 *	06/98	09/98	FY 98
Route ES	23.4	29.9	27.5	31.4	39.2	40.5	30.3
Route WP-U/SL	5.3	8.8	11.1	10.6			9.0
Route WP-U				2.2	2.9	2.3	2.6
Route SL				8.8	10.6	15.4	9.8
All Routes	16.2	21.5	20.9	29.2	31.0	34.5	25.1

* Route SL and Route WP-U initiated 2/98

NMB Line Average Daily Boardings FY 98



■ Route WP-U/SL
 ■ Route ES
 ■ Route WP-U
 ■ Route SL
 ■ All Routes