

SOUTH FLORIDA
REGIONAL TRANSPORTATION
AUTHORITY

GOVERNING BOARD

REGULAR MEETING AGENDA
SEPTEMBER 23, 2011
9:30 a.m.

South Florida Regional Transportation Authority
Board Room
800 NW 33rd Street
Pompano Beach, FL 33064

SFRTA BOARD MEETINGS ARE SCHEDULED ON THE FOURTH FRIDAY OF EACH MONTH AT 9:30 A.M. FOR FURTHER INFORMATION CALL (954)942-RAIL (7245). TIME OF MEETINGS SUBJECT TO CHANGE.

SFRTA Board Members

Commissioner Steven L. Abrams
Marie Horenburger
George Morgan, Jr.

Commissioner Bruno Barreiro
Commissioner Kristin Jacobs, Chair
Gus Pego

James A. Cummings
Felix M. Lasarte
F. Martin Perry

Executive Director

Joseph Giuliatti

GOVERNING BOARD REGULAR MEETING
OF SEPTEMBER 23, 2011

The meeting will convene at 9:30 a.m., and will be held in the Board Room of the South Florida Regional Transportation Authority, Administrative Offices, 800 NW 33rd Street, Suite 100, Pompano Beach, Florida 33064.

CALL TO ORDER

MOMENT OF SILENCE

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

MATTERS BY THE PUBLIC – Persons wishing to address the Board are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

CONSENT AGENDA

Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Board Member, however, that item may be removed from the Consent Agenda and considered separately.

C1. MOTION TO APPROVE: Minutes of Governing Board’s Regular Meeting August 26, 2011.

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

R1. MOTION TO APPROVE: Memorandum of Understand between Broward Metropolitan Planning Organization (MPO), Broward County Transit (BCT), South Florida Regional Transportation Authority (SFRTA) and Florida Department of Transportation (FDOT) District IV for the Central Broward Premium Transit Study.

Department: Planning & Capital Development
Project Manager: William L. Cross, P.E.

Department Director: Daniel R. Mazza, P.E.
Procurement Director: Christopher Bross

R2. MOTION TO APPROVE: Joint Participation Agreement (JPA), FM #429487-1-24-01 Contract #TBD between the South Florida Regional Transportation Authority (SFRTA) and the State of Florida Department of Transportation (FDOT) for State funds, in the amount of TBD for the Miami River-Miami Intermodal Center Capacity Improvements (MR-MICCI).

Department: Planning & Capital Development
Project Manager: Loraine Cargill

Department Director: Daniel R. Mazza, P.E.
Procurement Director: Christopher Bross

R3. MOTION TO APPROVE: Agreement No. 11-012, between South Florida Regional Transportation Authority (SFRTA) and State Contracting & Engineering Corp. for services needed to repair existing conditions at sixteen (16) Tri-Rail Stations in the amount of \$ TBD.

Department: Engineering and Construction
Project Manager: Michael Lulo

Department Director: Daniel R. Mazza, P.E.
Procurement Director: Christopher Bross

R4. MOTION TO APPROVE: The Sub-Recipient Agreement between the South Florida Regional Transportation Authority (SFRTA) and the City of Pembroke Pines (City).

Department: Finance and IT
Project Manager: Carla D. McKeever

Finance & IT Director: Edward T. Woods
Procurement Director: Christopher Bross

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only. If discussion is desired by any Board Member, however, that item may be considered separately.

I-1 INFORMATION – Equal Employment Opportunity Report Year End 2010

I-2 INFORMATION – National Transit Database (NTD) Revenue and Shuttle Bus Capitalization Analysis

COMMITTEE REPORTS / MINUTES

Action not required, provided for information purposes only. If discussion is desired by any Board Member, however, that item may be considered separately.

- A. PROPERTY TASK FORCE
- B. CONSTRUCTION OVERSIGHT COMMITTEE
- C. PLANNING TECHNICAL ADVISORY COMMITTEE
- D. MARKETING COMMITTEE
- E. OPERATIONS TECHNICAL COMMITTEE
- F. CITIZENS ADVISORY COMMITTEE
- G. AUDIT COMMITTEE
- H. LEGISLATIVE COMMITTEE
- I. ADVISORY COMMITTEE FOR PERSONS WITH DISABILITIES
- J. LEGAL SERVICES COMMITTEE

MONTHLY REPORTS

Action not required, provided for information purposes only. If discussion is desired by any Board Member, however, that item may be considered separately.

- A. ENGINEERING & CONSTRUCTION MONTHLY PROGRESS REPORTS – August

- B. RIDERSHIP GRAPHS – August
- C. ON-TIME PERFORMANCE GRAPHS – August
- D. MARKETING MONTHLY SUMMARY – August
- E. BUDGETED INCOME STATEMENT – August
- F. PAYMENTS OVER \$2,500.00 – August
- G. REVENUE AND FARE EVASION REPORTS – August
- H. SOLICITATION SCHEDULE – August
- I. CONTRACT ACTIONS EXECUTED UNDER THE EXECUTIVE DIRECTOR'S AUTHORITY - August
- J. CONTRACT ACTIONS EXECUTED UNDER THE CONSTRUCTION OVERSIGHT COMMITTEE – August
- K. PROPERTY COMMITTEE – PROJECT SCHEDULE - Current
- L. SECURITY REPORT – August
- M. EXPIRING CONTRACTS REPORT - August
- N. CONTRACT ACTIONS EXECUTED UNDER GENERAL COUNSEL’S AUTHORITY - August

OTHER BUSINESS

EXECUTIVE DIRECTOR REPORTS/COMMENTS

LEGAL COUNSEL COMMENTS

CHAIR COMMENTS

BOARD MEMBER COMMENTS

ADJOURNMENT

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, must at least 48 hours prior to the meeting, provide a written request directed to the Executive Office at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida, or telephone (954) 942-RAIL (7245) for assistance; if hearing impaired, telephone (800) 273-7545 (TTY) for assistance.

Any person who decides to appeal any decision made by the Governing Board of the South Florida Regional Transportation Authority with respect to any matter considered at this meeting or hearing, will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons wishing to address the Board are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD REGULAR MEETING
OF AUGUST 26, 2011

The regular meeting of the South Florida Regional Transportation Authority Governing Board was held at 9:30 a.m. on Friday, August 26, 2011 in the South Florida Regional Transportation Authority Board Room, 800 Northwest 33rd Street, Suite 100, Pompano Beach, Florida 33064.

BOARD MEMBERS PRESENT:

Steven Abrams, Palm Beach County Commissioner
 Bruno Barreiro, Chair, Miami-Dade County Commissioner – *via telephone/arrived at 10:00 a.m.*
 James A. Cummings, Citizen Representative, Broward County - *via telephone*
 Marie Horenburger, Citizen Representative, Palm Beach County – *via telephone*
 Kristin Jacobs, Vice Chair, Broward County Commissioner
 George Morgan, Governor's Appointee – *via telephone*
 Gus Pego, Florida Department of Transportation, District VI
 F. Martin Perry, Governor's Appointee

BOARD MEMBERS ABSENT:

Felix M. Lasarte, Citizens Representative, Miami-Dade County

ALSO PRESENT:

Joseph Giuliatti, Executive Director, SFRTA
 Jack Stephens, Deputy Executive Director, SFRTA
 Bonnie Arnold, Director of Marketing, SFRTA
 Brad Barkman, Director of Operations, SFRTA
 Chris Bross, Director of Procurement, SFRTA
 Diane Hernandez Del Calvo, Director of Administration, SFRTA
 Mary Jane Lear, Director of Human Resources, SFRTA
 Renee Matthews, Director of Special Projects, SFRTA
 Daniel Mazza, P.E., Director of Planning and Engineering, SFRTA
 Teresa Moore, General Counsel, SFRTA
 Jeffrey Olson, Staff Counsel, SFRTA
 Edward Woods, Director of Finance & IT, SFRTA
 Sandra Thompson, Executive Administrative Coordinator, SFRTA

CALL TO ORDER

The Chair called the meeting to order at 9:40 a.m. and announced that a while awaiting a quorum, the informational items would be heard.

PLEDGE OF ALLEGIANCE

MOMENT OF SILENCE

The Chair requested a review of the changes to the agenda while awaiting a quorum.

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Joseph Giulietti requested the following additions to the Agenda.

R8. MOTION TO APPROVE:

- (1) Interlocal Agreement between the South Florida Regional Transportation Authority (SFRTA) and the Town of Miami Lakes (the Town) where the SFRTA will be the recipient grantee of funds for the Town to provide capital funding for Hybrid Electric Vehicles and Trolleybus Procurement; and
- (2) Delegated Authority to the Executive Director to enter into the Grant Agreement with the Federal Transit Administration (FTA) and the Subrecipient Agreement with the Town (both as referenced in the Interlocal Agreement)

R9. MOTION TO APPROVE:

- A. Delegate authority to the Chair to make changes to the FY 2011-12 State Legislative Plan (to be brought before the Governing Board in September) during the legislative session and to report any changes to the Board at each regularly scheduled Board meeting.
- B. Approval of additional advocacy assistance, as needed to effectuate the 2011-12 State Legislative Plan, in an amount not to exceed \$350,000.00.

R10. MOTION TO APPROVE:

Amendment No. 2 to the South Florida Regional Transportation Authority (SFRTA) FY 2011-2012 Operating Budget to increase the Professional Fees by \$350,000 and to reduce the amount of Personnel Expense by \$350,000.

The Chair requested that those Board Members participating by telephone identify themselves.

Board Members James Cummings; George Morgan and Marie Horenburger announced themselves.

The Chair acknowledged those members on the telephone.

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only. If discussion is desired by any Board Member, however, that item may be considered separately.

I-1 INFORMATION – Planning Technical Advisory Committee (PTAC) Report

I-2 INFORMATION - Bus Route Elimination Operational Reassessment and Progress Report

The Chair announced that Item I-2, the Bus Route Elimination Reassessment Report will be heard and noted that elimination of those routes would not be needed and called upon Mr. Brad Barkman, Director of Operations, SFRTA to give the report.

Mr. Barkman addressed the Board. He stated that prior to his report he would request Ms. Bonnie Arnold, Director of Marketing, SFRTA to provide details on the outreach and marketing efforts.

Ms. Arnold stated that the SFRTA was directed to make an extensive marketing effort to support the routes. She informed that a television and radio campaign was mounted to bring awareness of the routes to the passengers. The SFRTA website was enhanced for the visibility of the routes. Posters, advertisements in local news papers and direct mail-outs were made to the local businesses to inform them of the routes.

Mr. Barkman stated that the costs and allocations were analyzed and concluded that only one bus on the Deerfield Beach route would need to be eliminated which will cut the bus cost in half. He informed that the Cypress Creek route is still being studied and that the Sheridan Street route is performing up to the minimum requirement and therefore will remain intact.

The Chair congratulated staff for following directions and keeping the route lines intact.

I-3 INFORMATION - Grant Update

The Chair called upon Mr. Bill Cross, Manager of Planning, SFRTA to address the Board on Item I-3 Grant Update and Planning Technical Advisory Committee (PTAC) operations.

Mr. Cross addressed the Board. Mr. Cross gave a detailed update on the 15 various grants that the SFRTA had requested.

Commissioner Barreiro chimed in on the telephone at 9:52 a.m.

The Chair requested Mr. Giulietti to give an update on the Operations Report and Awards.

Mr. Giulietti informed that June showed an average weekday ridership increase of 16.5% over the previous year. July showed the average weekday ridership increase of 17.5% over the previous

year, and that August is trending an increase in average weekday ridership of 11.4%, through August 24th.

Mr. Giulietti announced that the SFRTA Procurement Department has earned the “Achievement of Excellence in Procurement Award,” from the National Purchasing Institute for the 2011 Award year.

Commissioner Barreiro arrived at 10:00 a.m.

A quorum was reached at 10:00 a.m.

AGENDA APPROVAL – Additions, Deletions, Revisions

The Chair called for approval of the Agenda as previously noted.

Commissioner Steven Abrams moved for approval of the Agenda as revised. The motion was seconded by Board Member Marty Perry.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

MATTERS BY THE PUBLIC

Mr. Terry Murphy of Miami Lakes, Florida addressed the Board. Mr. Murphy stated that for 23 years he was staff to the Miami-Dade County Commission (MDCC). He is currently doing research for his Doctorate Degree on “Regional Cooperation” and wanted to share his research with the Board. He stated that the MDCC is currently conducting an exercise in reorganization to reduce the departments down from 40 to 25. He addressed consolidating services of the MD Transit with Broward and Palm Beach transit agencies under the auspices of the SFRTA. He noted the 2003 Legislation gave the SFRTA authority to operate transit systems throughout the region with the consent of the three county commissions. He noted that this may be the time to do this consolidation.

Mr. Michael Smith of Fort Lauderdale, Florida addressed the Board. Mr. Smith noted docket number AB-55, Sub Number - 717X, which goes before the Surface Transportation Board in regards to abandonment by CSX. He related this issue to expansion and regional cooperation.

DISCUSSION -

D1. FDOT Update

The Chair called upon Mr. James Wolfe, Secretary, FDOT District 4 to give an update.

Secretary Wolfe addressed the Board.

There was Board discussion and questions and answers.

At the request of the SFRTA Chair, verbatim minutes have been attached. Please see EXHIBIT A.

The Chair requested speakers who submitted "Appearance Cards," to approach the podium.

Mr. Andres Trujillo of Hialeah, Florida representing the United Transportation Union addressed the Board. He informed that the Union does holds a collective bargaining contract with Veolia and the FEC. Mr. Trujillo commented on the presumed \$10 million savings and any additional savings that can be made through competitive bidding. He stated that contract criteria set by the owners of the businesses, to establish savings, can make a difference in the ability of workers to support and provide for their families. He stated his concern and advised that any competitive bidding should look closely at the criteria that would reflect savings.

Mr. Sidney Calloway of Fort Lauderdale, Florida representing the Greater Fort Lauderdale Chamber of Commerce, as Chair, and speaking for the Regional Business Alliance (RBA), addressed the Board. He stated that public transportation, relief of roadway congestion is of primary importance to the business community in South Florida. Mr. Calloway expressed interest in participating in any discussion on the transportation issue before the Board today as stakeholders in the economic prosperity of the region.

CONSENT AGENDA

Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Board Member, however, that item may be removed from the Consent Agenda and considered separately.

C1. MOTION TO APPROVE: Minutes of Governing Board's Regular Meeting June 24, 2011.

Commissioner Steven Abrams moved for approval of the Consent Agenda. The motion was seconded by Board Member Marty Perry.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

R1. MOTION TO APPROVE: South Florida Regional Transportation Authority (SFRTA) FY 2012- 2021 Transit Development Plan Annual Update (TDP).

Commissioner Steven Abrams moved for approval. The motion was seconded by Board Member Marty Perry.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

R2. MOTION TO APPROVE:

- (1) Interlocal Agreement between the South Florida Regional Transportation Authority (SFRTA) and the Fort Lauderdale Downtown Development Authority (DDA), where the SFRTA will be the Designated Recipient grantee of Federal funds for the DDA to provide funding for the Fort Lauderdale Downtown Transit Circulator Transit Improvement project (WAVE) and to administer expenditures under the grant.
- (2) Delegated Authority to the Executive Director to enter into the Grant Agreement with the Federal Transit Administration (FTA) (as referenced in the Interlocal Agreement).

Commissioner Steven Abrams moved for approval of (1) and (2). The motion was seconded by Board Member Marty Perry.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

R3. MOTION TO APPROVE: The Sub-Recipient Agreement between the South Florida Regional Transportation Authority (SFRTA) and the City of Doral (City).

Commissioner Steven Abrams moved for approval. The motion was seconded by Board Member Marty Perry.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

R4. MOTION TO APPROVE: Amendment No. 1 to the South Florida Regional Transportation Authority (SFRTA) FY 2011-2012 Operating Budget to increase the Marketing Budget by \$210,747 for a campaign to market the new regional fare card and \$30,205 for a marketing effort to inform passengers of the closing of the Miami Airport Station/Relocation to the Hialeah Market Station.

Commissioner Steven Abrams moved for approval. The motion was seconded by Board Member Marty Perry.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

R5. MOTION TO APPROVE: An adjustment to the transfer discount amount provided to passengers transferring from the Broward County Transit (BCT), Miami-Dade Transit (MDT) and Palm Tran transit systems to Tri-Rail of \$2.00 for full fare passengers and \$1.00 for discounted fare passengers.

Commissioner Steven Abrams moved for approval. The motion was seconded by Board Member Marty Perry.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

R6. MOTION TO APPROVE: the Updated Draft SFRTA Ethics Policy, incorporating the relevant provisions of the Code for Public Officers, Ch. 112, Part III, F.S. and the Governing Board's selection of proposed alternative language, if any, regarding Key Ethical Issues.

Board discussion took place.

Exhibit 2 was reviewed.

Under **Gifts, Option A**, was agreed upon.

Gifts

Option A. Gift Reporting by All/Gift Limit = \$100

SFRTA Persons are prohibited from soliciting any Gift from a political committee or committee of continuous existence, as defined in s 106.011,F.S. or from a Lobbyist who lobbies the SFRTA, or the partner, firm, employer, or principal of such Lobbyist, where such Gift is for the personal benefit of the reporting individual or procurement employee, another reporting individual or procurement employee, or any member of the immediate family of a reporting individual or procurement employee.

No SFRTA Person shall knowingly accept directly or indirectly, any Gift with a value greater than \$100 from any person or business entity that the recipient knows is a Lobbyist or any principal or employer of a Lobbyist.

No person or entity shall offer, give or agree to give an SFRTA Person a Gift, and no SFRTA Person shall accept or agree to accept a Gift from a person or entity because of: an official public action taken or to be taken or which could be taken; a legal duty performed or to be performed or which could be performed; or a legal duty violated or to be violated; or which could be violated by any SFRTA Person. Lobbyists are required to report Gifts provided to SFRTA Persons in excess of \$25.

Any Gift in excess of \$100 received from a non-Lobbyist must be reported. If the SFRTA Person is required to report Gifts pursuant to s. 112.3148, F.S. they shall do so AND shall file a copy of the report with the SFRTA Board Secretary. All other SFRTA Persons not subject to s. 112.3148, F.S. shall file an annual Gift disclosure form with the SFRTA Board Secretary. General Counsel shall be responsible for producing a disclosure form for use by those persons not obligated to report under s. 112.3148, F.S. that is similar to CE Form 9 used by the Florida Commission on Ethics.

Under **Definition of Gifts, Option 2**, was agreed upon.

Option 2. Definition of Gift

“Gift” shall refer to the transfer of anything of economic value, whether in the form of money, service, loan, travel, entertainment, hospitality, item or promise, or in any other form, without adequate and lawful consideration. Food and beverages consumed at a single setting or a meal shall be considered a single Gift, and the value of the food and beverage provided at that sitting or meal shall be considered the value of the Gift. In determining the value of the Gift, the recipient of the Gift may consult, among other sources, s. 112.3148, F.S. and the Florida Administrative Code, as amended.

For any of the Gift Policy or Definition options, the following limited exceptions of Gift could apply:

Gift Exceptions

“Gift” does not include:

1. Salary, benefits, services, fees, commissions, gifts, or expenses associated primarily with the donee’s employment, business, or service as an officer or director of a corporation or organization.
2. Contributions or expenditures reported pursuant to chapter 106, campaign-related personal services provided without compensation by individuals volunteering their time, or any other contribution or expenditure by a political party.
3. An honorarium or an expense related to an honorarium event paid to a person or the person’s spouse.

4. An award, plaque, certificate, or similar personalized item given in recognition of the donee's public, civic, charitable, or professional service.

5. An honorary membership in a service or fraternal organization presented merely as a courtesy by such organization.

6. The use of a public facility or public property, made available by a governmental agency, for a public purpose.

7. Transportation provided to a public officer or employee by an agency in relation to officially approved governmental business.

8. Gifts provided directly or indirectly by a state, regional, or national organization which promotes the exchange of ideas between, or the professional development of, governmental officials or employees, and whose membership is primarily composed of elected or appointed public officials or staff, to members of that organization or officials or staff of a governmental agency that is a member of that organization.

9. Gifts, regardless of value, may be accepted from relatives.

If Option B (\$0 Gift Policy) above is selected, then the following will be added to the exceptions for Gifts (either definition option):

10. Gifts (including, but not limited to, birthday and/or anniversary gifts and gifts or hospitality) received from personal friends in the ordinary course of friendship, regardless of value, may be accepted, but, if any such personal friend is (i) a Lobbyist or other person subject to the Cone of Silence provisions of the SFRTA Procurement Policy, (ii) the partner, firm, member, employer, or employee of a Lobbyist, (iii) a person having a special pecuniary interest (either individually or through a business entity) in a matter pending before SFRTA, (iv) a person who (either either individually or through a business entity) is seeking such business with SFRTA, such Gift may not have an actual value in excess of \$10.00.

11. On-site consumption of food and refreshment at (i) official SFRTA meetings or other official SFRTA functions whether held on or off SFRTA office premises; or (ii) receptions related to the business of SFRTA, provided the Board member or employee's attendance at such an event is an appropriate exercise of the Board member's or employee's official duties and meals are made available to all persons in attendance on an equal basis, unless the food and refreshments at such an event are paid for by a Lobbyist or any other party subject to the Cone of Silence provisions of the SFRTA Procurement Policy.

12. Admission to philanthropic events, provided directly from the event's sponsor, regardless of value, to which a Board member or employee is invited in his or her official representative capacity, unless the acceptance of the admission (i) could reasonably be expected to influence him or her in the performance of duties, or (ii) was intended as a reward for any official action on his or her part.
13. Plaques, honoraria or other commemorative tokens of recognition for professional or civic achievement.
14. Anything of value, regardless of its actual value, when the item is offered to SFRTA, is accepted on behalf of SFRTA, and is to remain the property of SFRTA.
15. Materials such as books, reports, periodicals, or pamphlets which are solely informational or advertising.

Commissioner Steven Abrams moved for approval as revised. The motion was seconded by Board Member Marty Perry.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

R7. MOTION TO APPROVE: the Amended SFRTA By-laws, as outlined herein.

Commissioner Steven Abrams moved for approval. The motion was seconded by Board Member Marty Perry.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

The Chair inquired if any speakers on Agenda Item R8, would concede their "Appearance Request" due to the time issue.

Ms. Amber Riviere of the Town of Miami Lakes, Florida conceded her request.

Mr. Terry Murphy of Miami Lakes, Florida addressed the Board. He stated that the SFRTA should be aware that the Town of Miami Lakes has misrepresented themselves. He stated that the Town does not currently have a circulator system in effect and that they currently are operating an "on-demand service." He continued that an investigation was made and the report can be obtained by contacting the CITT, Executive Director Charles Scurr.

Commissioner Barreiro requested a copy of the full report be forwarded to him.

Mr. Giulietti stated that SFRTA was notified by the federal government to assist, otherwise the Town would lose the potential to secure the monies for the vehicles. Mr. Giulietti requested approval at this time and for the SFRTA to explore the use of the funds.

R8. MOTION TO APPROVE:

- (1) Interlocal Agreement between the South Florida Regional Transportation Authority (SFRTA) and the Town of Miami Lakes (the Town) where the SFRTA will be the recipient grantee of funds for the Town to provide capital funding for Hybrid Electric Vehicles and Trolleybus Procurement; and
- (2) Delegated Authority to the Executive Director to enter into the Grant Agreement with the Federal Transit Administration (FTA) and the Subrecipient Agreement with the Town (both as referenced in the Interlocal Agreement)

Commissioner Bruno Barreiro moved for approval. The motion was seconded by Board Member George Morgan.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

R9. MOTION TO APPROVE:

- A. Delegate authority to the Chair to make changes to the FY 2011-12 State Legislative Plan (to be brought before the Governing Board in September) during the legislative session and to report any changes to the Board at each regularly scheduled Board meeting.
- B. Approval of additional advocacy assistance, as needed to effectuate the 2011-12 State Legislative Plan, in an amount not to exceed \$350,000.00.

Commissioner Steven Abrams moved for approval.

Board Member Horenburger requested in regards to "A," for Board members and staff to update ongoing notifications as they occur.

Commissioner Steven Abrams moved for approval as Amended. The motion was seconded by Board Member Marty Perry.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

R10. MOTION TO APPROVE:

Amendment No. 2 to the South Florida Regional Transportation Authority (SFRTA) FY 2011-2012 Operating Budget to increase the Professional Fees by \$350,000 and to reduce the amount of Personnel Expense by \$350,000.

Commissioner Steven Abrams moved for approval. The motion was seconded by Board Member Marty Perry.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

Commissioner Abrams exited the meeting at 12:01 p.m.

EXECUTIVE DIRECTOR REPORTS/COMMENTS

Mr. Giulietti announced that FDOT was successful in negotiating with the CSXT to allow for the Miami Airport Station to be moved to the Hialeah Station on September 12th.

BOARD MEMBER COMMENTS

Commissioner Barreiro commented that in regards to public records requests that any document that is generated and can be considered for public request be automatically put on the website so as the public to have ready access.

Board Member Horenburger commented that the City of Wellington set up a system to include contracts.

The Chair stated that most documents and contracts are already available to the public on-line. A great deal of the current public records requests are geared towards email exchanges.

ADJOURNMENT

There being no further business the meeting adjourned at 12:05 p.m.

VERBATIM SEGMENT OF SFRTA GOVERNING BOARD MEETING ON AUGUST 26, 2011**DISCUSSION ITEM****D. – FDOT UPDATE, SECRETARY JAMES WOLFE, FDOT DISTRICT IV**

CHAIR: Next up on our agenda is Mr. Wolfe. Jim Wolfe is here to give us an update on FDOT. We don't have much more information than that so I can't give you more of an introduction, but welcome Mr. Wolfe. Good morning to you.

JIM WOLFE: Thank you very much. Perhaps it was good that it only set up dates since I think in the last week probably my remarks have evolved based on recent events. However, on July 5th Francis Gibbs, the FDOT Chief of Staff was here in this building, had a very, I was also present, had a very constructive meeting with Joe Giulietti and RTA staff. We went over some issues and Joe requested that it would be appropriate for a department representative, that'd be me, would appear before you. This is in fact the first opportunity since July 5 to go over those issues. Since then a number of things however have happened. One of those is that on August 5 the Secretary Prasad made some remarks in Marco Island about a transportation plan and there was about two sentences about Tri-Rail, but they were quite interesting. And part of the comment was that he would look to expand service and lower the costs to the taxpayer on Tri-Rail and he talked about privatization. Obviously I need to talk about that. Also in the last week or so there have been a number of media accounts and I need to clarify some of those things. Words like negotiation – takeover by FEC – these are not accurate and I need to tell you what really has been happening. I wouldn't focus so strongly on FEC except for what has been happening in the last week. I'll give you a little bit of a chronology of where we've been with the FEC. Because we are talking to the FEC. We've been talking to the FEC for years and the nature of those talks in the recent months have been a bit more intense, more higher level people involved, but because of our study to expand commuter rail on the FEC, we've been working closely with them for several years. In the past several months it's gotten interesting though. You know that the way government traditionally works and certainly the way that we work with our project development and we have an ongoing study that the probable scenario is buy half the right of way on the FEC, build new tracks, build new stations. It's a very long term process. It involves attracting federal funds. Substantial local funds would be required to move forward. In my mind, commuter rail and the FEC is absolutely vital project, but the cost estimates are a major hurdle and make it a very long term project. One of the interesting aspects of the recent discussions with the FEC is that we've mutually been trying to work out, is there some way to get limited service started at a much more reasonable price tag and get our foot in the door, get things going, particularly from Fort Lauderdale to Miami. That segment would generate the most ridership. And as has been the case with every element of our study moving forward, the major study as well, that would be in conjunction with Tri-Rail. Not competing with Tri-Rail, not replacing Tri-Rail, but in conjunction as a system. How would it be done cheaper? FEC could operate commuter rail themselves on their own railroad. That means no buying track rights. That means that they are a player in the game and they would try to maximize revenue to offset operating costs. They would still need operating subsidy; they would still need some capital costs, but much more manageable numbers. So, very exciting opportunity that we've been discussing with them in detail and obviously when you get into discussions, you look at lots of scenarios; every scenario under the sun, and inevitably the discussion had to go to how does Tri-Rail fit in with that. If you have a commuter rail system, how do you have two operators? And if FEC is going to operate on their

own tracks, how do we deal with that? So we have to look at the scenario that says what if FEC operates Tri-Rail? That doesn't mean that we've decided that's a good idea. It just means that it is one of many scenarios. And to pick out that one scenario and say, oh well, DOT is negotiating with FEC to make that one scenario happen, is not accurate. But we have talked about it. And one of the things that the FEC told us in their review of this is that they could operate Tri-Rail with the same service for \$10 million dollars less than the current operating budget. That's as far as it's gone. I don't call that negotiations, neither does the Secretary. And that is not a decision that DOT would support that scenario. It is very premature to go to the length of saying that. However, I will have to tell you that when we hear a private sector entity saying we could operate Tri-Rail with the same service for \$10 million less, particularly since the majority of operating funds are from the State, we have to take that seriously, we can't drop it; we have to follow it up. And I would seriously think that this Board too, whether you believe that assertion or not, should follow it up. It's only prudent, with public funds that we look into that issue, whether we could in fact save money. If we can, mutually the RTA, FDOT, the State save money on that operating costs, then that money could be banked and used to finance some system expansion. Moving on from that point, perhaps our biggest concern with Tri-Rail and our relationship with the RTA is the Tri-Rail operating costs. I'll remind you that the legislature from 2009 directs the department to contribute \$30.6 million per year to Tri-Rail's operating costs in addition there's \$4 million in a federal grant for the operating costs that passes through FDOT and there's \$1.565 million from each of the three counties dedicated operating costs. There's also \$2.65/7, I forget the number, from each county that could be operating, but actually goes into a pot for capital. So you compare those numbers, there is some small amount of local funds that goes into operating, but the vast majority of operating costs is State funded. This is difficult for the State for a couple of reasons. Contrary to our general policy that operating costs for transit should be local and State and federal monies should concentrate on capital costs. We've violated that policy with this or directed by the legislature. And of course we are happy to do whatever we're directed to do by the legislature. But it creates a problem for us. This precedent cannot be met in other parts of the State and I'm sure you all are aware that SunRail is moving forward and there is a local obligation, an agreement to fully fund the operating costs of SunRail locally within seven years. That doesn't look at all like the deal in South Florida. The difference between those two deals makes it difficult when we talk in other regions of the State or when we talk here in South Florida about premium transit that the Tri-Rail Funding arrangement for operating costs is so different. That's an outstanding problem that isn't going to go away unless the funding formula changes. It's also particularly an issue if the vast majority of the operating costs for Tri-Rail comes from State funds and there is an assertion that those State funds or operating costs could be reduced with economies. So, we take that very seriously and we believe it needs to be looked into. I'm quite prepared to answer all of your questions, but in fact there is little more detail that I can give. In summary, we're concerned about several things. We are actively pursuing system expansion on the FEC. We think that's vital to the economy, job creation. It's vital to the total transportation picture in South Florida in the future. So we are actively pursuing commuter rail system expansion. Secondly, we are concerned about the operating subsidy formula. And thirdly, we are concerned about an assertion that there may be economies that could be had in operating. However, none of these issues are fully resolved at this point, they're all works in progress, they're all works in progress that we recognize that we need to coordinate with this Board and we need to coordinate with the counties. I'm engaged currently in setting up meetings with the three county administrators. I want to go over with them what

their long range transit plans are, what their feelings are about Tri-Rail. We need to have a dialog. I believe we need to have a dialog with the business community. I think that at this point we have some serious transit issues that we need to go over as a region and decide where we're headed with these. And FDOT is not a lone actor in these issues – far from it. And we need to engage that dialog with this Board, probably with your staff and with the counties. That's my prepared remarks. Any questions?

CHAIR: I'm sure there might be just a few. So, open up the floor. Commissioner Abrams.

COMMISSIONER ABRAMS: Thank you Madam Chair. Good morning Mr. Secretary. When you say serious issues, other than these cost issues that you've outlined, what would be the serious issues as to the future of commuter rail in South Florida? If any.

JIM WOLFE: I think I did lay that out, but I would like the RTA to be an active player in promoting the system expansion. And I think that at this point in fact I'm getting a different read on that. That you would like to put system expansion in advance focus on Tri-Rail and sometime in the far future look at system expansion. I'd rather have a more active partner that promotes, we need to be expanding.

COMMISSIONER ABRAMS: OK, I didn't know that was our policy. I mean personally and I know it is probably the view of my colleagues in Palm Beach County and I do think that we share some goals. I would think that certainly it is a goal to have train service on the eastern tracks. I've never heard otherwise, and I certainly would be willing to consider any plan to expedite service on the eastern tracks as far as private sector involvement, I've been an advocate of outsourcing in Palm Beach County and in fact one of the reasons I like Tri-Rail and volunteered to serve on the Board is because Tri-Rail/RTA organization is 80% outsourced. So, I think we have a good record on that as well. When FEC has indicated that they could achieve a savings of \$10 million, is that for service on just the FEC line or if they also operated on the CSX lines, the existing service?

JIM WOLFE: We've gone back and forth on a lot of discussions, but they believe that they could save \$10 million on the Tri-Rail service itself. And then that \$10 million then could be towards system expansion on the FEC.

COMMISSIONER ABRAMS: OK, and have they indicated what those savings would be or how they would achieve those savings?

JIM WOLFE: They have not itemized that. We have done some of our own analysis and find that those elements that the RTA has privatized are very competitive. You operate and maintain by contract, they look like very competitive contracts. We've found your administrative costs to be high. And if there is merit in the \$10 million, I suspect it's in that area.

COMMISSIONER ABRAMS: Ok, what about the – and I'm sure the administration will respond to that, but one thing that concerns me is that the \$10 million savings may be focused on sort of the ancillary costs that we have to make our Tri-Rail system not just efficient – I mean certainly and I think everyone agrees- run and do run an efficient service from Mangonia Park to

Hialeah, back and forth, but it's the other services that we provide that make it effective. So for example, the shuttle systems that get people to the lines, the customer service that tells people how to use it, the marketing that also gives people an opportunity to use it. I can tell you as a regular rider, I know that many people depend on it to get to work. Obviously that's the major goal of the administration is to get people back to work and to work and as we all know not everyone can afford gas and insurance and cars even, and so to curtail that by limiting the operation to an efficient service, but not an effective service, I think, would be shortsighted and I would hope that that is not under consideration as to what is meant by extracting savings from the program.

JIM WOLFE: We would expect that any privatization considered by the RTA would maintain the same quality. And you've had experience with privatization, and a lot of it is in how you define the parameters that must be met by the contract. And I'm sure you've had successful privatization, FDOT has and it's in writing the specifications. You contract for what you need to get. And that needs to be in the bid. And we have for instance, contracted out all maintenance in Indian River County. Maintenance of State roads is all done by contract. I don't think you find non-government people in Indian River County that know this. They haven't noticed any drop off in the quality of those roads. It's because we have specifications that the contractor must meet, the same as the specifications that we use elsewhere. And it's invisible to the user and privatization should be invisible to the user. If it is in fact degradation of quality, it's been done wrong.

COMMISSIONER ABRAMS: And my final comment is that apparently a precedent has not been set that the State government is heavily involved in our operations here in South Florida if in fact SunRail is going to contribute. So I wouldn't worry too much about setting a precedent because, it obviously it has and obviously South Florida is a huge economic engine for the rest of the State and getting people to work places is an expanding employment opportunity and a benefit for both employees and employers, of which we have so many down here in South Florida.

CHAIR: Thank you Mr. Abrams. Questions? Commissioner Barreiro.

COMMISSIONER BARREIRO: Thank you. On the Central Florida, it is very nice to say I want to pay, I want to see them pay and I want to see us get the same deal they got, totally. The fiber optics and everything else that goes up and down that corridor. The revenues that are going to be generated. I think we have to have the same exact deal. And also, what you contribute to the entire kitty of the State coffers and what we're getting back. Unfortunately when we look at DOT, it's not only DOT in its entire what South Florida gives to the State and what the State gives to South Florida. So, on the FEC, it's really nice to say, I hope they do put commuter rail, but only completely private. If there should be any location, there should not be any subsidy whatsoever from the government. It should be on that corridor, it has the highest – it goes through all the major downtowns. The highest capability of generating traffic flow of riders. So, I don't understand how they could be saying they going to be doing it cheaper or they want... they think they could get economies of scale with the Tri-Rail system. I think you said at the beginning of your negotiations, all public is going to use some subsidy to operate. I will believe eventually there will be one regional system that goes to the bigger picture of what we were

talking about earlier. I think that there will be. I think there will be steps towards that. Fare card collection is the first step. Unified system, eventually line system by system, mode by mode there will be. Dade County originally, if you look at the earlier events went all the way up to Port Saint Lucie. The forefathers of this region said it is better to have 3,4,5 counties on here. Everything goes around in circles. Maybe we are going back to that. To that one regional area. It goes by in increments and I think we will get there. And in this I tell the State and our county, my colleagues, the State and the federal government, local government knows best. People try to do stuff at the federal level with this health care thing and there's mixed opinions about it and look what happens. The backlash. When you look at doing something at the State level, Statewide, I'm not sure if it's the right, I think local government knows best and we have to work with that. Within those constraints and I'm open to discussion Madam Chair and further negotiations with the State. That's all.

CHAIR: Mr. Perry.

MARTY PERRY: I find all of this really interesting. My personal involvement with Tri-Rail began really with the issue of the funding formula. And as a member of the Palm Beach County Economic Council, we had been requested a number of years ago by our Board of county commissioners to see if we could assist in helping in the legislature to find some form of permanent funding for Tri-Rail, which had always been a problem. That really led to, and it's interesting you comment about the business community, because it led to the creation of the South Florida Regional Business Alliance. We worked very hard for a number of years, along with county governments and number of other organizations to achieve the funding that occurred a couple of years ago at the legislative level that you mentioned this morning. I find all this interesting, because I've always viewed a Tri-Rail to be a partnership with DOT and I think what's occurred in the past few months is all the more interesting in light of the relationship that has existed for years. We have a member of DOT that sits on this Board and has since the outset. I find the comments relative to the administrative fees interesting, because it would seem to me that if you had great concerns and maybe I've missed it, that those would have been shared with the agency on a continuing basis relative to your concerns in that regard. I think from the standpoint of your comments relative to Tri-Rail, not being interested in the overall plan, I find that incredible, because the reality is that we've all worked together relative to the FEC Corridor Studies. Tri-Rail has had a significant amount of input into that. I personally served on a committee. I think other Board members did also. I remember Commissioner Koons took a very active role in it when he was Chair. I just find all these things, these comments really interesting and I find it even more interesting that the fact that Tri-Rail in many respects is the result of let's call it failed negotiation many years ago between DOT and the FEC that all of a sudden now are rejuvenated in the last couple of months. And granted there's been discussions over the past several years with the FEC, none of which have been very productive until apparently the last few months. The reality is that the – all these things that you've commented on and I envision you as the messenger, I don't see you as the policy maker here, but maybe you've had input, but I just find it all very interesting, because Tri-Rail wouldn't have existed but for the inability to negotiate a deal with the FEC many years ago. So if Tri-Rail is a funding failure, in many ways it was a funding failure created by the State and DOT. And where have you all been all these years when we've been trying to find ways to solve the problem. I don't criticize you individually, but I just think this is a major issue that all of a sudden thru a new administration has become a focal

point. No one on this Board, to my mind, disagrees with the fact that operating costs are high, there's no question about that. We've made as many conscious efforts to try to do things about that. We scrutinize each of these contracts. We scrutinize our costs. We scrutinize our budgets. We welcome your participation into that program. I just find it disappointing. I think that there should be more discussion and it should be open and frank. I'm kind of a lame duck here, but at the same time I have a significant interest in this issue. That's the reason I sit here to begin with. I think that we need an overall plan that includes the FEC corridor and the Tri-Rail corridor as part of a mass transit plan for Southeast Florida. The next 20, 30 or 40 years, they are going to demand that type of a service. So to the extent that we can gain the cooperation of FEC and this ought to be a mutual thing. I just find it difficult. There ought to be more openness and more frank discussions. Thank you.

JIM CUMMINGS: Madam Chair, I'd like to get in the cue.

CHAIR: OK, Mr. Pego, did you want to question or comment? Ok, was that Mr. Cummings I heard? You are recognized.

JIM CUMMINGS: Ok. First I apologize for not being there, I very much like to see Mr. Wolfe at this presentation. But unfortunately I'm not. In discussion of the FEC and what their proposal, Mr. Wolfe if you'll recall about two years ago, you made a presentation to the Broward Workshop regarding the services to be provided on the FEC. At that point and time, you and I discussed local government funding for local services and quite frankly I agreed with you. At that time I had asked you a question about what amount of money you would expect to come from the local government to fund the services on the FEC. And if you recall, I corrected you on a dollar amount. I believe the dollar amount turned out to be approximately \$40 million a year, which is a little more than the \$30.6 million the State funds for Tri-Rail. But even with \$40 million, knowing that we all had difficulty getting the money from our counties to fund their local contribution the \$40 million was totally out of the question. It isn't going to happen. Now, following your same thought process, the transportation services needs to be funded locally, as you say it will be funded in Orlando on the Central Florida Corridor within 7 years, I would ask you wait for the 7 years and see what happens at the beginning of the 7th or 8th year when you ask them to start funding the cost of that corridor. Having said that, I question whether the private entity will be able to receive federal grants and operate as Tri-Rail does to a fifth local government to perform their projects with federal funding. And I would look first to the WAVE which is being- going to be developed in downtown Fort Lauderdale. I don't think the federal government is going to give grants to a private corporation. Additionally, you refer to the \$36 million that the DOT and the State is funding Tri-Rail with and I would just remind you that that \$30.6 million is not necessarily --- it's money collected from the gas tax, it's money that is developed and generated in South Florida. If you want us to fund our own corridor, which I think we quite willing would, if you just give us all the gas tax dollars that are generated in South Florida back to South Florida. Let us determine where we would like to spend the money and I think you will find that we could certainly achieve the goal of providing our own transportation system. Not that we don't appreciate everything that the DOT does and everything that the federal government does in returning funds from the gas tax. I believe again our operating costs should be local. Give us our money back that you collect and I think they will be local. As far as our working together and bringing us in the fold of these negotiations, I think that's most

important. I would appreciate an opportunity to know what is being developed, know what is being discussed. We have tried to do this over the years. We've tried to do it with the SFOMA agreement, if you will recall, there was a report that in 2008 by Bergmann that was given to the DOT, at the expense of the DOT. And then when the SFOMA discussion came up, when we were asked to sign the SFOMA agreement, one of the things we did as an agency, in order to fully evaluate the agreement was to go out and poll a Bergmann to do another report in 2010. Notwithstanding the fact that we got information from the DOT as to exactly what the cost would be to operate, maintain and dispatch the system. Unfortunately, we didn't get the 2008 Bergmann report. Matter of fact, it wasn't even brought to our attention. So we paid to have another report done by Mr. Bergmann and in that report of 2010 he referenced the 2008 report and he said I told you in 2008 what it was going to cost and sure enough here we are doing another report in 2010 and yes, it's going to cost so much money. Obviously, substantially greater than what we were purported to believe it would cost when we were negotiating and discussing the SFOMA agreement. But, our relationship in negotiation and being involved in discussions with the DOT at the State and the local level go back many years not just this issue but the SFOMA where we were not involved in the discussion and for you to come here today and say we want to have you involved, that sounds really great. We would like to be involved. Please let us know when your next meeting with the FEC is and we will be there. But before we can evaluate any savings or overrun or any economies in our system, I think a full evaluation of what is being proposed would be appropriate. And with that, I think you will find our administrative costs are on a national level, probably less than 90% of the systems out there. I doubt very seriously if—I think we spend something like 8 cents on the dollar for administration. I think that's pretty good. That's all I have to say. I look forward to a meeting.

CHAIR: As do I Mr. Cummings. I don't know who else is on the phone that might want to speak – any other Board members? OK. Hearing none, Mr. Pego.

GUS PEGO: I have no questions – comment though. Certainly as the representative here also from DOT and representing Miami-Dade County, I think the discussion is a good discussion. I think the key points that Jim has made soundly to this Board of the need not only to better communicate but also to let's clarify a few things. There have been discussions, but no negotiations. Jim pointed out very eloquently that Tri-Rail should be engaged and the Board members also acknowledge the fact that Tri-Rail should also be engaged in the further discussions. I know when Jim made a presentation to the MPO Board in Dade County, many of the questions raised by the MPO did not have all the answers and that was a big frustration to the MPO. Jim since that point and his team had gone back to FEC to say how can we work together to deliver premium transit from West Palm Beach to Miami-Dade County? And minimize the impact to the rest of the transit programs of our districts and the MPO funding. So he has lifted a heavy lift to try to deliver something that is sorely needed in our community, which is a premium transit along the east side of the county. Miami-Dade County Commissioners/MPO members also were concerned about what impacts expansion of transit to the FEC would have on the commitments made in their community. So many fellow commissioners throughout the county, I'm sure would have similar concerns. Jim and his team has been trying to again address mobility needs for the future by delivering a premium transit line and this is all part of what we do every day through our project development studies. We try to develop the best mix of how to deliver a project in our community. And I think as Jim pointed out it is a continuing dialog it is

not a line in the sand and certainly his offer and his commitment to engage this Board and the administration of this RTA is one that we should be saying as a Board member now thank you Jim, and lets continue moving forward and to move people in our community. That's all I have to say.

CHAIR: Thank you Mr. Pego. I have a long list of questions and thoughts about where we're going and to echo Mr. Perry's comments about Mr. Wolfe, you are the messenger. But, the degree to which you are participating in these meeting and your leadership as a secretary of this district, I believe you are in essence you are a policy maker and leading those discussions. It feels to me that while we keep being told this is just some little discussions that we are having. It's not a negotiation. It feels more to me like - that line from a very famous movie, "Pay no attention to that man behind the curtain." Because what this really feels like to me is a backroom discussion to create the best environment for a hostile takeover. I find it curious that a company liked FEC that has never run passenger rail, has no experience with passenger rail can sit down with the State and offer a \$10 million savings. Based on what? What kind of experience? So I wonder, when you are looking and as you said you were, I wrote down, in high - intense high level talks with FEC- who else have you been having intense high level talks with?

JIM WOLFE: No one else that I'm aware of.

CHAIR: So, in the discussions that have been taking place, there's no other companies that have been present at those discussions?

JIM WOLFE: Other than those companies directly associated with the FEC, no.

CHAIR: And what companies would that be?

JIM WOLFE: I'm talking about negotiations or discussions with the FEC about the use of their tracks. Is that your question?

CHAIR: OK, I'm asking you the discussions you are having right now and you just used the word negotiations with FEC.

JIM WOLFE: No, I shouldn't have.

CHAIR: I did not - with FEC and you have laid out multiple scenarios. What other companies that have been part of those discussions-whether they have been subsidiaries or partners of FEC.

JIM WOLFE: Yes, there is Fortress, they are all associated with the FEC.

CHAIR: And which other companies?

JIM WOLFE: Fortress is I believe a holding group that owns the FEC and there's a family of companies and it was their consultants and that's all. No third parties.

CHAIR: You made a claim which where I would like to invite Mr. Peskin, and I will introduce him shortly for a presentation on our admin costs being excessive. They're roughly 9% which is in fact not excessive. It's extremely remarkable that we are able to do what we do. As you rightly pointed out the contracts that are in place now were all competitively bid and are about as tight as you can get contracts. To the contrary though the conversations that seem to be taking place with the State are conversations that as you were claiming were leading up to the creation of multiple scenarios in order I guess, at some point to open it up for bid. And what I find really interesting is that when Broward County and I'm sure Miami-Dade and Palm Beach County operate the same way – when we want to put something out for privatization, any one of the myriad of contracts in which the counties are not delivering the services, but a third party is – that third party is not at the table helping to craft what that bid might look like or what that scenario might look like. And so when we do that we have studies. We do studies we invite others to the table with expertise to help us in that regard. Yet, the very studies that were begun by Tri-Rail, by SFRTA, by Miami-Dade and then further along that line in conjunction with FDOT seem to have just gone by the wayside. So where are those studies that we were engaged in heavily until about two or three months ago? They seem to have just disappeared. Where are those studies today?

JIM WOLFE: Are you referring to the project development study for bringing commuter rail to the FEC corridor?

Chair: Yes.

JIM WOLFE: That is ongoing. In the past year it's slowed down somewhat because we've been answering those questions that Miami-Dade MPO has about the project. They did not pass the same resolution that all the other associated local governments had passed and we've been dealing with that. However we have an active study that is still underway, it's fully funded, we have our consultants working on that. We've not stopped or redirected that effort in anyway.

CHAIR: OK, the conversations you talked about that were invisible, those kinds of conversations that are just happening to take place now, that are not taking place with public. Tri-Rail has not been at those meetings, the county commissions have not been at those meetings. Is it your understanding, when we talk about the States unhappiness now with its subsidy of public transportation, and I think we can argue all day long about how much the State is subsidizing road building in Florida as well as the Secretary Prasad unveiling of even additional road projects, so it's interesting to find the State has such heartburn all of a sudden to fund something that was deemed by the legislature to be worthy. When you all sit down and start talking about subsidies, have you ruled out, are you having in your scenarios conversations where it is the expectations that conceivably you will privatize Tri-Rails operations. And I'm assuming conceivably RTA disappears under those scenarios, correct me if I'm wrong, and finally that the counties would be expected to continue with their subsidy.

JIM WOLFE: We have discussed among many other scenarios the possibility of Tri-Rail operations being privatized and put out to bid. That does not envision that the SFRTA would cease to exist. You have a reasonable planning activity, quite apart from Tri-Rail that, there are very strong and valid reasons why, as Commissioner Perry mentioned, the business community

was behind the establishment of the RTA and in fact, FDOT and the State would like to see RTA become more involved and more successful as a regional planning entity, so no. None of this is about or being or restricting the RTA.

CHAIR: And as to the county subsidy and the privatization of Tri-Rail?

JIM WOLFE: I don't recall that ever being discussed, but I would not see why a small county subsidy would be discontinued. It's already too small.

CHAIR: Has the FDOT been having conversations about creating a new RTA a second RTA with counties to our north?

JIM WOLFE: Not to my knowledge.

CHAIR: Not to your knowledge. I have some other questions, but at this time I would like to go ahead and introduce someone who could probably lend – yield a lot more questions. Thank you Mr. Secretary. It's Robert Peskin, he is a senior consulting manager from AECOM and he consults in the areas of transportation, financing, planning and management. He has been with AECOM throughout his entire 34-year career serving the transit industry and a host of government agencies at the local State and federal level. And has pioneered analytical methodologies in the area of transportation financial planning, analysis of transportation infrastructure capital needs, and of course the ever present operating and maintenance cost modeling. So, with that, there is much more to say about Mr. Peskin but, I think I will let his presentation speak for itself. Good morning and welcome.

ROBERT PESKIN: Good morning Madam Chair. This morning I've been asked to talk about three things. First, specifically, what was our charge in the analysis that we were called upon to do. Second, to talk about it in the context, the broader context of the public private partnership. So, then to discuss some of our key findings. Our work was specifically to look at the FY12 operating budget and determine just what the administrative burden was to the various operating contracts that SFRTA operates. We did this work in the context of the relatively complex institutional situation here in South Florida recognizing the broad range of activities that SFRTA is responsible for that are included in this budget in addition to the operation of Tri-Rail and to examine this and discuss it in the context of the mix of direct provision of services by the private sector with oversight and direct support by the public sector. I want to talk about this in the context of what our involvement has been with Tri-Rail and in South Florida extending back more than 20-years. We have worked directly with several of the local agencies. We have worked with the Broward County MPO. We've worked with Miami-Dade MPO in developing long range plans. Some of that work going back 20-years. We supported Miami-Dade Transit in financial planning for their north corridor project. And we've had continuing involvement with FDOT in the Oakland Park Boulevard alternatives analysis. And we have had some involvement in FEC planning. I want to be up front about that. We have been involved in that in the context of projecting ridership and in doing some supporting financial analysis. I think it is important as we discuss issues about cost and the administrative burden applied to the operating contracts that SFRTA has, that we step back a bit and think about the broader context of public private partnerships of the blending of responsibilities on the part of the public and private sector, what

this means in terms of funding and financing opportunities and talk about it in the context of some common concerns in this very complex topic. As we talk about involvement of the private sector in the delivery of public transportation services, generally that discussion focuses on operations and on project delivery. In the operations side, the competitive contracting model has been used a lot throughout the US and on a global basis it provides the mechanism to assure the lowest possible cost and the delivery of those services. We see this a lot on the part of bus services and as well in fixed guide way. Although in the context of fixed guide way, for light rail, commuter rail, heavy rail the opportunities become more complicated because of the significant capital investment that is required. And the complexity establishing that infrastructure and the sharing of risks and in defining exactly what the appropriate role is for the public sector, particularly from a policy standpoint. With regard to project delivery, which can include both the construction of facilities and the operation of maintenance and potentially funding and financing of the projects, there is a broad spectrum of opportunities for combining the responsibilities for the public and private sector. We have a little graphic here which shows this broad spectrum. We are looking at two key dimensions. One – the extent of private sector involvement in the activity, and second the extent that the private sector can take on the risk in terms of controlling costs and providing for revenues. And it ranges at the bottom left of this graphic with the traditional model. The so called design bid build model where limited amount of risk is shifted to the private sector and it extends all the way up to outright asset sale and privatization, where nearly all or all of the risk is shifted to the private sector and there's relatively limited risk on the part of the public sector and limited public policy involvement from the part of the public sector. These are the key issues that ought to be entering the debate as we consider what the costs are. What's the extent of the allocation of risk between public and private sector? And what is the opportunity for public sector involvement, particularly at the policy level. Policies which could address the level of service, what the fares are and similar issues. As we talk about dollars, we frequently get into a discussion of/the distinction between funding and financing. Funding being the specific revenue sources and financing generally how do we leverage future funding sources to achieve proceeds up front, which could be used for the construction of facilities. If a transportation operation generates free cash, if it is revenue positive there are plenty of opportunities to get the private sector involved. Toll roads are an excellent example of this where there are spinning off a lot of toll revenue, which can be very appealing to attracting the private sector. Particularly in the context of their own proprietary interests in generating a return on investment. But, where projects are not producing that revenue, the opportunities become a bit more difficult and other ways of providing funding to the private sector become important. You see this in the case of the Port of Miami tunnel where an availability came in affectively a public subsidy is providing the incentive to involve the private sector. There is no free money here. While there are significant opportunities for the private sector to participate in funding and particularly financing these projects, they see this very much as a business decision. They have targeted rate of return objectives. Sometimes that rate of return appears relatively high from a traditional public procurement perspective but, if we want to get a fairly large investment on the part of the private sector up front, we need to expect they are going to be looking for some return on investment. As a result of that in many cases these transactions involve relatively long periods of time. You see highway toll agreements and parking agreements with terms that extend 50-75-99-years. And because of the opportunity that that provides to bring in private sector funding, many of these transactions move forward, but there have been questions raised, about well are we locking ourselves in with limited opportunity for public policy changes in public policy once those

agreements are developed. It's reasonable to expect – expectations on the part of the private sector regarding competing services. What would happen, for example to express bus services on 95 in the event of private sector involvement in additional north-south service in Southeast Florida. There's also been a lot of discussion about the opportunities to apply so called value capture funding, which leverages the potential for real estate development along various corridors. Those are very real opportunities, they've been considered in a variety of projects across the country. One that particularly comes to mind, is the cotton belt corridor between the middle/between of Dallas and Fort Worth, Texas, where opportunities to develop real estate around potential stations as they come up. The thing to recognize about those opportunities are typically they take a long time to develop, there are certain risks involved and the private sector again has their expectations about what the return on investment in the delivery of those projects would take. So, with that background, let me talk about our analysis.

We looked at the FY12 budget and working with the staff, we identified those costs that are directly in support of the various operational responsibilities that the SFRTA has and the underlying indirect costs. The administrative costs to support those direct services. SFRTA has 5 major operational responsibilities in rail, bus, New River Bridge, various planning and various regional administration responsibilities. We went through every staff position on the SFRTA payroll and allocates those staff and their associated wages and fringe benefits to support each of those five areas. And we did this in the context of both the staff responsibilities and the various services that SFRTA purchases. The overall budget in FY 12 is \$67 million of that \$54 million is paying for both directly and indirectly the costs for the Tri-Rail operation. So, we then looked within that \$54 million of how that money was spent. Of that total, the direct cost of the operation, the third party and private sector contracts for direct personnel and direct train expenses, totaled \$49 million. Only \$5 million of that \$54 million was for indirect and general and administrative costs. Which means that less than /around 9% of total costs is spent on general and administrative costs. So, 91 cents out of every dollar that is spent to support Tri-Rail for direct delivery of services, either through third party contracts, direct personnel or direct train expenses. Indeed, the total general and administrative costs for SFRTA is only about \$7 million out of that \$67 million budget. Given that the vast majority of the costs are competitively procured, which provides the opportunity, the best opportunity to control costs and given that only \$7 million is for general and administrative, it raises interesting questions about where a \$10 million savings can be achieved in the overall RTA operations. So, does this structure make sense? We think it does to the extent that SFRTA is performing certain vital functions in preserving the public interest. This Board and the policy decisions that it makes in the staff of SFRTA that is holding the contractors feet to the fire to assure that they deliver the services that they are contracted to perform for all these services that we've listed here, we think it makes sense. It not only makes sense here, but it makes sense across the country and we see many examples of this throughout the country and all the so called new commuter rail operations such as the ones we've listed here and others like Utah Transit Authority and the services that they operate in Salt Lake City or Capital Metro and their new commuter rail services. Basically the same model has been applied effectively and at relatively low costs and using competitive contracting as the mechanism to ensure the delivery of services at the lowest possible costs. Those are my comments. I am ready for questions.

CHAIR: I am inviting Secretary Wolfe, if he would like to address any questions, because these findings directly contradict those which you stated earlier. Particularly as it relates to our efficiencies and administrative and overhead.

JIM WOLFE: We've not had the opportunity to review these findings. I'm very pleased to see that you've been looking into your costs. We'd like to meet with your staff to lower this. We'd like to share our own calculations that seem to substantiate that there are savings that can be made.

CHAIR: OK, and those calculations, are those the calculations of the State or of those who would propose to run and obviously have a vested interest in running Tri-Rail?

JIM WOLFE: We have done our own preliminary analysis that appears to substantiate that there is potential for savings.

CHAIR: OK and how soon can you get that analysis to SFRTA?

JIM WOLFE: I'd like to have a meeting and share information with your staff.

CHAIR: OK, but as far as turning over that analysis now, how soon could we have that?

JIM WOLFE: Soon.

CHAIR: Is soon a week or a month?

JIM WOLFE: How about I fax it to Joe this afternoon.

CHAIR: That's much sooner than a week, so that would be good. I had a few other questions that I had neglected to ask before. And you may or may not be able to answer them because they were comments made by Secretary Prasad. So to the degree that you are not he, but could probably understand the direction that he's given, or certainly the chief of staff has been giving as well and that is: In his speech a couple of weeks ago, Secretary Prasad spoke to the issue of the MPO's and their structure and spoke directly to the structure of urban county MPO's. We know that in order for the State to privatize Tri-Rail, it would have to be approved by the MPO's and so it seems a little scary to see at the same time that that approval from three individual county MPO's would need to be gained in order for a project/a proposal such as this to move forward that how ironic that at the very same time the Secretary is unveiling plans to change the structure of the MPO's themselves. So, in his speech, he did not say which urban areas, but it seems pretty clear he was speaking of the Miami-Dade, Broward and Palm Beach area as well as others. Can you speak to that?

JIM WOLFE: I have heard no discussion that there is a relationship between combining MPO's and potential privatization of operation of Tri-Rail. That hasn't come up. I also, looking at that concept, see no linkage. It appears immaterial to me whether the three MPO's are combined or not in looking at the Tri-Rail operation issue.

CHAIR: Do you know what the Secretary meant when he said that the structure of the MPO's needed to be changed in the urban areas?

JIM WOLFE: We have serious transportation governance issues in Florida with the large number of players in making transportation funding decisions. And now that we have a metropolitan area that has three MPO's in South Florida, it makes serious coordination problems. And I'm sure that's what he's referring to and when we get a new definition from the federal government about urban areas, we always also get pressure about combining MPO's within those urban areas. I believe that this discussion has no relationship to Tri-Rail or SFRTA.

CHAIR: Are you asserting that there is pressure currently from the federal government to combine or change the structure of the MPO's?

JIM WOLFE: No, but I would expect it.

CHAIR: Is FDOT currently drafting or has already in its possession legislative language that would either change the structure of our MPO's or would change the structure of SFRTA or of its Board?

JIM WOLFE: I'm not aware of that.

CHAIR: You spoke to the ability to save money as being the driving factor here for FDOT to look, could not look the other way when companies are coming forward and saying, pick us we can do it cheaper or we have ideas about how it would be cheaper. It would be negligent to paraphrase you, for the State not to look at and investigate those claims of savings and how that might look. So, I find it surprising when the State is interested apparently, in finding savings greater than what AECOM's representative have just said how tight of a ship is currently being run, that the State walked away from the possibility of a \$2.5 million savings alone on new dispatch. I'm wondering if you can comment on that?

JIM WOLFE: We look forward to ultimately achieving those savings. However, that depends on combining dispatch with Central Florida. I don't believe that contract has been signed yet. So, you are pointing out something that in fact is in the works and has not yet been achieved and if that happens then that would be in addition to any other savings that we can find in other areas of the operation.

CHAIR: OK and I guess an additional lost opportunities, because that's an opportunity that exists. Now, would be the issue over insurance. And just to share with the Board and I don't know how Miami-Dade or Palm Beach County puts out insurance, but we have brokers, just as Tri-Rail has a broker. And our brokers are paid a flat fee. They do not earn a commission, because if your broker is earning a commission, most likely they are going to be out there not finding the less expensive policy because it doesn't benefit their personal bottom line. So, it was interesting to find that the State in going forward with the insurance for SunRail that could have combined us and fact did not use the broker that we currently have as SFRTA, which is a fee – a flat fee, not a commission, but instead went forward and hired a different broker under a

commission structure. Again, raising the issue of opportunities for savings that the State seems to have walked away from.

JIM WOLFE: If the implication is that we do not seek out costs savings, that's incorrect. We're very concerned about the effectiveness and the use of our transportation dollars. You are missing specific issues. Each of these, need to be independently evaluated and economically resolved and any positive costs savings would be cumulative.

CHAIR: OK, I guess at the end of the day, Mr. Wolfe when the State asserts that there are management efficiencies at Tri-Rail that are excessive, when we know that they are not. When the State says that it is interested in savings and at the first things that we've looked at it has had opportunities for savings which it did not take advantage of. It says to me that there are many other agendas at play here. And while that may or may not be true, what we do know is that SFRTA, myself as Chair, the three counties have not been consulted, have not been a part of these meetings. We don't know exactly what's been going on and it is disappointing to not have been at the table and so I guess the final question I would ask of you is, do you or will you agree that all future meetings, discussions that are taking place on the future of SFRTA or the counties and their individual subsidies, that we will be invited to those discussions to be a part of them?

JIM WOLFE: That's very open ended, I can't make that assertion, no.

CHAIR: And I said final, but I had one other question. You know that we did quite an extensive public records request, asking for all kinds of information. In the need for the State to continue to want to save monies, I found it very ironic to understand that the State is going to charge its own agency, we are in essence, SFRTA and Tri-Rail is a division of the State, you are going to charge us for those public records. Is that something that you could personally look into to ensure that since we are also concerned about savings that in fact the State wouldn't be charging, in essence, itself for public records?

JIM WOLFE: That is a voluminous public records request that is going to be very expensive and is being done for the benefit of the SFRTA, even though it is two government entities dealing with each other, why shouldn't the cost be borne by the requesting party. That said, I'm surprised to hear what you are saying. I didn't think we would charge, but if we do charge, I certainly see the logic to it.

CHAIR: Mr. Cummings, I believe you were asking to be added to the cue.

JIM CUMMINGS: Yes, I'd like to have Mr. Wolfe get a written copy of the AECOM presentation and I know he volunteered DOT's evaluation on how to save \$10 million. Although, DOT is not actually going to do it, it would be the FEC. And I would assume since the FEC got all our costs evaluations and analysis then we should be able to see how the FEC suggest they are going to save \$10 million. And quite frankly if we had to pay the cost of reproduction, I'd be more than happy to do that personally, because I would like to see their reports. How the DOT does it since they're not going to actually do the savings is somewhat irrelevant, but I'd like to see it in writing.

CHAIR: Thank you Mr. Cummings, I am sure staff will make sure the AECOM information/analysis will

JIM CUMMINGS: And did Mr. Wolfe tell us he will give us a copy of the FEC evaluation?

JIM WOLFE: I have not seen it and I don't believe that the FEC has shared it with anyone in DOT.

JIM CUMMINGS: Certainly it must have been shared with somebody. How did they come up with the conclusion?

JIM WOLFE: They shared the conclusion with us.

JIM CUMMINGS: Oh well... I think this goes to the point of communication in sharing information if somebody came in and said I could save you a hundred million dollars. That's all well and good, but unless you have the tools to properly evaluate that, it's kind of a moot point. So, this is the same problem we've had over the years. People make Statements, but they don't back it up with anything. So, I'd like to see it. So can anybody request that we see the information that FEC has to determine they can save \$10 million from our budget?

CHAIR: Mr. Cummings that was detail, there was a variety of items that were asked of FDOT, including its vendors for information through the public information request. So, if it's available, I assume nobody has hit the delete button, that it will be shared with us.

JIM WOLFE: I do not believe that DOT has those documents, therefore we cannot release them and we cannot compel a private party to release documents. If they had... if we had paid for the production of those documents, it probably would have been in the contract that they are a public record, but they've done it for their own business purposes and they are not... cannot be compelled to release them.

COMMISSIONER ABRAMS: When they, do you happen to know when they talked about costs savings, does that also include increasing fares as a means of saving \$10 million?

JIM WOLFE: No, I Fares would be on the income side rather than to cost side and they indicated that they could reduce the costs by \$10 million. That doesn't mean that if they were operating the system that they wouldn't raise fares, they very well might. But, that would be on the income side.

COMMISSIONER ABRAMS: And then finally, and this was raised in the presentation and you also raised about SunRail, and I guess I'm a new member and I'm not familiar with SunRail deal. But, and I think Commissioner Barreiro also alluded to. Were they able to receive certain development rights or other rights pertaining to the rights of way?

JIM WOLFE: I'm unaware of that, that's possible, but I don't know that.

COMMISSIONER ABRAMS: And I don't think we have any rights with respect to the right of way or development or otherwise system wide.

JIM CUMMINGS: Wait a minute I can answer that...because I've read SFOMA- C. The article that they have in their agreement is virtually identical to what was proposed to us in our SFOMA agreement and it said that there will be no residential development within the right of way without the expressed consent of CSX. So, CSX is going to control residential development in all TOD's and everything else within their right of way. So, they are pretty much going to control it.

COMMISSIONER ABRAMS: Right, but that's with respect to CSX.

TERESA MOORE: If I could respond, they were provided beneficial use of the corridor and that has never been provided to SFRTA.

CHAIR: In our 20 year history.

COMMISSIONER ABRAMS: Alright, well maybe that's the solution to the whole thing. Give us all the development rights and we'll run it as efficiently as you want.

CHAIR: Mr. Pego.

GUS PEGO: Thank you Chair. In Jims point, I think that making a parallel analogy which we all do as government officials, is that often time we have product vendors coming to us saying if you use my product through your process and everyone makes a lot of situations of savings. The role of government is to say, is this a better mousetrap and can we deliver it cheaper. So, I think what Jims point is, this has been an assertion made, lets' do our due diligence and see if there is efficiencies to be found.

CHAIR: And I guess I would argue if while that is true, it should be done in the sunshine. Those meetings should be open for those certainly that are at the root of the discussion to be aware of what is being said and documentation for the public. Because privatization should not mean the privatization of information and a shielding of those discussions from the public eye. Ms. Horenburger.

MARIE HORENBURGER: I have a question. Was that information issued by FEC to the State in these meetings or was it just alluded to? The financial information claiming that they can save \$10 million.

JIM WOLFE: The latter. In no meeting that I attended did they itemize or handout any information regarding that. They just gave the final lump sum they had.

MARIE HORENBURGER: So they gave you a number, but no detail.

JIM WOLFE: That's' correct.

MARIE HORENBURGER: And do you expect them to submit that information at some point in these discussions?

JIM WOLFE: We've not requested that they do so.

MARIE HORENBURGER: And no requests were made to corroborate the information they gave you the bottom line for.

JIM WOLFE: I can't speak to what other people were thinking. I was thinking it was reasonable that they didn't itemize their calculations on something that would give them a business advantage if at a later date this was in fact put out to bid. There would be other bidders and certainly it is not to their advantage to disclose all their calculations. That in my mind is why I wouldn't ask for that information. If they didn't offer it they didn't want to release it.

MARIE HORENBURGER: Let me understand this correctly. You're anticipating that the State is going to bid out the operation of commuter rail on the FEC track?

JIM WOLFE: No, I didn't say that. I said that we have looked at many different scenarios and that would be one of them.

MARIE HORENBURGER: I see. Thank you.

CHAIR: But Mr. Wolfe you did say that you wouldn't feel it appropriate to ask for supporting documentation to a claim of savings because it might disclose information that would lead to their competitive disadvantage in a bid environment. So I guess one wonders.....

JIM WOLFE: No no, it would have been appropriate to ask. I didn't ask because I expected they would say no.

CHAIR: I guess I find that interesting that the State is having those kinds of conversations with a potential bidder that gives that bidder some advantage possibly over other bidders in that environment. They have not been shared. But....

JIM WOLFE: Our interest in talking with the FEC is that they own a corridor that we would like to put transit on. And, we are exploring with them the possibility that they would be the transit operator. This is a sole source arrangement. In dealing with that, discussions of Tri-Rail are entirely peripheral but they are connected it's not an issue that we could've avoided, because we are talking about a system that ultimately we envision to be connected.

CHAIR: And subsidized by both the State and the counties.

JIM WOLFE: Yes, we do not envision any self supporting transit.

CHAIR: But so far in all these discussions you have not envisioned having the counties or Tri-Rail at those meetings. Interesting, OK, I guess, one last thing - you were present at the forum on Wednesday when Husein Cumber, who is Vice Precedent of Intergovernmental Affairs and I

think there are a few other things in his title, so Husein if you're are listening or watching, I apologize for mangling your title. But, he stated during that forum that in fact, his company, FEC had been invited in by the State for review and comment on our operations.

JIM WOLFE: I'm not sure exactly what that means. He's speaking live in a public forum. He might phrase it differently today. We have a continuing dialog with the FEC that goes back years on the issue of providing commuter rail on the FEC corridor. And it's been much more active in the last six months because we've envisioned some possibility of them being an operator, which is a different scenario from what we've been analyzing previously. And, a lot of other things have been peripheral to that. So when I hear DOT has been – FEC has been invited in, it's been a continuing process for years and certainly we ask that they involve themselves in that discussion.

CHAIR: OK, and just to recap – while he says that they were invited in for review and comment, there was no paperwork that was given regarding that review or comment that FDOT has. It was solely verbal?

JIM WOLFE: I don't recall the review and comment request. Certainly it was not in writing. We've had a series of in-person meetings.

CHAIR: Mr. Wolfe, I think we've beat you up enough.

JIM WOLFE: No, no, no –it's been very pleasant.

CHAIR: Oh we're just getting started. OK, Mr. Perry and there are two cards from the folks in the audience that want to speak to this issue too.

MARTY PERRY: This strikes me and obviously you can draw a lot of conclusions, but one reason for conclusion from a comment you just made about competitive bidding issue is at least the minds of those at DOT, there must have been some consideration about competitively bidding the Tri-Rail operation.

JIM WOLFE: What is the question?

MARTY PERRY: Has there been some internal discussion about competitively bidding the Tri-Rail operations.

JIM WOLFE: yes.

MARTY PERRY: And to what extent?

JIM WOLFE: To what extent? How much discussion to what extent it would be bid....

MARTY PERRY: To what extent has there been discussion within DOT about competitively bidding the Tri-Rail operation?

JIM WOLFE: We have made the point that we would be very reluctant to negotiate operation other than by competitive bid. So that's been.... In evaluating that scenario that's just been one of the points that we've been making. I don't know how there is an extent to that....

MARTY PERRY: Is there a list of priorities that have been developed relative to the Tri-Rail operation and where does that lie on those priorities?

JIM WOLFE: It's natural when you look at every available scenario and you brainstorm items, you talk about a whole universe of things and then you try to narrow those down. And you say well, actually everything you have... that criteria is not acceptable to us. Everything... you must have this. And one of those narrowing filters that we would arrive at in the discussion that we need the competitive bid. That's the way government works. That's how we determine that we're getting good value. On rare occasions we end up in a sole source situation and it's much more difficult to justify that we're getting a good deal.

MARTY PERRY: Thank you.

CHAIR: Alright Mr. Wolfe, I think we are done with you for now.

Respectfully submitted by
Sandra Thompson
08/31/11

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: SEPTEMBER 23, 2011

AGENDA ITEM REPORT

Consent Regular

MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN
BROWARD METROPOLITAN PLANNING ORGANIZATION,
BROWARD COUNTY TRANSIT,
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
AND FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT-IV
FOR THE CENTRAL BROWARD PREMIUM TRANSIT STUDY

REQUESTED ACTION:

MOTION TO APPROVE: Memorandum of Understand between Broward Metropolitan Planning Organization (MPO), Broward County Transit (BCT), South Florida Regional Transportation Authority (SFRTA) and Florida Department of Transportation (FDOT) District IV for the Central Broward Premium Transit Study.

SUMMARY EXPLANATION AND BACKGROUND:

The above referenced entities have been working for several years to identify premium transit services within the Central Broward corridor, loosely defined as Oakland Park to the north and Griffin Road to the South. The purpose of this MOU is to formalize a multi-agency partnership for undertaking the Central Broward Premium Transit Study (the "Project"). The Project includes, but is not limited to: technical studies and evaluations, including the definition of a premium transit service and subsequent environmental review within the defined Project study area; and any funding and administration relating to the Project.

SFRTA staff serves on both the Project Executive Committee (Joseph Giulietti/ William Cross) and Technical (William Cross/Joseph Quinty) Committees for the Project.

The MOU provides a framework for SFRTA's continued partner participation in the development of the multimodal transportation system within the tri-county region.

Department: Planning & Capital Development
Project Manager: William L. Cross, P.E.

Department Director: Daniel R. Mazza, P.E.
Procurement Director: Christopher Bross

FISCAL IMPACT: N/A

EXHIBITS ATTACHED: Exhibit 1 – Memorandum of Understanding

MEMORANDUM OF UNDERSTANDING
Between
BROWARD METROPOLITAN PLANNING ORGANIZATION,
BROWARD COUNTY TRANSIT,
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
And
FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT 4

This Memorandum of Understanding (“MOU”) is entered into between the Broward Metropolitan Planning Organization (“MPO”), Broward County Transit (“BCT”), the South Florida Regional Transportation Authority (“SFRTA”), and the Florida Department of Transportation, District 4 (“FDOT”), collectively “Parties”.

The Parties wish to continue the efforts already underway to improve mobility in the region which have involved unprecedented state, regional and local stakeholder collaboration and coordination, including the Parties’ ongoing efforts to identify optimum multimodal alternatives for a balanced transportation system and to support local and regional land use plans.

The development of a multimodal transportation system within the region involves a number of transportation agencies and is a complex undertaking. Each of the Parties has unique skills and abilities which are necessary for successful completion of a Draft Environmental Impact Statement (“EIS”), with the Federal Transit Administration (“FTA”) as the Lead Agency, for proposed premium transit service generally described as the Central Broward East-West Transit Study (the “Project”).

The Project is defined as an environmental analysis of the impacts and benefits that would result from the provision of a premium transit service in the defined study area. The limits of this study area are Oakland Park Boulevard to the north, Griffin Road from Bonaventure Boulevard to Pine Island Road and Stirling Road from Pine Island Road to the Intracoastal Waterway to the south, the Intracoastal Waterway to the east, and the Weston/Sawgrass area to the west. Federal funding has been secured for the Project to complete the Draft EIS. The Project is consistent with the MPO’s 2035 Long Range Transportation Plan (“LRTP”) and is included in the plan under the Illustrative Project section. The LRTP shall serve as the basis for the project and all previous technical work and analysis completed to date shall be used as the foundation for the Draft EIS.

Upon completion of this work the Parties will determine the how to proceed into the next phases of the project development process and may reconsider Project Roles at that time. The Parties will collaborate on a schedule for proceeding, as well as agree on a funding plan for the next phase of the project, including the Final Environmental Impact Statement and Engineering Design.

The purpose of this MOU is to develop a multi-agency partnership for undertaking the Project. This includes, but is not limited to: technical studies and evaluations, including the definition of a premium transit service and subsequent environmental review within the defined Project study area and any funding and administration relating to the Project.

NOW, THEREFORE, the Parties hereby mutually agree and express their understanding that:

1. **Project Roles**—The role of the Parties in conducting the Project shall be as follows:
 - a. All Parties shall insure that the Project is coordinated and consistent with all local, regional, and state transportation plans.
 - b. Each partner shall seek to reach consensus on key project issues.
 - c. SFRTA and BCT will coordinate with FDOT on the operations planning for the alternatives, particularly as it affects their services, as well as coordination with the FTA.
 - d. The MPO will assist in coordinating public outreach events and be the liaison for the municipalities.
 - e. FDOT shall serve as contract manager for the Project and shall administer Project funds, insure that the Project's procurement process is consistent with federal, state and local regulations and that appropriate billing procedures are implemented. {It is noted that the transfer of any funds shall be by separate agreement(s).} Other agencies shall have an advisory role in decisions made regarding Project content.
2. **Party Involvement in the Project**—The Project shall be conducted with the involvement of, and in cooperation with, each Party at each stage of the Project. Approval from each Party must be obtained at each project milestone and approved upon completion of each Project milestone. The major milestones for the purposes of the MOU include:
 - a. **MPO Board Meeting Presentations**
 - b. **Final Corridor Definition**
 - c. **FTA Meetings**
 - d. **Submission of a Draft EIS to the FTA**
 - e. **Distribution of a Draft EIS to the Public**
 - f. **Public Hearing on the Draft EIS**
 - g. **Funding Source and Schedule for Next Phase of the Project Development Process**
3. **Project Executive Committee**—The Parties shall establish a Project Executive Committee to provide guidance for the Project and to serve as a liaison to their respective agencies. The MPO, BCT, SFRTA and FDOT shall select up to two senior level representatives to serve as members of the Committee, and all Parties shall participate fully in this committee, including providing staff and technical support to the committee as deemed necessary. The Project Executive Committee will meet quarterly or as necessary to discuss Project status, issues facing the Project and to develop strategies for resolving Project-related challenges.
4. Through this MOU, the Parties express their mutual intent to move in a diligent and thorough manner to develop the Project Draft EIS, but understand that this MOU is, by its nature, an understanding outlining commitments to be made in this process and imposes no legally enforceable contractual obligations on any Party.

5. This MOU shall take effect when approved by all Parties on the last date shown below, and shall expire upon completion of the Draft EIS or upon sixty (60) days notice of termination by any Party. The Understanding may be extended in writing by the Parties.

APPROVED AND ADOPTED by each Party on the date shown below:

BROWARD METROPOLITAN PLANNING ORGANIZATION

BY: _____

DATE: _____

BROWARD COUNTY TRANSIT

BY: _____

DATE: _____

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

BY: _____

DATE: _____

FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT 4

BY: _____

DATE: _____

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: SEPTEMBER 23, 2011AGENDA ITEM REPORT Consent RegularJOINT PARTICIPATION AGREEMENT (JPA) FM #429487-1-24-01 CONTRACT # TBD
WITH THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION FOR
MIAMI RIVER-MIAMI INTERMODAL CENTER CAPACITY IMPROVEMENTS (MR-MICCI)

MOTION TO APPROVE: Joint Participation Agreement (JPA), FM #429487-1-24-01 Contract #TBD between the South Florida Regional Transportation Authority (SFRTA) and the State of Florida Department of Transportation (FDOT) for State funds, in the amount of TBD for the Miami River-Miami Intermodal Center Capacity Improvements (MR-MICCI).

SUMMARY EXPLANATION AND BACKGROUND:

As part of the Segment 5 Double Track Corridor Improvement Program completed in 2007, SFRTA completed the reconstruction and addition of a second mainline track on all but the southernmost 1.45 miles of the South Florida Rail Corridor ("SFRC"). Within this remaining single-track section of the Corridor, there is an existing bascule bridge across the Miami River.

The MR-MICCI project will provide additional mainline track(s) within the SFRC from just north of the Tri-Rail Hialeah Market Station to the current Tri-Rail Miami Airport Station. The MR-MICCI project will also include a new bridge across the Miami River to accommodate the additional mainline track(s). The additional mainline track(s) will address an existing capacity deficiency along the SFRC which negatively impacts travel time and schedule adherence. These deficiencies will be further exacerbated in the future with the extension and expansion of Amtrak service into the Central Station within the MIC.

Staff is now requesting Board approval of the JPA (Exhibit 1) between the SFRTA and FDOT, to secure the TBD (available FY 2011-2012) in state funds for the PD&E Phase of the (MR MICCI) project.

Department: Planning & Capital Development
Project Manager: Loraine Cargill

Department Director: Daniel R. Mazza, P.E.
Procurement Director: Chris Bross

FISCAL IMPACT: The state funds are currently available in FY 11/12 and will increase the SFRTA's Fiscal Year 2011-12 Capital Budget by TBD

EXHIBIT ATTACHED: Exhibit 1 - Joint Participation Agreement
(to be provided under separate cover)

JOINT PARTICIPATION AGREEMENT (JPA) FM #429487-1-24-01 CONTRACT # TBD
WITH THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION FOR
MIAMI RIVER-MIAMI INTERMODAL CENTER CAPACITY IMPROVEMENTS (MR-MICCI)

Recommended by: Daniel Maggio 9/15/11
Department Director Date

Approved by: [Signature] 9/15/11
Procurement Director Date

Authorized by: [Signature] 9/15/11
Executive Director Date

Approved as to Form by: [Signature] 9/15/11
General Counsel Date

Board Action:

Approved: Yes No

Vote: Unanimous

Amended Motion:

Commissioner Bruno Barreiro Yes No
Gus Pego, P.E. Yes No
James A. Cummings Yes No
Marie Horenburger Yes No
Commissioner Kristin Jacobs Yes No

Commissioner Steven Abrams Yes No
Felix M. Lasarte Yes No
George A. Morgan, Jr. Yes No
F. Martin Perry Yes No

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: SEPTEMBER 23, 2011

AGENDA ITEM REPORT

Consent Regular

AGREEMENT NO. 11-012
WITH STATE CONTRACTING & ENGINEERING CORP.
FOR HEAVY STATION MAINTENANCE – MISCELLANEOUS REPAIRS
AT TRI-RAIL STATIONS

REQUESTED ACTION:

MOTION TO APPROVE: Agreement No. 11-012, between South Florida Regional Transportation Authority (SFRTA) and State Contracting & Engineering Corp. for services needed to repair existing conditions at sixteen (16) Tri-Rail Stations in the amount of \$ TBD.

SUMMARY EXPLANATION AND BACKGROUND:

Consistent with SFRTA's adopted Capital Program, the services of a Contractor is required to perform heavy station maintenance repairs at various Tri-Rail Stations within Palm Beach, Broward, and Miami-Dade Counties. Maintenance repair areas include site, parking lot, station platform, guard house, ticketing, and vending kiosks.

On July 14, 2011, SFRTA began advertising an Invitation to Bid (ITB) for the heavy station maintenance repairs. Advertisements were placed in 3 local newspapers and Advance Notice was sent to 23 firms from SFRTA's vendor database/referral list. Solicitation documents were made available on July 15, 2011 and a Pre-Bid Conference was held on July 28, 2011. On September 1, 2011, SFRTA received one bid from State Contracting & Engineering Corp. Staff performed a verification of the bid submittal and determined the bid to be responsive. Since only one bid was received, staff was able to further negotiate the bid price provided by the contractor. Based on these negotiations, staff is recommending approval of the above referenced agreement.

(Continued on Page 2)

Department: Engineering and Construction
Project Manager: Michael Lulo

Department Director: Daniel R. Mazza, P.E.
Procurement Director: Christopher Bross

FISCAL IMPACT: Funding for this Agreement is available in the SFRTA FY 2011-12 Capital Budget.

EXHIBITS ATTACHED: Exhibit 1 – Agreement No. 11-012
(to be provided under separate cover)

AGREEMENT NO. 11-012
WITH STATE CONTRACTING & ENGINEERING CORP.
FOR HEAVY STATION MAINTENANCE – MISCELLANEOUS REPAIRS
AT TRI-RAIL STATIONS

Recommended by: *Daniel Mayza* 9/15/11
Department Director Date

Approved by: *[Signature]* 9/15/11
Contracts Director Date

Authorized by: *J. Grubetta* 9/15/11
Executive Director Date

Approved as to Form by: *[Signature]* 9/15/11
General Counsel Date

Board Action:

Approved: Yes No

Vote: Unanimous

Amended Motion:

Commissioner Steven Abrams Yes No
Commissioner Bruno Barreiro Yes No
James A. Cummings Yes No
Marie Horenburger Yes No
Commissioner Kristin Jacobs Yes No

Felix M. Lasarte Yes No
George A. Morgan, Jr. Yes No
Gus Pego, P.E. Yes No
F. Martin Perry Yes No

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: SEPTEMBER 23, 2011

AGENDA ITEM REPORT

Consent Regular

FEDERAL TRANSIT ADMINISTRATION SECTION 5309 BUS AND BUS RELATED
EQUIPMENT AND FACILITIES PROGRAM (49 U.S.C. 5309)

REQUESTED ACTION:

MOTION TO APPROVE: The Sub-Recipient Agreement between the South Florida Regional Transportation Authority (SFRTA) and the City of Pembroke Pines (City).

SUMMARY EXPLANATION AND BACKGROUND:

The City was selected to receive Federal Transit Administration (FTA) Earmark Funds E2009-BUSP-271 in the amount of \$475,000 for the City's Senior Center Bus Procurement. As the City is not a designated recipient of Federal funds, the SFRTA was asked to secure and administer the funds on behalf of the City. The SFRTA Governing Board approved the Interlocal Agreement between the SFRTA and the City on March 25, 2011. Upon award of the grant, the City agreed to enter into a Subrecipient Agreement with the SFRTA.

As the FTA designated recipient for the Earmark Funds, the SFRTA is responsible for the administration of the program. Up to ten (10) percent of the program funds are available to reimburse the SFRTA for its administrative costs.

Department: Finance and IT
Project Manager: Carla D. McKeever

Finance & IT Director: Edward T. Woods
Procurement Director: Christopher Bross

FISCAL IMPACT: \$47,500 was applied to the FY 2011-2012 Operating Budget

EXHIBITS ATTACHED: Exhibit 1 – City of Pembroke Pines Agreement

FEDERAL TRANSIT ADMINISTRATION SECTION 5309 BUS AND BUS RELATED EQUIPMENT AND FACILITIES PROGRAM (49 U.S.C. 5309)

Recommended by: EWoods 9/15/11
Department Director Date

Approved by: CL-3 9/15/11
Contracts Director Date

Authorized by: J. Gumbrecht 9/15/11
Executive Director Date

Approved as to Form by: [Signature] 9/15/11
General Counsel Date

Board Action:

Approved: Yes No

Vote: Unanimous

Amended Motion:

Commissioner Steven L. Abrams Yes No
 Commissioner Bruno A. Barreiro Yes No
 James A. Cummings Yes No
 Marie Horenburger Yes No
 Commissioner Kristin Jacobs Yes No

Felix M. Lasarte, Esq. Yes No
 George A. Morgan, Jr. Yes No
 Gus Pego, P.E. Yes No
 F. Martin Perry Yes No

SUBRECIPIENT AGREEMENT

Subrecipient: City of Pembroke Pines		Grant Number: FL-04-0130-00
Address: 10100 Pines Boulevard, Pembroke Pines, Florida 33021		
Project Description: Senior Center Bus Procurement		
Project Activity Period: October 1, 2011 through September 30, 2012		
Estimated Project Amount:	\$ 475,000	SFRTA Action
Section 5309 :	\$ 475,000	Item No:
Local Match: (Toll Revenue Credits)	\$ 118,750	Date:
Federal Grant No:	FL-04-0130-00	
CFDA No. :	20500	

AGREEMENT

THIS AGREEMENT is made and entered into by and between the South Florida Regional Transportation Authority (“SFRTA”) and the City of Pembroke Pines (the “City”), each acting by and through its duly authorized officers.

WHEREAS:

1. SFRTA, acting in its role as the Miami Urbanized Area Designated Recipient, submitted an application to the Federal Transit Administration (FTA) for federal grant funds under the FTA’s Fixed Guideway Modernization Program Apportionment for Buses and Bus Related Equipment and Facilities pursuant to 49 U.S.C. Section 5309, which included the City’s Earmark project as described herein.
2. The FTA’s Section 5309 is authorized under the provisions set forth in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users, (SAFETEA-LU), enacted on August 10, 2005, as codified at 49 U.S.C. 5309.
3. The FTA’s Section 5309 for Buses and Bus Related Equipment and Facilities program provides capital assistance for new and replacement buses, related equipment, and facilities

4. SFRTA received Section 5309 Earmark Funds from the FTA pursuant to grant number FL-04-0130-00.
5. This Agreement is intended to memorialize the terms under which the City is to receive the FTA grant funds.

NOW, THEREFORE, SFRTA and the City agree as follows:

ARTICLE I. THE CITY WORKSCOPE: APPROVED BUDGET AND MATERIAL REPRESENTATIONS

- 1.01 Workscope.** The City agrees to perform and complete in a satisfactory and proper manner the Workscope specified on **Exhibit A** (FTA Grant Application) in accordance with the terms and conditions of this Agreement. The Workscope details the activities to be completed by the City and a proposed schedule for the completion of the Workscope. All Workscope activities must be consistent with the approved Workscope and the approved budget detailed below. Any proposed change in the scope of work is not effective until the City receives written approval from SFRTA Project Manager.
- 1.02 Approved Budget.** The City agrees to complete the Workscope in accordance with the approved Budget specified on **Exhibit A**. The approved budget details the cost associated with each scope of work activity. Any request for re-budgeting in excess of twenty percent (20%) of the approved budget must be in writing and approved in writing by SFRTA Project Manager. Re-budgeting of project funds among the existing approved budget items of the Workscope are allowable without prior approval if the amount of project funds to be transferred is less than twenty percent (20%) of the approved budget. However, re-budgeting between operating and capital line items is not allowable due to differing match requirements.
- 1.03 Material Representations.** The City agrees that all representations contained in its application for grant assistance are material representations of fact upon which SFRTA relied in awarding this grant and are incorporated by reference into this Agreement.

ARTICLE II. AUTHORIZED USE OF GRANT AND MATCHING FUNDS; ELIGIBILITY OF COST

- 2.01 Authorized Use of Grant and Matching Funds.** The City is only authorized to use the grant funds subject to this agreement for costs directly incurred for the performance of the Workscope during the Project Activity Period as specified in section 6.01, and in accordance with the Approved Budget.
- 2.02 Eligibility of costs.** All expenses are subject to FTA regulations including:
 - *FTA Master Agreement* (<http://www.fta.dot.gov/documents/16-Master.pdf>)
 - *Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments*, 49 CFR Part 18 (http://www.access.gpo.gov/nara/cfr/waisidx_06/49cfr18_06.html)

- *Uniform Administrative Requirements for Grants and Agreements with Institution of Higher Education, Hospitals, and other Non-Profit Organizations, 49 CFR Part 19* (if applicable)
- (http://www.access.gpo.gov/nara/cfr/waisidx_05/49cfr19_05.html)
- *Grant Management Requirements*, FTA Circular 5010.1D (http://www.fta.dot.gov/laws/circulars/leg_reg_8640.html)
- *Third Party Contracting Guidance*, FTA Circular 4220.1F, (http://www.fta.dot.gov/laws/circulars/leg_reg_8641.html) (See also paragraph 10.05)
- *Capital Investment Program Guidance and Application Instructions*, FTA Circular C 9300.1B (http://www.fta.dot.gov/laws/circulars/leg_reg_8642.html)

The City acknowledges that the federal requirements in this Article and throughout this Agreement are subject to change and agrees that the most recent of these requirements shall govern this Agreement at any particular time.

The listed documents are incorporated by reference into this Agreement. Copies of these documents are available at the internet websites indicated or, upon request by the City, from SFRTA.

ARTICLE III. GRANT AMOUNT, MATCH AND PAYMENT

- 3.01 Maximum Federal Grant Amount.** SFRTA awards to the recipient a grant of up to **\$475,000** for the Workscope.

The City agrees to pay SFRTA a fee for the administration of these funds in the amount of 10% of the total amount awarded, or **\$47,500**. The fee will be subtracted from the total amount of funding available to the City.

SFRTA shall bear no responsibility for cost overruns that may be incurred by the City in performance of the Workscope. If it appears likely that additional funds will be needed to complete the Workscope, the parties will meet to discuss the possibility of amending this Agreement.

- 3.02 Subrecipient Match.** The City has an obligation under this Agreement to share in the costs of project by providing a local match from sources other than from FTA funds, i.e., not less than **\$118,750** against the respective Maximum Grant Amounts. For the purposes of this grant FL-04-0130-00, the Florida Department of Transportation by memorandum dated April 13, 2011, has authorized the use of State Toll Revenue Credits to be used as the “soft match” for this grant. The State Toll Revenue Credits will be used to fulfill the City’s local match obligation. If the final expenses for the Workscope are less than the Estimated Project Amount, then local match shall be reduced to twenty percent (20%) of the final Workscope amount as approved by the FTA. If the final expenses for the Workscope exceed the Estimated Project Amount, the City is responsible for providing the funds to cover the final costs and expenses.
- 3.03 Reimbursement.** Expenses will be reimbursed by SFRTA based on submission of an invoice from the City using form attached hereto as **Exhibit B**. Invoices should be submitted in triplicate on the approved form with the following attachments on each copy:

- A. Copies of all receipts for expenses paid during the period; and
- B. Disadvantaged Business Enterprise (DBE) report for each third-party contract using the approved form attached hereto as **Exhibit C** (see section 5.04).

The City shall submit any additional data and information requested by SFRTA to support the City reimbursement request and shall submit any additional data and information that may be required by the federal government for reporting to the FTA.

Upon SFRTA review and approval of the City request, SFRTA will distribute to the City the approved reimbursement amount. SFRTA may deny part of any reimbursement request if it reasonably believes that it is not a supportable Workscope expense. If SFRTA intends to deny a reimbursement request, it will first submit the disputed amount to the FTA for its determination as to the use of funds along with any supporting documentation provided by the City. The FTA's determination will be final. No reimbursement request will be made which would cause the distribution of grant funds to exceed, cumulatively, through such payment, the limits in Article III. Distribution of any funds or approval of any report is not to be construed as SFRTA waiver of any City noncompliance with this Agreement.

- 3.04 Repayment of Unauthorized Use of Grant Funds.** Upon a finding by SFRTA that the City has made an unauthorized or undocumented use of grant funds, and upon a written demand for repayment issued by SFRTA, the City shall promptly repay such amounts to SFRTA. If the City disputes SFRTA's determination, SFRTA will submit the disputed amount to the FTA for its determination as to the use of funds along with any supporting documentation provided by the City. The FTA's determination will be final.
- 3.05 Reversion of Unexpended Grant Funds.** All funds granted by SFRTA under this Agreement that have not been expended for Workscope activities during the Project Activity Period shall revert to SFRTA.
- 3.06 Grant Contingent on Federal Funding.** The City acknowledges and agrees that SFRTA payment of funds under this Agreement is contingent on SFRTA receiving grant funds from the FTA. If, for any reason, the FTA reduces the amount of SFRTA FTA Grant, or otherwise fails to pay part of the cost or expense of the Workscope in this Agreement, only outstanding incurred costs shall be eligible for reimbursement. The City, its contractors, and subcontractors further agree to pay any and all lawful claims arising out of or incidental to the performance of the Workscope covered by this Agreement in the event the FTA does not pay the same, and in all events, agrees to hold SFRTA harmless from those claims and from any claims arising out of this Agreement relating to funding. Notwithstanding any other provisions of the Agreement, in the event the FTA rescinds funding for the FTA Grant, SFRTA may immediately terminate this Agreement by written notice to the City.

ARTICLE IV. ACCOUNTING AND RECORDKEEPING REQUIREMENTS

- 4.01 Documentation of Workscope Costs.** All costs charged to the Workscope, whether paid with grant funds or charged as the City match, if any, must be supported by proper documentation,

including properly executed payrolls, time records, invoices, contracts, receipts for expenses, vouchers, evidencing in detail the nature and propriety of the charges.

- 4.02 Establishment and Maintenance of Workscope Information.** The City agrees to establish and maintain accurate, detailed and complete separate book, accounts, financial records, documentation, and other evidence relating to: (a) the receipt and expenditure of all grant funds. These documents shall include the property records required by Article VIII of this Agreement. The City shall establish and maintain all such information in accordance with generally accepted accounting principles and practices and shall remain intact all Workscope information until the latest of:
- A. Six (6) years following the term of this Agreement; or
 - B. If any litigation claims, or audit is commenced during either such period, when all such litigation, claims or audits have resolved.
- 4.03 Audit.** The accounts and records of the parties relating to this Agreement shall be audited in the same manner as all other accounts and records of the City are audited. During the time of maintenance of information under paragraph 4.02, authorized representatives of SFRTA, the Legislative Auditor and or State Auditor, the United States Secretary of Transportation, the FTA Administrator, and the United States Comptroller General will have access to all such books, records, documents, accounting practices and procedures, and other information for the purpose of inspection, audit, and copying during normal business hours. The parties will provide facilities for such access and inspection.

ARTICLE V. REPORTING AND MONITORING REQUIREMENTS

- 5.01 Quarterly Milestone Progress Reports.** The City shall submit quarterly milestone progress reports to SFRTA. SFRTA shall provide the City with an electronic version of the milestone progress report that the City must complete. Each quarterly progress report must include a detailed summary of the completed Workscope activities and a report on the Workscope schedule. Both SFRTA and the City must approve each quarterly milestone progress report. The Quarterly progress reports are due as follows:
- **January 15 for quarter October 1 – December 31**
 - **April 15 for quarter January 1 – March 31**
 - **July 15 for quarter April 1 – June 30**
 - **October 15 for quarter July 1 – September 30**
- 5.02 Final Reports.** Upon completion of the Workscope and not later than sixty (60) calendar days after the end of the Project Activity Period, the City must submit a final progress report and a final financial status report of expenditures for the full Workscope that contains a final accounting of the grant matching expenditures. If outstanding claims related to work occurring during the Project Activity Period still exist sixty (60) days following the end of the Project Activity Period, the submission of the Final Report shall automatically extend until all outstanding claims have been resolved. The final report must include inventory of Workscope property as required by Article VIII of this Agreement.

- 5.03 Contents of Reports.** The City agrees to report completely and to provide SFRTA with any additional or follow-up information as may be requested by SFRTA.
- 5.04 DBE Reporting Requirements.** The City shall provide SFRTA with reports on all DBE activity (see section 10.05) for each third-party agreement in the form attached hereto as **Exhibit C** and based on the procurement process established for the City in the *FTA Master Agreement (16), Section 15 Procurement* (see Section 2.02 for web link).
- 5.05 Other Monitoring Activities.** To assist SFRTA in monitoring compliance with this Agreement, the City agrees to attend meetings as requested by SFRTA and to permit site visits by SFRTA staff, during business hours, upon reasonable notice. The City agrees to submit to SFRTA a copy of any promotional information regarding the Workscope disseminated by the City during the term of this Agreement.
- 5.06 Changed Conditions.** The City agrees to notify SFRTA immediately of any change in conditions, law, ordinance, or regulation, or any other event that may affect the City's ability to perform the Workscope in accordance with the terms of this Agreement.
- 5.07 Special Reporting Requirements.** SFRTA is required to report to the FTA regarding activities. Accordingly, the City agrees to provide SFRTA with any additional follow-up information reasonably requested by SFRTA in order to meet SFRTA reporting requirements. Specific reporting requirements are set forth in the *FTA Master Agreement (16), Section 8 Reporting, Record Retention and Access* (see section 2.02 for web link)..

ARTICLE VI. PROJECT ACTIVITY PERIOD; TERM; TERMINATION

- 6.01 Project Activity Period.** The City agrees to complete all Workscope activities during the period from October 1, 2011 through September 30, 2012 (Project Activity Period). Grant funds may not be used to reimburse costs for any Workscope activities taking place before the beginning or after the end of the Project Activity Period.
- 6.02 Term.** The term of this Agreement shall extend from the effective date of this Agreement to a date sixty (60) calendar days following the end of the Project Activity Period to permit close out of this Agreement. If outstanding claims related to work occurring during the Project Activity Period still exist sixty (60) calendar days following the end of the Project Activity Period, the Term of this Agreement shall automatically extend for an additional ninety (90) calendar days in order to resolve any and all outstanding claims.
- 6.03 Termination.** Termination of this Agreement by either party shall be governed by the provisions of the *Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments*, 49 CFR Part 18 (see section 2.02 for web link).
- 6.04 Effect of Workscope Closeout or Termination.** The City agrees that Workscope closeout or termination of this Agreement does not invalidate continuing obligations imposed on the City by this Agreement. Project closeout or termination of this Agreement does not alter the authority to disallow costs and recover funds on the basis of a later audit or other review, and

does not alter the City obligation to return any funds to SFRTA as a result of later refunds, corrections, or other transactions.

ARTICLE VII. CONTACT PERSONS; PROJECT MANAGER

7.01 Contact Persons. The authorized contact persons for receipts of notices, reports, invoices and approvals under this Agreement are the following:

For SFRTA:
Carla D. McKeever
Grants Administrator
800 NW 33rd St.
Pompano Beach, FL 33064
954.788.7953
FAX: 954.788.7963
Email: mckeeverc@sfrta.fl.gov

with a copy to:
Teresa Moore, Esq.
General Counsel
800 NW 33rd St.
Pompano Beach, FL 33064
954.788.7972
FAX: 954.788.7973
Email: mooret@sfrta.fl.gov

For CITY:
Charles D. Dodge
City Manager
City of Pembroke Pines
10100 Pines Boulevard
Pembroke Pines, FL 33021

Samuel S. Goren
City Attorney
Goren, Cherof, Doody & Ezrol, P.A.
3099 East Commercial Boulevard
Fort Lauderdale, FL 33306

Or such other person as may be designated in writing for itself by either party.

7.02 SFRTA Project Manager. For purposes of administration of the Agreement, the contact person listed in section 7.01, or such other person as may be designated in writing by SFRTA Executive Director shall be the Project Manager. Nothing, however, in this Agreement will be deemed to authorize SFRTA Project Manager to execute amendments to this Agreement on behalf of SFRTA.

7.03 City of Pembroke Pines Project Manager. For purposes of administration of this Agreement, the contact person listed in section 7.01, or such other person as may be designated in writing by the City, shall be the Project Manager. The City Project Manager shall coordinate Workslope activity with SFRTA Project Manager and complete the project manager training provided by SFRTA to ensure compliance with all federal requirements.

ARTICLE VIII. GRANT PROPERTY

The title, acquisition, use, management, and disposition of all property acquired or constructed with grant funds under this Agreement shall be governed by applicable federal law, rule, and guidance including without limitation, the provisions of:

- *Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments* 49 C.F.R. Part 18
(www.access.gpo.gov/nara/cfr/waisidx_98/49cfr18_98.html)

- *Grant Management Requirements*, FTA Circular 5010.1D
(http://www.fta.dot.gov/laws/circulars/leg_reg_8640.html)

The listed documents are incorporated by reference into this Agreement. Copies of these documents are available at the internet websites indicated or, upon request by the City, from SFRTA.

The City acknowledges that the federal requirements in this Article and throughout this Agreement are subject to change and agrees that the most recent requirements shall govern the Agreement at any particular time.

ARTICLE IX. GENERAL CONDITIONS

- 9.01 Amendments.** The terms of this Agreement may be changed only by mutual agreement of the parties. Such changes shall be effective only upon the execution of written amendments signed by authorized officers of the parties to this Agreement.
- 9.02 Assignment Prohibited.** The City shall not assign, subgrant or transfer any Workscope activities without receiving the express written consent of SFRTA. SFRTA may condition such consent on compliance by the City with terms and conditions specified by SFRTA.
- 9.03 Indemnification.** To the extent permitted by law, and subject to the restrictions contained in Section 768.28, Florida Statutes, the City assumes liability for and agrees to defend, indemnify and hold harmless SFRTA, its officers, employees and agents from and against all losses, damages, expense, liability, claims, suits, or demands including, without limitation, attorney's fees, arising out of, resulting from, or relating to the performance of the Grant Project by the City or the City employees, agents or subcontractors.

Nothing herein is intended to serve as a waiver of sovereign immunity by any party nor shall anything included herein be construed as consent to be sued by third parties in any matter arising out of this Agreement or any other contract. The City is a state agency or political subdivision as defined in Chapter 768.28, Florida Statutes, and agrees to be fully responsible for the acts and omissions of its agents or employees to the extent permitted by law.

- 9.04 Workscope Data.** The City agrees that the results of the Workscope, the reports submitted, and any new information or technology that is developed with the assistance of this grant is in the public domain and may not be copyrighted or patented by the City. The City shall allow public access to all documents, records, reports or other material subject to the applicable provisions for Chapter 119, Florida Statutes, and made or received by the City in connection with this Agreement. Failure of the City to grant such public access may be grounds for termination of the Agreement by SFRTA.
- 9.05 Nondiscrimination.** The City shall agree to comply with all applicable laws relating to nondiscrimination and affirmative action. The City agrees to not discriminate against employee, applicant for employment, or participant in the Workscope because of race, color, creed, religion, national origin, sex, marital status, disability, or age; and further agrees to take

action to ensure that applicants and employees are treated equally with respect to all aspects of employment, including selection for training, rates of pay, and other forms of compensation.

- 9.06 Acknowledgement.** The City shall appropriately acknowledge the grant assistance made by SFRTA and the FTA under this agreement in any promotional materials, reports, and publications relating to the Workslope.
- 9.07 Compliance with Law; Obtaining Permits, Licenses, and Authorizations.** The City agrees to conduct the Workslope in compliance with all applicable provisions of federal and state laws, rules or regulations. The City is responsible for obtaining and complying with all federal or state permits, licenses, and authorizations necessary for performing the Workslope.
- 9.08 Incorporation of Exhibits.** All Exhibits attached to this Agreement will be deemed incorporated into this Agreement.

ARTICLE X. GENERAL FEDERAL REQUIREMENTS

10.01 Federal Requirements. The requirements in this Article X are in addition to and, unless inconsistent and irreconcilable, do not supplant requirements found elsewhere in this Agreement. If any requirement in this Article is inconsistent with a provision found elsewhere in this Agreement and is irreconcilable with such provision, the requirement in this Article shall prevail. When performing work or expanding funds for Project activities, the City agrees to comply with all applicable terms and conditions referenced herein. **The City acknowledges that the federal requirements in this Article X are subject to change and agrees that the most recent requirements shall govern this Agreement at any particular time.**

10.02 Incorporation of Specific Federal Requirements. Specifically, and without limitation, the City agrees to comply with the following federal requirements:

- *FTA Master Agreement (16)* (<http://www.fta.dot.gov/documents/16-Master.pdf>)
- *Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments*, 49 CFR Part 18
(http://www.access.gpo.gov/nara/cfr/waisidx_06/49cfr18_06.html)
- *Grant Management Requirements*, FTA Circular 5010.1D
(http://www.fta.dot.gov/laws/circulars/leg_reg_8640.html)
- *Third Party Contracting Guidance*, FTA Circular 4220.1F,
(http://www.fta.dot.gov/laws/circulars/leg_reg_8641.html) (See also paragraph 10.05)

Debarment and Suspension. The City agrees to comply, and assures the compliance of each the City, lessee, or third party contractor at any tier, with Executive Order Nos. 12549 and 12689, *Debarment and Suspension* 31 U.S.C. § 6101 note, and U.S. DOT regulations, *Government-wide Debarment and Suspension (Nonprocurement)*, 49 C.F.R. Part 29. The City agrees to and assures that its City, lessees, and third party contractors will review the *excluded Parties Listing System* at <http://epls.gov/> before entering into any third party subagreement, lease or third party contract [U.S. DOT issued a new amendment to these regulations adopting

the optional lower tier coverage for tiers lower than the first tier below a covered nonprocurement transaction]. *See, 71 Fed. Reg. 62394, October 25, 2006.*

Integrity Certification. By signing this Agreement, the City certifies that neither it nor its participants is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in this Agreement by any Federal department or agency. This certification is a material representation of fact upon which SFRTA relies in entering this Agreement. If it is later determined that the City knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment. The City shall provide to SFRTA immediate written notice if at any time the City learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Certification of Restrictions on Lobbying Disclosure. The provisions of this section apply only if the amount of this Agreement (including the value of any amendments thereto) is equal to, or exceeds \$100,000.

The City certifies that no federal appropriated funds have been paid or will be paid by or on behalf of the City for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant loan, or cooperative agreement. The certification of this compliance (*Lobbying Restriction Certification*) submitted by the City in connection with this project is incorporated in, and made a part of, this Agreement.

The City further certifies that, if any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee or any federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the projects funded by the funds allocated to the City in this Agreement, the City shall complete and submit to SFRTA, Standard Form-LLL, *Disclosure Form to Report Lobbying*, in accordance with its instructions.

The City certifies that it will require that the language of this certification be included in the award documents for any subcontracts equal to or in excess of \$100,000 under this Agreement, and that all subcontracts shall certify and disclose accordingly to the City. All certifications and disclosures shall be forwarded to SFRTA by the City.

The certifications referred to in this section (including the *Lobbying Restriction Certification* submitted by the City in connection with this project and incorporated in, and made a part of, this Agreement) are material representations of fact upon which SFRTA relies when this contract is made.

10.03 Federal Certification and Assurances (C & A); Execution and Incorporation. The City agrees to comply with and to certify compliance with the current *Federal Annual List of Certifications and Assurances for Federal Transit Administration Grants and Cooperative Agreements (C & A)* attached hereto and incorporated herein as **Exhibit D**. The City must certify compliance with the applicable provisions by signing the appropriate certification(s) and returning the signed certification(s) as part of the execution of this Agreement. During the terms of this Agreement, the City shall annually execute the most current C & A document and provide the same to SFRTA.

10.04 Compliance with Federal Requirements; Incorporation of Specific Documents by Reference. The City agrees to comply with all federal statutes, rules, FTA Circulars, Executive Orders, guidance, and other requirements that may be applicable to this grant. In particular, and without limitation, the City agrees to comply with the terms and conditions of the following documents when performing work or expending funds for Workslope activities.

- *FTA Master Agreement (16)* (<http://www.fta.dot.gov/documents/16-Master.pdf>)
- *Uniform, Administrative Requirements for Grants and Cooperative Agreement to State and Local Government*, 49 CFR Part 18)
www.access.gpo.gov/nara/cfr/waisidx_98/49cfr18_98.html
- *Grant Management Requirements*, FTA Circular 5010.1D
(http://www.fta.dot.gov/laws/circulars/leg_reg_8640.html)

The listed documents are incorporated by reference into this Agreement. Copies of these documents are available at the internet websites indicated or, upon request by the City, from SFRTA.

10.05 Compliance with Federal Procurement Requirement. The City will comply with all applicable federal law, rule, and guidance relating to procurement including, without limitation, the provisions of *Third Party Contracting Guidance*, FTA Circular 4220.1F, which document is incorporated by reference into this agreement (see section 2.02 for web link). The City also shall comply with the following:

- A. Certification of the City of Pembroke Pines Procurement System.** The City certifies that its procurement system complies with the standards described in the previous paragraph.
- B. SFRTA Approval of Contracts.** The City shall not execute any third party contract or otherwise enter into a binding agreement until it has first received written approval from SFRTA Project Manager.
- C. Inclusion of Provisions in Lower Tier Contracts.** The City agrees to include adequate provisions to ensure compliance with applicable federal requirements in each lower tier third party contract financed in whole or in part with financial assistance under this agreement including all applicable provisions of this Agreement.
- D. Disadvantaged Business Enterprise Requirements.** The City agrees to comply with the requirements of 49 C.F.R. Part 26 and SFRTA U.S. DOT approved Disadvantaged

Business Enterprise (DBE) Requirements, which is attached to and incorporated into this Agreement as **Exhibit E**.

10.06 No Federal Obligation. This grant is financed by federal funds. However, payments to the City will be made by SFRTA. The United States is not a party to this Agreement and no reference in this Agreement, to the United States, USDOT, FTA, or any representatives of the federal government makes the United States a party to this Agreement. The City shall include this clause in any contracts or agreements under this Agreement.

10.07 Special Provisions. In accordance with Executive Order No. 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, 23 U.S.C.A. § 402 note, and DOT Order 3902.10, Text Messaging While December 30, 2009, the City is encouraged to comply with the terms of the following Special Provision.

a. Definitions. As used in this Special Provision:

(1) "Driving" means operating a motor vehicle on a roadway, including while temporarily stationary because of traffic, a traffic light, stop sign, or otherwise. "Driving" does not include being in your vehicle (with or without the motor running) in a location off the roadway where it is safe and legal to remain stationary.

(2) "Text Messaging" means reading from or entering data into any handheld or other electronic device, including for the purpose of short message service texting, e-mailing, instant messaging, obtaining navigational information, or engaging in any other form of electronic data retrieval or electronic data communication. The term does not include the use of a cell phone or other electronic device for the limited purpose of entering a telephone number to make an outgoing call or answer an incoming call, unless the practice is prohibited by State or local law.

b. Safety. The City is encouraged to:

(1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving:

(a) City-owned or City-rented vehicles or Government-owned, leased or rented vehicles;

(b) Privately-owned vehicles when on official Project related business or when performing any work for or on behalf of the Project; or

(c) Any vehicle, on or off duty, and using an employer supplied electronic device.

(2) Conduct workplace safety initiatives in a manner commensurate with the City's size, such as:

(a) Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

(b) Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

IN WITNESS WHEREOF, the parties have caused this agreement to be executed by their duly authorized officers on the dates set forth below. This agreement is effective upon final execution by both parties.

ATTEST:

[Signature] 8/22/15
City Clerk



Date _____

CITY OF PEMBROKE PINES

Date: _____
By: [Signature]

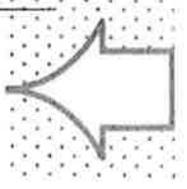
Approved as to Form and Legal Sufficiency:

[Signature] 9-17-11
City Attorney

**SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY**

By _____
Chair

Approved as to form:



SFRTA General Counsel

Approved by City _____ on _____, 20____, Item # _____

EXHIBITS LIST

Exhibit A	FTA Grant Application - Workscope and Budget
Exhibit B	Expense Reimbursement Form
Exhibit C	DBE Monthly Subcontractor Utilization Report
Exhibit D	Annual List of Certifications and Assurances for Federal Transit Administration Grants and Cooperative Agreement
Exhibit E	SFRTA USDOT-Approved Disadvantaged Business Enterprise Requirements



Florida Department of Transportation

RICK SCOTT
GOVERNOR

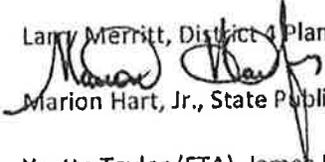
605 Suwannee Street
Tallahassee, FL 32399-0450

OFFICE OF THE
SECRETARY

MEMORANDUM

DATE: April 13, 2011

TO: Larry Merritt, District 4 Plans and Programs Manager

FROM:  Marion Hart, Jr., State Public Transportation and Modal Administrator

COPY: Yvette Taylor (FTA), James Jobe, Ed Coven, Liz Stutts, Jaclyn Meli, file

SUBJECT: Authorization for the Use of State Toll Revenue Credits as FTA "Soft Match" for the South Florida Regional Transportation Authority on behalf of the City of Pembroke Pines, FM# 426496-1-94-01; FTA FL-04-0130

This is in response to a memorandum of April 5, 2011, requesting the Department's authority to grant a request by the South Florida Regional Transportation Authority to use state toll revenue credit on behalf of the City of Pembroke Pines in the amount of \$118,750 as soft match for South Florida Regional Transportation Authority's pending capital portion of their FTA application. In accordance with Title 23 United States Code Section 120(j) and the State of Florida's adopted policy regarding the use of toll revenue credits for public transit capital projects, we concur with your determination of eligibility and hereby authorize the South Florida Regional Transportation Authority on behalf of the City of Pembroke Pines to use \$188,750 in State of Florida toll revenue credits as soft match for this FTA project.

Use of the toll revenue credits as soft match will effectively allow for FTA funding of capital projects at a 100% federal share. When providing a copy of this authorization to the South Florida Regional Transportation Authority on behalf of the City of Pembroke Pines please ask them to reference the use of these credits in their project budget sheets of their FTA application, and send a copy of this authorization letter to their FTA Project Manager. **Also include the item number reference where these projects are included in the STIP.** FDOT will work with the Federal Highway Administration to ensure that the use of the toll revenue credits is properly accounted and recorded.

If you have any questions, please contact Liz Stutts, Grants Programs Administrator, at 850-414-4500.

MH/mw

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: SEPTEMBER 23, 2011

AGENDA ITEM REPORT

Information Item Presentation

EQUAL EMPLOYMENT OPPORTUNITY REPORT
YEAR END 2010

SUMMARY EXPLANATION AND BACKGROUND:

The South Florida Regional Transportation Authority (SFRTA) is required by the US Department of Transportation, Federal Transit Administration's (FTA) to comply with the regulations related to Title VII of the Civil Rights Act of 1964, as amended, Title VI of the Civil Rights of 1964, as amended and other related laws and regulations to ensure compliance with EEO and Affirmative Action. Accordingly, in compliance with the guidelines provided in the FTA Circular 4704.1 on nondiscrimination, the SFRTA has developed its annual Affirmative Employment Plan (AEP) to ensure workforce diversity and Equal Employment Opportunity (EEO)

As such, SFRTA engaged the services of EEO Consultants, Inc., an equal employment opportunity and human resources consulting firm, to assist the Authority in developing a statistical process to capture, review, and evaluate its workforce for year end 2010 in accordance with federal EEO guidelines.

This analysis revealed that the current workforce at the SFRTA is thoroughly diverse. There have been no significant changes in the demographics of the staff over the past five years and the past and current recruitment efforts have led to an exceedingly diverse workplace. Further, the analyses revealed that there were no significant disparities between current staff incumbency and the expected number of minorities or females in the census data. Overall female and minority employment by job group has remained consistent in recent years and the organization continues to utilize diversity recruiters as well as standard recruitment sources whenever there are job openings in any job category. In so doing, the applicant flow, placement rates and promotional placements mirror these good faith efforts and show the commitment of the SFRTA's management to meeting any goals that exist.

EXHIBITS ATTACHED: Exhibit 1- Executive Summary

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: SEPTEMBER 23, 2011

AGENDA ITEM REPORT

Information Item Presentation

EQUAL EMPLOYMENT OPPORTUNITY REPORT
YEAR END 2010

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This analysis revealed that the current workforce at the SFRTA is thoroughly diverse. There have been no significant changes in the demographics of the staff over the past five years and the past and current recruitment efforts have led to an exceedingly diverse workplace. Further, the analyses revealed that there were no significant disparities between current staff incumbency and the expected number of minorities or females in the census data. Overall female and minority employment by job group has remained consistent in recent years and the organization continues to utilize diversity recruiters as well as standard recruitment sources whenever there are job openings in any job category. In so doing, the applicant flow, placement rates and promotional placements mirror these good faith efforts and show the commitment of the SFRTA's management to meeting any goals that exist.

EXHIBITS ATTACHED: Exhibit 1- Executive Summary

EQUAL EMPLOYMENT OPPORTUNITY REPORT
YEAR END 2010

Recommended by: J. Guleff 9/15/11
Department Director Date

Approved by: _____
Procurement Director Date

Authorized by: J. Guleff 9/15/11
Executive Director Date

Approved as to Form by: _____
General Counsel Date

AFFIRMATIVE EMPLOYMENT PLAN FOR JANUARY 1, 2011 EXECUTIVE SUMMARY

The following summarizes the goals that have been set for this year's Affirmative Action Program and outlines any potential problem areas identified in the plan. The South Florida Regional Transportation Authority (SFRTA) is required by the US Department of Transportation, Federal Transit Administration's (FTA) to comply with the regulations related to Title VII of the Civil Rights Act of 1964, as amended, Title VI of the Civil Rights of 1964, as amended and other related laws and regulations to ensure compliance with EEO and Affirmative Action. Accordingly, in compliance with the guidelines provided in the FTA Circular 4704.1 on nondiscrimination, the SFRTA has developed its annual Affirmative Employment Plan (AEP) to ensure workforce diversity and Equal Employment Opportunity (EEO). As a result, the SFRTA has analyzed the EEO results and workforce diversity of the organization during the past AEP year for personnel actions and the following report summarizes these EEO/AEP results:

EXPLANATION OF AEP ANALYSES FOR JANUARY 1, 2011

The analysis revealed that the current workforce at the SFRTA is thoroughly diverse. There have been no significant changes in the demographics of the staff over the past five years and the past and current recruitment efforts have led to an exceedingly diverse workplace. Further, the analyses revealed that there were no significant disparities between current staff incumbency and the expected number of minorities or females in the census data. Overall female and minority employment by job group has remained consistent in recent years and the organization continues to utilize diversity recruiters as well as standard recruitment sources whenever there are job openings in any job category. In so doing, the applicant flow, placement rates and promotional placements mirror these good faith efforts and show the commitment of the SFRTA's management to meeting any goals that exist.

Nonetheless, the SFRTA is a small organization and accordingly has few movements in each job group throughout the year. This can make it more difficult to reach goals where they exist. For instance, as was the case last year, there were no hires, promotions or terminations into job group C-2 Advanced Level Technicians where there is a goal for females. Further, there were no hires, promotions or terminations into job group E-2 Mid Level Clericals where there are goals for minorities as a whole and specifically for Hispanics. Further, there was 1 termination of a white female in the A-2 job group giving underutilization for females in that job group as well. In past years, the SFRTA has made significant strides in ensuring a workplace of diversity with high levels of females and minorities at all levels within the organization and very little disparity compared to the estimated availability as indicated below:

- Overall Female representation is currently at 54.31%
- Overall Minority representation is currently at 55.17%
- A review of the overall female incumbency in the Management A-1 job group revealed females make up 50%, and minorities make up 62.5%.
- For the A-2 job group females make up 28.57% and minorities 28.57%
- Likewise, in Senior Management A-3 females make up 42.86% and minorities make up 14.29%
- Then for Executive Level Managers A-4 there are currently only 3 incumbents and females make of 33.33% and no minorities.
- In the Professionals B-1 group females make up 45.45% and minorities 27.27%

- In the Professionals B-2 category females make up 42.86% and minorities 42.86%
- For Senior Professionals B-3 females make up 63.64% and minorities 36.36%
- In the C-2 Advanced Technicians group there are currently no females and 50% are minorities
- In the C-3 Upper Level Technicians there is only 1 incumbent 100% minorities.
- Then in the C-4 group all are minorities but none are females with 2 incumbents.
- 75.0% of the incumbents in the Entry Level Sales D-1 group are females and 96.43% are minorities.
- For D-2 Mid-Level Sales Worker 66.67% are females and 66.67% minorities
- 33% are females and 67.67% are minorities in the D-3 Senior Level Sales group
- E-1 is a job group with only 1 incumbent but it is 100% female minority
- 85.71% are female in the E-2 group and 14.29% minorities
- E-3 has 100% female and 66.67% minorities
- F-2 has 66.67% minorities and no females.
- F-3 Senior Craft Workers there are 100% minorities (only 1 incumbent)

The findings indicate the SFRTA's commitment to EEO, Affirmative Action and Workplace Diversity have helped create and maintain a diverse workplace which accurately represents the geographic area where employees are found including:

- Executive Management's assurance of equal employment opportunity
- The Human Resources Director and EEO Officers support of EEO
- Supervisory personnel and specifically the Senior Management team's commitment to EEO
- Finally, the SFRTA demonstrates a pledge to workforce diversity for employees of different values and differences while ensuring a workplace free from discrimination and harassment

Utilization Analysis: The analysis revealed that there were no job categories with significant disparities for any protected group members.

An analysis of the current workforce was conducted and the following report summarizes the affirmative action goal findings for the 2011 plan year for the SFRTA. First, the analysis was reviewed to identify any disparity that is statistically significant; meaning the difference between the availability of a protected group compared to the current incumbency is over 2 standard deviations. **The analysis revealed there were no job categories with statistically significant disparities between the expected availability and the current incumbency for protected group members signifying the differences are not considerable.** Next the analysis was conducted to identify any potential underutilization where the current employee incumbency as of the plan year January 1, 2011 is less than 100% of the total estimated availability for that protected group in a specific job category and finally applying the "any difference Whole Person Rule". Job titles were combined to make up job groups or categories. Each job category is based on government EEO codes and separated specifically by wage, job content and opportunity for advancement to ensure the comparison is equitable. The estimated availability is determined by weighting the number of external hires v. internal promotions that occurred during the past year. Using external census data from the geographic area where the organization finds external candidates, (based on the job titles and location), that percentage is combined with the number of internal promotions, (considering the promotional pool from the prior year), to get an overall availability goal for each job group. Where the current incumbency is less than One Whole Person of the estimated availability, an affirmative employment goal is set. (See job groups below). **The**

analysis revealed there were no job categories with major disparities for any particular protected groups applying the aforementioned rules.

Job Groups and Sub-Categories

A Management

- A-4 Executive Management
- A-3 Senior Management
- A-2 Mid-Level Management
- A-1 Low Level Management

B Professionals

- B-3 Senior Professionals
- B-2 Advanced Professionals
- B-1 Entry/Mid Level Professionals

C Technicians

- C-4 Senior Level Technicians
- C-3 Upper Level Technicians
- C-2 Advanced Level Technicians

D Sales Workers

- D-3 Senior Level Sales Workers
- D-2 Mid-Level Sales Workers
- D-1 Entry Level Sales Workers

E Administrative Support Workers

- E-3 Senior Level Clerical
- E-2 Mid-Level Clerical
- E-1 Entry Level Clerical

F Crafts Workers

- F-2 Mid-Level Crafts Workers
- F-3 Senior Crafts Workers

Adverse Impact: *The analysis found no adverse impact with statistical significance for any particular protected group reviewing hires to applicants; promotions to incumbents and terminations to incumbents. This is not a potential problem area.*

PERSONNEL ACTIVITIES: A review of the SFRTA's personnel actions such as the number of females and minorities who apply for open positions was reviewed to ensure that the organization's personnel processes are not adversely affecting any particular protected groups. The analysis revealed the organization's recruitment efforts and placement processes further reflect the organization's commitment to equal employment opportunity in that there were no significant disparities identified.

Applicants:

Female and minority applicant flow remained above expected in 2010 as in recent years. Female representation in applicant flow was 53.6% and minority representation was at approximately 60.9% indicating that current recruitment efforts are attracting diverse candidates to apply for open positions.

New Hires:

A review of the hiring ratios revealed that again the percentages remain excellent with Minorities making up 58.3%, however, none of the hires went to females last AEP year. Where there were

external placements, minority hires were made in all but one job category. The following summarizes the hiring ratios for each job group sub-category:

A4: 1 White Female Hire

A3: No hires

A2: No hires

A1: 1 White Male Hire

B3: 1 Hispanic Female and 1 White Female Hire

B2: 1 White Male Hire

B1: 1 White Female Hire

C4: No hires

C3: 1 Hispanic Male Hire

C2: No hires

D3: No hires

D2: 1 Hispanic Female Hire

D1: 2 Hispanic Females; 2 Black Females; 1 White Female; and 2 Hispanic Male Hires

E3: 1 Hispanic Female Hire

E2: No hires

E1: No hires

F2: 1 Hispanic Male Hire

F3: No hires

Promotions:

There were no promotions last AEP.

Terminations:

There were a total of 12 separations, 7 were females, and 9 were minorities. Although many of the terminations were of minorities, as mentioned above, a majority of the new hires went to minorities thereby maintaining the Organization's diversity.

2011 AEP GOALS

The following summarizes those findings where there is a goal for 2011 while applying the 100% Rule and "Any Difference Whole Person Rule" analyses.

- One Female in A-2 Mid-Level Management
- One Female in Advanced Technicians C-2
- Two Minorities (Specifically one Hispanic) in E-2 Mid Level Clericals.

Conclusion:

The SFRTA has more or less maintained its workforce since last year, and over the past several years, retained a diverse workforce as well as demonstrated good faith efforts to continued strides in finding diverse candidates for open positions. The current workforce is made up of 54.3% females and they are dispersed throughout the organization and not centered in one particular job type. Likewise, the combined number of minorities currently working for the SFRTA is currently 55.2% and again, these employees are located in various positions throughout the organization from top level to service level jobs. The statistics in this report indicate that current recruitment efforts are working to achieve and maintain diversity at the SFRTA. The organization will continue to monitor job placements and utilize current as well as additional recruitment agencies that specialize in minority and female job placements in the industry of transportation and logistics in an effort to maintain current diversity throughout all levels of the organization and meet objectives for the areas that have disparities identified in this report.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: SEPTEMBER 23, 2011

AGENDA ITEM REPORT

Information Item

Presentation

NATIONAL TRANSIT DATABASE (NTD) REVENUE AND
SHUTTLE BUS CAPITALIZATION ANALYSIS

SUMMARY EXPLANATION AND BACKGROUND:

Following up on recent South Florida Regional Transportation Authority (SFRTA) analyses of its shuttle bus services, further efforts are being pursued to lower SFRTA's shuttle bus operating costs. One of these efforts now nearing completion is SFRTA's multifaceted *National Transit Database (NTD) Revenue and Shuttle Bus Capitalization Analysis*.

The NTD Revenue and Shuttle Bus Capitalization Analysis is broken into two distinct sections. The first section consists of an inventory and evaluation of existing shuttle and community bus services in the region, a review of transit modes eligible for NTD reporting, and an investigation of the potential to extend existing community shuttle routes to Tri-Rail stations. This first portion of the study also includes an analysis of whether greater NTD reporting by shuttle and community bus routes could increase the apportionment of Federal 5307 formula funds for the South Florida region. The study's second section focuses on SFRTA's shuttle bus service, taking a detailed look at whether operational cost savings could be achieved through a potential capitalization of the SFRTA shuttle bus fleet.

Since the study's kickoff in January 2011, extensive research has been conducted and significant outreach has occurred with external agencies. For example, if a shuttle or community bus service operating in the South Florida region was identified as a NTD reportable mode, the agency operating the service was contacted and data was obtained including annual revenue miles, passenger miles, and operating costs. This research and outreach was done to determine the potential new NTD revenue that would be generated. Additional outreach was conducted via the SFRTA's Planning Technical Advisory Committee (PTAC), as a presentation on the study at the committee's June meeting prompted questions and comments by our regional transportation partner agencies.

(Continued on Page 2)

EXHIBITS ATTACHED: EXHIBIT 1 - NTD Revenue and Shuttle Bus Capitalization
Analysis Presentation

NATIONAL TRANSIT DATABASE (NTD) REVENUE AND
SHUTTLE BUS CAPITALIZATION ANALYSIS

SUMMARY EXPLANATION AND BACKGROUND (Continued)

As the NTD Revenue and Shuttle Bus Capitalization Analysis is nearing completion, a number of draft final products have been produced and some key conclusions have been reached. These study products include a NTD revenue pro forma, a shuttle bus capitalization analysis plan, and an alternative SFRTA shuttle bus 5-year service and financial plan.

One of the key study conclusions is that the amount of potential new NTD revenue generated by non-reporting shuttle and community bus systems would be negligible. Another key conclusion is that a small number of existing community shuttle routes could be reasonably extended to connect with Tri-Rail stations, potentially allowing for additional regional transit connections. Perhaps the most important conclusion from the study is the finding that SFRTA could achieve significant savings in operating costs if its shuttle bus fleet became capitalized. Therefore, the study recommends procuring shuttles and pursuing a shuttle bus service contract with the option to free issue buses at a reduced operational hourly rate.

NATIONAL TRANSIT DATABASE (NTD) REVENUE AND
SHUTTLE BUS CAPITALIZATION ANALYSIS

Recommended by: Daniel Morza 9/15/11
Department Director Date

Approved by: _____
Contracts Director Date

Authorized by: J. Gulevich 9/15/11
Executive Director Date

Approved as to Form by: Justin Moore 9/15/11
General Counsel Date



Exhibit 1

NTD Revenue and Shuttle Bus Capitalization Analysis

South Florida Regional Transportation Authority
Governing Board
September 23, 2011

HNTB



Study Purpose



- > Identify existing shuttle/community bus routes that are not reporting to NTD in the South Florida region and potential route extensions to Tri-Rail stations**
 - > Quantify the potential additional revenues for the South Florida region from the un-reported shuttle/ community routes**
 - > Explore SFRTA-owned vehicle options**
 - > Quantify the potential operating cost savings under SFRTA-owned vehicle options**
-

Presentation Outline



- > **Background Information**
- > **NTD Rules and Regulations**
- > **Identification of Existing Shuttle Bus Routes:**
 - > **Potential Extensions to Tri-Rail**
- > **Potential Revenue Generation for the South Florida Region**
 - > **NTD eligible modes currently operating in South Florida**
- > **SFRTA-Owned Vehicles Option: Operational Savings**
- > **Next Steps**

Background Information



- **Existing SFRTA Shuttle Buses**
 - **22 shuttle routes connecting to Tri-Rail stations**
 - **Shuttle bus routes mostly funded by SFRTA**
 - **Some routes funded and/or operated by Regional Partners: FDOT, MDT, BCT, Palm Tran and SFEC**
 - **14 of those 22 shuttle routes are fully funded and operated by SFRTA under a full turnkey contract**
- **SFRTA receives formula funding from FTA**



NTD Rules and Regulations



- > **NTD Program / Formula Funding**
 - > **Allocation of funding from federal grants based on NTD miles reported**

- > **FTA Requirement for Funding**
 - > **Section 5307, 5311 Recipients and Beneficiaries required to Submit Performance Data to NTD**
 - > **Funding is determined based on service miles, and other related operating statistics that are reported to FTA through its NTD**

NTD Rules and Regulations



- > **FTA Definition of Public Transit**
 - > **Open to Public**
 - > **Comply with ADA**

 - > **Not Considered Public Transit if**
 - > **Exclusive to Specific Group**
 - > **School Bus**
 - > **Charter**
 - > **Sightseeing**
 - > **Intercity**
 - > **Amtrak**
-

Identify NTD Eligible Transit Providers



> NTD-Reporting Provider Screening

Step 1

Potential New NTD Reporting Eligible Provider Pool

- Existing Shuttle Buses Serving Tri-Rail stations but not reporting data to NTD
- Existing public transportation services in South Florida not serving Tri-Rail stations, including services provided by the following:
 - Cities/municipalities
 - Not-for-profit entities
 - Airports
 - Private providers

Step 2

NTD Reporting Mode Eligibility Screening!

Do providers belong to any of the following categories that are not treated as public transportation for NTD reporting purposes?

- Services Exclusive to a Specific Group of People
- School Bus Service
- Charter Service
- Sightseeing Service
- Intercity Service
- Amtrak Services

Step 3

Currently Reported Provider Screening

Do providers currently report data to NTD through any of following NTD reporting agencies in South Florida?

- Palm Tran
- MDT
- Miami Lakes-VPSI, Inc.
- SFRTA
- BCT
- Broward Community Bus

Step 4

Suggested Transit Service Provider Pool for Potential NTD Reporting by SFRTA

Contact selected providers and compile following data as available.

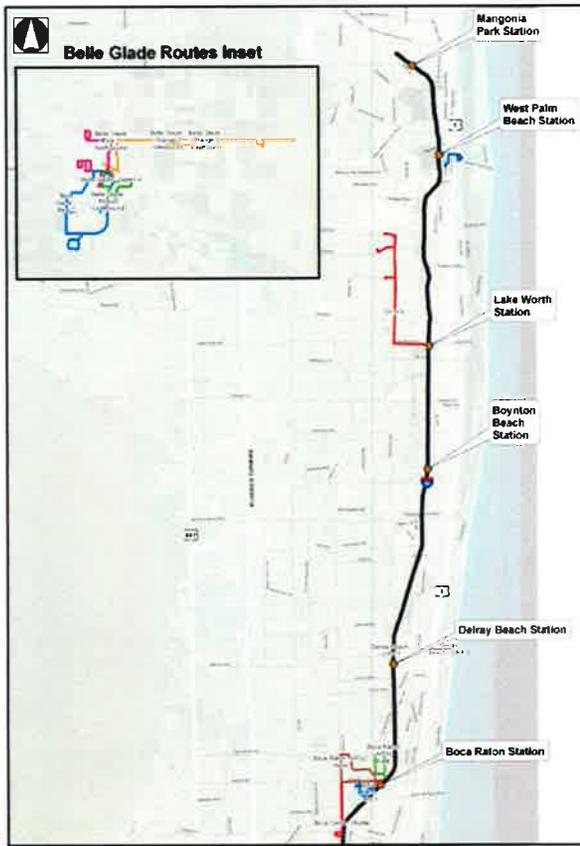
- Annual revenue miles
- Annual passenger miles
- Annual operating cost

Existing Shuttle Bus Routes Database

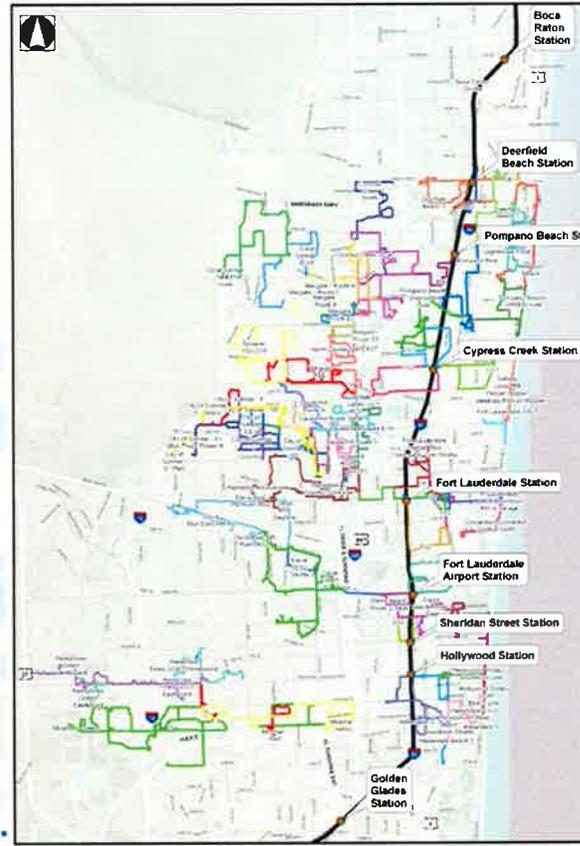


> Over 120 Shuttle Bus Routes Identified in South Florida

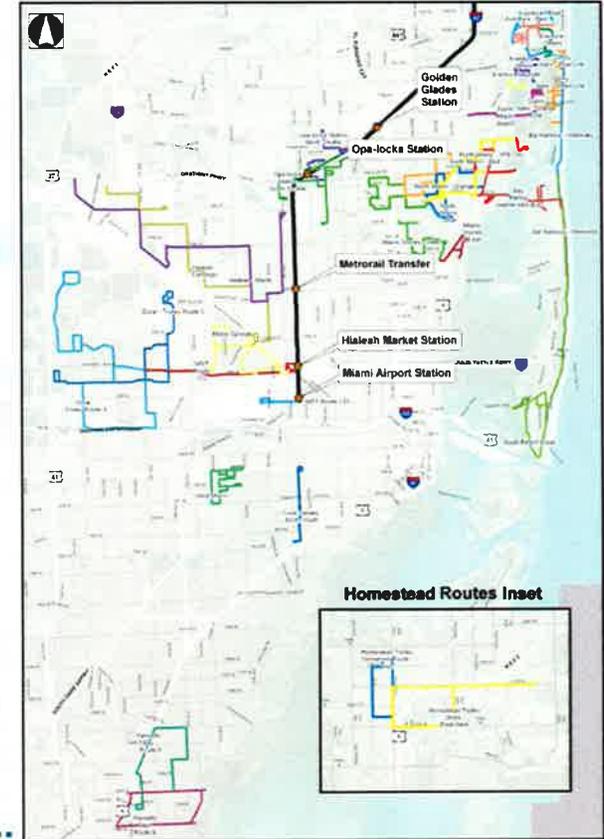
Palm Beach County



Broward County



Miami-Dade County



Potential Route Extensions to Tri-Rail



- > **Route Extensions only considered if route meets or exceeds SFRTA's performance standard of 7 passengers per hour**
- > **Extensions may potentially increase ridership for Tri-Rail and shuttle bus route**
- > **Extensions would require coordination with respective municipalities and other agencies**
- > **Potential for partnerships with municipalities and other agencies**
- > **Based on NTD Eligibility Screening, 3 potential route extensions were not reporting NTD**

Opportunities for Increasing NTD Revenues



> Screening Results

> Existing Shuttle Bus Routes Serving Tri-Rail Stations

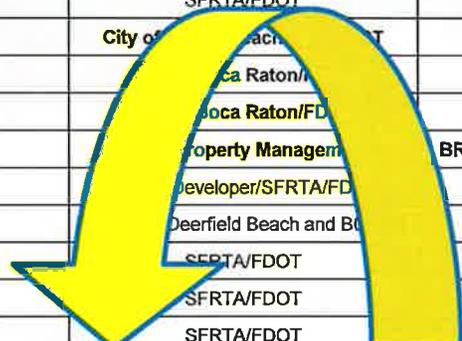
Shuttle Bus Route	Funded by	Operated by	Report to NTD by
Lake Worth Shuttle 1	SFRTA/FDOT	SFRTA	SFRTA
Delray Beach Downtown Shuttle	City of Delray Beach/CRA/FDOT	City of Delray Beach	Currently not reporting
APOC West Shuttle	City of Boca Raton/FDOT	City of Boca Raton	Currently not reporting
APOC East Shuttle	City of Boca Raton/FDOT	City of Boca Raton	Currently not reporting
T-Rex Shuttle	BREA Property Management	BREA Property Management	Currently not reporting
Boca Center Shuttle – BR 1	Private Developer/SFRTA/FDOT	SFRTA	SFRTA
Deerfield Beach Express 1	City of Deerfield Beach and BCT	City of Deerfield Beach	BCT
Deerfield Beach Shuttle 1	SFRTA/FDOT	SFRTA	SFRTA
Deerfield Beach Shuttle 2	SFRTA/FDOT	SFRTA	SFRTA
Pompano Beach Shuttle	SFRTA/FDOT	SFRTA	SFRTA
Cypress Creek Shuttle 1	SFRTA/FDOT	SFRTA	SFRTA
Cypress Creek Shuttle 2	SFRTA/FDOT	SFRTA	SFRTA
Cypress Creek Shuttle 3	SFRTA/FDOT	SFRTA	SFRTA
Fort Lauderdale Shuttle 1	SFRTA/FDOT	SFRTA	SFRTA
Fort Lauderdale Shuttle 2	Data Not Available	SFRTA	SFRTA
Fort Lauderdale Shuttle 3	Data Not Available	SFRTA	SFRTA
NW Circulator	Data Not Available	DTFLTMA	SFRTA
Fort Lauderdale Airport Circulator	SFRTA/FDOT	SFRTA	SFRTA
Fort Lauderdale Airport Shuttle - FLA 1	SFRTA/FDOT	SFRTA	SFRTA
Dania Beach Community Bus Service West	City of Dania Beach and BCT	City of Dania Beach	BCT
SFEC - Davie Campus Shuttle	SFRTA/FDOT and SFEC TMA	SFEC TMA	SFRTA/BCT
Sheridan Street Shuttle - SS 1	SFRTA/FDOT	SFRTA	SFRTA
Opa Locka Senior Shuttle	Data Not Available	City of Opa-Locka	Data Not Available
Opa-Locka North	Data Not Available	City of Opa-Locka	SFRTA
Opa-Locka South	Data Not Available	SFRTA	SFRTA
HOL Shuttle 1	Data Not Available	SFRTA	SFRTA
HOL Shuttle 2	Data Not Available	SFRTA	SFRTA
City of Hallandale Beach Route 3	City of Hallandale Beach and BCT	City of Hallandale Beach	BCT
Koger Shuttle 132	SFRTA/FDOT/MDT	MDT	MDT
Miami Airport Shuttle 133	SFRTA/FDOT/MDT	MDT	MDT

Opportunities for Increasing NTD Revenues



> Screening Results

Shuttle Bus Route	Funded by	Operated by	Report to NTD by
Lake Worth Shuttle 1	SFRTA/FDOT	SFRTA	SFRTA
Delray Beach Downtown Shuttle	City of Delray Beach/CRA/FDOT	City of Delray Beach	Currently not reporting
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APOC East Shuttle	City of Boca Raton/FDOT	City of Boca Raton	Currently not reporting
T-Rex Shuttle	BREA Property Management	BREA Property Management	Currently not reporting
Boca Center Shuttle – BR 1	Developer/SFRTA/FDOT	SFRTA	SFRTA
Deerfield Beach Express 1	City of Deerfield Beach and BCT	City of Deerfield Beach	BCT
Deerfield Beach Shuttle 1	SFRTA/FDOT	SFRTA	SFRTA
Deerfield Beach Shuttle 2	SFRTA/FDOT	SFRTA	SFRTA
Pompano Beach Shuttle	SFRTA/FDOT	SFRTA	SFRTA
Cypress Creek Shuttle 1	SFRTA/FDOT	SFRTA	SFRTA



Shuttle Bus Route	Funded by	Operated by	Report to NTD by
Delray Beach Downtown Shuttle	City of Delray Beach/CRA/FDOT	City of Delray Beach	Currently not reporting
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T-Rex Shuttle	BREA Property Management	BREA Property Management	Currently not reporting

Dania Beach Community Bus Service West	City of Dania Beach and BCT	City of Dania Beach	BCT
SFEC - Davie Campus Shuttle	SFRTA/FDOT and SFEC TMA	SFEC TMA	SFRTA/BCT
Sheridan Street Shuttle - SS 1	SFRTA/FDOT	SFRTA	SFRTA
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HOL Shuttle 2	Data Not Available	SFRTA	SFRTA
City of Hallandale Beach Route 3	City of Hallandale Beach and BCT	City of Hallandale Beach	BCT
Koger Shuttle 132	SFRTA/FDOT/MDT	MDT	MDT
Miami Airport Shuttle 133	SFRTA/FDOT/MDT	MDT	MDT

NTD Analysis Conclusions



- **Initial calculations show minor revenue increases for SFRTA related route extensions and un-reported shuttle routes**
- **Additional NTD Revenues from other un-reported shuttle bus services could be available to transit agencies in the region**
- **Extending local shuttles to Tri-Rail and increase in NTD reporting a positive step towards coordinated regional transit**

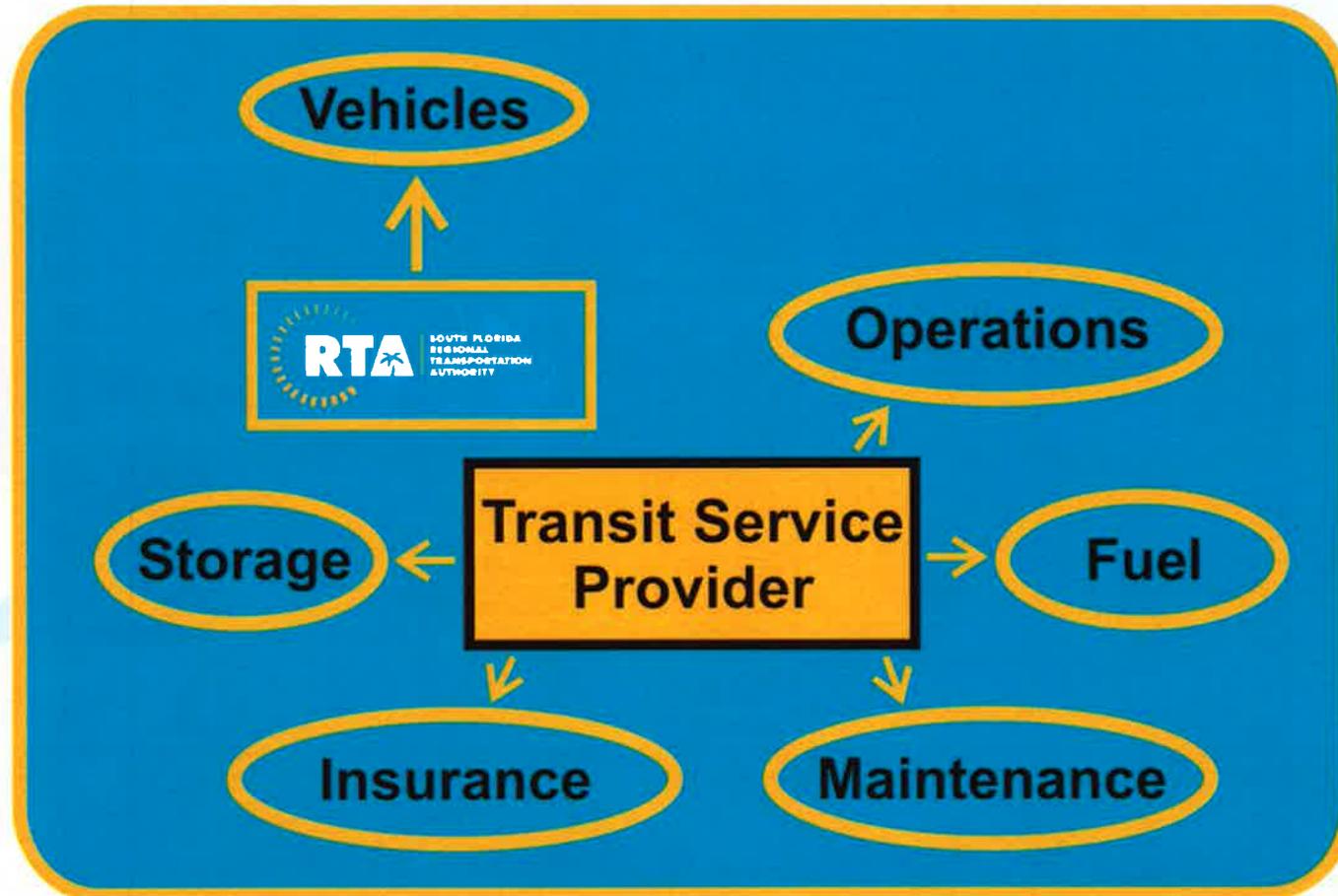
SFRTA-Owned Vehicles Option



> **Potential for capitalization of vehicles for SFRTA Shuttle Bus routes:**

- > **Existing transit service provider contract is Full Turnkey**
- > **Current hourly rate for each service hour: \$55 to \$75 with annual CPI escalation rate up to 3%**
- > **SFRTA-owned vehicle option would potentially decrease operating costs compared to existing Full Turnkey contract**
 - > Favorable contracts for vehicle procurement in place - TRIPS
 - > Several Federal Grant opportunities for capital purchases
 - > Bus needs: 20 buses

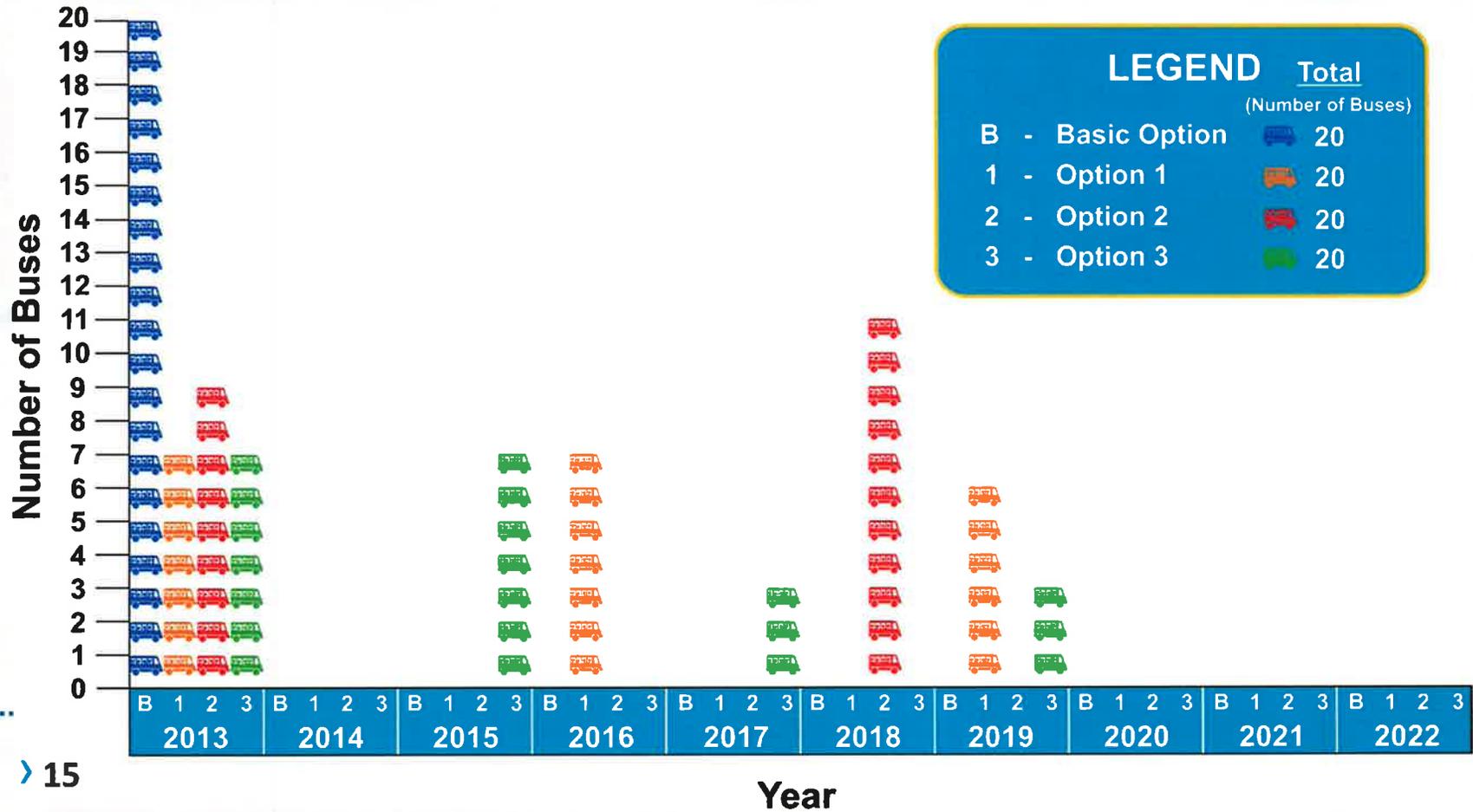
SFRTA-Owned Vehicles Option



SFRTA-Owned Vehicles Option



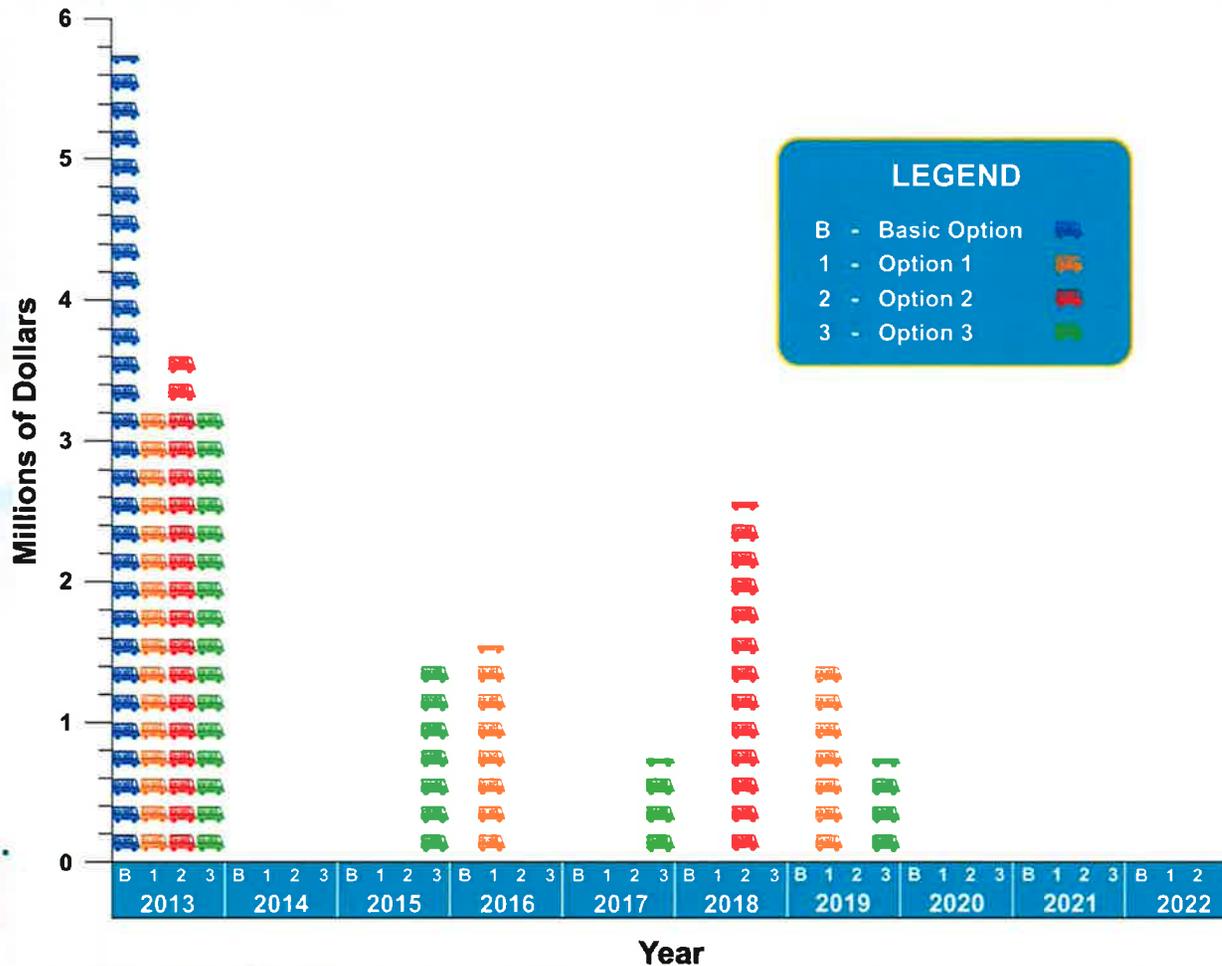
> Four (4) Different Shuttle Bus Purchase Implementation Options Analyzed:



SFRTA-Owned Vehicles Option



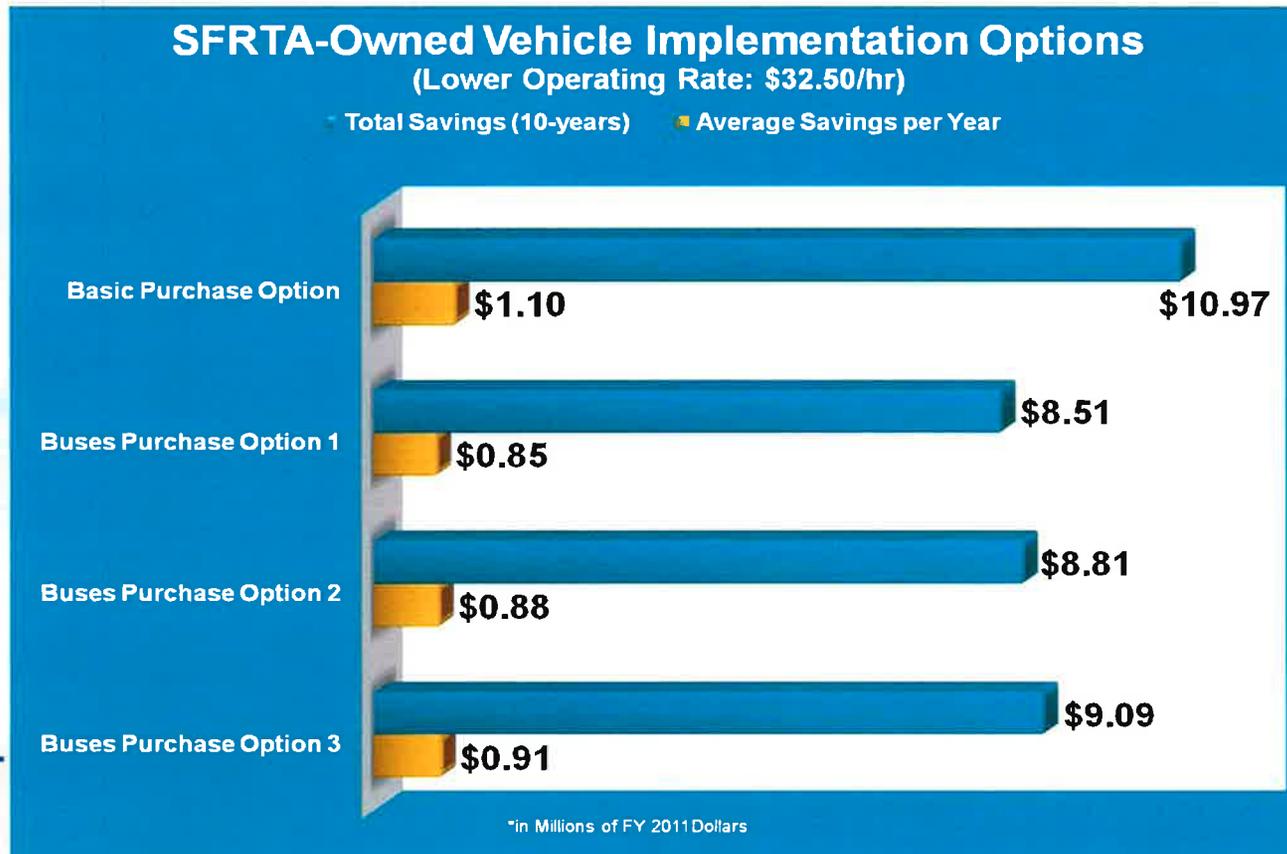
> Potential Capital Costs by year for each Implementation Option:



SFRTA-Owned Vehicles Option



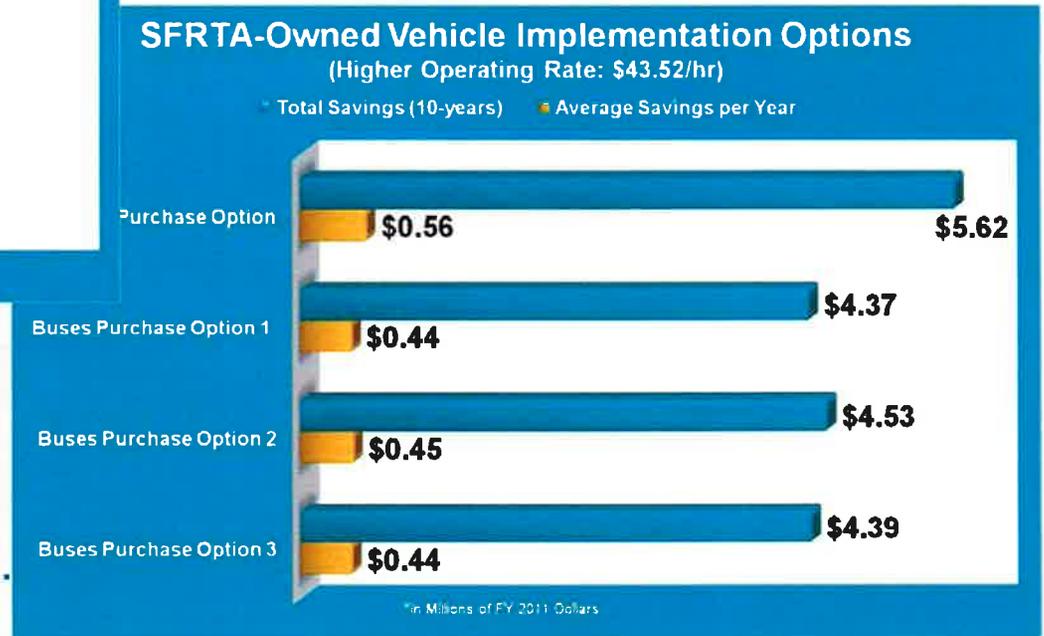
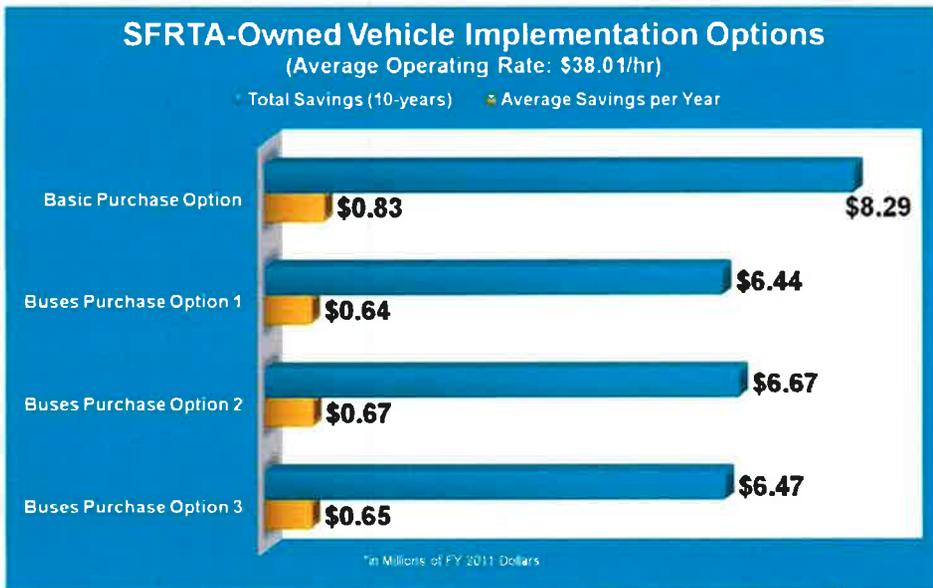
- > Cost savings estimated within a range of operational rates between \$32.50/hour and \$43.52/hour
- > Potential operational cost savings of \$1.0M per year with operating rate of \$32.50



SFRTA-Owned Vehicles Option



- > Potential operational cost savings with average rates of \$38.01/hr and \$43.52/hr



SFRTA-Owned Vehicles Option



- > **Conclusion**
 - > **Capitalization of shuttle bus service produces operational savings in all scenarios analyzed**
- > **Recommendation**
 - > **Procure SFRTA shuttle bus fleet (20 Buses)**
 - > **Pursue shuttle bus operating contract with option to free issue buses to operator**

Next Steps



- > **Finalize study**
 - > **Await award notification of Federal grants submitted for purchase of alternative fuel shuttle buses (Sep/Oct 2011)**
 - > **If awarded, begin procurement of shuttle bus fleet**
 - > **If not awarded, begin phased shuttle bus procurement**
 - > **Begin pursuing amended/new shuttle bus operating contract allowing free-issue of buses to the operator**
-

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

CONSTRUCTION OVERSIGHT COMMITTEE

The Construction Oversight Committee did not meet during the Month of Aug, 2011.

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING
JULY 13, 2011

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:30 a.m. on Wednesday, July 13, 2011 in the Boardroom of the South Florida Regional Transportation Authority (SFRTA), Administrative Offices located at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida 33064.

COMMITTEE MEMBERS/ALTERNATES PRESENT:

Ms. Maria C. Batista, Miami-Dade Transit (MDT)
Ms. Lois Bush, Florida Department of Transportation (FDOT) District 4
Mr. William Cross, South Florida Regional Transportation Authority (SFRTA)
Mr. Wilson Fernandez, Miami-Dade Metropolitan Planning Organization (MPO)
Mr. Joseph Quinty, SFRTA
Mr. John A. Ramos, Broward County Transit (BCT)
Mr. Gustavo Schmidt, FDOT District 4
Mr. Phil Steinmiller, FDOT District 6
Mr. Greg Stuart, Broward MPO
Mr. Fred Stubbs, Palm Tran
Mr. Randy Whitfield, Palm Beach MPO, Chairman

ALSO PRESENT:

Mr. Steve Anderson, SFRTA
Ms. Kelly Blume, Kittelson & Associates
Mr. Ed Carson, FDOT District 6
Ms. Robyn Chiarelli, FDOT District 4
Ms. Sharon Cino, FDOT District 4
Ms. Selya Gonzalez, Tindale-Oliver & Associates
Ms. Laila Haddad, Media Relations Group, LLC
Ms. Barbara Handrahan, SFRTA
Ms. Elaine Magnum, SFRTA
Mr. Jeremy Mullings, FDOT District 4
Mr. Dave Quigley, Town of Davie
Ms. Jill Quigley, Jacobs
Ms. Natalie Yesbeck, SFRTA
Mr. Eric Zahn, SFRTA
Mr. Enrique Zelaya, Broward County Planning

CALL TO ORDER

The Chair called the meeting to order at 10:40 a.m.

ROLL CALL

The Chair requested the roll call.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

A motion was made by Mr. Fred Stubbs to approve the agenda. The motion was seconded by Mr. Wilson Fernandez. The motion was called to a vote and carried unanimously.

DISCUSSION ITEMS

MATTERS BY THE PUBLIC – None

CONSENT AGENDA
Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.

C1 – MOTION TO APPROVE: Minutes of Planning Technical Advisory Committee Meeting of June 15, 2011.

Mr. Jeff Weidner made a motion to approve the meeting minutes. The motion was seconded by Mr. John Ramos. The motion was called to a vote and carried unanimously.

REGULAR AGENDA
Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

No items.

INFORMATION / PRESENTATION ITEMS
Action not required, provided for information purposes only.

11. - INFORMATION: Regional Express Bus Projects

Mr. Jeff Weidner introduced the item, noting that there has been recent discussion about using the PTAC as an open forum to examine regional express bus issues. Mr. Weidner expressed a desire to use the PTAC to help identify the next round of express bus services, which will be more challenging than implementation of the initial 95 Express routes. Ms. Robyn Chiarelli then provided an overview of the existing 95 Express operations, including recent changes that resulted in a successful new 95 Express route from Miramar Town Center to Downtown Miami. Ms. Chiarelli shared ridership figures, park-and-ride capacity/usage, and service costs for the existing 95 Express services. Mr. Jeremy Mullings then gave an overview of new express bus routes in the I-595 corridor. Mr. Mullings noted that the new 595

Express services are scheduled to begin in 2012, while I-595 will still be under construction. He provided service details, which include four routes, two of which will terminate in Downtown Fort Lauderdale and two others running south to Miami. Mr. Mullings stated that all four routes will connect with Tri-Rail at either the Fort Lauderdale (Broward Blvd) or Fort Lauderdale-Hollywood International Airport (Griffin Road) stations.

Committee members asked questions about a variety of subjects, including park-and-ride lots, transit signal priority, branding, funding, and fares. Multiple committee members expressed an interest in further discussion of how express buses and Tri-Rail can complement each other, particularly during midday and evening periods when the express bus service does not run. A desire was also expressed to see more detailed information on the operations and funding details of the express buses. There was committee consensus to bring express bus planning issues to the PTAC on at least a quarterly basis, so that committee members can help direct further express bus investments and solve some of the operating challenges that may arise.

12. - INFORMATION: Palm Tran Transit Development Plan (TDP) Major Update

Ms. Kelly Blume from Kittelson & Associates gave a powerpoint presentation on the Palm Tran TDP Major Update. Ms. Blume provided a summary of results from the TDP's onboard survey, which was completed by 10% of Palm Tran riders. Key findings cited by Ms. Blume include 44% of riders not having access to a private vehicle, 41% of riders having a household income below \$10,000, and 46% of riders using Palm Tran for work related trips. Other results of note include: 84% of riders walk to access the bus, most riders use Palm Tran at least four days per week, most riders use a discounted fare, and most riders are satisfied with Palm Tran's performance. Ms. Blume also spoke of survey results that are being used for the TDP's needs assessment. She noted that riders expressed a desire for improved weekend service, a longer span of service, and more frequent weekday service. Multiple committee members expressed an interest in seeing the survey results broken down by geographic area, particularly for the Lake Okeechobee communities. Committee members also inquired about the TDP schedule and whether its completion and approval would meet FDOT's deadline.

13. - INFORMATION: Job Access Reverse Commute (JARC) and New Freedom (NF) Programs

Ms. Natalie Yesbeck informed the committee that a JARC and NF pre-application teleconference was held on June 28. Ms. Yesbeck noted that the teleconference had 38 participants. She stated that a summary of questions and answers from the teleconference has been developed and it will be posted onto the SFRTA's JARC and NF website by the end of the day. Mr. Quinty reminded the committee that the JARC and NF application deadline is September 9th at Noon.

14. - INFORMATION: Tri-Rail Station Area & Connecting Transit Maps

Mr. Quinty introduced the item, reminding the committee that hard copies of the new Tri-Rail Station Area & Connection Transit Maps had been placed at their seats just prior to the meeting. He noted that the intent of the new maps is to provide a new user-friendly tool for current and potential transit riders. He stated that when finalized, the maps will be placed at Tri-Rail stations and on the Tri-Rail website. Mr. Quinty asked the committee to review the maps for accuracy of transit routes and asked for general comments on the look and format. Multiple committee members commented that the maps seemed busy and contained a great deal of information. Mr. Quinty asked that any further comments and corrections be provided to SFRTA staff over the next 1 ½ weeks.

OTHER BUSINESS:

None.

PTAC MEMBER COMMENTS

None.

ADJOURNMENT

The meeting was adjourned at 12:06 PM.

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
MARKETING COMMITTEE MEETING
August 3, 2011

The Marketing Committee Meeting of the South Florida Regional Transportation Authority Governing Board was held at 2:00 P.M. on Wednesday, August 3, 2011 at South Florida Regional Transportation Authority, 800 NW 33rd Street, Conference Room 101, Pompano Beach, FL 33064.

COMMITTEE MEMBERS PRESENT

Bonnie Arnold, (Chair) SFRTA/Tri-Rail
Robyn Chiarelli, Florida Department of Transportation

COMMITTEE MEMBERS DIALED-IN

Lili Finke, (Vice Chair) Palm Tran

COMMITTEE MEMBERS NOT PRESENT

Phyllis Berry, Broward County Transit
Nestor Morales, Miami-Dade Transit

NON-COMMITTEE MEMBERS DIALED-IN

N. Paula Girard, Palm Tran (dialed in)

ALSO PRESENT

Irene D. Ferradaz, Miami-Dade Transit
Robyn Hankerson, Bitner Goodman
Steve Rosenberg, SFRTA/Tri-Rail
Christopher Ryan, Broward MPO
Jennifer Ryan, South Florida Commuter Services

CALL TO ORDER

The meeting was called to order at 2:15 p.m.

ROLL CALL

A quorum was not present.

AGENDA APPROVAL

MINUTES APPROVAL

Due to lack of a quorum, the approval of the Minutes will take place at the next meeting.

MATTERS BY THE PUBLIC

None

REGULAR AGENDA**INFORMATION / PRESENTATION ITEMS****I1 – APTA UPDATE**

- The Annual Marketing Meeting took place in Toronto and it was announced that Dump the Pump will return next year. This year's was one of the most successful.
- According to Congressman Mica's proposed transportation bill, public transportation funds will be reduced by 30%. A few years ago, the transit system in Atlanta faced cuts and the idea arose to display big red X's on all of its rolling stock that would be eliminated by the budget constraints, if the funding referendum was not passed at the time; it was not passed. The APTA Executive and Legislative Committees proposed that systems across the country use the same approach now to display what the proposed 30% cut would result in. All members of the APTA Marketing Committee did not think this was a good idea. Ms. Arnold polled this Committee its opinion. Mr. Ryan stated that the idea sounds good in theory, but if funding were cut and the agencies did not go ahead with the promised cuts, it will send an unclear message to transit riders. On the other hand, a plan of action would be needed to instruct riders what they would need to do to be proactive to advise their elected officials. Ms. Arnold stated that the APTA Marketing Committee arrived at an alternate solution: "Transportation Works!" "It **gets** people work and it gets people **to** work". The idea was to have people who build modes of transportation, i.e. bus upholsterers, fiberglass makers, etc., make a presence in Washington, D.C. as employees who would be affected. Additionally, a tool kit will be designed so that there is a uniform message. The day after Labor Day was considered, but time is too short, so consideration to wait until the new APTA Chair is in place in order to assure his/her inclusion, so a date sometime between the Annual APTA Meeting in early October and the FPTA Meeting, would work well. The RTA Marketing Committee members were all in agreement that they didn't like the idea of the red "X."
- Ms. Arnold will not be the chair of the APTA Marketing Committee as of the October APTA Annual Meeting. The new chair will be Richard Maxwell from the Trinity Railway Express and the vice chair will be Jennifer Kalchik from The Rapids.

I2 – PARK AND RIDE LOTS

- Ms. Chiarelli stated that FDOT is looking into ways to improve security at park and ride lots due to recent break-ins at the Commuter Express lot in Halpatiokee Park in Martin County. She is working with the park manager to increase police patrols to ride through the lot for increased awareness. Signage is needed to make people aware not to leave valuables visible in their cars and the use of video cameras is being considered. Funds exist to expand the park and ride lot at C. B. Smith Park. Presently, it is in the design phase and out of three conceptual designs submitted, one was approved. Construction will begin in spring/summer 2012 with 50+ parking spaces being added.

I3 – REGIONAL CAMPAIGN TO PROMOTE TRANSIT TO SCHOOLS/ UNIVERSITIES

- South Florida Commuter Services is in the process of drafting and finalizing its work plan for their new fiscal year from October 1, 2011 – September 30, 2012. In the past alternative modes of transportation have been promoted to colleges and universities via campaigns with Miami-Dade College and Broward College by creating numerous campaigns. A website was created for Miami-Dade College and in the course of one month, received 330,000 hits, so it is clear that there is an audience. A customized message needs to be developed to encourage transit. A regional approach would be used as opposed to a specific location.
- When SFCS partnered with Miami-Dade Transit, a strong response was realized after promoting Kendall Cruiser.
- A free roundtrip fare promotion is being considered for outreach distribution. The message will be customized by region and by college as well.
- With the finalizing of its work plan, Ms. Ryan suggested that if any of the agencies have any transit-related initiatives or route information, she would include them in the plan.
- Ms. Finke stated that coincidentally, Palm Tran is performing outreach this month to many Palm Beach County schools. She agreed to forward information to SFCS for their inclusion in this effort. Ms. Ryan stated that the fall season is when the first phase would take place. Free-ride promotion coupons would need to be redeemed for an EASY Ticket for inter-system availability.
- Ms. Arnold stated that the new FAU stadium's games are being considered for possible later-night train service.

I4 – RECIPROCAL AGREEMENT UPDATE

- Ms. Finke stated that the last she heard about this was August 2010 and MDT's input is needed, although Ms. Arnold stated that MDT had agreed to make available 15 monthly passes and the SFRTA was giving MDT the same number for use on Tri-Rail. These tickets from MDT would be distributed to departments for their use as needed rather than assigned to a specific individual. Palm Tran and BCT are agreeable to whatever is decided upon as long as the decision is unilateral. Ms. Ferradaz stated that she would approach this issue at MDT and would get back to the Committee.

I5 – AGENCY UPDATES

BROWARD COUNTY TRANSIT

BROWARD MPO

- Mr. Ryan stated that the MPO expected to launch its new website on the weekend of August 13.
- The MPO's in the three counties intend to embark on a regional master plan towards the end of 2011. Due to funding, it will be called a transportation master plan.
- On August 24, Lynn University and the Sun-Sentinel will jointly hold a transportation summit at Lynn University with an emphasis on transit. Hopefully this will lead to a referendum for funding. Commissioner Kristin Jacobs, Chair Blattner, Robert Paul and

James Hertwig will be on the panel. Mr. Ryan said he will send the link so that people who are interested, can register. Antonio Fins will be moderating.

- FDOT will host two classes being taught by Renaissance Planning, each holding forty people, on September 20 and 21, at which transit-oriented development will be the training topic. Cypress Creek will be visited as part of the exercise.

FDOT

- The I-595 transit component will begin in 2012. The marketing team for the 595 Express will capitalize on the success of the I-95 Express by naming the route 595 Express. It is believed that the buses will not operate on the Express Lanes because they need exit capability at Davie Road in order to service the colleges.
- Jeremy Mullings and Ms. Chiarelli are planning to attend quarterly PTAC meeting in order to update attendees about 95 Express and 595 Express.
- Ms. Finke questioned whether anything is being done to increase ridership from Palm Beach County on 95 Express. Ms. Chiarelli stated that she has an upcoming meeting with Jeanie Taylor to discuss this issue.

MIAMI-DADE TRANSIT

PALM TRAN

- The \$2.00 transfer fee will be discussed at the September Commission Meeting. It is still \$1.50.

SOUTH FLORIDA COMMUTER SERVICES

SFRTA/TRI-RAIL

With no further comments, the meeting ended at 3:10 p.m.

**Engineering & Construction
Monthly Progress Report
August 2011**

Hialeah Yard Storage Tracks and Inspection Pit:

Construction of 3300' of storage tracks (4-track configuration) with a 340' inspection pit. Contract was awarded to Gonzalez and Sons Equipment, Inc. on December 10th, 2010. Notice to Proceed was issued on January 7th, 2011. Construction started on January 17th, 2011, and will continue through September 2011. The contractor has completed the drainage, inspection pit, and road realignment. The fuel delivery system has been installed, electrical connections to the fuel pumps are about 90% complete and the storage tracks have been installed. Contract amount: \$1,693,000.00

Pompano Beach Station Improvements:

Upgrade of existing Pompano Beach Station to Segment 5 station standards. Improvements consist of widening existing platforms to 25' width, new full-length canopies, solar paneling, pedestrian overpass with stairs and elevators, bus circulation improvements, and parking lot reconfiguration. The design package will include specifications to obtain, at a minimum, Silver LEED certification. Development of scope of services for 100% design by SFRTA's GEC has been approved with Notice to Proceed issued on April 6, 2011. The consultant is currently advancing plans to 90% completion and permitting process has been initiated. The 100% design plans are expected to be packaged for procurement advertisement by February 2012. Estimated construction start is May 2012.

Cab and Trailer Car Procurement:

Procurement of 10 Cab Cars and 14 Trailer Cars. Delivery of the first two (2) cab cars occurred on January 11, 2011, and April 8, 2011, respectively. The two (2) cab cars are expected to enter revenue service on September 11, 2011. The first four (4) trailer cars are expected to be delivered by the end of March 2012, and the delivery of the remaining eight (8) cab cars is expected by the end of July 2012. The initial schedule for the delivery of the final ten (10) trailer cars was submitted and indicates delivery in December 2013. Efforts are underway to improve this schedule. Contract amount: \$41,189,180.00.

AGENDA REPORT
 SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
 GOVERNING BOARD MEETING
 September 23, 2011

AUGUST RIDERSHIP

Total monthly ridership for August has increased 10.4 % when compared to August of last year. Weekday ridership has increased by 13.0% for August, while the average weekday ridership in August 2010 was 11,882 per day versus 12,843 per day for 2011. Total weekend ridership has increased by 12.0% when compared to last year. Total Fiscal Year ridership is up by 8.2%.

Revenue is shown in Chart 3. Chart 2 shows ridership month-to-month and Chart 1 combines revenue and ridership month-to-month.

<u>Riders</u>	Actual August 2011	Actual August 2010	August '11 vs. '10 %	FY '12 Rider ship To Date	FY '11 Rider ship To Date	FYTD '12 vs '11 %
M-F	295,387	261,408	13.0%	531,859	494,197	7.6%
Saturday	19,905	19,447	2.4%	45,685	44,681	2.2%
Sunday	17,253	20,475	-15.7%	39,835	35,242	13.0%
Holidays	-	-	0.0%	4,058	-	100.0%
	332,545	301,330	10.4%	621,437	574,120	8.2%

Note: Ridership figures are based on daily reports from Veolia.

Chart 1 - SFRTA Riders and Revenue Trends

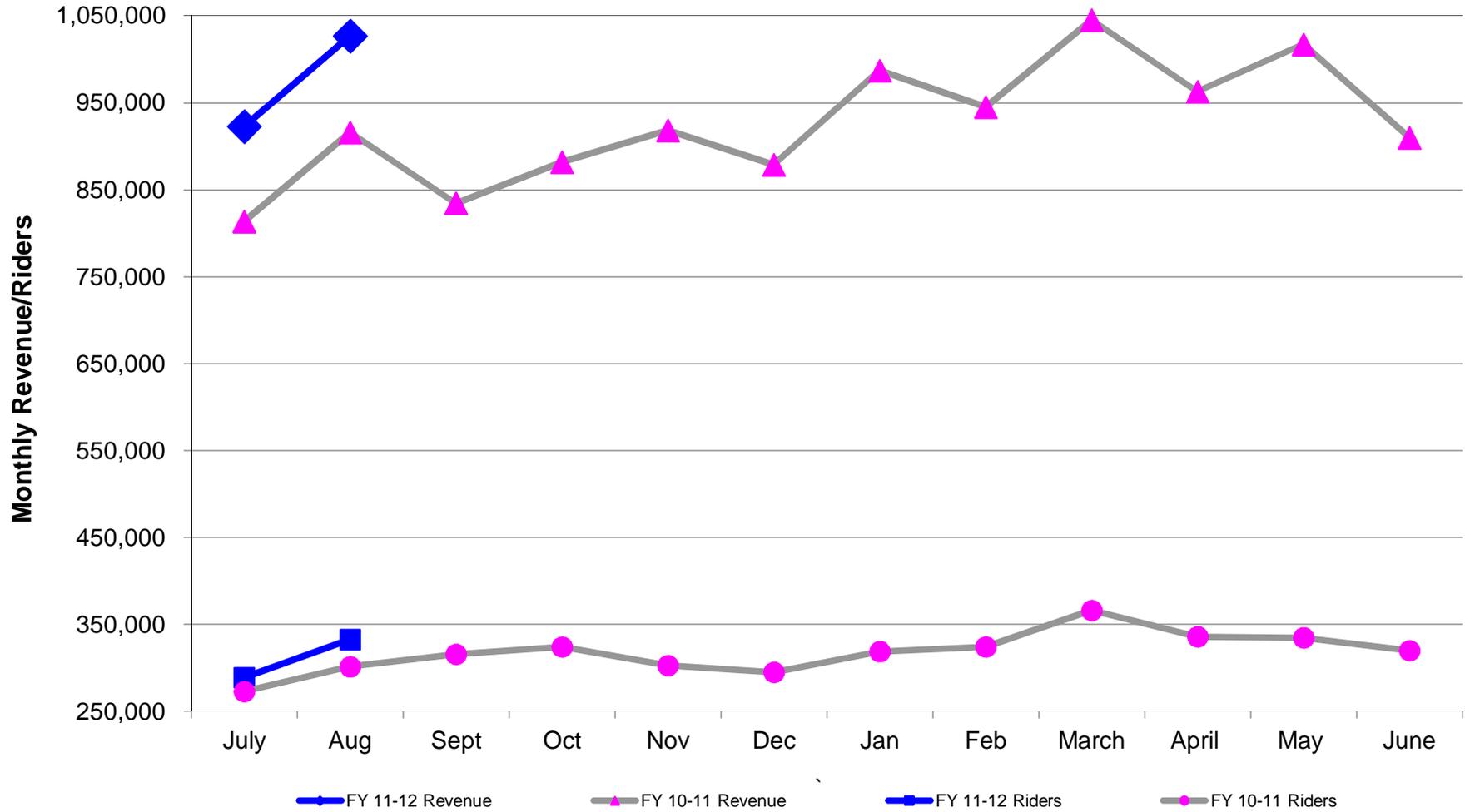


Chart 2 - SFRTA Riders

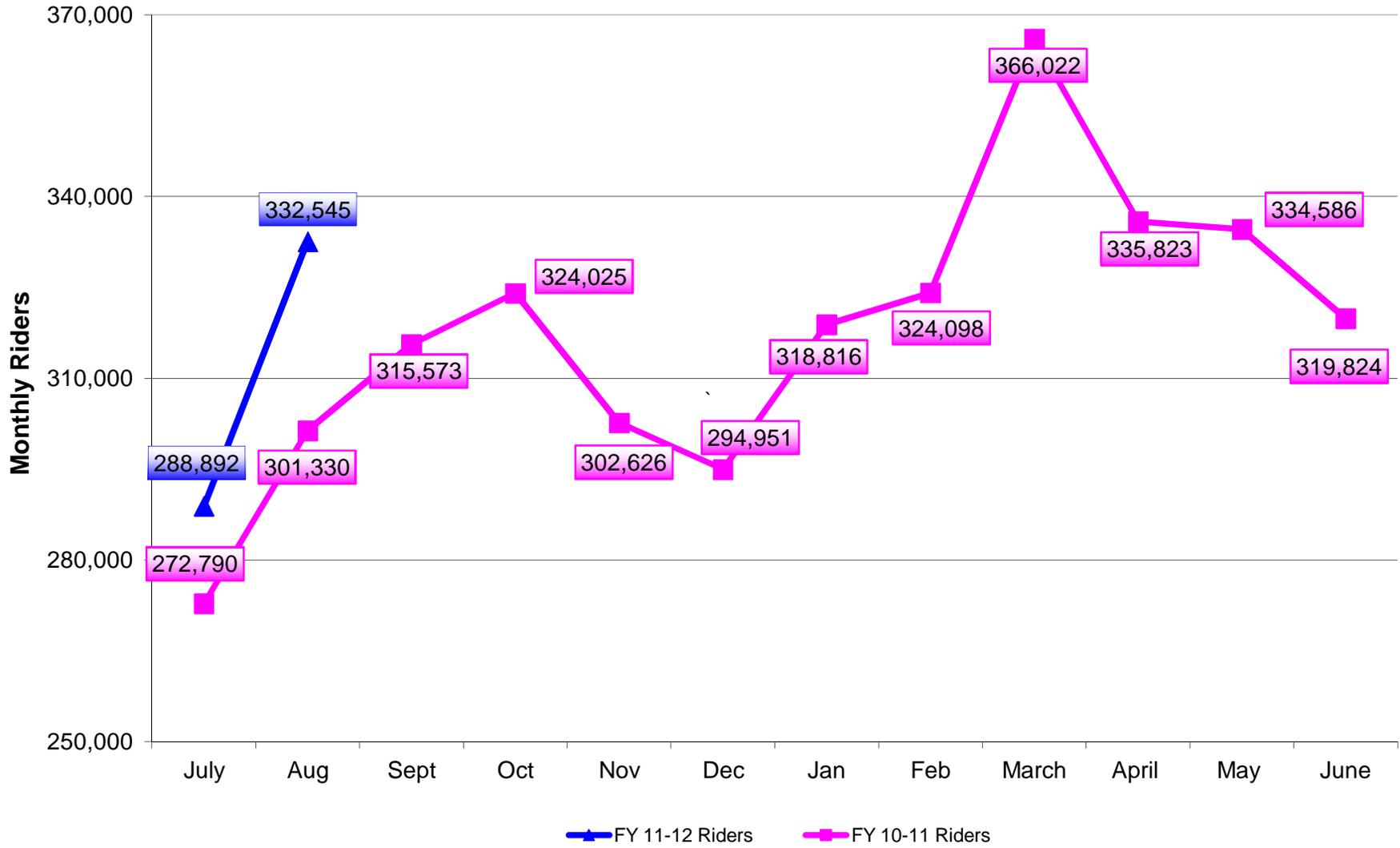
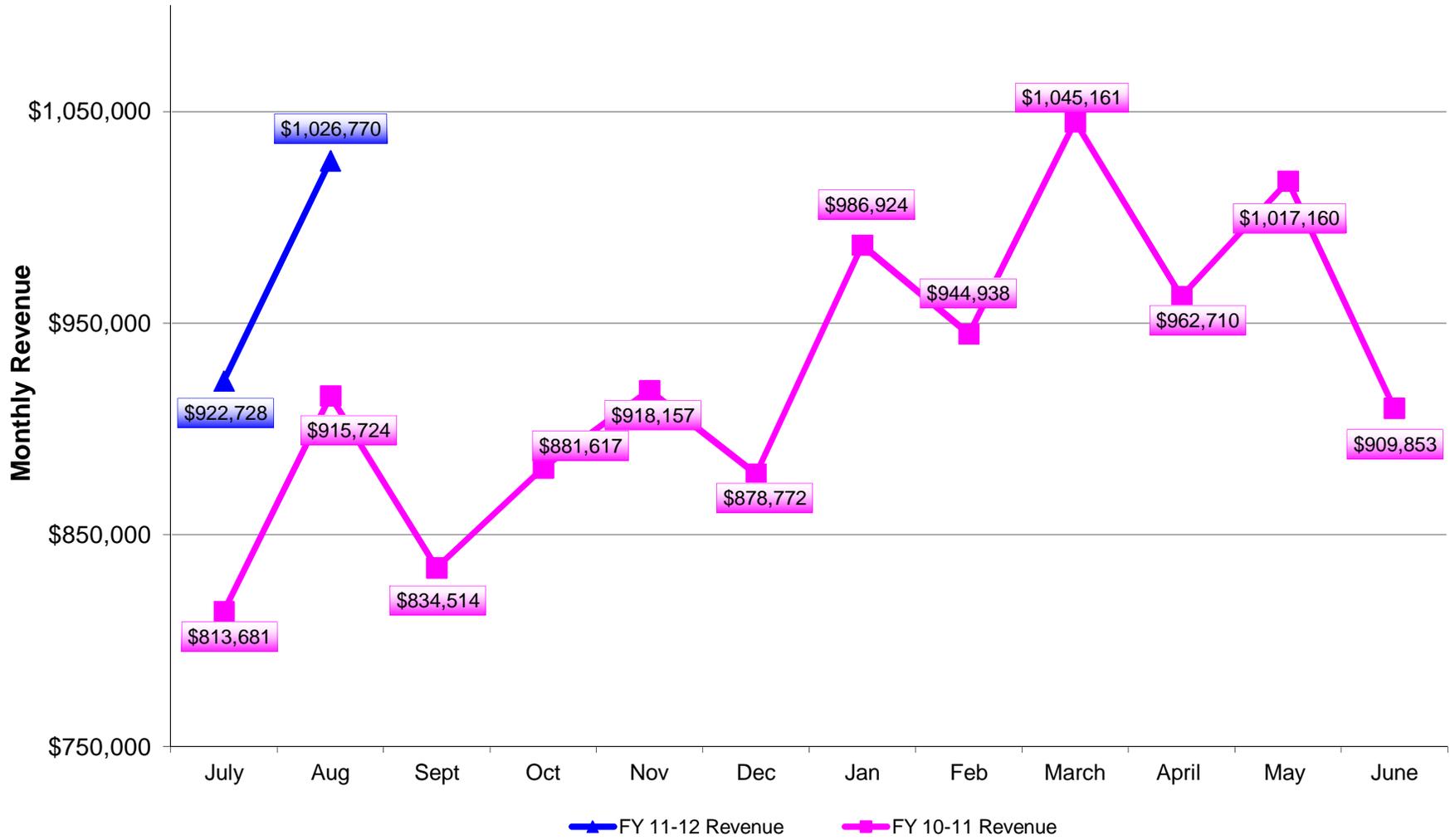


Chart 3 - SFRTA Revenue

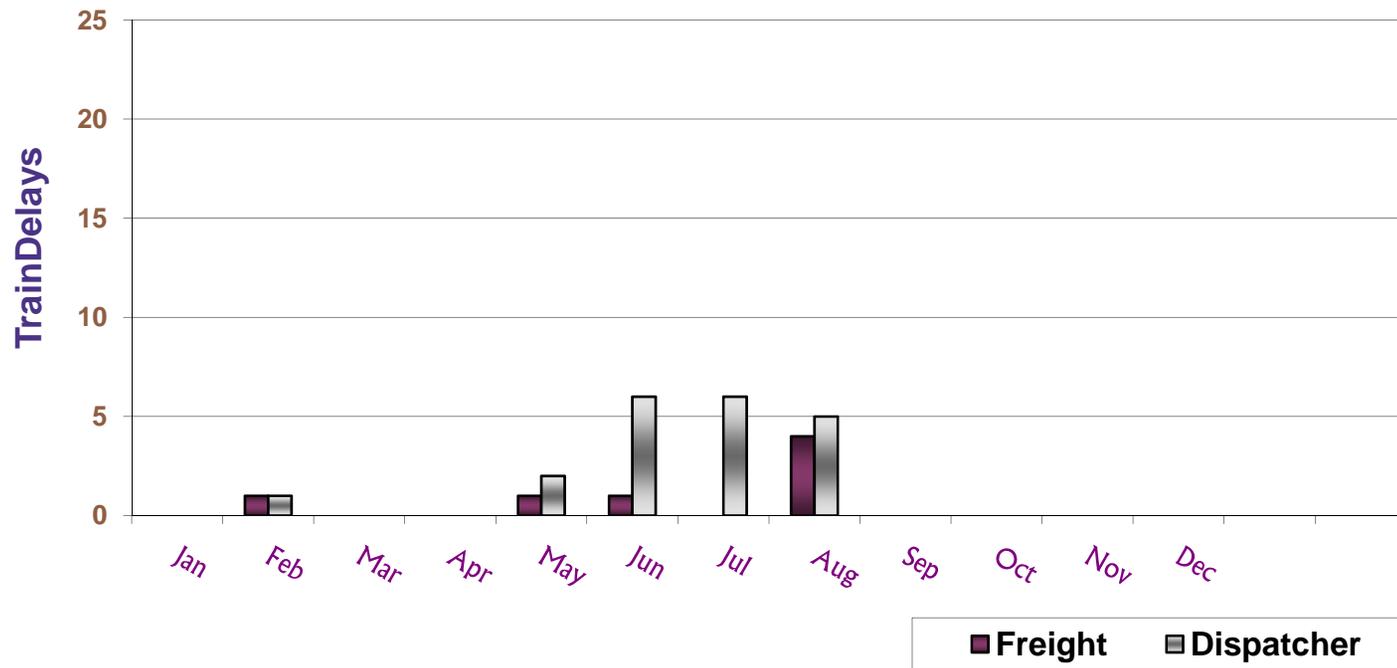



AUGUST 2011 ON TIME PERFORMANCE - CAUSAL ANALYSIS SUMMARY

OTP End To End			88.0%
OTP Station To Station			82.5%
	NUMBER OF INCIDENTS	NUMBER OF LATE TRAINS	PERCENT OF TOTAL TRAINS
DELAY CAUSES			
PD/FD Activity	1	3	0.2%
SUB-TOTAL	1	3	0.2%
CSX AGREEMENT			
CSX FRIEGHT	3	4	0.3%
LOCAL SWITCHER	0	0	0.0%
JAX DISPATCHER	4	5	0.4%
MOW	9	18	1.4%
SUB-TOTAL	16	27	2.1%
OUTSIDE CSX			
COMMUNICATIONS	0	0	0.0%
SIGNALS-COMP.	7	10	0.8%
CSX RULE 100J	0	0	0.0%
SUB-TOTAL	7	10	0.8%
BOMBARDIER MECHANICAL	8	9	0.7%
VEOLIA TRANSPORTATION	0	0	0.0%
AMTRAK	2	2	0.2%
FEC DELAY	5	5	0.4%
WEATHER	5	13	1.0%
ROW FOUL	1	5	0.4%
SFRTA TRANSPORTATION	15	23	1.8%
OTHER	11	29	2.3%
3rd PARTY	1	15	1.2%
DMU MECHANICAL	0	0	0.0%
BRIDGE SIGNAL	0	0	0.0%
NBC MOW	0	0	0.0%
NBC DISPATCHER	0	0	0.0%
NBC OTHER	1	1	0.1%
ADA	5	5	0.4%
EFFICIENCY TESTING	0	0	0.0%
SUB-TOTAL	54	107	8.4%
TRAINS DELAYED		147	11.5%
TERMINATED / ANNULLED		6	0.5%
TRAINS ON TIME		1125	88.0%
TOTAL		1278	100.0%

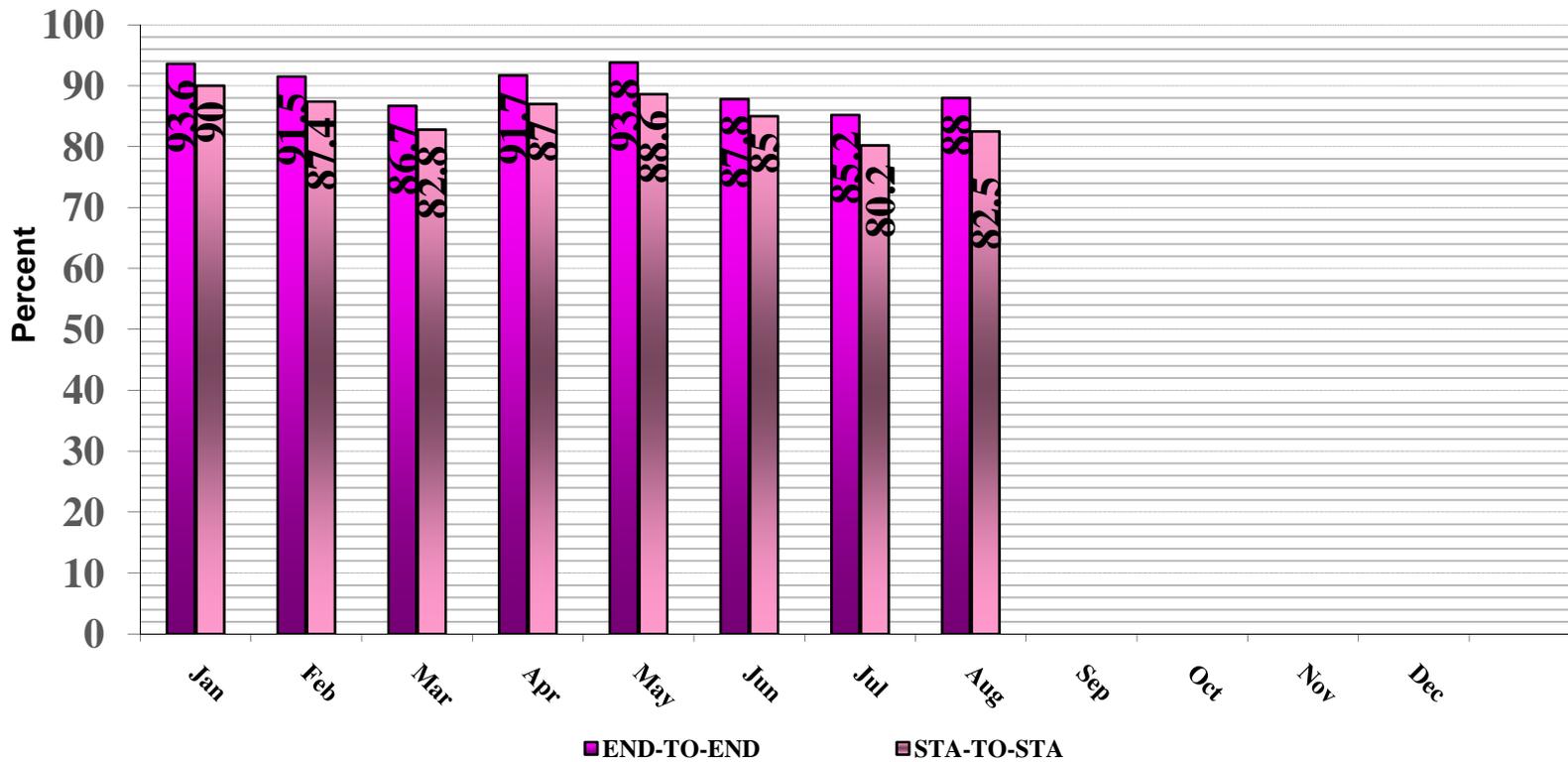


CSXT JAX Dispatcher & Freight Delays 2011



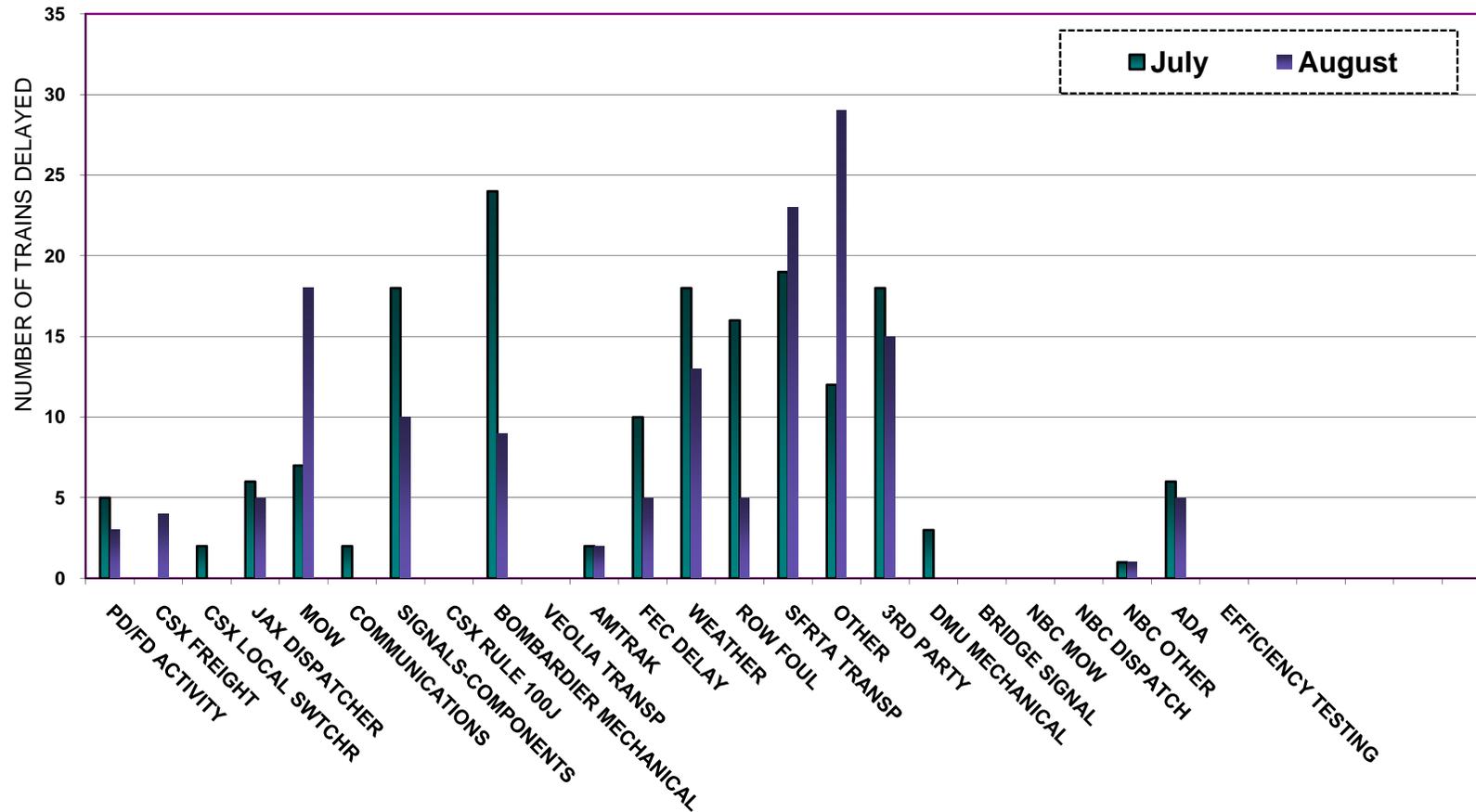


On-Time Performance Calendar Year 2011



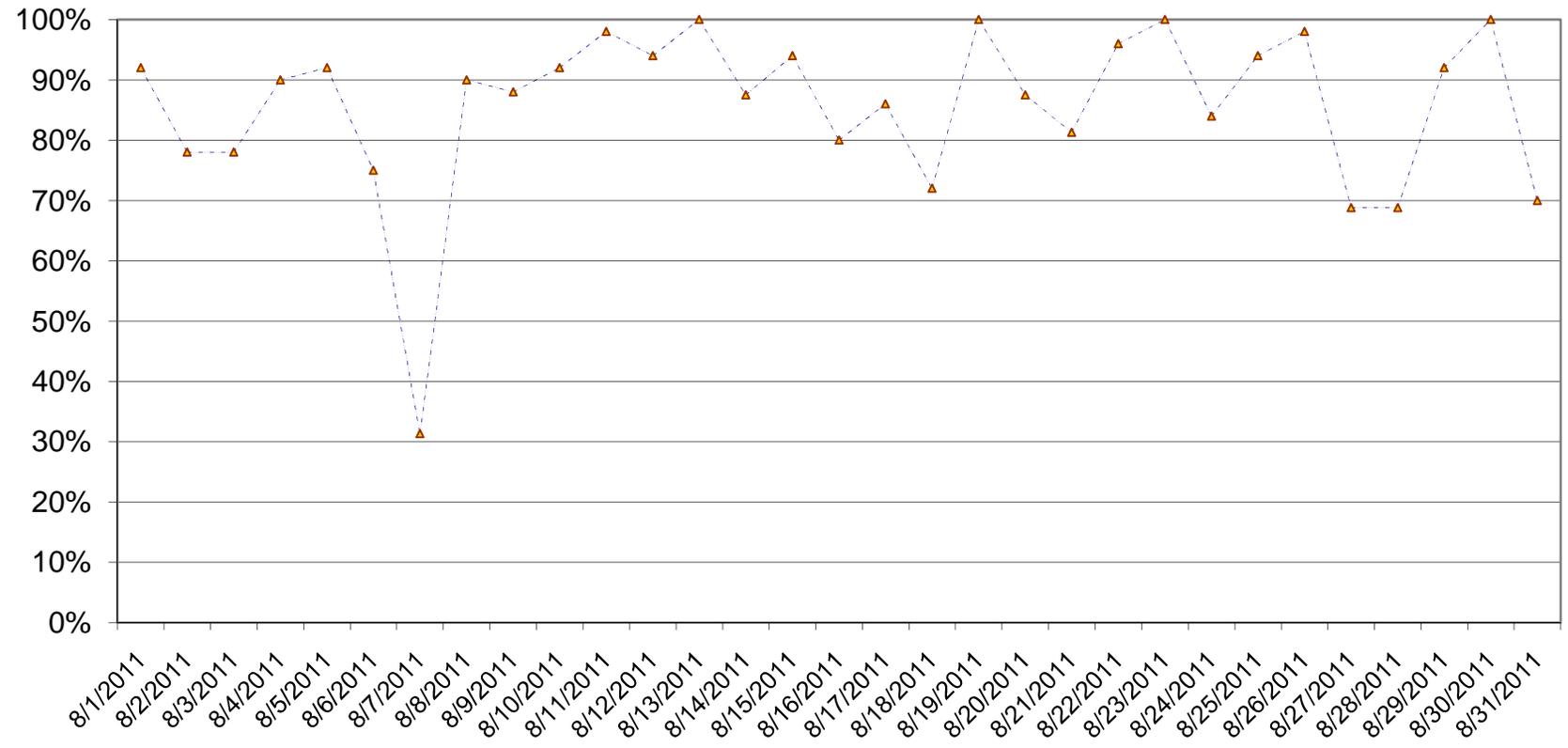


TRAIN DELAYS- 2011

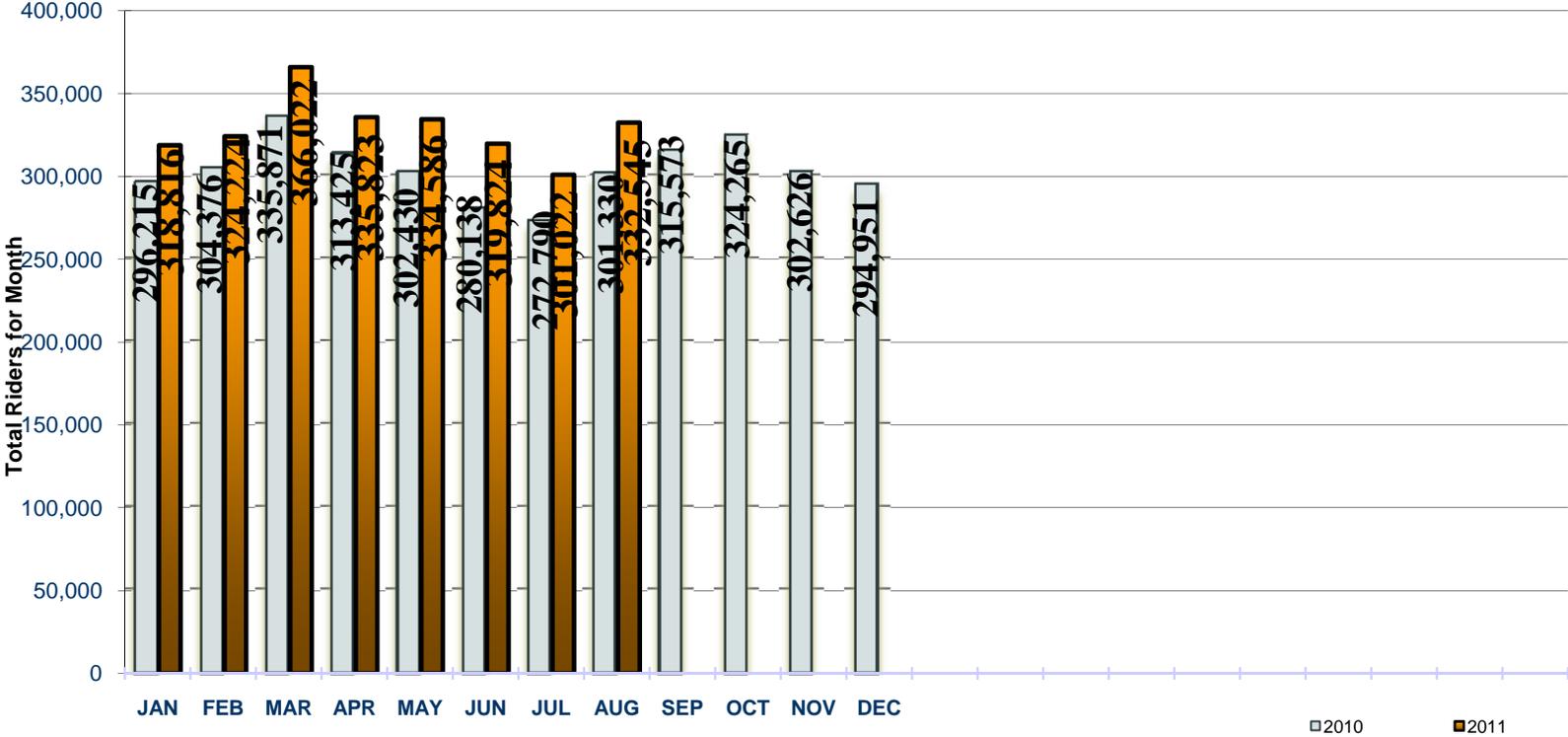




ON TIME PERFORMANCE END TO END AUG - 2011



SFRTA Tri-Rail Monthly Ridership 2011



□ 2010 ■ 2011

**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
MARKETING DEPARTMENT MONTHLY SUMMARY FOR AUGUST 2011
GOVERNING BOARD MEETING**

EMPLOYER DISCOUNT PROGRAM

The Employer Discount Program (EDP) added 19 new employers and 220 new employees during the month of August.

The total number of EDP tickets recorded as sold in August was 2,515 and the total revenue generated was reported as \$148,193.30.

The following companies joined the EDP in August:

Employer	Enrollment Date	City
All For One Home Health	08/23/2011	West Palm Beach
Alliance Bail Bonds, Inc.	08/01/2011	Fort Lauderdale
Bodylogic MD Franchise Corporation	08/02/2011	Boca Raton
Claims Reimbursement Specialist	08/03/2011	Boca Raton
Daniels Kashtan Downs Robertson & McGirney	08/25/2011	Coral Gables
Fiberglass Coatings, Inc.	08/16/2011	Fort Lauderdale
Insurance Group Services	08/08/2011	Boca Raton
J. Denaro, Inc.	08/31/2011	Opa-locka
J. R. Dunn Jewelers	08/29/2011	Lighthouse Point
Kinnetic Consulting Group	08/04/2011	Boynton Beach
Leggett & Platt, Inc.	08/22/2011	Miami
Miami-Dade County Planning & Zoning Department	08/22/2011	Miami
R. J. Heisenbottle Architect	08/22/2011	Coral Gables
Robovault	08/08/2011	Fort Lauderdale
Sir Pizza	08/31/2011	Miami
Spencer Boat Company	08/31/2011	Miami
Turner Envirologic, Inc.	08/22/2011	Deerfield Beach
V&R Repair Services, Inc.	08/10/2011	Miramar
Weltman, Weinberg & Reis, Co. LPA	08/03/2011	Fort Lauderdale

EDP SALES MISSIONS

Employer	City
Compsych Corporation	Fort Lauderdale
Diversified Nano Corporation	Pompano Beach
Florida Supplement	Hollywood
J. R. Dunn Jewelers	Lighthouse Point
Lyons & Lyons, Inc.	Hialeah
Riddles Café	Fort Lauderdale
TCC Enterprises, LLC	Pembroke Pines
Teleperformance ASD	North Lauderdale
Unique Wholesale Distributors, Inc.	Fort Lauderdale
U. S. Gas and Electric	North Miami Beach
Weltman, Weinberg and Reis Co., LPA	Fort Lauderdale

MARKETING DEPARTMENT – AUGUST ACTIVITIES:

BACK TO SCHOOL SAFETY AND WELLNESS EXPO

South Florida Regional Transportation Authority (SFRTA) Marketing Department staff was present at the third annual Back-to-School/Safety and Wellness Expo at the Boynton Beach Mall. The Saturday family event provided a great venue to promote Tri-Rail to parents and children alike.

BROWARD COLLEGE

SFRTA Marketing Department staff was present at Broward College's 2011 Fall New Student Orientation Marketplace at the Central Campus in Davie. The two-day event provided an opportunity to promote Tri-Rail and the free South Florida Education Center (SFEC) Shuttle bus to the incoming students, prior to classes beginning.

DB 1 SHUTTLE SURVEY

The Employer Discount Program (EDP) Outreach Team continued the task of surveying passengers of the most low-performing Tri-Rail shuttle buses, to identify potential areas of improvement for these routes. On August 16 and 17, the team boarded the DB 1 shuttle that currently serves the Deerfield Beach Station, and surveyed 36 passengers. A report was submitted to the Director of Marketing for further review.

MDT TRANSFER POLICY

Marketing continued to collaborate with Miami-Dade Transit to provide customer information regarding the new MDT transfer policy, set to go into effect on October 1, 2011. The emphasis was on message development and collateral production.

MIA STATION CLOSURE

The Miami Airport Station closure date was finalized for September 12, 2011. Working with FDOT and MDT, passengers were informed about the closure through all means available; seat drops, commuter bulletins, station announcements, posters, newsletter articles, press releases, VIP messages and e-mail blasts to EDP members expected to be impacted by the closure. The success of these efforts was underscored by the fact that fewer than a dozen complaints came into the Call Center during the first week of the closure.

STRIKERS

SFRTA Marketing and Safety & Security personnel teamed up again to attend the Strikers Family Sport Center's Youth Fall Kick-Off event in Sunrise, to promote Tri-Rail weekend service and educate the attendees about the dangers of railroad crossings.

ONGOING COMMUNITY OUTREACH ACTIVITIES

- Miami-Dade Transit Transfer Policy Plan – Weekly
- SFRTA Marketing Committee Meeting – Monthly



EXECUTIVE SUMMARY BUDGETED INCOME STATEMENT

August 2011

Revenue:

Train Revenue

For August 2011 year-to-date (YTD) actual revenue increased approximately \$194,148 or 11% when compared to fiscal year (FY) 2012 YTD budgeted revenue. Actual revenue for FY 2012 increased by \$98,893 or 5% when compared to FY 2011 YTD actual revenue. This increase is attributed to an increase in ridership.

Operating Assistance

The FY 2012 Florida Department of Transportation (FDOT) Trust Fund as well as the FDOT Operating funds totaling \$30,600,000 were received in August 2011. In FY 2011, the funds were received in July 2010 and November 2010 respectively.

Expenses:

As of August 2011, the SFRTA FY 2012 YTD actual expenses are \$2,282,279 or 19% below budget when compared to the FY 2012 YTD budgeted expense. All expenses are well within budget.

Train operations for FY 2012 YTD actual are approximately \$807,417 or 13% below budget when compared to the FY 2012 YTD budget and increased approximately \$432,529 or 9% when compared to FY 2011 YTD actual. This increase in FY 2012 can be partly attributed an increase in Fuel expense and Feeder Service expense.

The major categories within Train Operations include Train Fuel, Security, Insurance and Feeder Service:

- Train fuel expense for FY 2012 YTD actual is approximately \$218,758 or 15% below budget when compared to the FY 2012 YTD budget, and increased approximately \$232,958 or 23% when compared to FY 2011 YTD actual fuel expense. This increase is attributed to rising fuel prices.

Expenses (Contd.)

- Feeder bus expense for FY 2012 YTD actual is approximately \$143,220 or 15% below budget when compared to the FY 2012 YTD budget and increased approximately \$137,195 or 20% when compared to FY 2011 YTD actual.

Personnel Expenses for FY 2012 YTD actual are approximately \$490,112 or 26% below budget when compared to the FY 2012 YTD budget and decreased approximately \$132,359 or 9% when compared to FY 2011 actual. This decrease in FY 2012 can be attributed to no additional staff hiring for the period.

General and Administrative Expenses for FY 2012 YTD are approximately \$99,895 or 25% below budget when compared to the FY 2012 YTD budget and decreased approximately \$57,900 or 16% when compared to FY 2011 actual. Some categories within General and Administrative expense are Business Travel, General Training, and Dues and Subscriptions.

- Business Travel expense for FY 2012 YTD actual is approximately \$8,218 or 23% below budget when compared to the FY 2012 YTD budget and increased approximately \$13,934 or 100% when compared to FY 2011 actual. This increase in FY 2012 can be attributed to an increase in business travel in August 2012.
- Dues and Subscriptions for FY 2012 YTD actual is approximately \$13,337 or 24% below budget when compared to the FY 2012 YTD budget and decreased approximately \$26,690 or 39% when compared to FY 2011 actual. The decrease in FY 2012 can be attributed a timing difference. The dues for FY 2012 will be paid in the following months.
- Bank and Credit Card Fees for FY 2012 YTD actual is approximately \$27,453 or 53% below budget when compared to the FY 2012 YTD budget and decreased approximately \$26,858 or 53% when compared to FY 2011 actual. This decrease can be attributed to the new TVM system that is in place.

Marketing expenses for FY 2012 YTD actual are approximately \$53,006 or 33% below budget when compared to the FY 2012 YTD budget and decreased approximately \$34,338 or 24% when compared to the FY 2011 actual.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENTS OF NET ASSETS
AUGUST 31, 2011

ASSETS

Current assets:

Cash and cash equivalents	\$ 92,801,740
Accounts receivable:	
State Grants	4,344,450
Federal Grants	8,739,665
Counties	634,820
Other	1,048,520
Prepaid expenses	<u>5,878</u>
Total current assets	<u>107,575,073</u>

Noncurrent assets:

Capital assets (net of accumulated depreciation)	<u>579,816,629</u>
Total noncurrent assets	<u>579,816,629</u>
Total assets	<u>\$ 687,391,702</u>

LIABILITIES

Current liabilities:

Accounts payable	\$ 3,964,839
Accruals	3,065,223
Compensated absences	355,698
Deferred revenue	27,555,816
Due to other governmental units	<u>11,505</u>
Total current liabilities	<u>34,953,081</u>

Noncurrent liabilities:

Compensated absences	533,547
Deposits	1,520,433
Advances from FDOT	<u>2,000,000</u>
Total noncurrent liabilities	<u>4,053,980</u>
Total liabilities	<u>\$ 39,007,061</u>

NET ASSETS

Invested in Capital Assets	\$ 579,816,629
Reserved for Capital Projects	46,573,869
Unrestricted	<u>21,994,143</u>
Total net assets	<u>648,384,641</u>
Total liabilities and net assets	<u>\$ 687,391,702</u>

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BUDGETED INCOME STATEMENT
8/01/11 TO 8/31/11

REVENUE	AUGUST 2011 ACTUAL REVENUES	YTD ACTUAL REVENUES	YTD BUDGETED REVENUES	OVER (UNDER) BUDGET	2011-12 ANNUAL BUDGET	BUDGET AVAILABLE
Train Revenue	\$1,026,770	\$1,949,498	\$1,755,350	\$194,148	\$11,023,863	\$9,074,365
Interest Income / Other Income	22,416	34,877	29,166	5,711	175,000	140,123
TOTAL TRAIN REVENUE	\$1,049,186	\$1,984,375	\$1,784,516	\$199,859	\$11,198,863	\$9,214,488
OPERATING ASSISTANCE						
FDOT Operating JPA	1,454,537	2,457,618	2,457,618	-	\$17,300,000	14,842,382
FDOT-Transportation Trust Fund	1,598,750	2,384,084	2,384,084	-	13,300,000	10,915,916
FDOT Marketing	31,250	58,558	74,544	(15,986)	447,474	388,916
FHWA	264,750	515,781	515,781	-	4,000,000	3,484,219
FTA Assistance	399,015	1,472,992	3,887,328	(2,414,336)	16,410,000	14,937,008
FTA-Designated Recipient Fees	3,955	10,172	15,834	(5,662)	95,000	84,828
FTA-JARC/New Freedom Administration	19,555	44,097	62,500	(18,403)	375,000	330,903
FTA-JARC/New Freedom Match	17,855	45,697	70,904	(25,207)	425,425	379,728
Counties Contribution	327,550	634,820	634,820	-	4,695,000	4,060,180
Other Local Funding	16,987	29,614	32,158	(2,544)	192,950	163,336
TOTAL ASSISTANCE	4,134,204	7,653,433	10,135,571	(2,482,138)	57,240,849	49,587,416
TOTAL REVENUE	\$5,183,390	\$9,637,808	\$11,920,087	(\$2,282,279)	\$68,439,712	\$58,801,904
EXPENSES						
	AUGUST 2011 ACTUAL EXPENSES	YTD ACTUAL EXPENSES	YTD BUDGETED EXPENSES	(OVER) UNDER BUDGET	2011-12 ANNUAL BUDGET	BUDGET AVAILABLE
Train Operations	2,857,428	5,206,361	6,013,778	807,417	33,982,680	28,776,319
Train and Station Maintenance	1,316,469	2,543,584	3,337,094	793,510	20,022,556	17,478,972
Personnel Expenses	833,726	1,420,932	1,911,044	490,112	10,866,257	9,445,325
Professional Fees	61,285	132,277	170,008	37,731	900,047	767,770
General & Administrative Expenses	138,348	306,245	406,140	99,895	2,175,830	1,869,585
Marketing Expenses	55,909	108,184	161,190	53,006	967,342	859,158
Reserve	-	-	83,333	83,333	500,000	500,000
Expenses Transferred to Capital	(79,775)	(79,775)	(162,500)	(82,725)	(975,000)	(895,225)
TOTAL EXPENSES	\$ 5,183,390	\$ 9,637,808	\$ 11,920,087	\$ 2,282,279	\$ 68,439,712	\$ 58,801,904

**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
AUGUST 31, 2011 & 2010**

	Curent Year							Prior Year Comparison		
	August 2011 Actual	August 2011 Budget	Variiances	YTD 2012 Actual	YTD Budget	Variiances	%	YTD 2011 Actual	Variiances	%
Revenues:										
Train Revenue	\$1,026,770	\$929,460	97,310	\$1,949,498	\$1,755,350	\$194,148	11%	\$1,850,605	\$98,893	5%
Interest/Dividend Income	22,416	14,583	7,833	34,877	29,166	5,711	20%	28,484	6,393	22%
								-		
Total Train Revenue	1,049,186	944,043	105,143	1,984,375	1,784,516	199,859	11%	1,879,089	105,286	6%
Operating Assistance:										
FDOT Operating JPA	1,454,537	1,454,537	-	2,457,618	2,457,618	-	0%	3,066,190	(608,572)	-20%
FDOT-Transportation Trust Fund	1,598,750	1,598,750	-	2,384,084	2,384,084	-	0%	3,060,579	(676,495)	-22%
FDOT Feeder Service JPA	-	-	-	-	-	-	0%	634,100	(634,100)	-100%
FDOT Contracted Dispatch Service	-	-	-	-	-	-	0%	498,250	(498,250)	-100%
FDOT Marketing	31,250	39,772	(8,522)	58,558	74,544	(15,986)	0%	-	58,558	0%
FHWA	264,750	264,750	-	515,781	515,781	-	0%	463,500	52,281	11%
FTA Assistance	399,015	1,385,692	(986,677)	1,472,992	3,887,328	(2,414,336)	0%	-	1,472,992	0%
FTA-Designated Recipient Fees	3,955	7,917	(3,962)	10,172	15,834	(5,662)	0%	-	10,172	0%
FTA-JARC/New Freedom Administration	19,555	31,250	(11,695)	44,097	62,500	(18,403)	0%	-	44,097	0%
FTA-JARC/New Freedom Match	17,855	35,452	(17,597)	45,697	70,904	(25,207)	0%	-	45,697	0%
Counties Contribution	327,550	327,550	-	634,820	634,820	-	0%	-	634,820	0%
Other Local Funding	16,987	41,079	(24,092)	29,614	32,158	(2,544)	0%	-	29,614	0%
Total Operating Assistance	4,134,204	5,186,749	(1,052,545)	7,653,433	10,135,571	(2,482,138)	-24%	7,722,619	(69,186)	-1%
Total Revenue	\$5,183,390	\$6,130,792	(\$947,402)	\$9,637,808	\$11,920,087	(\$2,282,279)	-19%	\$9,601,708	36,100	0%

**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
AUGUST 31, 2011 & 2010**

	Curent Year							Prior Year Comparison		
	August 2011 Actual	August 2011 Budget	Variiances	YTD 2012 Actual	YTD Budget	Variiances	%	YTD 2011 Actual	Variiances	%
Expenses:										
Train Operations										
Train Operations Contract	\$856,181	\$914,014	(57,833)	\$1,605,551	\$1,830,325	(224,774)	-12%	\$1,799,854	(194,303)	-11%
Train Operation - Fuel	670,679	729,167	(58,488)	1,239,576	1,458,334	(218,758)	-15%	1,006,618	232,958	23%
Emergency Bus Service	3,700	4,800	(1,100)	3,700	7,300	(3,600)	-49%	-	3,700	0%
Security Contract	410,000	448,584	(38,584)	778,000	897,168	(119,168)	-13%	854,391	(76,391)	-9%
Feeder Bus	388,832	475,694	(86,862)	808,168	951,388	(143,220)	-15%	670,973	137,195	20%
Station Utilities	54,172	59,167	(4,995)	108,131	118,334	(10,203)	-9%	103,820	4,311	4%
EMS Boards	10,653	13,750	(3,097)	17,298	27,500	(10,202)	-37%	7,000	10,298	147%
Special Trains	-	300	(300)	-	600	(600)	-100%	-	-	0%
Insurance	449,850	493,500	(43,650)	627,011	693,500	(66,489)	-10%	320,330	306,681	96%
Toll Free Numbers	12,961	14,497	(1,536)	18,026	22,497	(4,471)	-20%	10,646	7,380	69%
Alarm System	400	1,833	(1,433)	900	3,666	(2,766)	-75%	200	700	350%
APTA Dues	-	1,583	(1,583)	-	3,166	(3,166)	-100%	-	-	0%
Total Train Operations	2,857,428	3,156,889	(299,461)	5,206,361	6,013,778	(807,417)	-13%	4,773,832	432,529	9%
Train and Station Maintenance										
Train Maintenance	864,411	1,146,281	(281,870)	1,663,772	2,292,562	(628,790)	-27%	1,830,436	(166,664)	-9%
Station Maintenance	168,625	193,940	(25,315)	319,490	387,880	(68,390)	-18%	386,653	(67,163)	-17%
ROW Maintenance	32,000	41,667	(9,667)	64,000	83,334	(19,334)	-23%	89,000	(25,000)	-28%
TVM Maintenance	18,406	33,750	(15,344)	49,967	67,500	(17,533)	-26%	51,606	(1,639)	-3%
Dispatch	233,027	252,909	(19,882)	446,355	505,818	(59,463)	-12%	406,898	39,457	10%
Total Train and Station Maintenance	1,316,469	1,668,547	(352,078)	2,543,584	3,337,094	(793,510)	-24%	2,764,593	(221,009)	-8%
Personnel Expenses										
Salaries and Wages	572,112	667,649	(95,537)	1,039,154	1,335,298	(296,144)	-22%	1,196,636	(157,482)	-13%
Taxes	44,755	56,522	(11,767)	82,229	113,044	(30,815)	-27%	74,292	7,937	11%
Group Insurance	187,629	201,250	(13,621)	246,977	302,500	(55,523)	-18%	169,946	77,031	45%
Pension	29,230	80,101	(50,871)	52,572	160,202	(107,630)	-67%	112,417	(59,845)	-53%
Total Personnel Expenses	833,726	1,005,522	(171,796)	1,420,932	1,911,044	(490,112)	-26%	1,553,291	(132,359)	-9%
Professional Services										
Auditing Services	5,450	7,436	(1,986)	10,225	14,872	(4,647)	-31%	8,025	2,200	0%
Legal Services	6,335	17,026	(10,691)	11,340	34,052	(22,712)	-67%	12,500	(1,160)	-9%
Professional Services	49,500	50,542	(1,042)	110,712	121,084	(10,372)	-9%	89,000	21,712	24%
Total Professional Services	61,285	75,004	(13,719)	132,277	170,008	(37,731)	-22%	109,525	22,752	21%

**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
AUGUST 31, 2011 & 2010**

	Curent Year							Prior Year Comparison		
	August 2011 Actual	August 2011 Budget	Variiances	YTD 2012 Actual	YTD Budget	Variiances	%	YTD 2011 Actual	Variiances	%
General and Administrative Expenses										
Bank & Credits Cards Fees	12,758	23,233	(10,475)	24,113	51,566	(27,453)	-53%	50,971	(26,858)	-53%
Building Maintenance	8,551	10,165	(1,614)	15,239	24,332	(9,093)	-37%	19,027	(3,788)	-20%
Business Travel	13,634	18,060	(4,426)	27,902	36,120	(8,218)	-23%	13,968	13,934	100%
Materials & Supplies	7,586	12,500	(4,914)	11,119	25,000	(13,881)	-56%	13,431	(2,312)	-17%
Membership/Dues/Subscriptions	3,017	12,794	(9,777)	42,251	55,588	(13,337)	-24%	68,941	(26,690)	-39%
Office Rent	48,773	49,333	(560)	99,405	101,666	(2,261)	-2%	118,422	(19,017)	-16%
Printing & Advertising	1,825	5,242	(3,417)	3,594	10,484	(6,890)	-66%	8,507	(4,913)	-58%
Seminars and Training	10,299	11,086	(787)	21,070	23,572	(2,502)	-11%	3,604	17,466	485%
Telecommunications	24,536	29,862	(5,326)	52,946	59,724	(6,778)	-11%	60,185	(7,239)	-12%
Vehicle Operations & Maintenance	6,369	7,583	(1,214)	7,501	15,166	(7,665)	-51%	7,089	412	6%
Miscellaneous Personnel Expenses	1,000	1,461	(461)	1,105	2,922	(1,817)	-62%	-	1,105	0%
Total General and Administrative Exp	138,348	181,319	(42,971)	306,245	406,140	(99,895)	-25%	364,145	(57,900)	-16%
Marketing Expenses										
Advertising	3,325	3,333	(8)	6,185	6,666	(481)	-7%	5,679	506	9%
Special Programs	2,100	4,167	(2,067)	6,250	8,334	(2,084)	-25%	3,720	2,530	68%
Customer Service/Information	13,732	15,991	(2,259)	16,281	25,482	(9,201)	-36%	11,261	5,020	45%
Marketing Contract	27,245	40,375	(13,130)	59,245	82,250	(23,005)	-28%	91,870	(32,625)	-36%
Promotional Materials	1,150	1,250	(100)	2,250	2,500	(250)	-10%	3,000	(750)	-25%
Smart Card/Easy Card Campaign	8,025	17,562	(9,537)	17,275	35,124	(17,849)	-51%	26,500	(9,225)	-35%
Marketing Supplies	332	417	(85)	698	834	(136)	-16%	492	206	42%
Total Marketing Expenses	55,909	83,095	(27,186)	108,184	161,190	(53,006)	-33%	142,522	(34,338)	-24%
Reserves and Transfers										
Reserve	-	41,667	(41,667)	-	83,333	(83,333)	-100%	-	-	
Expenses Transferred to Capital	(79,775)	(81,250)	1,475	(79,775)	(162,500)	82,725	-51%	(106,200)	26,425	0%
Total Reserves and Transfers	(79,775)	(39,583)	(40,192)	(79,775)	(79,167)	(608)	1%	(106,200)	26,425	0%
Total Expenses	\$5,183,390	6,130,792	(947,402)	\$9,637,808	11,920,087	(2,282,279)	-19%	9,601,708	36,100	0%
Net Income	-	-	-	-	-	-	-	-	-	-

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENTS OF NET ASSETS
AUGUST 31, 2011

ASSETS

Current assets:

Cash and cash equivalents	\$ 92,801,740
Accounts receivable:	
State Grants	4,813,268
Federal Grants	8,739,665
Counties	634,820
Other	1,048,520
Prepaid expenses	<u>5,878</u>
Total current assets	<u>108,043,891</u>

Noncurrent assets:

Capital assets (net of accumulated depreciation)	<u>579,816,629</u>
Total noncurrent assets	<u>579,816,629</u>
Total assets	<u><u>\$ 687,860,520</u></u>

LIABILITIES

Current liabilities:

Accounts payable	\$ 3,964,839
Accruals	3,065,223
Compensated absences	355,698
Deferred revenue	27,555,816
Due to other governmental units	<u>11,505</u>
Total current liabilities	<u>34,953,081</u>

Noncurrent liabilities:

Compensated absences	533,547
Deposits	1,520,433
Advances from FDOT	<u>2,000,000</u>
Total noncurrent liabilities	<u>4,053,980</u>
Total liabilities	<u><u>\$ 39,007,061</u></u>

NET ASSETS

Invested in Capital Assets	\$ 579,816,629
Reserved for Capital Projects	46,573,869
Unrestricted	<u>25,492,113</u>
Total net assets	<u>651,882,611</u>
Total liabilities and net assets	<u><u>\$ 690,889,672</u></u>



FINANCE & INFORMATION TECHNOLOGY EXECUTIVE SUMMARY

INVOICES OVER \$2,500

During August 2011, the SFRTA's Accounts Payable division processed 183 invoices totaling \$4,822,399.45 and disbursed 184 checks, excluding payroll, totaling \$6,085,451.84.

Invoices over \$2,500 represent 33.2% (61 checks) of all invoices processed in the month of August, and represent 98.4% of the value (\$5,982,690.76) of all checks processed in August 2011.

Accounts Payable processed 73.8% (45 checks) of the checks over \$2,500 within the 21-25 days, with 88.5% (54 checks) of the checks over \$2,500 processed within 30 days.

**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: SEPTEMBER 23, 2011
INFORMATION ITEM:
SUMMARY OF PAYMENTS OVER \$2,500
AUGUST 1, 2011 TO AUGUST 31, 2011**

INVOICE CYCLE	NO. CHECKS	PERCENT OF TOTAL	ACCUM %
0-10 days	13	21.3%	21.3%
11-20 days	23	37.7%	59.0%
21-25 days	9	14.8%	73.8%
26-30 days	9	14.8%	88.5%
31-35 days	6	9.8%	98.4%
36-40 days	1	1.6%	100.0%
41-45 days	0	0.0%	100.0%
Over 45 days	0	0.0%	100.0%
TOTAL CHECKS	61	100.0%	

**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: SEPTEMBER 23,2011
INFORMATION ITEM: PAYMENTS OVER \$2,500
AUGUST 1 THRU AUGUST 31, 2011**

RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
8/23/2011	8/23/2011	8/23/2011	8/26/2011	3	PROLOGIS TRUST	Prologis Trust Office Rent -09/11, Prologis Trust Office Rent -09/11	48,389.89
8/9/2011	8/9/2011	8/11/2011	8/15/2011	6	AT&T	Tel Charges -08/11	2,862.65
8/9/2011	8/9/2011	8/11/2011	8/15/2011	6	AT&T	Tel Charges -08/11	2,886.60
8/9/2011	8/9/2011	8/11/2011	8/15/2011	6	FLORIDA POWER & LIGHT	Station Utilities	3,392.17
8/9/2011	8/9/2011	8/11/2011	8/15/2011	6	RAIL TECH CONSULTANTS INC	PIS Parts and Labor -07/11	4,086.20
8/15/2011	8/15/2011	8/16/2011	8/22/2011	7	FLORIDA POWER & LIGHT	Station Utilities	5,166.50
8/2/2011	8/2/2011	8/4/2011	8/10/2011	8	FLORIDA POWER & LIGHT	Station Utilities	5,992.71
8/30/2011	8/30/2011	8/31/2011	9/8/2011	9	NATIONAL RAILROAD PASSENGER	Base Compensation -06/11	213,318.00
8/2/2011	8/9/2011	8/10/2011	8/11/2011	9	BOMBARDIER MASS TRANSIT CORPOR	Commuter Rail Fleet Maint -07/11	885,281.92
8/5/2011	8/10/2011	8/11/2011	8/15/2011	10	WATSON RICE LLP	Professional Auditing Services	5,450.00
8/12/2011	8/12/2011	8/16/2011	8/22/2011	10	CITY OF HOLLYWOOD	Station Utilities	2,651.11
8/10/2011	8/11/2011	8/16/2011	8/22/2011	12	G4S SECURE SOLUTIONS USA	Wackenhut W/E -07/04-10/11	369,284.48
8/10/2011	8/11/2011	8/16/2011	8/22/2011	12	NBC 6 (WTVJ-TV)	Gas Campaign Advertisement	6,247.50
7/28/2011	8/2/2011	8/4/2011	8/10/2011	13	PROSYS INFORMATION SYSTEM	Cisco Essential Software SmartNet Warranty	11,940.23
8/2/2011	8/4/2011	8/11/2011	8/15/2011	13	A GOLDSTEIN & COMPANY	Compressed White Customized Washcloths -07/11	5,610.00
8/2/2011	8/3/2011	8/11/2011	8/15/2011	13	WSVN, SUNBEAM TELEVISION CORP	Gas Campaign Advertisement	10,625.00
8/9/2011	8/15/2011	8/16/2011	8/22/2011	13	CALUMET PHOTOGRAPHIC	Canon EOS 5D Mark II with 24-105 mm Lens	3,161.00
7/29/2011	8/5/2011	8/11/2011	8/15/2011	17	GANNETT FLEMING INC	Rail Traffic Controller Simulations	11,464.02
7/29/2011	8/8/2011	8/11/2011	8/15/2011	17	VEOLIA TRANSPORTATION SERVICE	Commuter Rail Operations -7/1-31/11	777,456.96
8/5/2011	8/11/2011	8/16/2011	8/22/2011	17	C2 GROUP LLC	Fed/Leg Consulting Svcs -07/11	12,000.00
7/29/2011	8/5/2011	8/11/2011	8/15/2011	17	G4S SECURE SOLUTIONS USA	Wackenhut W/E -06/20-07/31/11	321,160.04
8/16/2011	8/24/2011	8/24/2011	9/3/2011	18	BOMBARDIER MASS TRANSIT CORPOR	DMU Cleaning Services, Fleet Vandalism -07/11, On Board Service -07/11	14,915.91
8/4/2011	8/15/2011	8/16/2011	8/22/2011	18	MERIDIAN MANAGEMENT CORPORATION	Station Maintenance - 08/11, Incentive	22,068.74
8/19/2011	8/19/2011	8/30/2011	9/6/2011	18	FLORIDA POWER & LIGHT	Station Utilities	19,920.15
7/21/2011	8/1/2011	8/3/2011	8/9/2011	19	MACMILLAN OIL COMPANY OF FL	Train Fuel - 07/11-17/11	149,457.36
7/21/2011	8/3/2011	8/4/2011	8/10/2011	20	KAPLAN KIRSCH ROCKWELL LLP	Outside Legal Work	32,000.00
8/2/2011	8/15/2011	8/16/2011	8/22/2011	20	LIMOUSINES OF SOUTH FLORIDA	Feeder Svc -07/01-31/11, Feeder Svc Emer -7/29/11	259,438.75
8/18/2011	8/18/2011	8/30/2011	9/7/2011	20	WRIGHT EXPRESS FINANCIAL SERVICE	Fuel Exp -07/01-31/11	3,838.42
7/25/2011	8/10/2011	8/11/2011	8/15/2011	21	AON RISK SERVICES INC	Illinois Union Insurance Company-Insurance for Storage Tanks in Hialeah	50,000.00
8/1/2011	8/1/2011	8/16/2011	8/22/2011	21	AT&T	Tel Charges -08/11	27,639.69
7/28/2011	8/11/2011	8/17/2011	8/19/2011	22	MACMILLAN OIL COMPANY OF FL	Train Fuel - 07/18-30/11	312,412.51
8/11/2011	8/23/2011	8/24/2011	9/3/2011	23	MACMILLAN OIL COMPANY OF FL	Train Fuel - 08/01-07/11	162,580.14
7/18/2011	8/3/2011	8/4/2011	8/10/2011	23	MERIDIAN MANAGEMENT CORPORATION	Station Maintenance - 06/11	171,687.36
8/15/2011	8/19/2011	8/30/2011	9/7/2011	23	MINUTEMAN PRESS	Black and White Train Schedules	4,450.00
7/26/2011	8/2/2011	8/17/2011	8/19/2011	24	BOMBARDIER MASS TRANSIT CORPOR	TCS Training Project No. 149, DMU Materials	3,898.73
7/21/2011	7/22/2011	8/11/2011	8/15/2011	25	BITNER GOODMAN INC	Marketing Public Relations and Advertising Services - 06/11	20,052.50
7/15/2011	7/28/2011	8/4/2011	8/10/2011	26	WXEL TV/FM	Gas Campaign Advertisement	5,015.00
8/12/2011	8/22/2011	8/30/2011	9/7/2011	26	RESPECT OF FLORIDA	Janitorial services -07/01-31/11	5,547.27
8/11/2011	8/22/2011	8/30/2011	9/6/2011	26	YRC	Trucking/Shipping Services -08/11	2,723.65
8/12/2011	8/19/2011	8/30/2011	9/7/2011	26	RITTERS PRINTING	Shuttle Bus Schedules	4,586.59
7/20/2011	8/1/2011	8/17/2011	8/18/2011	29	BOMBARDIER MASS TRANSIT CORPOR	Commuter Rail Fleet Maint -06/01-30/11, 506 Bio-Hazard Clean Up Project 148	742,587.59
7/8/2011	8/1/2011	8/3/2011	8/9/2011	32	BANK OF AMERICA	Purchase Cards 07/11	24,911.36
7/1/2011	7/11/2011	7/24/2011	8/3/2011	33	MACMILLAN OIL COMPANY OF FL	Train Fuel - 06/11	431,845.26
7/7/2011	8/2/2011	8/4/2011	8/10/2011	34	MIAMI DADE	Easy Ticket Limited Use Smart Card Stock for Transfers to MDT	7,000.00
8/1/2011	8/10/2011	8/30/2011	9/6/2011	36	ERICKS CONSULTANTS	Leg Consult Svcs Lobbying Svcs -07/11 & 08/11	25,000.00
				45	TOTAL OPERATING EXPENDITURES		\$ 5,212,003.96

**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: SEPTEMBER 23,2011
INFORMATION ITEM: PAYMENTS OVER \$2,500
AUGUST 1 THRU AUGUST 31, 2011**

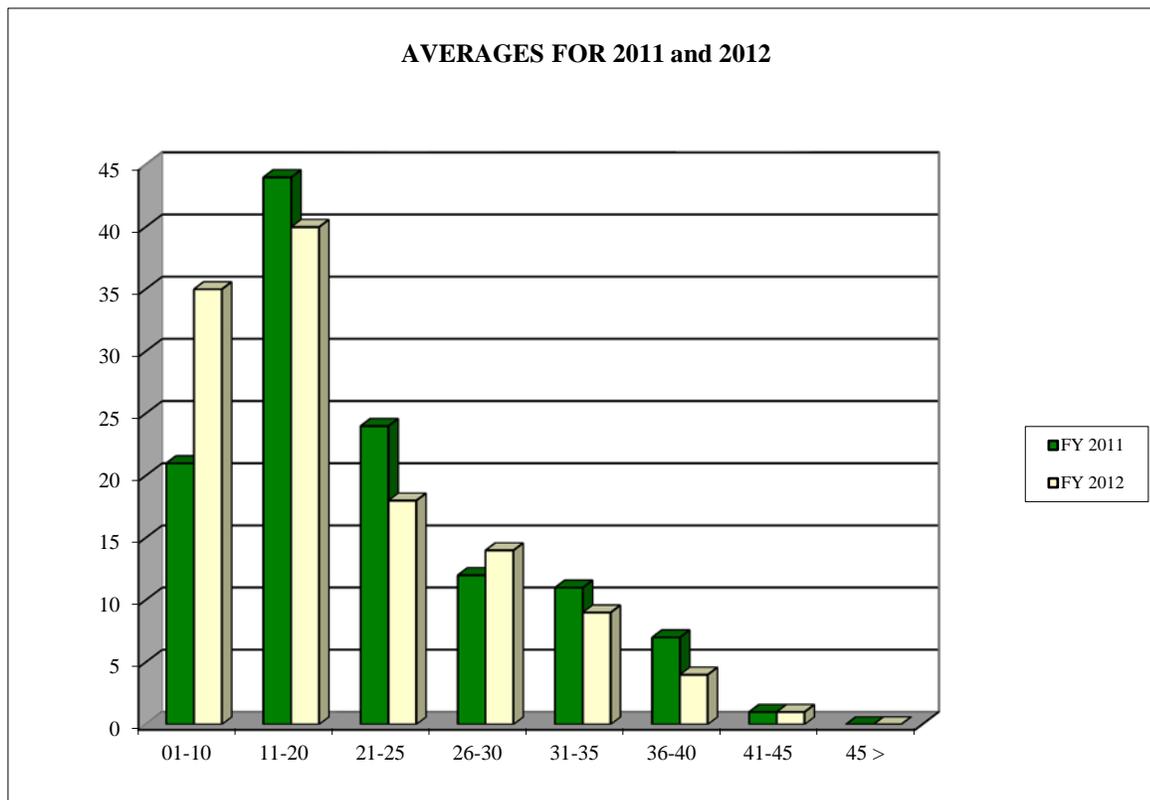
RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
8/4/2011	8/4/2011	8/4/2011	8/9/2011	5	BOCA TRI-RAIL CENTER, LLC	Rebate From Unsolicited Bid Proposal for Boca Raton Station	19,337.50
8/1/2011	8/1/2011	8/4/2011	8/10/2011	9	MAE VOLLEN SENIOR CENTER	Reimbursement of Operating and Capital JARC/NF Grants Expenses - April 2011-June 2011	18,647.08
8/6/2011	8/11/2011	8/16/2011	8/22/2011	16	PB AMERICAS, INC	Professional Planning Services	4,662.81
7/29/2011	8/5/2011	8/10/2011	8/15/2011	17	BOOZ ALLEN & HAMILTON	Rolling Stock Procurement Support - Project Management Oversight	43,154.58
8/5/2011	8/15/2011	8/16/2011	8/22/2011	17	BERGMANN ASSOCIATES INC	Project Management and Oversight	4,946.09
7/28/2011	8/3/2011	8/10/2011	8/15/2011	18	NORTHWEST RAIL ELECTRIC INC	DMU Parts	4,654.86
8/3/2011	8/11/2011	8/16/2011	8/22/2011	19	LTK ENGINEERING SERVICES	Provide continuing Engineering, Tech. Support, Quality Assurance, Inspection of the Rolling Stock	29,357.76
8/12/2011	8/22/2011	8/30/2011	8/31/2011	19	GONZALEZ AND SONS EQUIPMENT	Construction Services for the Hialeah Yard Storage Tracks	220,742.57
7/18/2011	7/23/2011	8/4/2011	8/10/2011	23	MERIDIAN MANAGEMENT CORPORATION	Station Maintenance	48,782.67
7/18/2011	8/5/2011	8/10/2011	8/15/2011	28	PB AMERICAS, INC	Professional Planning Services	55,090.85
8/9/2011	8/24/2011	8/30/2011	9/6/2011	28	KIMLEY HORN AND ASSOCIATES	Professional Planning for the Golden Glades Intermodal/Transit Facility	39,003.42
8/9/2011	8/24/2011	8/30/2011	9/6/2011	28	PB AMERICAS, INC	Professional Planning Services	13,600.80
8/8/2011	8/16/2011	8/30/2011	9/6/2011	29	BOOZ ALLEN & HAMILTON	Rolling Stock Procurement Support - Project Management Oversight	148,504.66
7/14/2011	8/5/2011	8/10/2011	8/15/2011	32	JACOBS ENGINEERING GROUP INC.	Technical and Logistical Support for the Implementation of Selected Projects	3,652.90
7/14/2011	8/5/2011	8/10/2011	8/15/2011	32	KIMLEY HORN AND ASSOCIATES	Assisting in preparing a Design/Build Criteria for the Pompano Beach Tri-Rail Station	54,246.38
7/13/2011	8/5/2011	8/10/2011	8/15/2011	33	HNTB CORPORATION	Development of an ADA/FAC Compliance Design Standards	62,301.87
				16	TOTAL CAPITAL EXPENDITURES		\$ 770,686.80
				61	TOTAL OPERATING EXPENSES AND CAPITAL EXPENDITURES		\$ 5,982,690.76

**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PAYMENT CYCLE REPORT - AUGUST 2011**

AGENDA ITEM NO. F

FOR INVOICES \$2,500 AND OVER

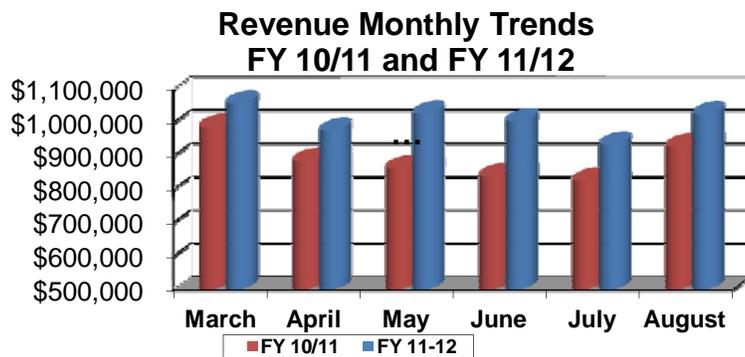
MONTHLY AVERAGE JULY 2011 TO JUNE 2012		MONTHLY AVERAGE JULY 2010 TO JUNE 2011	
INVOICE CYCLE	% OF TOTAL	INVOICE CYCLE	% OF TOTAL
0 -10 Days	28.9%	0 -10 Days	17.5%
11-20 Days	33.1%	11-20 Days	36.7%
21-25 Days	14.9%	21-25 Days	20.0%
26-30 Days	11.6%	26-30 Days	10.0%
31-35 Days	7.4%	31-35 Days	9.2%
36-40 Days	3.3%	36-40 Days	5.8%
41-45 Days	0.8%	41-45 Days	0.8%
Over 45 Days	0.0%	Over 45 Days	0.0%



**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REVENUE REPORT- AUGUST 2011**

REVENUE - AUGUST 2011

DESCRIPTION	Aug-10	Aug-11	VARIANCE	%
Weekday Sales	786,455	900,509	114,054	14.5%
Weekend Sales	129,269	126,261	(3,008)	-2.3%
Other Income	14,323	22,416	8,093	56.5%
Total Revenue	930,047	1,049,186	119,139	12.8%

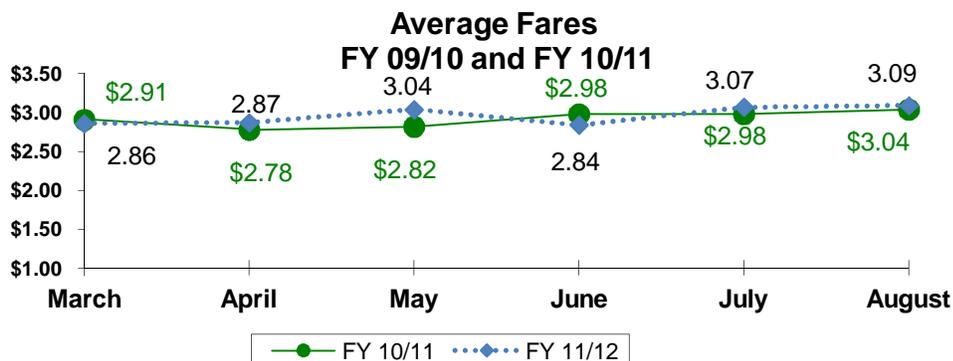


**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REVENUE REPORT- AUGUST 2011**

SALES BY TICKET TYPE	AUGUST 2010	AUGUST 2011	PERCENT ⁽¹⁾ CHANGE
Palm Beach Schools	35,000	34,150	-2%
Employer Disc. Program	174,255	148,193	-15%
Group Tour Sales	464	769	65.7%
Station Sales:			
One-Way	292,923	362,343	23.7%
Roundtrip	154,288	209,776	36.0%
12 Trips	37,580	33,124	-11.9%
Monthly	59,825	90,500	51.3%
One-Way Discount	64,037	12,779	-80.0%
Roundtrip Discount	49,352	20,957	-57.5%
Monthly Discount	48,000	57,802	20.4%
Stored Value		55,495	100.0%
Card Deposits		882	
Total Station Sales	706,005	843,657	
Total Sales	915,724	1,026,770	12.1%

(1) Percent increase or decrease from previous year

AVERAGE FARE 3.04 3.09



**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FARE EVASION REPORT
MARCH 2011 THROUGH AUGUST 2011**

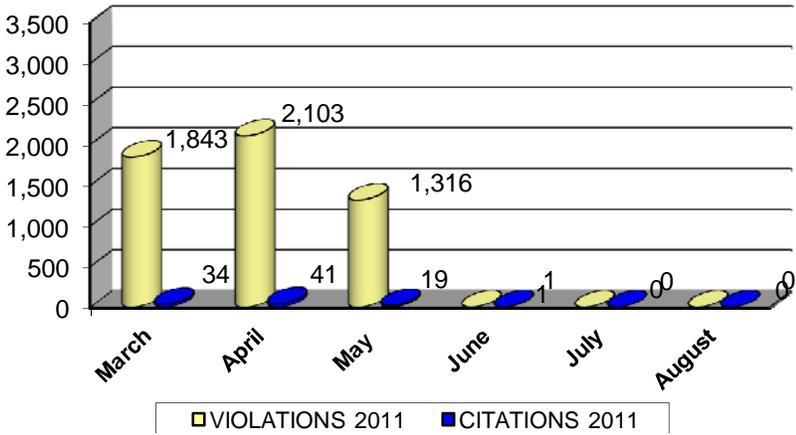
MONTH	TOTAL INSPECTED	TOTAL VIOLATIONS	# OF CITATIONS	# OF WARNINGS	% RIDERS INSPECTED
MARCH 2011	408,882	1,843	34	1,808	112%
APRIL 2011	398,779	2,103	41	2,062	119%
MAY 2011	414,986	1,316	19	1,296	124%
JUNE 2011	398,088	1	1	0	125%
JULY 2011	383,089	0	0	0	125%
AUGUST 2011	452,285	0	0	0	136%
AVERAGE	409,352	877	16	861	124%

FARE EVASION % 0.00%

FINES \$ 455

As of 5/17/2011 Wackenhut/G4S has temporarily discontinued issuing writtten Warnings/Citations.

**Fare Violations / Citations
2011**





Solicitation Status Report August 2011

AGENDA ITEM: H

Solicitation Number	Solicitation Type	Description of Services	Advertise Date	Document Available	Pre-Submittal Conference	Due Date Bids/Proposals	Award Contract
11-012	ITB	Heavy Station Maintenance - Miscellaneous Repairs At Tri-Rail Stations	7/14/2010	7/15/2011	7/28/2011	9/1/2011	9/23/2011



**Contract Actions Executed
Under The Executive Director's Authority
For The Month of August 2011**

AGENDA ITEM NO: I

Contract Purchase Order No.	Contract /Project Description	Contract Action	Amount \$
12-00079	CONTRACTOR: STAUFFER DIESEL INC. DESCRIPTION: Repair and Return DMU Generator	Purchase Order	24,400.00
12-000101	CONTRACTOR: HIGHWAY TECHNOLOGIES DESCRIPTION: Maintenance of external trailblazer signage.	Purchase Order	29,000.00
12-000107	CONTRACTOR: SAFT INDUSTRIAL BATTERY GROUP DESCRIPTION: DMU - SAFT Batteries	Purchase Order	71,556.00
12-000111	CONTRACTOR: LEVERAGE INFORMATION SYSTEMS DESCRIPTION: PIS Replacement Parts-LED panels	Purchase Order	15,152.10



**Contract Actions Executed
Under The
Construction Oversight Committee's Authority
For The Month of August 2011**

AGENDA ITEM: J

Date Signed		Contract Action	Amount \$	Term
N/A	No Contract Actions were executed by the Construction Oversight Committee For The Month of August, 2011	N/A	N/A	N/A



**SOUTH FLORIDA
REGIONAL
TRANSPORTATION
AUTHORITY**

***MONTHLY CRIME ANALYSIS SUMMARY
AND FARE EVASION REPORT***

AUGUST 2011

PRESENTED BY



**TIM CATES
PROJECT MANAGER**

**SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY
MONTHLY CRIME ANALYSIS SUMMARY**

AUGUST 2011

During the month of July 2011, 418 incidents were reported to, or by G4S Secure Solutions, USA, Custom Protection Officers®, of these, one (1) Train Vs. Pedestrian, two (2) Auto Thefts, one (1) Auto Theft Attempt, six (6) Thefts, and one (1) Pulled Emergency Stop. A total of four (4) Arrests were made during this month.

MAJOR INCIDENTS

METRORAIL STATION

Trespass After Warning

Arrest-2

Case # 08-11-031

Occurred on 08/03/11, Wednesday, at 1730 hours. The two subjects were again found Trespassing on the station platform after being warned. Hialeah Police Department Case # 21160.

FT LAUDERDALE STATION

Active Warrant / Border Patrol Immigration

Arrest

Case # 08-11-101

Occurred on 08/08/11, Monday, at 1501 hours. The subject advised he was in the USA illegally from Mexico. Turned over to Ft Lauderdale Police Department, case # 11-89959.

Train Vs. Pedestrian-Injury

Case # 08-11-195

Occurred on 08/16, Tuesday. The P625 struck a pedestrian who walked in front of the train as it approached the Opa Locka Station. Opa Locka Police Department Case # 11-08-16007.

Theft-fanny pack

Case # 08-11-401

Occurred on 08/31/11, Wednesday, between 0641-0720 hours. Unknown person(s) took the victims fanny pack from on board the P605. Miami Dade Police Department Case # 110831350775.

WEST PALM BEACH STATION

Theft-cell phone

Case # 08-11-036

Occurred on 08/04/11, Thursday, at 0803 hours. Unknown person(s) took the victims cell phone and fled on foot from the west platform. No police report.

GOLDEN GLADES STATION

Theft-vending machine

Case # 08-11-070

Occurred on 08/06/11, Saturday, between 0001-0200 hours. Unknown person(s) broke into the stations vending machine and removed product and money. Miami Dade Police Department Case #: 110806316034.

MIAMI AIRPORT STATION

Theft-cell phone

Case # 08-11-088

Occurred on 08/07/11, Sunday, between 2000-2015 hours. The victim had a cell phone plugged into a station electrical outlet. The cell phone was discovered missing. Miami Dade Police Department case #: 11-08-07-317890.

MANGONIA PARK STATION

Theft-conductors bag

Case # 08-11-155

Occurred on 08/12/11, Friday, at 1523 hours. Unknown person(s) took the conductors workbag that was located in the red strap area on the P626. No police report.

Theft-catalytic converter)

Case # 08-11-231

Occurred on 08/17/11, Wednesday, between 0630-1800 hours. Unknown person(s) cut out and removed the catalytic converter from her vehicle (1999 green Toyota 4 Runner) that was parked in the station main parking lot. Palm Beach Sheriffs Office Case # 11-111267.

BOYNTON BEACH STATION

Auto Theft

Case # 08-11-300

Occurred 08/18/11, Thursday, at 400 hours and 08/23/11, Tuesday, at 1553 hours. Unknown person(s) took the victims vehicle (1999 Ford Escort LX) from the station parking lot. Boynton Beach Police Department Case # 11-38897.

SHERIDAN STREET STATION

Auto Theft Attempt

Case # 08-11-378

Occurred between 08/26/11 and 08/29/11. Unknown person(s) entered the victim's vehicle (1990 Nissan Sentra) and caused damage to the ignition lock in an attempt to start/steal the vehicle with negative results. Hollywood Police Department Case # 33-11-08-120891.

FT LAUDERDALE STATION

Trespass After Warning

Arrest

Case # 08-11-352

Occurred 08/26/11, Friday, at 1658 hours. The subject was found on the platform again disturbing passengers. Ft Lauderdale Police Department Case # 11-97078.

OPA LOCKA STATION

Auto Theft

Case # 08-11-183

Occurred 08/15/11, Monday, between 0730-1700 hours. Unknown person(s) took the victims vehicle (1996 Nissan Sentra, faded green) from the station parking lot. Opa Locka Police Department Case # 110815014.

OUTSTANDING JOB PERFORMANCES

August 26, 2011 C.P.O. Majausicas was approached at the Golden Glades station by a woman in a wheelchair needing assistance in getting to the other side and the center elevator was out of service. The C.P.O. used the next train as a bridge to get the passenger to the other platform.

August 25, 2011, while at the West Palm Beach Station, C.P.O. Christensen responded to a woman who slipped and fell injuring her ankle. He immediately contacted emergency services and they transported her safely.

August 22, 2011, C.P.O. R. Reid located a car with the window down at the Ft. Lauderdale Parking Garage. C.P.O. R Reid secure the vehicle and notified the appropriate authorities.

August 22, 2011, while at the Boca Raton Station, C.P.O. Allan located a student who was not picked up by his bus and transported. C.P.O. Allan arranged to have the student transported safely.

August 19, 2011, while at the Mangonia Park Station, C.P.O. McInerney located a suspicious package. The C.P.O. relocated all the passengers to a safe location and then inspected the box and removed the empty suspicious package from the train.

August 18, 2011, while at the Deerfield Beach Station, C.P.O. Dale discovered several places along the fence line that had holes where people were climbing through.

August 8, 2011, while at the Ft Lauderdale Station, C.P.O. Lansperry was approached by a man who wanted to turn himself in because he was here illegally from Mexico. C.P.O. Lansperry notified the local authorities.

August 11, 2011, C.P.O. Cox was notified to secure an unlocked vehicle at the Pompano Beach Station that had a laptop computer located inside the vehicle. The vehicle was located and secured without incident.

August 03, 2011, while at the Pompano Beach Station, C.P.O. McKenzie was notified that a trespasser was walking along the tracks and going to be hit by the next oncoming train. C.P.O. McKenzie notified the patrol that located the subject and removed her from the dangerous area.

August 03, 2011, while at the Ft Lauderdale Station, C.P.O. Lansperry located a large hole in the platform and quickly covered the hole with a safety cone to prevent injuries.

August 05, 2011, while on the P616, C.P.O. Williams witnessed a passenger having a seizure. C.P.O. Williams contacted the local emergency services and stayed with the passenger to ensure his safety.

August 06, 2011, while at the Hollywood Beach Station, C.P.O. R Reid located a large tree that hung across the platform. The tree blocked the platform walking path.

MONTHLY FARE EVASION REPORT

MONTH: August-11

Date	Total Passengers	Total Inspected	Total Violations	Number of Citations	Discretion Warnings	F.S.S. 812.015	% Riders Inspected	% Riders Violation	% Violators Cited	% Violators Warned	% Violators Arrested
8/1/2011	11,935	16,541	0	0	0	0	139%	0.0%	0%	0%	0%
8/2/2011	12342	16476	0	0	0	0	133%	0.0%	0%	0%	0%
8/3/2011	12,517	15,841	0	0	0	0	127%	0.0%	0%	0%	0%
8/4/2011	12,862	16,976	0	0	0	0	132%	0.0%	0%	0%	0%
8/5/2011	11,760	16,734	0	0	0	0	142%	0.0%	0%	0%	0%
8/6/2011	5,370	6,790	0	0	0	0	126%	0.0%	0%	0%	0%
8/7/2011	4,284	5,702	0	0	0	0	133%	0.0%	0%	0%	0%
8/8/2011	12,459	16,818	0	0	0	0	135%	0.0%	0%	0%	0%
8/9/2011	12,342	16,101	0	0	0	0	130%	0.00%	0%	0%	0%
8/10/2011	12,115	16,298	0	0	0	0	135%	0.00%	0%	0%	0%
8/11/2011	12,166	16,597	0	0	0	0	136%	0.00%	0%	0%	0%
8/12/2011	11,160	17,328	0	0	0	0	155%	0.00%	0%	0%	0%
8/13/2011	5,149	6,463	0	0	0	0	126%	0.00%	0%	0%	0%
8/14/2011	4,085	5,593	0	0	0	0	137%	0.00%	0%	0%	0%
8/15/2011	12,148	16,504	0	0	0	0	136%	0.00%	0%	0%	0%
8/16/2011	11,951	15,686	0	0	0	0	131%	0.00%	0%	0%	0%
8/17/2011	12,273	17,102	0	0	0	0	139%	0.00%	0%	0%	0%
8/18/2011	12,094	15,232	0	0	0	0	126%	0.00%	0%	0%	0%
8/19/2011	12,184	17,269	0	0	0	0	142%	0.00%	0%	0%	0%
8/20/2011	5,004	6,941	0	0	0	0	139%	0.00%	0%	0%	0%
8/21/2011	4,541	6,435	0	0	0	0	142%	0.00%	0%	0%	0%
8/22/2011	13,651	19,847	0	0	0	0	145%	0.00%	0%	0%	0%
8/23/2011	14,396	20,350	0	0	0	0	141%	0.00%	0%	0%	0%
8/24/2011	14,516	19,897	0	0	0	0	137%	0.00%	0%	0%	0%
8/25/2011	13,291	18,471	0	0	0	0	139%	0.00%	0%	0%	0%
8/26/2011	13,697	20,148	0	0	0	0	147%	0.00%	0%	0%	0%
8/27/2011	4,382	5,914	0	0	0	0	135%	0.00%	0%	0%	0%
8/28/2011	4,343	5,653	0	0	0	0	130%	0.00%	0%	0%	0%
8/29/2011	14,753	19,954	0	0	0	0	135%	0.00%	0%	0%	0%
8/30/2011	14,257	19,302	0	0	0	0	135%	0.00%	0%	0%	0%
8/31/2011	14,518	17,322	0	0	0	0	119%	0.00%	0%	0%	0%
Totals	332,545	452,285	0	0	0	0	136%	0.00%	0%	0%	0%

AS OF 05/17/11 TEMPORARILY DISCONTINUED ISSUING WRITTEN WARNINGS/CITATIONS

Weekly/Monthly Fare Inspection Report

Month: August-2011

Week	Total Passengers	Total Inspected	Total Violations	Number of Citations	Discretion Warnings	F.S.S. 812.015	% Riders Inspected	% Riders Violation	% Violators Cited	% Violators Warned	%Violators Arrested
08/01/11-08/07/11	71,070	95,060	0	0	0	0	134%	0.00%	0%	0%	0%
08/08/11-08/14/11	69,476	95,198	0	0	0	0	137%	0.00%	0%	0%	0%
08/15/11-08/21/11	70,195	95,169	0	0	0	0	136%	0.00%	0%	0%	0%
08/22/11-08/28/11	78,276	110,280	0	0	0	0	141%	0.00%	0%	0%	0%
08/29/11-08/31/11	43,528	56,578	0	0	0	0	130%	0.00%	0%	0%	0%
Totals	332,545	452,285	0	0	0	0	136%	0.00%	0%	0%	0%

AS OF 05/17/11 TEMPORARILY DISCONTINUED ISSUING WRITTEN WARNINGS/CITATIONS

MONTHLY BREAKDOWN OF CITATIONS

Month	12 Trip Validation	Comp. Ticket Violation	Ineligible Discount	No Ticket	Zone Override	No Transfer	Out Dated Ticket	EDP Ticket W/O Tri-Rail ID	Total
Apr-98	14	0	259	215	3	0	4	0	495
May-98	12	0	116	174	11	37	0	0	350
Jun-98	14	0	186	259	9	62	8	0	538
Jul-98	13	0	241	316	25	68	12	0	675
Aug-98	9	0	183	293	22	78	13	0	598
Sep-98	4	0	137	211	10	44	13	0	419
Oct-98	13	0	239	270	12	65	14	0	613
Nov-98	4	0	216	253	8	45	14	0	540
Dec-98	4	0	198	257	7	32	19	0	517
Jan-99	7	0	197	212	22	60	11	0	509
Feb-99	6	0	213	208	8	69	14	0	518
Mar-99	5	0	335	273	10	55	18	0	696
Apr-99	3	0	217	280	16	23	16	0	555
May-99	6	0	297	245	17	18	11	0	594
Jun-99	7	0	185	257	25	28	9	0	511
Jul-99	8	0	133	201	15	10	6	0	373
Aug-99	7	0	132	245	21	23	19	0	447
Sep-99	5	0	136	202	21	23	10	0	397
Oct-99	6	0	153	251	25	39	10	0	484
Nov-99	7	0	131	324	16	56	15	0	549
Dec-99	5	0	125	308	23	60	26	0	547
Jan-00	9	0	87	298	16	85	25	0	520
Feb-00	5	0	124	298	28	85	33	0	573
Mar-00	6	0	95	301	18	71	16	0	507
Apr-00	5	0	81	293	36	62	23	0	500
May-00	11	0	116	324	84	12	25	0	572
Jun-00	6	0	184	352	23	87	18	0	670
Jul-00	15	0	177	314	17	85	5	0	613
Aug-00	6	0	117	283	21	66	4	0	497
Sep-00	15	0	132	251	16	51	5	0	470
(A)OCT-00	0	0	3	201	8	4	0	0	216
Nov-00	1	0	2	194	19	2	2	1	221
Dec-00	0	0	6	217	6	2	3	1	235
Jan-01	0	0	3	172	18	3	5	0	201
Feb-01	1	0	4	129	8	2	0	0	144
Mar-01	2	0	2	118	7	0	1	0	130
Apr-01	3	0	2	105	11	6	1	1	129
May-01	2	0	1	126	3	1	2	0	135
Jun-01	0	0	4	157	10	0	2	1	174
Jul-01	1	0	5	196	10	2	5	0	219
Aug-01	1	0	3	160	1	0	5	0	170
Sep-01	3	0	0	152	0	0	2	0	157
Oct-01	3	0	2	195	16	1	4	0	221
Nov-01	3	0	2	184	37	4	10	0	240
Dec-01	1	0	5	228	23	3	16	0	276
Total	258	0	5,186	10,502	762	1,529	474	4	18,715

*Hurricane Georges: No Train Services 9/24/98, 9/25/98, & 9/26/98 (1/2 day).
 NO CITATIONS ISSUED ON 11/5/98 DUE TO TROPICAL STORM MITCH-

*Hurricane Floyd: No Train Services 9/14/99 & 9/15/99.

(A)MODIFIED FARE EVASION BEGINS

MONTHLY BREAKDOWN OF CITATIONS

Month	12 Trip Validation	Comp. Ticket Violation	Ineligible Discount	No Ticket	Zone Override	No Transfer	Out Dated Ticket	EDP Ticket W/O Tri-Rail ID	Total
Jan-02	2	0	2	163	32	5	4	0	208
Feb-02	2	0	7	140	20	2	1	0	172
Mar-02	3	0	5	238	17	5	2	0	270
Apr-02	2	0	3	200	23	3	7	0	238
May-02	2	0	6	154	29	0	4	0	195
Jun-02	6	0	3	212	26	5	7	0	259
(B) JUL-02	0	0	5	24	2	5	2	0	38
Aug-02	1	0	3	27	3	2	2	0	38
Sep-02	1	0	4	29	2	1	0	0	37
Oct-02	4	0	11	27	2	2	2	0	48
Nov-02	4	0	8	28	4	4	1	0	49
Dec-02	2	0	3	23	3	3	0	0	34
Jan-03	0	0	4	20	4	0	0	0	28
Feb-03	2	0	7	13	4	1	0	0	27
Mar-03	1	0	6	31	4	1	1	0	44
Apr-03	0	0	5	26	1	3	1	0	36
May-03	0	0	5	43	3	2	0	0	53
Jun-03	2	0	2	40	7	1	0	0	52
Jul-03	1	0	6	30	3	3	0	3	46
Aug-03	1	0	5	12	3	3	2	1	27
Sep-03	1	0	3	29	6	2	2	0	43
Oct-03	3	0	10	37	6	5	3	0	64
Nov-03	0	0	20	30	7	6	0	0	63
DEC-03	2	0	16	42	3	6	2	0	71
Jan-04	2	0	27	31	4	9	4	0	77
Feb-04	3	0	14	42	3	10	1	0	73
Mar-04	1	0	14	30	2	15	1	0	63
Apr-04	0	0	5	21	6	4	1	0	37
May-04	0	0	3	19	7	2	0	0	31
Jun-04	1	0	7	23	4	1	2	0	38
Jul-04	1	0	13	29	1	4	1	0	49
Aug-04	1	0	7	19	3	3	3	1	37
(C) SEPT-04	3	0	2	8	2	1	2	0	18
Oct-04	2	0	6	13	6	4	1	1	33
NOV-04	5	0	3	27	2	2	2	0	41
Dec-04	3	0	5	41	3	4	2	0	58
Jan-05	8	0	9	59	5	9	1	0	91
Total	330	0	5,450	12,482	1,024	1,667	538	10	21,501

(A) MODIFIED FARE EVASION BEGINS

(B) NEW WARNING POLICY-ONE WARNING TO ALL-NEW ENFORCEMENT GUIDE

(C) LIMITED OR NO TRAIN SERVICE DUE TO HURRICANE FRANCES-SEPTEMBER 2-12, 2004

LIMITED OR NO TRAIN SERVICE DUE TO HURRICANE JEANNE- SEPTEMBER 25-29, 2004

MONTHLY BREAKDOWN OF CITATIONS

Month	12 Trip Validation	Comp. Ticket Violation	Ineligible Discount	No Ticket	Zone Override	No Transfer	Out Dated Ticket	EDP Ticket W/O ID	Total
Feb-05	10	0	9	55	5	9	2	0	90
Mar-05	3	0	8	57	5	12	4	0	89
Apr-05	8	0	11	47	5	5	1	0	77
May-05	6	0	28	71	4	6	1	0	116
Jun-05	6	0	14	70	6	7	3	1	107
Jul-05	9	0	15	52	9	13	4	1	103
(D) AUG-05	4	0	14	63	12	16	3	0	112
(E) SEP-05	7	0	19	48	10	7	2	0	93
(F) OCT-05	3	0	7	42	3	6	2	0	63
(G)NOV-05	1	0	6	24	6	2	0	0	39
Dec-05	4	0	8	35	2	8	2	0	59
Jan-06	2	0	19	52	9	11	1	1	95
Feb-06	4	0	20	40	3	6	1	0	74
Mar-06	3	0	16	56	10	5	2	1	93
Apr-06	4	0	18	50	8	10	2	1	93
May-06	3	0	19	55	5	6	1	4	93
Jun-06	6	0	14	48	2	4	0	3	77
Jul-06	0	0	20	48	8	6	0	4	86
(H) AUG -06	6	0	18	72	2	6	1	1	106
Sep-06	11	0	25	62	5	4	2	0	109
Oct-06	11	0	20	62	3	5	2	2	105
Nov-06	3	0	26	47	3	9	7	2	97
Dec-06	5	0	26	49	7	1	6	0	94
JAN-07	11	0	20	50	2	9	0	0	92
Feb-07	8	0	30	67	4	15	0	6	130
(I)MAR-2007	8	0	34	66	9	9	3	0	129
Apr-07	11	0	22	57	9	15	2	0	116
May-07	8	0	32	65	7	13	2	1	128
Jun-07	8	0	27	61	5	10	4	6	121
Jul-07	10	0	21	56	10	12	4	4	117
Aug-07	8	0	25	73	9	14	0	1	130
Sep-07	6	0	14	63	12	10	3	1	109
Oct-07	5	0	22	66	3	9	5	2	112
Nov-07	10	0	20	75	8	11	8	1	133
Dec-07	6	0	24	57	9	7	3	1	107
Jan-08	8	0	19	46	12	12	3	2	102
Feb-08	9	0	17	46	6	5	1	0	84
TOTAL	565	0	6,157	14,535	1,261	1,982	625	56	25,181

(D) LIMITED OR NO TRAIN SERVICE DUE TO HURRICANE KATRINA AUGUST 25-28, 2005

(E) NO TRAIN SERVICE DUE TO HURRICANE RITA 09/20/05

(F) NO TRAIN SERVICE DUE TO HURRICANE WILMA 10/22/05-10/31/05

(G) NO TRAIN SERVICE DUE TO HURRICANE WILMA 11/01/05-11/03/05

(G) NO TICKET CHECKS DUE TO HURRICANE WILMA 11/04/05-11/11/05

MONTHLY BREAKDOWN OF CITATIONS

Month	12 Trip Validation	Comp. Ticket Violation	Ineligible Discount	No Ticket	Zone Override	No Transfer	Out Dated Ticket	EDP Ticket W/O ID	Total
Mar-08	6	0	16	45	1	3	2	4	77
Apr-08	8	0	29	53	6	11	6	5	118
May-08	7	0	42	97	5	5	3	2	161
Jun-08	12	0	34	93	8	8	6	5	166
Jul-08	4	0	27	71	8	10	2	1	123
(H) AUG-08	3	0	14	71	3	3	6	1	101
Sep-08	3	0	17	68	4	4	7	1	104
Oct-08	5	0	24	74	4	3	1	1	112
Nov-08	1	0	17	61	2	1	8	0	90
Dec-08	2	0	25	77	2	14	10	2	132
Jan-09	6	0	22	64	14	6	7	2	121
Feb-09	4	0	36	65	5	6	3	2	121
Mar-09	10	0	26	51	11	10	0	0	108
Apr-09	8	0	20	62	9	9	2	1	111
May-09	9	0	23	76	10	7	3	1	129
Jun-09	6	0	21	74	6	4	1	0	112
Jul-09	4	0	26	77	9	4	5	1	126
Aug-09	4	0	25	107	9	1	4	1	151
Sep-09	3	0	16	93	12	10	3	0	137
Oct-09	6	0	32	97	4	6	4	0	149
Nov-09	6	0	31	99	6	11	4	0	157
Dec-09	2	0	22	63	11	3	8	0	109
Jan-10	2	0	9	57	5	5	3	0	81
Feb-10	4	0	19	58	8	1	0	0	90
Mar-10	1	0	20	72	11	2	0	1	107
Apr-10	0	0	13	66	7	2	0	0	88
May-10	2	0	21	62	7	0	0	0	92
Jun-10	2	0	14	63	9	2	2	0	92
Jul-10	2	0	21	59	10	6	1	0	99
Aug-10	2	0	9	69	9	1	1	1	92
Sep-10	1	0	8	55	10	2	0	0	76
Oct-10	1	0	18	87	14	3	2	0	125
Nov-10	0	0	8	73	4	3	2	1	91
Dec-10	2	0	11	60	5	1	0	0	79
Jan-11	1	0	3	49	4	2	1	0	60
Feb-11	1	1	0	34	0	0	2	0	38
Mar-11	0	0	1	29	2	1	1	0	34
Apr-11	0	0	0	36	3	2	0	0	41
May-11	0	0	0	17	0	0	2	0	19
Jun-11	0	0	0	1	0	0	0	0	1
Jul-11	0	0	0	0	0	0	0	0	0
TOTAL	705	1	6,877	17,120	1,518	2,154	737	89	29,201

(H)08/18/08 AND 08/19/08 TICKET CHECKS SUSPENDED DUE TO TROPICAL STORM FAY

AS OF 01/31/11 NEW EASY CARD / NEW TICKET VENDING MACHINES/TRAINING AND EDUCATION IN PROCESS

AS OF 05/17/11 TEMPORARILY DISCONTINUED ISSUING WRITTEN WARNINGS/CITATIONS

MONTHLY BREAKDOWN OF CITATIONS

Month	12 Trip Validation	Comp. Ticket Violation	Ineligible Discount	No Ticket	Zone Override	No Transfer	Out Dated Ticket	EDP Ticket W/O ID	Total
Aug-11	0	0	0	0	0	0	0	0	0
TOTAL	705	1	6,877	17,120	1,518	2,154	737	89	29,201

AS OF 05/17/11 TEMPORARILY DISCONTINUED ISSUING WRITTEN WARNINGS/CITATIONS

MONTHLY BREAKDOWN OF WARNINGS

Date	12 Trip Validation	Comp. Ticket Violation	Ineligible Discount	No Ticket	Zone Override	No Transfer	Out Dated Ticket	EDP Ticket W/O Tri-Rail ID	Total
Oct-00	27	0	214	8	1	171	0	4	425
Nov-00	33	0	220	5	1	173	1	4	437
Dec-00	31	0	191	8	0	150	0	3	383
Jan-01	40	0	205	6	1	132	2	1	387
Feb-01	27	0	164	13	1	143	0	3	351
Mar-01	51	0	196	15	1	140	0	9	412
Apr-01	42	0	207	1	1	171	0	22	444
May-01	40	0	272	4	0	153	0	16	485
Jun-01	57	0	211	5	2	207	0	5	487
Jul-01	92	0	173	6	0	186	0	12	469
Aug-01	97	0	175	3	0	189	0	24	488
Sep-01	86	0	148	2	4	131	0	27	398
Oct-01	51	0	189	0	0	168	0	9	417
Nov-01	37	0	167	4	0	181	0	11	400
Dec-01	40	0	186	0	0	152	0	3	381
Jan-02	49	0	218	2	0	144	0	4	417
Feb-02	35	0	218	7	0	152	0	2	414
Mar-02	28	0	217	4	0	126	0	2	377
Apr-02	23	0	231	2	1	163	0	0	420
May-02	29	0	263	0	1	148	0	4	445
Jun-02	29	0	215	2	1	143	1	4	395
(A) JUL-02	18	0	206	392	43	134	18	6	817
Aug-02	33	0	234	398	43	104	28	1	841
Sep-02	30	0	204	391	44	148	24	2	843
Oct-02	28	0	280	376	43	155	20	1	903
Nov-02	35	0	287	424	40	93	19	5	903
Dec-02	16	0	282	494	40	117	11	1	961
Jan-03	22	0	289	470	45	93	13	1	933
Feb-03	14	0	310	401	52	84	20	0	881
Mar-03	10	0	252	384	31	68	8	3	756
Apr-03	5	0	224	407	25	124	9	1	795
May-03	5	0	214	382	25	79	9	0	714
Jun-03	6	0	223	386	31	73	14	5	738
Jul-03	4	0	212	436	25	112	17	22	828
Aug-03	6	0	161	370	23	113	21	9	703
Sep-03	10	0	167	382	21	143	7	6	736
Oct-03	11	0	282	478	33	141	24	1	970
Nov-03	9	0	329	422	25	149	16	0	950
DEC-03	8	0	327	473	22	170	14	0	1014
Jan-04	12	0	304	455	23	152	11	1	958
Feb-04	5	0	275	455	22	144	24	1	926
Mar-04	9	0	272	478	24	132	26	0	941
Apr-04	9	0	114	442	24	91	21	1	702
May-04	6	0	134	389	24	89	15	0	657
Jun-04	5	0	232	558	29	156	22	5	1007
Jul-04	3	0	213	520	28	128	24	1	917
SUBTOTAL	1,263	0	10,307	10,860	800	6,315	439	242	30,226

(A) NEW WARNING POLICY-ONE WARNING TO ALL-NEW ENFORCEMENT GUIDE

(A) NEW WARNING POLICY-ONE WARNING TO ALL-NEW ENFORCEMENT GUIDE

MONTHLY BREAKDOWN OF WARNINGS

Date	12 Trip Validation	Comp. Ticket Violation	Ineligible Discount	No Ticket	Zone Override	No Transfer	Out Dated Ticket	EDP Ticket W/O Tri-Rail ID	Total
Aug-04	20	0	250	557	37	143	13	9	1029
(B) SEPT -04	34	0	102	285	16	51	11	6	505
Oct-04	36	0	190	476	26	118	11	14	871
Nov-04	66	0	145	535	29	112	9	8	904
Dec-04	45	0	125	526	22	125	24	6	873
Jan-05	75	0	210	639	25	165	24	9	1147
Feb-05	61	0	168	608	29	154	34	1	1055
Mar-05	36	0	220	681	32	150	20	1	1140
Apr-05	53	0	289	763	47	234	29	5	1420
May-05	48	0	297	681	51	199	17	4	1297
Jun-05	65	0	223	727	47	147	22	6	1237
Jul-05	41	0	250	651	44	155	36	4	1181
(C) AUG-05	38	0	237	584	49	165	32	3	1108
(D) SEPT-05	28	0	236	645	44	143	16	6	1118
(E) OCT-05	32	0	208	502	27	112	12	5	898
(F) NOV-05	26	0	128	442	27	72	6	1	702
Dec-05	28	0	315	731	48	129	24	9	1284
Jan-06	29	0	378	773	37	192	34	14	1457
Feb-06	37	0	340	756	54	142	21	18	1368
Mar-06	54	0	338	1042	49	182	24	9	1698
Apr-06	65	0	451	888	57	175	28	16	1680
May-06	61	0	486	981	53	240	25	22	1868
Jun-06	36	0	471	903	21	208	23	13	1675
Jul-06	57	0	476	988	23	150	29	15	1738
(G) Aug-06	65	0	508	969	28	198	26	8	1802
Sep-06	63	0	468	909	31	214	36	8	1729
Oct-06	76	0	524	1079	36	220	40	11	1986
Nov-06	56	0	461	969	21	235	41	11	1794
Dec-06	62	0	612	1048	37	235	36	15	2045
Jan-07	80	0	637	1009	52	284	21	20	2103
Feb-07	94	0	632	1055	52	316	37	34	2220
(H) MAR-07	105	0	681	1080	60	350	45	14	2335
Apr-07	106	0	749	1164	75	351	42	22	2509
May-07	107	0	849	1218	73	421	53	20	2741
Jun-07	128	0	840	1043	48	388	40	32	2519
Jul-07	93	0	808	1040	74	399	51	28	2493
Aug-07	73	0	819	1240	79	364	23	16	2614
Sep-07	85	0	708	1062	53	318	35	12	2273
Oct-07	97	0	776	1295	83	372	58	16	2697
Nov-07	95	0	690	1215	109	264	57	18	2448
Dec-07	91	0	694	1226	71	261	55	21	2419
SUBTOTAL	3,810	0	28,296	45,845	2,676	15,168	1,659	752	98,206

(B)- LIMITED/NO TRAIN SERVICE -HURRICANE FRANCES-9/ 2-12/04

(C) LIMITED OR NO TRAIN SERVICE-HURRICANE KATRINA 8/25-28/05

(E) NO TRAIN SERVICE -HURRICANE WILMA 10/22/05-10/31/05

(G) NO TRAIN SERVICE -TROPICAL STORM ERNESTO 08/28-08/29/06

(H)3/9/2007 TICKET CHECKS SUSPENDED BY SFRTA -TRACK WORK

(H)03/28/07-03/30/07 P605, P608, P630 (3 TRAINS ANNULLED)

(H)03/28/07-P614-P619 (6 TRAINS)REDUCED TICKET CHECK-TRAINS 45 MINUTES LATE OR MORE

LIMITED/NO TRAIN SERVICE-HURRICANE JEANNE-9/25-29/04

(D) NO TRAIN SERVICE DUE TO HURRICANE RITA 09/20/05

(F) NO TICKET CHECKS-HURRICANE WILMA 11/01/05-11/11/05

03/15/07 SFRTA PASSENGER SURVEY

MONTHLY BREAKDOWN OF WARNINGS

Date	12 Trip Validation	Comp. Ticket Violation	Ineligible Discount	No Ticket	Zone Override	No Transfer	Out Dated Ticket	EDP Ticket W/O Tri-Rail ID	Total
Jan-08	105	0	846	1229	69	233	44	19	2545
Feb-08	83	0	641	1106	82	209	42	16	2179
Mar-08	98	0	772	1273	62	211	43	19	2478
Apr-08	103	0	823	1230	68	208	35	15	2482
May-08	96	0	908	1400	54	192	54	19	2723
Jun-08	116	0	1025	1270	42	192	62	36	2743
Jul-08	103	0	799	1285	49	240	56	26	2558
(H) AUG-08	62	0	616	1192	55	219	63	22	2229
Sep-08	84	0	518	1360	66	242	53	16	2339
Oct-08	61	0	579	1422	101	241	82	21	2507
Nov-08	50	0	460	1210	71	186	57	7	2041
Dec-08	71	0	618	1376	100	228	88	10	2491
Jan-09	79	0	538	1332	119	249	39	21	2377
Feb-09	76	0	534	1194	99	208	60	14	2185
Mar-09	54	0	633	1392	120	230	57	14	2500
Apr-09	72	0	655	1334	128	239	66	19	2513
May-09	99	0	684	1420	117	266	53	19	2658
Jun-09	80	0	583	1460	131	256	65	26	2601
Jul-09	58	0	563	1608	133	218	48	18	2646
Aug-09	67	0	544	1604	146	269	66	20	2716
Sep-09	62	0	536	1512	141	259	61	15	2586
Oct-09	61	0	560	1499	126	262	60	13	2581
Nov-09	63	0	532	1462	136	206	67	14	2480
Dec-09	62	0	592	1634	132	239	43	14	2716
Jan-10	42	0	459	1505	119	203	44	9	2381
Feb-10	42	0	504	1451	167	196	40	15	2415
Mar-10	52	0	524	1737	172	255	38	17	2795
Apr-10	46	0	516	1629	121	227	41	10	2590
May-10	40	0	542	1646	119	176	33	15	2571
Jun-10	53	2	530	1520	152	185	50	13	2505
Jul-10	45	0	549	1648	139	160	34	15	2590
Aug-10	45	0	475	1626	136	151	20	9	2462
Sep-10	26	0	413	1628	110	166	26	13	2382
Oct-10	35	0	423	1610	145	140	31	14	2398
Nov-10	38	0	414	1745	102	204	49	6	2558
Dec-10	39	0	354	1760	113	164	37	7	2474
Jan-11	23	0	369	1814	97	152	59	1	2515
Feb-11	28	4	47	1272	59	59	63	3	1535
Mar-11	5	0	19	1506	113	79	86	0	1808
Apr-11	9	0	30	1676	180	85	82	0	2062
May-11	4	1	13	1011	147	65	54	1	1296
Jun-11	0	0	0	0	0	0	0	0	0
Jul-11	0	0	0	0	0	0	0	0	0
SUBTOTAL	6,247	7	50,036	105,433	7,214	23,337	3,810	1,333	197,417

(H)08/18/08 AND 08/19/08 TICKET CHECKS SUSPENDED DUE TO TROPICAL STORM FAY

AS OF 01/31/11 NEW EASY CARD / NEW TICKET VENDING MACHINES/TRAINING AND EDUCATION IN PROCESS

AS OF 05/17/11 TEMPORARILY DISCONTINUED ISSUING WRITTEN WARNINGS/CITATIONS

MONTHLY BREAKDOWN OF WARNINGS

Date	12 Trip Validation	Comp. Ticket Violation	Ineligible Discount	No Ticket	Zone Override	No Transfer	Out Dated Ticket	EDP Ticket W/O Tri-Rail ID	Total
Aug-11	0	0	0	0	0	0	0	0	0
SUBTOTAL	6,247	7	50,036	105,433	7,214	23,337	3,810	1,333	197,417

AS OF 05/17/11 TEMPORARILY DISCONTINUED ISSUING WRITTEN WARNINGS/CITATIONS



FARE EVASION REPORT MONTHLY COMPARISON

MONTH	Total Passengers	Total Inspected	Total Violations	Number of Citations	Discretion Warnings	F.S.S. 812.015	% Riders Inspected	% Riders Violation	% Violators Cited	% Violators Warned	% Violators Arrested
April-98	284,380	170,853	541	495	27	19	60%	0.32%	91%	5%	4%
May-98	180,788	118,150	395	350	28	18	65%	0.33%	89%	7%	5%
June-98	167,931	119,333	605	538	39	28	71%	0.51%	89%	6%	5%
July-98	164,028	114,160	753	675	56	22	70%	0.66%	90%	7%	3%
August-98	175,944	126,223	643	598	29	16	72%	0.51%	93%	5%	2%
September-98	169,522	118,346	442	419	17	6	70%	0.37%	95%	4%	1%
October-98	194,241	137,885	636	613	13	10	71%	0.46%	96%	2%	2%
November-98	172,782	123,556	564	540	11	13	72%	0.46%	96%	2%	2%
December-98	177,662	129,428	533	517	6	10	73%	0.41%	97%	1%	2%
January-99	182,432	140,296	531	509	10	12	77%	0.38%	96%	2%	2%
February-99	184,533	137,924	531	518	8	5	75%	0.38%	98%	2%	1%
March-99	206,134	161,833	710	696	6	8	79%	0.44%	98%	1%	1%
April-99	195,182	146,649	565	555	9	1	75%	0.39%	98%	2%	0%
May-99	185,160	138,211	608	594	8	6	75%	0.44%	98%	1%	1%
June-99	165,130	126,263	533	511	21	1	76%	0.42%	96%	4%	0%
July-99	157,020	124,754	470	373	93	4	79%	0.38%	79%	20%	1%
August-99	183,578	140,002	475	447	23	5	76%	0.34%	94%	5%	1%
September-99	170,632	138,267	407	397	6	4	81%	0.29%	98%	1%	1%
October-99	181,774	155,633	508	484	20	4	86%	0.33%	95%	4%	1%
November-99	186,616	147,986	560	549	7	4	79%	0.38%	98%	1%	1%
December-99	182,591	145,524	563	547	11	5	80%	0.39%	97%	2%	1%
January-00	187,154	144,403	529	520	5	4	77%	0.37%	98%	1%	1%
February-00	198,944	158,269	582	573	5	4	80%	0.37%	98%	1%	1%
March-00	210,339	166,800	519	507	9	3	79%	0.31%	98%	2%	1%
April-00	193,414	170,365	509	500	5	4	88%	0.30%	98%	1%	1%
May-00	207,042	180,112	587	572	9	6	87%	0.33%	97%	2%	1%
June-00	173,063	141,554	680	670	7	3	82%	0.48%	99%	1%	0%
July-00	171,438	131,316	622	613	4	5	77%	0.47%	99%	1%	1%
August-00	204,722	153,674	512	497	9	6	75%	0.33%	97%	2%	1%
September-00	207,322	144,675	491	470	11	10	70%	0.34%	96%	2%	2%
*October-00	227,112	156,845	651	216	425	10	69%	0.42%	33%	65%	0%
November-00	219,669	157,151	670	221	437	12	72%	0.43%	33%	65%	2%
December-00	198,383	153,327	626	235	383	8	77%	0.41%	38%	61%	0%
Totals	6,266,662	4,719,767	18,551	16,519	1757	276	75%	0.39%	89%	9%	1%

Note: Hurricane George Warning on Wednesday, 9/23/98.

Per Tri-Rail ticket checks/citations were stopped at 1200 hrs on 9/23/98.

Holiday: 11/26/98, 12/25/98, 1/1/99 - No Train Service.

Note: Hurricane Floyd Warning on Tuesday 09/14/99 and Wednesday, 9/15/99.

* October 2000 MODIFIED FARE EVASION BEGINS

Per Tri-Rail trains were canceled due to hurricane on 9/24/98 & 9/25/98.

Per Tri-Rail ticket checks/citations were started at P646 on 9/26/98.

January 22-24, 1999 - Friends Ride Free.

Holiday: 11/25/99, 12/25/99, 1/1/00 - No Train Service.



FARE EVASION REPORT MONTHLY COMPARISON

MONTH	Total Passengers	Total Inspected	Total Violations	Number of Citations	Discretion Warnings	F.S.S. 812.015	% Riders Inspected	% Riders Violation	% Violators Cited	% Violators Warned	% Violators Arrested
January-01	217,992	158,234	595	201	387	7	73%	0.38%	34%	65%	1%
February-01	218,815	155,774	500	144	351	5	71%	0.32%	29%	70%	1%
March-01	236,192	187,706	546	130	412	4	79%	0.29%	24%	75%	0%
April-01	224,941	205,730	581	129	444	8	91%	0.28%	22%	76%	1%
May-01	227,874	213,360	620	135	485	0	94%	0.29%	22%	78%	0%
June-01	188,375	191,285	664	174	487	3	102%	0.35%	26%	73%	0%
July-01	187,923	193,992	690	219	469	2	103%	0.36%	32%	68%	0%
August-01	220,792	228,613	659	170	488	1	104%	0.29%	26%	74%	0%
September-01	197,084	199,546	557	157	398	2	101%	0.28%	28%	71%	0%
October-01	224,865	226,566	642	221	417	4	101%	0.28%	34%	65%	0%
November-01	196,902	190,162	640	240	400	0	97%	0.34%	38%	63%	0%
December-01	197,396	181,718	666	276	381	9	92%	0.37%	41%	57%	1%
January-02	215,010	199,904	627	208	417	2	93%	0.31%	33%	67%	0%
February-02	209,444	213,042	589	172	414	3	102%	0.28%	29%	70%	1%
March-02	227,971	224,847	650	270	377	3	99%	0.29%	42%	58%	0%
April-02	239,345	225,965	661	238	420	3	94%	0.29%	36%	64%	0%
May-02	231,330	217,200	643	195	445	3	94%	0.30%	30%	69%	0%
June-02	181,749	174,081	658	259	395	4	96%	0.38%	39%	60%	1%
July-02	195,723	195,531	865	38	817	10	100%	0.44%	4%	94%	1%
August-02	225,555	231,376	880	38	841	1	103%	0.38%	4%	96%	0%
September-02	216,671	227,528	883	37	843	3	105%	0.39%	4%	96%	0%
October-02	243,867	250,859	954	48	903	3	103%	0.38%	5%	95%	0%
November-02	221,892	219,181	955	49	903	3	99%	0.44%	5%	95%	0%
December-02	220,225	215,762	995	34	961	0	98%	0.46%	3%	97%	0%
January-03	238,953	239,334	963	28	933	2	100%	0.40%	3%	97%	0%
February-03	233,620	233,517	910	27	881	2	100%	0.39%	3%	97%	0%
March-03	247,918	247,702	801	44	756	1	100%	0.32%	5%	94%	0%
April-03	241,294	251,377	833	36	795	2	104%	0.33%	4%	95%	0%
May-03	239,967	248,639	769	53	714	2	104%	0.31%	7%	93%	0%
June-03	198,394	201,188	794	52	738	4	101%	0.39%	7%	93%	1%
July-03	203,815	211,409	881	46	828	7	104%	0.42%	5%	94%	1%
Page 1 Total	6,266,662	4,719,767	18,551	16,519	1,757	276	75%	0.39%	96%	9%	1%
Totals	13,038,556	11,280,895	41,222	20,587	20257	379	87%	0.37%	50%	49%	1%

* October 2000 MODIFIED FARE EVASION BEGINS

09/11/01 TERRORIST ATTACK

JULY 1, 2002-NEW WARNING POLICY-ONE WARNING TO ALL-NEW ENFORCEMENT GUIDE

FARE EVASION REPORT MONTHLY COMPARISON

MONTH	Total Passengers	Total Inspected	Total Violations	Number of Citations	Discretion Warnings	F.S.S. 812.015	% Riders Inspected	% Riders Violation	% Violators Cited	% Violators Warned	% Violators Arrested
August-03	225,003	233,605	732	27	703	2	104%	0.31%	4%	96%	0%
September-03	231,637	247,620	779	43	736	0	107%	0.31%	6%	94%	0%
October-03	252,722	257,883	1035	64	970	1	102%	0.40%	6%	94%	0%
November-03	216,440	225,123	1014	63	950	1	104%	0.45%	6%	94%	0%
December-03	223,791	222,530	1089	71	1014	4	99%	0.49%	7%	93%	0%
January-04	237,635	233,086	1038	77	958	3	98%	0.45%	7%	92%	0%
February-04	242,576	222,543	1000	73	926	1	92%	0.45%	7%	93%	0%
March-04	261,974	227,616	1006	63	941	2	87%	0.44%	6%	94%	3%
April-04	254,585	229,216	740	37	702	1	90%	0.32%	5%	95%	0%
May-04	248,924	228,334	688	31	657	0	92%	0.30%	5%	95%	0%
June-04	220,646	195,551	1046	38	1007	1	89%	0.53%	4%	96%	0%
July-04	217,550	197,139	968	49	917	2	91%	0.49%	5%	95%	0%
August-04	244,841	215,845	1066	37	1029	0	88%	0.49%	3%	97%	0%
September-04	134,259	127,913	524	18	505	1	95%	0.41%	3%	96%	0%
October-04	250,254	216,532	906	33	871	2	87%	0.42%	4%	96%	0%
November-04	247,676	235,871	947	41	904	2	95%	0.40%	4%	95%	0%
December-04	232,664	231,754	931	58	873	0	100%	0.40%	6%	94%	0%
January-05	233,079	240,361	1244	91	1147	6	103%	0.52%	7%	92%	0%
February-05	234,939	242,323	1149	90	1055	4	103%	0.47%	8%	92%	0%
March-05	271,374	268,833	1230	89	1140	1	99%	0.46%	7%	93%	0%
April-05	261,406	260,144	1500	77	1420	3	100%	0.58%	5%	95%	0%
May-05	249,519	248,817	1421	116	1297	8	100%	0.57%	8%	91%	0%
June-05	200,482	194,500	1360	107	1237	16	97%	0.70%	8%	91%	1%
July-05	186,245	183,463	1295	103	1181	11	99%	0.71%	8%	91%	1%
August-05	207,320	206,156	1224	112	1108	4	99%	0.59%	9%	91%	0%
September-05	227,227	206,899	1213	93	1118	2	91%	0.59%	8%	92%	0%
October-05	161,615	143,769	963	63	898	2	89%	0.67%	7%	93%	0%
November-05	178,032	114,184	745	39	702	4	64%	0.65%	5%	94%	1%
December-05	207,734	172,526	1347	59	1284	4	83%	0.78%	4%	95%	0%
January-06	224,188	175,605	1555	95	1457	3	78%	0.89%	6%	94%	0%
February-06	217,412	173,825	1447	74	1368	5	80%	0.83%	5%	95%	0%
March-06	248,631	199,736	1800	93	1698	9	80%	0.90%	5%	94%	1%
April-06	257,607	192,193	1776	93	1680	3	75%	0.92%	5%	95%	0%
Page 2 Total	13,038,556	11,280,895	41,222	20,587	20,257	379	87%	0.37%	50%	49%	1%
Totals	20,548,543	18,252,390	78,000	22,804	54,710	487	89%	0.43%	29%	70%	1%

LIMITED OR NO TRAIN SERVICE DUE TO HURRICANE FRANCES-SEPTEMBER 2-12, 2004

LIMITED OR NO TRAIN SERVICE DUE TO HURRICANE JEANNE- SEPTEMBER 25-29, 2004

LIMITED OR NO TRAIN SERVICE DUE TO HURRICANE KATRINA -AUGUST 25-28, 2005

NO TRAIN SERVICE SEPTEMBER 20, 2006 HURRICANE RITA

NO TRAIN SERVICE NOVEMBER 1-3, 2005 DUE TO HURRICANE WILMA

NO TRAIN SERVICE OCTOBER 22-31, 2005 DUE TO HURRICANE WILMA

NO TICKET CHECKS NOVEMBER 4-11, 2005 DUE TO HURRICANE WILMA



FARE EVASION REPORT MONTHLY COMPARISON

MONTH	Total Passengers	Total Inspected	Total Violations	Number of Citations	Discretion Warnings	F.S.S. 812.015	% Riders Inspected	% Riders Violation	% Violators Cited	% Violators Warned	% Violators Arrested
May-06	291,543	208,697	1966	93	1868	5	72%	0.94%	5%	95%	0%
June-06	263,417	188,847	1754	77	1675	2	72%	0.93%	4%	95%	0%
July-06	250,659	178,368	1828	86	1738	4	71%	1.02%	5%	95%	0%
August-06	269,197	197,985	1915	106	1802	7	74%	0.97%	6%	94%	0%
September-06	287,529	212,380	1842	109	1729	4	74%	0.87%	6%	94%	0%
October-06	309,013	232,544	2096	105	1986	5	75%	0.90%	5%	95%	0%
November-06	281,711	219,411	1894	97	1794	3	78%	0.86%	5%	95%	0%
December-06	271,530	220,247	2143	94	2045	4	81%	0.97%	4%	95%	0%
January-07	294,795	250,522	2201	92	2103	6	85%	0.88%	4%	96%	0%
February-07	287,357	247,655	2354	130	2220	4	86%	0.95%	6%	94%	0%
March-07	306,651	316,244	2473	129	2335	9	103%	0.78%	5%	94%	0%
April-07	274,767	316,493	2634	116	2509	9	115%	0.83%	4%	95%	0%
May-07	303,896	353,284	2874	128	2741	5	116%	0.81%	4%	95%	0%
June-07	268,097	308,831	2645	121	2519	5	115%	0.86%	5%	95%	0%
July-07	266,694	308,224	2613	117	2493	3	116%	0.85%	4%	95%	0%
August-07	295,771	331,353	2754	130	2614	10	112%	0.83%	5%	95%	0%
September-07	275,035	309,849	2385	109	2273	3	113%	0.77%	5%	95%	0%
October-07	326,094	360,151	2816	112	2698	7	110%	0.78%	4%	96%	0%
November-07	306,116	325,178	2588	133	2448	7	106%	0.80%	5%	95%	0%
December-07	294,709	308,632	2531	107	2419	5	105%	0.82%	4%	96%	0%
January-08	324,570	342,578	2655	102	2545	8	106%	0.78%	4%	96%	0%
February-08	331,830	336,290	2272	84	2179	9	101%	0.68%	4%	96%	0%
March-08	348,437	357,954	2571	77	2478	16	103%	0.72%	3%	96%	1%
April-08	352,304	374,861	2614	118	2482	14	106%	0.70%	5%	95%	1%
May-08	371,527	385,360	2893	161	2723	9	104%	0.75%	6%	94%	0%
June-08	367,215	384,174	2915	166	2743	6	105%	0.76%	6%	94%	0%
July-08	378,471	387,641	2687	123	2558	6	102%	0.69%	5%	95%	0%
August-08	353,045	367,779	2335	101	2229	5	104%	0.64%	4%	95%	0%
September-08	383,320	430,263	2452	104	2339	9	112%	0.57%	4%	95%	0%
October-08	399,891	446,825	2628	112	2507	9	112%	0.59%	4%	95%	0%
November-08	346,597	361,181	2133	90	2041	2	104%	0.59%	4%	96%	0%
December-08	344,245	363,553	2626	132	2491	3	106%	0.72%	5%	95%	0%
Page 3 Total	20,548,543	18,252,390	78,000	22,804	54,710	487	89%	0.43%	29%	70%	1%
Totals	30,574,576	28,185,744	155,087	26,365	128,034	690	92%	0.55%	17%	83%	0%

08/29/06-08/30/06 No train service due to Tropical Storm Ernesto

3/9/2007 TICKET CHECKS SUSPENDED BY SFRTA FOR THE ENTIRE DAY-MAJOR TRAIN DELAY/TRACK WORK

3/15/2007 SFRTA SUSPENDED TICKET CHECKS DUE TO PASSENGER SURVEY

03/28/07-03/30/07 P605, P609, P630 (3 TRAINS ANNULLED)

03/28/07 -P614-P619 (6 TRAINS)REDUCED TICKET CHECK DUE TO TRAIN BEING IN EXCESS OF 45 MINUTES LATE

08/18/08 AND 08/19/08 TICKET CHECKS SUSPENDED DUE TO TROPICAL STORM KAY

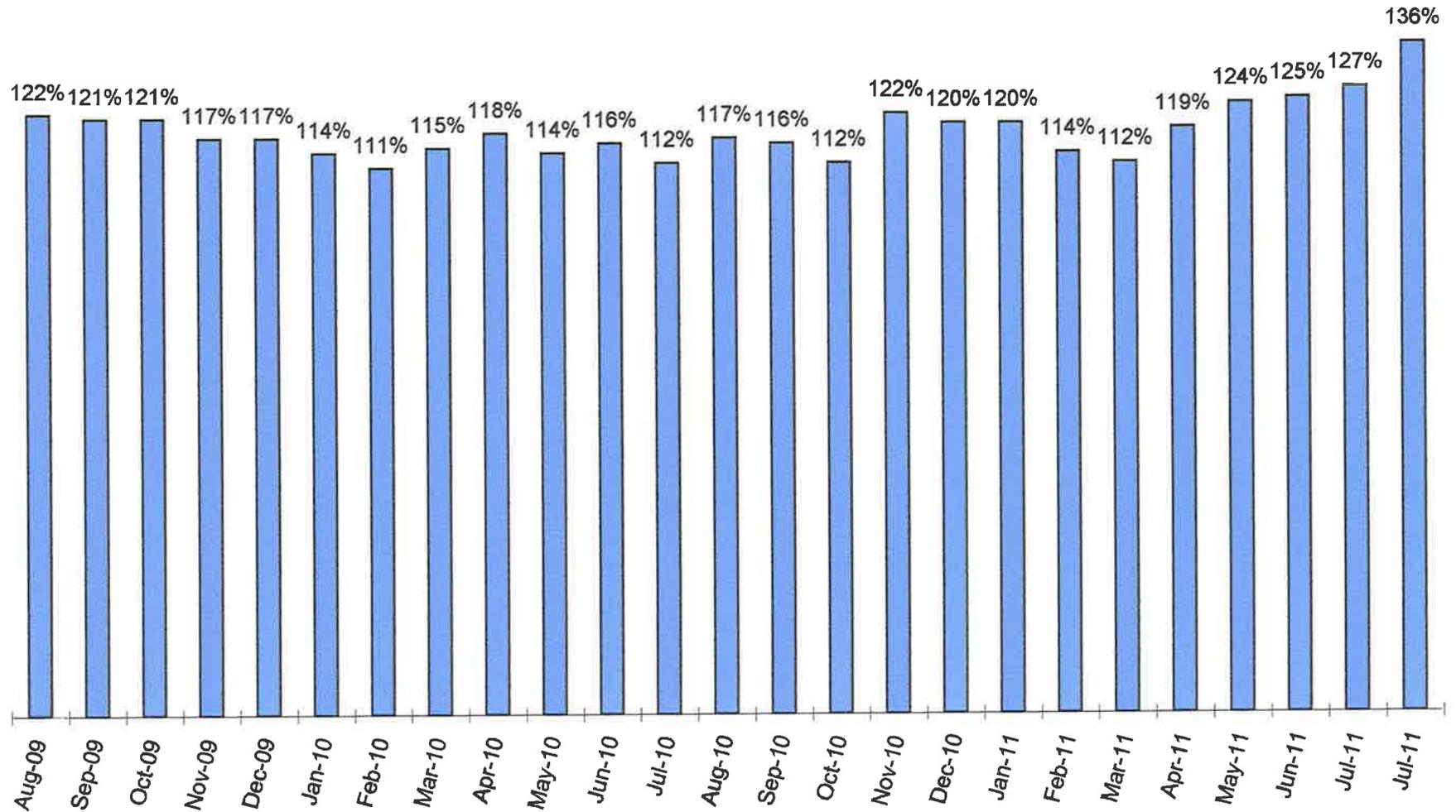
FARE EVASION REPORT MONTHLY COMPARISON

MONTH	Total Passengers	Total Inspected	Total Violations	Number of Citations	Discretion Warnings	F.S.S. 812.015	% Riders Inspected	% Riders Violation	% Violators Cited	% Violators Warned	% Violators Arrested
January-09	350,903	361,145	2,502	121	2377	4	103%	0.69%	5%	95%	0%
February-09	333,804	366,692	2313	121	2185	7	110%	0.63%	5%	94%	6%
March-09	370,606	418,383	2617	108	2500	9	113%	0.63%	4%	96%	0%
April-09	346,865	383,624	2626	111	2513	2	111%	0.68%	4%	96%	0%
May-09	320,894	383,817	2794	129	2658	7	120%	0.73%	5%	95%	0%
June-09	292,806	342,385	2722	112	2601	9	117%	0.80%	4%	96%	0%
July-09	278,565	329,393	2780	126	2646	8	118%	0.84%	5%	95%	0%
August-09	282,760	345,823	2872	151	2716	5	122%	0.83%	5%	95%	0%
September-09	299,754	363,056	2728	137	2586	5	121%	0.75%	5%	95%	0%
October-09	318,259	386,124	2739	149	2581	9	121%	0.71%	5%	94%	0%
November-09	295,581	347,253	2645	157	2480	8	117%	0.76%	6%	94%	0%
December-09	298,378	347,863	2831	109	2716	6	117%	0.81%	4%	96%	0%
January-10	295,333	336,698	2463	81	2381	1	114%	0.73%	3%	97%	0%
February-10	304,376	338,819	2506	90	2415	1	111%	0.74%	4%	96%	0%
March-10	335,992	385,533	2905	107	2795	3	115%	0.75%	4%	96%	0%
April-10	313,425	371,127	2681	88	2590	3	118%	0.72%	3%	97%	0%
May-10	305,996	349,353	2667	92	2571	4	114%	0.76%	3%	96%	0%
June-10	280,138	324,975	2598	92	2505	1	116%	0.80%	4%	96%	0%
July-10	272,790	304,665	2691	99	2590	2	112%	0.88%	4%	96%	0%
August-10	299,919	349,453	2556	92	2462	2	117%	0.73%	4%	96%	0%
September-10	315,579	366,391	2462	76	2382	4	116%	0.67%	3%	97%	0%
October-10	324,265	364,612	2525	125	2398	2	112%	0.69%	5%	95%	0%
November-10	302,629	368,912	2652	91	2558	3	122%	0.72%	3%	96%	0%
December-10	295,042	352,704	2553	79	2474	0	120%	0.72%	3%	97%	0%
January-11	318,924	384,149	2575	60	2515	0	120%	0.67%	2%	98%	0%
February-11	324,224	371,381	1573	38	1535	0	114%	0.44%	2%	98%	0%
March-11	366,153	408,882	1843	34	1808	1	112%	0.45%	2%	98%	0%
April-11	335,363	398,779	2103	41	2062	0	119%	0.53%	2%	98%	0%
May-11	334,586	414,986	1316	19	1296	1	124%	0.32%	1%	98%	0%
June-11	319,299	398,088	1	1	0	0	125%	0.00%	100%	0%	0%
July-11	301,472	383,089	0	0	0	0	125%	0.00%	0%	0%	0%
August-11	332,545	452,285	0	0	0	0	136%	0.00%	0%	0%	0%
page 4-total	30,574,576	28,185,744	155,087	26,365	128,034	690	92%	0.55%	17%	83%	0%
Totals	40,641,801	39,986,183	227,926	29,201	197,930	797	98%	0.57%	13%	87%	0%

AS OF 05/17/11 TEMPORARILY DISCONTINUED ISSUING WRITTEN WARNINGS/CITATIONS

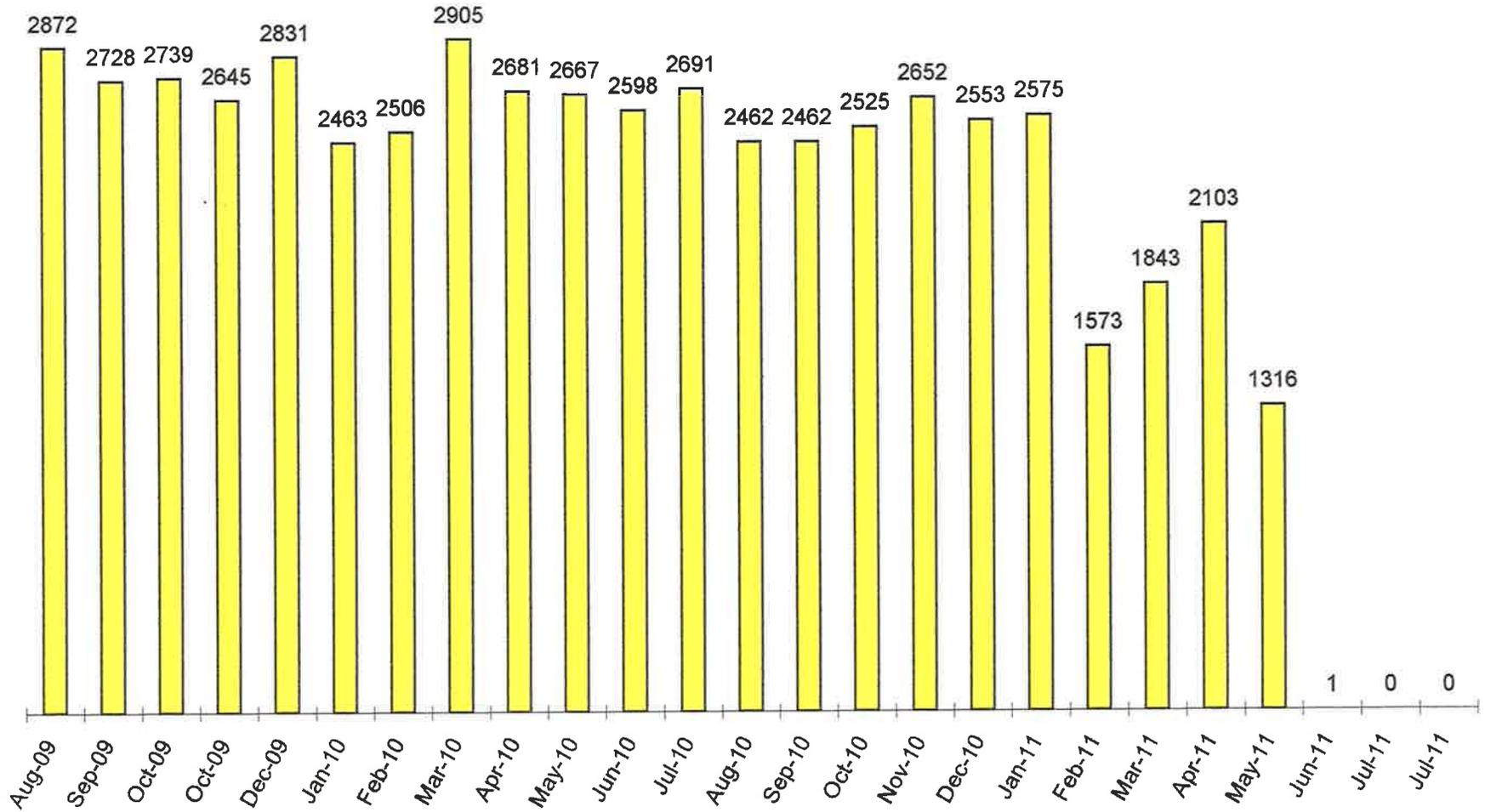
06/19/11 DUMP THE PUMP DAY

PERCENTAGE OF RIDERS INSPECTED



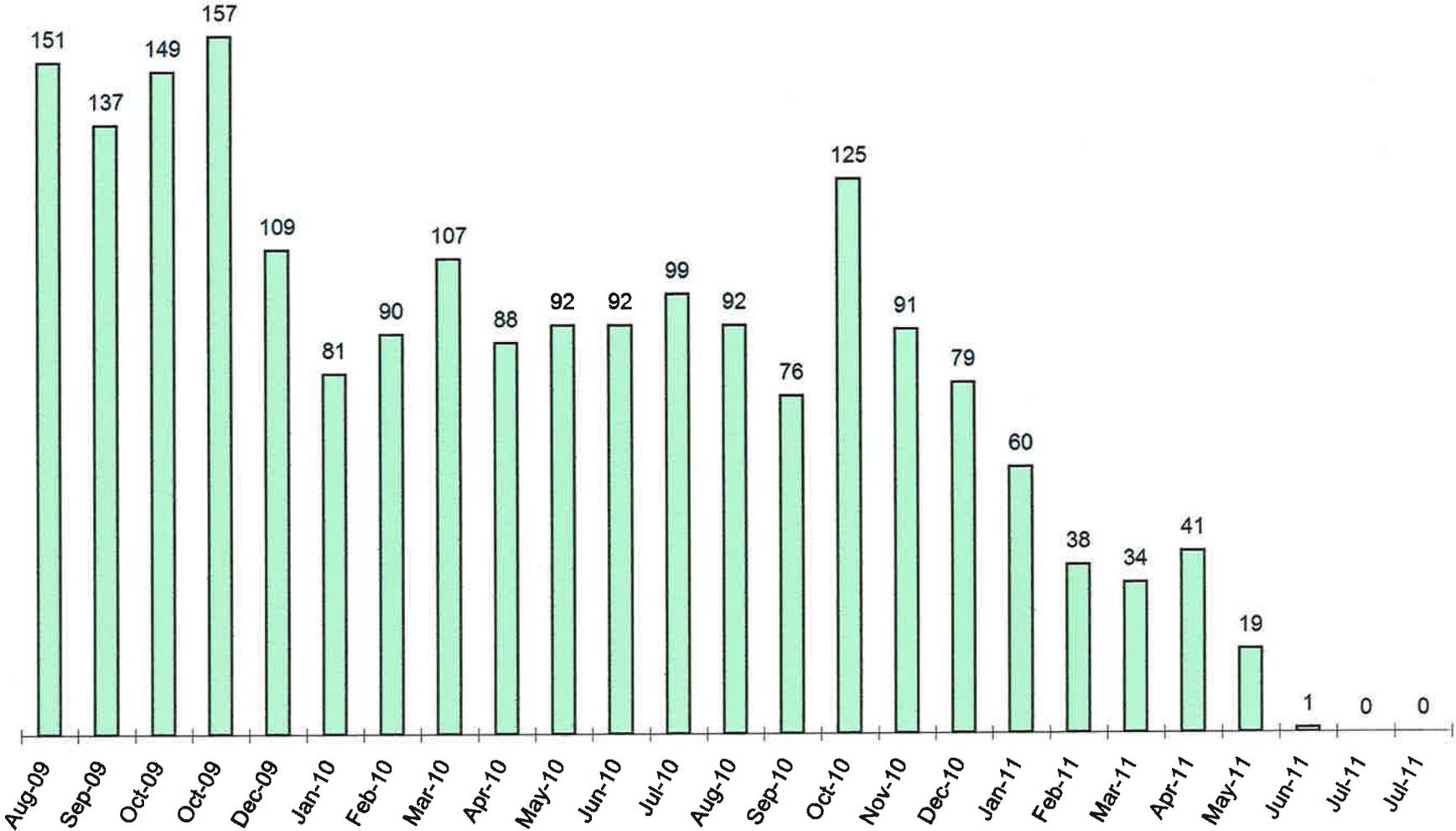
AS OF 05/17/11 TEMPORARILY DISCONTINUED ISSUING WRITTEN WARNINGS / CITATIONS

FARE EVASION VIOLATIONS



AS OF 05/17/11 TEMPORARILY DISCONTINUED ISSUING WRITTEN WARNINGS / CITATIONS

CITATIONS ISSUED



AS OF 05/17/11 TEMPORARILY DISCONTINUED ISSUING WRITTEN WARNINGS/CITATIONS

**CLASSIFICATIONS BREAKDOWN
AUGUST 2011**

CLASSIFICATION

ABANDONED VEHICLE			
ALARMS			
ALARMS-TVM			
ALCOHOLIC BEVERAGE			
ARSON			
ASSAULT AGGRAVATED TRANSIT AGENT / CPO			
ASSAULT-AGGRAVATED			
ASSAULT TRANSIT AGENT / CPO			
ASSAULT			
ASSIST PASSENGER			3
ASSIST OTHER AGENCY			
AUTO THEFT			2
AUTO THEFT - ATTEMPT			1
AUTO THEFT - RECOVERY			
BATTERY - AGGRAVATED TRANSIT AGENT / CPO			
BATTERY - AGGRAVATED			
BATTERY TRANSIT AGENT / CPO			
BATTERY			
BICYCLE VIOLATIONS			1
BIOLOGICAL RELEASE			
BOMBING			
BOMB THREAT			
BRUSH FIRE			
BURGLARY STRUCTURE			
BURGLARY-AUTO			
BURGLARY-ATTEMPT AUTO			
CHEMICAL RELEASE			
CIVIL DISTURBANCE			
CREDIT CARD FRAUD			
CRIMINAL MISCHIEF	GRAFFITTI	16	20
CROSSING W/ GATE DOWN			
CYBER INCIDENT			
DAMAGED PROPERTY			2
DEBRIS ON TRACK			
DISORDERLY CONDUCT			4
DISTURBANCE			1
DOMESTIC VIOLENCE			
DRUG OFFENSE			
EMS BOARD MALFUNCTION			3
ELEVATOR MALFUNCTION			18
ELEVATOR PHONE MALFUNCTION			
ESCALATOR MALFUNCTION			2
FALSE IDENTIFICATION			
FARE EVASION			

CLASSIFICATIONS BREAKDOWN AUGUST 2011

CLASSIFICATION

	CITATION	WARNED	ARREST
12 TRIP	0	0	0
COMPLIMENTARY TICKET VIOLATION	0	0	0
INELIGIBLE DISCOUNT	0	0	0
NO TICKET	0	0	0
ZONE OVERRIDE	0	0	0
NO TRANSFER SLIP	0	0	0
OUTDATED TICKET	0	0	0
EDP TICKET	0	0	0
TOTAL	0	0	0

COUNTERFEIT/ALTERED TICKET

FIRE

GRADE CROSSING PROBLEM

4

HIJACKING

ILLNESS

6

INJURY

3

INJURY-CPO

INFORMATION / MISCELLANEOUS

50

INTERFERING W/ TRAIN

INTOXICATED PERSON

INVESTIGATION

KIOSK PROBLEM

LOST/FOUND PROPERTY

111

LOUD MUSIC

LUGGAGE

MISSING PERSON

MISSING PERSON-LOCATED

MOTOR VEHICLE ACCIDENT

1

NUCLEAR RELEASE

PARKING PROBLEM

15

PARKING LOT ACCIDENTS

PARKING LOT VIOLATIONS

PAYPHONE MALFUNCTION

PULLED EMERGENCY STOP

1

RECOVERED STOLEN PROPERTY

RIDING ON OUTSIDE OF TRAIN

ROBBERY

ROBBERY-ATTEMPT

ROBBERY ARMED

SABOTAGE

SAFETY HAZARD

34

SEXUAL BATTERY

SEX OFFENSE (OTHER)

SIGN PROBLEM

SLIP AND FALL

4

CLASSIFICATIONS BREAKDOWN AUGUST 2011

CLASSIFICATION	
SMOKING ON TRAIN	
SOLICITATION	2
STUDENT INCIDENT	1
BAK MIDDLE SCHOOL	
DREYFOOS HIGH SCHOOL	
G STAR	
LAKE WORTH	
ROOSEVELT MIDDLE SCHOOL	
BOYNTON BEACH	
OTHER	1
SURFBOARDS ON TRAIN	
SUSPICIOUS INCIDENT	3
SUSPICIOUS PERSON	
SUSPICIOUS VEHICLE	
TELEPHONIC THREAT	
THEFT	6
THEFT-ATTEMPTED	
THROWING OBJECT AT TRAIN	
TRAIN VS ANIMAL	
TRAIN VS BICYCLE	
TRAIN VS PEDESTRIAN	1
TRAIN VS FIXED OBJECT	
TRAIN VS VEHICLE	
TRESPASS	17
TVM GATE MALFUNCTION	4
TVM MALFUNCTION	82
UNAUTHORIZED ANIMAL	
VALIDATOR MALFUNCTION	16
WEAPON-COMPLAINT	
WEAPON-CONCEALED	
SPECIAL ASSIGNMENT:MONITOR CHECKS	
TOTAL INCIDENTS	418

**SIX MONTH CRIME ANALYSIS
2011**

CLASSIFICATION	MAR	APR	MAY	JUN	JUL	AUG
ABANDONED VEHICLE				1		
ALARMS	2			1	1	
ALARMS-TVM						
ALCOHOLIC BEVERAGE/TRAIN	1			1		
ARSON						
ASSAULT-AGGRAVATED TRANSIT AGENT / CPO						
ASSAULT-AGGRAVATED						
ASSAULT TRANSIT AGENT / CPO						
ASSAULT						
ASSIST PASSENGER	2	3	1	4	1	3
ASSIST OTHER AGENCY		2	1	1		
AUTO THEFT	1		1		2	2
AUTO THEFT - ATTEMPT	1				1	1
AUTO THEFT - RECOVERY		1		1		
BATTERY - AGGRAVATED TRANSIT AGENT/ CPO						
BATTERY - AGGRAVATED						
BATTERY - TRANSIT AGENT / CPO	1	1		2		
BATTERY	1				1	1
BICYCLE VIOLATIONS	2		1			
BIOLOGICAL RELEASE						
BOMBING						
BOMB THREAT						
BRUSH FIRE						
BURGLARY						
BURGLARY-STRUCTURE			1			
BURGLARY-AUTO	6		1	5	1	
BURGLARY-ATTEMPT AUTO						
CHEMICAL RELEASE						
CIVIL DISTURBANCE						
COUNTERFEIT/ALTERED TICKET						
CREDIT CARD FRAUD						
CRIMINAL MISCHIEF	11	10	13	8	12	20
CROSSING W/ GATE DOWN						
CYBER INCIDENT						
DAMAGED PROPERTY	2		1		2	2
DEBRIS ON TRACK		2	1		1	
DISORDERLY CONDUCT	6	6	5	4	3	4
DISTURBANCE	1	3	3	4	3	1
DRUG OFFENSE				1	1	
DOMESTIC VIOLENCE						
EMS BOARD MALFUNCTION			1	1		3
ELEVATOR MALFUNCTION	16	13	4	29	18	18
ESCALATOR MALFUNCTION	6	1		1	4	2
ELEVATOR PHONE MALFUNCTION	3	1	1			
FARE EVASION- CITATIONS	34	41	19	1		
FARE EVASION-WARNINGS	1808	2062	1296			
FARE EVASION-ARREST	1	0	1			
FALSE IDENTIFICATION						
FIRE	1	1	1	1		
GRADE CROSSING PROBLEM	4	2	3	1	3	4
HIJACKING						
ILLNESS	9	5	6	3	5	6
SUB-TOTAL	1919	2154	1361	70	59	67

SIX MONTH CRIME ANALYSIS 2011

CLASSIFICATION	MAR	APR	MAY	JUN	JUL	AUG
INJURY		1	1	3	3	3
INJURY-CPO		1				
INTERFERING W/ TRAIN	1			1		
INTOXICATED PERSON						
INVESTIGATION						
KIOSK PROBLEM						
LUGGAGE						
LOST/FOUND PROPERTY	131	147	115	94	113	111
LOUD MUSIC					1	
MISCELLANEOUS/INFORMATION	38	47	43	55	33	50
MISSING PERSON					2	
MISSING PERSON-LOCATED					1	1
MOTOR VEHICLE ACCIDENT		2	2		1	1
PARKING PROBLEM	4	6	4	3	9	15
PARKING LOT ACCIDENTS				2		
PARKING LOT VIOLATIONS						
PAYPHONE MALFUNCTION						
PULLED EMERGENCY STOP				2	1	1
RECOVERED STOLEN PROPERTY						
RIDIDNG ON OUTSIDE OF TRAIN						
ROBBERY						
ROBBERY ARMED						
ROBBERY ATTEMPT						
SAFETY HAZARD	11	11	7	13	24	34
SEXUAL BATTERY						
SEX OFFENSE (OTHER)						
SIGN PROBLEM	2	1			4	
SLIP AND FALL	7	5	2	5		4
SMOKING ON TRAIN						
SOLICITATION		1		1	3	2
STUDENT INCIDENT	2	6	1			1
SURFBOARDS ON TRAIN						
SUSPICIOUS INCIDENT	5	5	4	5	3	3
SUSPICIOUS PERSON	5	4	2	2	4	
SUSPICIOUS VEHICLE	2	1	2	3		
TELEPHONIC THREAT						
THEFT	2	3	5	4	2	6
THEFT-ATTEMPTED					1	
THROWING OBJECT AT TRAIN	3	1	2	1	1	
TRAIN VS ANIMAL						
TRAIN VS BICYCLE						
TRAIN VS PEDESTRIAN	1	1	1	1		1
TRAIN VS VEHICLE	1					
TRAIN VS FIXED OBJECT						
TRESPASS	9	15	11	6	8	17
TVM GATE MALFUNCTION	3	1	4	1	6	4
TVM MALFUNCTION	130	120	136	118	113	82
UNAUTHORIZED ANIMAL						
VALIDATOR MALFUNCTION	43	21	22	25	16	16
WEAPON CONCEALED					1	
SUB-TOTAL	1919	2154	1361	70	59	67
TOTAL REPORTS	2319	2554	1725	415	408	418



**TWC/SFRTA
FEDERAL (TSA) DIRECTIVES VIOLATIONS
FOR AUGUST 2011**

Date	Incident Report #	Location	TSA Directive Violation #	Remarks	CPO ID#
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NO INCIDENTS REPORTED

TSA Directive #13 "Inspect each passenger rail car for suspicious persons, items, or any unattended items."

TSA Directive #15 "If equipped with locking mechanisms, lock all doors which allow access to the Engineers or Train Operators cab or compartment."



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6499 Powerline Road Suite 300
Fort Lauderdale FL 33309

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Fax: 954.771.5408
www.g4s.com/us



MEMORANDUM

To: Mr. Timothy L. Cates, Project Manager, G4S/SFRTA

From: Richard D. Cannon, Jr. Investigator, ID #276

SUBJECT: MONTHLY ACTIVITY REPORT – AUGUST 2011

Date: Thursday, September 1st 2011

I was assigned the following tasks for the month of: **AUGUST 2011:**

As the Court Liaison Officer: I maintained contact with the Clerk of the Court, North County Regional Courthouse, Deerfield Beach, FL. I also handled the filing, service and return of subpoenas served to Custom Protection Officers assigned to the TWC/SFRTA Project. I attended all court hearings involving SFRTA/Tri-Rail Fare Evasion matters and tracked criminal cases.

As the Citation Coordinator: I managed the review, sorting and filing of Citations. I filed 1 citation at the North County Regional Courthouse. I also processed any voided citations and conducted inquiries as directed by the County Court Judge, related to Fare Evasion Citations. I conducted CPR/AED training for personnel assigned to the TWC/SFRTA Project, as well as entry-level training to newly assigned Transit Agents.

As the Investigator: I investigated or conducted inquiries into **6** incidents:

- SFRTA IR #: 05-11-1637 – Train vs. Pedestrian – (Pending M.E. Rpts)
- SFRTA IR#: 08-11-031 – Trespass After Warning - (Arrest)

- **SFRTA IR#: 08-11-195 – Train vs. Pedestrian – (Pending P.D./M.E. Rpts)**
- **SFRTA IR#: 08-11-255 – Suspicious Incident– (Unfounded)**
- **UNNUMBERED – Violation of Post Orders – (Sustained)**
- **UNNUMBERED – Unjust Confiscation of Passenger Tickets –(Exonerated)**

In addition, I obtained various police reports pertaining to incidents involving the SFRTA. Refresher training regarding interpersonal relations and conflict management were conducted. In addition, I conducted CPR/AED Re-Certification Training. Lastly, I continued to provide support, logistical and troubleshooting services to the Safety & Security Administrator, as well as the Project Manager.

**** Modified Fare Enforcement Policy, per SFRTA Memorandum dated Thursday, May 19th 2011**

rdc/

cc: Mr. Allen R. Yoder

AUGUST 2011

NTD INTERNET REPORTING

INCIDENTS ONLY

NON-MAJOR SECURITY
PART I

		Transit Passengers	Transit Facility Occupants	Transit Employees	Other Workers	Trespasser	Other	Total Incidents
Forcible Rape	In Vehicle							0
	In Revenue Facility							
	Non Revenue Facility							
	Right Of Way/Roadway							
Robbery	In Vehicle							0
	In Revenue Facility							
	Non Revenue Facility							
	Right Of Way/Roadway							
Aggravated Assaults	In Vehicle							0
	In Revenue Facility							
	Non Revenue Facility							
	Right Of Way/Roadway							
Burglary	In Vehicle							0
	In Revenue Facility							
	Non Revenue Facility							
	Right Of Way/Roadway							
Structure	In Vehicle							0
	In Revenue Facility							
	Non Revenue Facility							
	Right Of Way/Roadway							
Arsony/Theft Offenses	In Vehicle							2
	In Revenue Facility							
	Non Revenue Facility							
	Right Of Way/Roadway							
Includes Burglary Vehicle	In Vehicle	I		I				4
	In Revenue Facility	III (3)	I					
	Non Revenue Facility							
	Right Of Way/Roadway							
Motor Vehicle Theft	In Vehicle							0
	In Revenue Facility							
	Non Revenue Facility							
	Right Of Way/Roadway							
Includes Attempts	In Vehicle							3
	In Revenue Facility	III (3)						
	Non Revenue Facility							
	Right Of Way/Roadway							
Arson	In Vehicle							0
	In Revenue Facility							
	Non Revenue Facility							
	Right Of Way/Roadway							

AUGUST 2011

Part II

- Fare Evasion (citations)
- Other Assaults (arrests)
- Trespassing (arrests)
- Vandalism (arrests)

In Vehicle	In Revenue	In Non-Revenue Facility	On Right of Way
1			
	11		

Total Incidents
1
0
2
0

Other Security Issues

- Bomb Threats
- Bombing
- Chemical / Biological / Nuclear Release
- Cyber Incident
- Hijacking
- Non-Violent Civil Disturbances
- Sabotage

In Vehicle	In Revenue	In Non-Revenue Facility	On Right of Way

Total Incidents

Total Property Damage (\$)

[Empty box for Total Property Damage]

TOTAL ARRESTS (FOUR) 4

- TRESPASSING (THREE) 3

- ACTIVE WARRANT (ONE) 1

Expiring Contract Report S FL Regional Transportation Authority

Expiring Date (8/1/2011) thru (8/1/2012)

Project Manager Contract # Contract Administrator	Contract Title Contract Name	Start Date Expiration Date	Contract Duration Renewal
<u>projectmgr</u>			
Contract Class: Payables			
Brad Barkman 06-101 BOBBY BECKER	TRANSITION DISP TRAIN CTRL AND YARD SERV 010512 NATIONAL RAILROAD PASSENGER	02/01/2007 03/31/2012	5 Year Term 5 - 1 year renewal options.
Vicki Wooldridge 06-621 BRYAN KOHLBERG	FEDERAL LEGISLATIVE CONSULTANT SERVICES 010070 C2 GROUP LLC	02/01/2007 01/31/2012	5 Year Term 3 - 1 year renewal options. No options remain.
Laura Thezine 07-723 BRYAN KOHLBERG	PROFESSIONAL AUDITING SERVICES 010878 WATSON RICE LLP	07/03/2007 07/02/2012	5 Year Term 2-1 year options. One option remaining.
Renee Matthew 09-002 BEN GUIDA	TECHNICAL SERVICES & PROC. SUPPORT UAFCS 010930 BOOZ ALLEN & HAMILTON	08/12/2008 04/01/2012	4 Year Term No renewal options
Michael Kanefsky 10-011 PAULA ACCORTO	TICKET STOCK PROCUREMENT 010663 DIGITAL PRINTING SYSTEMS	06/23/2010 06/14/2012	2 Year Term One (1) year option period still remaining.

**Expiring Contract Report
S FL Regional Transportation Authority**

Expiring Date (8/1/2011) thru (8/1/2012)

Project Manager Contract # Contract Administrator	Contract Title Contract Name	Start Date Expiration Date	Contract Duration Renewal
<u>projectmgr</u> James DeVaughn 10-014 BOBBY BECKER	SFEC TMA BUS SERVICE 010338 SFEC TMA	07/01/2010 06/30/2012	2 Year Term 4 - 1 year renewal options. 3 options remaining.



**Contract Actions Executed
Under The General Counsel's Authority
For The Month of August 2011**

AGENDA ITEM NO: N

Date Signed	Contract /Purchase Order No.	Contract Action	Amount \$	Term
N/A	There are currently no Contract Actions executed at this time.	N/A	N/A	N/A