SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

GOVERNING BOARD

REGULAR MEETING AGENDA
AUGUST 24, 2012
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
F. Martin Perry
James A. Cummings
Felix M. Lasarte
James A. Wolfe

Executive Director

Joseph Giulietti

GOVERNING BOARD REGULAR MEETING
OF AUGUST 24, 2012

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 of July 27, 2012.

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: First Amendment to Agreement No. 06-112 between the South Florida Regional Transportation Authority (SFRTA) and Veolia Transportation Services, Inc., for additional train service in the not-to-exceed amount of $4,584,753.00, making the total not-to-exceed amount of the Agreement $68,738,779.00.

Department: Operations
Project Manager: Jim DeVaughn
Department Director: Bradley Barkman
Procurement Director: Christopher Bross

R2. MOTION TO APPROVE: Agreement among Florida Department Of Transportation, CSXT Transportation, Inc., and South Florida Regional Transportation Authority for the Construction, Operation and Maintenance of the Hialeah Yard Commuter Rail Exclusive Use Track, including the Project.

Department: Engineering & Construction
Project Manager: Daniel Mazza, P.E.
Department Director: Daniel Mazza, P.E.
Procurement Director: Christopher Bross

R3. MOTION TO APPROVE: Agreement between the Broward Metropolitan Planning Organization and the South Florida Regional Transportation Authority for Transfer of Monies.

Department: Planning & Capital Development
Project Manager: William Cross
Department Director: Daniel Mazza, P.E.
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 2011

I-2. INFORMATION -THE WAVE UPDATE & TIGER IV AWARD

I-3. PRESENTATION - FAST START PLAN FOR TRI-RAIL COASTAL SERVICE

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 – July

B. RIDERSHIP GRAPHS – July

C. ON-TIME PERFORMANCE GRAPHS – July

D. MARKETING MONTHLY SUMMARY – July

E. BUDGETED INCOME STATEMENT – July

F. PAYMENTS OVER $2,500.00 – July

G. REVENUE AND FARE EVASION REPORTS – July

H. SOLICITATION SCHEDULE – July

I. CONTRACT ACTIONS EXECUTED UNDER THE EXECUTIVE DIRECTOR'S AUTHORITY - July

J. CONTRACT ACTIONS EXECUTED UNDER THE CONSTRUCTION OVERSIGHT COMMITTEE – July

K. PROPERTY COMMITTEE – PROJECT SCHEDULE - July

L. SECURITY REPORT – July

M. EXPIRING CONTRACTS REPORT - July

N. CONTRACT ACTIONS EXECUTED UNDER GENERAL COUNSEL'S AUTHORITY - July

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 JULY 27, 2012

The regular meeting of the South Florida Regional Transportation Authority Governing Board was held at 9:30 a.m. on Friday, July 27, 2012 in the South Florida Regional Transportation Authority Board Room, 800 Northwest 33rd Street, Suite 100, Pompano Beach, Florida 33064.

BOARD MEMBERS PRESENT:
Steven Abrams, Vice Chair, Palm Beach County Commissioner
Bruno Barreiro, Miami-Dade County Commissioner
James A. Cummings, Citizen Representative, Broward County – *via telephone*
Marie Horenburger, Citizen Representative, Palm Beach County
Kristin Jacobs, Chair, Broward County Commissioner
James A. Wolfe, Florida Department of Transportation, District IV
F. Martin Perry, Governor's Appointee

BOARD MEMBERS ABSENT:
Felix M. Lasarte, Citizens Representative, Miami-Dade County
George Morgan, Governor's Appointee

ALSO PRESENT:
Joseph Giulietti, Executive Director, SFRTA
Jack Stephens, Deputy Executive Director, SFRTA
Brad Barkman, Director of Operations, SFRTA
Chris Bross, Director of Procurement, 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, Deputy General 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 9:46 a.m.

MOMENT OF SILENCE

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Joseph Giulietti stated that under revisions, Agenda Item R1. Exhibit 1- half way down the page, middle column there is a typo and the column should read as 3rd BUDGET AMENDMENT.

Mr. Joseph Giulietti stated that under Agenda Item R11, the Agenda Summary is incorrect and should read R11. MOTION TO APPROVE: Second Amendment to Agreement No. 11-003, between the South Florida Regional Transportation Authority (SFRTA) and G4S Secure Solutions USA, to increase the compensation not-to-exceed amount by One million three hundred thirty eight thousand and 00/100 dollars ($1,338,000) to the new maximum total not-to-exceed amount of Twenty seven million five hundred twenty thousand eight hundred thirty-five and 00/100 dollars ($27,520,835) for the remainder of the five-year term. He stated that the actual agenda item was correct.

Mr. Giulietti announced that under deletions, Agenda Item R10., the Veolia item was deleted.

Board Member Marty Perry moved for approval of the Agenda as amended. The motion was seconded by Board Member Marie Horenburger.

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

ROLL CALL

The Chair acknowledged Board Member Cummings on the telephone and requested a roll call. A quorum was established.

DISCUSSION - Broward MPO Funding

The Chair acknowledged Mr. Gregory Stuart, Executive Director of the Broward MPO. The Chair called upon Mr. Giulietti to summarize some of the funding issues.

Mr. Giulietti informed that there is a $1.3 million FTA grant that was flexed over to SFRTA from Broward County MPO for use on capital projects. Funds of $800,000 support a joint effort between the City of Ft. Lauderdale, Broward MPO, Broward County Transit, South Florida Regional Planning Counsel and SFRTA to plan for an integrated transit hub for downtown Ft. Lauderdale which is included in the SFRTA's approved 2012-2013 capital budget. Mr. Giulietti continued that the remaining $500,000 of the FTA funds can be used on capital projects. The MPO is requesting that the $500,000 of non-federal dollars to be transferred to them. Mr. Giulietti requested the direction from the Board on this policy in that they would like to go through with and be able to support this process.
Mr. Stuart addressed the Board. Mr. Stuart stated that this is a situation where $1.3 million had been transferred over to the SFRTA for us to work together on a mobility hub. The Broward MPO was fortunate to negotiate out the contract amount to $800,000 as opposed to $1.3, thus

leaving a balance of $500,000. Mr. Stuart asked to call the money back to the MPO. The FTA doesn't provide for a mechanism to do that so we're just asking for that mechanism to be provided. Mr. Stuart continued that once the money comes back to the MPO, that he will go to the Broward MPO Board and ask them to recommend the use for these funds.

The Chair called for questions from the Board Members.

Board Member Horenburger inquired as to use for capital projects and what are the mechanism required.

Mr. Giulietti clarified that the money that has been given to us by the MPO is subject to FTA requirements. So in other words any use that we would do with it has to be approved through the FTA. We have identified a project that those monies could be used on. We have been told by the FTA that they would accept those monies going into that project which could then relieve county funds that we originally intended to use for the project.

Ms. Teresa Moore, General Counsel, SFRTA stated that only the FTA restrictions apply to the $500,000 that we'd be using on our project. The money we would be giving back to the MPO would not be FTA dollars.

Commissioner Abrams inquired about an interlocal agreement.

Ms. Moore responded that if the Board would like to move forward in this item that it be formalized in the form of an agreement between the parties.

The Chair clarified that it is important to understand that the dollars right now under FTA have restrictions upon them. By the swap out it brings restricted dollars into the RTA and sends back out dollars that are now removed of those restrictions so that the MPO can go do a myriad number of things that they are not restricted. The funds would be unrestricted, and when we pass it through this way and hand them back minus restrictions whatever MPO does it does and will not reflect back upon this agency.

Board Member Marie Horenburger moved to direct staff to go forward to draft an agreement and bring it back at the next SFRTA meeting.

Ms. Moore clarified that this item will go before the MPO Board as to how the money will be spent and asked if Mr. Stuart was comfortable with that going into the agreement.

Mr. Stuart responded absolutely.

The motion was seconded by Board Member Jim Wolfe.

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

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 of April 27, 2012.

Board Member Marty Perry moved for approval of the Consent Agenda. The motion was seconded by Board Member Marie Horenburger.

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: Amendment No. 3 to the South Florida Regional Transportation Authority (SFRTA) FY 2011-2012 Operating Budget to decrease the revenue & expenses by $5,000,000.

Mr. Giulietti noted that a revision on this item was due to Scribner's error on the exhibit. He continued that what happened here is that this was an agenda item that was to be taken to the June Board meeting and added that normally, any budget amendments to the fiscal year are done within that fiscal year However; the statutes allow amendments up to two months after the close of the fiscal year.

Board Member Wolfe stated that he was a bit disturbed about doing a budget amendment on prior year budget. He had inquired of staff if this amendment allowed the SFRTA to make use of the $5 million and if it had some fiscal result and the answer was no in that it was just cleaning up last year's budget. Mr. Wolfe stated that in regards to the largest item here, the additional train and bus service that was not instituted during the fiscal year, as previously anticipated. He would fully expect that something planned in the budget that did not occur would at the end of the year appear as a difference between the budget and the actual. He further stated that we could in fact go through the entire budget and retroactively match everything to actual expenditures. He further explained that from his experience with budgets, he would think it would be entirely different. If sometime during the year it is recognized that unused budget expenditures could be applied to other projects. This would allow the books to be balanced. What he did not understand was the

reason why SFRTA would need to do this retroactively when there were no other purpose for those funds.

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

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: Amendment No. 1 to the South Florida Regional Transportation Authority (SFRTA) FY 2012-2013 Operating Budget to increase Professional Fees by $96,000 for additional services under Agreement No. 10-010 for Legislative Consultant Services for the Tri-County Region and the State of Florida, as amended.

Board Member Marie Horenburger moved for approval. The motion was seconded by Commissioner Steven Abrams.

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: Agreement No.12-003 between the South Florida Regional Transportation Authority (SFRTA) and Sharpton, Brunson & Company, P.A., for Professional Auditing Services for a period of five (5) years, in the total amount of $370,500.

Commissioner Steven Abrams moved for approval. The motion was seconded by Board Member Marie Horenburger.

Board Member Horenburger inquired as to what other agencies are doing with regards to auditor's length of contracts. She would like for SFRTA to look at doing a three-year contract with two extensions rather than just handing out the five-year flat contract.

Mr. Giulietti responded that staff did take into consideration multiple year contracts. However; this Board made a decision in the past that every five years the SFRTA would change out the auditor. In doing less than five years there is a learning curve that goes on whenever you're bringing a new team in, and one of the nice things is that by changing every five years, you as a Board, are getting an assurance that another set of eyes are going over the books and reviewing it.

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: South Florida Regional Transportation Authority (SFRTA) FY 2013-2022 Transit Development Plan Annual Update (TDP).

Board Member Marie Horenburger moved for approval. The motion was seconded by Commissioner Steven Abrams.

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

R5.

(A) **MOTION TO APPROVE**: Exercising the first of two (2) one (1) year renewal option periods to Agreement No. 09-007(A), between South Florida Regional Transportation Authority (SFRTA) and HDR Engineering, Inc., for Transportation Planning Consultant Services. Contract 09-007(A) is for the not-to-exceed amount of $5,000,000.

(B) **MOTION TO APPROVE**: Exercising the first of two (2) one (1) year renewal option periods to Agreement No. 09-007(B), between South Florida Regional Transportation Authority (SFRTA) and HNTB Corporation, for Transportation Planning Consultant Services. Contract 09-007(B) is for the not-to-exceed amount of $5,000,000.

(C) **MOTION TO APPROVE**: Exercising the first of two (2) one (1) year renewal option periods to Agreement No. 09-007(C), between South Florida Regional Transportation Authority (SFRTA) and Jacobs Engineering, for Transportation Planning Consultant Services. Contract 09-007(C) is for the not-to-exceed amount of $5,000,000.

(D) **MOTION TO APPROVE**: Exercising the first of two (2) one (1) year renewal option periods to Agreement No. 09-007(D), between South Florida Regional Transportation Authority (SFRTA) and Kimley Horn and Associates Inc., for Transportation Planning Consultant Services. Contract 09-007(D) is for the not-to-exceed amount of $5,000,000.

(E) **MOTION TO APPROVE**: Exercising the first of two (2) one (1) year renewal option periods to Agreement No. 09-007(E), between South Florida Regional Transportation Authority (SFRTA) and PB Americas, Inc., for Transportation Planning Consultant Services. Contract 09-007(E) is for the not-to-exceed amount of $5,000,000.

Board Member Marie Horenburger moved for approval of (A); (B); (C); (D) and (E). The motion was seconded by Commissioner Steven Abrams.

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 RATIFY: Joint Participation Agreement (JPA), FM #429487-1-24-01 Contract #AQL42 between the South Florida Regional Transportation Authority (SFRTA) and the State of Florida Department of Transportation (FDOT) for State funds, in the amount of $800,000.00, for the Project Development and Environment (PD&E) phase of the Miami River-Miami Intermodal Center Capacity Improvements (MR-MICCI).

Board Member Marie Horenburger moved for approval. The motion was seconded by Commissioner Steven Abrams.

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: Second Amendment to Agreement No. 10-010, between the South Florida Regional Transportation Authority (SFRTA) and Ericks Consultants, Inc. to include the services of the Rubin Group for Year 3 of the Agreement.

Board Member Marie Horenburger moved for approval. The motion was seconded by Commissioner Steven Abrams.

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

R8. MOTION TO APPROVE: Amendment to the SFRTA Ethics Policy, as provided herein.

The Chair called upon Ms. Moore to explain the amendment.

Ms. Moore stated that this adds to the previous adopted ethics policy a definition of lobbying so that we can move forward with lobbyist registration.

Board Member Marie Horenburger 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.

R9. MOTION TO APPROVE: First Amendment to Agreement No. 11-004, between the South Florida Regional Transportation Authority (SFRTA) and Downtown Fort Lauderdale Transportation Management Association (TMA) for Shuttle Bus Services. Under the amendment, SFRTA will provide an additional year of operating funds for the NW TRI-RAIL Link route, in the maximum not-to-exceed amount of $204,290 for Fiscal Year 2012/2013.

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

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

R10. DELETED

R11. MOTION TO APPROVE: Second Amendment to Agreement No. 11-003, between the South Florida Regional Transportation Authority (SFRTA) and G4S Secure Solutions USA, to increase the compensation not-to-exceed amount by One million three hundred–thirty-eight thousand and 00/100 dollars ($1,338,000) to the new maximum total not-to-exceed amount of Twenty seven million five hundred twenty thousand eight hundred thirty-five and 00/100 dollars ($27,520,835) for the remainder of the five-year term.

Board Member Marie Horenburger 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.

R12. MOTION TO ELECT: SFRTA Chair and Vice-Chair for Fiscal Year 2012-13.

Board Member Marie Horenburger moved to nominate Commissioner Steven Abrams for Chair. 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.

Board Member Marie Horenburger moved to nominate Commissioner Bruno Barreiro for Vice Chair. 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.

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. PRESENTATION - Fast Start Plan For Tri-Rail Coastal Service

Mr. Bill Cross, Manager of Planning and Capital Development, SFRTA gave a power point presentation on the background and current status of the SFRTA "Fast Start Plan for Tri-Rail Coastal Service."

The verbatim minutes of this section are attached as Exhibit 1.

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 – April, May, June

B. RIDERSHIP GRAPHS – April, May, June

C. ON-TIME PERFORMANCE GRAPHS – April, May, June

D. MARKETING MONTHLY SUMMARY – April, May, June

E. BUDGETED INCOME STATEMENT – April, May, June

F. PAYMENTS OVER $2,500.00 – April, May, June

G. REVENUE AND FARE EVASION REPORTS – April, May, June

H. SOLICITATION SCHEDULE – April, May, June

I. CONTRACT ACTIONS EXECUTED UNDER THE EXECUTIVE DIRECTOR'S AUTHORITY - April, May, June

J. CONTRACT ACTIONS EXECUTED UNDER THE CONSTRUCTION OVERSIGHT COMMITTEE – April, May, June

K. PROPERTY COMMITTEE – PROJECT SCHEDULE - April, May, June

L. SECURITY REPORT – April, May, June

M. EXPIRING CONTRACTS REPORT - April, May, June

N. CONTRACT ACTIONS EXECUTED UNDER GENERAL COUNSEL'S AUTHORITY - April, May, June

OTHER BUSINESS

EXECUTIVE DIRECTOR REPORTS/COMMENTS

Mr. Giulietti announced the certificate of achievement for excellence in financial reporting for fiscal year ended June 30, 2011, which was awarded to South Florida Regional Transportation by the Government Finance Officers Association of the United States and Canada (GFOA) for its Comprehensive Annual Financial Report (CAFR). The Certificate of Achievement is the highest form of recognition in the area of governmental accounting and financial reporting, and its attainment represents a significant accomplishment by government and its management. A photo opportunity and plaque presentation was made.

Mr. Giulietti commented on a report to the rail commission by Mr. Harry Harris. Mr. Harris was asked to review SFRTA's finances. Mr. Giulietti stated that, at the request of the Board, a response to clarify some issues in the report had been made. Staff is requesting direction from the Board as to how the response will be handled.

Board Member Cummings stated the report that was prepared by Mr. Harris was non-controversial, very factual based on what his knowledge was and an excellent report based on the information he had. He expressed that the response from our staff is also very non-controversial and is certainly something that the Florida State Passenger Rail Commission needs to have in order to evaluate what they've heard from one source. There's no reason this should not go to the Florida Passenger Rail Commission.

Mr. Giulietti stated that he was requesting Board direction on the response that Ms. Moore prepared with staff. Ideally, the report should be merged into a unified report or if not that it can be carried as a minority report to the rail commission.

Ms. Moore clarified that the recommended direction is that the report that was prepared last night be provided to FDOT and Harry Harris for us to then sit down and work out the differences. If not, a minority report is to be submitted.

The Chair clarified and confirmed direction to the staff.

Mr. Giulietti added that FDOT Secretary Ananth Prasad suggested that SFRTA staff meet with the FDOT staff and CSXT staff to resume discussion on SFOMA. An extension has been given till December and the Secretary would like to see an agreement reached. Preliminary work is to be done by SFRTA staff without Board Members involvement in the discussion.

The Chair inquired as to what is being proposed by the FDOT Secretary.

Ms. Moore clarified that FDOT and CSXT have extended the existing deadline on SFOMA till the end of this year. The two parties want to renegotiate that agreement with SFRTA to reach a consensus on the objections to the existing language. If a consensus can be reached, that resulting agreement will come back to the Board for approval.

The Chair clarified that the Board Members and leadership would not be included in the conversations.

Ms. Moore clarified that the initial discussions should be made at the staff level. Any resulting language would progress to the level with Mr. Wolfe and Mr. Cummings and then to the Board Members.

Board Member Cummings stated that SFRTA needs to review the Bergmann Reports. The issue comes down to the costs and having this be financially feasible. Dispatching is acceptable but maintenance needs to be addressed from a cost feasible approach. He referenced the Harris Report which also cautioned the state on maintenance costs. He recommended that the contributions have to be renegotiated or there is no reason to continue talks. He further added that this agreement needs to allow residential development going forward.

Board Member Horenburger inquired as to the location of these negotiations and concern for when the time comes for the Board Members to weigh in.

Ms. Moore clarified that the discussion involved not having any Board Members in the initial meetings with CSXT, thus excluding Mr. Wolfe and Mr. Cummings. Ms. Moore stated that when the two Board Members are to meet it would be "sunshined."

Board Member Wolfe commented that there has not been any discussion of the location of the meetings, but would be at the convenience of the participants. He stated that representation on

behalf of FDOT would be Gerry O'Reilly and on behalf of SFRTA would be Joe Giulietti along with legal representation. He stated that he is comfortable with staff working out the details and ultimately return to the principles.

The Chair stated her agreement with Mr. Wolfe and asked of the Board if there were any objections.

Mr. Giulietti stated that former Board Member Mr. Gus Pego was apologetic for not attending the meeting today. The SFRTA has a memorial train plaque in appreciation for his service to the SFRTA Governing Board these past years. Mr. Giulietti stated that he would deliver the memorial plaque to Mr. Pego personally.

LEGAL COUNSEL COMMENTS

None

CHAIR COMMENTS

The Chair stated her pleasure at being the Chair for the past year and her appreciation on all the issues being worked out during her service. The Chair thanked the Board for their support.

BOARD MEMBER COMMENTS

Commissioner Barreiro announced that the MIC-Earlington Heights connection will be opening this Saturday the 28th, connecting the MetroRail to the Miami Airport. He informed that next Tuesday, the Miami tunnel boring machine will have completed its two mile length.

Commissioner Abrams, the incoming Chair thanked the Commissioner Jacobs, the outgoing Chair for her service.

Commissioner Abrams commented on the recent Boca Raton train accidents and the length of time that it takes for the responding agencies to release the passengers. He expressed desire for improved protocol for law enforcement so as not to detain our customers any longer than needed.

Mr. Giulietti responded that he has met with the Criminal Justice Commission in the past. Pending the unfortunate situations and the severity of the incidents, and the responding police department, dictates the length of the investigation. Mr. Giulietti requested assistance to reach out to the various judicial commissions and to create a plan of action.

Commissioner Abrams commented that in going forward, regular verbal updates on the progress of the Fast Start Plan would be advisable.

ADJOURNMENT

There being no further business the meeting was adjourned at 12:07 p.m.

EXHIBIT 1

Coastal Service. Mr. Giulietti?

JOSEPH GIULIETTI: At this time I'd like to call--oh I'm sorry. At this time I'd like to call Bill Cross up to the dais. Bill is going to give you he has been giving you updates on what's going on in the Tri-Rail Fast Start plan. I'm also just so that we're there when it gets to it I've asked Bill to also incorporate what happened at the Sep Tech meeting the other day where there's been a request that Tri-Rail does not go forward with marketing its Fast Start plan and at this point here it's a discussion that I think the board needs to talk about because there's a discussion going on. They actually made a motion to tell us to stop marketing the Fast Start plan and to I think Mr. Wolfe made it that there was no reason to go and confuse the public on this because they're going to try and take the Fast Start plan and incorporate it into their plan going forward but you'll see this as we're going through and you know I just wanted to set it out that it does require board discussion because board had given direction for us to continue going down the path of the Fast Start plan and going forward. So Bill will give you an update and then when there's questions I may ask that the questions come back to me so that way there is it's me that's talking about what went on Sep Tech.

BILL CROSS: Okay. Through the Chair then congratulations. Bill Cross as the park PA manager of planning and capital development. So [indiscernible-speaker overlap]. Going to go through this morning a quick presentation of where we are as a region.

So we're going to cover a little bit of background how we got started with this. We'll cover our regional efforts as well as those of others from the period November 2011 through present. We're then going to talk about our Fast Start efforts to date, importantly some actions that have been going on over the last six months with Sep Tech which is the Southeast Florida Transportation Counsel which is the three MPOs meeting together as a regional group as well as

the FEC All Aboard proposal which many of you have probably heard about, and then we'll close up with a few outstanding issues for the board's consideration.

So in the way of background I won't dwell on this but just to point out that we did start efforts planning for passenger service on the FEC as an agency back in'03. In '04, we decided to merge with FDOT, and through 2010, we were working together cooperatively with DOT on that jointly.

In 2011, there were several important announcements that really informed and caused the creation of the Fast Start plan. FDOT did announce plans to privative RTA and Tri-Rail operations. FDOT introduced some legislation that impacted RTA. There was also statements that others could run Tri-Rail for less than we do, and there was also a statement made about the lack of participation from RTA in moving forward on a passenger rail in that EC [ph] corridor. So RTA's response to that was to present at the October board meeting our Fast Start plan that had several key elements. I clipped a few up there that I think are probably the most important which was first off it really was a plan to get something out in the corridor quickly three to five years. It did include a very specific operating plan. It also had capital and financial plan. It utilized our equipment which allowed our plan to realize approximately $100 million savings and of course it did presume that RTA would manage that service. That presumption is based upon our statutory powers as an authority. I read those to you other than to say that it does go on to state that we have the authority to work on planning regional transportation systems of which the FEC certainly is. So as a result of that the board direction that came to staff is on the screen there for you, and we have attempted to carry out your direction over the last six to eight months, and I'm going to go into some detail about how we have tried to carry out those actions. Importantly we have gone out to MPOs and the counties as well as other transportation partners,

municipalities, and we have had a positive reception, and I think largely our efforts at communicating these issues led to some of the Sep Tech actions that I will speak to later in the presentation. So we think that we have had generally a very positive reception to this effort.

So let me talk about some of the regional efforts that have been going on since that last board meeting, and there have been several. I've highlighted for you here the four that I think are most important. One was certainly the RTA board directed actions that your staff has been engaged in for the period but on top of that I think very importantly was the actions of Sep Tech which is again your three MPOs acting together as a regional group and they approved an independent evaluation of our Fast Start plan as well as the FDOT led SFECC [ph] effort and with some very important outcomes, and I'll go over those later in the presentation as well.

Also FEC industries during this time period has announced their proposal All Aboard Florida Inner City Rail which affects what we're doing, and then of course FDOT has continued with their efforts on the SFECC study, and I will highlight and talk about each of those further as we go through.

But let me begin with our regional effort which is the Fast Start plan. Just to remind you of what the plan looks like there is the map on the screen. First and foremost, what we think is a real good feature of our plan is that it has integrated service. We also believe that it's financially feasible for the region both the capital and operating cost of our plan are within the realm of what this region can afford, and that combines for what we think is an opportunity for some fast implementation. Again, I'm going to highlight for you here this integrated service aspect because we view that as a crucial element of our plan that we would like to see adopted by the single plan that hopefully will emerge.

Some of the other characteristics of our plan that we think are important is it does allow for a one-seat ride. It maximizes that. Whether you're in northern Palm Beach or northern Broward County, you can get a one-seat ride into downtown Ft. Lauderdale, into downtown Miami and that's a crucial feature of what we proposed. The other element of our proposal of course is that RTA would offer it and one of the benefits that we have highlighted is the fact that if we administer it there is no additional administrative cost. We don't need new accounting department. We don't need new anything. As an agency, we are set up to do and as a privatized agency this would simply be letting an additional contractor modifying or additional contracts for the additional service. Important features.

Our Fast Start plan also avoids the federal New Star process for this first phase, which is what allows us at the end to do something in the quick timeframe that we're talking about. However, it does not preclude future federal investment in the corridor as we go forward and make future improvements. It also leverages assets of this agency, both hard and soft assets. We estimate probably $100 million worth of equipment, the hard facilities or layover facilities, this administrative building, our locomotives, our railcars, but also the soft assets of this board to provide that public representation of the expenditure of public funds, your staff.

This slide just lays out the $100 million contribution and has some nice pictures so we included it in there.

So some of the outreach. You asked us to do outreach, and I will tell you we have done a lot of outreach, and this was done by your staff. You can see the meetings. We have gone out to all the MPOs as well as other interested parties and made a presentation on the Fast Start plan. We have also had one-on-one meetings with several key folks including your Broward, Miami-Dade, Palm Beach County government, the administrators. We have met with all of the

municipalities where we anticipate a future station as well as somewhere they've expressed an interest in a potential. We've also met with many developers who are very interested and understand economic development potential that a project such as this will unlock.

We have also performed other outreach efforts including setting up a tri-railcoastalservice.com website which I would encourage all of you to visit. I think it was very well done by the IT department. We also have some other information and materials some of which are included in your information package that we passed around to you this morning.

One of the key elements of our plan is that as I mentioned it does include an operating finance plan, and that plan assumes some economies of scale, so some savings that RTA would realize by being the operator over this larger service. It also assumes a 25% across the system fare increase that we felt reasonable given the improved service that we would be providing, but there is still a short fall for those operating funds. So our plan anticipates charging each municipality where a station is located a station premium. We were unsure what type of reception we would receive as we went into the community and met with municipalities on this station premium. I am very happy to tell you that the municipalities are generally supportive. They really seem to get the opportunities that passenger service means to their community. So I'm not going to say that they were anxious to fork over the dollars but they understand the benefits. So one of the things that we did offer to the municipalities was an economic analysis that would actually quantify those economic benefits for them so that when they went back to their boards and elected officials you know they were armed with some information that said yes the station premium is going to cost this much but your benefits are this much. So we have had a unanimous take on that. All the municipalities have asked that we perform that. That analysis is well underway and we will be presenting that back to the municipalities this fall and would like

to continue working with them toward the ultimate goal of reaching an agreement for funding for operations.

We are also performing work on a video. I think some of you have provided some clips for that. Thank you very much. We look forward to seeing that again later this summer. We are also working on a developer forum handbook which basically looks at more or less a mile or so around each of these proposed feature stations and compiles all of the data that is available, and there is a tremendous amount of information that has been compiled around all of the stations through the first two phases of the FDOT work as well as work that we've been doing. So we're attempting to put all of that into a single location to make it as easy as possible for the private sector to see what opportunities might exist, evaluate it and hopefully move forward and invest in this corridor.

We're also considering whether we do a developer and municipal forum where we would put the municipalities, this information and the potential developers all together again trying to build momentum and excitement for moving forward with this investment for the region.

So one of the directions that came out of Sep Tech was that they felt there was enough merit in our Fast Start plan that they directed the FDOT team, the SFECC consultant team, to go ahead and analyze using the same analytical tools that they had been analyzing their proposals to take a look at ours, and you know that was a real good opportunity for us to test our premise. And you know the results came back pretty good but they did identify that we could do some tweaks to our plan to make it stronger, to make it better. We've done that and we call that version now Fast Start 2012 since it's an update, and we think that we have even strengthened our proposal from what we had earlier. The ridership results are very strong, and the efficiency of service provision is also excellent.

So how do you evaluate you know the strength of these proposals? So one of the things that we wanted to throw out is an approach to doing that which uses Tri-Rail as the baseline. We're here in the region. We run an efficient service. We are a top 10 railroad in the country. This is a significant operation that we run, and of course it's the most comparable to anything else that you would do in the region. So we'd like to throw this out as a baseline. What we currently have is 10 train sets. You can see the mileage that we run as well as the boardings. Now let me just point out the 12 6 reflects 2012 I'm sorry 2010 which was the model year. So I know our ridership is up significantly over that number since that period but that is the number that is in 2010, and just as a side you know we are a good baseline comparison because we have very high fleet productivity. Nationally we're #2. We really get a lot out of the equipment that we have. We have high route and station productivity and our ridership is 10th overall, and when you consider there is Chicago and New York and Philadelphia ahead of us we're a good comparison, a good base.

So let's talk about the future regional rail network. What we have laid out for you is something that you've probably seen before. Obviously to the west you have north is to the top so to the left here is the existing South Florida rail corridor and to the east is the FEC. Notably we are showing a connection in Pompano as well as the connection up in West Palm as well. So at the end of the day this is kind of the raw material that all of us have to work this. These are the corridors that are available. So the good news on this is that I think there is general agreement at this point between us and FDOT on what the available network looks like and generally where the station should be located. There are some outstanding issues however because service can be configured in different ways and that of course impacts your cost, various

impacts and how you phase that implementation can also vary. So those are areas where we still need to have a discussion.

So the latest and greatest out of the SFECC team is this version of their draft LPA. You can see on there the various lines down. You've got 60 and 120 on the green line there. See at the bottom. Let me just interpret that for you. The 60 minute indicates headways in your peak. The number to the right of the slash the 120 indicates your off peak service. So the green line has hourly service peak every other hour, and the off peak redline is 30 minute peak, 60 minute off peak and Tri-Rail Black Line continues more or less what we have at 30 and 60 minute.

So let me talk about the key outstanding issue that we have with the SFECC draft LPA, and that is that the two services are not integrated which was one of the key issues to this agency and key component of our Fast Start plan is that integration, and this plan does not do that. Now you know the good news is that other than that issue, which is not an insignificant issue, the rest are primarily technical issues that we will be able to work through as staff I'm certain. So by way of comparison to help measure effectiveness we do throw out here a comparison over our base, again the base being Tri-Rail. Here you can see the train sets up to run this are in the neighborhood of 22 which is about 120% over base. You can see there's significantly more train miles, roughly double what we currently run, and the boardings go to 24/7 which is again roughly double. So if you look at it, you're roughly doubling your resources and you're roughly doubling your ridership. So you know a pretty good balance of resources to benefits.

This is the Fast Start 2012 which includes the tweaks that we've made based upon the feedback from FDOT. So you know the good news and what we like about this one so we handed the smiley face is that it is fully integrated with Tri-Rail. There is no connection. The LPA envisions people getting off at Pompano, standing on the platform and waiting for a

connecting train. Our service in comparison maximizes the one-seat ride which we think are critical for our passengers. So again whether you're in northern Broward or anywhere in Palm Beach County you can get that one seat ride into downtown Miami, into downtown Ft. Lauderdale, and we think that is important. There are no forced transfers. People already have to transfer. They have to arrive at our station somehow, get on our train and at the end another. If you force another intermediate transfer from one train to another train, it just makes it difficult really to attract passengers with that type of service. You know our plan I think you can see it's generally consistent with the draft LPA and could be thought of as an early phase of that.

There are the outstanding issues. Ours is not currently included as a, and this is an FTA technical term, minimal operating segment. In the SFECC study, we would like to see it included in there. We think it makes sense and the MOS basically just is fancy term for a phase.

Again, just to kind of compare, you'll see that our service that we proposed under Fast Start is extremely efficient. You know we're over base 50% increase in train sets. Train miles is up by about 60%. The ridership is up by 87%. So what we're getting in the way of ridership is greater than our inputs and resources.

I'm going to go through this fairly quickly but we did do some service statistics here just to point out that the number of constants [ph] that are envisioned by these different plans we can meet ours with the equipment that we have plus what's coming in. Incremental operating cost just to point out again here the draft LPA which is the four total vision for the future comes in at about $30 million a year to operate. Our Fast Start 12 is a little bit more expensive than what we showed you back in October because we do raise back from about 24 trains a day south of Pompano down to the Mick [ph]. We bring that back up to about 40. That was one of the areas that a weakness that we pointed out on our plan by the FDOT analysis. So the operating costs

have gone up a little bit from what we had before but we still think at $19 million this is well within the realm of what we could handle in annual operating cost.

The per train mile, there is several different evaluations statistics here that you can look at. I've circled the one that I think probably is the single most important which is really a measure of how efficient is your operation. This is the number of boardings over the passenger miles or over the train miles provided. You can see we have a what I think industry wise is a pretty solid baseline number of three and a half. You can see that our Fast Start plan bumps all that all the way up to a 4.2 which is an extremely efficient use of resources versus return in ridership. This is just another way of looking at that same information, and it highlights where the plans have made improvement over the baseline condition, and again I think you can see that several measures improve under the Fast Start proposal.

Okay. So what are some of the focus areas that we think we need to be looking at moving forward? We would like to continue focus on the municipal funding agreement. Again as a region regardless of what plan we move forward with we know there is going to need to be operating dollars in order to run it. So we think that we have found a generally willing partner in the municipalities, at least upon first contact, and we would like to continue to pursue that avenue. Coordination cooperation with Sep Tech I think is important. The MPOs of course and FDOT as well to continue to work together as a partnership to strengthen the SFECC locally preferred alternative I'm missing a word there. My apologies. Coordination and cooperation you know again we certainly need to be working together with the MPOs and FDOT on planning these things. We would like to see a first phase implementation that utilizes many of the features of what we've identified in a Fast Start because we think we've got some good ideas and good elements. Crucially RTA needs to be the operator. Integration we can't have two separate and

independent systems operating in parallel with the connection here in Pompano, that from a the public that we're trying to serve is it difficult to reconcile. The one-seat ride maximizing that we feel is an important element. The fast implementation. We still want to continue that discussion. We think there is opportunities. There is certainly the desire and the interest and I think the need within the region to get something built and at least a first phase in the ground.

We think that many of our elements allow for a very efficient incremental Tri-Rail service extension. From the way our contracts are structured to the use of our existing RTA agency to our equipment, there is a way to do this in a very efficient manner and that's through leveraging our assets.

Let me change gears a little bit and bring you up to speed and brief you on the actions of the Sep Tech, and there have been quite a few. So just by way of background for those of you not familiar with Sep Tech I've included a little information here on what they are but you know basically they are a representative from each of the three MPOs meeting together on regional issues. They do have a technical advisory group, the RT Tech. We participate in that on a staff level and we host that as an agency at our offices. This is your membership.

So going through the timeline here you can see that back in January the Sep Tech board approved an independent evaluation of these two plans, and again I will say that our staff's outreach at your direction may have had something to do in triggering this but I think that that was a positive step toward regional cooperation. You can see in April 23rd they took an action directing that the SFECC study team begin regular committee meetings and also include our Fast Start plan as one of the alternatives which both of those have happened. I'm glad to say that the coordination and cooperation really does seem to be back on a much healthier track and footing

at this point, and the SFECC team has evaluated the Fast Start plan and that's what allowed us to strengthen our proposal further.

July 11 the draft evaluation report was brought to the technical committee, and it was endorsed unanimously. That did include items related to us being the operator that ultimately were not adopted when Sep Tech met because while they adopted the endorsed report it was with amendments. So let me touch on that for a moment. Skip through that.

So I'm going to go through the recommendations, and I'm going to go pretty quickly here. There's a lot of density so you have the information in there if you care to reach them all. The first one here is you know re-establishing the steering committee and again the coordination on a regional basis. Great recommendation. I think everybody is supportive of that. So we feel that this is good news. It also says that FDOT and RTA must mutually agree upon a locally preferred alternative prior to it being presented to the MPOs for adoption. So again this is a very positive thing I believe for the region.

The second recommendation talks about the briefings that should be made to the various agencies. Importantly to us is highlighted there their team the SFECC team will be briefing RTA board on a quarterly basis.

Coordination of a modeling. This is a good thing. Coordination with MPO staff again this is very positive.

Presentation of LPA as unified voice. Again, very positive. Again, it lays out that DOT and RTA must be working together to have a single voice moving forward. Very positive. The second part there is that requires that alternatives are developed that fully integrate RTA. That's very good. So C relates to incorporating the Fast Start service into the study and then suggests that well once it's integrated into the study then we should discontinue our efforts. So some

outstanding issues here. The SFECC study has not yet incorporated many of the key Fast Start elements such as the integration, the one-seat ride, etc. Those are not yet there yet integrated. So that's outstanding but critically the study does not integrate the two systems as a whole as our system does, and FDOT to date has not acknowledged RTA as the agency that will operate the future passenger rail service, and in fact, at the Sep Tech meeting stated their opposition to naming an operator at this point in time.

Okay. So this is the Sep Tech language part of the report that was amended based upon the actions that the board took this past Monday. The valuation specifically does not provide recommendations regarding the future operator, and the Sep Tech board was in consensus that operations of the ultimate systems should be the subject of future discussions after a regional plan was established and adopted.

Okay so the sixth recommendation advances passenger rail with a unified team, and again you know this is a good thing. It's telling FDOT and SFRTA once again to work together. So you kind of hear there's a theme throughout this, and I think that was a very positive one of regional cooperation. The outstanding issue here again is that DOT does not want to acknowledge RTA as the agency that will operate at this point in time.

Continued coordination oversight provided by the MPOs. Again, we think that that's more saying we need to work together and having the MPOs provide oversight is a good thing. Okay so that's Sep Tech.

Now moving on to the FEC industries All Aboard proposal, I think some of you may have seen this flyer. I'm sure you've all heard about it. It's for inner city service that would have only four stations. It would be fairly high speed. It is a private sector proposal, privately funded. They are saying that they would have this up and running some point late 2014, and it

would provide service between Miami, Ft. Lauderdale and Palm Beach to Orlando roughly a three-hour trip. So what's important to us here is that this does have an impact and does affect planning for commuter service. Now the good news is that FEC has gone out of their way publicly to state in numerous forums that they do not believe that this service precludes commuter rail or frankly competes with it. So that's the good news. You know they see this as being a different type of service layered on top of what we are considering as region. However, there may be some capacity impacts of what they're proposing. Now the latest number that we've heard and there have been many numbers out and I think there's a lot of still uncertainty of exactly what that plan entails but the latest is 28 trains a day. So 14 up 14 down which requires a significant amount of capacity in the corridor and will certainly affect the available capacity within the corridor for commuter rail. So you know it affects our planning. It affects our understanding of what kind of capacity improvements are necessary and most importantly it's difficult to plan for it when you don't really have the specifics in hand. So it is a complication no doubt for the region.

Okay so some outstanding issues just in the way of summary and I am wrapping this up. I appreciate your attention. I know this has gone long. SFRTA is not acknowledged as the operator of future FEC service, and this is a significant issue. It is unprecedented nationally that you have a successful passenger rail agency such as RTA that operates within the region. That would not be assumed and utilized as the operator for expanded and new service. DOTs and typically toward this partnership really makes Sep Tech's recommendations that we move forward with a joint DOT SFRTA partnership difficult. It puts us in an awkward position. There is also a suggestion that DOT may still plan to replace RTA with a contract based management team similar to what's done with Sun Rail and in fact could absorb or even amend perpetually

that contract and run both Tri-Rail and FEC service moving forward. So there are unknowns and those are issues for the board to grapple with.

FEC as operator one of the issues that we have heard raised on numerous occasions is the possibility that the FEC may want to run the service in their corridor. So you know fair enough but again RTA being designated as the operator really says that RTA is being designated as the operating agency, not the actual operator. We're privatized. We do our operations through contracts, and there's nothing to say that we couldn't allow for open competition for FEC to run not only theirs but what we currently have on the South Florida Rail Corridor as well. We believe that a public oversight agency is required or certainly highly desirable regardless of who the contracted operator is because public funds are going to be required to support this FEC service. This is unlike the All Aboard Florida, and this is not privately funded. This is a publicly subsidized service that we are proposing.

And lastly creating a second RTA to operate the FEC really doesn't make any sense and giving funds directly to a private company is not consistent with federal funding and public oversight is potentially lost through that. So again these are issues for the board to grapple with. So you know we do think we need a partnership. FDOT's plan anticipates FTA funding. You know staff's opinion based upon conversation with FTA on other projects is they're always looking for partnerships. You know they want to feel comfortable that the region is working together and all rowing in the same direction. If we don't have a partnership, then it's going to be difficult for DOT to get that FTA funding. Likewise, RTA's Fast Start plan assumes and presumes state funding of the capital to the tune of $300 million. So again our plan is not going anywhere without a partnership either realistically. So you know I think it is in the best interest of both parties to work through these issues and to move forward together. We think that a

mutual agreement on roles and responsibilities would be a significant step in that direction as well as agreement upon a unified project development approach moving forward. So with that, our recommendations to the board first would be to continue our Fast Start efforts and until and unless FDOT and RTA enter into a written partnership agreement with RTA as the operator. Secondly, we would bring our recommended partnership structure with SFRTA as the operator to the three MPOs as well as Sep Tech municipalities, regional planning counsels and FTA for resolutions and letters of support to hopefully move that issue forward in a direction favorable to RTA. We believe that Sep Tech--or I'm sorry. We believe that the SFECC study needs a time out so that both RTA and FDOT can work together on an overall projection development approach that we both can agree upon. We can prepare project development approach schedule that includes the key Fast Start elements as well as the longer term phases that are proposed by DOT.

Finally, we believe that it's in the region's best interest for us to continue our Fast Start municipality, outreach efforts and to move forward with trying to sign operating funding agreements that in any case will ultimately be required to fund FEC passenger rail in the corridor.

That concludes my presentation. Again, I thank you. I know that was a long presentation but thank you for your attention.

KRISTIN JACOBS: Wow. It was a long presentation but my goodness there is a lot to cover and a lot of nuances. I think you went through them as fast as you possibly could. So thank you, Bill, for such a great presentation. Comments from the board? Mr. Wolfe?

JIM WOLFE: I certainly don't want to be argumentative, but I'm not going to endorse the representations of FDOT's positions that are in this slide presentation in numerous places

where I would take exception to that. However, I will say that it is our desire to work cooperatively with a joint study to bring this project to ballot with the RTA, with the counties, with the MPO, with MPOs, with Sep Tech and all the partners, and one of the characterizations is that FDOT has refused to recognize the RTA as the ultimate operator. My personal opinion is I'd like to see all transit in South Florida run by the RTA. I don't think we're there.

MALE SPEAKER: Is there a motion?

JIM WOLFE: I'm coming up to the motion, but I don't think we're there but you know that would be a great long-term goal. I'd like to see that. There should be unified transit specifically with this project, expansion to the FEC. There's a very strong logic to having a single operator that there would have to be extremely compelling reasons why you would have more than one operator using what is in both the SFECC plan and the RTA plan a unified system. However, one of the representations is FDOT will not make that choice of operator. While we manage a study that on behalf of about half a dozen significant parties we don't have the authority to pick the operator and it's just not our choice. It's going to be a cooperative decision that is made and frankly once we have the funding formulas together and we find out who is going to fund the operating and who is going to fund the capital all the elements to bring this project about those agencies that are contributing the funds are going to have a lot to say in the discussion of who the operator is. So I don't reserve to DOT the ultimate choice of operator not at this point and not in the future. What we really need to do is have one approach for this region to get this expansion done on the FEC and not have competing plans.

One of the recommendations of Sep Tech was in fact that there not be a separately branded plan from the RTA. The SFECC study as has already been indicated has been analyzing and feeding back data on all of the proposals for the Fast Track plan. We will continue to do that

and fold those ideas into the overall study, the single unified study, so that we as a region can make that choice, and we have a steering committee set up that involves all of the involved agencies. So a focus this is about RTA and DOT and not about the counties and not about the MPO and not about Sep Tech is wrong. We need to have one plan, one study, one proposal, one voice and it's not all about FDOT or the RTA unilaterally making decisions or even the two parties getting together and agreeing on a unified approach. That would be great but what about the other parties? We're not going to leave them out. So I think this is a great opportunity for us to merge our efforts, not have separate branding and you've already indicated in your presentation some very positive staff level work and combining the analysis of the pros and cons of different alternatives. You've also indicated that in fact the SFECC study has the elements of Fast Start. It is the two plans actually look very similar when you look at them, and we all know only one plan is going to be approved by all the supporting agencies. Only one plan is going to go forward, and in fact unless we get our act together and work cooperatively, no plans are going to go forward.

I don't think it's necessary for me to line item my disagreements about FDOT's representations here except to say that we very much look forward to working closely with the RTA and bringing this project about. Expansion of the system onto the FEC in my mind is the most significant and important transportation project in this region if not the state. It's worthy of our joint efforts, and I look forward to a very close partnership. Obviously right now I'm speaking as an FDOT representative as opposed to a board member, but I take very seriously also being a board member, and I think it's a great opportunity for me personally to support the objectives of the RTA on this board and hopefully we can be a lot closer FDOT and the board

than we have been in the past two years and that's absolutely necessary to getting this project rolling.

KRISTIN JACOBS: Mr. Wolfe, I agree with you wholeheartedly on your last statement and as you as I and other county commissioners sit here we do wear two hats, and we often bring that other hat to the dance [ph] with us. And so to the degree to which you have your other hat on I'd like to bring you back to the back because I think it's really important in seeing the presentation that Scott has given any board member who takes objection to elements of that should really align I know you said you don't really want to but I think for the benefit of this group it's really important for us going forward if we're going to find that harmony of agreement and work together particularly as a board member and I see nodding heads and our colleagues agree what is that you disagree with the presentation? Let's this is what this meeting is for. Let's go through it. Let's shake that out. I'd like to understand what your specifics are.

JIM WOLFE: If you want to document it FDOT could produce a paper and respond but that tends to be argumentative.

MALE SPEAKER: [Indiscernible].

JIM WOLFE: One reference was—

KRISTIN JACOBS: Okay. I just I guess for this is not to the documentation that's here is not too in depth so if you were just like I went through and dog eared some pages so you cited one example. I'd like to know—

JIM WOLFE: Okay.

KRISTIN JACOBS: --just in general what some of the other objections are. [Indiscernible-speaker overlap].

JIM WOLFE: Another clear example is FDOT proposed to privatize SFRTA. That's patently impossible to privatize an appointed board. We never had any discussion of that as a possible scenario much less propose it. That's just not an accurate representation.

KRISTIN JACOBS: Okay fair. And the others?

JIM WOLFE: Is it pertinent for me to [indiscernible-speaker overlap]?

MALE SPEAKER: Yeah you're up there.

JIM WOLFE: Oh very good.

KRISTIN JACOBS: You're not under oath.

JIM WOLFE: You know I'm accustomed to being out there and expected to answer.

KRISTIN JACOBS: Um I guess for this board I guess for those of you that, and I will get to you Mr. Barreiro, for those of us that have been working on one premise and to have something presented to us by staff in any other forum there is no board member up here that wouldn't say I object to that. I don't think that's real. On any other forum that's what we would do. So to the degree to which this is one of the most important discussions I think this board could have objecting to being categorized as against or for privatization I think is a valid concern for you to raise as a board member and also has FDOT secretary. So if there are any other and I'm talking 30,000 not in the weaves [ph] and not some sort of presentation but other than the two things that you mentioned were there any other things that you found to be objectionable or maybe that you would want to see clarified or dealt with at some other point?

JIM WOLFE: If I wasn't already clear. FDOT is not proposing an operator other than the RTA, and it is the most likely operator and we would agree to such language that they are the most likely operator. Because we do not endorse that selection and it should be made at this time

doesn't mean that we don't think it's logical and a good idea and it doesn't mean that we can move forward with a study that resupposes that as a likely outcome.

KRISTIN JACOBS: Now see wasn't that easy? Okay. Was there anything else?

JIM WOLFE: No.

KRISTIN JACOBS: No? All right. Thank you. Commission Barreiro?

BRUNO BARREIRO: Thank you, Madam Chairman. On the issue, we're spinning our wheels both DOT, SFRTA, our individual MPOs. We don't own the corridor. Plain and simple. You know it's like you know I'm making plans on how to live in someone else's house without owning it. You know we don't know to what extent that they're going to let us you know interrupt their commercial business on that corridor, and I see their commercial business is a big business post Panamax. They're making the investment right now, double tracking it and getting it ready. So without them at the table you know we are really and publicly. In that sense you know I know the train companies like to you know work behind the scenes and be real quiet and dealing with them at the state but they've got to be at the table. This is not a you know games and with that them on the table publicly working then we'll know to what extent they're going to let us have access, what frequency we're going to be able to have and so forth and then we can sit down and get our together between the state. Meanwhile you know I think we're just spending a lot of resources, a lot of time on something that we have no control over and I don't see state nor the local counties having the resources to go in and imminent domain that corridor. We don't have that right now. You know federal government is nowhere near you know having additional funds to dish out and I don't see it in the future, and we're having a hard time keeping our public transportation systems operating. So I just I've got to put that at least. I said that in

my MPO, I said that in my commission and I feel as a general policy that people are that we're forgetting about the big [indiscernible-speaker overlap].

KRISTIN JACOBS: Right the [indiscernible-speaker overlap].

MALE SPEAKER: [Indiscernible-speaker overlap].

KRISTIN JACOBS: [Indiscernible].

MALE SPEAKER: [Indiscernible]

KRISTIN JACOBS: Mr. Giulietti?

MALE SPEAKER: [Indiscernible].

JAMES CUMMINGS: Madam Chair can I be in the queue?

KRISTIN JACOBS: Sure I'll put you next. Thank you.

JOSEPH GIULIETTI: Let me first respond to the FEC. FEC came to us well over two years ago and has continued to come to us as recently as two weeks ago and say they would like to see commuter rail service on their line. They want to make it very clear from their perspective that their Fast Start system did not preclude commuter rail service coming over and indeed they did a presentation to the passenger rail commission showing that they were going to operate 28 trains. They did say that that was going to take a lot of their capacity but they have a lot of right-of-way and we're still open to commuter rail coming over on their system. They've made it abundantly clear that they see the economic development opportunities in every one of the cities of using the right-of-way of their corridor. So from the standpoint there were two reasons that we got involved in this. One was that if you remember both the chair and myself got a call from the secretary stating that the FEC wanted to be involved.

MALE SPEAKER: [Indiscernible].

JOSEPH GIULIETTI: Yeah I don't want to go into--yeah. Yeah no, no, but I'm just saying that initiated this and from that point everything that we've gone to do has been positive in terms of looking at it from both the city perspectives and with dealing with the FAC.

MALE SPEAKER: [Indiscernible] Chairman [indiscernible] that's part of the equation is the government [indiscernible] establish the [indiscernible] probably take care of the operating questions and a lot of them are technical issues involving operation of the service and all of the rest that—

MALE SPEAKER: Turn your mic on.

KRISTIN JACOBS: Oh. See if your mic is on.

MALE SPEAKER: Yeah well anyway. If we can get those parties to has that out that will go a long way toward resolving the governance issues which then in turn starts to resolve some of these will be the operator, the integration issues, you know clearly you have to have one operator. You have to have an integrated line or you know we'll be a laughing stock. I mean you can't have two operators running one commuter rail up two different lines. So we have to start at the beginning and I guess get these governance issues worked out, get everybody to the table to decide who is going to decide these issues.

KRISTIN JACOBS: Mr. Cumming?

JAMES CUMMING: Yeah I'd like to start out with first saying that I'm somewhat pleased by Mr. Wolfe's comment. He didn't sound as negative as I thought he would but first I would like to have a written response listing their opposition to this presentation. I know he only had two or three that he mentioned but and I don't see this as being confrontational. I see this as being a method of clarifying these issues in writing where there is no confusion later on as to what was said or what the disagreement was but I first would like that.

Secondly, I think Bruno hit on a very good point. This is what I've been saying for a long time is there's no discussion yet as to what the FEC is going to charge for us to come on their corridor whether it's us, the DOT or whoever gets there but one thing is certain that there will need to be double tracking if this is to be any type of successful venture and that what is involved here is not just a $300 $400,000 million dollars but billions of dollars needed to upgrade the corridor to double tracking, signalization, positive train control, numerous other things that will be required if passenger rail does ever get on the FEC. So until those numbers are discussed, I find it difficult to go forward with any presentation.

Secondly, if you know you heard our people talk about the successes we've had talking with developers and local government agencies about development around the corridor and obviously the FEC is considering this because they put their proposal in on how they're going to recoup some of their cost by development along the corridor. Well if the agreement that is negotiated with the FEC is similar to SIFOMA [ph] then development is severely handicapped along the corridor which would also minimize any opportunity for local developers to develop along the Tri-County area where the corridors will pass which might place in jeopardy many of the commitments that we're receiving from local cities and various municipalities about supporting this initiative if in fact they can develop such things as transit oriented development with residential communities along the corridor, something that is precluded from the SIFOMA agreement and another reason why we rejected this SIFOMA agreement.

So one of the big problems here is and it's pretty much the operative word here is the discussion between the party, between DOT and SFRTA. Now it's been said Mr. Wolfe said that there was a steering committee. You know I'd like to know who is on this steering committee. I don't know any of our staff that's on this steering committee. I don't know any of

our staff or board members that have been involved in any discussions with FEC which certainly you know it's one thing to say here is what we want to do and oh by the way now let's go find out what it's going to cost. I doubt very seriously if any one of the three counties Dade, Broward or Palm Beach County are willing to spend $20 or $25 million each in support of this initiative, and quite frankly with the position that the DOT is taking that all the commuter rails need to be funded by the municipalities which they serve which personally I don't disagree with that. I think we should but unfortunately we don't have $25 million in Broward County, and I'm sure that it's not there in Dade and Palm Beach to fund this kind of an initiative. Not only that but federal funds will be needed to do this, and I don't see the DOT going after federal funds without the SFRTA. Now there was a question as to the DOT saying well we see it very feasible if SFRTA operates the system, and by operation, I mean overall control of it. The operation specifically would be subcontracted out as we subcontract the actual operation right now on the Tri-Rail corridor where 90% of it would be subcontracted, but the rest of it the overall oversight of the system would have to be by somebody such as the Regional Transportation Authority. So I see no reason why this couldn't be put to the public right now including Sep Tech that DOT will be looking to the ultimate responsibility to go to SFRTA, and not only that it's also in accordance with the legislative statute that created SFRTA. So to say we can't come out and make that decision now I guess that means maybe we're going to change the legislation to reflect the different format maybe in the next two or three sessions. I'm not sure where that's headed but I do know one thing and if we don't get together, if we don't have consistency of thought of program where we're headed and a clear understanding then neither one of these projects will ever, ever develop and I don't think the federal government will fund it and I just think we're spinning our wheels just like Bruno says. So having said that I would like to see when we can

meet with the DOT in a collaborative effort to resolve these differences and then continue in meetings with them on integrating both our Fast Start program and the DOT's program. End of comment.

KRISTIN JACOBS: Thank you, Mr. Cummings. Ms. Horenburger, did you have your hand up?

MARIE HORENBURGER: I just want to say I agree with a lot of what Jim had to say especially with regard to someone else being able to—

KRISTIN JACOBS: Is your microphone on?

MARIE HORENBURGER: It's on but it wasn't near me. Um I agree with a lot of what he had to say and at the beginning where we were told early on that FEC would be doing what they were proposing to do or what we heard they were proposing to do with no cost of tax payers. However looking at the plans and they're going up the coast and over to Orlando would require billions of dollars in land acquisition and so forth to make that happen. So I think everyone is in a position to work more cooperatively looking at the bigger picture and the real cost of what's being proposed. This is far into the future. I don't know that I'll ever see it in my lifetime. I often say you know I'm getting older and I don't know how long I'm going to be around, and I'm not sure I'll even see some of these things come to fruition but I think cooperating is essential in every aspect. And I've kind of taken a position of defense and being kind of sort of attacked in several ways. I think that we should be more open to a little bit of scrutiny and maybe adjustments and how we do business a little bit or at least how we report our business, and with that, I think we would open the door to more cooperation as well. I think our staff has done a really good job of trying. I'm not sure about some of the—

MALE SPEAKER: I'll talk again.

MARIE HORENBURGER: --recent reports that were done in a hurry but I really am hoping that we can get to that point. Thank you.

KRISTIN JACOBS: Thank you, Ms. Horenburger. And before I recognize my colleague I just wanted to weigh in on a couple of things that have been said. It is I think it pretty much goes without saying that unless FEC is at the table along with SFRTA, along with FDOT that we're not going anywhere.

MARIE HORENBURGER: And Sep Tech.

KRISTIN JACOBS: And largely as well as Sep Tech and that is in fact what Sep Tech has directed to happen is that the three agencies are cooperating with one another. Um there has been a lot of conversation about taxpayers' dollars and federal dollars neither not being asked for by the FEC or in several scenarios, and I want to make sure that we all understand that the three large counties in South Florida are donor counties to the state and the state itself is a donor county [ph] to the federal government's coffers and those are our dollars. They are not federal dollars. They are our dollars that are rightfully returned here for advancing transportation mobilities in South Florida and any idea that this is somehow not our money and that we're not going to take advantage of it I object to that. I want to see our dollars returned to mobility in South Florida, and I want to see the federal government's dollars here.

One of the issues that we are not also talking about and which I the presentation didn't truly address and though it's been hinted up here and that is the issue of the ICTF and Broward County and the agreement between Broward County and FEC which is to increase containers and cargo coming out of our port and onto the tracks. It is FEC's stated goal to start running 17 trains a day on the FEC corridor. Those trains as FEC told the Broward County commission

would be three miles long. So three mile long trains going by 17 times a day is an issue that we need to be talking about.

MARIE HORENBURGER: Traffic [indiscernible-speaker overlap].

KRISTIN JACOBS: It is not just the issue of trains running north and south but what does that do to the surface roadway network. The backups in downtown Broward along when the trains running today are very problematic and so need to have a holistic conversation that talks about not just the stated goals of FEC to increase these trains to 17 per day and running passenger rail and commuter rail how does all of this work together? How what is this picture like? How does that transfer to the roadway network and the other mobility elements that contribute to a holistic train system and that is getting people there by bus in many other ways and even with the WAVE streetcar project. So I believe that at this point we have not been as inclusive. We have not seen a transparent partnership, and the one thing I know in looking at for example the WAVE project and Mr. Wolfe will see this as he was part of that whole picture and that was until we all came together and sat in room 430 that day in the Governmental Center and said okay what are the individual objections that the different agencies or partners have here. Let's work through them. Until we start to do that and we put all of these different groups together and we also address the issues of cargo and other mobility options, I don't think we have a full picture. I think it's extremely important that we understand that the state statutes anticipated that expansion or new service of rail would be under the umbrella of the South Florida Regional Transportation Authority and I too have some issues with what that is not assumed going forward, why that is still open although as has been said FEC is not under the control of this authority. It is a private entity an so I think the only way forward is for those kinds of meetings to take place, and Mr. Giulietti I am not clear after the presentation or after all

of our different comments while FEC as recently as two weeks ago and all along this path has been working cooperatively with us I'm not sure that FEC, FDOT and SFRTA have been sitting down together to have these conversations. And are those meetings teed up or are they being anticipated? Is there a point in the future? What is the trigger that we are waiting for that to happen?

JOSEPH GIULIETTI: I would say at this point here the most recent discussions have been that we will sit down with FDOT and the FEC going forward, that there have been ongoing meetings and you are correct. The meetings that I've had with the FEC have been for the FEC to come and explain that they've worked out their Fast Start program, they've been meeting with the state but they want to yeah I'm sorry yes All Aboard Florida program, meeting with the state, and that when the time comes that they want to sit down and talk about getting a commuter rail service started because they know that does involve federal funds and wanted to make it clear to us that they wanted to go in that direction. So answering you directly we have not sat down with the FEC and the state. We have gotten the information out of modeling that has been done. The FEC has provided information to the state, and the state has started to give us that information and we have been actually able to go back and forth and share that, but we're not sitting at the table with the FEC in these discussions.

KRISTIN JACOBS: Okay. So given that that is a recommendation of Sep Tech I think that this board should too have I would like to see us in any way take a position that we encourage the entities to all be sitting down and that a date be set at some point in the future where some significant progress can be made about all of the outstanding issues and really come together. If FDOT is at the table saying we don't feel we're being fairly recognized or our concerns are being interpreted the proper way that needs to be worked out. I want [indiscernible]

pull together in the same direction. I don't want to have the secretary for our district for example objecting to issues that are being represented by our board, and I want to be able to understand where we're going in the future. I think we all agree that there are elements here that we can support and let's you know let's get there. Let's figure out how to make it happen and FEC has got to be at the table in order for that to move forward.

MALE SPEAKER: Madam Chairman, I agree that the next step is to get the parties together. That's what I was referring to in terms of getting the people together so that we can start to resolve who should be together you know, but and that's how we're going to go forward. To go backwards, I mean I don't think Mr. Wolfe should put in writing his objections to the statements in here that clearly he already put on the record referred to the past history. In fact, I think they should all be pretty much stripped out, the [indiscernible] of statements in here that relate to the past history and speaking of everybody getting into the same room together you and I were probably in the same room with Mr. Wolfe before he became a member of this board and the secretary of transportation and really did bury whatever hatchets there were and agreed to move forward cooperatively and there is a real clearing of the air and an opportunity for everyone to dispel the misconceptions that everyone thought that we had with everyone else. So that has been accomplished. I don't think we need to revisit that. I think we need as you said to put the parties together that are essential to move forward and we'll have the plan, Ms. Horenburger, in three to five years as it's predicted and you will certainly be around for that, and that's how we're going to kick start the Fast Start plan not by going backwards by going forwards.

KRISTIN JACOBS: Okay.

JAMES CUMMINGS: Madam Chair, can I be in the queue?

KRISTIN JACOBS: Sure, Mr. Cummings, you're recognized.

JAMES CUMMINGS: Yeah, I'm not necessarily concerned about refuting past comments. I'm more concerned about refuting the comments the technical comments and going forward. I think that needs to be in writing. I think there needs to be a written dialogue of what we've accomplished and I don't wish to go back and argue what he said she said either, but if there are point in there that he disagrees with then I think we need to do know that, and I think we need to know it in writing. If you've only got two or three which is what Mr. Wolfe said then that would be very easy to write those down. End of comment.

KRISTIN JACOBS: Thank you, Mr. Cummings. Ms. Horenburger?

MARIE HORENBURGER: One of the things that I keep seeing and hearing is kind of misunderstanding more than misinformation, at least from my prospective, and I think that there is room to kind of a learning curve about how we function and the complexities of this organization that aren't for instance in the Harris report let's go there for a minute that aren't typical for every--we're being compared with other agencies that don't do all that we do, and things that for instance like that so I think our staff is constantly being put on the defensive, and I'd like to see something happen to dispel some of that misunderstanding whether it's sit down and get together have a summit maybe with Mr. Harris and DOT and work things through just exactly how we function and how we function differently. And maybe we can learn something as well.

KRISTIN JACOBS: Thank you, Ms. Horenburger. Any other comments on this item? All right seeing none I guess that moves us forward to our executive director and any comments he has?

Tracking No. 08241229 AGENDA ITEM NO. R1

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 24, 2012

AGENDA ITEM REPORT

☐ Consent ☒ Regular

FIRST AMENDMENT TO AGREEMENT NO. 06-112 WITH
VEOLIA TRANSPORTATION SERVICES, INC.
FOR COMMUTER RAIL OPERATIONS FOR SFRTA'S COMMUTER RAIL SYSTEM

REQUESTED ACTION:

MOTION TO APPROVE: First Amendment to Agreement No. 06-112 between the South Florida Regional Transportation Authority (SFRTA) and Veolia Transportation Services, Inc., for additional train service in the not-to-exceed amount of $4,584,753.00, making the total not-to-exceed amount of the Agreement $68,738,779.00.

SUMMARY EXPLANATION AND BACKGROUND:

On July 1, 2007, Veolia Transportation Services, Inc. began providing commuter rail operations services to SFRTA. On April 27, 2012, the Board approved SFRTA's Fiscal Year 12/13 Budget with funding for extra trains.

SFRTA now wishes to amend the Agreement to add funds for train service as follows:

Item	Amount
Increase of 28 weekend trains per week (14 on Saturday; 14 on Sunday) for remaining 2 years ($1,784,836 per year)	$3,569,672.00
Increase from 48 to 50 weekday trains for Years 6 - 7	$453,081.00
Increase from 48 to 50 weekday trains for Years 1 – 5	$450,000.00
Marlins trains for 2 years	$82,000.00
Test trains for 2 years	$24,000.00
Other special event trains for 2 years	$6,000.00
TOTAL	$4,584,753.00

All additional trains are provided by Veolia at the cost per train rate as detailed in the Agreement.

Department: Operations
Project Manager: Jim DeVaughn

Department Director: Bradley Barkman
Procurement Director: Christopher Bross

FISCAL IMPACT: Funding is available in the FY 2012-13 Operations Budget

EXHIBITS ATTACHED: Exhibit 1 – First Amendment to Agreement No. 06-112
(to be provided under separate cover)

AGENDA ITEM NO. R1

FIRST AMENDMENT TO AGREEMENT NO. 06-112 WITH
VEOLIA TRANSPORTATION SERVICES, INC.
FOR COMMUTER RAIL OPERATIONS FOR SFRTA'S COMMUTER RAIL SYSTEM

Recommended by: _____ 8/16/12
Department Director Date

Approved by: _____ 8-16-12
Procurement Director Date

Authorized by: _____ 8/16/12
Executive Director Date

Approved as to Form by: _____ 8-16-12
General Counsel Date

Board Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

Commissioner Steven L. Abrams	____Yes ____ No	Felix M. Lasarte	_____ Yes ____ No
Commissioner Bruno Barreiro	____Yes ____No	George A. Morgan, Jr.	_____Yes _____No
James A. Cummings	____Yes ____No	F. Martin Perry	_____Yes _____No
Marie Horenburger	____Yes ____No	James A. Wolfe, P.E	_____Yes _____No
Commissioner Kristin Jacobs	____Yes ____No		

Tracking No. 08241230 AGENDA ITEM NO. R2

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 24, 2012

AGENDA ITEM REPORT

☐ Consent ☒ Regular

AGREEMENT AMONG FLORIDA DEPARTMENT OF TRANSPORTATION, CSXT TRANSPORTATION, INC., AND SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY FOR THE CONSTRUCTION, OPERATION AND MAINTENANCE OF THE HIALEAH YARD COMMUTER RAIL EXCLUSIVE USE TRACK, INCLUDING THE PROJECT

REQUESTED ACTION:

MOTION TO APPROVE: Agreement among Florida Department Of Transportation, CSXT Transportation, Inc., and South Florida Regional Transportation Authority for the Construction, Operation and Maintenance of the Hialeah Yard Commuter Rail Exclusive Use Track, including the Project.

SUMMARY EXPLANATION AND BACKGROUND:

This Agreement provides that SFRTA shall be responsible for the operation, maintenance, repair and inspection of all of the tracks and associated areas that it exclusively uses in Hialeah Yard ("Commuter Rail Exclusive Use Track"). This will include the 3,300 feet of new storage track being constructed in the yard, along with a new outdoor inspection pit (the "Project"), as well as all existing track used exclusively for the movement of SFRTA rolling stock. No further approvals will be required from CSXT for activities related to the Commuter Rail Exclusive Use Track unless the work will require modification to any of the environmental permits CSXT holds as the permittee for activities in the Yard.

Department: Engineering & Construction
Project Manager: Daniel Mazza, P.E.

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

FISCAL IMPACT: Payment for activities being transferred to SFRTA by this agreement is available from budgeted funds.

EXHIBITS: Exhibit 1 - Agreement among Florida Department Of Transportation, CSXT Transportation, Inc., and South Florida Regional Transportation Authority for the Construction, Operation and Maintenance of the Hialeah Yard Commuter Rail Exclusive Use Track, including the Storage Tracks (to be provided under separate cover)

AGREEMENT AMONG FLORIDA DEPARTMENT OF TRANSPORTATION,
CSXT TRANSPORTATION, INC., AND
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FOR THE CONSTRUCTION, OPERATION
AND MAINTENANCE OF THE HIALEAH YARD COMMUTER RAIL EXCLUSIVE USE
TRACK, INCLUDING THE STORAGE TRACKS

Recommended by: _____ 8-16-12
Department Director Date

Approved by: _____ 8-16-12
Procurement Director Date

Authorized by: _____ 8/16/12
Executive Director Date

Approved as to Form by: _____ 8-16-12
General Counsel Date

Board Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

Commissioner Steven L. Abrams	____Yes ____ No	Felix M. Lasarte	_____ Yes ____ No
Commissioner Bruno Barreiro	____Yes ____No	George A. Morgan, Jr.	_____Yes _____No
James A. Cummings	____Yes ____No	F. Martin Perry	_____Yes _____No
Marie Horenburger	____Yes ____No	James Wolfe	_____Yes _____No
Commissioner Kristin Jacobs	____Yes ____No		

Tracking No 08241231 AGENDA ITEM NO. R3

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 24, 2012

AGENDA ITEM REPORT

☐ Consent ☒ Regular

AGREEMENT BETWEEN
THE BROWARD METROPOLITAN PLANNING ORGANIZATION AND
THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FOR TRANSFER OF MONIES

REQUESTED ACTION:

MOTION TO APPROVE: Agreement between the Broward Metropolitan Planning Organization and the South Florida Regional Transportation Authority for Transfer of Monies

SUMMARY EXPLANATION AND BACKGROUND:

The Broward Metropolitan Planning Organization ("MPO") is in receipt of Federal Transit Administration ("FTA") formula fund monies in the amount of $1.3 million, which it has transferred to the SFRTA, of which SFRTA plans to use $800,000 for planning activities associated with the Broward Blvd. Gateway & Mobility Hub. The MPO has requested the SFRTA transfer $500,000 of unrestricted SFRTA funds to the MPO in exchange for the remaining $500,000 of the Grant.

Department: Planning & Capital Development
Project Manager: William Cross
Department Director: Daniel Mazza, P.E.
Procurement Director: Christopher Bross

FISCAL IMPACT: Funds are available in FY 2013 Capital Budget to carry out this transaction

EXHIBITS ATTACHED: Exhibit 1 - Agreement between the Broward Metropolitan Planning Organization and the South Florida Regional Transportation Authority for Transfer of Monies (to be provided under separate cover)

AGENDA ITEM NO. R3

AGREEMENT BETWEEN
THE BROWARD METROPOLITAN PLANNING ORGANIZATION AND
THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FOR TRANSFER OF MONIES

Recommended by: _____ 8-16-12
Department Director Date

Approved by: _____ 8-16-12
Procurement Director Date

Authorized by: _____ 8/16/12
Executive Director Date

Approved as to Form by: _____ 8-16-12
General Counsel Date

Board Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

Commissioner Steven L. Abrams	____Yes ____ No	Felix M. Lasarte	_____ Yes ____ No
Commissioner Bruno Barreiro	____Yes ____No	George A. Morgan, Jr.	_____Yes _____No
James A. Cummings	____Yes ____No	F. Martin Perry	_____Yes _____No
Marie Horenburger	____Yes ____No	James Wolfe	_____Yes _____No
Commissioner Kristin Jacobs	____Yes ____No		

AGENDA ITEM NO. I-1

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 24, 2012

AGENDA ITEM REPORT

☒ Information Item ☐ Presentation

EQUAL EMPLOYMENT OPPORTUNITY REPORT
YEAR END 2011

SUMMARY EXPLANATION AND BACKGROUND:

The South Florida Regional Transportation Authority (SFRTA) is required by the U.S. Department of Transportation, Federal Transit Administration (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 Act 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 2011 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

EQUAL EMPLOYMENT OPPORTUNITY REPORT
YEAR END 2011

Recommended by:_____
Department Director Date

Approved by:_____
Procurement Director Date

Authorized by:_____ 8/16/12
Executive Director Date

Approved as to Form by:_____ 8-16-12
General Counsel Date

SFRTA EXECUTIVE SUMMARY 2012

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, 2012

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.

Further, 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, there were no hires or promotions into job group A-2 Mid Level Management or any movements in C-2 Advanced Level Technicians where there are goals for females, nor in E-2 Mid Level Clericals where there are goals for minorities as a whole and specifically for Hispanics. 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:

ORGANIZATIONAL STATISTICAL STRUCTURE

- Overall Female representation is currently at 52.5%
- Overall Minority representation is currently at 55.8%
- A review of the overall female incumbency in the Management A-1 job group revealed females make up 50.0% 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 33.33% and minorities make up 16.67%.
- For the A-4 Executive Management females make up 33.33%. There are only 4 incumbents within this group and no minorities
- In the Professionals B-1 group females make up 50.0% and minorities 33.33 %
- In the Professionals B-2 category females make up 42.86% and minorities 42.86%
- For Senior Professionals B-3 females make up 66.67% and minorities 33.33%
- In the C-2 Advanced Technicians group there are currently no females and 50% are minorities
- In the C-3 Upper Level Technicians there are no females but 100% are minorities (only 1 incumbent)
- Then in the C-4 group 50% are minorities but none are females
- 93.55% of the incumbents in the Sales D-1 group are minorities and 67.74% are females
- For D-2 66.67% are females and 66.67% minorities
- 33.33% are females and 66.67% are minorities in the D-3 group
- E-1 is a job group with only 1 incumbent but it is 100% female/minority
- 83.33% are female in the E-2 group and no minorities
- E-3 has 100% female and 66.67% minorities
- F-2 has 0% female and 75% minorities
- F-3 has 100% minorities and 0 females

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 2012 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 are 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, 2012 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 are 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 Craft Workers
F-3 Senior Craft Workers
F-2 Mid-Level Craft Workers

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.***

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

Applicants: Female and minority applicant flow remains above expected in 2011 as in recent years. Female representation in applicant flow was 48.1% and minority representation was at approximately 75.9% indicating that current recruitment efforts are attracting diverse candidates to apply for open positions.

New Hires:

A review of the hiring ratios for all hires revealed that again the percentages remain consistent at 14.2% for females and 57.1%. Out of the three categories where there were hires, minorities were hired in two job groups:

A4: No hires
A3: No hires
A2: No hires
A1: No hires

B3: No hires
B2: No hires
B1: 1 White Female hire and 1 White Male Hire

C4: No hires
C3: No hires
C2: No hires

D3: No hires
D2: No hires
D1: 3 Minority Male Hires (including 1 Black Male and 2 Hispanic Males), 1 White male

E3: No hires
E2: No hires
E1: No hires

F2: 1 Minority Male Hire (including 1 Black Male Hire)
F-3 No hires

Promotions: There was 1 Hispanic Female Promotion from E-2 Mid-Level Clerical to B-1 Entry/Mid Level Professionals during the last AEP year.

Terminations: There were a total of 4 separations, 1 was a female, and 2 were minorities. Although many of the separations were of minorities, as mentioned above, 4 out of the 7 new hires also went to minorities thereby maintaining the Organization's diversity.

2012 AEP GOALS

The following summarizes those findings where there is a goal for 2012 while applying the 100% "Any Difference Whole Person Rule" analyses:

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

AAP GOAL FIVE YEAR COMPARISON

2008	2009	2010	2011	2012
TOTAL GOALS-6	**TOTAL GOALS-2**	**TOTAL GOALS-2**	**TOTAL GOALS-3**	**TOTAL GOALS-3**
TOTAL FEMALE-2	**TOTAL FEMALE-1**	**TOTAL FEMALE-1**	**TOTAL FEMALE-2**	**TOTAL FEMALE-2**
TOTAL MINORITIES -4	**TOTAL MINORITIES -1**	**TOTAL MINORITIES -1**	**TOTAL MINORITIES -1**	**TOTAL MINORITIES -1**
A OFFICIALS/MNGRS: A2 MID-LEVEL MNGR: 1 MINORITY	**A OFFICIALS/MNGRS** A2 MID-LEVEL MNGR: 1 HISPANIC		**A OFFICIALS/MNGRS** A2 MID-LEVEL MNGR: 1 FEMALE	**A OFFICIALS/MNGRS** A2 MID-LEVEL MNGR: 1 FEMALE
B PROFESSIONALS: B1 ENTRY/MID PROF: 1 MINORITY B3 SENIOR PROF: 1 MINORITY				
C TECHNICIANS: C2 TECH: 1 FEMALE	**C TECHNICIANS:** C2 TECH- 1 FEMALE	**C TECHNICIANS:** C2 TECH- 1 FEMALE	**C TECHNICIANS:** C2 TECH- 1 FEMALE	**C TECHNICIANS:** C2 TECH- 1 FEMALE
D SALES WORKERS: D2 MID-LEVEL SALES: 1 FEMALE 1 MINORITY				
		E CLERICAL: E2 MID-LEVEL CLERICAL: 1 MINORITY (HISPANIC)	**E CLERICAL:** E2 MID-LEVEL CLERICAL: 1 MINORITY (HISPANIC)	**E CLERICAL:** E2 MID-LEVEL CLERICAL: 1 MINORITY (HISPANIC)

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 52.5% 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 55.8% 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.

AGENDA ITEM NO. I-2

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 24, 2012

AGENDA ITEM REPORT

☒ Information Item ☐ Presentation

THE WAVE UPDATE & TIGER IV AWARD

SUMMARY EXPLANATION AND BACKGROUND:

The Wave Streetcar is a proposed 2.7 mile modern streetcar system in Fort Lauderdale, Florida. The system will have 10 passenger stations, five streetcar vehicles and an operational and vehicle maintenance and storage facility. The total cost of the system is approximately $142.6 million (in year of expenditure dollars).

This project will be located in the transportation epicenter of Broward County having links to the Florida East Coast Railway (FEC), Tri-Rail regional commuter rail and the local bus and trolley service. The streetcar system will serve an already dense urban mix of residential, government, employment and recreational centers and will generate a significant "wave" of new development on numerous large parcels under single ownership that are prime for redevelopment.

What really makes the Wave Streetcar special is the broad partnership, which includes:

- South Florida Regional Transportation Authority (SFRTA),
- Broward County/Broward County Transit (BCT)
- Fort Lauderdale Downtown Development Authority (DDA)
- City of Fort Lauderdale
- Broward Metropolitan Planning Organization (Broward MPO)
- Florida Department of Transportation (FDOT)
- US Department of Transportation (US DOT) / Federal Transit Administration (FTA)

(Continued on Page 2)

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

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

EXHIBITS ATTACHED: Exhibit 1- Fort Lauderdale Wave Streetcar Project TIGER IV Application – March 19, 2012

Exhibit 2 – Wave Streetcar

THE WAVE UPDATE & TIGER IV AWARD

SUMMARY EXPLANATION AND BACKGROUND: (Continued)

The DDA started planning efforts for a City of Fort Lauderdale streetcar about 10 years ago. About two years ago, the DDA, looking for ways to strengthen the project and partnership, contacted the SFRTA's Planning staff about possible participation. Roles and responsibilities were reconsidered in order to strengthen the partnership and maximize the likelihood of Federal funding. Our peers in the partnership requested SFRTA lead the following roles:

Planning

- Alternatives Analysis
- Environmental Analysis
- Project Sponsor to FTA for Small Starts
- Grant Preparation – TIGER and Small Starts
- Budget/Finance Plan
- Interagency Agreements
- Conceptual Design

Engineering

- Design
- Construction
- Construction Management
- Subsurface Utility Engineering
- Inspection
- Quality Assurance/Quality Control
- Procurement of Vehicles

These roles will require the support of the entire agency, including our Procurement, Legal and Finance Departments.

All capital and operating funding will be provided by other partner agencies; SFRTA is not funding this project or its operation. SFRTA efforts, including all staff hours, will be eligible for reimbursement through the FTA grant(s). Budget amendments are anticipated to total approximately $140 million in capital funds that will be administered by SFRTA.

Anticipated Fall 2012 Board Actions:

- Interagency "Partner" Agreement
- TIGER IV Budget Amendment
- Partner Capital Funding Budget Amendment
- Project Management Consultant (PMC) Award

THE WAVE UPDATE & TIGER IV AWARD

Recommended by: 8-16-12 Approved

Department Director Date Contracts Director Date

Authorized by: 8/16/12 Approved as to Form 8-16-12

Executive Director Date General Counsel Date

Exhibit -1

FORT LAUDERDALE WAVE STREETCAR PROJECT

TIGER IV Application

March 19, 2012

PROJECT SUMMARY

Project Type

Transit (Modern Streetcar), Economic Development, Environmentally Sustainable, Fostering /Livable Communities

Project Name

"The Wave Streetcar" – Phase I (A) (starter line)

Type of Application Transit/Rail

Location

City of Fort Lauderdale, Broward County, Florida
Congressional Districts 20, 22 and 23, an urban area

Project Cost

THE WAVE STREETCAR PHASE I (STARTER LINE)	
Project Cost:	$83.2 Million in Year of Expenditure (YOE) $77.4 Million Current Year
TIGER IV Grant Funds Requested:	$18 Million (22% of Phase I (A) (starter line) Cost)
Approved State/Local Funds:	$65.2 Million (78% of Phase I (A) (starter line) Cost)
Contains Confidential Business Information:	No

The South Florida Regional Transportation Authority (SFRTA) is aware of and will comply with all Federal reporting requirements (DUNS: 793871992).

Project Readiness (Further Detail on Page 24)

- ☑ Project Development – June 2012
- ☑ Project Construction – December 2013
- ☑ Ride the WAVE – December 2015
- ☑ April 2012 inclusion of Project in Cost Feasible Broward MPO 2035 LRTP
- ☑ Alternatives Analysis / Environmental Assessment submitted to FTA August 17, 2011; Finding of No Significant Impact (FONSI) anticipated in Mid-2012
- ☑ Locally Preferred Alternative Approved
- ☑ State-Regional-County-MPO-Local-Private partnership and funding commitments
- ☑ Legislative approvals have been obtained from the project partners
- ☑ Over $65 million in State and Local funds have been committed to fund the capital cost of Phase I (A) (starter line)
- ☑ By unanimous vote, Broward County Commission committed to be the owner and operator and fund operations and maintenance of the system
- ☑ Public approval and support, over 100 public meetings

Primary Point of Contact

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crossw@sfrta.fl.gov

Major Activity Centers the Project Impacts (Further Details Inside)

- Broward County's Central Business District
- North Broward Hospital District – *Broward General Trauma 4 Hospital*
- Downtown's Educational Facilities – *State Colleges/ Universities & Specialty Schools*
- Federal Courthouse
- Broward County Courthouse
- Broward County and City of Fort Lauderdale Governmental Headquarters
- School Board of Broward County Headquarters
- Over 10 Major Social Service Centers
- Over 5 Major Cultural Facilities for the Region
- Entertainment/Shopping Districts (Las Olas Shoppes, Himmarshee Corridor, Riverfront)
- Expansive Parks and Open Space Network (including a new Greenway system)
- Main Broward County Transit Bus Terminal
- Arts Districts (A&E District, F.A.T. Village, 3rd Avenue Arts District, Las Olas Arts District)

TIGER IV Criteria Met (Further Detail Starts on Page 13)

PRIMARY (Page 13)

- State of Good Repair
- Economic Competitiveness
- Livability
- Environmental Sustainability
- Safety
- Job Creation and Near-Term Economic Activity

SECONDARY (Page 19)

- Innovation
- Partnerships

Project Benefits

- **Economic Development**
  - Long-term growth in employment
  - Improved livability of communities
  - Increase Real Estate Values (Commercial & Residential)
  - New Development
  - New Tax Revenues to assist in paying for the System
  - Improved economic competiveness
  - Regional Connectivity and Urban Mobility
  - Greater integration of transportation decision making
- **Regional and Local Employment**
  - Local and Regional Planning Land Use Policies
  - Future Commuter Rail, Bus, Airport and Seaport Connections
- **Environmental / Safety**
  - Reduced adverse impacts of transportation on the natural environment
  - Reduced surface transportation-related crashes, injuries, and fatalities
- **Partnership**
  - Greater collaboration of state, local governments and other public and private entities
- **Funding**
  - Greater use of technology and innovative approaches to transportation funding and project delivery

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IMPORTANT LINKS

- "Ride the WAVE" Route Video
- Broward MPO's 2035 Long Range Transportation Plan
- Wave Ridership and Mobility Benefits
- Technical Memo on Phase I Strategy
- City of Fort Lauderdale 2008 Comprehensive Plan
- Broward County Land Use Plan
- Urban Design Master Plan for Downtown Fort Lauderdale
- Broward MPO 2035 Long Range Transportation Plan (LRTP)
- Pictures of Recent Projects in Downtown Fort Lauderdale
- Overall Support Letters
- Benefit-Cost Analysis (BCA)
- Project Schedule
- Joint Alternatives Analysis/Environmental Assessment Report:
  - Volume 1
  - Volume 2
- Broward MPO's Transportation Improvement Plan (TIP)
- Detailed Distribution of Expenditures and Funds
- Project Management Plan

PROJECT DESCRIPTION

The project Phase I (A) and I (B) Fort Lauderdale WAVE Streetcar project is a 5.4-mile (two way) modern streetcar system with ten (10) passenger stations. The design of each station will be representative of the character of the specific area. Stations will be solar-powered and will have real-time information for the passengers to know when the next vehicle will arrive. The stations will also have informational kiosks displaying destinations and attractions in the downtown, as well as upcoming events. Other project related improvements include streetscape around the stations, pedestrian crosswalks, shade trees, lighting, and improved sidewalks.

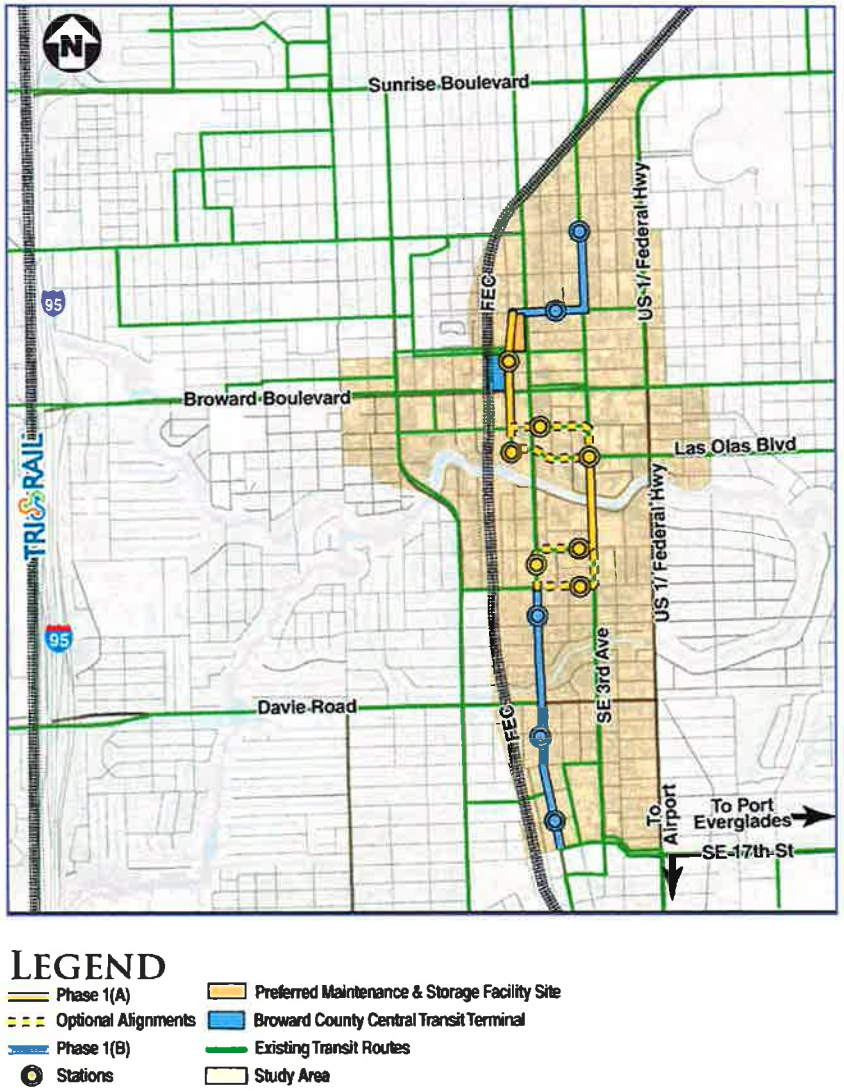
The WAVE Streetcar will operate in mixed traffic with signal priority frequencies of 7.5 minutes throughout the weekday and 15 minutes during evenings and weekends. The project area contains a dense urban core characterized by vertically and horizontally integrated mixed-use developments, high-rise condominiums, and regional and local employment centers, and core flanked by mixed-use, near-Downtown neighborhoods. The project area is generally bounded by Federal Highway (US 1) on the east, SE 17th Street on the south, the Florida East Coast (FEC) Railroad (FEC)/W 7th Avenue on the west, and the FEC Railroad/Sunrise Boulevard to the north (See **Figure 1**).

To view of video of the Wave Streetcar route, go to:
http://www.youtube.com/watch?v=hq6Q9zzhR8k

Phase I (A) Starter Line

Recognizing that TIGER funding is limited and highly competitive, SFRTA and partners have identified a phasing strategy that can implement a very effective starter line with a TIGER IV request of $18 million. This application is specifically for the proposed Phase I (A) (starter line), which is a 1.42 mile segment of the WAVE Streetcar corridor, beginning at NW 4th Street and Brickell Avenue (SW 1st

Figure 1 | Project Alignment Map



Avenue) just by the Vehicle Maintenance and Storage Facility. Traveling south on Brickell Avenue and serving Main Broward Transit Terminal continuing south to turn east on Las Olas Boulevard then south on SE 3rd Avenue, crossing the New River, traveling west on SE 6th Street and again heading South on Andrews Avenue then east onto SE 7th Street. (see **Figure 2**) This area serves the judicial complexes. The streetcar completes the round trip circulator route by continuing north on SE 3rd Avenue, again crossing the New River, west on SE 1st Street, north on SW 1st Avenue to the northern Phase 1 terminus back to its starting point at the Vehicle Maintenance and Storage Facility.

The Wave Starter Line serves the core activity centers in the downtown, such as City Hall, Federal Courthouse, Museum of Art, Financial District and Las Olas Riverfront. The starter line will cost approximately $83.2 million (YOE$) and serve approximately 2,200 to 2,800 riders per day (see **Figure 2**).

The WAVE Streetcar will:

- ***Act as a Starter Line of a system of streetcar projects*** in Fort Lauderdale;
- ***Serve as a spine running through the highest concentration of activity-generating uses***, including the residential, office, and commercial developments in the Downtown Core, the entertainment district, Broward College, Florida Atlantic University (FAU), the City and County government centers, and the County Courthouse complex and the surrounding neighborhoods;
- ***Help forge connections between Downtown Fort Lauderdale's high-intensity areas*** of Transit-Oriented Development (TOD) and areas that are targeted for revitalization and infill development;

Figure 2 | Overall Conceptual Track Plan (Phase I (A) (starter line) Depicted in Yellow

- ***Improve connectivity*** within the study area and region;
- ***Support increased density and growth***;
- ***Spur mixed-use development and redevelopmen***t;
- ***Reduce dependence on the automobile***; and
- ***Anchor sustained economic growth***.

The WAVE Streetcar Project is consistent with the vision of a transit-supportive environment. Local and regional planning practice, policies, and land use development trends have paved the way for implementation of an effective, local area transit circulator for Downtown Fort Lauderdale. The land use plan is dependent upon a transportation strategy that supports a high-rise urban core, flanked by mixed-use neighborhoods near downtown.

PROJECT NEED

The need for the proposed project is two-fold:

- Economic Development
- Mobility, Improved Access and Connectivity

Economic Development: Fort Lauderdale's efforts over the past two decades to develop its downtown via transit-supportive, high-density, mixed-use land use plans and zoning regulations has increasingly shaped the area as a destination for people, businesses, and events. The project corridor includes over 15,000 residential units and 5 million square feet of commercial development. Residential projects have been built with transit supportive densities up to 150 dwelling units per acre.

In February 2012, the Urban Group, Inc, a Fort Lauderdale-based real estate consultant firm performed an economic impact analysis of the Streetcar project for the DDA. The results of the analysis basically indicates that the project will enhance and support future development in the downtown Fort Lauderdale area. Specifically, the analysis estimates the following:

- Average sale price of new development north of Broward Boulevard and south of the river after completion of the WAVE project is $150 per square foot,
- Average development of 475 units annually during the 15-year cycle after development of the WAVE,
- Average unit size would be 1,500 square feet and an average unit sale price would be at $235 per square foot of building area, and
- Cumulative new tax revenue over the next 15 years of between $498,401,944 and $535,053,826 which are reflective of similar returns in the Cities of Portland, Tampa and Seattle after the implementation of their Streetcar projects.

In addition to existing residential units, the developable land within the project area can accommodate an additional 18,000 residential units and 10 million square feet of non-residential development. The backbone transit infrastructure to support these high densities is the implementation of the WAVE Streetcar Phase I (A) (starter line), which will support the future extent and success of economic development

within Downtown Fort Lauderdale and the project area. The City has positioned itself for the next "wave" of development that will make Fort Lauderdale and Broward County economically competitive. The master plans, land uses and development code are approved and in place. The City has recently completed a 10-year $560 million water and sewer project. This water and wastewater master plan allowed the City to make comprehensive utility infrastructure improvements. The project improved the City's water and wastewater infrastructure to provide the most up-to-date, cost-efficient water service and improved quality. The three major components of the water and sewer project provided state-of-the-art water treatment, installing a modern, citywide sewer service that protects the environment and promotes a healthier lifestyle.

Downtown property owners, businesses and developers have spent over $4.5 million to date to advance planning for the WAVE Streetcar, and have committed over $20 million in assessment payments for design and construction entire project. This private investment has leveraged State, County, MPO, and municipal funding commitments.

Mobility, Improved Access & Connectivity: Without the implementation of the WAVE Streetcar project, future growth of Downtown Fort Lauderdale will be severely constrained. The implementation of a major transit investment provides a high level of transportation mobility in the Downtown Core. Between 2000 and 2006, travel speeds in the Downtown area have decreased during the a.m. peak period by 25 percent, from 20 miles per hour (mph) to 15 mph. Currently, many of the major north-south and east-west streets operate at level of service (LOS) E or F during the a.m. peak hour, with the highest volumes and slowest travel speeds at NE 3rd Avenue and Broward Boulevard. By

2030, most major streets in the downtown area are expected to operate at LOS E or F, with the highest traffic volumes on Andrews Avenue, E 3rd Avenue, Federal Highway, Broward Boulevard and Las Olas Boulevard. Additionally, the New River crossing poses a challenge to pedestrian travel in the Downtown area. The WAVE Streetcar Project overcomes this by providing that important pedestrian connectivity between the north and south sides of the River.

There are 16 Broward County Transit bus routes that require transfers at the Broward Central Terminal located at Broward Boulevard and Brickell Avenue for riders to reach most of the major employment destinations in Downtown Fort Lauderdale. While a transfer will still be required when the WAVE Streetcar is operational, the proposed streetcar would provide for more frequent service (7.5-minute headways) and direct access to currently under-served areas such as the Downtown Fort Lauderdale core, Broward College, and the County Courthouse Complex at the southern end of the study area. In addition, the WAVE Streetcar will also provide connection to two new regional transit services proposed to serve the study area – the Central Broward East-West Transit corridor and South Florida East Coast Corridor, thus complementing a regional transit system.

The WAVE Streetcar Project will enhance mobility within Downtown Fort Lauderdale by providing a high quality, frequent, dedicated circulator service within the downtown core. While any dedicated circulator service will improve connectivity and reduce travel time in the downtown core, the streetcar has an additional advantage over a similar circulator bus in that its additional capacity and smoother

ride further enhance mobility. Further, it stimulates Transit Oriented Development (TOD) which supports creation of walkable urban neighborhoods and therefore decreases the need to drive.

There are 16 Broward County Transit bus routes that require transfers at the Broward Central Terminal located at Broward Boulevard and Brickell Avenue for riders to reach most of the major employment destinations in Downtown Fort Lauderdale. While a transfer will still be required when the WAVE Streetcar is operational, the proposed streetcar would provide for more frequent service (7.5-minute headways) and direct access to currently under-served areas such as the Downtown Fort Lauderdale core, Broward College, and the County Courthouse Complex at the southern end of the Phase I (A) (starter line). In addition, the WAVE Streetcar will also provide connection to two new regional transit services proposed to serve the study area – the Central Broward East-West Transit corridor and South Florida East Coast Corridor, thus complementing a regional transit system.

The WAVE Streetcar Project will enhance mobility within Downtown Fort Lauderdale by providing a high quality, frequent, dedicated circulator service within the downtown core. While any dedicated circulator service will improve connectivity and reduce travel time in the downtown core, the streetcar has an additional advantage over a similar circulator bus in that its additional capacity and smoother ride further enhance mobility. Further, it stimulates Transit Oriented Development (TOD) which supports creation of walkable urban neighborhoods and therefore decreases the need to drive.

In 2016 the WAVE Streetcar Starter Line is projected to generate over 2,200 to 2,400 riders per day in the opening year of service. An estimated 1,880 daily riders (more than 75 percent of the daily streetcar ridership), in the opening year will be "new" transit riders, diverted from automobiles or other non-transit modes, with the remainder diverted from other transit options. Each of these riders can expect an improved trip experience.

Location

The study area is generally bound by Federal Highway (US 1) on the east, SE 17th Street on the south, the Florida East Coast (FEC) Railroad/W 7th Avenue on the west, and the FEC Railroad/Sunrise Boulevard on the north. Please refer to **Figure 1** for project location and alignment. The area is approximately 2.5 miles long (north to south) and 1.0 mile wide (east to west). These study area boundaries encompass the designated Downtown Fort Lauderdale Regional Activity Center (RAC), Downtown Development Authority of Fort Lauderdale district, Northwest-Progresso-Flagler Heights Community Redevelopment Agency area and a portion of the South RAC, including the North Broward Hospital District. **Figure 3** illustrates the scale of development within Downtown Fort Lauderdale.

Figure 3 | Downtown Fort Lauderdale

Regional Impact

Expansion potential is very exciting considering regional connections to seaport, airport, Tri-Rail and new passenger service on the FEC.

The WAVE Streetcar is a critical "step" in realizing the "transformation" of the region as visualized in the **Broward Metropolitan Organization (MPO) 2035 Long Range Transportation Plan**, click here to view this document.

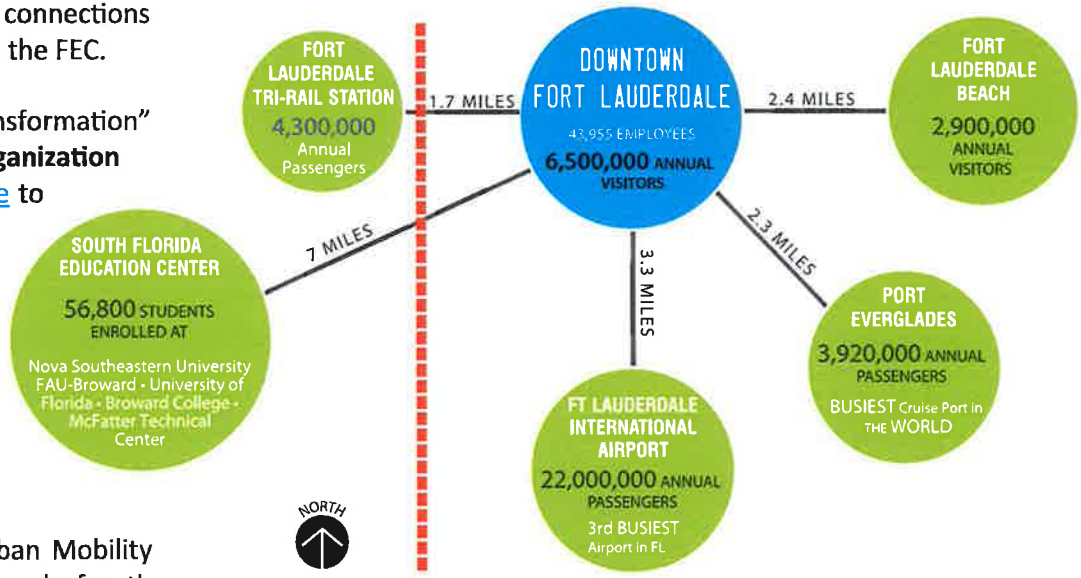
Impacts - Miami-Fort Lauderdale Metropolitan Area

- 145.6 million hours are spent sitting in traffic.
- Annual cost to the region of $101.7 million in excess fuel (2007 pricing), average from $2.86 to $3.10 per gallon.
- $3.0 billion in the value of travel time delay.
- According to Texas Transportation Institute (Urban Mobility Report 2009), the Miami-Fort Lauderdale region ranks fourth in the nation in terms of travel delay behind Los Angeles, New York, and Chicago.
- By 2035, people will spend over 60% more time in their cars each day as a result of doubling overall roadway congestion.

The WAVE Streetcar project will address these regional impacts by increasing the number of transit trips taken and reducing congestion by providing alternatives to regional travels.

The major activity centers in Broward County, as shown in **Figure 4** are located throughout the county and create dispersed mobility needs. These major activity centers are characterized by high trip attraction density that favors transit. The highest trip attraction density is Downtown Fort Lauderdale (58 trips/acre) where the WAVE Streetcar project Starter Line is planned to connect with Tri-Rail commuter rail and BCT bus services.

Figure 4 | Major Regional & Local Trip Generators



Beneficiaries

The WAVE Streetcar Starter Line will directly and indirectly benefit the businesses, residents, employers and visitors within ½ mile of its route. A Streetcar Influence Zone (SIZ) has been identified to be over 3 square miles of area, with a total employment of 42,563 and a total population of 26,378. The SIZ is a dynamic and amenity-rich area attractive to a diverse population. In the past decade, the SIZ has gained approximately 4,300 housing units and 1.2 million square feet of new office and retail space. The WAVE Streetcar Starter Line project will also connect with the regional bus and rail system thereby providing critical transit service benefits to residents, businesses and visitors.

Ridership Sensitivity Analysis–Phase 1 Ridership "Ranges"

The ridership analysis performed to date has all been done with an eye toward FTA New Starts/Small Starts, which generally requires the most conservative assumptions for the travel demand inputs and forecasts. Because the assumptions built into ridership forecasts, and in particular the kinds of inputs which can significantly drive streetcar ridership, are subject to uncertainty, it was desired to express the potential WAVE ridership as a range of values from low (using the most conservative set of inputs possible) to high (using more aggressive input assumptions) The numbers developed earlier in the project history for Small Starts purposes are by definition the "low" end of the range. (See **Figure 5** for more information).

Ridership component markets

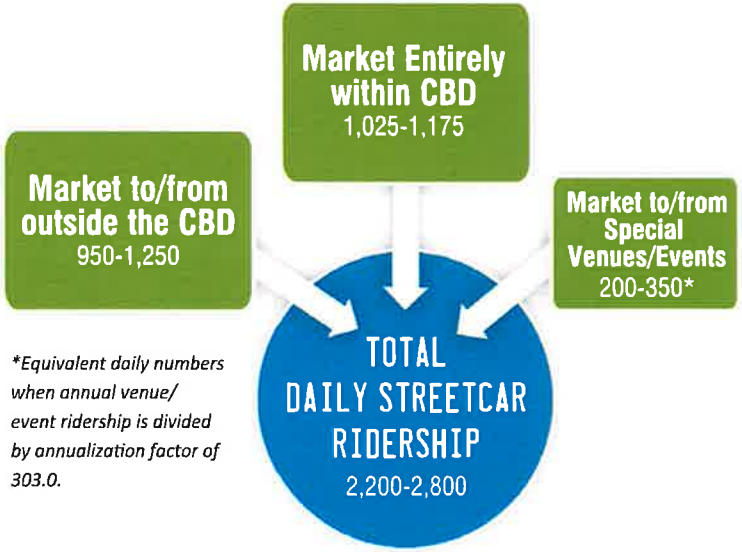
When seeking to vary inputs for sensitivity purposes, it is useful to understand the component markets that make up the forecast of streetcar ridership. Moreover, each of these markets is sensitive to variation of particular characteristics which can provide a basis for the low/medium/high ridership forecast range. The markets and characteristics were as follows:

1. *Regional trips*, i.e. those with one end of their trip outside the CBD area— System Connectivity and Attractiveness factors
2. *Intra-CBD trips*, i.e. those with both ends of the trip in the CBD along or near the streetcar alignment—CBD residential occupancy and seasonal occupancy factors
3. *Additional trips* associated with special venues and special events—Attendance and propensity-to-ride-streetcar factors.

Table 1 summarizes the forecast results for the "Low", "Medium" and "High" versions of all three of the above parameters.

To view a technical memo on the Phase I (A) (starter line) ridership and mobility, click here.

Figure 5 | Total Streetcar Ridership



**Equivalent daily numbers when annual venue/ event ridership is divided by annualization factor of 303.0.*

Table 1 | Forecast Results

COMPONENT STREETCAR MARKET	STREETCAR RIDERSHIP (DAILY)		
	Low	Medium	High
MARKET 1: Trips to/from outside CBD	967	1,064	1,258
MARKET 2: Intra-CBD Trips	1,029	1,103	1,179
MARKET 3: Special Venues/ Events *(equivalent daily)*	203	240	330
TOTAL *(equivalent daily riders)*	2,199	2,407	2,766

Economically Distressed Area

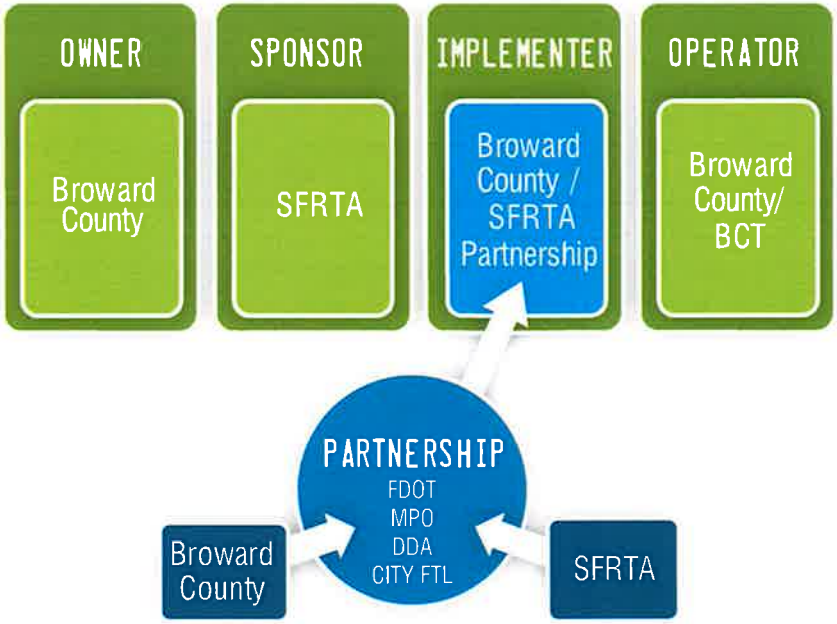
The project is partially located in an economically distressed area. The streetcar alignment connects all the major uses within the Fort Lauderdale Downtown and the South Regional Activity Centers (D-RAC and S-RAC). The two RACs are densely populated and ethnically diverse. The SIZ consists of an area slightly larger than the two RACs. Based on the 2010 Census data, approximately 13 percent of the SIZ population is living below the federal poverty level, and this proportion is higher than Broward County. An analysis of the individual census tract block groups, particularly those located in the northern portion of the SIZ in the Northwest-Progresso-Flagler Heights Community Redevelopment Agency (NPF-CRA) area, reveal higher poverty rates and lower median incomes. The NPF-CRA is a low-income, predominantly African American community where revitalization activities have been underway for more than 10 years. The WAVE Streetcar Project will intersect with the community's main transportation corridor, Sistrunk Boulevard, thus providing direct improved access to job opportunities in the Fort Lauderdale Central Business District (CBD). The WAVE Streetcar Starter Line would benefit the economically disadvantaged population by improving circulation within the downtown, offering another alternative to the automobile, increasing frequency of service, and providing access to major employment centers.

Over 70 percent of existing Broward County Transit (BCT) transit riders are transit-dependent and many are economically disadvantaged. Approximately 36 percent are minorities and 22 percent live below the poverty level. A 2006 on-board survey performed on downtown bus routes showed that 46 of the total trips were made by transit riders living in zero-car households. BCT routes which serve the project area, operate on 15- to 60- minute headways.

PROJECT PARTIES

This grant application is being submitted by the South Florida Regional Transportation Authority (SFRTA), in conjunction with Broward County and it's transit agency, Broward County Transit (BCT), the Florida Department of Transportation (FDOT), the Broward Metropolitan Planning Organization (MPO), the City of Fort Lauderdale and the Downtown Development Authority of Fort Lauderdale (DDA), (see **Figure 6** for the partnership structure).

Figure 6 | Partnership Relationship



The following section describes each of the project partners:

South Florida Regional Transportation Authority (SFRTA) – The SFRTA is the FTA project sponsor and will oversee and lead design, procurement and construction of the system. The SFRTA has successfully managed and completed numerous FTA-funded projects. SFRTA has within its organization the administrative, planning, procurement, legal, engineering, construction management and grant administration expertise to successfully complete major capital transit facilities conforming to FTA rules and reporting requirements. SFRTA currently owns and operates the Tri-Rail commuter rail system which runs through Palm Beach, Broward, and Miami-Dade Counties, along with Tri-Rail associated shuttle bus services. Tri-Rail carries over 14,000 passengers per day with an annual operating budget totaling $68 million. On February 25, 2011, the SFRTA Board voted unanimously to formally serve as the sponsoring, implementing agency for the WAVE Streetcar Project.

Broward County / Broward County Transit (BCT) – Broward County will be the owner of the Wave Streetcar, with BCT being responsible for operations and maintenance of the system. By Resolution # 2008-579, the County committed to funding the operations and maintenance of the system for a minimum of twenty (20) years after revenue operating service starts. BCT provides transit service in a 410 square mile-service area within Broward County. BCT buses connect to Palm Beach and Miami-Dade transit systems as well as the Tri-Rail system. BCT has 303 fixed route buses and about 70 community buses, and carries approximately 36 million passengers annually with an annual operating budget totaling $119.6 Million. BCT, along with the Broward County Traffic Engineering Department will be working closely with SFRTA during design and construction of the system.

Florida Department of Transportation (FDOT) – The FDOT has committed funding 50 percent of the non-federal capital cost of the project under their State New Starts Program. FDOT - District IV helped fund for the Alternatives Analysis and Environmental Assessment reports, representing significant support for the project. The alignment includes crossing over two (2) State roadways: Broward Boulevard and Davie Boulevard. The SFRTA will work closely with FDOT on any required ROW permits.

City of Fort Lauderdale – The City is the local jurisdiction the streetcar alignment falls within. By Resolution # 08-71, the City committed $10.5 million towards the capital cost of the system. The City Commission also approved the establishment of a special assessment district to fund an additional $20.6 million capital costs for the project. The City will work closely with SFRTA on design and permitting for the system.

Broward Metropolitan Planning Organization (MPO) – The MPO is responsible for transportation planning and funding allocation in Broward County. The Broward MPO works with the public, planning organizations, government agencies, elected officials, and community groups to develop transportation plans. The Broward MPO helped fund the Alternatives Analysis and Environmental Assessment reports and has pledged $4.64 million in capital funding. The Broward MPO will continue to be a critical partner as the project advances.

The Downtown Development Authority of Fort Lauderdale (DDA) – The DDA is a special taxing district funded by the commercial property owners in downtown, thus its representation is made up of the business and private sector

communities. The DDA has spearheaded the project and spent over $4.5 million of commercial property owner funds to date, representing a significant desire by the private sector to implement the project. The DDA will work closely with SFRTA and the other project partners as the project advances, especially as it relates to public involvement and outreach to the downtown community.

PROJECT FUNDS: GRANTS AND SOURCES/USES OF PROJECT FUNDS

Total capital costs of the complete 2.7 mile (one-way) WAVE Streetcar is estimated at $142.6 million (YOE$). A Starter Line project has been identified as Phase I (A), while recognizing it will be the first streetcar project in what is projected to be a future Regional Streetcar System in Broward County. Federal, State, Regional, Local and Private sector funding sources have been identified and programmed to meet the capital requirements of the WAVE Streetcar. Please refer to **Table 2** for details regarding cost and funding status for the overall project including Phase I (A) (starter line).

Project sponsors are seeking $18 million in Federal funds as a TIGER IV award for the starter line. The State (FDOT) has committed $32.60 million from its New Starts Transportation Program (NSTP) for the Starter line. The City of Fort Lauderdale has committed $24.46 million in funding consisting of $10.50 million through cash and land contributions and $13.96 million in special assessment funds, as agreed to by private and residential sector property owners in the project corridor. The Broward MPO has also committed to provide additional capital funding in the amount of $8.14 million as another source of the local share. ***Total capital costs to complete the Phase I (A) starter line is estimated at $83.2 million (YOE$).*** **Table 3** shows how the capital funds are expected to be distributed for the starter line. The overall

Table 2 | **Capital Funding Sources (Million $) Project Funds**

SOURCES	CAPITAL COSTS (YOE)	FUNDING STATUS
Phase I (A) (starter line)		
TIGER IV Funds (Overall Project)	18.00	This Application
Florida Department of Transportation	32.60	Committed
City of Fort Lauderdale	10.50	Committed
Special Assessment District	13.96	Committed
Broward MPO	8.14	Committed
Sub-Total Starter-line	83.20	
SOURCES	CAPITAL COSTS (YOE)	FUNDING STATUS
Phase I (B) South/North		
Small Starts Funds	29.70	Future Application
Florida Department of Transportation	3.00	Committed
Additional State & Local	26.70	Pending
Sub-Total Phase I (B)	59.40	
TOTAL PROJECT FUNDS	142.60	
WAVE Streetcar Project Cost	142.60	

Table 3 | **Capital Cost Distribution (Million $)**

	COST CATEGORY	(YOE)
10.00	Guideway and Trackwork	21.30
20.00	Stations, Stops, Terminals	1.40
30.00	Support Facilities	7.15
40.00	Sitework and Special Conditions	5.22
50.00	Systems	2.65
60.00	ROW, Land, Improvements	7.54
70.00	Vehicles	22.08
80.00	Professional Services	9.67
90.00	Unallocated Contingency	6.16
	TOTAL PROJECT COST	83.20

Phasing Strategy

Recognizing that TIGER funding is limited and highly competitive, SFRTA and partners have identified a phasing strategy that can implement a very effective starter line with a reduced TIGER IV request of 18 million. Phase I (A) (starter line) is a 1.42 mile segment serving the core activity centers in the corridor which would cost $83.2 million (YOE $) and serve approximately 2,200 - 2,800 riders per day.

capital costs include guideway and track, five (5) streetcar stations, one vehicle maintenance and storage facility (M&SF), sitework, traffic control and traction power systems, four (4) hybrid streetcar vehicles, and professional services. Allocated contingencies are included in the costs to address uncertainties in the estimated construction, utilities, and vehicle costs that typically occur as the engineering and design of the project progress. Unallocated contingencies are broader in nature and address potential changes in project scope and schedule. Estimated finance charges are also included. The capital cost estimate was prepared in accordance with FTA guidelines and is reported in the FTA New Starts/Small Starts Standardized Cost Categories.

SFRTA and BCT are fully committed to constructing and operating the 1.42-mile WAVE Streetcar Starter Line Project as described in this application. SFRTA and partners have met with FTA in order to address all FTA Small Starts requirements. Partners are working to submit a separate request to FTA to initiate Small Starts Project Development, requesting a total of $30 million in Section 5309 Small Starts funds for the Phase I (B) 1.28 mile segment of the project. SFRTA and partners recognize the challenges in advancing and funding a streetcar/urban circulator project under the current Small Starts program. Our TIGER IV request is an effort to eliminate or reduce the amount of the Small Starts funding needed to implement the project. The TIGER investment will leverage significant support from State, County, local and private sector funds for capital. Broward County Transit has committed to the annual operating/maintenance funding. At this time the project will not be requesting Transportation Infrastructure Finance and Innovation Act (TIFIA) funds.

Table 4 shows how Phase I (A) (starter line) funds ($83.2 million) will be distributed by fiscal year.

Table 4 | **Phase I-Grant Funds and Sources/Uses of Project Funds**

Federal Fiscal Year (FY)	Calendar Quarters	Funding Sources Year of Expenditure (YOE)			
		Local Funds	TIGER IV Funds	State Funds	TOTAL
FY 12/13	Q1	2.00			2.00
	Q2	2.00			2.00
	Q3			2.00	2.00
	Q4		2.00		2.00
FY 13/14	Q1	3.58	2.50	3.58	9.66
	Q2	3.58	2.50	3.58	9.66
	Q3	3.58	2.50	3.58	9.65
	Q4	3.58	2.50	3.58	9.65
FY 14/15	Q1	4.08	0.00	4.08	8.15
	Q2	4.08	4.00	4.08	12.15
	Q3	4.08	2.00	4.08	10.15
	Q4	2.04		2.04	4.08
FY 15/16	Q1			2.04	2.04
	Q2				
	Q3	32.57	18.00	32.62	83.20

TIGER IV PRIMARY SELECTION CRITERIA

This section focuses on how the WAVE Streetcar Starter Line will meet and exceed the eligibility requirements considered for the primary selection criteria which include:

Long-Term Outcomes

It is important to note that the long-term outcomes of, and objectives that will be achieved through the WAVE Streetcar Starter Line will occur within the context of regional, state and national progress towards investment and improvement in our transportation system. In 2010, Broward County, together with Miami-Dade and Palm Beach Counties developed a regional 2035 Long Range Transportation Plan (Broward 2035 LRTP) to address transportation needs as the region's urbanized areas continue to expand across county lines. Together the three counties make up the nation's seventh largest metropolitan region with a population of approximately 5.5 million (2006). It is projected that in the next 23 years, the region is expected to gain an additional population of 1.8 million bringing the total population to 7.3 million people by 2035. This growth calls for increased transportation activities within and between urbanized areas and improvements to the public transit systems are a viable long term solution to these transportation issues.

The WAVE Streetcar Starter Line has support from throughout Broward County. Local leaders see it as the first link in the regional system for improved east/west and north/south connections. The Central Broward East/West Transit Study envisions future connections to the WAVE from western Broward County. North /south connections along the FEC/US 1/Dixie Highway corridors will feed riders seeking local circulation in Downtown Fort Lauderdale.

State of Good Repair

The WAVE Streetcar Starter Line will enhance the performance of Fort Lauderdale's existing transportation system. State of good repair benefits accrued by the full project over the next 20 years are estimated as follows:

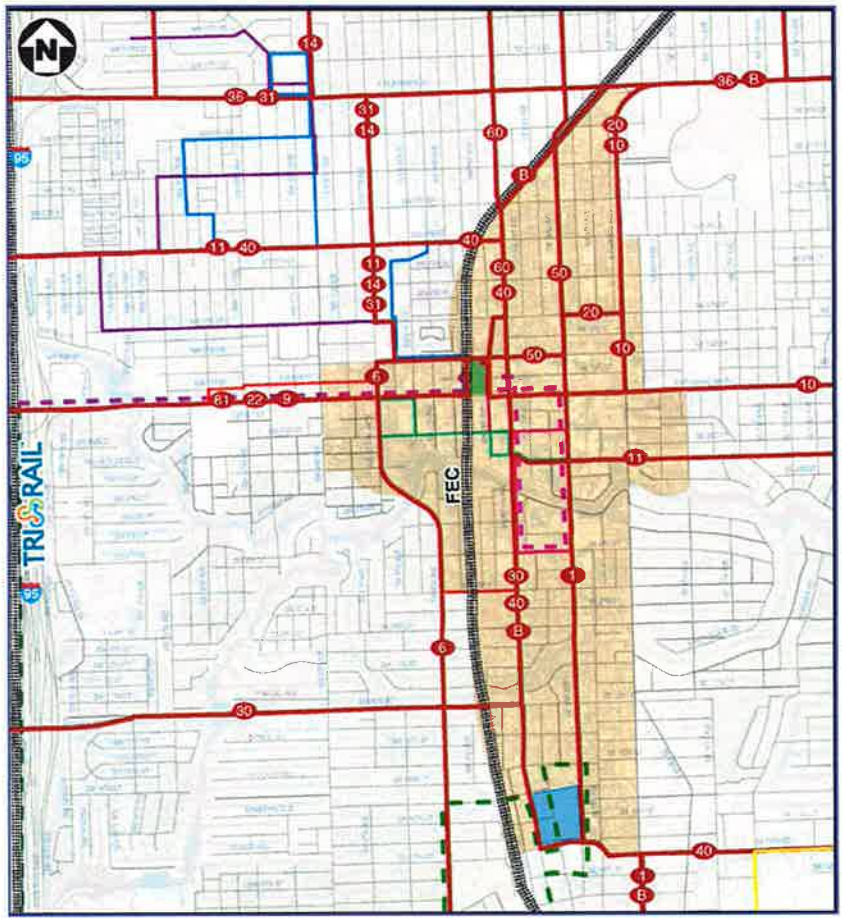
- $4.5 million residual value of the project after 20 years of use (discounted at 7%)
- Approximately $5 thousand dollars in net pavement maintenance over the life of the project as there will be fewer vehicle trips due to changes in road usage

The WAVE Streetcar Starter Line will improve the efficiency of the overall transit system (**Figure 7**). The system will integrate seamlessly with sixteen (16) existing BCT bus routes and the larger regional transit systems thus improving interconnectivity within the various trip generators and attractors within the region. Direct access is provided between the WAVE Streetcar Starter Line and the BCT Central-Terminal, which is located on the northwest corner of Broward Boulevard and NW 1st Avenue/Brickell Avenue. This connection will provide access to regional transit service for downtown residents, workers, and visitors. In addition, the Broward County Commission, who will own and operate the system, adopted a resolution committing to fund operating and maintenance costs for a minimum of 20 years.

The WAVE Streetcar Starter Line is consistent with the local transportation and land use plans for the City of Fort Lauderdale as well as the regional growth plans. More information can be found at the following links:

- City of Fort Lauderdale 2008 Comprehensive Plan
- Broward County Land Use Plan (As Amended in 2010)
- Urban Design Master Plan for Downtown Fort Lauderdale (2008)
- Broward MPO 2035 Long Range Transportation Plan (LRTP)

Figure 7 | Existing Bus and Rail Network



Economic Competitiveness

The WAVE Streetcar Starter Line fosters greater economic competitiveness by increasing access to job centers in the core of the Fort Lauderdale area, generating travel time savings – and thus improving productivity - for commuters and business users, and increasing land values at time when land and property values are still stagnating nationally as well as locally.

Many of the expected WAVE Streetcar users are dependent on transit to get to work with few other options. Other potential riders would have otherwise driven, incurring vehicle costs as well as the challenges of Fort Lauderdale's increasing congestion. Moving from other mode of transportation to the Streetcar is expected to generate $9.8 million in user cost savings over the course of 20 years.

The Streetcar will provide the sustainable and permanent transportation investment that will anchor the future growth, providing a major transportation component for the adopted comprehensive plans of the City of Fort Lauderdale and Broward County and spurring economic development by enhancing mobility options as the population grows. The Wave Streetcar Starter Line will provide a transit service that supports the mixed-use development with a pedestrian orientation envisioned for the downtown.

Over the past 15 years, development in Fort Lauderdale has rapidly transformed the downtown area with the construction and occupancy of high-rise condominiums and offices.

In the last ten years, the downtown has added approximately 4,300 new housing units at transit-supportive densities (up to 150 units per acre), many with ground-floor retail and commercial uses, which has flourished despite the economic downturn experienced over the past several years. Approximately 2,500 residential units are currently in the development pipeline along with over 5.6 million square feet of new residential and commercial space.

Nearly 75 percent of the project area consists of land designated for development, or redevelopment, in a transit-oriented high-density mixed-use form.

The capacity of the developable sites in the project study area under existing zoning is sufficient to accommodate an additional 18,000 residential units and 10 million square feet of non-residential development. Virtually all of this developable land is served by city streets on a dense rectangular street grid, with utilities available, and which is conducive to pedestrian movement. Some of this development would still occur without the WAVE Streetcar Starter Line but at a much reduced pace, density and increased cost due to parking requirements.

The WAVE Streetcar Starter Line is expected to attract new investments while raising the values of existing properties in the

project area. With the Streetcar project in place, the pace of development activities will quicken, projected densities will be realized and the values of new and existing properties will be increased. Some of this investment has already been linked to the assumed future presence of the WAVE Streetcar, as the alignment for the proposed streetcar is being referenced by developers in construction loan applications to indicate that this area will be the focus of the economic recovery. **Click here to view pictures of recently built projects in Downtown Fort Lauderdale.**

Downtown development, business, and government leaders have demonstrated confidence in the permanence and reliability of a rail circulator as a key ingredient in the continued intense mixed-use development of the downtown core and surrounding area, by spending over $4.5 million to date on the project and committing to over $20 million in the assessment district to pay for the complete project.

In addition to the new development and redevelopment anticipated to occur along the WAVE Streetcar Starter Line alignment, various studies on the effects of rail transit on land values have concluded that values increase from 15 to 35 percent, with the higher values for property nearest the stations when all other conditions remain unchanged. Therefore, both the City of Fort Lauderdale and Broward County can expect to receive added tax revenues. In addition, Broward County will also benefit from transit concurrency fees levied on the new development and redevelopment expected to be spurred by the WAVE Streetcar Starter Line, and these fees may be used to support transit service and operations in the study area.

For the starter line, the $24.46 million funding commitment by the City of Fort Lauderdale includes $10.5 million from land/cash and a $13.96 million from special assessment tax district on property owners within the project area. Through this special assessment district, approximately 17% of the WAVE Streetcar Starter Line's capital cost is anticipated to be funded by property owners who are committed to the project. Private and government support for the project is high, as FDOT will match every dollar from the local partners, contributing $32.6 million in capital funds from its New Starts Transportation Program. In addition, the Broward County Commission, who will own and operate the system, adopted a resolution committing to fund operating and maintenance costs for a minimum of 20 years.

Livability

The Wave Streetcar Starter Line will contribute to enhancing livability and quality of life in the study area through community development and improve mobility for lower-income individuals of the downtown area. The value of this 'community development' impact can be measured in the net increase in affected property values above the portion of that increase which can be attributed to the value of better/faster travel in. These community development benefits are estimated to total more than $123.4 million over twenty years.

Residents, businesses, students, and visitors will benefit from improved and increased accessibility to popular destinations and increased mobility to jobs, educational and business centers.

Within the livability criteria for TIGER IV grants, USDOT considers investment in projects that fulfill the six livability principles that serve as the foundation for the DOT/HUD/EPA Partnership for Sustainable communities. The entire area served by the WAVE Streetcar Starter Line exemplifies all the elements of this partnership. More specifically, the project supports these principles in the following ways:

- ***Provide more transportation choices***: The Starter Line will provide increased pedestrian and bicycle access to a rail alternative within a currently congested area. Additionally, existing and planned transit-oriented residential and retail units along the corridor, increase the opportunity and likelihood that people will use a circulator transit system rather than drive to and between destinations. Broward County recently implemented its Broward B-Cycle program, a bike sharing concept designed for short trips in and around the County. Bike sharing offers a means of reducing traffic congestion with an inexpensive mobility option to complement the use of public transportation as an alternative to single occupant vehicle use. Combined with the Streetcar system, this will provide transportation options for commuters to get around town.
- ***Promote equitable, affordable housing***: Since 2000, nearly 4,300 housing units have been built in 26 medium and high density projects. Ten (10) of these projects have ground floor streetfront retail/commercial uses. Another 2,500 housing units have been approved by the City of Fort Lauderdale and are either underway or awaiting improved economic conditions. There are two recent, major affordable housing projects in the study area, Eclipse and Progresso Pointe. Eclipse is a 12-story 101 residential unit development while Progresso Pointe has 76 residential units both are 100% occupied. The WAVE Streetcar Starter Line will support these housing units allowing the residents to access jobs and reach wider destinations, and decrease their household transportation costs. More importantly, however, is the ability of the project to spur more of these types of developments in Downtown Fort Lauderdale.
- ***Enhance economic competitiveness***: While there are already existing and planned residential, commercial and mixed-use developments, the WAVE Streetcar Starter Line is the key element that will accelerate and amplify the dynamics of the Downtown area and surrounding neighborhoods. Various development applications submitted to the City frequently cite the WAVE Streetcar Starter Line in their applications. This project will contribute to enhancing the economic competitiveness of the region through improvements in the mobility of people and goods within the area. Downtown Fort Lauderdale receives about 7 million visitors annually. These visitors will benefit from the travel time savings and out-of-pocket transportation cost savings resulting from the use of the streetcar.
- ***Support existing communities***: Both within and immediately adjacent to the SIZ are neighborhoods with high percentages of disadvantaged populations, whether measured in terms of job opportunities, income or accessibility to regional transportation. The WAVE Streetcar Starter Line would improve the accessibility of these populations to job

opportunities both by the job creating effects of streetcar induced neighborhood economic development, as well as improved access to the wider regional transportation network.

- ***Coordinate policies and leverage investment***: The purpose of the WAVE Streetcar Starter Line is to realize the growth and development patterns prescribed in local land use plans, to improve mobility, to connect major activity centers and neighborhoods, and to improve transit service. Almost all of the land area included in the project area is covered by a well-established and adopted series of plans and policies that are specifically and deliberately supportive of transit-oriented development and promote transit through high density uses. For example, the County's 719,000 square-foot, $300 million new Judicial Center was approved and is due to be opened in 2013 while the Museum of Discovery & Science recently completed construction of their expansion which is expected to increase their annual visitor attendance from 400,000 to 600,000. Private developers, colleges and universities are coordinating their efforts for new or expanded developments with the City and DDA based on established land use plans and policies. The construction of the WAVE Streetcar will fulfill the yet-to-be completed transportation component of the coordinated land use and transportation plan.

- ***Value communities and neighborhoods***: The SIZ encompasses the historic Downtown and adjacent neighborhoods. One of the major attractions with strong ridership base and potential to use the Streetcar system is Himmarshee Village. This Historic District is the oldest section of the commercial downtown. It includes early 20th century businesses located along the north and south sides of Himmarshee Street. The district is bounded on the east by the (FEC) railroad tracks, on the south by the New River, and on the west by Nugent Avenue. There are about 17 historic properties here, including the Fort Lauderdale Historical Society in the Hoch Heritage Center, the Philemon Bryan House, the King-Cromartie House, and the restored New River Inn, which operates as an historical museum. The Community values this Historic District as well as the surrounding neighborhoods. In addition, the historic Bryan Homes operates as the River House Restaurant. A replica of the first Fort Lauderdale schoolhouse has been reconstructed within the district. The WAVE Streetcar Starter Line will enhance and improve the livability of these neighborhoods.

Environmental Sustainability

The WAVE Streetcar starter line will provide a sustainable and permanent transportation investment that is strongly supported by local land use plans and eagerly awaited by the Fort Lauderdale community. The expected changes to travel behavior and patterns will result in reduced greenhouse gas (GHG) emissions across the region and thus a reduction in dependence on foreign oil. This service will promote and support a change of travel patterns in the local and regional area which will in turn reduce vehicle miles traveled (VMT) because it will provide an enhanced alternative to travelers to use public transit, bike or walk.

Table 5 indicates the estimated daily reduction in VMT and auto trips for years 2016, 2026 and 2035. The Table shows that at least 1,150 daily auto trips are eliminated in the study area as a result of riders using the streetcar. The daily VMT thus reduced (in 2016) because of the 2-mile (one way) streetcar is 1,181. Reducing VMTs will result in a total reduction of 98.04 tons of pollutants during the first year of operations, and a total reduction of 2,141 tons of pollutants during the project's life cycle.

Table 5 | **Daily Net VMT and Auto Trip Reduction**

	2016	2026	2035
Daily VMT Without Streetcar	4,096	4,371	4,635
Daily VMT Reduced Because of Streetcar	1,181	1,463	1,774
Daily Auto Trips Reduced	923	1,143	1,386

The City of Fort Lauderdale already embraces environmentally sustainability practices. For example, the total number of LEED-certified buildings (commercial and residential) in the City is over 7 million square foot (USGBC, March 2011). The City is continuing this tradition of sustainability by looking at other alternatives to the catenary system that typically is required to power a streetcar; for example a self-powered modern streetcar. The addition of this system along with the City's emphasis on continued sustainability through the built environment will make Downtown Fort Lauderdale more sustainable.

Safety

The project will also enhance safety and accessibility for transit users, bicycles, pedestrians and other vehicles, because crossing control devices would be utilized. These control devices may consist of pedestrian signals, signage, clear zones, and other methods to protect users and motorists. The installation of new traffic control devices, including bicycle and pedestrians signs, will be accompanied by a public education program to increase public awareness of potential safety issues.

Job Creation and Near-Term Economic Activity

- Using the IMPLAN methodology, the project is estimated to generate 1,141 job-years during the engineering and construction phase. It is expected to create $95.0 million in value added, including $61.4 million in labor income. These estimates include the national impact of the streetcar procurement, engineering and construction.
- Using the Council of Economic Advisers (CEA) methodology, the project is expected to generate a more conservative estimate of 732 job-years.
- In the long term, the WAVE Streetcar is expected to result in 23 jobs annually for the system alone.

In addition to short-term construction and related jobs directly attributed to the project, the system will result in new transit-oriented development projects which will foster longer term job creation through economic development. The economic activity will be centered in an area in which a higher portion of households live below the poverty line then the portion of all households in Fort Lauderdale as a whole.

With supportive land use plans and regulations already in place, the WAVE Streetcar Project will result in new commercial/industrial development, and employment opportunities.

Significant development opportunities and existing assets are present along the WAVE corridor. The Performing Arts Center/Science District is undergoing a $41 million state of the art renovation and expansion. The recently approved **Related Project** and **NuRiver Phase 3** are mixed use developments consisting of approximately 450 residential units, restaurants and active uses long the Riverwalk. The newly opened **Waverly** and **Camden** high-rises with 500 rental units are 98% leased. The **Progresso Point** Affordable 72-unit housing was recently opened in February 2012 and is already 100% leased. The 101-units **Eclipse Affordable** Housing project (Phase 1) was completed in 2009 while the City recently approved the **Bamboo Lofts**, a 100-unit live/work development.

TIGER IV SECONDARY SELECTION CRITERIA

This section focuses on how the modern streetcar project both meets and exceeds the eligibility requirements considered for the secondary selection criteria.

Innovation

Innovative Technology

The WAVE Streetcar will utilize hybrid off-wire vehicle technologies and propulsion systems. The capital cost estimate includes acquisition of four hybrid streetcar vehicles. Preliminary plans for the Phase I (A) (starter line) serving core activity centers is for completely off-wire operation.

The region's largest bus and rail transit systems, SFRTA and BCT, already embrace innovative transit technology. SFRTA, the project sponsor uses biodiesels for its locomotives and has recently completed a parking garage that utilizes LED lights and Machine Room Less (MRL) elevators which consume 50 to 60% less energy than hydraulic elevators. There is currently a rail station design underway that will be the first (and only) green LEED-certified station in the State of Florida and will be dependent on solar power for all of its energy utilization. Further, BCT, the project operator, already operates 50 Hybrid Electric buses throughout its service area.

The system will have 5 solar powered stations which will feature real-time travel information as well as informational kiosks displaying destinations/attractions within the downtown and upcoming community events. Photovoltaic solar power at the stations and the Maintenance & Storage Facility will supply a portion of electric and lighting power needs. Operational cost savings are expected to be substantial resulting from the innovation will go towards operating expenses for the Streetcar system. In addition, smart card technology will be applied for payment of fares.

Innovative Financing

The greatest innovation of this project is the coordinated commitment and partnership of each key State, regional, County, local and private sector stakeholders in funding and financing of the capital and operating needs for the project. Each of these stakeholders have "put their money where their mouth is" and backed policy commitments with financial commitments.

The City of Fort Lauderdale City Commission has approved establishment of a special assessment district which is based on current development levels and not dependent on growth, mitigating risks associated with this source.

All sectors of the community have shown strong support for the assessment. The WAVE Streetcar Starter Line Project anticipates $13,960,000 million in funds from the Special Assessment District as agreed to by residential and private sector property owners in the

project corridor. Further, the City of Fort Lauderdale endorsed the WAVE Streetcar Project under **Resolution No. 08-71** in April 2008. With the resolution, the City committed to a funding level of approximately $10.50 million in either cash and/or land donation.

In addition to this, to build and operate the WAVE Streetcar, Federal, State, regional, local and private sector funding sources have been identified and programmed. The State and Local contributions toward the project total 78% percent of the Phase I (A) starter line capital cost (see **Figure 8**).

The State (FDOT) has committed $32.60 million from its New Starts Transportation Program (NSTP). The State of Florida Department of Transportation (FDOT) operates a NSTP providing transit agencies with up to a one-to-one match of the non-federal share of project costs for transit fixed-guideway projects and facilities that qualify under the State New Starts Program. A project does not necessarily need to have received approval from the Federal New or Small Starts programs to be eligible, and this State program also allows a one-to-one match of local funds towards project costs for projects funded with only state and local funds.

The operating cost of the WAVE Streetcar is equally reliant on cooperate cooperative, innovative thinking of the regional players for example relating to solar power savings, as shown in **Table 6**.

Partnership

Each of the significant State, regional, County, local and private sector stakeholders have established a working partnership, with designated roles and responsibilities for each organization, to advance and deliver the project. This partnership is backed by financial commitments with specific funding sources identified and programmed for 50 percent of the capital costs and 100 percent of the net operating and maintenance costs.

Figure 8 | **Federal, State, Regional & Local Capital Contributions**

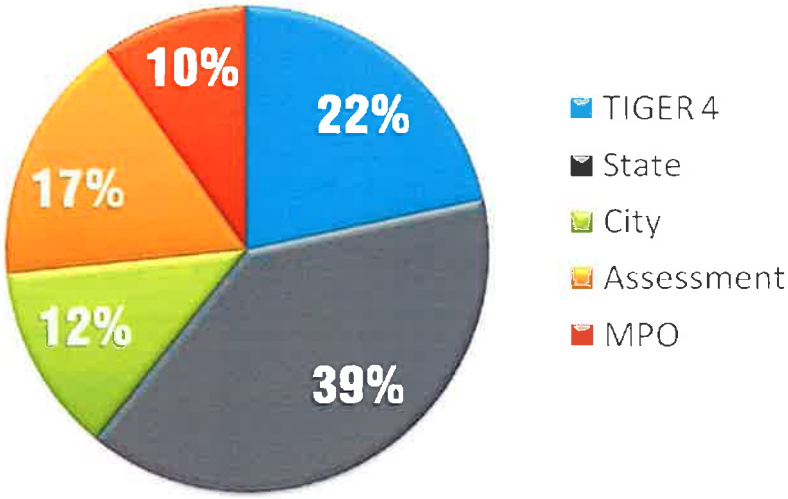


Table 6 | **Operating and Maintenance Cost Contributions**

SOURCE	ANNUAL OPERATING FUNDS IN 2011 DOLLARS (PHASE 1A)
Broward O&M Contribution	$1,490,809
Farebox Revenues	$564,191
Advertising and Sponsorships	$50,000
Solar Power Savings Options	$5,000
TOTAL	$2,110,000

Beyond the implementation partnership consisting of SFRTA, Broward County, Broward County Transit, the Broward MPO, the City of Fort Lauderdale, the Florida Department of Transportation and the Downtown Development Authority of Fort Lauderdale, the following are major stakeholders and groups that support the project:

1. ***North Broward Hospital District*** – Broward Health Hospital System
2. ***Downtown College/Universities*** – Broward College, Florida Atlantic University, Nova Southeastern University and the CES Language School
3. ***Broward County Judicial System***
4. ***Broward County School Board***
5. ***Major Cultural Facilities*** – Broward Center for the Performing Arts, the Museum of Art/Fort Lauderdale and the Museum of Discovery & Science
6. ***Residential HOA Groups*** – Downtown Civic Association, Flagler Village Civic Association, Progresso Village Civic Association, Riverside Park Residents' Association, Inc., Esplanade Condo Association, Sole Condo Association, Poinciana Park Civic Association, and the Council of Fort Lauderdale Civic Associations
7. ***Business Groups*** – the Greater Fort Lauderdale Alliance, the Fort Lauderdale Chamber of Commerce, the Riverwalk Trust, the Downtown Council's Board of Governors, the Broward Workshop/Urban Core Committee, the Himmarshee Village Association, the Downtown Fort Lauderdale Transportation Management Association, Realtor's Commercial Alliance of Greater Fort Lauderdale, the Economic Development Advisory Board of Fort Lauderdale, South Andrews Business Association, South Florida Commuter Services, the Fort Lauderdale Rotary Club, the Las Olas Merchants Association and F.A.T Village
8. ***Individual banks, businesses, property owners, developers, residents*** and MUCH MORE!

These groups have expressed their support through written letters, by showing up and speaking at City and County Commission meetings and by including messages within their own marketing campaigns about the importance of the Wave Streetcar. These groups have also pledged their willingness to tax themselves through the upcoming special assessment.

Click here to view the over 35 support letters.

The process resulting in the WAVE Streetcar Project has been a very cooperative one involving people at various levels: residents, business owners, developers, elected officials, transit agencies and other municipalities, among others. In developing a model for managing the project through design and construction, the SFRTA as the project sponsor and manager has established a Technical Advisory Group (TAG) that will involve planning and engineering staff of all the agencies described in Section 1 (Project Parties). The extensive early and ongoing collaboration between these entities is one of the factors leading to a high level of project readiness and technical capability.

Results of Benefit-Cost Analysis

Effects on Long-Term Outcomes

The streetcar project is expected to transform and enhance livability and sustainability of the Downtown Fort Lauderdale community. Many users are expected to connect to other modes of transportation, including Amtrak/Tri-Rail, Greyhound bus, Fort Lauderdale/Hollywood International Airport and other local airports, and Port Everglades. Other riders are provided with improved access to local cultural and commercial amenities. Additionally, low income residents and those with limited mobility traveling within the region are provided with a reliable alternative and lower cost mode of transportation.

More precisely, users of the streetcar will experience multiple benefits from this project, including travel time savings, vehicle operating savings and accident reductions. Local and regional residents will also experience benefits such as community development, pavement maintenance cost savings, and congestion and pollution reduction.

Summary of Findings and Benefit-Cost Analysis (BCA) Outcomes

Table 7 summarizes the BCA findings. Annual costs and benefits are computed over a long-run planning horizon and summarized over the lifecycle of the project. The project is assumed to have a useful life of at least 40 years; the time horizon evaluated in the analysis is 20 years. Construction is expected to be completed by 2016, with services to begin immediately and to continue through the horizon of the project.

Benefits will accrue during the full operation of the project. (Complete documentation and findings are provided in Appendix A: Cost-Benefit Analysis.)

Included in the total benefits from State of Good Repair, Economic Competitiveness, Livability, Environmental Sustainability, and Safety are Fare Revenues. Fare revenues, or Agency Benefits, are included because agencies use this income to offset operational costs. While fare revenue is considered a transfer of funds between the riders and the agency, not including it in the benefits could lead to double-counting of operational costs.

Benefit-Cost Analysis www.ddaftl.org/view/pdf/WaveCBA-overall.pdf

Given all monetized benefits, the estimated rate of return is twelve (12) percent. At a seven (7) percent discount rate, a $87.6 million investment (including O&M) is expected to result in $144.2 million in benefits and a benefit to cost ratio of approximately 1.6. At a three (3) percent discount rate, the $102.0 million investment results in over $265.9 million in benefits and with a benefit to cost ratio of approximately 2.6.

Table 7 | **Overall Results of the Benefit Cost Analysis - Phase I**

VARIABLE	7% DISCOUNT RATE	3% DISCOUNT RATE
Total Discounted Benefits (millions $)	$144.2	$265.9
Total Discounted Costs (millions $)	$87.6	$102.0
Net Present Value (millions $)	$56.6	$163.9
Benefit / Cost Ratio	1.6	2.6
Internal Rate of Return (%)	12%	
Payback Period* (years)	14	

*Notes: * Estimated on the basis of non-discounted benefits and costs*

Table 8 shows the benefits estimates of the full alignment by category and how they map to USDOT's Long-Term Outcome criteria. Community development, at $123.4 million when discounted at 7 percent, is the largest benefit category for the WAVE Streetcar. User cost savings and emission reductions will yield benefits of $9.8 and $0.1 million (discounted each at 7 percent) respectively.

As discussed, community development is expected to generate majority of the benefits. However the community development estimates may capture other impacts of the streetcar that are also

Table 8 | **Benefit Estimates by Long-Term Outcome, 2011 Dollars**

LONG-TERM OUTCOMES	BENEFIT CATEGORIES	7% DISCOUNT RATE	3% DISCOUNT RATE
State of Good Repair	Pavement Maintenance Savings	$0.00	$0.01
	Residual Value	$4.5	$11.3
Economic Competitiveness	User Cost Savings*	$9.8	$15.8
Livability	Community Development	$123.4	$228.3
	Low Income Mobility	$1.2	$1.9
Environmental Sustainability	Reductions in Air Emissions	$0.1	$0.1
Safety	Accident Reduction	($1.0)	($1.5)
Agency Benefits	Fare Revenues	$7.4	$12.0
TOTAL BENEFITS		$144.2	$265.9

*Notes: * Estimated on the basis of non-discounted benefits and costs*

capitalized in property values. These other impacts are indeed estimated in this analysis and they include travel-time savings as well as vehicle-operating cost savings. To avoid double-counting and provide conservative estimates in the BCA, only 50 percent of the total estimated increase in property value increase is included. Details of the estimation can be found in **Table 9**.

Table 9 | **Benefits of Community Development**

PROPERTY TYPE	AVERAGE PROPERTY VALUE IN YEAR 2016 (Discounted 2011$)	NUMBER OF PROPERTIES AFFECTED IN YEAR 2016	20-YEAR LIFECYCLE BENEFITS ($ Millions, Discounted 2011$)	20-YEAR LIFECYCLE BENEFITS NET OF CAPITALIZED TRAVEL COST SAVINGS ($ Millions, Discounted 2011$)
Residential	$368,441	15,936	$104.00	$51.98
Commercial	$1,816,489	1,811	$142.80	$71.38
TOTAL	$516,195	17,747	$246.70	$123.35

*Notes: * Estimated on the basis of non-discounted benefits and costs*

PROJECT READINESS AND NEPA

NEPA Approval is expected mid 2012. SFRTA and partners are working on FTA Small Starts planning and finalizing NEPA environmental requirements. As a result, the project will clearly meet all TIGER IV project readiness deadlines. The project timeline for Phase I (A) is:

- **Mid 2012**: Project Development
- **December 2013**: Project Construction
- **December 2015**: Ride The WAVE!

The schedule is realistic, feasible and achievable. SFRTA and partners prepared the project schedule taking the following factors into consideration: funding availability, technical capacity, FTA involvement, project review times, and procurement timelines. Ongoing coordination with the FTA will continue to occur and a project delivery method that will facilitate the implementation of the project has been determined. SFRTA has demonstrated experience and success in constructing and implementing major transit infrastructure under the FTA New Starts process, and has committed the same leadership and team to successfully deliver the WAVE Streetcar on time and within budget.

Click here to view the project schedule.

Early in the planning phases, the project followed Florida ETDM to ensure early coordination with all affected environmental agencies to ensure avoidance and minimization of impacts.

NEPA documentation for the project began in 2010. An Alternatives Analysis/Environmental Assessment (AA/EA) document for the project was completed and submitted to the FTA for comment in August 2011. The AA/EA document can be found at: www.ddaftl.org/view/pdf/aaea-volume1-081911.pdf; www.ddaftl.org/view/pdf/aaea-volume2-081911.pdf.

Comments from the FTA Regional Office have been received and are being addressed at this time. FTA staff and SFRTA are anticipating that a Finding of No Significant Impact (FONSI) for the entire project will be executed in Mid-2012. The EA concludes that the Streetcar alignment does not have any adverse impacts on environmental factors due to its design as a system within the existing right-of-way in a fully developed urban environment. The project has no negative impacts on factors including environmental justice, historic and archaeological resources, parklands and other Section 4(f) properties, and the ecosystem.

Legislative Approvals

The WAVE Streetcar Project has received significant support from both state and local officials, residents and businesses. The link below includes letters of support from the U.S. Congress, Mayors, City Council, State Secretary of Transportation, DDA, BCT, the Broward MPO and the local community: www.ddaftl.org/view/pdf/T4Supportletters.pdf.

The following actions have been taken by elected bodies in support of the WAVE Streetcar Project:

- ***Resolution #08-71*** – City of Fort Lauderdale action endorsing the WAVE Streetcar Project, identifying funding level and endorsing the formation of the Special Assessment process for additional funding. *April 1, 2008*.
- ***Resolution #2008-579*** – Broward County resolution supporting the WAVE Streetcar Project. *September 9, 2008*.
- ***Resolution #11-02*** – SFRTA Board expressing support for the WAVE Streetcar Project and participation as project sponsor. *February 25, 2011*.
- ***FDOT Secretary Letter of Commitment*** – The FDOT committed $35.75 million to the capital cost of the system. *August 2, 2011*.
- ***Resolution #04-02-11*** – DDA Board supporting the WAVE Streetcar Project. *April 13, 2011*.

To learn more about the Detailed Distribution of Expenditures and Funds, click here.

State & Local Planning

The WAVE Streetcar Project partners are working together to ensure that all necessary state and local planning requirements and approvals are completed by April 2012. Broward MPO actions relating to this Project are documented in the documents linked below.

MPO LRTP & Transportation Improvements Program (TIP):

- http://www.browardmpo.org/userfiles/files/TIP%20FINAL%20FY11_12_15_16.pdf
- http://www.browardmpo.org/mpo/2035lrtp/broward2035lrtp_finalplan_ch4_vision.pdf

Technical Feasibility

SFRTA was the recipient of a Full Funding Grant Agreement (FFGA) in May of 2000 from the FTA, for Tri-Rail Double Tracking Corridor Improvement Project Program. The project was successfully completed in 2007. SFRTA is an experienced and knowledgeable agency with extensive experience in the planning, design, construction and operation of a rail transit system. Additionally, SFRTA has been a FDOT and FTA partner in a demonstration project for Diesel Multiple Unit (DMU) passenger rail locomotives, and through the coordinated efforts of the Planning, Engineering, Operations, Legal, Procurement and Finance Departments, SFRTA received $16 million of American Recovery and Reinvestment Act (ARRA) funds to successfully complete the procurement of rebuilt locomotives. The agency is accustomed to working with FTA's project management oversight contractors, and will apply this experience and expertise to the WAVE Streetcar Project. A Project Management Plan has been completed for the WAVE consistent with FTA New Starts/Small Starts guidelines, and will serve as the ongoing management tool for the project: www.ddaftl.org/view/pdf/WavePMP.pdf.

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Financial Feasibility

The City, Broward MPO and the State of Florida have obligated over 78% percent of the funds to implement this project. Broward County has committed at least 20 years of the funding necessary operate and maintain the project while projecting a positive cash flow over the next 20 years.

To learn more about the Detailed Distribution of Expenditures and Funds, visit: www.ddaftl.org/view/pdf/T4Table9.pdf

MATERIAL CHANGES TO PRE-APPLICATION

There were no material changes to the Pre-Application.

FEDERAL WAGE RATE CERTIFICATION

SFRTA will comply with the requirements of Subchapter IV of Chapter 31 of Title 40, United States Code as evidenced by the signed certification below.

CERTIFICATION OF APPLICANT
FEDERAL WAGE RATE REQUIREMENTS

I HEREBY CERTIFY that the South Florida Regional Transportation Authority (SFRTA) shall comply with the Federal Wage Requirements of

SUBCHAPTER IV-- WAGE RATE REQUIREMENTS OF CHAPTER 31-- GENERAL of TITLE 40 --PUBLIC BUILDINGS, PROPERTY, AND WORKS of the United States Code.

Signature of Applicant

Joseph Giulietti
Name of Applicant (Type or Print)

Executive Director
Applicant's Title

March 19, 2012
Date

THE Wave

BROWARD COUNTY FLORIDA

BROWARD COUNTY Transit

RTA

broward MPO metropolitan planning organization

CITY OF FORT LAUDERDALE

DDA

Mangonia Park Station
1415 45 Street

Station diagrams are representations of SFRTA train stations and should not be used as a basis for developing a Cost Proposal. This information is being provided for the convenience of the bidders. SFRTA encourages Proposers to inspect all SFRTA stations & as-built drawings prior to developing a Cost Proposal.

West Palm Beach Station
203 S. Tamarind Avenue

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Lake Worth Station
1703 Lake Worth Road

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Boynton Beach Station
2800 High Ridge Road

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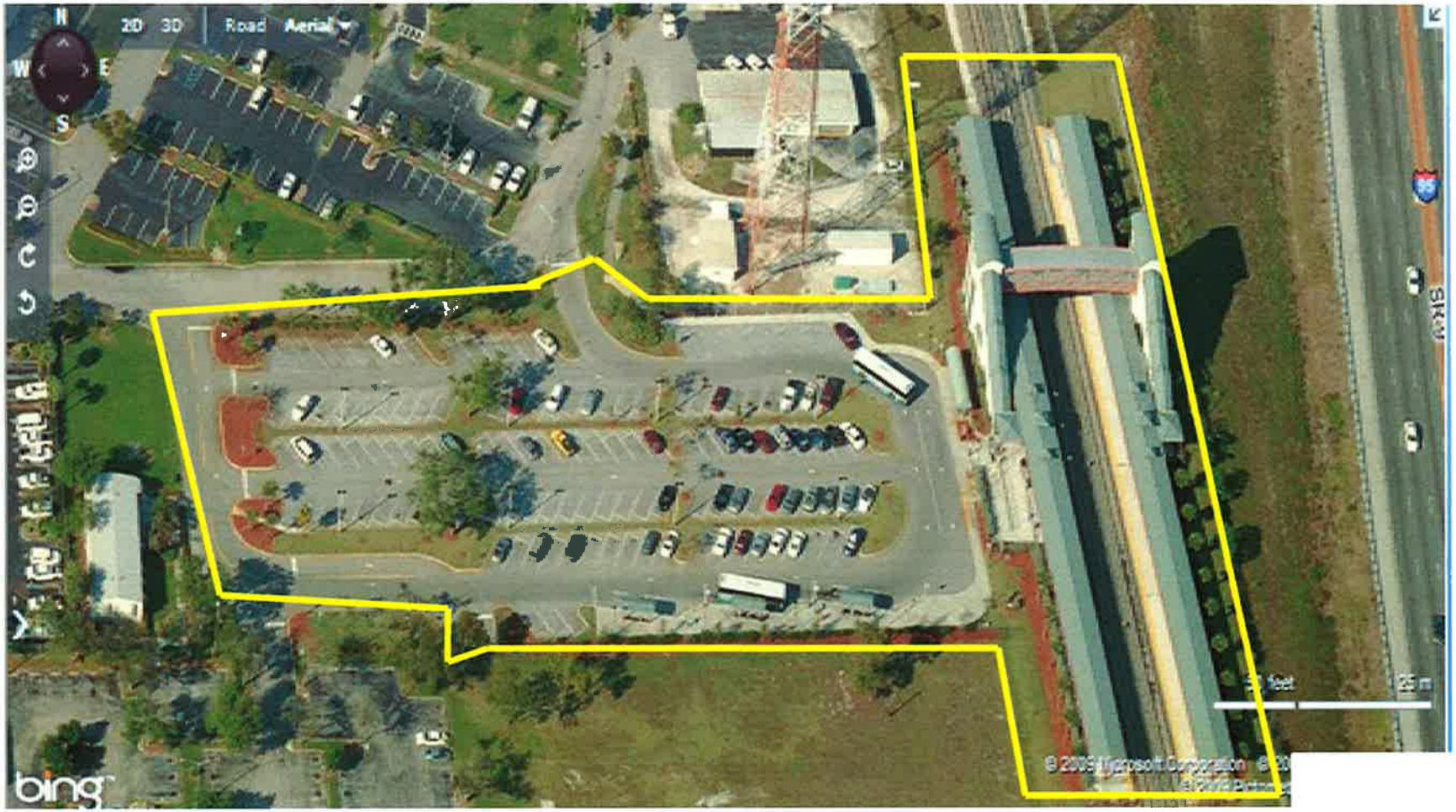
Delray Beach Station
345 S. Congress Avenue



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Boca Raton Station
680 Yamato Road

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Deerfield Beach Station
1300 W. Hillsboro Blvd.

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Pompano Beach Station
3491 NW 8 Ave.

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Cypress Creek Station
6151 N. Andrews Way

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Ft. Lauderdale Station
200 SW 21 Terrace

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Ft. Lauderdale Airport Station
500 Gulf Stream Way

Station diagrams are representations of SFRTA train stations and should not be used as a basis for developing a Cost Proposal. This information is being provided for the convenience of the bidders. SFRTA encourages Proposers to inspect all SFRTA stations & as-built drawings prior to developing a Cost Proposal.

Sheridan Street Station
2900 Sheridan Street

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Hollywood Station
3001 Hollywood Blvd.

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Golden Glades Station
16000 N. State Road 9

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Opa-locka Station
480 Ali Baba Avenue

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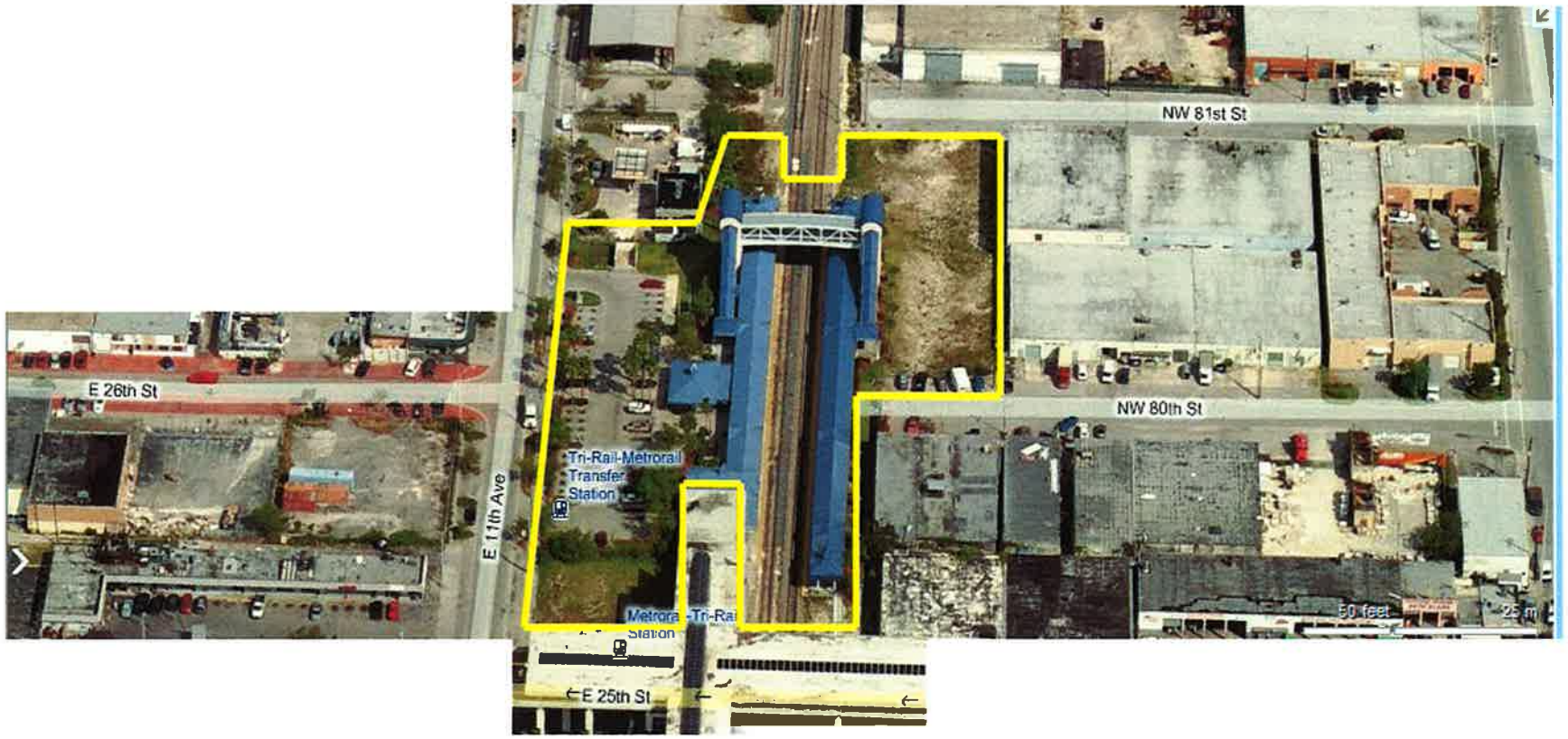
Metrorail Transfer Station
2567 E. 11 Avenue



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Hialeah Market Station
1200 SE 11 Ave

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Miami Airport Station
3797 NW 21 Street

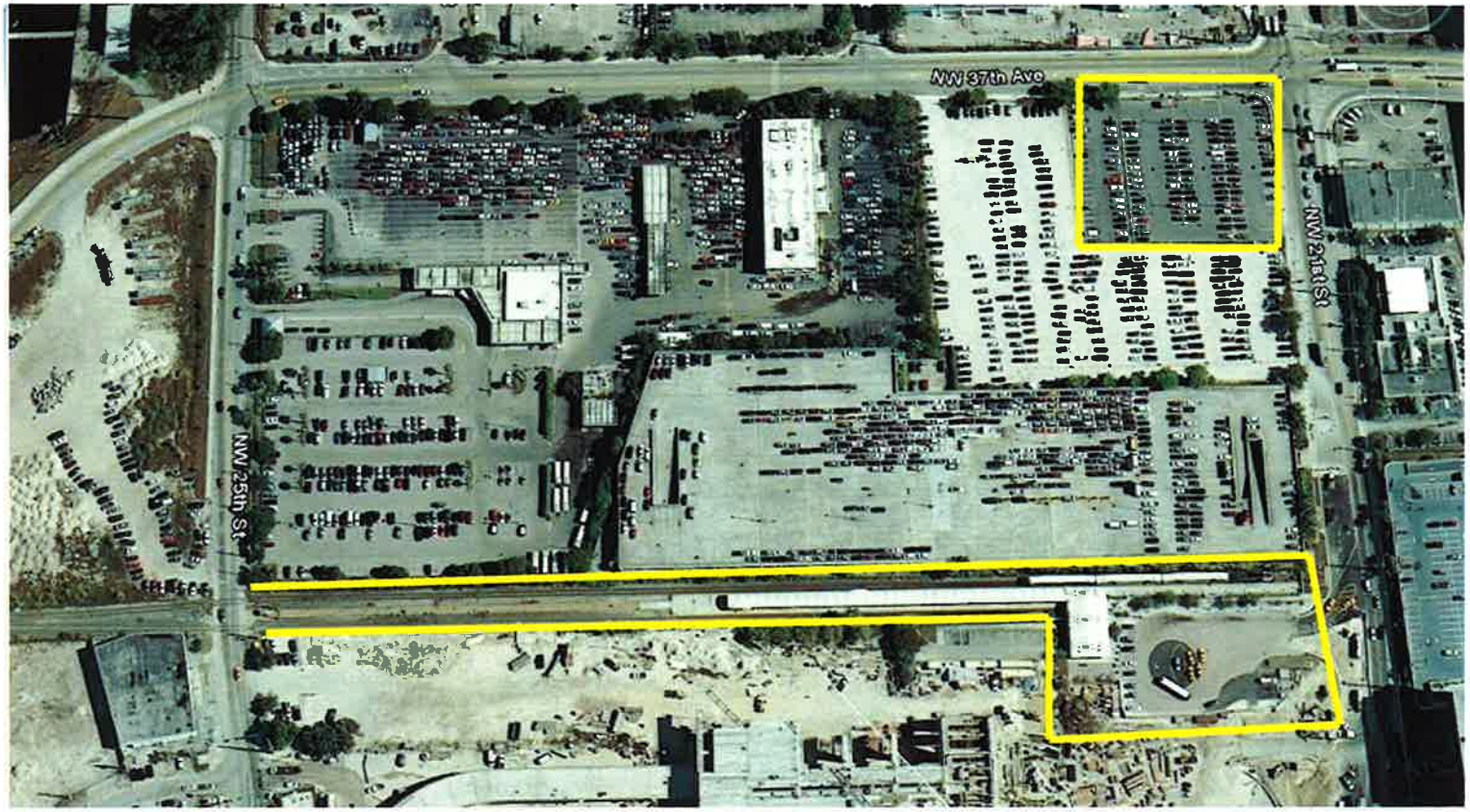

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Exhibit 2

THE WAVE STREETCAR

WHAT IS IT?

The Wave is a planned 2.7 mile streetcar system designed to move people in and around downtown and serve as a circulator/distributor system, with connections to regional bus and rail systems. More than just a mobility project, the Wave Streetcar seeks to **create a livable community** by integrating land use, economic development and transportation while being environmentally sustainable.

(Rendering in front of the Museum of Art/Fort Lauderdale on Las Olas Blvd)

Highlights of the Wave:

- **First phase** of the Central Broward East/West Transit System and part of a planned county-wide transit network.
- **Connects** Downtown's major activity generators and many points of interest utilizing a modern streetcar system.
- **Encourages significant private investment** estimated at approximately 4 billion of new development by 2030, with an estimated $70—80 million in new tax revenues.
- **Directs Growth to Downtown**, reduces urban sprawl, and promotes more efficient usage of mass transit opportunities.
- **Creates** over 2,000 engineering & construction related **jobs**, 40 full-time permanent system jobs & new retail and office employment from new development.
- **Multiple environmental benefits**—reduced carbon emissions, reduction in per person utility consumption and reduction in vehicle miles traveled.
- Brings **new restaurants, shops** and support services to the area.
- **Close Proximity to Airport, Port/Cruise Terminal and Tri-Rail** for possible expansion of streetcar network.

And many more!

AGENCY PARTNERS

AGENDA ITEM NO. I-3

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 24, 2012

AGENDA ITEM REPORT

☐ Information Item ☒ Presentation

FAST START PLAN FOR TRI-RAIL COASTAL SERVICE

SUMMARY EXPLANATION AND BACKGROUND:

On October 28, 2011, the South Florida Regional Transportation Authority (SFRTA) Governing Board received a presentation that introduced the *Fast Start Plan*, a new SFRTA initiative to bring *Tri-Rail Coastal Service* to the Florida East Coast (FEC) Railway corridor in an accelerated manner. The Fast Start Plan proposes an aggressive development schedule that will create sorely needed construction jobs, provide sustained economic development opportunities, and offer a long awaited new mobility option that would connect the existing Tri-Rail system with the region's major downtowns.

A follow up presentation on Fast Start Plan activities and other related FEC passenger rail efforts was given at the SFRTA Governing Board meeting on July 27, 2012. As part of the July 2012 discussion, the Chair stated that the Fast Start Plan was a top priority and requested a monthly brief update on the Fast Start Plan and related FEC passenger rail issues be provided at every Governing Board meeting.

At the August 24, 2012 Governing Board meeting, staff will provide a brief overview of recent Fast Start Plan activities and findings, as well as the ongoing South Florida East Coast Corridor (SFECC) Study process.

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

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

EXHIBITS ATTACHED: None

FAST START PLAN FOR TRI-RAIL COASTAL SERVICE

Recommended by: 8-16-12 Approved
Department Director Date Contracts Director Date

Authorized by: Approved as to Form 8-16-12
Executive Director Date General Counsel Date

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

CONSTRUCTION OVERSIGHT COMMITTEE

The Construction Oversight Committee did not meet during the Month of July, 2012.

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING
JULY 11, 2012

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:00 a.m. on Wednesday, July 11, 2012 in Conference Room 18-4 (18th Floor) of the Stephen P. Clark Center, located at 111 NW 1st Street Miami, Florida 33128.

COMMITTEE MEMBERS/ALTERNATES PRESENT:

Ms. Nilia Cartaya, Miami-Dade Transit (MDT)
Ms. Monica D. Cejas, MDT
Mr. William Cross, SFRTA
Ms. Kim Delaney, Treasure Coast Regional Planning Council (RPC)
Mr. Wilson Fernandez, Miami-Dade Metropolitan Planning Organization (MPO)
Mr. Paul Flavien, Broward MPO
Mr. Jim Murley, South Florida RPC
Ms. Irma San Roman, Miami-Dade MPO
Mr. Gustavo Schmidt, Florida Department of Transportation (FDOT) District 4
Mr. Fred Stubbs, Palm Tran
Mr. Phil Steinmiller, FDOT District 6
Mr. Jeff Weidner, FDOT District 4
Mr. Randy Whitfield, Palm Beach MPO, Chairman

ALSO PRESENT:

Mr. Steve Anderson, SFRTA
Mr. Javier Betancourt, Miami Downtown Development Authority (DDA)
Mr. Steve Braun, FDOT District 4
Ms. Loraine Cargill, SFRTA
Mr. Jose Clavell, Gannett Fleming
Mr. Cesar Garcia Pons, Miami DDA
Mr. Andrew Georgiadis, Dover Kohl
Ms. Kathy Gonot, PMG & Associates
Ms. Seyla Gonzales, Tindale-Oliver & Associates (TOA)
Mr. Jesus Guerra, Miami-Dade MPO
Mr. Sachin Kalbag, Miami DDA
Mr. John Lafferty, Parsons Brinckerhoff
Ms. Elaine Magnum, SFRTA
Ms. Lynda Westin, SFRTA
Ms. Natalie Yesbeck, SFRTA
Mr. Eric Zahn, SFRTA

CALL TO ORDER

The Chair called the meeting to order at 10:20 a.m.

DRAFT

ROLL CALL

The Chair requested the roll call.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

A motion was made by Mr. Jim Murley to approve the agenda. The motion was seconded by Ms. Irma San Ramon. 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 May 16, 2012.

Ms. Kim Delaney made a motion to approve the meeting minutes. The motion was seconded by Ms. Irma San Ramon. 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.

R-1 – MOTION TO ELECT: Chair and Vice Chair of the planning Technical Advisory Committee

Ms. Irma San Ramon made a motion to elect Randy Whitfield as Chair. The motion was seconded by Mr. Fred Stubbs. The motion was called to a vote and carried unanimously.

Ms. Irma San Ramon made a motion to elect Joseph Quinty as Vice-Chair. The motion was seconded by Mr. Paul Flavien. The motion was called to a vote and carried unanimously.

R-2 – MOTION TO ENDORSE: SFRTA Transit Development Plan (TDP) Fiscal Year 2013-2022 Annual Update

Ms. Natalie Yesbeck of SFRTA gave a PowerPoint presentation overview of the SFRTA Transit Development Plan (TDP) Fiscal year 2013-2022 Annual Update. Ms. Yesbeck noted that a presentation of key TDP attributes was given at the last PTAC meeting, and that the draft final document was included in today's PTAC meeting agenda package. Ms. Yesbeck explained that there was extra emphasis in this year's capital budget section of the TDP to identify changes from last year. She noted new color coding to better identify these changes. Ms. Yesbeck also spoke of how specific projects were shown, including the Wave streetcar and Fast Start Plan for Tri-Rail Coastal Service. In addition, she explained that the outer four years of the plan show unfunded needs that SFRTA hopes will soon become part of the official capital budget and first five years of the TDP. Ms. Yesbeck also stated that the document includes a new tenth year, FY 2021-2022. For this new tenth year, Ms. Yesbeck explained that there are no new projects specifically listed for that year, but is rather an extension of the unfunded needs that were identified in the previous TDP. She closed by noting that SFRTA staff is requesting PTAC endorsement of the TDP.

Mr. Phil Steinmiller made a motion to endorse the SFRTA TDP FY 2013-2022 Annual Update. The motion was seconded by Mr. Paul Flavien. The motion was called to a vote and passed unanimously.

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

I1. - <u>INFORMATION</u>: Fast Start Plan for Tri-Rail Coastal Service

Ms. Loraine Cargill of SFRTA staff introduced this item, noting that in recent months the SFRTA Fast Start team has met with over 18 municipalities. Ms. Cargill stated that SFRTA has offered to perform a Station Area Economic Analysis for each municipality, which would access the economic potential of the station site and value capture strategies that could be applied to those areas. She then introduced John Lafferty of Parsons Brinckerhoff and Kathy Gonot with PMG Associates, who have been working on the economic analysis effort. Ms. Cargill closed by stating that once the economic analysis work is completed we will be going back to the municipalities to seek resolutions and ultimately work towards finalizing a partnership agreement. This is to secure the operating cost for the Fast Start Plan.

Mr. John Lafferty of Parsons Brinckerhoff began by stating that in addition to PMG, the South Florida and Treasure Coast RPCs have assisted with the municipal outreach. Mr. Lafferty said that the team has held initial meetings with senior municipal staff from various departments, including CRAs, DDAs, planning, community development, city managers, and in some cases mayors or council members. Mr. Lafferty noted that the economic analysis effort is evaluating up to 22 proposed station locations along the FEC corridor. He stated that one component of the team's work is a market analysis that's looking at base case and build case scenarios for the station areas. Mr. Lafferty emphasized that the intent of the work is not to do or recreate anything that has been done previously as part of the SFEEC Study, so all the existing documentation is being used and building of off that and in some case updating with respective economic analysis and market analysis. He said that the work includes looking at existing issues, understanding the existing market around the whole station areas. This includes a lot of assistance from the cities sharing the latest data and development plans in terms of what exactly could be built or developed. The other components of the analysis are looking at economic benefits and revenue capture of the potential new development within a half mile of stations. Mr. Lafferty noted that the effort will go beyond individual stations and include a sub-area, sub-region as well as regional level analysis. He closed by stating that the team expects to have preliminary results ready at the end of August or

September, which will allow the team to go back and meet with the cities and present our findings. The intent is to produce the findings in a simple and easy to understand format so municipal staff can establish dialogue with their council/commission to justify the proposed station area premium.

I2. - INFORMATION: Downtown Miami Intermodal Terminal Feasibility Study

Mr. Jesus Guerra of the Miami-Dade MPO gave a PowerPoint presentation on the Downtown Miami Intermodal Terminal Feasibility Study. Mr. Guerra noted that the purpose of the study is to evaluate the feasibility of implementing an intermodal terminal in Downtown Miami that that would provide a centralized facility for integrating the rail and bus services within the same structure. He explained that the study area is along NW 1st Avenue from SW 1st Street to NW 8th Street. Multiple station arrangements and configurations were discussed, as well as the ability to balance the needs of transit and ability to attract new development. Mr. Guerra gave an overview of the study process and progress to date, noting that coordination with multiple parties has occurred. Mr. Guerra's presentation sparked extensive committee discussion of the pros and cons of the various downtown sites under consideration. Numerous national and international examples of such intermodal terminals were also cited and discussed.

I3. - INFORMATION: Miami Downtown Development Authority (DDA) Activities

Mr. Javier Betancourt of the Miami DDA provided an overview of the various transportation initiatives taking place in the Downtown Miami regional activity center. Mr. Betancourt stressed the importance and value of transit and transit oriented development to Downtown Miami. He cited the positive impact of Metrorail and Metromover to increase downtown's density since the 1980's. Mr. Betancourt also distributed a package of materials that documented Downtown's new transportation options. This package and committee discussion consisted of the new City of Miami trolley routes, a new car sharing program, the new MDT Metrorail Airport Link/Orange Line opening, water taxi, Bicycle/Pedestrian Mobility Plan, and Downtown Master Plan.

I4. - INFORMATION: Reconnecting America Grantee TOD Peer Exchange August 22 & 23

Discussion of a HUD Sustainable Communities Grantee TOD Peer Exchange first occurred at the May 16, 2012 PTAC meeting. Some brief follow up on this planned event, to be conducted by Reconnecting America, also took place at the July 11 PTAC meeting. Region wide interest in the event has been expressed, which is tentatively scheduled for August 22 and 23 at SFRTA offices. Further coordination to advance this event will take place between the South Florida and Treasure Coast RPCs, SFRTA, Reconnecting America, and other parties.

OTHER BUSINESS:

None.

PTAC MEMBER COMMENTS

None.

ADJOURNMENT

The meeting was adjourned at 12:00 PM.

DRAFT MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
OPERATIONS TECHNICAL COMMITTEE MEETING
July 26, 2012, Thursday, CRM 103, @ 10:00 A.M.

The regular Meeting of the South Florida Operations Technical Committee meeting held on Thursday, July 26, 2012 at 10:00 A.M., SFRTA CRM 103, located at 800 NW 33 Street, Pompano, FL 33064.

COMMITTEE MEMBERS PRESENT:
Sabrina Glenn, SFCS, Chair
Brad Barkman, Vice Chair, SFRTA
Jim Uvardy, SFCS
Peter Wolz, Broward County
Gerry Gawaldo, Palm Tran
Steve Alperstein, MDTA (via teleconference)
Rob Surgeoner, CSXT
Scott Aronson, City of Delray Beach
Anthony Iovino, Nova University (alternate) (via teleconference)

COMMITTEE MEMBERS /ALTERNATES ABSENT:
Jim De Vaughn, SFRTA
Paul Manger, AMTRAK
Robynn Chiarelli, FDOT
Annette Coates, PBSC
Brian Reeves, FDOT
Patricia Zeiler, FTL TMA
Pete Witschen, SFEC
Rail America (Formerly FEC)

ALSO PRESENT:
Margaret Ferrara, SFRTA [minutes]

CALL TO ORDER
The Chair called the meeting to order at 10:00 a.m.

MATTERS BY THE PUBLIC
Persons wishing to address the Committee 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
C1- Motion to approve the Minutes of Operations Technical Committee Meeting of January 27, 2011. Motion was moved, seconded and approved.

REGULAR AGENDA
Matters included under the Regular Agenda differ from the Consent Agenda will be voted on individually. In addition, presentations will be made on each motion, if desired.

INFORMATION/PRESENTATION ITEMS

Action not required, provided for information purposes only.

UPDATES/PRESENTATIONS

1. PBC Commuter Express
   - Bus transport to Port St. Lucie
   - Service started about three years ago to PBC - Juno - PB Gardens
   - The suggestion was to move service to Port St. Lucie
   - There is a meeting to identify to move service, ridership low
   - Conducting negotiations with "Traditions" in Port St. Lucie for park n ride as an origin
   - Traditions sent a email from St. Lucie that they would not continue pursuing this service
   - A decision to continue or terminate the two trial routes (95 and 11) is imminent and dependent on a suitable alternate Port St. Lucie routing, terminus and ADA compliant bus stop

2. 595 Express Bus
   - Started May 29, 2012
   - Two routes – original Bank Atlantic to Fort Lauderdale / Tri-Rail Griffin station
   - October 1 – starts at Weston to Civic Center
   - Ridership is down
   - Service to Miami / Brickell
   - Suggestion for more advertising for this route – there will be an advertising campaign in the Fall

3. SFRTA Fast Start Plan Update
   - FEC line – additional equipment to support service
   - Rotem cars and Brookville locomotives – delivery still on target
   - September – three more cab cars arrive
   - Some seats removed in cab for luggage racks
   - All have facing cameras and display screens – conductor and security will have access to view entire set in the cab car
   - Cars will be equipped with a Passenger Emergency Intercom (PEI) system to alert crew and identify the car
   - SFRTA will continue dialog with FDOT for Fast Start Plan
   - MIC news – two lines to airport open this month

Note: Brookville, PA, Brookville Equipment – new locomotives 4 to be delivered by end of January 2013; all 10 will be scheduled for May 2013.

4. 95 Express Phase II
   - Schedule to have new Park n Rides in progress in Jan 2013
   - Phase II for mid 2014
   - Miramar connections are being rerouted to Miami -- still in planning stages
   - 95 express stop just east on Pines Blvd., searching for a new park n ride near Pembroke Commons
   - Potential ridership in surrounding area CB Smith Park (park n ride) should improve service

5. Marlin's Games
   - Southbound trains to run throughout the season
   - Marlins have option to promote / pay to run charter trains during games next year
   - Game trains - ridership is marginal
   - Marlins are marketing the train along with costs
   - Transfers from train to two buses to stadium
   - Coordinated with Ops center to capture all passengers on return trip

6. Agency's proposed weekend schedule changes
   - Agenda item for expanded service on the weekend with Veolia
   - Item will be on tomorrow's Governing board agenda
   - There is no start date as yet – agency still working out the details for crews
   - Working on transfers/connectivity with Palm Tran for airport service 20-30 minutes
   - Thirty (30) trains on the weekends, no issues with any other agency operating on the corridor
   - A tentative schedule will be confirmed after Board approval and will be distributed
   - Targeting improved weekend on time performance
   - Assure that the connections with last evening trains at Metrorail /Tri Rail are seamless

MIC PROJECT
- South end corridor (MIC) was abandoned by CSX, and SFRTA's contractor will dispatch last leg of the railroad
- AMTRAK will dispatch this segment along with New River Bridge
- New dispatch system will be purchased that is viable for the entire corridor - SFRTA /AMTRAK will be ready for full dispatch when that is put in place
- There will be mini-highs at MIC station for SFRTA/AMTRAK
- Approximately one year left in the project – it is on target

UPDATES:

Broward – 595 to Weston Oct 1 2012 – minor adjustments to service – BCT already on Google Transit
Miami Dade – 95 expanded service with existing budget – preparing a budget to meet the requirements for Sheridan Street & Broward to Civic Center – MIC service opened on Sunday – a learning curve for passengers – it does impact riders
Palm Tran – now on Google Transit – InfoPoint satellite tracking www.palmtran.org – new bids September – expanding service on US 1 – possible future Bethesda service; applied for grants- decision to extend/termination will 95 Commuter Express Service is imminent.
SFRTA – purchasing 10 transfer bridge plates for use on trains between station during incidents to transfer passengers from one train to another, if conditions permit (ADA access) handrails – easy wheelchair access – one on each train set; Rotem cars will have a new public announcement system will have GPS tracking; three automated announcements; some will be in multiple languages; Ft. Lauderdale airport alteration in the schedule – elevated over FEC RR; traffic congestion on 595 uses US1 – appears to be a better solution creating less impact on riders even during rush hour; annual vote for OTC Chair at next meeting;
CSX - Marlin train schedule is working fine; weekend schedules - CSX requires SFRTA to forward copy to Ken Gumz for profile

Delray – receiving money from FDOT to purchase Trolleys – [Quality Transport operates service] (Brad to send bus information to Scott through Chad Betts)
FDOT- Nova Campus - Amtrak - School Districts – Boca -

Motion to adjourn: Next OTC meeting to convene on September 27, 2012.

Engineering & Construction
Monthly Progress Report
July 2012

Hialeah Yard Storage Tracks and Inspection Pit:

Construction of 3,300' 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 of Phase I was completed on February 14, 2012. Coordination is on-going with FDOT D4 to finalize an agreement with CSXT and Amtrak to connect the new storage tracks to existing rail in order to start construction of Phase 2.

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. The 100% design plans have been completed, and are being reviewed by procurement for advertisement. In addition, coordination is on-going with SFRTA and CSXT to finalize a flagging agreement. Estimated construction start is Fall 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 entered revenue service on September 26, 2011. Delivery of the first three (3) Trailer Cars occurred on March 20, 2012, and were placed into revenue service on April 27, 2012. Delivery of the remaining eight (8) Cab Cars and one (1) Trailer Car is expected by the end of 2012. An updated schedule for the delivery of the final ten (10) Trailer Cars has been submitted and now indicates delivery by the end of May 2013.

Heavy Station Maintenance:

Engineering & Construction
Monthly Progress Report
July 2012

Miscellaneous repairs at various Tri-Rail Stations within Palm Beach, Broward, and Miami-Dade Counties. Contract was awarded to State Contracting & Engineering Corp. on October 28, 2011. Notice to Proceed was issued on November 28, 2011. Contractor started work on December 12, 2011. The contractor started work at the north end of the system and has completed various miscellaneous station repairs at sixteen (16) Tri-Rail Stations. SFRTA executed a change order to perform additional miscellaneous repairs and spot painting at ten (10) pedestrian bridges and additional maintenance repairs at three (3) Tri-Rail Stations which the contractor has also completed. The Contractor is currently working on punch list items identified during the final inspections and all work is anticipated to be completed by September 2012.

Opa-Locka Station Parking Expansion:

Expand parking at Tri-Rail's Opa-Locka Station, inclusive of adding about 50 new parking spaces to the south of the station; increase bus bay areas in the existing parking lot; install a pedestrian canopy over the bus waiting areas; and improve landscape and hardscape. A Work Order was executed for HNTB to provide site geotechnical investigation, site survey, environmental services required for a Categorical Exclusion document as per NEPA requirements; and preparation of 30% design plans. The notice to proceed was issued on November 16, 2011. Geotechnical investigation, survey, and 30% design plans have been completed. Environmental services required for a Categorical Exclusion are about 80% complete. Final design plans are expected to start by end of 2012.

AGENDA ITEM NO. B

AGENDA REPORT
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING
August 24, 2012

JULY RIDERSHIP

Total monthly ridership for July has increased 4.7 % when compared to July of last year. Weekday ridership has increased by 9.1% for July, while the average weekday ridership in July 2011 was 11,824 per day versus 12,281 per day for 2012. Total weekend ridership has decreased by 14.9% when compared to last year. Total Fiscal Year ridership is up by 4.7%.

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

Riders	Actual July 2012	Actual July 2011	July '12 vs.'11 %	FY '13 Rider ship To Date	FY '12 Rider ship To Date	FYTD '13 vs '12 %
M-F	257,909	236,472	9.1%	257,909	236,472	9.1%
Saturday	19,724	25,780	-23.5%	19,724	25,780	-23.5%
Sunday	20,928	22,582	-7.3%	20,928	22,582	-7.3%
Holidays	3,960	4,058	-2.4%	3,960	4,058	-2.4%
	302,521	288,892	4.7%	302,521	288,892	4.7%

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

Chart 1 - SFRTA Riders and Revenue Trends

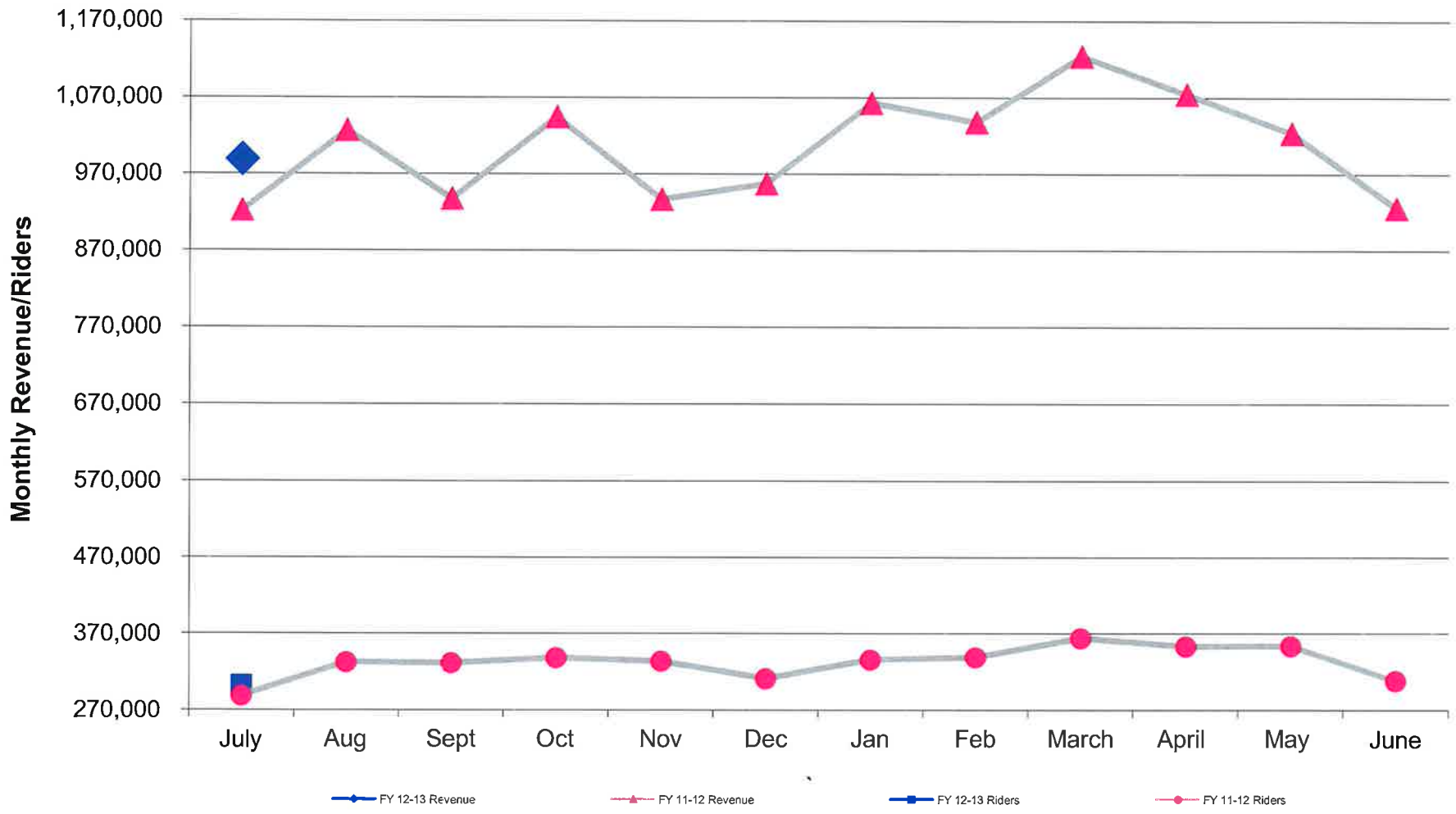


Chart 2 - SFRTA Riders

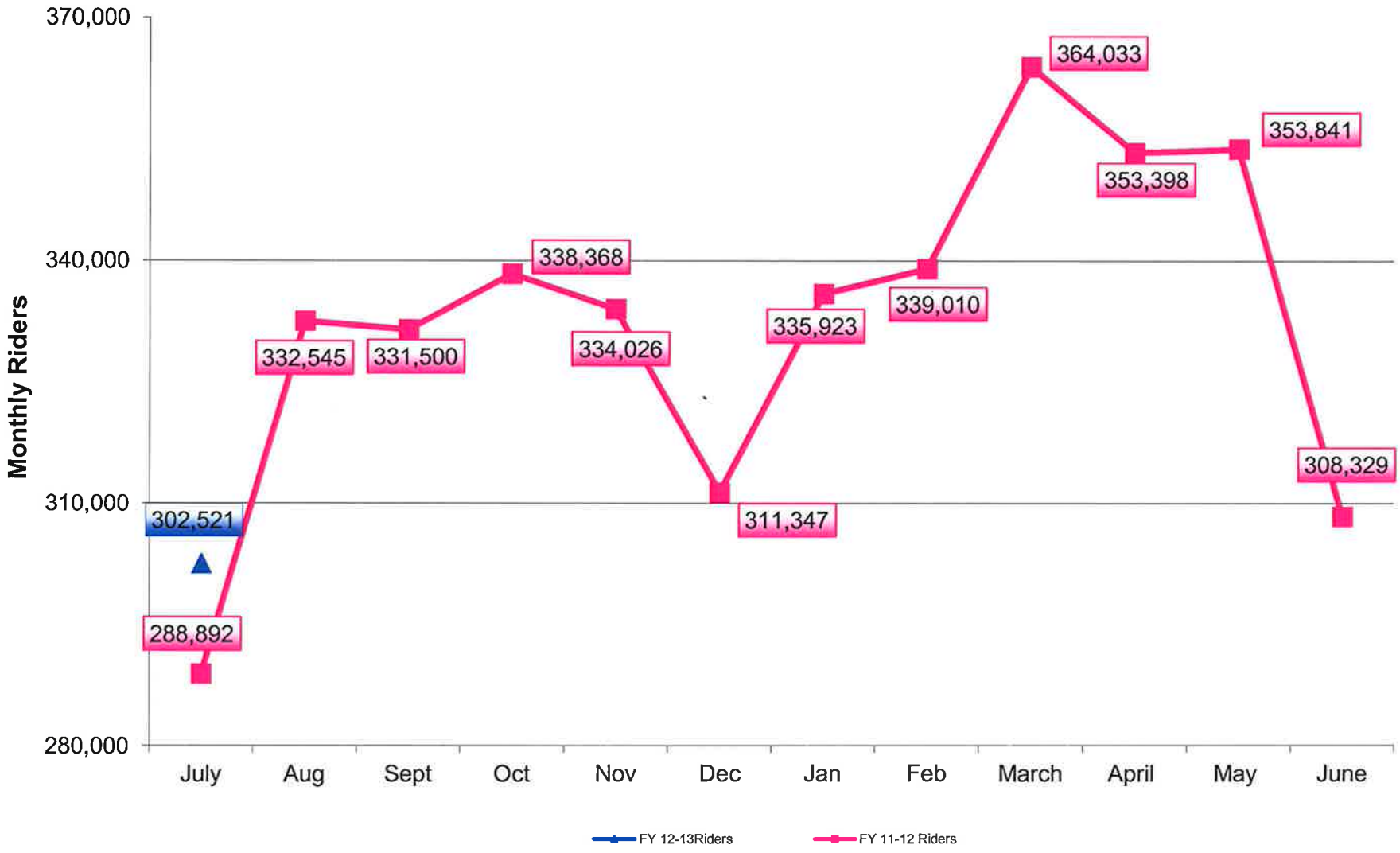
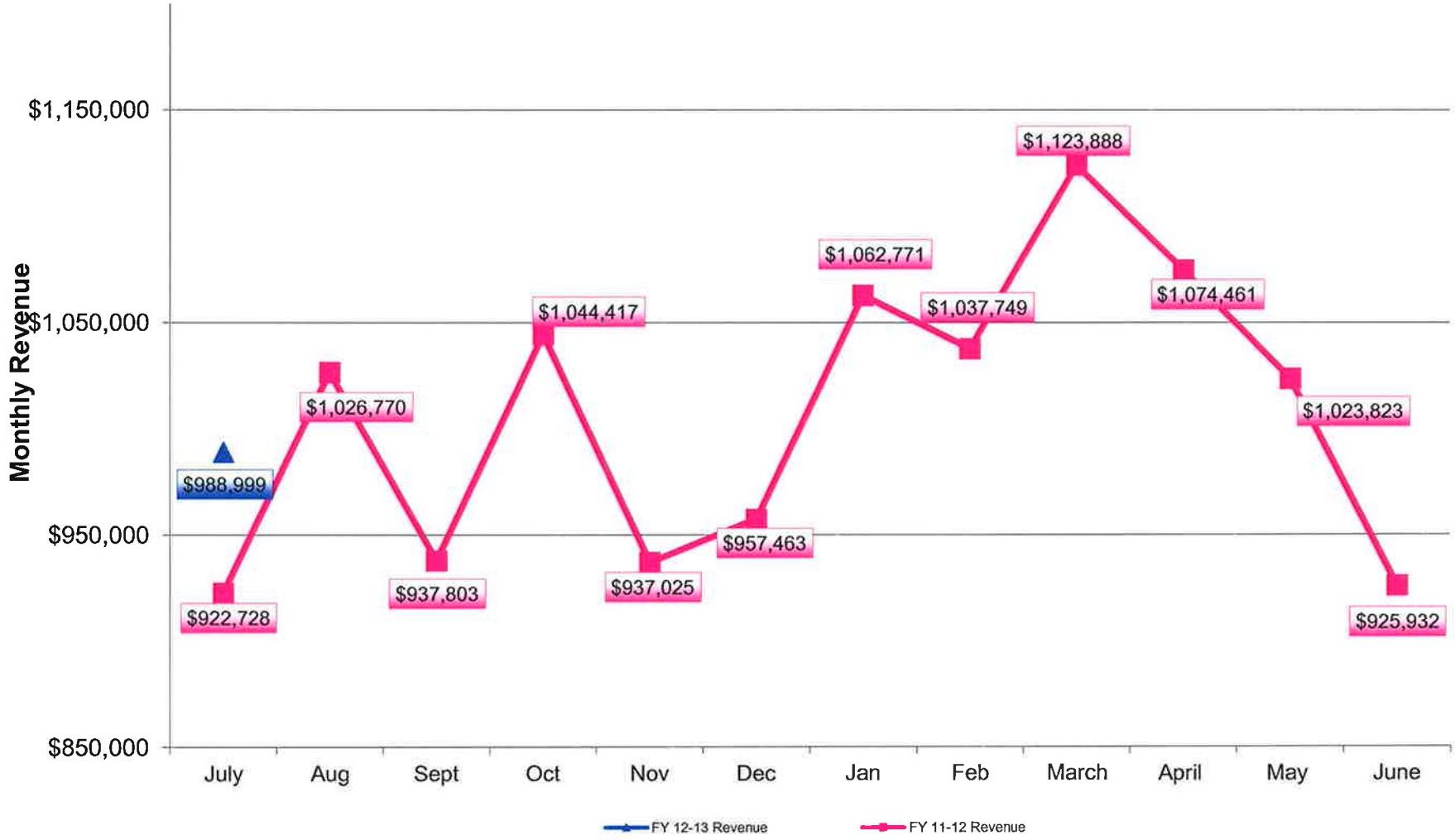


Chart 3 - SFRTA Revenue

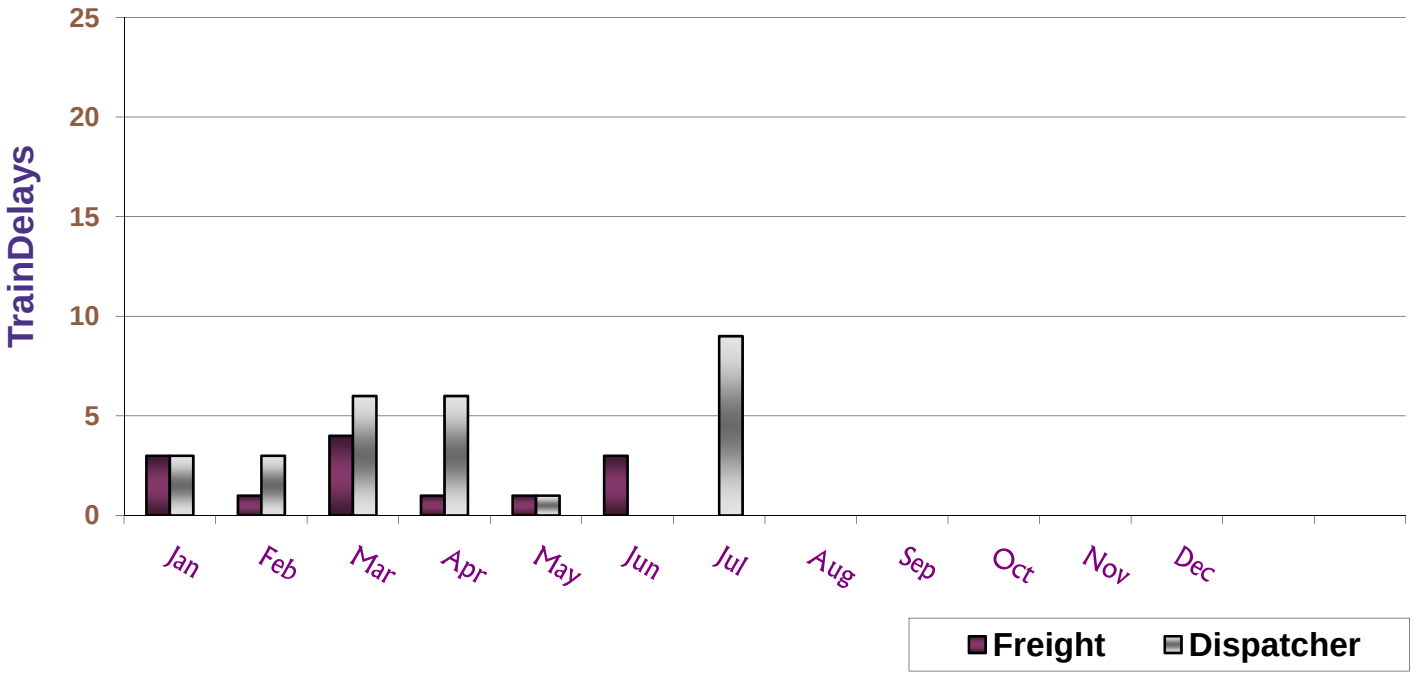


JULY 2012 ON TIME PERFORMANCE - CAUSAL ANALYSIS SUMMARY

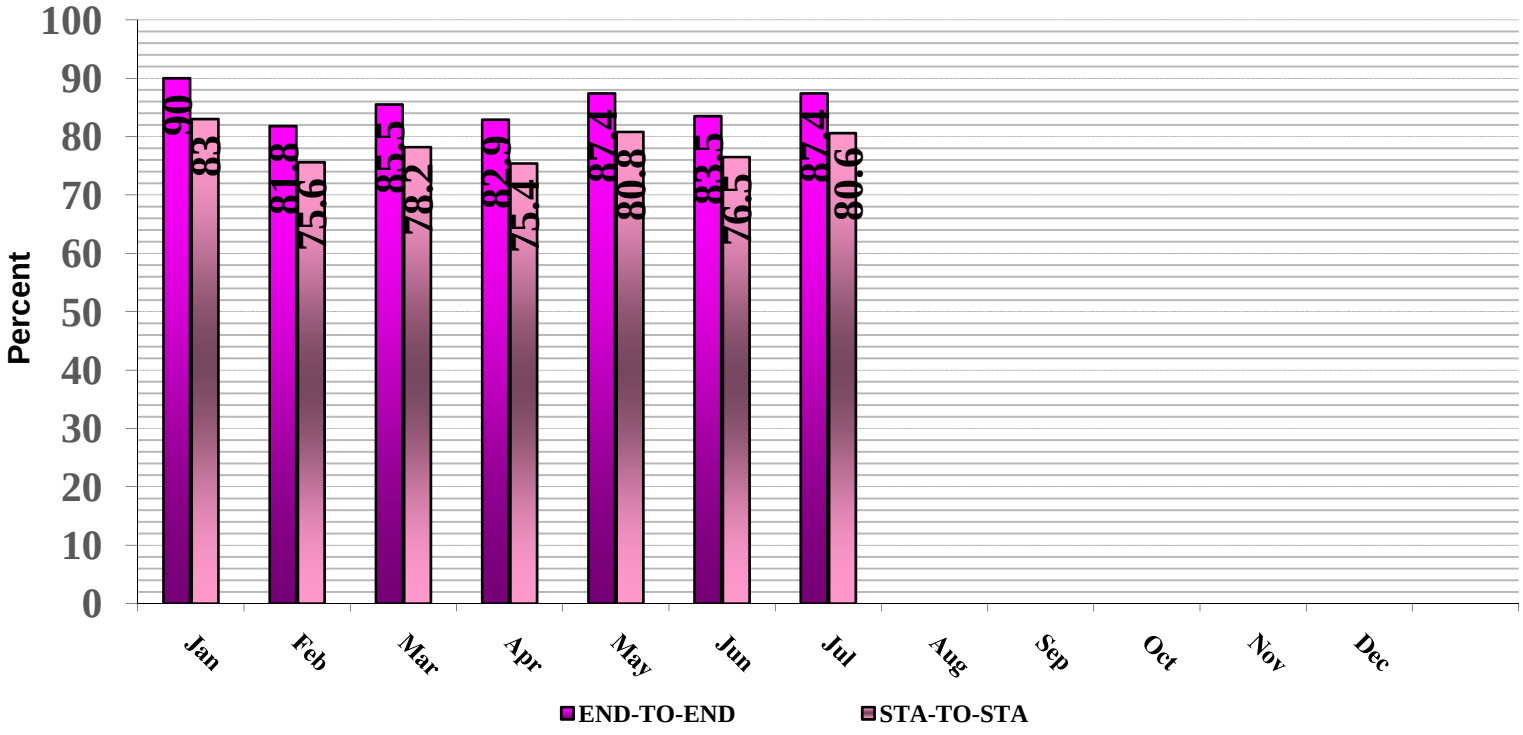
OTP End To End			87.4%
OTP Station To Station			80.6%
DELAY CAUSES	NUMBER OF INCIDENTS	NUMBER OF LATE TRAINS	PERCENT OF TOTAL TRAINS
PD/FD Activity	2	11	0.9%
SUB-TOTAL	2	11	0.9%
CSX AGREEMENT			
CSX FRIEGHT	0	0	0.0%
LOCAL SWITCHER	3	4	0.3%
JAX DISPATCHER	7	9	0.7%
MOW	5	7	0.6%
SUB-TOTAL	15	20	1.7%
OUTSIDE CSX			
COMMUNICATIONS	0	0	0.0%
SIGNALS-COMP.	4	9	0.7%
CSX RULE 100J	0	0	0.0%
SUB-TOTAL	4	9	0.7%
BOMBARDIER MECHANICAL	7	13	1.1%
VEOLIA TRANSPORTATION	1	1	0.1%
AMTRAK	7	7	0.6%
FEC DELAY	2	2	0.2%
WEATHER	3	5	0.4%
ROW FOUL	0	0	0.0%
SFRTA TRANSPORTATION	11	26	2.1%
OTHER	4	10	0.8%
3rd PARTY	12	32	2.6%
ROTEM	1	2	0.2%
BRIDGE SIGNAL	0	0	0.0%
NBC MOW	0	0	0.0%
NBC DISPATCHER	0	0	0.0%
NBC OTHER	0	0	0.0%
ADA	3	3	0.2%
EFFICIENCY TESTING	1	6	0.5%
SUB-TOTAL	52	107	8.8%
TRAINS LATE		147	12.1%
TERMINATED / ANNULLED		5	0.4%
TRAINS ON TIME		1058	87.4%
TOTAL		1210	100.0%

CSXT JAX Dispatcher & Freight Delays

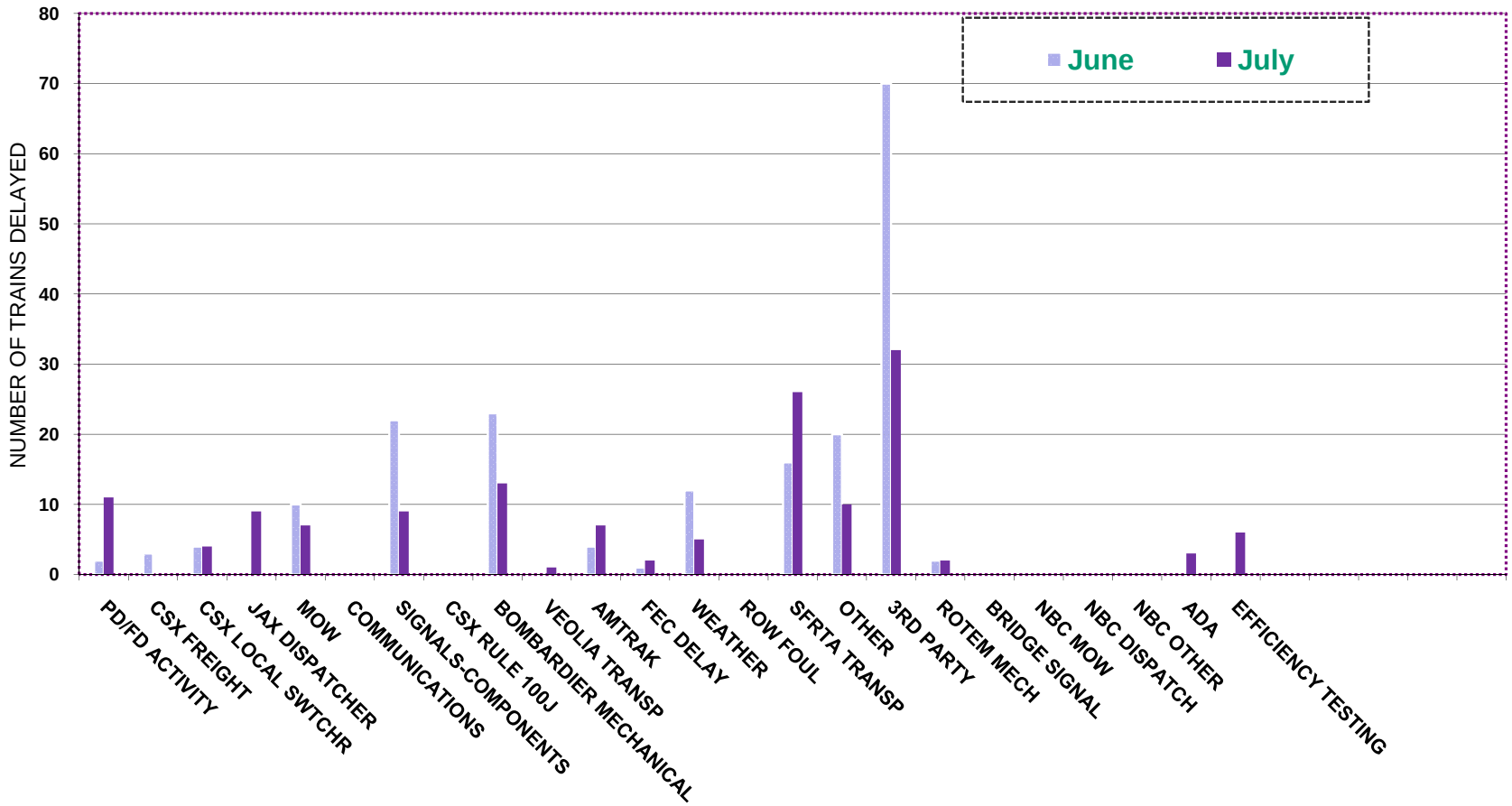
2012



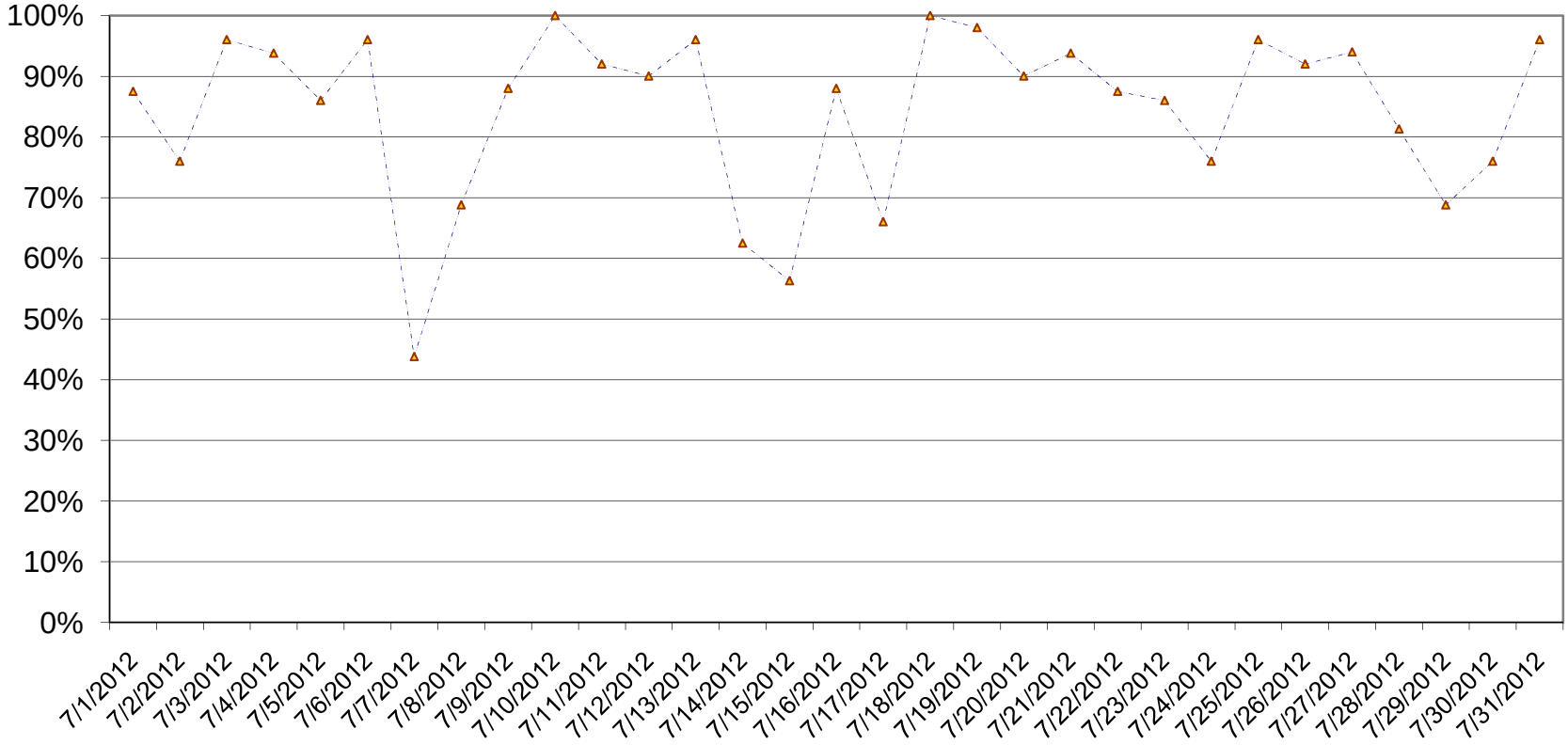
On-Time Performance
Calendar Year 2012



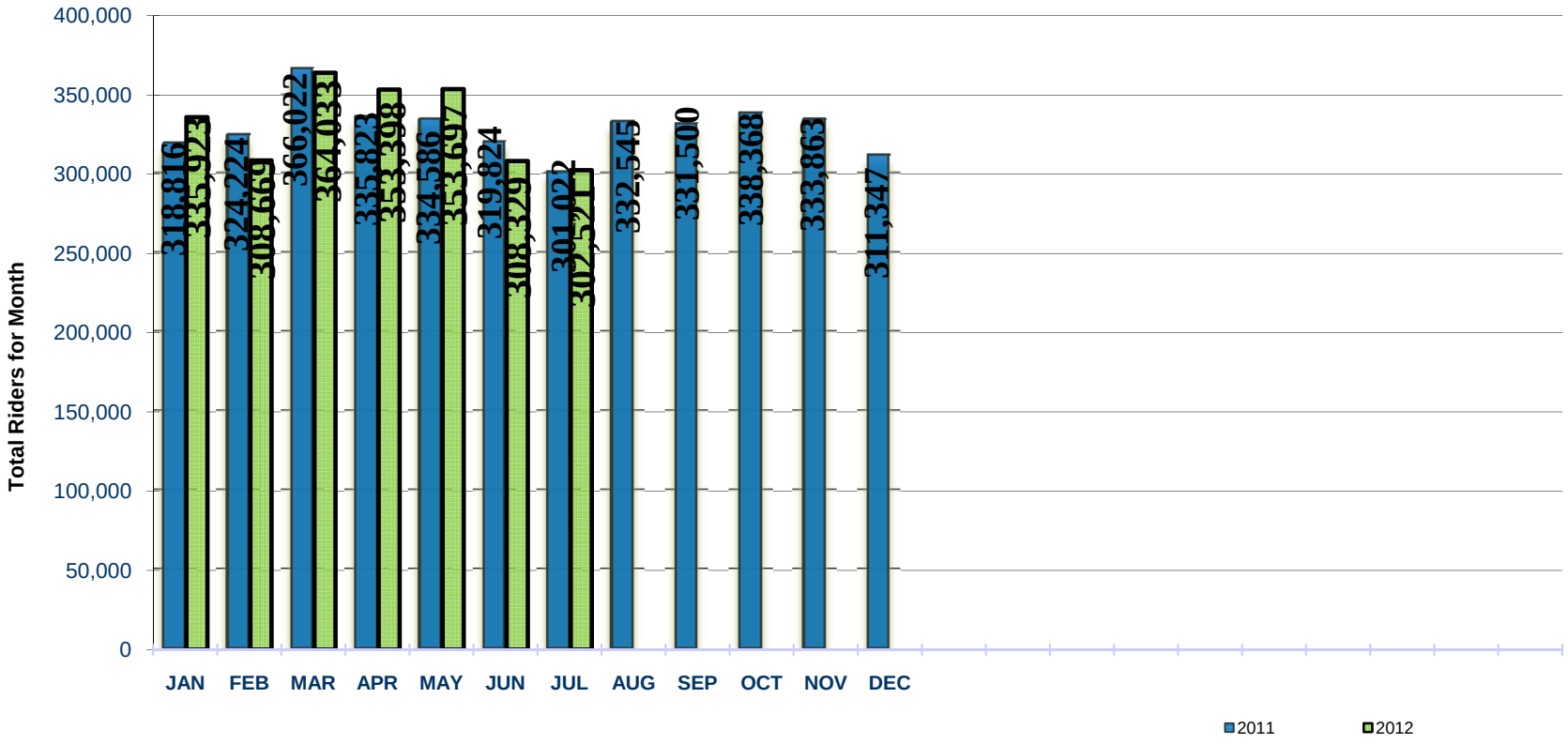
TRAIN DELAYS- 2012



ON TIME PERFORMANCE
END TO END JULY - 2012



SFRTA Tri-Rail Monthly Ridership
2012



AGENDA ITEM D

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
MARKETING OFFICE MONTHLY SUMMARY FOR JULY 2012
GOVERNING BOARD MEETING

EMPLOYER DISCOUNT PROGRAM

The Employer Discount Program (EDP) added 25 new employers and 204 new employees during the month of July.

The total number of EDP tickets recorded as sold was 2,574 and the total revenue generated was reported as $165,147.25 in July.

NEW EDP COMPANIES

Employer	Enrollment Date	City
AAC United Fire & Safety Equipment, Inc.	07/02/2012	Pompano Beach
Acme Miami	07/27/2012	Miami
America's Mortgage Professionals	07/26/2012	Fort Lauderdale
Artisan Tile & Marble	07/23/2012	Jupiter
Center for Technology, Enterprise & Development, Inc.	07/16/2012	Delray Beach
Clarfield, Okon, Salomone & Pincus, P.L.	07/26/2012	West Palm Beach
CleanClean, Inc.	07/31/2012	Hialeah
Datacore	07/26/2012	Fort Lauderdale
Digital Risk	07/02/2012	Boca Raton
Dixie Plywood Company	07/10/2012	Riviera Beach
Fine Line Electric, Inc.	07/18/2012	Pompano Beach
Healtheast Oriental Healing Center	07/02/2012	Fort Lauderdale
Hollywood Smiles Family Dentistry	07/19/2012	Hollywood
Kings International Marketing Corporation	07/10/2012	Miami
Law Office of Nathan Avrunin, P.A.	07/19/2012	Davie
MobileSource	07/27/2012	Boca Raton
Paul H Gilwit, MD	07/26/2012	Fort Lauderdale
Ready to DO Global Business	07/03/2012	Miami
Savvy Cie, Inc.	07/18/2012	Hollywood
The Forum at Deer Creek	07/16/2012	Deerfield Beach
The Paving Lady, Inc.	07/10/2012	Boynton Beach
Tribune Media Services	07/10/2012	Deerfield Beach
Twin Air Calypso Limited, Inc.	07/11/2012	Fort Lauderdale
United Circuits, Inc. of Florida	07/26/2012	Fort Lauderdale
Windsor Preschools	07/27/2012	Fort Lauderdale

EDP SALES MISSIONS

Employer	City
Acme Miami	Miami
Bluebird Academy	Boca Raton
Clarfield, Okon, Salomone & Pinkus	West Palm Beach
Dalbani Corporation	Miami
Five Star Quality Care	Deerfield Beach
Jerry’s Pizza	Boca Raton
Nathan Avrunin, P.A.	Davie
South Florida Times	Fort Lauderdale
Specialized ECU Repair	Oakland Park
The Ted Center	Delray Beach
Year-Up	Miami

MARKETING OFFICE – JULY ACTIVITIES:

FTMN Webinar

The Center for Urban Transportation Research hosted an online webinar as part of the Florida Transit Marketing Network, presented by the Hillsborough Area Regional Transit (HART), where South Florida Regional Transportation Authority (SFRTA) Marketing Office staff was in attendance. The presentation offered examples of how the transit agency offered a public awareness campaign that also opened opportunities for additional revenue.

MIA METRORAIL OPENING CEREMONY

The Miami International Airport (MIA) Metrorail Station's Opening Ceremony was held on July 28, 2012, on location. The construction completion provides the Metrorail service with direct access to MIA via people mover. SFRTA Marketing Office staff was present at the event. Tri-Rail collaterals were provided to location staff to have available at their new information booths.

MIAMI MARLINS GAME

In light of the current partnership with the Miami Marlins, the SFRTA Marketing Office coordinated an agency-wide event to attend a baseball game at the new Marlins Park. Interested participants were offered the group discount price offered by the Marlins organization, and the choice to bring family members to a Sunday game. Forty eight staff and family members enjoyed a day off with more than half taking the Tri-Rail to and from the ballpark, providing both an instructional and enjoyable experience. Staff included members from the Executive, Human Resources, Operations, Customer Service, Procurement and Finance departments.

EXECUTIVE SUMMARY
BUDGETED INCOME STATEMENT

July 2012

Revenue:

Train Revenue
For July 2012 year-to-date (YTD) actual revenue increased approximately $57,044 or 6% when compared to fiscal year (FY) 2013 YTD budgeted revenue. Actual revenue for FY 2013 YTD increased by $66,271 or 7% when compared to FY 2012 YTD actual revenue. This increase is attributed to an increase in ridership.

Operating Assistance
The FY 2012 Florida Department of Transportation (FDOT) Dedicated Funding as well as the FDOT Operating Funds totaling 30,600,000 will be paid out quarterly this year with the first payment scheduled for August 2012.

Expenses:
As of July 2012, the SFRTA FY 2013 YTD actual expenses are $1,136,699 or 20% below budget when compared to the FY 2013 YTD budgeted expense. All expenses are well within budget.

Train operations for FY 2013 YTD actual are approximately $523,454 or 17% below budget when compared to the FY 2013 YTD budget and decreased approximately $61,334 or 2% when compared to FY 2012 YTD actual. This decrease in FY 2013 can be mostly attributed to a decrease in Insurance and Feeder Service expenses in FY 2013.

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

- Train fuel expense for FY 2013 YTD actual is approximately $150,920 or 19% below budget when compared to the FY 2013 YTD budget, and increased approximately $61,433 or 11% when compared to FY 2012 YTD actual fuel expense. This increase is attributed to rising fuel prices.

- Security expense for FY 2013 YTD actual is approximately $84,229 or 19% below budget when compared to the FY 2013 YTD budget, and decreased approximately $8,456 or 2% when compared to FY 2012 YTD actual.

Expenses (Contd.)

- Feeder bus expense for FY 2013 YTD actual is approximately $96,302 or 20% below budget when compared to the FY 2013 YTD budget and decreased approximately $24,582 or 6% when compared to FY 2012 YTD actual. This decrease is due to lower feeder bus expense in the month of July.

- Insurance expense for FY 2013 YTD actual is approximately $ 176,679 or 100% less when compared to FY 2012 actual. In fiscal year 2012, SFRTA incurred a portion of its insurance expense in July 2011. This fiscal year, SFRTA will be billed in October 2012.

Train and Station Maintenance FY 2013 YTD actual is approximately $316,155 or 22% below budget when compared to the FY 2013 YTD budget and increased approximately $179,716 or 19% when compared to the FY 2012 actual. This increase can be attributed to an increase in Train and Station Maintenance expenses for the current month.

- Train Maintenance for FY 2013 YTD actual is approximately $282,413 or 23% below budget when compared to the FY 2013 YTD budget and increased approximately $170,639 or 21% when compared to FY 2012 YTD actual. This increase in FY 2013 is due to additional DMU maintenance expense incurred during FY 2013.

- Station Maintenance for FY 2013 YTD actual is approximately $33,742 or 17% below budget when compared to the FY 2013 YTD budget and increased approximately $9,077 or 6% when compared to FY 2012 YTD actual. This increase is attributed to higher monthly station maintenance expenses.

Personnel Expenses for FY 2013 YTD actual are approximately $173,261 or 23% below budget when compared to the FY 2013 YTD budget and increased approximately $18,798 or 3% when compared to FY 2012 actual.

Professional Services for FY 2013 YTD actual are approximately $5,292 or 14% below budget when compared to the FY 2013 YTD budget and decreased approximately $33,487 or 51% when compared to FY 2012 actual. Last year, SFRTA incurred additional consulting expenses. This year there were no extra consulting expenses during the month of July

Legal for FY 2013 YTD actual is approximately $19,207 or 33% below budget when compared to the FY 2013 YTD budget and decreased approximately $8,200 or 17% when compared to FY 2012 actual. This decrease is related to lower legal expenses for the month of July of approximately $3,836 or 77%.

Expenses (Contd.)

General and Administrative Expenses for FY 2013 YTD are approximately $53,158 or 22% below budget when compared to the FY 2013 YTD budget and increased approximately $25,637 or 16% when compared to FY 2012 actual. Some categories within General and Administrative expenses are Business Travel, General Training, and Dues and Subscriptions.

- Business Travel expense for FY 2013 YTD actual is approximately $14,967 or 89% below budget when compared to the FY 2013 YTD budget and decreased approximately $10,674 or 85% when compared to FY 2012 actual. At this time last year, SFRTA had additional travel for legislative matters.

- Dues and Subscriptions for FY 2013 YTD actual is approximately $5,094 or 8% below budget when compared to the FY 2013 YTD budget and increased approximately $21,542 or 56% when compared to the FY 2012 actual. This increase is attributed to SFRTA paying its most significant annual dues in July 2012.

Marketing expenses for FY 2013 YTD actual are approximately $21,220 or 41% below budget when compared to the FY 2013 YTD budget and decreased approximately $21,337 or 41% when compared to the FY 2012 YTD actual.

- Marketing Contract for FY 2013 YTD actual is approximately $13,167 or 32% below budget when compared to the FY 2013 YTD budget and decreased approximately $4,500 or 14% when compared to the FY 2012 actual. This decrease is attributed to a decrease in marketing expense in July 2012.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BUDGETED INCOME STATEMENT
7/01/12 TO 7/31/12

REVENUE	JULY 2012 ACTUAL REVENUES	YTD ACTUAL REVENUES	YTD BUDGETED REVENUES	OVER (UNDER) BUDGET	2012-13 ANNUAL BUDGET	BUDGET AVAILABLE
Train Revenue	$988,999	$988,999	$931,955	$57,044	$12,080,217	$11,091,218
Interest Income / Other Income	15,954	15,954	14,583	1,371	175,000	159,046
TOTAL TRAIN REVENUE	**$1,004,953**	**$1,004,953**	**$946,538**	**$58,415**	**$12,255,217**	**$11,250,264**
OPERATING ASSISTANCE						
Statutory Operating Assistance	1,624,848	1,624,848	1,624,848	-	$17,300,000	15,675,152
Statutory Dedicated Funding	1,108,333	1,108,333	1,108,333	-	13,300,000	12,191,667
FHWA	305,756	305,756	408,333	(102,577)	4,000,000	3,694,244
FTA Assistance	-	-	1,081,762	(1,081,762)	18,020,316	18,020,316
FTA-Designated Recipient Fees	2,555	2,555	4,167	(1,612)	50,000	47,445
FTA-JARC/New Freedom Program Fee	9,855	9,855	10,417	(562)	125,000	115,145
FTA-JARC/New Freedom Program Match	32,750	32,750	34,648	(1,898)	415,773	383,023
Statutory Counties Contribution	391,250	391,250	391,250	-	4,695,000	4,303,750
Other Local Funding	9,376	9,376	16,079	(6,703)	192,950	183,574
TOTAL ASSISTANCE	**3,484,723**	**3,484,723**	**4,679,837**	**(1,195,114)**	**58,099,039**	**54,614,316**
TOTAL REVENUE	**$4,489,676**	**$4,489,676**	**$5,626,375**	**($1,136,699)**	**$70,354,256**	**$65,864,580**

EXPENSES	JULY 2012 ACTUAL EXPENSES	YTD ACTUAL EXPENSES	YTD BUDGETED EXPENSES	(OVER) UNDER BUDGET	2012-13 ANNUAL BUDGET	BUDGET AVAILABLE
Train Operations	2,564,488	2,564,488	3,087,942	523,454	40,794,001	38,229,513
Train and Station Maintenance	1,129,942	1,129,942	1,446,097	316,155	17,353,168	16,223,226
Personnel Expenses	567,118	567,118	740,379	173,261	8,884,552	8,317,434
Professional Fees	32,500	32,500	37,792	5,292	546,500	514,000
Legal	39,017	39,017	58,224	19,207	698,687	659,670
General & Administrative Expenses	190,208	190,208	243,366	53,158	1,926,458	1,736,250
Marketing Expenses	30,938	30,938	52,158	21,220	625,890	594,952
Reserve	-	-	41,667	41,667	500,000	500,000
Expenses Transferred to Capital	(64,535)	(64,535)	(81,250)	(16,715)	(975,000)	(910,465)
TOTAL EXPENSES	**$ 4,489,676**	**$ 4,489,676**	**$ 5,626,375**	**$ 1,136,699**	**$ 70,354,256**	**$ 65,864,580**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
JULY 31, 2012 & 2011

	Curent Year							Prior Year Comparison		
	July 2012 Actual	**July 2012 Budget**	**Variances**	**FY 2013 YTD Actual**	**YTD Budget**	**Variances**	**%**	**FY 2012 YTD Actual**	**Variances**	**%**
Revenues:										
Train Revenue	$988,999	$931,955	57,044	$988,999	$931,955	$57,044	6%	$922,728	$66,271	7%
Interest/Dividend Income	15,954	14,583	1,371	15,954	14,583	1,371	9%	12,461	3,493	28%
								-		
Total Train Revenue	**1,004,953**	**946,538**	**58,415**	**1,004,953**	**946,538**	**58,415**	**6%**	**935,189**	**69,764**	**7%**
Operating Assistance:										
Statutory Operating Assistance	1,624,848	1,624,848	-	1,624,848	1,624,848	-	0%	1,003,081	621,767	62%
Statutory Dedicated Funding	1,108,333	1,108,333	-	1,108,333	1,108,333	-	0%	785,334	322,999	41%
FDOT Marketing	-	-	-	-	-	-	0%	27,308	(27,308)	-100%
FHWA	305,756	408,333	(102,577)	305,756	408,333	(102,577)	-25%	251,031	54,725	22%
FTA Assistance	-	1,081,762	(1,081,762)	-	1,081,762	(1,081,762)	-100%	1,073,977	(1,073,977)	-100%
FTA-Designated Recipient Fees	2,555	4,167	(1,612)	2,555	4,167	(1,612)	-39%	6,217	(3,662)	-59%
FTA-JARC/New Freedom Program Fee	9,855	10,417	(562)	9,855	10,417	(562)	-5%	24,542	(14,687)	-60%
FTA-JARC/New Freedom Program Match	32,750	34,648	(1,898)	32,750	34,648	(1,898)	-5%	27,842	4,908	18%
Statutory Counties Contribution	391,250	391,250	-	391,250	391,250	-	0%	307,270	83,980	27%
Other Local Funding	9,376	16,079	(6,703)	9,376	16,079	(6,703)	-42%	12,627	(3,251)	-26%
Total Operating Assistance	**3,484,723**	**4,679,837**	**(1,195,114)**	**3,484,723**	**4,679,837**	**(1,195,114)**	**-26%**	**3,519,229**	**(34,506)**	**-1%**
Total Revenue	**$4,489,676**	**$5,626,375**	**($1,136,699)**	**4,489,676**	**$5,626,375**	**(1,136,699)**	**-20%**	**$4,454,418**	**35,258**	**1%**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
JULY 31, 2012 & 2011

	Curent Year							Prior Year Comparison		
	July 2012 Actual	July 2012 Budget	Variances	FY 2013 YTD Actual	YTD Budget	Variances	%	FY 2012 YTD Actual	Variances	%
Expenses:										
Train Operations										
Train Operations Contract	$875,000	$956,321	(81,321)	$875,000	$956,321	(81,321)	-9%	$749,370	125,630	17%
Train Operation - Fuel	630,330	781,250	(150,920)	630,330	781,250	(150,920)	-19%	568,897	61,433	11%
Emergency Bus Service	-	2,500	(2,500)	-	2,500	(2,500)	-100%	-	-	0%
Security Contract	359,544	443,773	(84,229)	359,544	443,773	(84,229)	-19%	368,000	(8,456)	-2%
Feeder Bus	394,754	491,056	(96,302)	394,754	491,056	(96,302)	-20%	419,336	(24,582)	-6%
Station Utilities	48,567	59,167	(10,600)	48,567	59,167	(10,600)	-18%	53,959	(5,392)	-10%
EMS Boards	7,808	13,750	(5,942)	7,808	13,750	(5,942)	-43%	6,645	1,163	18%
Special Trains	-	300	(300)	-	300	(300)	-100%	-	-	0%
Insurance	482	1,000	(518)	482	1,000	(518)	-52%	177,161	(176,679)	-100%
Toll Free Numbers	-	-	-	-	-	-	0%	5,065	(5,065)	-100%
Alarm System	420	2,833	(2,413)	420	2,833	(2,413)	-85%	500	(80)	-16%
APTA Dues	-	583	(583)	-	583	(583)	-100%	-	-	0%
ROW Maintenance	12,665	41,667	(29,002)	12,665	41,667	(29,002)	-70%	32,000	(19,335)	-60%
TVM Maintenance	28,605	40,833	(12,228)	28,605	40,833	(12,228)	-30%	31,561	(2,956)	-9%
Dispatch	206,313	252,909	(46,596)	206,313	252,909	(46,596)	-18%	213,328	(7,015)	-3%
Total Train Operations	**2,564,488**	**3,087,942**	**(523,454)**	**2,564,488**	**3,087,942**	**(523,454)**	**-17%**	**2,625,822**	**(61,334)**	**-2%**
Train and Station Maintenance										
Train Maintenance	970,000	1,252,413	(282,413)	970,000	1,252,413	(282,413)	-23%	799,361	170,639	21%
Station Maintenance	159,942	193,684	(33,742)	159,942	193,684	(33,742)	-17%	150,865	9,077	6%
Total Train and Station Maintenance	**1,129,942**	**1,446,097**	**(316,155)**	**1,129,942**	**1,446,097**	**(316,155)**	**-22%**	**950,226**	**179,716**	**19%**
Personnel Expenses										
Salaries and Wages	378,859	429,321	(50,462)	378,859	571,405	(192,546)	-34%	433,931	(55,072)	-13%
Taxes	31,749	53,693	(21,944)	31,749	50,507	(18,758)	-37%	34,912	(3,163)	-9%
Group Insurance	136,832	205,429	(68,597)	136,832	38,762	98,070	253%	57,738	79,094	137%
Pension	19,678	51,936	(32,258)	19,678	79,705	(60,027)	-75%	21,739	(2,061)	-9%
Total Personnel Expenses	**567,118**	**740,379**	**(173,261)**	**567,118**	**740,379**	**(173,261)**	**-23%**	**548,320**	**18,798**	**3%**
Professional Services										
Auditing Services	-	-	-	-	-	-	0%	4,775	(4,775)	-100%
Professional Services	32,500	37,792	(5,292)	32,500	37,792	(5,292)	-14%	61,212	(28,712)	-47%
Total Professional Services	**32,500**	**37,792**	**(5,292)**	**32,500**	**37,792**	**(5,292)**	**-14%**	**65,987**	**(33,487)**	**-51%**
Legal										
Salaries and Wages	31,147	39,071	(7,924)	31,147	39,071	(7,924)	-20%	33,111	(1,964)	-6%
Taxes	2,770	3,186	(416)	2,770	3,186	(416)	-13%	2,562	208	8%
Group Insurance	1,346	1,667	(321)	1,346	1,667	(321)	-19%	1,610	(264)	-16%
Pension	1,715	2,231	(516)	1,715	2,231	(516)	-23%	1,603	112	7%
Business Travel	200	625	(425)	200	625	(425)	-68%	1,656	(1,456)	-88%
Membership/Dues/Subscriptions	670	1,500	(830)	670	1,500	(830)	-55%	870	(200)	-23%

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
JULY 31, 2012 & 2011

	Curent Year							Prior Year Comparison		
	July 2012 Actual	**July 2012 Budget**	**Variances**	**FY 2013 YTD Actual**	**YTD Budget**	**Variances**	**%**	**FY 2012 YTD Actual**	**Variances**	**%**
Seminars and Training	-	277	(277)	-	277	(277)	-100%	800	(800)	-100%
Legal Services	1,169	9,667	(8,498)	1,169	9,667	(8,498)	-88%	5,005	(3,836)	-77%
Total Legal	**39,017**	**58,224**	**(19,207)**	**39,017**	**58,224**	**(19,207)**	**-33%**	**47,217**	**(8,200)**	**-17%**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
JULY 31, 2012 & 2011

	Curent Year							Prior Year Comparison		
	July 2012 Actual	**July 2012 Budget**	**Variances**	**FY 2013 YTD Actual**	**YTD Budget**	**Variances**	**%**	**FY 2012 YTD Actual**	**Variances**	**%**
General and Administrative Expenses										
Bank & Credits Cards Fees	9,084	9,167	(83)	9,084	9,167	(83)	-1%	11,355	(2,271)	-20%
Building Maintenance	9,109	10,833	(1,724)	9,109	10,833	(1,724)	-16%	6,688	2,421	36%
Business Travel	1,938	16,905	(14,967)	1,938	16,905	(14,967)	-89%	12,612	(10,674)	-85%
Materials & Supplies	25,766	30,833	(5,067)	25,766	30,833	(5,067)	-16%	3,533	22,233	629%
Membership/Dues/Subscriptions	59,906	65,000	(5,094)	59,906	65,000	(5,094)	-8%	38,364	21,542	56%
Office Rent	52,425	53,205	(780)	52,425	53,205	(780)	-1%	50,632	1,793	4%
Printing & Advertising	209	3,950	(3,741)	209	3,950	(3,741)	-95%	1,769	(1,560)	-88%
Seminars and Training	4,172	9,367	(5,195)	4,172	9,367	(5,195)	-55%	9,971	(5,799)	-58%
Telecommunications	26,509	34,517	(8,008)	26,509	34,517	(8,008)	-23%	28,410	(1,901)	-7%
Vehicle Operations & Maintenance	1,090	8,250	(7,160)	1,090	8,250	(7,160)	-87%	1,132	(42)	-4%
Miscellaneous Personnel Expenses	-	1,339	(1,339)	-	1,339	(1,339)	-100%	105	(105)	-100%
Total General and Administrative Exp	**190,208**	**243,366**	**(53,158)**	**190,208**	**243,366**	**(53,158)**	**-22%**	**164,571**	**25,637**	**16%**
Marketing Expenses										
Advertising	-	-	-	-	-	-	0%	2,860	(2,860)	-100%
Special Programs	1,700	2,000	(300)	1,700	2,000	(300)	-15%	4,150	(2,450)	-59%
Customer Service/Information	1,738	9,074	(7,336)	1,738	9,074	(7,336)	-81%	2,549	(811)	-32%
Marketing Contract	27,500	40,667	(13,167)	27,500	40,667	(13,167)	-32%	32,000	(4,500)	-14%
Promotional Materials	-	417	(417)	-	417	(417)	-100%	1,100	(1,100)	-100%
Smart Card/Easy Card Campaign	-	-	-	-	-	-	0%	9,250	(9,250)	-100%
Marketing Supplies	-	-	-	-	-	-	0%	366	(366)	-100%
Total Marketing Expenses	**30,938**	**52,158**	**(21,220)**	**30,938**	**52,158**	**(21,220)**	**-41%**	**52,275**	**(21,337)**	**-41%**
Reserves and Transfers										
Reserve	-	41,667	(41,667)	-	41,667	(41,667)	-100%	-	-	0%
Expenses Transferred to Capital	(64,535)	(81,250)	16,715	(64,535)	(81,250)	16,715	-21%	-	(64,535)	0%
					-					
Total Reserves and Transfers	**(64,535)**	**(39,583)**	**(24,952)**	**(64,535)**	**(39,583)**	**(24,952)**	**63%**	**-**	**(64,535)**	**0%**
Total Expenses	**4,489,676**	**5,626,375**	**(1,136,699)**	**4,489,676**	**5,626,375**	**(1,136,699)**	**-20%**	**4,454,418**	**35,258**	**1%**
Net Income	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**-**	

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENTS OF NET ASSETS
JULY 31, 2012

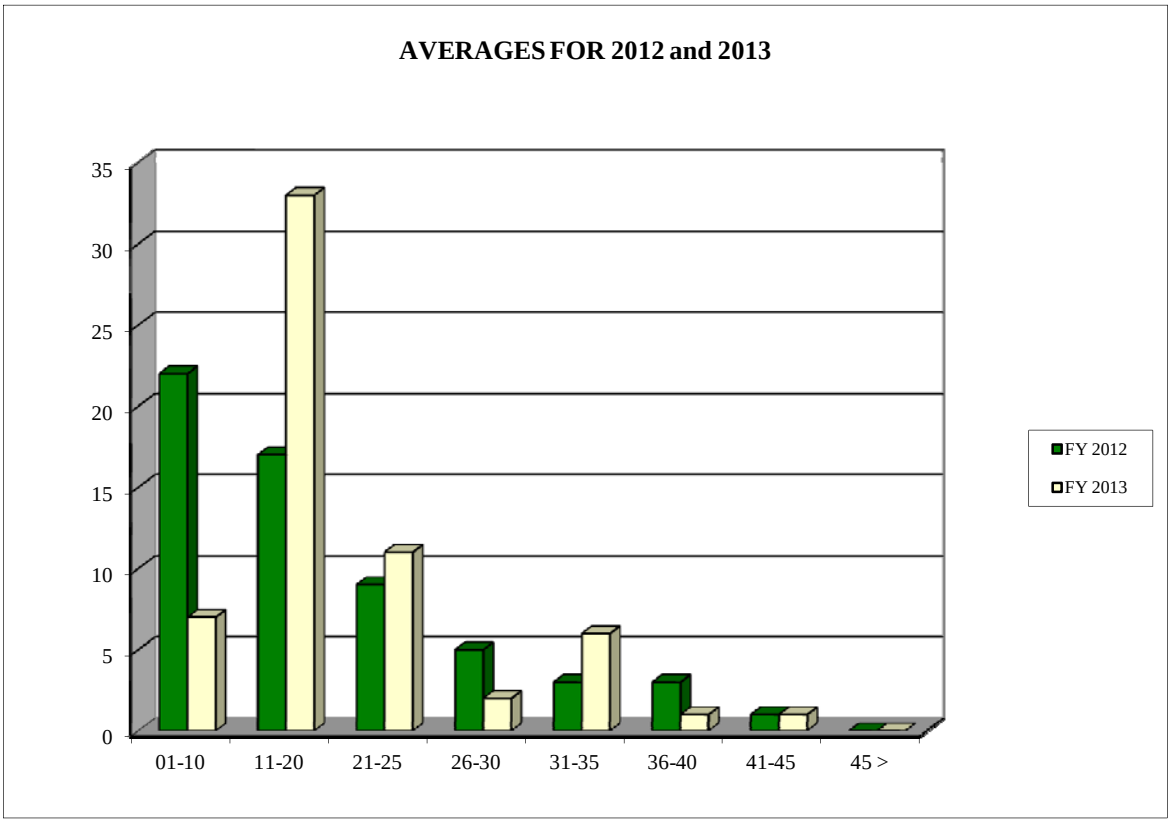
ASSETS		
Current assets:		
Cash and cash equivalents	$	53,490,254
Accounts receivable:		
State Grants		4,065,269
Federal Grants		14,307,943
Counties		1,439,383
Other		810,949
Prepaid expenses		552,383
Total current assets		74,666,181
Noncurrent assets:		
Capital assets (net of accumulated depreciation)		543,588,442
Total noncurrent assets		543,588,442
Total assets	$	618,254,623
LIABILITIES		
Current liabilities:		
Accounts payable	$	2,049,742
Accruals		4,116,116
Compensated absences		357,418
Deferred revenue		148,048
Due to other governmental units		453,366
Total current liabilities		7,124,690
Noncurrent liabilities:		
Compensated absences		536,128
Deposits		416,581
Advances from FDOT		2,000,000
Total noncurrent liabilities		2,952,709
Total liabilities	$	10,077,399
NET ASSETS		
Invested in Capital Assets		543,588,442
Reserved for Capital Projects		42,173,626
Unrestricted		22,415,156
Total net assets		608,177,224
Total liabilities and net assets	$	618,254,623

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY AGENDA ITEM NO. F

PAYMENT CYCLE REPORT - JULY 2012

FOR INVOICES $2,500 AND OVER

MONTHLY AVERAGE JULY 2012 TO JUNE 2013			MONTHLY AVERAGE JULY 2011 TO JUNE 2012	
INVOICE CYCLE	**% OF TOTAL**		**INVOICE CYCLE**	**% OF TOTAL**
0 -10 Days	11.5%		0 -10 Days	36.7%
11-20 Days	54.1%		11-20 Days	28.3%
21-25 Days	18.0%		21-25 Days	15.0%
26-30 Days	3.3%		26-30 Days	8.3%
31-35 Days	9.8%		31-35 Days	5.0%
36-40 Days	1.6%		36-40 Days	5.0%
41-45 Days	1.6%		41-45 Days	1.7%
Over 45 Days	0.0%		Over 45 Days	0.0%



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 24, 2012
INFORMATION ITEM: PAYMENTS OVER $2,500
JULY 1 THRU JULY 31, 2012

RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
6/5/2012	6/7/2012	7/9/2012	7/9/2012	34	BOMBARDIER MASS TRANSIT CORPORPORATION	Floor Removal and Repair, Fleet Maintenance	935,073.56
7/26/2012	7/26/2012	7/27/2012	7/30/2012	4	PROLOGIS TRUST	Prologis Trust~ Main Office Lease/Rent -08/12	51,628.69
7/11/2012	7/11/2012	7/13/2012	7/16/2012	5	AMERICAN PUBLIC TRANSIT ASSOCI	Annual Dues -07/01/12-06/30/13	37,027.00
7/25/2012	7/25/2012	7/27/2012	7/31/2012	6	AMERICAN PUBLIC TRANSIT ASSOCIATION	APTA Commuter Rail Safety Management Program FY13	15,000.00
7/11/2012	7/11/2012	7/18/2012	7/18/2012	7	BITNER GOODMAN INC	Marketing Public Relations and Advertising Services -06/12	246,920.67
7/9/2012	7/16/2012	7/13/2012	7/16/2012	7	COMTO	Sponsorship for 2012 Annual Conf -07/12	5,500.00
7/24/2012	7/24/2012	7/27/2012	7/31/2012	7	C2 GROUP LLC	Fed/Leg Consulting Svcs -02/12	12,000.00
7/16/2012	7/17/2012	7/20/2012	7/24/2012	8	VEOLIA TRANSPORTATION SERVICE	Commuter Rail Operations -06/01-30/12	760,020.38
7/13/2012	7/17/2012	7/20/2012	7/24/2012	11	BITNER GOODMAN INC	Marketing, Public Relations and Advertising Services -06/12	19,453.93
7/7/2012	7/10/2012	7/18/2012	7/19/2012	12	NATIONAL RAILROAD PASSENGER	Base Comp -09/11	419,641.00
7/19/2012	7/24/2012	7/27/2012	7/31/2012	12	G4S SECURE SOLUTIONS USA	Wackenhut W/E -07/02-08/12	177,804.11
7/10/2012	7/17/2012	7/18/2012	7/23/2012	13	BOMBARDIER MASS TRANSIT CORPORPORATION	Commuter Rail Fleet Maintenance -04/01-30/12	883,710.25
7/6/2012	7/10/2012	7/18/2012	7/19/2012	13	BOMBARDIER MASS TRANSIT CORPORPORATION	On Board Service -05/12, DMU Maintenance of Equipment Function	99,048.00
6/27/2012	6/29/2012	7/6/2012	7/10/2012	13	G4S SECURE SOLUTIONS USA	Wackenhut W/E -06/18-24/12	101,035.05
6/27/2012	6/29/2012	7/6/2012	7/10/2012	13	MINUTEMAN PRESS	Black and White Train Schedules	2,685.00
7/5/2012	7/10/2012	7/13/2012	7/18/2012	13	C2 GROUP LLC	Fed/Leg Consulting Svcs -07/12	12,000.00
7/5/2012	7/5/2012	7/13/2012	7/18/2012	13	WRIGHT EXPRESS FINANCIAL SERVICE	Fuel Exp -06/01-30/2012	3,781.46
6/25/2012	6/28/2012	7/6/2012	7/10/2012	15	LIMOUSINES OF SOUTH FLORIDA	Feeder Service -05/16-31/12, 06/01-15/12	140,373.75
6/25/2012	6/28/2012	7/6/2012	7/10/2012	15	RAIL TECH CONSULTANTS INC	PIS Parts and Labor -06/12	3,024.00
6/25/2012	6/29/2012	7/6/2012	7/10/2012	15	GILLESPIE GRAPHICS	Labels for TVM Machines	5,592.04
7/3/2012	7/5/2012	7/13/2012	7/18/2012	15	DOWNTOWN FT LAUDERDALE TMA	Feeder Svc -06/12	16,498.02
7/3/2012	7/5/2012	7/13/2012	7/18/2012	15	LIMOUSINES OF SOUTH FLORIDA	Feeder Svc -06/16-30/12	127,858.75
7/9/2012	7/20/2012	7/20/2012	7/24/2012	15	DETROIT DIESEL ALLISON	DMU Parts	14,960.34
7/9/2012	7/10/2012	7/20/2012	7/24/2012	15	G4S SECURE SOLUTIONS USA	Wackenhut W/E -06/25-07/01/12	117,778.87
7/9/2012	7/9/2012	7/20/2012	7/24/2012	15	RESPECT OF FLORIDA	Janitorial Svcs -06/01-30/2012	5,547.27
7/18/2012	7/24/2012	7/27/2012	8/2/2012	15	EAC CONSULTING	Commuter Rail Track & Signal Field Support Svcs	40,253.69
7/2/2012	7/5/2012	7/13/2012	7/18/2012	16	RITTERS PRINTING	Shuttle Bus Route Schedules, Rack Cards	3,794.41
6/21/2012	6/29/2012	7/4/2012	7/10/2012	19	MACMILLAN OIL COMPANY OF FL	Train Fuel - 5/29-6/10/12	304,728.37
6/29/2012	7/10/2012	7/13/2012	7/18/2012	19	A GOLDSTEIN & COMPANY	Retractable Clip Device, Sport Water Bottles, Chip Clips	2,996.76
7/5/2012	7/5/2012	7/20/2012	7/24/2012	19	FLORIDA POWER & LIGHT	Station Utilities	9,123.09
6/29/2012	7/10/2012	7/18/2012	7/19/2012	20	MACMILLAN OIL COMPANY OF FL	Train Fuel - 06/11-24/12	298,228.86
6/28/2012	7/5/2012	7/13/2012	7/18/2012	20	SFEC TMA	SFEC TMA Feeder Bus Services -05/12	8,219.75
7/11/2012	7/24/2012	7/25/2012	8/1/2012	21	MACMILLAN OIL COMPANY OF FL	Train Fuel - 06/26-30/12	116,910.91
6/19/2012	6/29/2012	7/6/2012	7/10/2012	21	MERIDIAN MANAGEMENT CORPORATION	Station Maintenance - Enclosure	11,392.50
6/19/2012	6/29/2012	7/6/2012	7/10/2012	21	RITTERS PRINTING	EDP digital postcards -06/12, Letterhead Imprints, Rack Cards	2,919.26
7/12/2012	7/19/2012	7/27/2012	8/2/2012	21	RAIL TECH CONSULTANTS INC	PIS Parts and Labor -07/12	3,024.00
7/9/2012	7/24/2012	7/27/2012	7/31/2012	22	VEOLIA TRANSPORTATION SERVICE	Marlins Night Time Trains - 06/01-06/29/12	6,734.20
7/9/2012	7/9/2012	7/27/2012	7/31/2012	22	AT&T	Tel Charges -07/12	31,316.88
6/16/2012	6/28/2012	7/6/2012	7/10/2012	24	DOWNTOWN FT LAUDERDALE TMA	Feeder Svc Ft Lauderdale Route -05/12	17,283.64
6/15/2012	7/6/2012	7/6/2012	7/10/2012	25	BITNER GOODMAN INC	Marketing Public Relations and Advertising Services -06/12	24,889.70
6/19/2012	7/5/2012	7/13/2012	7/18/2012	29	MERIDIAN MANAGEMENT CORPORATION	Station Maintenance	183,762.69
7/2/2012	7/24/2012	7/25/2012	8/1/2012	30	BOMBARDIER MASS TRANSIT CORPORPORATION	Commuter Rail Fleet Maint -06/01-30/12	943,548.94
6/6/2012	6/28/2012	7/6/2012	7/10/2012	34	SFEC TMA	SFEC TMA Feeder Bus Services -04/12	7,813.17
6/5/2012	6/28/2012	7/4/2012	7/10/2012	35	BOMBARDIER MASS TRANSIT CORPORPORATION	Accident Repairs	237,820.10
				44	**TOTAL OPERATING EXPENDITURES**		**$ 6,468,723.06**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 24, 2012
INFORMATION ITEM: PAYMENTS OVER $2,500
JULY 1 THRU JULY 31, 2012

RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
6/7/2012	6/28/2012	7/4/2012	7/19/2012	42	BOMBARDIER MASS TRANSIT CORPORATION	Installation of Door Control Stations	3,582.01
6/28/2012	6/29/2012	7/5/2012	7/10/2012	12	CH2M HILL, INC.	New Locomotives PMO Design Oversight.	17,639.17
7/19/2012	7/24/2012	7/26/2012	7/31/2012	12	G4S SECURE SOLUTIONS USA	Wackenhut Hia Mkt -, 07/02-08/12, 07/9-15/12	9,260.16
7/6/2012	7/10/2012	7/11/2012	7/19/2012	13	BOMBARDIER MASS TRANSIT CORPORATION	Window Replacement, Installation of Door Control Stations	10,652.59
6/26/2012	6/28/2012	7/5/2012	7/10/2012	14	HNTB CORPORATION	Development of an ADA/FAC Compliance Design Standards	66,878.36
6/26/2012	6/29/2012	7/6/2012	7/10/2012	14	ANTHONY LOCK AND SAFE	Pro Series Padlocks	6,477.50
7/17/2012	7/24/2012	7/26/2012	7/31/2012	14	STATE CONTRACTING & ENG CORP.	Heavy Station Maintenance	113,172.93
6/25/2012	6/26/2012	7/5/2012	7/10/2012	15	GONZALEZ AND SONS EQUIPMENT	Retainage Release	134,472.73
6/29/2012	7/5/2012	7/12/2012	7/18/2012	19	LTK ENGINEERING SERVICES	Provide Continuing Engineering, Tech. Support	31,452.97
7/11/2012	7/26/2012	7/27/2012	7/31/2012	20	CH2M HILL, INC.	New Locomotives PMO Design Oversight.	9,284.31
6/26/2012	7/3/2012	7/12/2012	7/18/2012	22	KIMLEY HORN AND ASSOCIATES	Technical and Logistical Support for the Implementation of Selected Projects	7,180.25
6/25/2012	7/10/2012	7/12/2012	7/18/2012	23	HNTB CORPORATION	Development of an ADA/FAC Compliance Design Standards	26,177.52
6/25/2012	7/5/2012	7/11/2012	7/19/2012	24	ROTEM COMPANY	Provide services for the manufacture, delivery, testing and warranty of two commute	860,552.35
6/6/2012	6/29/2012	7/5/2012	7/10/2012	34	T.Y. LIN INTERNATIONAL	To Perform Construction Engineering and Inspection	9,874.01
6/14/2012	7/5/2012	7/12/2012	7/18/2012	34	CH2M HILL, INC.	New Locomotives PMO Design Oversight.	4,579.74
6/26/2012	7/16/2012	7/26/2012	7/31/2012	35	KIMLEY HORN AND ASSOCIATES	Technical and Logistical Support for the Implementation of Selected Projects	187,617.20
6/4/2012	6/28/2012	7/26/2012	7/10/2012	36	FIRST SIGN	Exit and Stop Signs	2,850.00
				17	**TOTAL CAPITAL EXPENDITURES**		**$ 1,501,703.80**
		Item Total		**61**	**TOTAL OPERATING EXPENSES AND CAPITAL EXPENDITURES**		**$ 7,970,426.86**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 24, 2012
INFORMATION ITEM:
SUMMARY OF PAYMENTS OVER $2,500
JULY 1, 2012 TO JULY 31, 2012

INVOICE CYCLE	NO. CHECKS	PERCENT OF TOTAL	ACCUM %
0-10 days	7	11.5%	11.5%
11-20 days	33	54.1%	65.6%
21-25 days	11	18.0%	83.6%
26-30 days	2	3.3%	86.9%
31-35 days	6	9.8%	96.7%
36-40 days	1	1.6%	98.4%
41-45 days	1	1.6%	100.0%
Over 45 days	0	0.0%	100.0%
TOTAL CHECKS	61	100.0%	

FINANCE & INFORMATION TECHNOLOGY
EXECUTIVE SUMMARY

INVOICES OVER $2,500

During July 2012, the SFRTA's Accounts Payable division processed 182 invoices totaling $1,084,166.18 and disbursed 177 checks, excluding payroll, totaling $8,024,315.34.

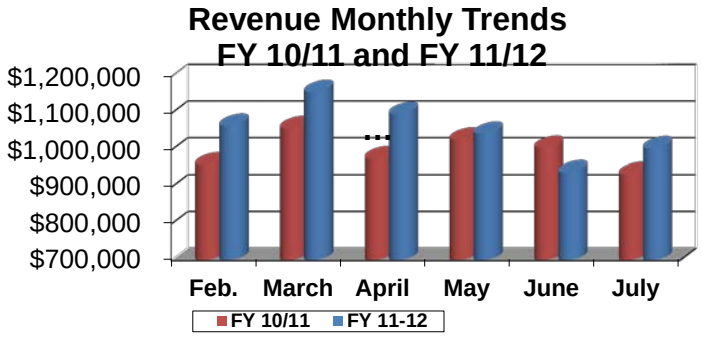
Invoices over $2,500 represent 34.5% (61 checks) of all invoices processed in the month of July, and represent 99.4% of the value ($7,970,426.86) of all checks processed in July 2012.

Accounts Payable processed 83.6% (51 checks) of the checks over $2,500 within the 21-25 days, with 86.9% (53 checks) of the checks over $2,500 processed within 30 days.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REVENUE REPORT- JULY 2012

REVENUE - JULY 2012

DESCRIPTION	Jul-11	Jul-12	VARIANCE	%
Weekday Sales	732,333	821,167	88,834	12.1%
Weekend Sales	190,395	167,832	(22,563)	-11.9%
Other Income	12,461	15,954	3,493	28.0%
Total Revenue	935,189	1,004,953	69,764	7.5%

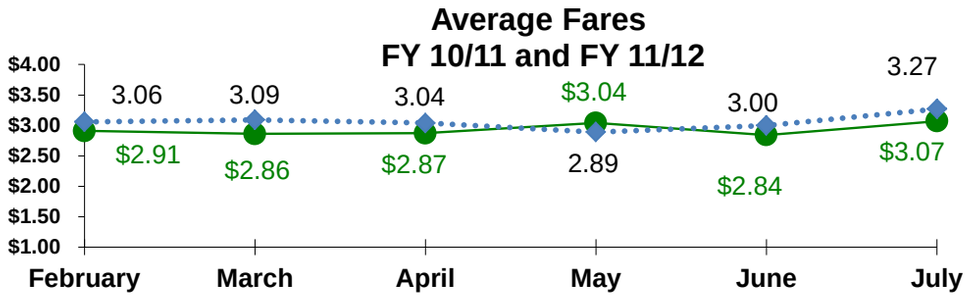


SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REVENUE REPORT- JULY 2012

SALES BY TICKET TYPE	JULY 2011		JULY 2012		PERCENT (1) CHANGE
Palm Beach Schools	-		-		0%
Employer Disc. Program	130,236		165,147		27%
Group Tour Sales	1,383		1,785		29.1%
Station Sales:					
One-Way	353,286		370,113		4.8%
Roundtrip	211,773		205,121		-3.1%
12 Trips	27,494		36,246		31.8%
Monthly	78,900		64,100		-18.8%
Monthly Reg. Pass			24,640		100.0%
One-Way Discount	11,592		6,729		-41.9%
Roundtrip Discount	16,301		11,046		-32.2%
Monthly Discount	45,524		32,750		-28.1%
Monthly Disc. Reg. Pass			17,430		100.0%
Stored Value	46,105		53,523		16.1%
Card Deposits	134		368		174.6%
Total Station Sales	791,110		822,067		
Total Sales	922,728		988,999		7.2%

(1) Percent increase or decrease from previous year

AVERAGE FARE	3.07	3.27

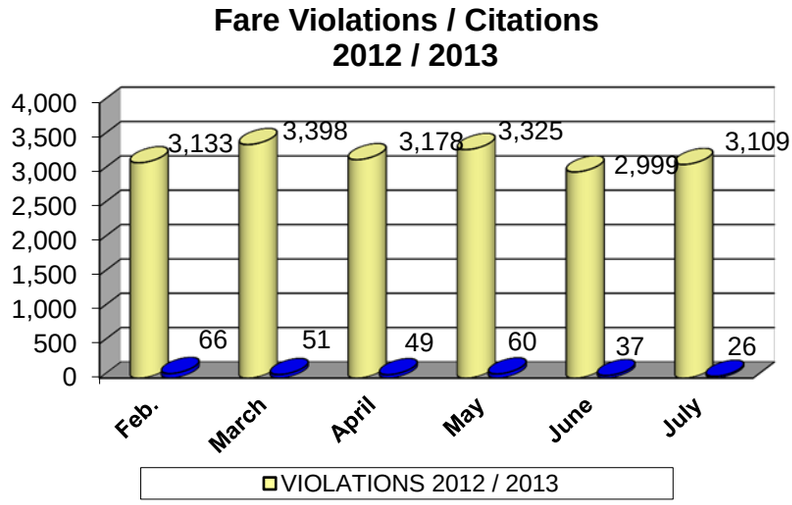


SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FARE EVASION REPORT
FEBRUARY 2012 THROUGH JULY 2012

MONTH	TOTAL INSPECTED	TOTAL VIOLATIONS	# OF CITATIONS	# OF WARNINGS	% RIDERS INSPECTED
FEBRUARY 2012	437,229	3,133	66	3,067	129%
MARCH 2012	476,764	3,398	51	3,343	131%
APRIL 2012	450,968	3,178	49	3,129	128%
MAY 2012	469,435	3,325	60	3,264	133%
JUNE 2012	413,532	2,999	37	2,960	134%
JULY 2012	405,707	3,109	26	3,081	134%
AVERAGE	442,273	3,190	48	3,141	132%

FARE EVASION %	**0.77%**

FINES	**$**	**-**



Solicitation Status Report
July 2012

AGENDA ITEM: H

Solicitation Number	Solicitation Type	Description of Services	Advertise Date	Document Available	Pre-Submittal Conference	Due Date Bids/Proposals	Award Contract
N/A	N/A	There are currently no Solicitations being advertised at this time.	N/A	N/A	N/A	N/A	N/A

The Cone of Silence is in effect for the above solicitation through award of contract

AGENDA ITEM NO: I

Contract Actions Executed
Under The Executive Director's Authority
For The Month of July 2012

Contract Purchase Order No.	Contract /Project Description	Contract Action	Amount $
13-000007	**CONTRACTOR: RAIL TECH CONSULTANTS** **DESCRIPTION:** Blanket Purchase Order for Parts and Labor related to the repair of PIS System	Purchase Order	$75,000.00
13-000009	**CONTRACTOR: CANON BUSINESS** **DESCRIPTION:** Full coverage maintenance and supplies for all SFRTA copiers	Purchase Order	$17,400.00
13-000010	**CONTRACTOR: RESPECT OF FLORIDA** **DESCRIPTION:** Janitorial services for SFRTA Main Offices	Purchase Order	$61,473.24
13-000012	**CONTRACTOR: PROSYS INFORMATION SYSTEM** **DESCRIPTION:** Cisco SmartNet Annual Renewal	Purchase Order	$21,079.38
13-000031	**CONTRACTOR: RAIL PLAN INTERNATIONAL** **DESCRIPTION:** ADA Bridge Transfer Plate	Purchase Order	$71,487.00
13-000032	**CONTRACTOR: MINUTEMAN PRESS** **DESCRIPTION:** Printing and Copying Services	Purchase Order	$10,000.00
13-000049	**CONTRACTOR: CSX TRANSPORTATION** **DESCRIPTION:** Flagging Services for Station maintenance	Purchase Order	$25,000.00
13-000065	**CONTRACTOR: MINUTEMAN PRESS** **DESCRIPTION:** Shuttle Bus Schedules	Purchase Order	$12,000.00
13-000071	**CONTRACTOR: TROPIC FENCE INC.**	Purchase Order	$25,000.00

Contract Actions Executed
Under The Executive Director's Authority
For The Month of July 2012

Contract Purchase Order No.	Contract /Project Description	Contract Action	Amount $
	DESCRIPTION: Chain link fence repairs		
13-000087	**CONTRACTOR: CTM MEDIA GROUP INC.** **DESCRIPTION:** Annual contract brochure distribution	Purchase Order	$19,126.00
13-000030	**CONTRACTOR: HDR ENGINEERING INC** **DESCRIPTION:** Providing technical support to complete the application process for the Wave streetcar/urban circulator project Small Starts Project Development.	Work Order	$54,327.27
13-000079	**CONTRACTOR: JACOBS ENGINEERING GROUP INC.** **DESCRIPTION:** Assist SFRTA in performing general planning tasks, which require a quick response and short turn-around time.	Work Order	$25,000.00
13-000028	**CONTRACTOR: KIMLEY HORN AND ASSOCIATES** **DESCRIPTION:** Technical planning support preparing the update to the Small Starts application which is seeking additional federal funds for the WAVE.	Work Order	$27,530.72
13-000090	**CONTRACTOR: PB AMERICA, INC** **DESCRIPTION:** To support SFRTA in the review and analysis of Southeast Regional Planning Model (SERPM) output of the South Florida East Coast Corridor (SFECC) Study from the Florida Department of Transportation (FDOT) District Four.	Work Order	$66,754.34
13-000037	**CONTRACTOR: BERGMANN ASSOCIATES INC.** **DESCRIPTION:** Assist South Florida Regional Transportation Authority in performing general engineering tasks.	Work Order	$25,000.00

Contract Actions Executed
Under The Executive Director's Authority
For The Month of July 2012

Contract Purchase Order No.	Contract /Project Description	Contract Action	Amount $
13-000038	**CONTRACTOR: BERGMANN ASSOCIATES INC.** **DESCRIPTION:** Provide architectural/engineering support services to assist the Engineering and Construction Department with the construction administration requirements related to Package II - Stations Heavy Maintenance Repairs.	Work Order	$60,029.37

AGENDA ITEM: J

Contract Actions Executed
Under The
Construction Oversight Committee's Authority
For The Month of July 2012

Date Signed	Description	Contract Action	Amount $
N/A	No Contract Actions were executed by the Construction Oversight Committee for the Month of July, 2012	**N/A**	**N/A**

PROPERTY TASK FORCE
CURRENT PROJECT SCHEDULE

PROJECT/PROPERTY ISSUES	DATE OF DELEGATION BY BOD	ACTION TO BE TAKEN	DELEGATION	BOD MEETING UPDATE
Boca Raton Station Phase II Joint Development - Boca Tri-Rail Center, LLC Proposal - Yamato Road Joint Venture (Atlantic Coast Developers, LLC and LB Jax Development, LLC)	February 22, 2008 June 27, 2008 August 22, 2008 October 24, 2008	Yamato Road Joint Venture was selected as preferred proposer for negotiation of a Term Sheet. Legal Counsel, staff and Board Member Smith to negotiate term sheet. Term Sheet accepted for review/action. Developer to hold public meetings for community input within 60 days. Term Sheet timeline extended.	Proposer to obtain conceptual approval from the City of Boca Raton within 7 months. Extended additional time for conceptual approval from the City.	September 23, 2008 August 22, 2008 August 22, 2008 October 24, 2008
Parking Proposal for the Tri-Rail Hollywood Station	August 22, 2008	PTF to discuss and make recommendations to the SFRTA Governing Board within 60 days.	Staff sent information to the Developer and is waiting response.	October 24, 2008
Riverbend DRI	August 22, 2008	PTF to discuss and make recommendations to the SFRTA Governing Board within 60 days.	Riverbend DRI is in the SFRPC review process.	October 24, 2008
SFRTA Administrative Headquarters Lease	April 23, 2010	PTF to review lease options	1. Staff to research properties that could potentially serve as SFRTA's Administrative Office and request proposals for rent; 2. Staff to start negotiation of the existing lease with Prologis; and 3. All proposals to be evaluated by the Property Task Force and brought back to full Board for discussion.	June 25, 2010

Last Update: August 13, 2012

SOUTH FLORIDA
REGIONAL
TRANSPORTATION
AUTHORITY

MONTHLY CRIME ANALYSIS SUMMARY AND FARE EVASION REPORT

JULY 2012

PRESENTED BY

STEVE COLLISTER
PROJECT MANAGER

SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY
MONTHLY CRIME ANALYSIS SUMMARY

JULY 2012

During the month of July 2012, 3510 incidents were reported to, or by G4S Secure Solutions, USA, Custom Protection Officers®, of these, two (2) Robbery's, five (5) Thefts, one (1) Auto Theft, and one (1) Battery on a CPO. A total of five (5) Arrests were made during this month.

MAJOR INCIDENTS

Battery on a Transit Agent **Arrest**

Case # 07-12-1482

Occurred on 07/14/12, Saturday, at 1500 hours. Subject, who has been previously trespassed, was observed loitering on the platform. When confronted, the subject swung at the officer, striking him in the chest. Subject fled the scene but was shortly apprehended by the police and arrested. Ft Lauderdale Police Department Case # 12-08264.

FT LAUDERDALE STATION

Theft-bicycle

Case # 07-12-244

Occurred on 07/03/12, Tuesday, between 0500-1710 hours. Unknown subject(s) removed the victims red 10 speed bicycle from the south west bicycle rack (lock cut). No police report.

Theft-bicycle

Case # 07-12-695

Occurred on 07/07/12, Saturday, between 1000-2235 hours. Unknown subject(s) removed the victim's bike by cutting the cable that locked the bike to the bike rack. Ft Lauderdale Police Department Case # 12-77536.

DELRAY BEACH STATION

Theft-bicycle

Case # 07-12-1384

Occurred on 07/13/12, Friday, between 0600-1700 hours. Unknown subject(s) removed the victims blue Magna bicycle from the bike rack. Victim was advised by Delray Police Department to make a report telephonically. No police case.

Theft-bicycle

Case # 07-12-2328

Occurred between Tuesday, 07/17/12 at 0900 hours and 07/20/12, Friday at 2002 hours. Unknown subject(s) removed the victims black Huffy bicycle after securing same with a combo lock to the bicycle rack. Victim stated he would make a police report at a later time. No Police Department Case number.

HIALEAH MARKET STATION

Theft-hub caps

07-12-1697

Occurred on 07/16/12, Monday, between 0730-1726 hours. Victim stated unknown subject(s) removed (4) four hubcaps from her Toyota Corolla. No police report.

Theft-Auto

Case # 07-12-1942

Occurred between 07/17/12, Tuesday, at 0700 hours and 07/18/12, Wednesday, at 1100 hours. Unknown subject(s) removed the victims black Honda Civic from the parking lot. Police Department responded and advised the vehicle had been found abandoned in Miami. Police Department Case # 20RZ5102.

POMPANO BEACH STATION

Robbery
Case # 07-12-3084
Occurred on 07/27/12, Friday, at 1400 hours. Unknown B/M, snatched a gold necklace from the victim's neck while she waited for the P626 on the platform. Several attempts were made to persuade the victim to file a police report, she refused. No Police Report.

CYPRESS CREEK STATION

Robbery
Case # 07-12-2360
Occurred on 07/21/12, Saturday, at 1450 hours. Unknown B/M, snatched a gold necklace from the victim's neck while on the platform. Victim declined medical treatment for scratches on his neck and no police report was made.

OUTSTANDING JOB PERFORMANCES

July 19, 2012, while on board the P640, CPO Melbourne noticed a seven year old girl screaming that her mother had disembarked the train and she was unable to get off. CPO Melbourne calmed the girl and stayed with the girl until he could disembark and meet with the Delray Police Department to transport the child back to her parents.

July 03, 2012, CPO Stallings while at the Mangonia Park Station, noticed a vehicle that has been parked for two days with the steering column ripped out and the tag lying on the ground. CPO Stallings had the local police department run the tag to find out it was a stolen vehicle.

July 03, 2012, CPO Stallings while at the Mangonia Park Station, noticed a van that has not moved in over a month. CPO Stallings contacted the owner of the vehicle and they stated the vehicle has been missing. A tow truck driver will come and remove the vehicle.

MONTHLY FARE EVASION REPORT

MONTH: July-2012

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
7/1/2012	4,148	6,237	44	1	42	1	150%	0.7%	2%	95%	2%
7/2/2012	12434	16022	113	1	112	0	129%	0.7%	1%	99%	0%
7/3/2012	12,035	17,141	104	0	104	0	142%	0.6%	0%	100%	0%
7/4/2012	3,960	6,397	37	0	37	0	162%	0.58%	0%	100%	0%
7/5/2012	12,019	14,740	113	2	111	0	123%	0.77%	2%	98%	0%
7/6/2012	11,749	15,941	131	2	129	0	136%	0.82%	2%	98%	0%
7/7/2012	5,164	7,126	37	0	37	0	138%	0.52%	0%	100%	0%
7/8/2012	4,303	6,583	56	0	56	0	153%	0.85%	0%	100%	0%
7/9/2012	12,256	16,136	125	0	125	0	132%	0.77%	0%	100%	0%
7/10/2012	12,135	15,965	122	1	121	0	132%	0.76%	1%	99%	0%
7/11/2012	12,412	14,895	126	0	126	0	120%	0.85%	0%	100%	0%
7/12/2012	11,518	15,460	115	1	114	0	134%	0.74%	1%	99%	0%
7/13/2012	12,195	15,973	143	2	141	0	131%	0.90%	1%	99%	0%
7/14/2012	5,333	6,882	62	3	59	0	129%	0.90%	5%	95%	0%
7/15/2012	4,469	6,249	79	0	79	0	140%	1.26%	0%	100%	0%
7/16/2012	12,412	15,805	130	0	130	0	127%	0.82%	0%	100%	0%
7/17/2012	12,328	16,219	143	0	143	0	132%	0.88%	0%	100%	0%
7/18/2012	12,327	16,260	109	0	109	0	132%	0.67%	0%	100%	0%
7/19/2012	11,914	15,979	118	1	117		134%	0.74%	1%	99%	0%
7/20/2012	12,084	16,617	151	2	148	1	138%	0.91%	1%	98%	1%
7/21/2012	4,327	6,668	42	0	42	0	154%	0.63%	0%	100%	0%
7/22/2012	3,765	6,042	55	0	55	0	160%	0.91%	0%	100%	0%
7/23/2012	12,740	16,620	128	1	127	0	130%	0.77%	1%	99%	0%
7/24/2012	12,657	17,383	133	3	130	0	137%	0.77%	2%	98%	0%
7/25/2012	12,301	16,125	124	1	123	0	131%	0.77%	1%	99%	0%
7/26/2012	12,717	16,252	116	2	114	0	128%	0.71%	2%	98%	0%
7/27/2012	12,623	16,256	131	1	130	0	129%	0.81%	1%	99%	0%
7/28/2012	4,900	7,452	51	1	50	0	152%	0.68%	2%	98%	0%
7/29/2012	4,249	6,069	57	1	56	0	143%	0.94%	2%	98%	0%
7/30/2012	12,464	17,144	104	0	104	0	138%	0.61%	0%	100%	0%
7/31/2012	12,681	17,069	110	0	110	0	135%	0.64%	0%	100%	0%
Totals	**302,619**	**405,707**	**3,109**	**26**	**3081**	**2**	**134%**	**0.77%**	**1%**	**99%**	**0%**

AS OF 10/03/11 ISSUING WRITTEN WARNINGS

10/20/11& 10/21/11 CITATIONS ISSUED FOR NO PHYSICAL TICKET AND NO TRANSFER WITH TRANSFER TICKET

10/22/11 ONLY WARNINGS BEING ISSUED

AS OF 10/25/11 CITATIONS ISSUED FOR NO PHYSICAL TICKET AND NO TRANSFER WITH TRANSFER TICKET

Weekly/Monthly Fare Inspection Report

Month: JULY--2012

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
7/1/2012	4,148	6,237	44	1	42	1	150%	0.71%	2%	95%	2%
07/02/12-07/08/12	61,664	83,950	591	5	586	0	136%	0.70%	1%	99%	0%
07/09/12-07/15/12	70,318	91,560	772	7	765	0	130%	0.84%	1%	99%	0%
07/16/12-07/22/12	69,157	93,590	748	3	744	1	135%	0.80%	0%	99%	0%
07/23/12-07/29/12	72,187	96,157	740	10	730	0	133%	0.77%	1%	99%	0%
07/30/12-07/31/12	25,145	34,213	214	0	214	0	136%	0.63%	0%	100%	0%
Totals	**302,619**	**405,707**	**3,109**	**26**	**3081**	**2**	134%	0.77%	1%	99%	0%

AS OF 10/03/11 ISSUING WRITTEN WARNINGS

10/20/11& 10/21/11 CITATIONS ISSUED FOR NO PHYSICAL TICKET AND NO TRANSFER WITH TRANSFER TICKET

10/22/11 ONLY WARNINGS BEING ISSUED

AS OF 10/25/11 CITATIONS ISSUED FOR NO PHYSICAL TICKET AND NO TRANSFER WITH TRANSFER TICKET

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, 2005 HURRICANE RITA

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

NO TRAIN SERVICE NOVEMBER 1-3, 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%
September-11	324,300	451,958	3	0	3	0	139%	0.00%	100%	0%	0%
October-11	338,034	468,232	3768	71	3697	0	139%	0.80%	2%	98%	0%
page 4-total	30,574,576	28,185,744	155,087	26,365	128,034	690	92%	0.55%	17%	83%	0%
Totals	41,304,135	40,906,373	231,697	29,272	201,630	797	99%	0.57%	13%	87%	0%

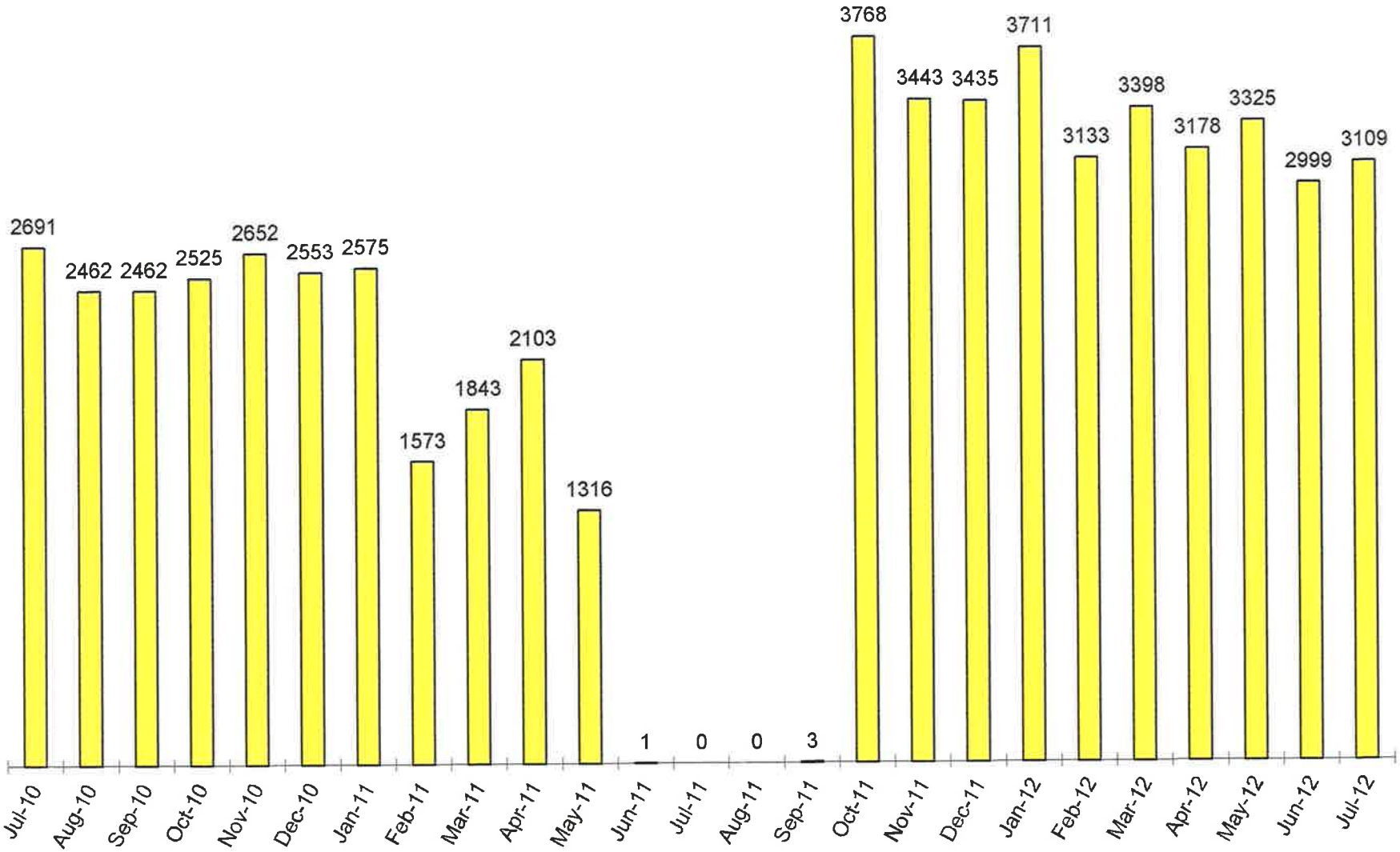
AS OF 05/17/11 TEMPORARILY DISCONTINUED ISSUING WRITTEN WARNINGS/CITATIONS
06/19/11 DUMP THE PUMP DAY
AS OF 10/03/11 ISSUING WRITTEN WARNINGS
10/20/11& 10/21/11 CITATIONS ISSUED FOR NO PHYSICAL TICKET AND NO TRANSFER WITH TRANSFER TICKET
10/22/11 ONLY WARNINGS BEING ISSUED
AS OF 10/25/11 CITATIONS ISSUED FOR NO PHYSICAL TICKET AND NO TRANSFER WITH TRANSFER TICKET

FARE EVASION REPORT
MONTHLY COMPARISON

MONTH	Total	Total	Total	Number of	Discretion	F.S.S.	% Riders	% Riders	% Violators	% Violators	% Violators
November-11	339,550	445,877	3,443	72	3,370	1	131%	0.77%	2%	98%	0%
December-11	311,554	420,962	3435	71	3363	1	135%	0.82%	2%	98%	0%
January-12	336,772	428,741	3711	83	3627	1	127%	0.87%	2%	98%	0%
February-12	338,661	437,229	3133	66	3067	0	129%	0.72%	2%	98%	0%
March-12	364,022	476,764	3398	51	3343	4	131%	0.71%	2%	98%	0%
April-12	352,976	450,968	3178	49	3129	0	128%	0.70%	2%	98%	0%
May-12	353,854	469,435	3325	60	3264	1	133%	0.71%	2%	98%	0%
June-12	308,231	413,532	2999	37	2960	2	134%	0.73%	1%	99%	0%
July-12	302,619	405,707	3109	26	3081	2	134%	0.77%	1%	99%	0%
PAGE 5 TOTAL	41,304,135	40,906,373	231,697	29,272	201,630	797	99%	0.57%	13%	87%	0%
Totals	**44,312,374**	**44,855,588**	**261,428**	**29,787**	**230,834**	**809**	**101%**	**0.58%**	**11%**	**88%**	**0%**

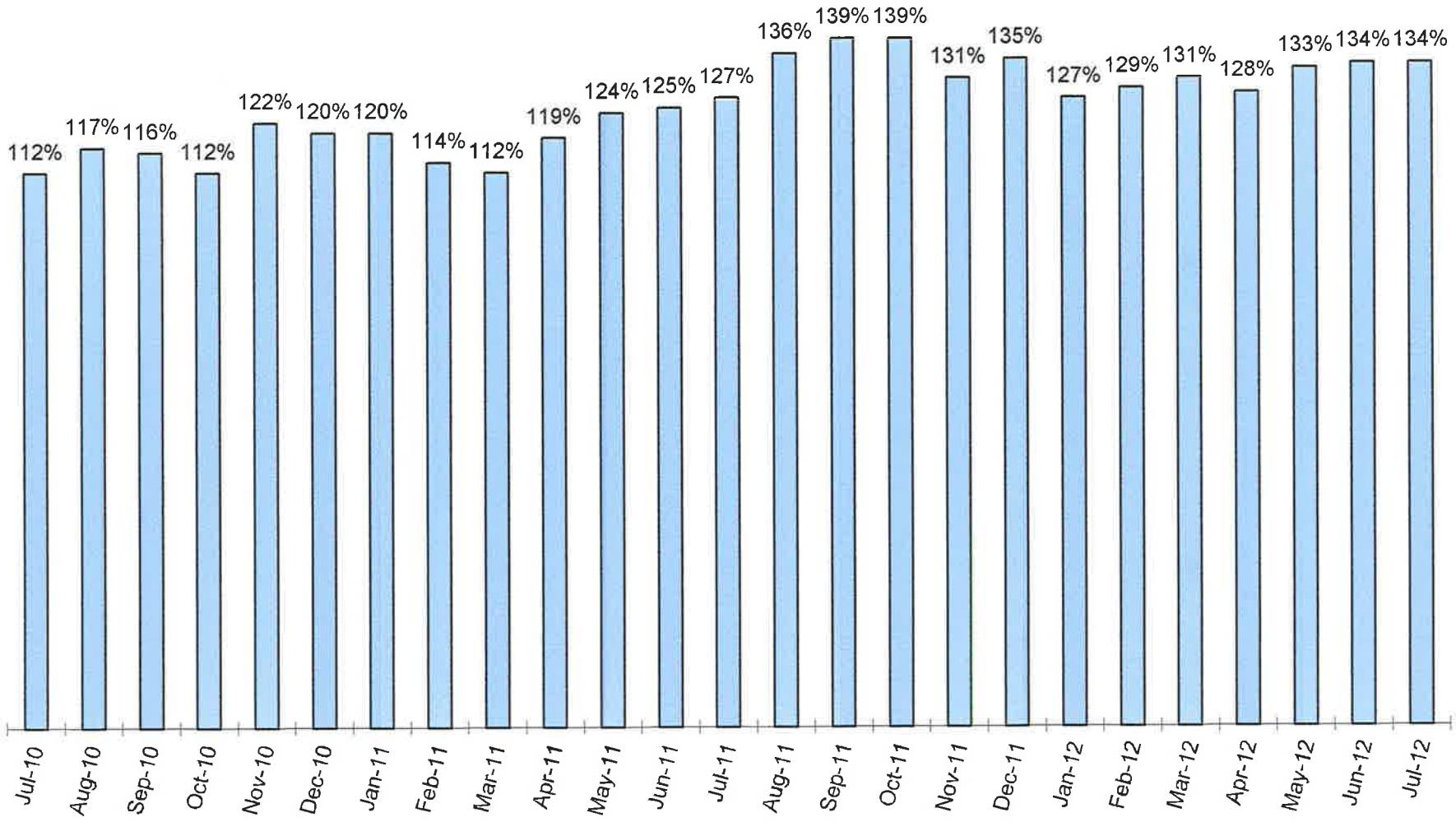
AS OF 05/17/11 TEMPORARILY DISCONTINUED ISSUING WRITTEN WARNINGS/CITATIONS
06/19/11 DUMP THE PUMP DAY
AS OF 10/03/11 ISSUING WRITTEN WARNINGS
10/20/11& 10/21/11 CITATIONS ISSUED FOR NO PHYSICAL TICKET AND NO TRANSFER WITH TRANSFER TICKET
10/22/11 ONLY WARNINGS BEING ISSUED
AS OF 10/25/11 CITATIONS ISSUED FOR NO PHYSICAL TICKET AND NO TRANSFER WITH TRANSFER TICKET

FARE EVASION VIOLATIONS



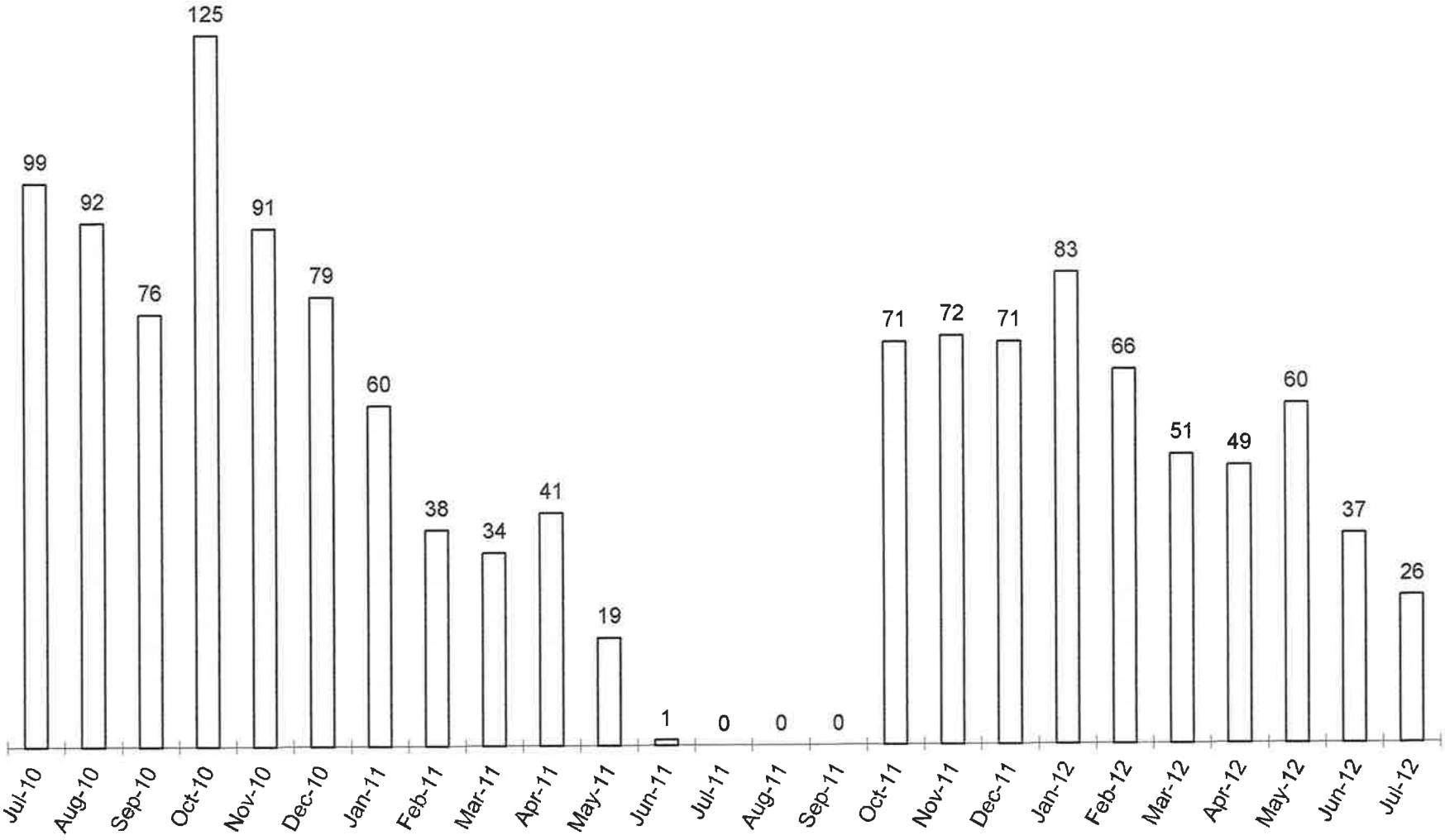
AS OF 05/17/11 TEMPORARILY DISCONTINUED ISSUING WRITTEN WARNINGS / CITATIONS

PERCENTAGE OF RIDERS INSPECTED



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

CITATIONS ISSUED



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
LIMITED/NO TRAIN SERVICE-HURRICANE JEANNE-9/25-29/04
(C) LIMITED OR NO TRAIN SERVICE-HURRICANE KATRINA 8/25-28/05
(D) NO TRAIN SERVICE DUE TO HURRICANE RITA 09/20/05
(E) NO TRAIN SERVICE -HURRICANE WILMA 10/22/05-10/31/05
(F) NO TICKET CHECKS-HURRICANE WILMA 11/01/05-11/11/05
(G) NO TRAIN SERVICE -TROPICAL STORM ERNESTO 08/28-08/29/06
(H)3/9/2007 TICKET CHECKS SUSPENDED BY SFRTA -TRACK WORK
03/15/07 SFRTA PASSENGER SURVEY
(H)03/28/07-03/30/07 P605, P609, P630 (3 TRAINS ANNULLED)
(H)03/28/07-P614-P619 (6 TRAINS)REDUCED TICKET CHECK-TRAINS 45 MINUTES LATE OR MORE

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
Sep-11	0	0	0	3	0	0	0	0	3
Oct-11	85	0	2	3101	230	175	104	0	3697
Nov-11	27	0	5	2836	241	176	85	0	3370
Dec-11	47	0	2	2798	223	199	94	0	3363
Jan-12	99	0	5	2973	239	200	111	0	3627
Feb-12	52	0	9	2576	177	162	91	0	3067
Mar-12	39	0	15	2768	200	188	133	0	3343
Apr-12	38	0	6	2619	211	147	108	0	3129
May-12	43	0	10	2734	233	170	74	0	3264
Jun-12	23	0	7	2486	202	175	67	0	2960
Jul-12	31	1	5	2587	209	159	89	0	3081
	6,731	**8**	**50,102**	**132,914**	**9,379**	**25,088**	**4,766**	**1,333**	**230,321**

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

10/20/11& 10/21/11 CITATIONS ISSUED FOR NO PHYSICAL TICKET AND NO TRANSFER WITH TRANSFER TICKET

10/22/11 ONLY WARNINGS BEING ISSUED

AS OF 10/25/11 CITATIONS ISSUED FOR NO PHYSICAL TICKET AND NO TRANSFER WITH TRANSFER TICKET

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-O4	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 DU E 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
Sep-11	0	0	0	0	0	0	0	0	0
Oct-11	0	0	0	58	0	13	0	0	71
Nov-11	0	0	0	68	0	4	0	0	72
DEC--11	0	0	0	65	2	4	0	0	71
Jan-12	1	0	0	72	1	9	0	0	83
Feb-12	0	0	0	58	6	2	0	0	66
Mar-12	0	0	0	49	2	0	0	0	51
Apr-12	0	0	0	43	4	2	0	0	49
May-12	0	0	0	50	9	1	0	0	60
Jun-12	0	0	0	34	2	0	1	0	37
Jul-12	0	0	0	25	1	0	0	0	26
TOTAL	**706**	**1**	**6,877**	**17,642**	**1,545**	**2,189**	**738**	**89**	**29,787**

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

10/20/11& 10/21/11 CITATIONS ISSUED FOR NO PHYSICAL TICKET AND NO TRANSFER WITH TRANSFER TICKET

10/22/11 ONLY WARNINGS BEING ISSUED

AS OF 10/25/11 CITATIONS ISSUED FOR NO PHYSICAL TICKET AND NO TRANSFER WITH TRANSFER TICKET

CLASSIFICATIONS BREAKDOWN
JULY 2012

CLASSIFICATION			
ABANDONED VEHICLE			2
ALARMS			1
ALARMS-TVM			
ALCOHOLIC BEVERAGE			
ARSON			
ASSAULT AGGRAVATED TRANSIT AGENT / CPO			
ASSAULT-AGGRAVATED			
ASSAULT TRANSIT AGENT / CPO			
ASSAULT			
ASSIST PASSENGER			1
ASSIST OTHER AGENCY			
ATTEMPTED SUICIDE			
AUTO THEFT			1
AUTO THEFT - ATTEMPT			
AUTO THEFT - RECOVERY			1
BATTERY - AGGRAVATED TRANSIT AGENT / CPO			
BATTERY - AGGRAVATED			
BATTERY TRANSIT AGENT / CPO			1
BATTERY			
BICYCLE VIOLATIONS			
BIOLOGICAL RELEASE			
BOMBING			
BOMB THREAT			
BRUSH FIRE			
BURGLARY-ATTEMPT			
BURGLARY STRUCTURE			
BURGLARY-AUTO			
BURGLARY-ATTEMPT AUTO			
CHEMICAL RELEASE			
CIVIL DISTURBANCE			
CREDIT CARD FRAUD			
CRIMINAL MISCHIEF	*GRAFFITTI*	*5*	11
CROSSING W/ GATE DOWN			
CYBER INCIDENT			
DAMAGED PROPERTY			
DEBRIS ON TRACK			
DISORDERLY CONDUCT			3
DISTURBANCE			3
DOMESTIC VIOLENCE			
DRUG OFFENSE			
EMS BOARD MALFUNCTION			2
ELEVATOR MALFUNCTION			19
ELEVATOR PHONE MALFUNCTION			3
ESCALATOR MALFUNCTION			
FALSE IDENTIFICATION			

CLASSIFICATIONS BREAKDOWN
JULY 2012

CLASSIFICATION				
FARE EVASION				3109
	CITATION	WARNED	ARREST	
12 TRIP	0	31	0	
COMPLIMENTARY TICKET VIOLATION	0	1	0	
INELIGIBLE DISCOUNT	0	5	0	
NO TICKET	25	2587	2	
ZONE OVERRIDE	1	209	0	
NO TRANSFER SLIP	0	159	0	
OUTDATED TICKET	0	89	0	
EDP TICKET	0	0	0	
TOTAL	**26**	**3081**	**2**	
COUNTERFEIT/ALTERED TICKET				
FIRE				
GRADE CROSSING PROBLEM				1
HIJACKING				
ILLNESS				3
INJURY				
INJURY-CPO				
INFORMATION / MISCELLANEOUS				54
INTERFERING W/ TRAIN				
INTOXICATED PERSON				
INVESTIGATION				
KIOSK PROBLEM				
LOST/FOUND PROPERTY				106
LOUD MUSIC				
LUGGAGE				
MISSING PERSON				
MISSING PERSON-LOCATED				
MOTOR VEHICLE ACCIDENT				1
NUCLEAR RELEASE				
PARKING PROBLEM				12
PARKING LOT ACCIDENTS				
PARKING LOT VIOLATIONS				
PAYPHONE MALFUNCTION				
PULLED EMERGENCY STOP				2
RECOVERED STOLEN PROPERTY				
RIDING ON OUTSIDE OF TRAIN				
ROBBERY				2
ROBBERY-ATTEMPT				
ROBBERY ARMED				
SABOTAGE				
SAFETY HAZARD	AED	55		70
SEXUAL BATTERY				
SEX OFFENSE (OTHER)				
SIGN PROBLEM				

CLASSIFICATIONS BREAKDOWN
JULY 2012

CLASSIFICATION	
SLIP AND FALL	3
SMOKING ON TRAIN	
SOLICITATION	
STUDENT INCIDENT	
BAK MIDDLE SCHOOL	
DREYFOOS HIGH SCHOOL	
G STAR	
LAKE WORTH	
ROOSEVELT MIDDLE SCHOOL	
BOYNTON BEACH	
OTHER	
SURFBOARDS ON TRAIN	
SUSPICIOUS INCIDENT	4
SUSPICIOUS PERSON	
SUSPICIOUS VEHICLE	3
TELEPHONIC THREAT	
THEFT	5
THEFT-ATTEMPTED	
THROWING OBJECT AT TRAIN	
TRAIN VS ANIMAL	
TRAIN VS BICYCLE	
TRAIN VS PEDESTRIAN	
TRAIN VS FIXED OBJECT	
TRAIN VS VEHICLE	
TRESPASS	10
TVM GATE MALFUNCTION	4
TVM MALFUNCTION	72
UNAUTHORIZED ANIMAL	
VALIDATOR MALFUNCTION	1
WEAPON-COMPLAINT	
WEAPON-CONCEALED	
SPECIAL ASSIGNMENT:MONITOR CHECKS	
TOTAL INCIDENTS	**3510**

SIX MONTH CRIME ANALYSIS
2012

CLASSIFICATION	FEB	MAR	APR	MAY	JUNE	JULY
ABANDONED VEHICLE						2
ALARMS		1	1		1	1
ALARMS-TVM						
ALCOHOLIC BEVERAGE/TRAIN			1	1		
ARSON						
ASSAULT-AGGRAVATED TRANSIT AGENT / CPO					1	
ASSAULT-AGGRAVATED						
ASSAULT TRANSIT AGENT / CPO	2					
ASSAULT				1		
ASSIST PASSENGER				1	2	1
ASSIST OTHER AGENCY		1		1		
ATTEMPTED SUICIDE				1	2	
AUTO THEFT			1			1
AUTO THEFT - ATTEMPT						
AUTO THEFT - RECOVERY			1			1
BATTERY - AGGRAVATED TRANSIT AGENT/ CPO						
BATTERY - AGGRAVATED						
BATTERY - TRANSIT AGENT / CPO					2	1
BATTERY			1	1		
BICYCLE VIOLATIONS		1				
BOMBING						
BOMB THREAT						
BURGLARY						
BURGLARY ATTEMPT					1	
BURGLARY-STRUCTURE						
BURGLARY-AUTO	1	7			1	
BURGLARY-ATTEMPT AUTO						
CHEMICAL RELEASE						
CIVIL DISTURBANCE						
COUNTERFEIT/ALTERED TICKET						
CREDIT CARD FRAUD						
CRIMINAL MISCHIEF	9	7	17	7	23	11
CROSSING W/ GATE DOWN						
CYBER INCIDENT						
DAMAGED PROPERTY	2	2	2	2	2	
DEBRIS ON TRACK			1		1	
DISORDERLY CONDUCT	6	5	3	5	4	3
DISTURBANCE	5	2	2	4	3	3
DRUG OFFENSE						
DOMESTIC VIOLENCE						
EMS BOARD MALFUNCTION	3	1	2	4	3	2
ELEVATOR MALFUNCTION	5	9	13	19	25	19
ESCALATOR MALFUNCTION	4	3	2	2	4	
ELEVATOR PHONE MALFUNCTION	1	1			3	3
FARE EVASION- CITATIONS	66	51	49	60	37	26
FARE EVASION-WARNINGS	3067	3343	3129	3264	2960	3081
FARE EVASION-ARREST		4		1	2	2
FALSE IDENTIFICATION						
FIRE			1			
GRADE CROSSING PROBLEM		1	2	4		1
HIJACKING						
ILLNESS	5	3	6	4	7	3
SUB-TOTAL	3176	3442	3234	3382	3084	3161
INJURY		1	3	4	1	

SIX MONTH CRIME ANALYSIS
2012

CLASSIFICATION	FEB	MAR	APR	MAY	JUNE	JULY
INJURY-CPO						
INTERFERING W/ TRAIN		1				
INTOXICATED PERSON						
INVESTIGATION						
KIOSK PROBLEM						
LUGGAGE						
LOST/FOUND PROPERTY	136	124	104	88	91	106
LOUD MUSIC						
MISCELLANEOUS/INFORMATION	50	62	64	51	54	54
MISSING PERSON					1	
MISSING PERSON-LOCATED	1	1				
MOTOR VEHICLE ACCIDENT		2			1	1
PARKING PROBLEM	2	15	8	19	11	12
PARKING LOT ACCIDENTS						
PARKING LOT VIOLATIONS						
PAYPHONE MALFUNCTION						
PULLED EMERGENCY STOP	1					2
RECOVERED STOLEN PROPERTY						
RIDIDNG ON OUTSIDE OF TRAIN						
ROBBERY						2
ROBBERY ARMED						
ROBBERY ATTEMPT	1					
SAFETY HAZARD	57		70	67	101	70
SEXUAL BATTERY		74				
SEX OFFENSE (OTHER)					1	
SIGN PROBLEM	1					
SLIP AND FALL	2	4	3	4	2	3
SMOKING ON TRAIN				1	1	
SOLICITATION		1		1	1	
STUDENT INCIDENT	1	1	3	1		
SURFBOARDS ON TRAIN						
SUSPICIOUS INCIDENT		4	3	2	5	4
SUSPICIOUS PERSON		1	2	2	4	
SUSPICIOUS VEHICLE	2		2	3	1	3
TELEPHONIC THREAT						
THEFT	6	1	4	6	8	5
THEFT-ATTEMPTED						
THROWING OBJECT AT TRAIN		2				
TRAIN VS ANIMAL						
TRAIN VS BICYCLE						
TRAIN VS PEDESTRIAN	1		2		2	
TRAIN VS VEHICLE						
TRAIN VS FIXED OBJECT						
TRESPASS	4	7	4	10	5	10
TVM GATE MALFUNCTION	4	4	1	2	3	4
TVM MALFUNCTION	83	108	68	83	58	72
VALIDATOR MALFUNCTION	11	4	5	9	6	1
WEAPON CONCEALED						
SUB-TOTAL	3176	3442	3234	3382	3084	3161
TOTAL REPORTS	**3539**	**3859**	**3580**	**3735**	**3441**	**3510**

TWC/SFRTA
FEDERAL (TSA) DIRECTIVES VIOLATIONS
FOR July 2012

Date	Incident Report #	Location	TSA Directive Violation #	Remarks	CPO ID#
07/26/2012	2990	HOLLYWOOD STATION	13	SUSPICIOUS INCIDENT UNATTENDED SUITCASE	583

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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MEMORANDUM

To: Mr. Steven J. Collister, Project Manager, G4S/SFRTA

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

SUBJECT: MONTHLY ACTIVITY REPORT – JULY 2012

Date: Friday, August 3rd 2012

I was assigned the following tasks for the month of: **JULY 2012:**

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 G4S/SFRTA Project. I attended all court hearings involving G4S/SFRTA/ Fare Evasion matters and tracked criminal cases.

As the Citation Coordinator: I managed the review, sorting and filing of Citations. I filed **26** citations 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 G4S/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 #: 06-12-1228 – Train vs. Pedestrian – (Pending M.E. / P.D. Reports)**
- **SFRTA IR #: 06-12-3115 – Train vs. Pedestrian – (Pending M.E. / P.D. Reports)**
- **SFRTA IR #: 07-12-3110 – Allegation of Robbery – (Subject issued NTA for Trespass)**

- **COMPLAINT #: 17430 – Battery on CPO - Sustained / Excessive Force – Exonerated**
- **UNUMBERED – Unjust denial of Commuting Privileges – (Unfounded)**
- **UNUMBERED – G4S Corporate – Attention to Duty – (Sustained)**

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 / CSX Roadway Worker Training. Lastly, I continued to provide support, logistical and troubleshooting services to the Safety & Security Administrator, as well as the Project Manager.

rdc/
cc: Mr. Allen R. Yoder

NTD INTERNET REPORTING

NON MAJOR SECURITY

Part I

Jul-12

INCIDENTS ONLY

		Transit Passengers	Transit Facility Occupants	Transit Employees	Other Workers	Trespasser	Other	Total Incidents
Forcibile Rape								
In Vehicle		0						0
In Revenue Facility		0						0
Non Revenue Facility		0						0
Right Of Way/Roadway		0						0
Robbery								
In Vehicle		0						0
In Revenue Facility		2						2
Non Revenue Facility		0						0
Right Of Way/Roadway		0						0
Aggravated Assaults								
In Vehicle		0						0
In Revenue Facility		0						0
Non Revenue Facility		0						0
Right Of Way/Roadway		0						0
Burglary								
In Vehicle		0						0
In Revenue Facility	Structure	0						0
Non Revenue Facility		0						0
Right Of Way/Roadway		0						0
Larceny/Theft Offenses								
In Vehicle		0						0
In Revenue Facility	Includes	5						5
Non Revenue Facility	Burglary	0						0
Right Of Way/Roadway	Vehicle	0						0
Motor Vehicle Theft								
In Vehicle		0						0
In Revenue Facility	Includes	1						1
Non Revenue Facility	Attempts	0						0
Right Of Way/Roadway		0						0
Arson								
In Vehicle		0						0

NTD INTERNET REPORTING

NON MAJOR SECURITY

In Revenue Facility	0						0
Non Revenue Facility	0						0
Right Of Way/Roadway	0						0

Part II

	In Vehicle	In Revenue	In Non Revenue Facility	On Right of Way	Total Incidents
Fare Evasion (citations)	26				26
Other Assaults (arrests)	0				0
Trespassing (arrests)	1				1
Vandalism (arrests)	0				0

Other Security Issues

	In Vehicle	In Revenue	In Non Revenue Facility	On Right of Way	Total Incidents
Bomb Threats	0				0
Bombing	0				0
Chemical / Biological / Nuclear Release	0				0
Cyber Incident	0				0
Hijacking	0				0
Non Violent Civil Disturbance	0				0
Sabotage	0				0

(5)Total Arrests - (2 F/E Arrests)
(1) Battery Transit Agnt arres Arrest
(1) Disorderly Cond. Arrest

Total Property Damage ($) 0

Expiring Contract Report
S FL Regional Transportation Authority

Expiring Date (7/1/2012) thru (7/1/2013)

Project Manager Conrtact # Contract Administrator	Contract Title Contract Name	Start Date Expiration Date	Contract Duration Renewal
projectmgr			
Contract Class: Payables			
Brad Barkman	TRANSITION DISP TRAIN CTRL AND YARD SERV	02/01/2007	6 Year Term
06-101	010512 NATIONAL RAILROAD PASSENGER	03/31/2013	5 year base term. 5 - 1 year renewal options. 1 option exercised, 4 options remaining.
JOE RODRIGUEZ			
Brad Barkman	LOCOMOTIVE FUELING SERVICES	01/14/2008	5 Year Term
07-001	010961 MACMILLAN OIL COMPANY OF FL	01/13/2013	No renewal options
JOE RODRIGUEZ			
Dan Mazza	LTK ENGINEERING SERVICES	11/02/2007	5 Year Term
07-003	010478 LTK ENGINEERING SERVICES	08/31/2012	Engineering Services through delivery and acceptance of Rail Vehicles.
BRYAN KOHLBERG			
Dan Mazza	EMERGENCY TRACKWORK FOR NEW RIVER BRIDGE	02/14/2008	5 Year Term
07-004	010982 ROADMASTER ENGINEERING, INC.	02/13/2013	No renewal options
JOE RODRIGUEZ			
Laura Thezine	PROFESSIONAL AUDITING SERVICES	07/03/2007	5 Year Term
07-723	010878 WATSON RICE LLP	07/02/2012	2-1 year options. No options remaining.
BRYAN KOHLBERG			

Expiring Contract Report
S FL Regional Transportation Authority

Expiring Date (7/1/2012) thru (7/1/2013)

Project Manager Conrtact # Contract Administrator	Contract Title Contract Name	Start Date Expiration Date	Contract Duration Renewal
projectmgr			
Vicki Wooldridge	STATE LEGISLATIVE CONSULTANT SERVICES	07/01/2010	3 Year Term
10-010	010142 ERICKS CONSULTANTS	06/30/2013	2 - 1 year renewal options. Both options remaining.
BOBBY BECKER			
James DeVaughn	SFEC TMA BUS SERVICE	07/01/2010	3 Year Term
10-014	010338 SFEC TMA	06/30/2013	4 1-year renewal options. 2 options exercised and 2 options remaining.
BOBBY BECKER			
	LEGAL SERVICES AGREEMENT	12/10/2010	2 Year Term
11-009	011832 SHUTTS AND BOWEN LLP	12/10/2012	N/A
BOBBY BECKER			

AGENDA ITEM NO: N

Contract Actions Executed
Under The General Counsel's Authority
For The Month of July 2012

Date Signed	Contract /Purchase Order No.	Contract Action	Amount $	Term
7/31/2012	**13-00095** **KAPLAN KIRSCH ROCKWELL LLP** Holloway v. SFRTA	Purchase Order	30,000.00	N/A